

TRANSPORTATION COMMISSION



Bob Sanders
Commission Chair
trans@ci.moscow.id.us

Regular Meeting
~Agenda~

Bill Belknap
Staff Liaison
208.883.7011

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

Thursday
July 8, 2021

4:00 PM

Council Chambers
206 E. Third Street

WELCOME AND ATTENDANCE

REGULAR AGENDA

1. Approval of June 10, 2021 Minutes (ACTION ITEM)

Presentation of minutes for approval.

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

2. Public Comment

Members of the public may speak to the Commission regarding matters NOT on the agenda or currently pending before the Commission. Please state your name and city of residence for the record and limit your remarks to three (3) minutes.

3. Continued Discussion Regarding Bicycle/E-bike/E-scooter Licensing Requirements (ACTION ITEM) – Bill Belknap

During the Commission's last meeting, the Commission discussed the merits of continuing the requirement to license bicycles within the City. The Commission requested staff to collect additional information for the Commission's review and consideration.

PROPOSED ACTION: Continue discussion regarding bicycle licensing requirements and provide recommendations as deemed appropriate.

4. Review of Proposed Shared Mobility License Agreement and Geofencing Boundaries (ACTION ITEM) – Bill Belknap

The City has seen recent interest in the deployment of shared mobility devices (E-scooters) within the City by two scooter companies. Staff has prepared a draft license agreement for shared mobility providers that would regulate their operations and standards of performance. The Commission reviewed the Agreement at the last meeting and the one remaining item for discussion was speed reduction zones that would be geofenced to reduce potential conflicts with pedestrians.

PROPOSED ACTION: Review draft shared mobility license agreement and provide recommendations as deemed appropriate.

NOTICE: Moscow City Council and 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.

5. Discussion Regarding Intra-City Transit Service (ACTION ITEM) – Bill Belknap

At the Commission's last meeting, the Commission expressed a desire to engage stakeholders to gauge interest and feasibility of reestablishing intracity public transit services between Moscow and Pullman.

PROPOSED ACTION: Discuss the topic and take action as deemed appropriate.

REPORTS

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS

The next regularly scheduled Transportation Commission meeting is August 12, 2021.

ADJOURN

TRANSPORTATION COMMISSION



Bob Sanders
Commission Chair
trans@ci.moscow.id.us

Regular Meeting ~Minutes~

Bill Belknap
Staff Liaison
208.883.7011

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

**Thursday
June 10, 2021**

4:00 PM

**Council Chambers
206 E. Third Street**

The meeting was called to order at 4:09 PM

MEMBERS PRESENT: Bob Sanders, Chair; Erin Bacon, Ben Calabretta, Rebecca Couch, Mary DuPree, Joel Hamilton
MEMBERS ABSENT: Randy Baukol, Mike McGahan
OTHERS: Ben Aiman, Gina Taruscio
STAFF: Bill Belknap, Jennifer Fleischman

REGULAR AGENDA

1. Approval of Minutes from May 13, 2021 (ACTION ITEM)

Presentation of minutes for approval.

DuPree moved for approval of the minutes as written, seconded by Calabretta. Vote by Acclamation: Ayes: Unanimous. Nays: None. Abstentions: None. Motion carried.

2. Public Comment

Members of the public may speak to the Commission regarding matters NOT on the agenda or currently pending before the Commission. Please state your name and city of residence for the record and limit your remarks to three (3) minutes.

None.

3. Review of Proposed E-Bike and E-Scooter Code Amendment (ACTION ITEM) – Bill Belknap

As previously discussed by the Commission, the City has seen recent interest in the deployment of shared mobility devices (E-scooters) within the City by two scooter companies. Staff has prepared a draft of an amendment to City Code to address the use to E-bikes, E-scooters and similar devices upon the City's streets, sidewalks and pathways in anticipation of the potential increased use within the City. Staff will present the draft for the Commission's review and recommendations.

Belknap reviewed the background of the Commission's and City's discussion regarding e-bike and e-scooter code to accommodate a new policy. There was some discussion regarding licensing e-scooters with the Police Department. An added component of the code amendment is an e-board. Belknap went over the proposed code amendment in detail, covering all the sections with proposed changes, explaining why they were added, changed, or deleted.

Bike registration cost \$5.00 for licensing, but it is unknown the actual cost to the Police Department. Continued discussion about cost for residents to license devices. Mobility scooters and ADA compliant devices are listed as exempt from motorized vehicles on the pathway systems. The Commission discussed adding more verbiage to protect ADA necessary transportation devices and ADA access points. Some minor edits to language used; grammar and punctuation were discussed and approved by the Commission.

4. Review of Proposed Shared Mobility License Agreement Template (ACTION ITEM) – Bill Belknap
The City has seen recent interest in the deployment of shared mobility devices (E-scooters) within the City by two scooter companies. Staff has prepared a draft license agreement for shared mobility providers that would regulate their operations and standards of performance. Staff will present the draft for the Commission's review and recommendations.

Belknap went over the draft Shared Mobility License Agreement template, as described above, covering the information that would be pertinent to the Transportation Commissioners. There was discussion about helmets and that e-scooter companies generally encouraged riders to provide their own. The e-devices are covered under the same collision reporting schedule that are required for motorized vehicles. Someone in the Police Department would be working with the e-scooter companies to manage data and device coordination. There was discussion about needing to pay before use, or if there was a way to use the devices without electronic payment methods. Geo-fencing was discussed in detail, as well as the City's liability for the condition of the devices. The term 'Shared Mobility' was talked about at length.

5. Review of Draft Neighborhood Traffic Calming Policy (ACTION ITEM) – Bill Belknap
Over the last year staff have received multiple requests for the installation of traffic calming devices in different locations within the community which led staff to identify the need to develop a standardized process and approach to addressing traffic calming device requests. The Commission conducted a preliminary review on the topic in February and staff has prepared a draft policy for the Commission's review and recommendations.

Belknap presented the draft Neighborhood Traffic Calming Policy as described above, going over the policy in detail to answer questions and accept comments. The City would attempt to make some sort of Traffic Calming Device fund for future requests. The Commission might help review applications and give advice on requests, especially in regards to keeping the policy up to date. Most resident request that have been submitted did not have a particular resolution in mind. There continued to be discussion regarding stop sign requests, traffic calming measures, and other ways to take pressure off of residential neighborhood roads.

REPORTS

The left turn signal on D Street and Main should be installed within the next week.

ANNOUNCEMENTS

The Commission asked to discuss forming an ad-hoc committee regarding a public transportation system between Moscow, Pullman, the University of Idaho, Washington State University, and the Pullman-Moscow Regional Airport.

UPCOMING EVENTS / MEETINGS

1. *The next regular scheduled Transportation Commission meeting is July 8, 2021.*

The meeting adjourned at 5:25 PM

Robert Sanders, Chair

ORDINANCE NO. 2021 -

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 11, CHAPTER 2, RELATING TO WALKWAYS AND BIKE PATHS; 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; Title 11, Chapter 2 of Moscow City Code establishes the purpose, definitions, and uses of Moscow Bike Paths and Walkways; and

WHEREAS, the Moscow Transportation Commission has completed a review of the chapter and has found it necessary to amend the Chapter to add regulations for e-bikes and e-scooters and have made such recommendation to the City Council; and

WHEREAS, the Moscow City Council has reviewed the recommendations of the Commission and concur with the proposed amendments;

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 11, Chapter 2 be amended as follows:

~~WALKWAYS AND BIKE PATHS~~

~~Sec. 2 1: Purpose~~

~~Sec. 2 2: Definitions~~

~~Sec. 2 3: Bike Path and Walkway~~

~~Map~~

~~Sec. 2 4: Restrictions on Use~~

~~Sec. 2 5: Exemptions~~

~~Sec. 2 6: Notice of Restriction~~

~~Sec. 2 7: Penalties~~

~~Sec. 2 1. — Purpose.~~

~~— The purpose of this Chapter is to promote public safety by regulating the use of motorized vehicles on bike paths and pedestrian walkways within the City.~~

~~Sec. 2 2. — Definitions.~~

~~— Except as hereinafter provided the definitions for terms contained herein as adopted under Idaho Code 49-101 through 49-124 shall be used.~~

~~A. *Bike Route.* Any area on a public street designated for bicycle use.~~

~~B. *Restricted Bike Paths and Pedestrian Walkways.* Paved pathways designated primarily for pedestrian and/or bicycle use and specifically designated as such on the City Bike Paths and Pedestrian Walkways map, and any revision thereto.~~

~~Sec. 2-3. — Bike Path and Walkway Map.~~

~~— A map of the City designated "Bike Paths and Pedestrian Walkways" and dated February 5, 1991, is hereby adopted and incorporated herein. Three (3) copies of this map shall be available for viewing by the public at the office of the Clerk. The Council may, from time to time, adopt revisions of this map by resolution.~~

~~Sec. 2-4. — Restrictions on Use.~~

~~— It is hereby declared to be unlawful for any person to operate or permit to be present a motorized vehicle upon any restricted bike path or pedestrian walkway identified pursuant to this Chapter.~~

~~(Ord. 2001-14, 08/20/2001)~~

~~Sec. 2-5. — Exemptions.~~

~~— A person is exempt from the restrictions of this Chapter where the operator of a motorized vehicle has displayed in the vehicle a permit to allow such person to operate a motorized vehicle on the restricted bike path or pedestrian walkway or has such written permission from the City, or the owner of the property if the restricted bike path or pedestrian walkway is on property not owned by the City. Emergency police and fire vehicles are exempted from restrictions in this Chapter. A motorized wheelchair or similar conveyance operated by a disabled person is also exempted from this Chapter~~

~~Sec. 2-6. — Notice of Restriction.~~

~~— All restricted bike paths and pedestrian walkways shall post notice of the restrictions in this Chapter. Pedestrians shall have the right of way over all but emergency vehicles.~~

~~Sec. 2-7. — Penalties.~~

~~Any person violating any of the provisions of this Chapter shall be guilty of a misdemeanor and, upon conviction thereof in a court of competent jurisdiction, shall be punished pursuant to this Code and the Idaho Code.~~

BICYCLES, E-BIKES, E-SCOOTERS, AND E-BOARDS

Sec. 2-1: Purpose

Sec. 2-2: Definitions

Sec. 2-3: General Standards

Sec. 2-4: Riding on Roadways

Sec. 2-5: Riding on Sidewalks

Sec. 2-6: Riding on Non-Motorized Pathways

Sec. 2-7: Bicycle, E-Bike, E-Scooter, and E-Board Parking

Sec. 2-8: Tampering Prohibited

Sec. 2-9: Abandonment

Sec. 2-10: Shared Mobility Programs

Sec. 2-11: Enforcement Agency

Sec. 2-12: Penalties

Sec. 2-1. Purpose

The purpose of this Chapter is to promote public safety by regulating the use of motorized vehicles, bicycles, E-Bikes, E-Scooters, and E-Boards on roadways, bike lanes, sidewalks and non-motorized pathways within the City.

Sec. 2-2. Definitions

For the purposes of this chapter, the following terms, phrases, words, and derivations shall have the meaning given herein.

- A. *Abandonment*: A bicycle, E-bike, E-scooter, E-board, or any part thereof, that is left or remains unattended or unused in a public place for seventy-two (72) consecutive hours or longer after it is tagged with a notice of intention to abate.
- B. *Bicycle*: Every vehicle having two (2) tandem wheels, or two (2) parallel wheels and one forward wheel, any two (2) of which are not less than twelve inches (12") in diameter, propelled exclusively by human power upon which any person may ride, except scooters and similar devices.
- C. *Bike Lane*: A portion of a roadway designated for preferential or exclusive use by bicycles, E-bikes, E-scooters, or E-boards that is distinguished from that portion of the roadway to be used by motor vehicles by a painted strip and other pavement markings.
- D. *Non-Motorized Pathway*: A completely separate right-of-way posted and designated primarily for use by bicycles, E-bikes, E-scooters, E-boards, or pedestrians, including but not limited to the Paradise Path, Latah Trail, and Chipman Trail, University of Idaho Pedestrian Walkways and similar non-motorized pathways.
- E. *Electric Power-Assisted Bicycle (E-BIKE)*: A vehicle having two (2) tandem wheels or two (2) parallel wheels and one forward wheel, any two (2) of which are not less than twelve inches (12") in diameter, that is designed to be operated by human power with the assistance of an electric motor. The device may be designed to also be powered by human propulsion. An E-bike is not a motor vehicle for purposes of this chapter.
- F. *Electric Power-Assisted Boards (E-BOARD)*: A wheeled device that has a floorboard, that is designed to be stood upon when riding, and is powered by an electric motor. The device may be designed to also be powered by human propulsion. An E-Board is not a motor vehicle for purposes of this chapter.
- G. *Electric Power-Assisted Scooter (E-SCOOTER)*: A wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. The device may be designed to also be powered by human propulsion. An E-scooter is not a motor vehicle for purposes of this chapter.
- H. *Obstructive Bicycle, E-Bike, E-Scooter, or E-Board*: Any bicycle, E-bike, E-scooter, E-board, or any part thereof, left in a public place that obstructs or impedes vehicular or pedestrian traffic.
- I. *Operator*: A person in exclusive control of a bicycle, E-bike, E-scooter or E-board and using the device.
- J. *Station-based Shared Mobility Program*: A system of self-service bicycles, e-bikes, e-scooters, e-boards or any combination thereof, for hire, operated by a station-based shared mobility program operator, which requires a bicycle rack and/or a bicycle, e-bike, e-scooter, or e-board sharing station.
- K. *Stationless Shared Mobility Program*: A system of self-service bicycles, e-bikes, e-scooters, e-boards, or any combination thereof, for hire, operated by a stationless shared mobility

program operator, which does not require a bicycle rack or a bicycle, e-bike, e-scooter, or e-board sharing station.

Sec 2-3. General Standards.

- A. Every person, regardless of age, who operates a bicycle, E-bike, E-scooter, or E-board upon a roadway, public parking lot, sidewalk, bike path, bike lane or other public vehicular right-of-way in the City of Moscow ("City") shall be granted the same rights and shall be subject to the same responsibilities applicable to a motor vehicle operator by the laws of the State of Idaho, and the provisions of this title not in conflict with and as authorized under title 49 of the Idaho Code.
- B. All operators of bicycles, E-bikes, E-scooters and E-boards are expected to operate the devices in a safe manner as approved by the manufacturer.
- C. Exemptions:
 - 1. Any peace officer as defined in Idaho Code, operating a bicycle, E-bike, E-scooter, or E-board in the course and scope of his/her official duties is exempt from the requirements of this section, if the bicycle, E-bike, E-scooter, or E-board is being operated under any of the following circumstances:
 - a. In response to an emergency call.
 - b. While engaged in rescue operations.
 - c. In the immediate pursuit of an actual or suspected violator of the law.

Sec. 2-4. Riding on Roadways.

- A. No person shall operate a bicycle, E-bike, E-scooter, or E-board on a roadway against the flow of motorized vehicular traffic, except where permitted by official signs or pavement markings.
- B. Every person operating a bicycle, E-bike, E-scooter, or E-board upon a two-way roadway is entitled to use the lane appropriate for the intended destination, including the right-hand lane. The bicycle, E-bike, E-scooter, or E-board rider shall proceed in the same direction of travel as other vehicles authorized to use that lane. On one-way roadways a bicycle, E-bike, E-scooter, or E-board may be operated in any existing lane.
- C. Wherever a bike lane is present upon a roadway, the operator of a bicycle, E-bike, E-scooter, or E-board shall use that lane and shall not use the roadway; except that the operator shall not be required to use or remain in a bike lane:
 - 1. When the lane is of insufficient width to permit safe bicycle, E-bike, E-scooter, or E-board operation; or
 - 2. When the condition of the pavement, or the presence of water, dirt, glass or other foreign objects upon the pavement prevents safe bicycle, E-bike, E-scooter, or E-board operation in the lane; or
 - 3. When moving into position to make a right or left turn; or
 - 4. When an opening car door or other obstruction in an adjacent parking lane requires movement out of the lane.
- D. The operator of a bicycle, E-bike, E-scooter, or E-board traveling at a rate of speed that delays a vehicle or vehicles following in the same lane shall be required, when it is unlawful or unsafe for the following vehicle to pass, to move as far to the right of the traveled roadway, or to the left where the bicycle, E-bike, E-scooter, or E-board is in the left lane of a one-way roadway, as is safe under the conditions then existing; provided, however, that when the operator is

within fifty feet (50') of an intersection, the operator shall not be required to move to the right or left until he/she has moved through the intersection.

- E. No person operating a bicycle, E-bike, E-scooter, or E-board may attach themselves or such bicycle or device to a moving motor vehicle.
- F. Reckless or Inattentive Operation. A person who operates a bicycle, E-bike, E-scooter, or E-board on any public property or private property open to public use in an inattentive, reckless or careless manner, in light of the circumstances then existing, or without due caution and circumspection, or at such speed or in any other manner as to endanger or be likely to endanger any person or property shall be guilty of reckless or inattentive operation, which shall be a misdemeanor.

Sec. 2-5. Riding on Sidewalks.

- A. A bicycle, E-bike, E-scooter, or E-board may be operated upon a sidewalk and upon and within a crosswalk, except where prohibited by official traffic control devices, or when the number of pedestrians using the sidewalk renders riding on the sidewalk unsafe because of the risk of colliding with pedestrians, in which case the operator of a bicycle, E-bike, E-scooter, or E-board must dismount and walk the bicycle or device to an area where safe riding may resume.
- B. Any operator of a bicycle, E-bike, E-scooter, or E-board riding upon a sidewalk, or across a roadway upon and within a crosswalk, shall not exceed a speed of ten miles per hour (10 MPH) and shall yield the right-of-way to any pedestrian.
- C. Any operator of a bicycle, E-bike, E-scooter, or E-board riding on the sidewalk shall not suddenly leave a curb or other place of safety and move into the path of a vehicle that is so close as to constitute an immediate hazard.

Sec. 2-6. Riding on Non-Motorized Pathways.

- A. It is hereby declared to be unlawful for any person to operate or permit to be present a motorized vehicle upon any posted non-motorized pathway. A person is exempt from this restriction where the operator of a motorized vehicle has displayed in the vehicle a permit to allow such person to operate a motorized vehicle on the restricted bike path or pedestrian walkway or has such written permission from the City, or the owner of the property if the restricted bike path or pedestrian walkway is on property not owned by the City. Emergency police and fire vehicles are exempted from restrictions in this Chapter. E-bikes, E-scooters and motorized wheelchairs or similar conveyances operated by a disabled person shall also exempted from this prohibition.
- B. Any operator of a bicycle, E-bike, or E-scooter riding upon a non-motorized pathway shall not exceed a speed of fifteen miles per hour (15 MPH) unless otherwise posted.
- C. Any operator of a bicycle, E-bike, or E-scooter riding upon a non-motorized pathway shall yield the right-of-way to any pedestrian.

Sec. 2-7. Bicycle, E-Bike E-Scooter, and E-Board Parking.

Bicycles, E-bikes, E-scooters, or E-boards shall not be parked in such a manner as to obstruct or impede the movement of pedestrians, motor vehicles or other bicycles, E-bikes, E-scooters, or E-boards or to cause damage to trees, shrubs or other living plants.

Sec. 2-8. Tampering Prohibited.

It shall be unlawful for any person to tamper with, destroy, mutilate or alter any license receipt or license issued under the provisions of this Chapter. It shall be unlawful for any person to remove, destroy, mutilate or in any way alter or tamper with any bicycle plate, sticker, or marking issued under the provisions of this Chapter.

Sec. 2-9. Abandonment and Right to Impound.

It shall be unlawful for any person to abandon a bicycle, E-bike, E-scooter, or E-board. The City shall have the right to impound and retain possession of any bicycle, E-bike, E-scooter, or E-board found to have been abandoned and dispose of the property pursuant to Idaho Code 55-403 and pursuant to the City's surplus policy. The City shall have the right to impound any bicycle, E-bike, E-scooter, or E-board that is found to be in violation of the provisions of this Chapter and may retain possession of such bicycle, E-bike, E-scooter or E-board until the provisions of this Chapter are complied with. A fee for impoundment and storage may be charged to the bicycle, e-bike, e-scooter, or e-board owner. The fee shall be set from time to time by resolution of the Council.

Sec. 2-10. Shared Mobility Programs.

- A. Application and License Agreement Required. Businesses, corporations, organizations, or individuals that provide stationless and station-based shared mobility programs are required to have a business license, insurance, and submit an application with the City, which includes the execution of a license agreement prior to deployment of any devices. Any deployment of bicycles, E-bikes, E-scooters, or E-boards prior to following the application, permitting and licensing process and receiving approval by the City to deploy such devices may result in misdemeanor charges and impoundment of devices deployed.
- B. Manufacturers and distributors of E-bikes, E-scooters and E-boards shall apply a label in legible type, that is permanently affixed in a prominent location, to each E-bike, E-scooter and E-board. The label shall contain the classification number, top assisted speed, motor wattage, and shall be printed in arial font in at least 9-point type.
- C. Every shared mobility program wishing to do business in the City shall obtain and retain a Shared Mobility business license prior to such program's operation in the City. Such license shall be issued annually. Failure to hold a current shared mobility program business license, or to renew an expired license within ten (10) days after its expiration, shall result in the immediate impounding of all shared mobility bicycles, E-bikes, E-scooters and E-boards until such license deficiency is remedied. The shared mobility program shall be liable for the daily expense of impounding the bicycles and devices until the license is renewed or the sale of the impounded bicycles and devices by the City.
- D. City may limit the maximum number of bicycles, E-bikes, E-scooters and E-Boards that are deployed within City limits by a shared mobility program through a resolution.

Sec. 2-11. Enforcement Agency.

The Chief of Police or the Chief's designee shall be granted the authority to enforce and carry out the provisions of this Chapter.

Sec. 2-12. Penalties.

Any person violating any of the provisions of this Chapter, unless a specific penalty is proscribed, shall be guilty of an infraction and, upon conviction thereof in a court of competent jurisdiction, shall be punished pursuant to this Code and the Idaho Code.

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 which can be given effect without the invalid provision. The remaining sections of Title 11 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: ENFORCEMENT. The adoption of this Ordinance shall not, in any manner, affect any prosecution for violation of any other ordinance committed prior to the effective date of this Ordinance or be construed as a waiver of any license or penalty due under any other ordinance, or in any manner affect the validity of any action heretofore taken by the City of Moscow City Council, or the validity of any such action to be taken upon matters pending before the City Council on the effective date of this Ordinance.

SECTION 5: 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 _____, 2021.

Bill Lambert, Mayor

CERTIFICATION. I hereby certify that the above is a true copy of an Ordinance passed at a regular meeting of the City Council, City of Moscow, held on _____, 2021.

ATTEST:

Laurie M. Hopkins, City Clerk

Transportation Between Pullman/WSU and Moscow/U of I, and the Pullman-Moscow Regional Airport

History of the Moscow-Pullman Shuttle, Summary of University of Idaho Parking & Transportation Services Trial Shuttle Programs in 2019-20, and Recommendations for Stakeholders

June 30, 2020

Introduction

As University of Idaho (U of I) Parking & Transportation Services (PTS) works to build a network of robust alternative transportation options that provide mobility options for students at the University of Idaho, two different trial shuttle programs were offered at the end of the fall semester 2019 and beginning of spring semester 2020 to generate feedback and analyze operating details and costs of in-house shuttle programs. The first trial shuttle program provided transportation for U of I and Washington State University (WSU) students enrolled in cross-listed courses at the neighboring university, similar to the historical Moscow-Pullman shuttle service that was provided by Wheatland Express between 1992 and 2010. The second trial shuttle program provided transportation for U of I students to/from the Moscow campus to the Pullman-Moscow Regional Airport during finals week and the days just prior to the start of the spring 2020 semester.

This write-up summarizes the history of the Moscow-Pullman shuttle service, what we learned from our trial services, and provides some recommendations for stakeholders within each community to consider how we can make the seven miles between two thriving cities and college campuses not a barrier but an opportunity.

Demand for student parking at the U of I continues to grow (or at least remain steady) even with no substantial increases in student enrollment. In response, and in preparation for future enrollment growth and/or future increases in student vehicle parking demand, PTS is committed to being a community partner on initiatives that advance alternative transportation options, convenience, and attractiveness so that we can become a campus and community that doesn't require a student to have a car during college in order to meet their mobility needs. In communicating our vision and plans for the future to the campus community, we've received an enormous amount of feedback from students and employees and one topic that continues to resurface is the need for a shuttle service between the U of I and WSU campuses to support students enrolled in cross-listed courses. Further, we've repeatedly heard that shuttle service from Moscow to the Pullman-Moscow Regional Airport is needed, and this need was amplified with the recent completion of the runway expansion project and resulting increase in parking demand at the airport.

History of Transportation Service between WSU and U of I

Long-time community members in the Moscow-Pullman area know that there once was a commuter shuttle service that provided week-day transportation between the two college towns. With funding equally split between the Associated Students of the University of Idaho (ASUI) and WSU Transportation Services, the intent of the service was to support student travel between the two campuses for cross-listed courses. The intercampus shuttle service was established in 1992 and was provided by Wheatland Express with a 52-passenger charter bus. The service changed slightly over the years, initially it ran year-round at no cost to all riders. In 2007 a subsidized fare was established for general commuters (non-students) which resulted in some level of decline in commuter ridership. In 2009 the service reduced to academic year only in order to manage cost and continue to provide for the original intent, transportation for students enrolled in cross-listed courses at either institution.

The annual cost for the service in 2008 was approximately \$224,000. Bid results received in 2008 would've increased the existing service cost by \$150,000. Accepting one of the alternative bids from Wheatland Express for service beginning in 2009, which included dropping summer service, lowered the annual cost to around \$140,000. In 2011, the cost to extend the Wheatland Express contract would've exceeded \$150,000. At that time, the estimated average unique ridership was around 150 individuals; approximately 50 WSU commuting employees, 50 U of I students, and 50 WSU students. The average per trip cost was calculated at \$6.00/trip. Agreement to extend the contract would've far exceeded that per trip rate, driving WSU and U of I to discontinue the service. WSU determined at that time that their parking system should no longer subsidize the service and U of I concluded that ASUI student fee dollars were no longer appropriate to be used to subsidize non-UI student transportation costs (specifically, WSU commuting employees).

In 2011 there was a draft proposal from the transportation departments of both institutions for operation of an in-house shuttle program, estimated to cost \$25K - \$30K annually. There was an implementation and communication plan developed for that proposed service, but no further documentation available as to why an in-house shuttle program was not rolled out. See Appendix A for documents from 2008-2012 that describe this history in greater detail.

Of course, the need that did exist for the service didn't go away once it was discontinued. Students who were disappointed in the loss of transportation service between the two campuses came forward in 2011 and 2012, bringing ideas to Moscow's Transportation Commission, gaining support for reviving the service through petitions and one student who even started her own business providing rides for \$5/one-way trip between the two communities. See Appendix B for two articles from the Moscow-Pullman Daily News that describe these efforts.

Trial Shuttle Service Between U of I and WSU – Fall 2019

In spring 2018 U of I PTS informed the campus community of our newly adopted vision of becoming a campus where a vehicle is not required to meet mobility needs. In doing so, we received feedback from students and faculty regarding the need for a bus between U of I and WSU in order to serve those enrolled in cross-listed courses at either institution. We've continued to receive similar feedback since early 2018 referencing the need for intercity transportation service.

In May of 2019, U of I PTS and WSU Transportation Services spoke with Groome Transportation about our community's needs. Groome Transportation provides shuttling services all over the country, connecting communities and universities to airports nearby. Groome provided a preliminary proposal consisting of 3 busses, 110 hours of driving per week (total of 5 employees to run the program), service hours of 7 a.m. to 6 p.m. Monday – Friday, and including stops on both college campuses and the Pullman-Moscow Regional Airport. A firm cost proposal was never provided, but quick estimates had us looking at a program that would cost \$200K to \$300K per year.

U of I PTS purchased a 22-passenger bus in June 2018 to serve as a back-up and secondary transportation option for events on campus (back-up to the aging Vandal Trolley). A year later (fall 2019) with the bus being used occasionally for event transportation, but otherwise just stored on campus daily, we decided to utilize the bus to provide a trial shuttle service between WSU and U of I with the intent to serve U of I students who were enrolled in classes at WSU. The purpose of the trial service was to collect feedback and evaluate costs of an in-house shuttle operation to determine if such a program could be operated internally by PTS.

We initially only communicated the trial service to those U of I students enrolled in a WSU class for fall semester 2019, 57 individual students. We began by surveying those U of I students enrolled in WSU courses, asking them how they traveled between the two towns and if they would ride a shuttle if one existed. In general, feedback from the survey was in favor of a shuttle service, indicating that they would ride if one existed, but that it would need to be convenient and would be helpful (and perhaps see higher use) during poor winter road conditions. Our survey had a 42% respondent rate, with those students who responded generally informing us that they either drove themselves or carpooled with a friend to get to WSU, with some indicating that they would often just miss class if they didn't have a ride arranged. Of the 57 students enrolled in courses at WSU, 47% did not own a U of I parking permit during the fall 2019 semester, indicating that they either didn't have a vehicle in Moscow or they lived off campus and used alternative modes of transportation to commute to U of I campus daily. We then built our trial shuttle schedule (see Appendix C) with arrival times and locations at the WSU campus aligned with the course schedule times and building locations of those students registered for WSU classes during fall 2019. We direct emailed an announcement of the trial shuttle service and the schedule, encouraging the U of I students to use the service and give us their feedback, as well as promoted the trial service via social media.

The announcement quickly spread via social media and local newspapers reached out, providing additional community awareness, however by day two of the trial we'd only had one single rider. We then made the decision to open up the program to anyone who wanted to ride and advertised the program a bit more broadly to reach any U of I or WSU student or employee (see Appendix D for an article published in the WSU Daily Evergreen). While excitement and support for a Moscow-Pullman shuttle grew wildly on Facebook among community members and university constituents alike (see Appendix E), by the end of the two-week trial program we carried a total of 19 passengers between the two campuses. Costs for the program included fuel (at a rate of about \$32/day) and driver labor cost of about \$80/day (\$20/hour), with the total trial program cost estimated at about \$1,200, indicating that a year-round shuttle service, with no more than 4 hours of drive time per day (4 trips back and forth between the two institutions), would cost an estimated \$31,200 annually, not including long-term operational costs such as vehicle maintenance and replacement or fringe benefits for drivers. Including

those expenses allows us to provide a ballpark estimate for an in-house shuttle program, with similar operating hours as our trial program at \$50,000 - \$60,000 per year.

What We Learned

From those who got on the bus we heard great feedback. Riders were happy we were offering the free service, excited to try it out and many asked what our plans were after the trial service. We received significant positive feedback about the trial service (and advocacy for a permanent service) via social media. There was a great deal of excitement from what appeared to be community members in Moscow and Pullman (non-students) who remembered the service that was historically provided by Wheatland Express. In general, across social media, support was high for the trial program we were offering and requests for “bringing back the old service” were numerous.

We received a lot of feedback regarding the timing of our trial program not being ideal. We intentionally conducted the trial program between WSU and U of I the two weeks prior to finals week at U of I (December 2, through December 13), with the idea that the weather may be poor and we’d see a good representation of what ridership may actually look like during winter driving conditions. However, once we opened the program up to WSU affiliates in addition to U of I students, we received feedback that the trial program was poorly timed. With WSU’s academic calendar one week ahead of U of I, our trial was held during dead week and finals week for WSU classes, a time in which schedules are not always regular and final exams are at different times. This could’ve been one factor for the minimal ridership we saw as aligning the schedule with normal class times didn’t meet the needs of those traveling to WSU for final exams at various times.

Additional feedback relating to the timing of our trial program not being ideal or providing ridership representative of what it would actually be with a year-round program, included that the students enrolled in cross-listed courses already had their routines established for getting to and from their classes. Attempting to test a new transportation option which requires students to modify the routine they’ve become accustomed to for 3+ months we feel did not provide accurate data on what true ridership might look like for a year-round program with 57 U of I students enrolled in courses at WSU.

Feedback about how the program was communicated was also received. With our decision to only release the schedule and information to U of I students initially, feedback indicated we were setting ourselves up for low ridership during the trial. That if we had advertised thoroughly at WSU campus and to faculty/staff and the general community, we’d have seen greater ridership.

The trial program was short, just two weeks. Introducing a new transportation option to a community takes much longer than two weeks to generate actual data on what normal ridership would look like. Therefore we know that the ridership we experienced during the trial program is not representative of what it would be if we’d announced the program to students at the start of an academic year, allowing them to make choices about their transportation needs knowing the shuttle to WSU was an option, and ran the program for an entire year. However, we feel the trial program was a valuable exercise, where we learned that the desire for such service continues to be strong among our two communities, and that a program developed based on course times and airline schedules is feasible with an in-house type operation.

Trial Shuttle Service Between U of I and Pullman-Moscow Airport Fall 2019/Spring 2020

The Pullman-Moscow Regional Airport is 5.5 miles from the University of Idaho campus. That short distance and no public transportation service to the airport presents a challenge for anyone in Moscow who doesn't have a vehicle. As U of I PTS encourages students to leave the car at home, we've received feedback from campus constituents that transportation to the airport is a service that is needed. An ideal arrangement would involve a Moscow-Pullman shuttle service with stops at the airport that are coordinated with flight departure and arrival times.

To gauge interest for this type of service, U of I PTS ran a trial shuttle service to and from the airport during finals week at the end of the fall 2019 semester and again the four days prior to Spring semester. The service was promoted with the title "Finals to Flights", and operated Monday through Friday of finals week and Saturday through Tuesday prior to spring semester start, with four trips each day coinciding with flight departure and arrival times. The schedule provided for arrival at the airport 90 minutes prior to flight departure, and the shuttle departure from the airport was about 30 minutes after scheduled flight arrival time (see Appendix F). Reservations were required and the shuttle did not run if there were no scheduled riders for a particular flight time.

Ridership and What We Learned

There were approximately 60 individual students who made a shuttle reservation for either a trip to the airport, back to campus, or both. During the fall semester finals week, there were 21 individuals who completed their ride from campus to the airport, with highest ridership at the end of the week. During the four days of service prior to the spring semester start there were 26 individual riders who completed a trip from the airport back to campus.

Feedback from riders who took advantage of the airport shuttle was very positive. Providing a service similar to the trial schedule is something U of I PTS can foresee being able to do before and after major university breaks in the future, but not on a daily basis year-round. Challenges with the trial service involved numerous flights being delayed and/or cancelled. Shuttle drivers attempted to adjust trip times based on information provided on the airport webpage for delayed flights, however, often spent an extra hour waiting for passenger offboarding for arrivals. With increasing ridership later in the week of finals week, and requests for service on Saturday after the last day of fall semester, it would be reasonable to adjust the finals week schedule to have service provided on Tuesday through Saturday to serve more students leaving town late in the week. In the future, opportunities need to be sought for better coordination with the airport on flight delays to increase efficiency for drivers.

Reflections and Recommendations

As WSU and U of I campuses have increasing demands for on-campus student parking, both institutions are working hard to promote alternative transportation options in our communities. The missing transportation connection between the two campuses creates a barrier for students who choose to use alternative means daily on their primary campus, contributing to reduced parking and traffic congestion and enjoying the benefits alternative transportation provides. The lack of transportation between the

two campuses may even be eliminating educational opportunities for students at both institutions who would have a wider variety of courses to enroll in as required by their degree if they could more easily access the neighboring campus. U of I PTS has heard directly from students that they simply did not enroll in a course that they were interested in and was available to them at WSU because they didn't have a way to get there. Providing this transportation connection could serve to boost enrollment and attractiveness of both WSU and U of I; where else in the country are their two land grant institutions located within 10 miles of each other providing such a unique educational opportunity?

Furthermore, general community members in Moscow and Pullman have a strong desire to have public transportation between the two cities. Ultimately, there are two possible models that would provide a long-term sustainable program creating opportunity instead of a barrier and allowing our two communities and universities to increasingly thrive.

The first model is one where all community stakeholders come together building a partnership to financially support transportation between Pullman and Moscow and to the airport; City of Moscow, City of Pullman, University of Idaho, Washington State University, SMART Transit, Pullman Transit, Pullman-Moscow Regional Airport, and potentially others. With all stakeholders sharing in the program, a financially sustainable program could be built, one that is provided locally as an "in-house" shuttle program similar to the trial run conducted by U of I PTS.

The second possible model becomes an option if the Moscow-Pullman communities are deemed a Metropolitan Planning Organization following the results of the 2020 census. If this became a reality, new funding opportunities would be available for our local transit agencies and between the two entities, perhaps they can bridge the 7 mile gap, providing the service so many community members desire and that would appeal to current and prospective students for U of I and WSU.

List of Appendices

Appendix A 8

Historical Documents on Wheatland Express Shuttle Service Provided between 1992 and 2010

Appendix B 15

Daily News Articles on Student Efforts to Revive the Shuttle Service that Discontinued

Appendix C 20

U of I/WSU Trial Shuttle Schedule

Appendix D 21

WSU Daily Evergreen Article on Trial Shuttle Service

Appendix E 23

Snapshot of Trial Shuttle Facebook Post Engagement and Reach

Appendix F 24

Finals to Flights Trial Shuttle Schedule

June 23, 2008

Intercampus Shuttle – Wheatland Express Talking Points from WSU Parking Services

1. WSU and UI students enrolled in cross-listed courses will continue to be served by the intercampus shuttle service with Wheatland Express. Commuters may also continue to use the shuttle service during the academic year.
2. A new contract between the UI and Wheatland begins August 24, 2008 and will provide service between UI and WSU from 6:30am to 7:00pm Monday through Friday during the academic year. Service during the summer will be discontinued starting with summer 2009.
3. Intercampus shuttle service was established in 1992 to support the transportation of UI and WSU students attending cross-listed courses. A reciprocal parking policy was also established at the same time. The service was gradually expanded over the years at additional cost to the universities. Commuters use the service at a discounted fare.
4. The existing contract is between Wheatland Express and the University of Idaho. The cost for intercampus shuttle service is approximately \$224,000 for the contract year ending in August 2008. WSU has an agreement with the University of Idaho to split the cost of the service on an equal basis.
5. The UI contract with Wheatland Express expires in August 2008. UI sought to discontinue the contract last year but agreed to continue it for one more year while working on a new solution to provide the service. Officials from University of Idaho and WSU reviewed the existing services and developed a list of service options. The UI issued a Request for Proposals earlier this year for the bus service. Wheatland Express was the only bidder to respond, and offered a variety of alternatives.
6. Per that bid, the approximate cost to maintain the existing level of service with Wheatland Express would have been an additional \$150,000 per year over the current contract amount. A fuel surcharge also increases the cost as fuel prices continue to rise.
7. Based on this significantly higher bid price, the decision was made to accept the offered lower level of service as it would still accomplish the original purpose of the bus service, i.e., to provide transportation for students enrolled in cross-listed courses.
8. Riders can link to the Wheatland Express in Pullman by using Pullman Transit, and in Moscow by using Valley Transit. Off-campus bus stops for Wheatland Express will be eliminated in Moscow and Pullman under the new contract.

9. Ridership growth on the Intercampus Shuttle has been relatively flat from year to year. There has been a drop in commuter ridership since a subsidized fare was established for employees in November 2007.
10. Ridesharing and vanpooling opportunities are available to university employees who are unable for whatever reason to use the Intercampus Shuttle service. Transferable parking permits are available from both campuses to facilitate carpools, and reciprocal parking policies are still in effect.

Intercampus Shuttle Recommendation

Bridgette Brady, Washington State University, Parking and Transportation Services

Carl Root, University of Idaho, Parking and Transportation Services

June 28, 2011

Overview

The existing contract held between the University of Idaho (UI) and Wheatland Express, the current provider of the Intercampus Shuttle, ended on May 13, 2011. Washington State University (WSU) was providing fifty percent of the funding for the shuttle with parking system funds per an interagency agreement with UI. WSU has determined that the parking system should no longer subsidize the service and UI has determined that student fees should no longer provide transportation to non-students. A new funding model is needed and should provide the following:

- Provide mobility for students participating in cooperative programs
- To provide full subsidy to student riders participating in cooperative programs
- Identify long-term, sustainable funding at each institution
- To assist non-cooperative participants with mobility options that are environmentally and economically sustainable transportation practices

Recommendation

It is the recommendation of the WSU and UI Parking and Transportation Service departments to provide a trial in-house shuttle service for students in cooperative programs. The departments will otherwise provide information about mobility options available to commuters living in outlying communities and to students not participating in cooperative programs.

Justification

This recommendation provides the most feasible opportunity to continue the initial intent of the intercampus shuttle service, providing mobility option for cooperative programs. The cost to extend the Wheatland Express contract will exceed \$150K and the estimated average unique ridership is 150 individuals. The cost will exceed \$6.00 per roundtrip. The estimated cost per University to operate an in-house shuttle is \$25K-\$30K depending on demand. The cost for transportation alternatives vary however vanpools and carpools are considerably less than \$6.00 per roundtrip.

50 employees
50 WSU employees students
50 UI students

8

Intercampus Cooperative Programs Shuttle Implementation and Communication Plan June 22, 2011

Implementation Plan

1. Funding will be provided by ASUI for the UI portion.
2. Obtain funding commitment by WSU Administration.
3. Vet the in-house shuttle option through the appropriate University channels, i.e. risk management, registrars, motorpool services, legal services, etc. Risk and Safety need to understand the make/model of vehicle for our UI review.
4. Provide ample notice of the change in service to the WSU and UI communities – see Communication Plan
5. Work with the registrars to determine possible demand for the service and system to qualify coop students and faculty.
6. WSU to take lead with vehicles and drivers – MOU with UI to share expenses
7. WSU and UI develop the appropriate logistical policies and procedures for the operation of the shuttle service.

Communication Plan

1. Work with WSU and UI media resources to develop a press release announcing the decision – see Media Points.
2. Notify Wheatland Express of the decision.
3. Email the known intercampus shuttle riders to inform them of the decision just prior to making the press release available to the public.
4. Develop answers for consistent messaging for media interviews to be used by all involved in the decision making process.
5. Update websites as needed.
6. Work with the registrars to provide notice of the availability of the shuttle service to students participating in cooperative programs.
7. Work with WSU and UI media to develop a press release messaging the availability of the shuttle for cooperative programs and mobility options to be released near the start of the fall semester.

Media Points

1. Established in the early 1990's, an intercampus shuttle service between the University of Idaho (UI) and Washington State University (WSU) was offered during the academic year to facilitate student participation in cooperative programs. "Cooperative programs" are academic programs that are offered on either campus for students of either institution.
2. The contract held between the UI and Wheatland Express, the most recent provider of the intercampus shuttle, ended on May 13, 2011. Both institutions provided fifty percent of the funding for the shuttle program per an interagency agreement with UI.
3. WSU funded their portion with parking system funds. WSU determined that their parking system should no longer subsidize the service. Additionally, ASUI student fees which were used as funding source for the UI's portion are not considered appropriate to use to subsidize non-UI student transportation costs.
4. WSU and UI Parking and Transportation Service departments were asked to provide a collaborative recommendation for a new funding model to provide an intercampus shuttle service to their respective administrations.

5. The existing program was determined not cost-effective or sustainable. The last 3 year annual contract costs were over \$800 per rider. With ridership continuing to trend downward and the prospects of future similar contracts to increase by 5%-8% annually, the cost per roundtrip will exceed \$6.00 per rider. A more cost-effective program is needed.
6. WSU and UI Parking and Transportation Services recommend providing a trial in-house shuttle service for cooperative programs. The contract with Wheatland Express will not be renewed.
7. The goals of the new program are:
 - Provide mobility for students participating in cooperative programs
 - To provide full subsidy to student riders participating in cooperative programs
 - Identify long-term, sustainable funding at each institution
 - To assist non-cooperative participants with mobility options that are environmentally and economically sustainable transportation practices
8. Information about mobility options will be made available to commuters living in outlying communities and to students not participating in cooperative programs. The two Universities have also made a commitment to provide a carsharing program which will place fuel efficient vehicles on each campus for short-term rental.
9. Media quotes –

“The overall costs of the old transit model, from an annual, per-rider cost perspective, were extremely high and not cost-effective or sustainable. Additionally, we could no longer support having student fees subsidizing commuting costs for WSU employees.” – Carl Root, Director, UI Parking and Transportation

“It is not the mission of the University of Idaho to provide subsidized transportation to employees, particularly funded by student fees. It is, however, the mission of our institution to support cooperative programs and to provide mobility options to our students. ” - Carl Root, Director, UI Parking and Transportation

“It is our responsibility as the Transportation Department to provide sustainable mobility options for our students and commuters. The existing program is not cost-effective or economically sustainable” – Bridgette Brady, Director, WSU Parking and Transportation

“This recommendation provides the most feasible opportunity to continue a mobility option for cooperative programs.” – Bridgette Brady, Director, WSU Parking and Transportation
10. Please direct all questions, comments or concerns to: parking@wsu.edu or parking@uidaho.edu
11. Information about mobility options is available at <http://www.parking.wsu.edu/TransportationAlternatives> or <http://www.uidaho.edu/parking>

Intercampus Shuttle Funding Model Facts Sheet

Circa 2012

Unique Riders

- Approximately 150 – 160 riders
 - 2009-2010 Wheatland Express ridership report – approx. 159
 - Ridership collected during survey – approx. 152
 - Survey results – approx. 159
- Unique Riders by Status per survey results
 - WSU Staff – 54 – **33%**
 - WSU Students – 37 – **23%**
 - UI Students – 46 – **28%**
 - Other – 22 – **13%**
- Notes
 - Ridership in 2010-2011 reported by Wheatland Express is declining by approximately 15-20% - unique riders are decreasing accordingly
 - Ridership during the survey was unusually high due to the extreme inclement weather which results in a higher unique rider count than usual
 - Approximately 61% or 95 riders have cars

Wheatland Express Contract Costs

- 2010-2011
 - Contract - \$140,000
 - Ridership – projected – 44,745
 - Cost per ride - **\$3.12**
- 2011-2012
 - Contract – projected at 8% escalation - \$151,200
 - Ridership – assume equal to 2010-2011 – 44,745
 - Cost per ride – **\$3.37**

Cooperative Programs/Courses

- Enrollment numbers are dynamic
- Course offering varies from semester to semester
- Three levels of cooperative programs/courses
 - Food Science and Economic Sciences - bi-state cooperative programs
 - **23%** WSU enrollment
 - Cooperative courses in catalog
 - **16%** WSU enrollment
 - “Grass Roots” arranged on department level not registered with Registrar
 - **30%** WSU enrollment
- Notes:
 - Course information source – Registrar – Julia Pomerenk
 - Enrollment statistic source – Survey results
 - Enrollment statistics are very approximate

Commuters

- All WSU riders – approximately 54 unique riders
- Rides occur at peak AM (7AM - 9 AM) and PM (4PM – 6PM) intervals
- Only commute subsidy/service provided for staff commuters
- Other commuters from outlying communities form carpools or vanpools
- Intercampus Shuttle operates during the academic year – commuters do not have service during the breaks
- Non-subsidized funding model – **\$8.85/day** commute on shuttle provided no price sensitivity
- Vanpool with 5 or more riders is considerably less
- Zimride provides opportunity to organize carpools
- Carbon footprint of driving versus shuttle is negligible especially if vanpool and carpool occur
- Subsidy could be considered excessive compensation

Additional Notes

- After this year, the in-kind match for Moscow Transit will not be a consideration. They will not use this match for funding.
- Neither parking system will realize an increase in expenses for maintenance of parking lots due to increased use of lots.
- Neither parking system will realize negative impacts of increased demand due to increased permit purchases.

https://dnews.com/local/students-to-revive-shuttle-service/article_4a7ddaa0-023b-5ddc-a50d-c383a8d74d8a.html

TOP STORY

WSU

Students to revive shuttle service

Ideas presented to Moscow Transportation Commission

By Kelcie Moseley, Daily News staff writer

Nov 9, 2012

A small band of Washington State University students are working to bring back a cost-effective means of public transportation between Moscow and Pullman, after the Wheatland Express route was shut down last year because of funding complications and lack of riders.

WSU seniors Lori Kelton, Emily Salmon and Linnea Stegner and sophomore Andrew Stephenson, were invited by Moscow Transportation Commission Chairwoman Nancy Nelson to bring the topic to Thursday's meeting. Nelson also invited Linda Agyen, the owner of a shuttle service started in July called Reliance Transport, who is also trying to solve this problem.

"This has been a point of discussion of the commission for a while, and when word of a petition being circulated got around, it certainly piqued my interest," Nelson said.

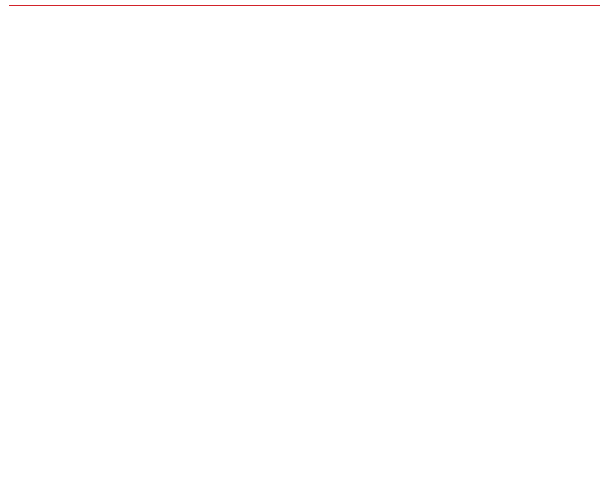
The students started a petition on **change.org** in mid-October titled, "Washington State University and the University of Idaho: Bring the Moscow/Pullman Intercampus Shuttle back." The petition has 311 signatures now, in addition to a Facebook page with 169 supporters so far.

They began the effort as a senior class project for a secondary education class, but it has personal meaning for them as well. Kelton said she prefers to live in Moscow because she has more friends on that side, but it makes her life more difficult.

"I was so happy when I heard that there was a bus, that was the reason I chose to live in Moscow," Kelton said. "... And then when I heard it got canceled my second semester here, I thought, 'What am I going to do?' My parents were luckily able to get me a car, but a lot of students aren't able to."

Agyen, a chemistry major at WSU, started up the business on her own and has been running it with one additional driver who takes over when she has class. Agyen said she has to charge \$8 round trip for her services because the number of riders she has is low right now, which she attributes to lack of awareness that the shuttle exists. She said if she could get more riders per day, she could potentially bring the costs down to about \$2 each way. Right now, she is losing money because of gas prices and few customers.

"If I can get people riding now, then I can reduce the price hopefully by next semester," Agyen said.



Kelton said most of their support so far aside from petition signers has come from the University of Idaho and city of Moscow entities. She said they have received little feedback from WSU or the city of Pullman on the issue.

Commission members questioned the students on matters of funding and demand for the service, and Kelton said she believes there is great demand for the service, and that it would become extremely popular again if the route could be provided free of charge. That could involve charging a student fee to UI and WSU students to cover the costs. Commission member Tom LaPointe said a fee of about \$5 per student, per semester would cover the costs.

Commission members praised Agyen for her venture into private enterprise, and encouraged her to explore more funding options with Moscow transportation officials. Reliance Transport is listed on WSU's website as an option for students, but Agyen said she has received no support from WSU beyond that. At UI, she has been working with Carl Root, director of parking and transportation, to get her name out to students there. She has also received confirmation that she would be able to use the new Intermodal Transit Center as a pickup and drop off location once it is built.

Agyen and the other students said they will be working together after tonight's meeting to try to get something worked out, and commission members invited them to the next Moscow City Council meeting to tell their story again.

Information about Reliance Transport and its route schedule can be found at **www.reliancetransportone.com**. The petition can be found on the group's Facebook page at this shortened link: **<http://on.fb.me/TwpzBN>**.

Kelcie Moseley can be reached at (208) 882-5561, ext. 234, or by email to **kmoseley@dnews.com**.

https://dnews.com/opinion/need-for-wsu-ui-shuttle-hasnt-gone-away/article_2efa3eec-b162-59a7-af88-bbd950af20a9.html

OUR VIEW

Need for WSU/UI shuttle hasn't gone away

Elizabeth Rudd, for the editorial board

Nov 16, 2012

With only eight miles separating Moscow and Pullman, commuting every day shouldn't be too big of a deal.

Unfortunately, for students taking needed classes at both the University of Idaho and Washington State University, this is not the case.

The cost of gas builds up quickly, parking permits are pricey and after a time parking meters require more than change found in the car - and those are just concerns for students with vehicles. Many students rely on walking, biking and public transportation as their way of getting around.

When the fare-free Wheatland Express commuter bus was running, its cost to WSU and the UI outweighed the number of riders, which led to its elimination last year.

But now the effect of losing the shuttle service is being felt, particularly by a group of WSU students working to revive a shuttle between the two cities. One WSU student, specifically, has started her own business, charging passengers \$8 per round trip - a price she said is required to cover basic services because her passenger count is still low.

Yet, the demand is there.

A petition on **change.org** started in mid-October now has about 320 signatures in support of restoring the intercampus shuttle - a decent number of daily highway travelers. But it is still not enough to restore the system to the way it was when Wheatland Express operated it.

The cost of operating a large commuter bus, with the main expense being the driver, is high and not offset by the number of users. Subsidizing that expenditure is not fiscally prudent considering both schools' tight budgets.

Finding a solution to fill the void left by the Wheatland Express shuttle, however, is important.

Less costly options do exist and are worth exploring. UI has already agreed to giving Linda Agyen - the WSU student who started her own shuttle service called Reliance Transport - access to the soon-to-be finished Intermodal Transit Center, which is a positive step. Working out a deal with the various taxi services in the Moscow-Pullman area might also be a solution.

Regardless of how it develops, there is a need for a shuttle, and the students who will use it are coming forward to help.

U of I / WSU Intercampus Shuttle Trial

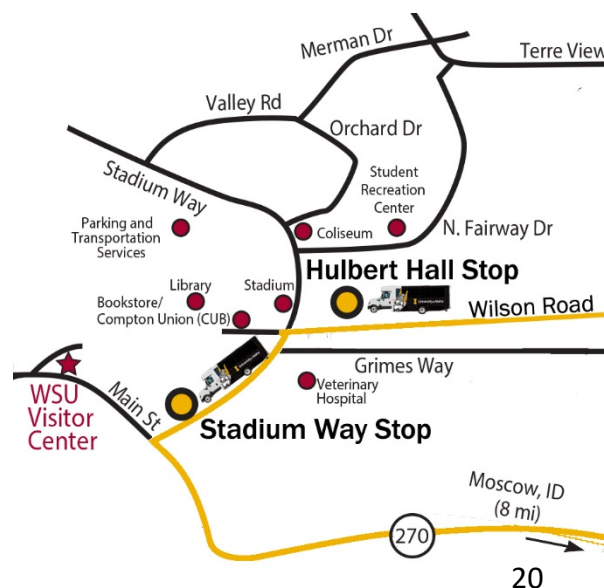
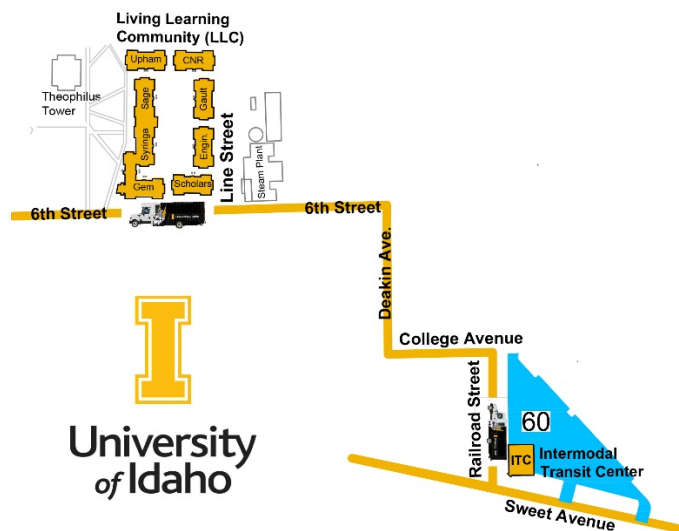
December 2 – 13, 2019



	Depart ITC	Depart LLC	Depart Airport	Depart Hulbert Hall	Depart Stadium Way	Depart Wallace	Arrive ITC
MON	7:30 a.m. 11:00 a.m. 12:30 p.m. 5:00 p.m.	7:33 a.m. 11:03 a.m. 12:33 p.m. 5:03 p.m.	7:47 a.m. 11:17 a.m. 12:47 p.m. 5:17 p.m.	7:54 a.m. 11:24 a.m. 12:54 p.m. 5:24 p.m.	7:57 a.m. 11:27 a.m. 12:57 p.m. 5:27 p.m.	8:11 a.m. 11:41 a.m. 1:11 p.m. 5:51 p.m.	8:15 a.m. 11:45 a.m. 1:15 p.m. 5:55 p.m.
TUE	9:50 a.m. 11:40 a.m. 12:50 p.m. 5:00 p.m.	9:53 a.m. 11:43 a.m. 12:53 p.m. 5:03 p.m.	10:07 a.m. 11:57 a.m. 1:07 p.m. 5:17 p.m.	10:14 a.m. 12:04 p.m. 1:14 p.m. 5:24 p.m.	10:17 a.m. 12:07 p.m. 1:17 p.m. 5:27 p.m.	10:31 a.m. 12:21 p.m. 1:31 p.m. 5:41 p.m.	10:35 a.m. 12:25 p.m. 1:35 p.m. 5:45 p.m.
WED	7:30 a.m. 11:00 a.m. 12:30 p.m. 5:00 p.m.	7:33 a.m. 11:03 a.m. 12:33 p.m. 5:03 p.m.	7:47 a.m. 11:17 a.m. 12:47 p.m. 5:17 p.m.	7:54 a.m. 11:24 a.m. 12:54 p.m. 5:24 p.m.	7:57 a.m. 11:27 a.m. 12:57 p.m. 5:27 p.m.	8:11 a.m. 11:41 a.m. 1:11 p.m. 5:51 p.m.	8:15 a.m. 11:45 a.m. 1:15 p.m. 5:55 p.m.
THU	9:50 a.m. 11:40 a.m. 12:50 p.m. 5:00 p.m.	9:53 a.m. 11:43 a.m. 12:53 p.m. 5:03 p.m.	10:07 a.m. 11:57 a.m. 1:07 p.m. 5:17 p.m.	10:14 a.m. 12:04 p.m. 1:14 p.m. 5:24 p.m.	10:17 a.m. 12:07 p.m. 1:17 p.m. 5:27 p.m.	10:31 a.m. 12:21 p.m. 1:31 p.m. 5:41 p.m.	10:35 a.m. 12:25 p.m. 1:35 p.m. 5:45 p.m.
FRI	7:30 a.m. 11:00 a.m. 12:30 p.m. 6:30 p.m.	7:33 a.m. 11:03 a.m. 12:33 p.m. 6:33 p.m.	7:47 a.m. 11:17 a.m. 12:47 p.m. 6:47 p.m.	7:54 a.m. 11:24 a.m. 12:54 p.m. 6:54 p.m.	7:57 a.m. 11:27 a.m. 12:57 p.m. 6:57 p.m.	8:11 a.m. 11:41 a.m. 1:11 p.m. 7:11 p.m.	8:15 a.m. 11:45 a.m. 1:15 p.m. 7:15 p.m.

Important notes:

- Schedule & shuttle operation subject to weather-related delays/cancellations.
- Shuttle will run to and from the Pullman/Moscow Airport the week of Dec. 16 – 20. Details to come.



208-885-6424

WSU, U of I shuttle in trial period

Shuttle will run until Dec. 13, transport to airport during break

ANGELICA RELENTE, Evergreen reporter

December 6, 2019

WSU students who take classes at the University of Idaho can travel to the neighboring campus by using an intercampus shuttle for a limited time up until Dec. 13.

The shuttle, also known as the Joe Bus, is a trial run and provides an alternative transportation option for students taking courses at both universities, said Rebecca Couch, director of the University of Idaho Parking and Transportation Services. At WSU, the 22-seater shuttle stops in front of Hulbert Hall, as well as the Stadium Way at Troy Lane bus stop, according to the [UI/WSU Intercampus Shuttle Trial timetable](#). The shuttle also stops at: Moscow International Transit Center bus stop, Living Learning Communities residence hall, Pullman-Moscow Regional Airport and Wallace Residence Center.

UI Parking and Transportation Services determined the location of the stops based on UI students and the central points of their classes, said Robert Mitchell, information specialist of UI Parking and Transportation Services.

“WSU is a huge campus,” Mitchell said. “In order to have a timely and efficient operation, we try to be strategic about where the stops were.”

Couch said the shuttle stops at all locations four times each weekday. The shuttle is also wheelchair accessible and has a bike rack in the front.

The purpose of the shuttle was to serve UI students enrolled in classes at WSU, she said, but they decided to offer the opportunity to WSU students as well. Students who have a Cougar or Vandal card ride free.

UI Parking and Transportation Services took a survey of UI students who are taking classes at WSU and asked the time their classes would start, Couch said. The schedule of the shuttle is aligned with the class times the students provided.

Couch said Wednesday was the third day the shuttle operated and so far, one student from each campus used the shuttle.

Mitchell said UI students and faculty can use the shuttle on-campus to the Pullman-Moscow Regional Airport between Dec. 16-20.

Students and faculty can also ride the shuttle from the airport between Jan. 11-14, according to the [Finals to Flights timetable](#). Riders must fill out a form [online](#) to reserve a seat.

“It’s not like [the airport] is across the state or anything, but it’s still far enough away that it’s a logistical challenge,” he said. “Usually you end up having to drop some money to get you and your luggage there.”

The shuttle trial run will operate until the end of finals week so WSU students could also use the shuttle to get to the airport.

Couch said they plan on doing a second trial run next semester to assess better ridership results.

“We did realize that this was a bit of a tricky time period with it being the end of the semester,” she said.

The shuttle is funded by UI Parking and Transportation Services, Couch said, which is a self-supporting unit funded by permits, citations and meter revenue. She said the service ultimately cannot be funded by one single entity.

“We would really like people [...] to put their butt in our Joe Bus seat and show how excited they are about this trial and the possibility of a more permanent solution,” Mitchell said.



University of Idaho Parking & Transportation Services

Published by Robert Mitchell · December 2, 2019 ·

A trial U of I - WSU shuttle is now transporting Vandals and Cougs between the two campuses four times daily, Monday - Friday, through Dec. 13. Hop on, show your Vandal or Cougar ID and enjoy the free ride. Please see schedule below. Email with any questions! parking@uidaho.edu

U of I / WSU Intercampus Shuttle Trial December 2 - 13, 2019

	Depart ITC	Depart LLC	Depart Airport	Depart Hubert Hall	Depart Stadium Way	Depart Wallace	Arrive ITC
MON	7:30 a.m.	7:35 a.m.	7:47 a.m.	7:54 a.m.	7:57 a.m.	8:11 a.m.	8:15 a.m.
	11:00 a.m.	11:05 a.m.	11:17 a.m.	11:24 a.m.	11:27 a.m.	11:41 a.m.	11:45 a.m.
	12:30 p.m.	12:35 p.m.	12:47 p.m.	12:54 p.m.	12:57 p.m.	1:11 p.m.	1:15 p.m.
	5:00 p.m.	5:05 p.m.	5:17 p.m.	5:24 p.m.	5:27 p.m.	5:41 p.m.	5:55 p.m.
TUE	7:30 a.m.	7:35 a.m.	7:47 a.m.	7:54 a.m.	7:57 a.m.	8:11 a.m.	8:15 a.m.
	11:00 a.m.	11:05 a.m.	11:17 a.m.	11:24 a.m.	11:27 a.m.	11:41 a.m.	11:45 a.m.
	12:30 p.m.	12:35 p.m.	12:47 p.m.	12:54 p.m.	12:57 p.m.	1:11 p.m.	1:15 p.m.
	5:00 p.m.	5:05 p.m.	5:17 p.m.	5:24 p.m.	5:27 p.m.	5:41 p.m.	5:55 p.m.
WED	7:30 a.m.	7:35 a.m.	7:47 a.m.	7:54 a.m.	7:57 a.m.	8:11 a.m.	8:15 a.m.
	11:00 a.m.	11:05 a.m.	11:17 a.m.	11:24 a.m.	11:27 a.m.	11:41 a.m.	11:45 a.m.
	12:30 p.m.	12:35 p.m.	12:47 p.m.	12:54 p.m.	12:57 p.m.	1:11 p.m.	1:15 p.m.
	5:00 p.m.	5:05 p.m.	5:17 p.m.	5:24 p.m.	5:27 p.m.	5:41 p.m.	5:55 p.m.
THU	7:30 a.m.	7:35 a.m.	7:47 a.m.	7:54 a.m.	7:57 a.m.	8:11 a.m.	8:15 a.m.
	11:00 a.m.	11:05 a.m.	11:17 a.m.	11:24 a.m.	11:27 a.m.	11:41 a.m.	11:45 a.m.
	12:30 p.m.	12:35 p.m.	12:47 p.m.	12:54 p.m.	12:57 p.m.	1:11 p.m.	1:15 p.m.
	5:00 p.m.	5:05 p.m.	5:17 p.m.	5:24 p.m.	5:27 p.m.	5:41 p.m.	5:55 p.m.
FRI	7:30 a.m.	7:35 a.m.	7:47 a.m.	7:54 a.m.	7:57 a.m.	8:11 a.m.	8:15 a.m.
	11:00 a.m.	11:05 a.m.	11:17 a.m.	11:24 a.m.	11:27 a.m.	11:41 a.m.	11:45 a.m.
	12:30 p.m.	12:35 p.m.	12:47 p.m.	12:54 p.m.	12:57 p.m.	1:11 p.m.	1:15 p.m.
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208-885-6424

21,497
People Reached

3,185
Engagements

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Finals to Flights

U of I / Pullman-Moscow Airport Shuttle

Copy & paste into your browser to reserve your FREE ride:

bit.ly/JoeBusAirport

December 16 – 20, 2019



Depart ITC	Depart Elm/KAT	Depart LLC	Depart 6th at Wallace	Arrive Pullman- Moscow Airport	Flight Departure
9:35am	9:38am	9:43am	9:46am	10:00am	11:35AM
11:35am	11:38am	11:43am	11:46am	12:00pm	1:30PM
1:35pm	1:38pm	1:43pm	1:46pm	2:00pm	3:30PM
5:18pm	5:23pm	5:28pm	5:31pm	5:45pm	7:15PM

January 11 – 14, 2020



Flight Arrival	Depart Pullman- Moscow Airport	Arrive LLC	Arrive 6th at Wallace	Arrive Elm/KAT	Arrive ITC
10:56AM	11:30am	11:44am	11:47am	11:50am	11:54am
12:51PM	1:30PM	1:44pm	1:47pm	1:50pm	1:54pm
2:51PM	3:30pm	3:44pm	3:47pm	3:50pm	3:54pm
6:35PM	7:00pm	7:14pm	7:17pm	7:20pm	7:24pm