

TRANSPORTATION COMMISSION



Bob Sanders
Commission Chair
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Regular Meeting ~Minutes~

Bill Belknap
Staff Liaison
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<https://www.ci.moscow.id.us/556/Transportation-Commission>

**Thursday
September 9, 2021**

4:00 PM

**Council Chambers
206 E. Third Street**

The meeting was called to order at 4:01 PM

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

REGULAR AGENDA

1. Approval of Minutes from August 12, 2021

Presentation of minutes for approval.

DuPree moved for approval of the minutes as written, seconded by Hamilton. Vote by Acclamation: Ayes: (8) 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.

Ann Hoste, Moscow, spoke on the Planning & Zoning Commission's decision to approve the Woodbury subdivision annexation and preliminary plat. Concerns and questions regarding traffic study estimates, the proposed round-a-bouts on Mountain View Road, traffic safety plans for area residents, and Orchard Avenue upgrades during Phase II of the Woodbury development.

The Woodbury development and phasing in relation to traffic was talked about, especially in regards to the proposed Phase I and Phase II. Logos School is responsible for building a round-a-bout on Mountain View Road at the eastern 90 degree corner east of the Woodbury development. The proposed construction crew access, road barriers on Slonaker Drive, and secondary route from Trail Road were also discussed.

Ann Hoste, Moscow, commented on the multiple access points to the new development from either Darby Road, Orchard Avenue, or Mountain View Road. Slonaker Drive would reopen after the public infrastructure construction phase was completed, because homeowners would need to access the development. There was continued discussion about the impact on Orchard Avenue during Phase I of the proposed development. Staff will schedule an agenda item to discuss the City's process for conducting traffic impact studies, including what numbers are analyzed and the set standards.

3. Introduction of New Commission Liaison

Scott Bontrager, City Engineer, will serve as the temporary liaison for the Transportation Commission. Commissioners introduced themselves and greeted the new Staff Liaison.

4. D and Mountain View Intersection Safety Pilot Project (ACTION ITEM) – Scott Bontrager

The City recently a request from the Moscow School District to evaluate any intersections improvements that could be implemented at the D and Mountain View intersection to increase student safety at that location. Over the last several years, the District has positioned crossing guards at that intersection to attempt to address the issue. The crossing guards have reported that drivers consistently disregard their directions and feel that the current intersection configuration is unsafe. Staff have prepared a potential intersection modification proposal for the Commission's review and input.

Bontrager presented the safety pilot project as described above, explaining that the AM peak was the biggest concern for pedestrian safety. The proposed ideal solution would be to remove the turn lanes from all four sides of the intersection to reduce the amount of traffic approaching the intersection. All emergency and other larger vehicles would be able to fit through the revised intersection without complication. The Commission talked about removing the turning lanes, the proposed cost-effective way of simplifying the intersection for safety, and the 90-day test period for monitoring effectiveness and functionality. Staff would provide a recommendation and report to the Public Works Finance Committee next week, and implement the revision before school starts Monday September 20th. Crossing guards would still be needed to monitor the intersection for pedestrian safety during AM and PM peak hours, and alternate parent drop off locations were also discussed.

A secondary plan would be developed if the proposed solution was unsuccessful. Current road volume on Mountain View Road does not require turn-lanes. A round-a-bout would be ultimately preferred, but would not be a cost-effective choice at this time. Staff discussed district wide bus plans, problems with the subject intersection and traffic, as well as the increase of vehicles driving in bike lanes. The intersection at F Street and Mountain View Road is also experiencing traffic difficulties during PM peak hours. There was concern about the crossing guards being blamed for the removal of the turning lanes.

Success of the proposed traffic revision would be based on feedback from crossing guards regarding increased safety, compliance, and reduced driver confusion. The Moscow School District could also solicit feedback from parents for public comment. The Commission continued talk about increasing visibility and narrowing the roadway. Temporary revision devices could remain over the winter if the solution was successful, before ultimately installing permanent devices next spring or summer.

The Commission discussed McDonald School access routes, Moscow Middle School drop off locations, the Logos School expansion, and the proposed Woodbury development residential access. Third Street and Thatuna Avenue would eventually connect with Mountain View Road. Minor arterial roadways can accommodate 20-40,000 cars a day, and Mountain View Road only has approximately 5-8,000 cars currently.

5. Transportation Alternatives Program Grant Application (ACTION ITEM) – Bill Belknap

The State of Idaho will be solicited grant applications this fall for the Transportation Alternatives Program (TAP) that can utilized to fund pedestrian and bicycle improvement and safety projects. Staff has identified a potential project to address pedestrian safety at the D and F Street intersections with Mountain View, along with bike lane and sidewalks on the west side of Mountain View from F Street to Slonaker Drive. Staff will present the proposed project for the Commissions review and comment.

Belknap reviewed the TAP grant opportunity that will be available, as described above. City proposed applying for sidewalk and bike lane installation on Mountain View Road, sidewalks on the north side of F Street, pedestrian crossing and intersection improvements at D Street & Mountain View Road, F Street & Mountain View Road, F Street & Cleveland Street, and D Street & Eisenhower Street. The Commission

discussed candlesticks to protect the bike lanes at D Street & Mountain View Road. Curb extensions and pedestrian refuges would be options for the grant application. Some more discussion about adding sidewalks to Eisenhower Street, and modifying the bike lane on D Street. A pedestrian bridge has been proposed to cross the creek at the end of F Street and future development to north Mountain View Road would widen the sides to accommodate pedestrian access.

REPORTS

Intercity Transit Subcommittee Report

The ad hoc committee's next meeting is scheduled for Friday, September 17th at 3pm in the Mayor's Conference Room. Alisa Anderson, Grants Manager, will join and provide a report on the State of Idaho's Intercity Transit discussions. Starline/Wheatland Express contacted the committee to discuss the possibility of utilizing electric buses.

ANNOUNCEMENTS

UPCOMING EVENTS / MEETINGS

The next regularly scheduled Transportation Commission meeting is October 14, 2021.

The meeting adjourned at 5:06 PM

Robert Sanders, Chair

Minutes Approved On

DEC -9 2021


Clerk/Deputy Signature

MEMO

Date: September 9, 2021
To: City of Moscow Traffic Commission
From: Ann Hoste; Moscow, Idaho
Re: Future Planning

Good afternoon, commissioners. As I understand it, you are the people who see to it that our roadways are safe and our quality of life is secure. *Because* you are directly engaged in city planning, I'm here with some thoughts about the planning process and to offer a couple of suggestions.

Two weeks ago, Planning and Zoning gave the go-ahead for a multi-phase Subdivision with 270 homes. The developer's engineering firm estimated this project would increase traffic by 50% **on Mountain View, by 64% on Orchard, and by 45% on D Street.**

I question the accuracy of those estimates. These increases were calculated with outdated information from the City— **an intersection study from 2017, a 2014 Transportation Plan, and a 15-year-old intersection study from 2006.** If the engineer underestimated past traffic volume-- future traffic volume will be even higher.

I don't know why the developer's engineer used old information, particularly for volume on Mountain View. At the most recent Planning and Zoning meeting, a commissioner disclosed that two roundabouts were approved for Mountain View, so surely more recent data must have been available.

At any rate, I respectfully suggest that the city conduct up-to-date traffic studies before facilitating future growth--especially in residential areas. If it's cost prohibitive to do so, please consider the creation of a new policy—one that requires developers to reimburse the city for that work. Other cities have successfully taken this route and we can too.

Lastly, I urge you to develop detailed safety plans for residents who use roads during future housing construction. When we raised safety concerns about Phase one construction traffic at the recent P & Z meeting, officials told us that Orchard issues would be addressed with Phase Two of the development—a phase that hasn't been proposed yet. The safety issue was effectively kicked down the road.

You are uniquely positioned: you have influence, you advise the mayor and city council, and you can recommend policy. You also represent current Moscow residents. I urge you to protect our safety and our quality of life. Thank you for your consideration.