



Public Works/Finance Committee

Regular Meeting ~Minutes~

Laurie M. Hopkins
City Clerk

www.ci.moscow.id.us

208.883.7015

**Tuesday
May 29, 2018**

4:30 PM

**Council Chambers
206 E. Third St.**

The meeting was called to order at 4:30 PM

PRESENT: Kathryn Bonzo Chair, Brandy Sullivan Councilmember, Gina Taruscio Councilmember

ABSENT: Jim Boland Councilmember (Excused)

OTHERS: Mayor Bill Lambert, Councilmember Art Bettge

STAFF: Gary J. Riedner, Dwight Curtis, Bill Belknap, David Schott, Les MacDonald, Bob Buvel, Mia Vowels, Laurie M. Hopkins

1. Approval of Public Works/Finance Committee May 14, 2018 Minutes – Laurie M. Hopkins

RESULT:	ACCEPTED [UNANIMOUS]
AYES:	Kathryn Bonzo, Brandy Sullivan, Gina Taruscio
EXCUSED:	Jim Boland

2. South Main Pedestrian Underpass Project Feasibility Study Proposal - Bill Belknap

The Moscow Urban Renewal Agency (MURA) and the City have recently completed floodplain assessment work in the vicinity of the south couplet. During the assessment process, the City Council expressed interest in exploring the construction of a pedestrian underpass of South Main/U.S. 95 using the existing bridge structure in a similar fashion to the underpass that will be constructed this summer under State Highway 8 at the Styner/White intersection. Staff requested Alta Science and Engineering to provide a proposal for concept design, modeling analysis, cost estimate, and wetland delineation within the project area. This is the same approach that was utilized with the Styner/White project which was awarded a Transportation Alternatives Program (TAP) grant to fund the underpass construction. The total cost of Alta's proposal is approximately \$14,000. On May 17 the MURA Board committed to funding \$7,000 toward the study contingent upon additional funding from the City and support from the affected property owners. Staff has identified \$7,000 that is currently available within the Parks Professional Services line item that could be utilized to fund the City's share of the study in support of the Paradise Path Development.

PROPOSED ACTIONS: Recommend approval of the City's contribution of \$7,000; or provide staff further direction.

Belknap introduced the item as written above and showed an aerial of the location with a pathway concept. Landscaping in the area was looked in 2015 and University of Idaho (UI) Engineering students did a conceptual preliminary feasibility assessment for an underpass back in 2017. The pathway routing is anticipated to cross properties currently owned by Gritman as well as the UI. Both entity staff are interested in speaking with their respective boards. If funded and supported by impacted property owners, the study can be completed by the end of August. Upcoming TAP funding is anticipated to occur in November/December and construction within the TAP program is generally 2-4 years out from application and selection. The Committee discussed current and future easements and recommended approval. They asked for the item to be put on the consent agenda.

RESULT:	RECOMMENDED TO COUNCIL CONSENT [UNANIMOUS]
AYES:	Kathryn Bonzo, Brandy Sullivan, Gina Taruscio
EXCUSED:	Jim Boland

3. Intermodal Transit Center Sidewalk Replacement Project - David Schott

On May 1, 2018, the City issued an invitation to bid for the Intermodal Transit Center Sidewalk Replacement Project to four concrete contractors. Two bid proposals were received ranging from \$67,597 to \$69,067.70. The project consists of the removal/disposal and installation of approximately 523 square yards of concrete sidewalk at the Intermodal Transit Center.

In December of 2014, it was reported to staff that there were issues with the concrete flat work adjacent to the Intermodal Transit Center building, primarily on the north and east sides of the building. In July of 2015, a contractor applied an overlay to the affected areas of the concrete. In January of 2016, staff began to receive reports from University of Idaho employees and representatives of SMART Transit that the overlay was failing. Upon inspection, it was determined the overlay was not failing but rather the concrete below the overlay was continuing to deteriorate.

The funding source is the Transit Center Fund 128-198-40-658-30 R&M Buildings and was approved in the FY2018 budget in the amount of \$49,500. However, there is a budget shortfall of \$24,856.70. The University of Idaho has committed to half of the budget shortfall pursuant to the lease agreement and the City will fund the other half of the shortfall within the Transit Center fund balance in the amount of \$12,428.35.

PROPOSED ACTIONS: Recommend Council authorization to retain Knox Concrete, LLC for the Intermodal Transit Center Sidewalk Replacement Project in the amount of \$67,597 with a ten percent contingency \$6,759.70 for a total amount not to exceed \$74,356.70, or provide staff further direction.

Schott described the item as written above and showed pictures of the deteriorating sidewalk. The Committee confirmed the budget amounts and felt there was substantial liability and agreed it needed to be replaced. The Committee recommended approval and that it be placed on the Council consent agenda.

RESULT:	RECOMMENDED TO COUNCIL CONSENT [UNANIMOUS]
AYES:	Kathryn Bonzo, Brandy Sullivan, Gina Taruscio
EXCUSED:	Jim Boland

4. Third Street Corridor Assessment Report - Les MacDonald

Report on the status of the Third Street Corridor Assessment by Alta Planning + Design, Inc.

PROPOSED ACTIONS: Receive a Staff report on the status of the Alta Planning assessment of the proposed Third Street Corridor Plan C Multimodal Improvements, or provide Staff further direction.

This item was heard as item 6.

MacDonald reminded the Council they approved the assessment of Third Street Corridor Enhancement Plan C by a consultant. Alta was selected and the report has now been received. He gave a brief history of the corridor concepts in Plan C. In Alta's report, they supported the Plan C concept and liked the 25 mph speed limit, lighted school zone signs, raised pedestrian crosswalks, four way intersections, center medians and the completion of the sidewalk system. Alta suggested a couple changes along the corridor.

MacDonald described two options for Third Street from Washington to Jefferson. One of the options would have to have Idaho Transportation Department approval. He also explained two options at the intersection of Jefferson and Third Streets. See attached presentation.

Alta suggested the bus stop by the high school have a bulb out so the bus actually stops in the lane of travel. This keeps the buses on schedule as they can have trouble getting back in the lane of travel. Alta also wanted the City Council to consider intermittent centerline striping, raised bikeway concept, and a HAWK beacon at Mountain View Road. MacDonald will report to the full Council for direction.

RESULT:	REFERRED TO FULL COUNCIL [UNANIMOUS]
AYES:	Kathryn Bonzo, Brandy Sullivan, Gina Taruscio
EXCUSED:	Jim Boland

5. Proposed Lot Line Adjustment for Lots 1, 2 & 3 of the Rolling Hills 3Rd Addition - Bill Belknap

The owner of Lots 1, 2 & 3 of the Rolling Hills Third Addition is proposing a lot line adjustment between the three lots and the owner's adjacent unplatted property. The subject property is located within the R-2 Moderate Density Single-Family Residential Zoning District. The R2 Zoning District has a minimum lot area of 7,000 square feet and minimum lot width of 60 feet. The proposed adjusted lots would range from 11,407 to 14,009 square feet in size and from 75.5 to 109 feet in width. Due to the wording of the original letter of request, property owners within 600 feet of the subject property were mailed notice of the request as a lot division. Upon receiving the mailed notice the Owner contacted the Community Development Department to clarify that their intent was not to create any additional building lots and that Parcel 1 would remain a part of their unplatted property. As a result, no new building lots would be created from the proposed lot line adjustment. The applicant has also included the design for a shared driveway that would be utilized to access all three building lots.

PROPOSED ACTIONS: Recommend approval of the lot line adjustment request; deny the lot line adjustment request; or take other action as deemed appropriate.

Belknap introduced the item as written above and gave a brief history which included a 1998 City Council approved lot line adjustment request. That adjustment exchanged property for the allowance of the extension of Sixth Street. This current request is to incorporate the previous lot one to the unplatted lot and move each lot line to create three narrower lots with a shared driveway.

Randy Rausch, applicant, said the land is steep and includes a 40 foot water line. With Sixth Street meandering away, this will allow more access with the small building area.

Andy Kliskey, 179 Amy Court Moscow, lives above the proposal. He is concerned about the density of the three parcels, the nature of the terrain, and feels there is a need for significant engineering. He is also concerned with the major water line at the top of the property and risk of liability.

Riedner responded that there is challenging topography however, contractors must build according to the current engineering and building standards. If constructed properly, it should not provide more risk than any other construction.

The Committee recommended approval and that it be placed on the Council consent agenda.

RESULT:	RECOMMENDED TO COUNCIL CONSENT [UNANIMOUS]
AYES:	Kathryn Bonzo, Brandy Sullivan, Gina Taruscio
EXCUSED:	Jim Boland

6. 921 and 925 Public Ave. Right-Of-Way Dedication Variance Request - Les MacDonald

Tyler George is proposing to develop the lots at 921 and 925 Public Avenue for The Urban Berm Subdivision. On April 27th 2018 the City received notice from Scott Becker of Hodge and Associates on behalf of the applicant requesting a variance from the City Council for the required dedication of an additional five (5) feet of right-of-way along the south side of Public Ave.

PROPOSED ACTIONS: Recommend approval of the variance request to develop the subdivision along the existing sixty (60) foot Public Avenue right-of-way without the dedication of an additional five (5) feet of right-of-way, deny the variance request, or provide Staff further direction.

This item was heard as Item 4.

Buvel introduced the item as written above. Public Avenue is a collector street. The City's standard drawings were updated from a 30 foot to a 35 foot dedication of right-of-way from the time when the other two lots were developed. Sidewalk to the east has been developed at a 30 foot right-of-way. By granting the variance the sidewalk would continue on a straight line. The property to the west does not currently have sidewalk. The approach Engineering uses is when new streets are developed, the new standard is required. When infill property is development, many times the issue of a 70 foot right-of-way connecting to a 60 foot right-of-way comes up and staff takes it on a case by case basis. This particular situation, the topography and adjacent development cause it to be difficult. Without the variance, the property would only be allowed to have 7 lots, versus the proposed 8. The Committee asked that staff add topography and the 5 feet illustration to the map. They also asked for staff to explain how not having the variance will hinder the development. The Committee forwarded the item to the City Council regular agenda with no recommendation.

RESULT:	REFERRED TO FULL COUNCIL WITH NO RECOMMENDATION [UNANIMOUS]
AYES:	Kathryn Bonzo, Brandy Sullivan, Gina Taruscio
EXCUSED:	Jim Boland

Adjourn

The meeting was closed at 5:52 PM





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MEMORANDUM

To: Kevin Lilly, Les MacDonald, City of Moscow

From: Derek Abe, Joe Gilpin, Alta Planning + Design

Date: May 25, 2018

Re: Moscow 3rd Street Bikeway Study FINAL

This technical memorandum provides a thorough review of the City's Plan C Concept for the E 3rd Street Bikeway, and offers recommendations to improve these designs to enhance bike and pedestrian safety and comfort along the corridor. This assessment is based on a design review of the preferred alternative, Plan "C," an in-person field visit, and several conversations with City staff about the various opportunities and constraints along the corridor.

Based on this study, Alta supports the City's Plan C alternative with modifications noted in this memorandum. This memo reviews the corridor at key intersection locations, traveling west to east from Washington Street to Mountain View Drive. Concept benefits are detailed for the proposed changes, and concept challenges are noted where multiple alternatives are proposed. Proposed changes are illustrated further in the Appendix.

Plan "C" Review and Recommendations

City staff selected the Plan "C" design as the preferred alternative for the 3rd Street Bikeway from Washington Street to Mountain View Drive. This alternative provides a two-way protected bike lane on the north side of the street, relocation of on-street parking, and several pedestrian crossing enhancements at key locations along the corridor. The City further developed two alternative treatments at the western terminus of the corridor.

3rd Street Between Washington and Jefferson

The Alta team found substantial road space that was being underutilized in the City's drawings. Through this section, proposed parking lanes are proposed to be reduced from 10'-11' to 8'-9'. This provides an additional 3.5' of buffer space for the two-way protected bikeway, allowing more operational width for people on bikes, and adequate clear space for people exiting parked vehicles on the passenger side.

Two alternative concepts were created for this section. Concept 1 (Figure 1) depicts a continuation of the two-way protected bike lane to Washington, and Concept 2 (Figure 3) establishes conventional directional

bike lanes for more confident riders. With Concept 1, the facility would then continue up Washington on the west side of the street for one block to 2nd Street.

As a State facility, any improvement to Washington Street would require coordination with, and approval from the ITD.

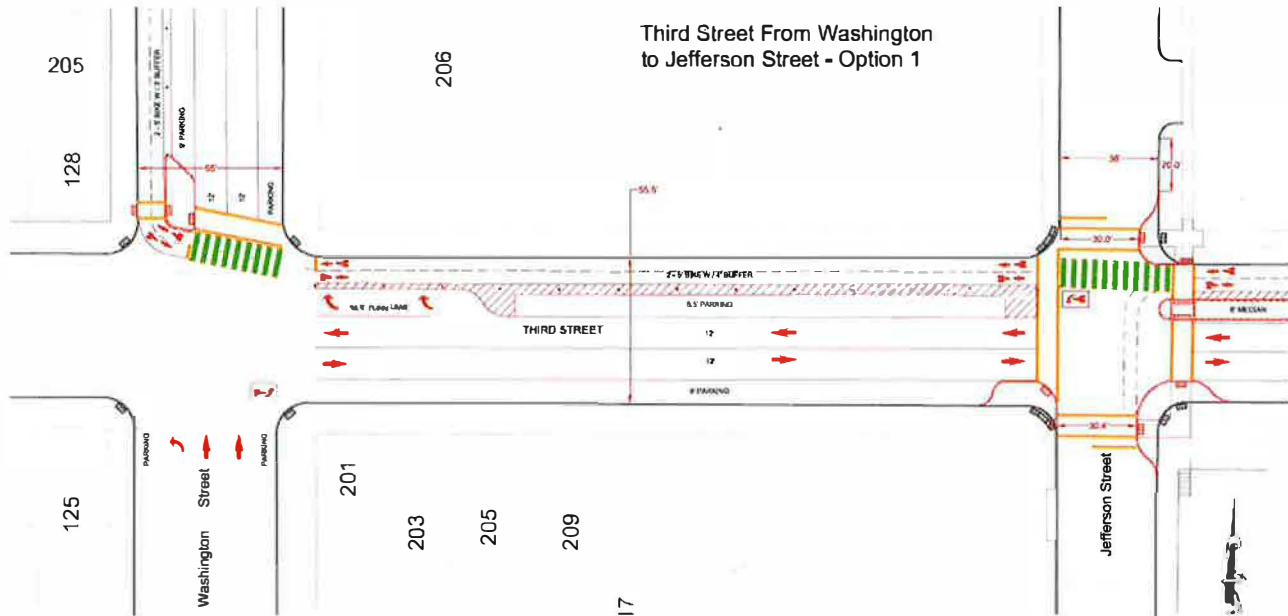


Figure 1. Concept 1 – 3rd Street from Washington to Jefferson

Concept 1 Benefits:

- Provides link to 2nd Street Greenway Route
- Provides wider buffer than Plan C to increase separation from vehicles
- Clarifies lanes along Washington by creating a lane drop onto 3rd Street, where most vehicles using that lane are already turning (Figure 2)
- Improves visibility and safety for pedestrian crosswalk at 2nd Street and Washington. Reduces the number of travel lanes crossed from 3 to 2 lanes.
- Provides no anticipated capacity issues on Washington.
- Provides a direct connection to the retail destinations around Main Street and 2nd Street.



Figure 2. Concept 1 – A transition on the west side of Washington from 3rd Street to 2nd Street would replace the underutilized merge lane (leftmost travel lane) with a parking protected two-way bike facility.

Concept 1 Challenges:

- Any improvement to Washington Street would require coordination with, and approval from the ITD.
- For those bicyclists looking to go south downtown, this would introduce a less intuitive block of out-of-direction travel. Additionally, some people will likely still choose to do a two-stage left turn onto Jefferson to access downtown.
- While this design would provide a comfortable and somewhat intuitive connection into the downtown, it would be significantly more expensive to construct than the facility presented in Concept 2.
- Accessibility considerations exist with the curb extension at the NW corner of Washington. Proper clarification of pedestrian vs bicycle path of travel will be difficult to achieve. A pedestrian refuge paired with a street-level bikeway crossing would address this.

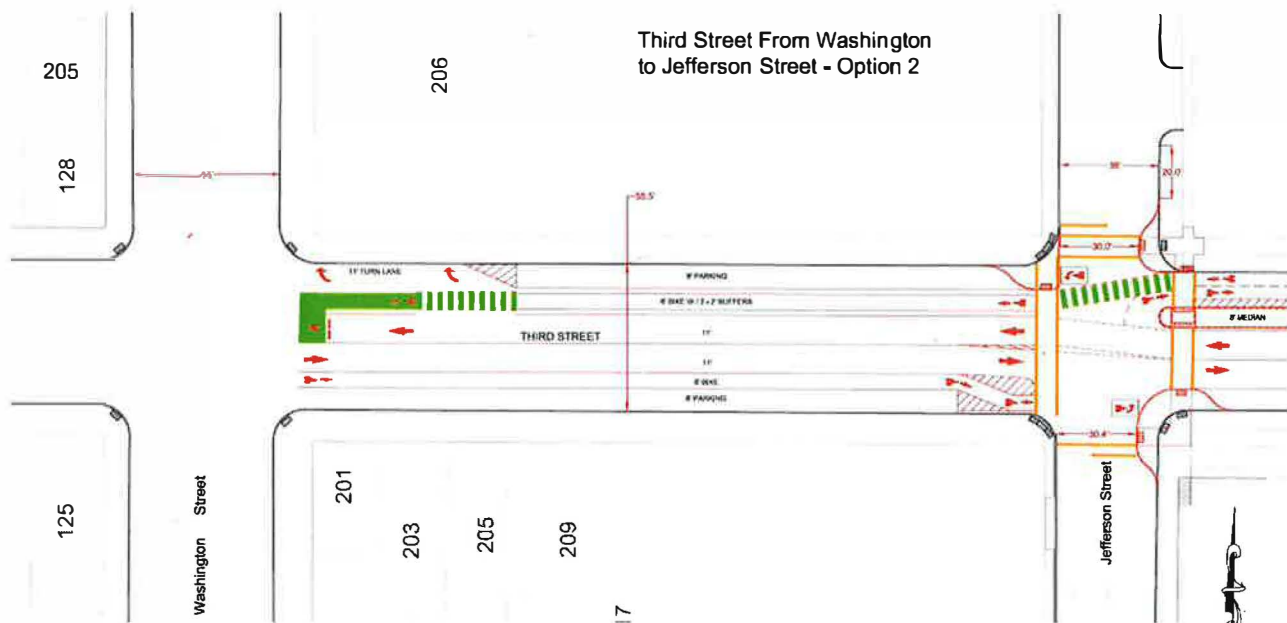


Figure 3. Concept 2 – 3rd Street from Washington to Jefferson

Concept 2 Benefits:

- Transitions two-way facility on north side of 3rd Street to E-W routes via Jefferson St in advance of heavier downtown traffic, and provides directional bike lanes on 3rd St for more confident riders seeking a more direct route into downtown.
- Leaves navigation of downtown more to the control of the bicyclist rather than channelizing them into a set path. Connection to 2nd Street Greenway for example can be facilitated at Jefferson Street through wayfinding only. Jefferson is also the existing bike route into downtown to access the southern stretch of Main Street.
- Provides a double buffered bike lane to parked cars in the westbound direction, a bike box at Washington Street, and two left turn boxes at Jefferson, to provide a 2-stage transition for bicyclists headed north to 2nd Street, or south to 5th Street.
- Less expensive than Concept 1.

Concept 2 Challenges

- Bike box needed at Washington Street intersection to transition westbound bikes into shared lane environment west of the intersection. The bike box will only work on red signal indications as bicyclists will have to maneuver in advance during stale green signal indications.
- Conventional 6' bike lane on south side of street remains sandwiched between travel lane and curbside parking lane. The current door zone buffer would also be removed, unless some space from the buffer in the WB buffered bike lane were reallocated to this bike lane.

3rd Street & Jefferson Street

Plan C as proposed by the City, featured a center median with a pedestrian refuge on the westbound approach. The Alta concept illustrated in Figure 4, relocates this center median slightly to the north. This modification improves the operation of the intersection in several ways discussed below.

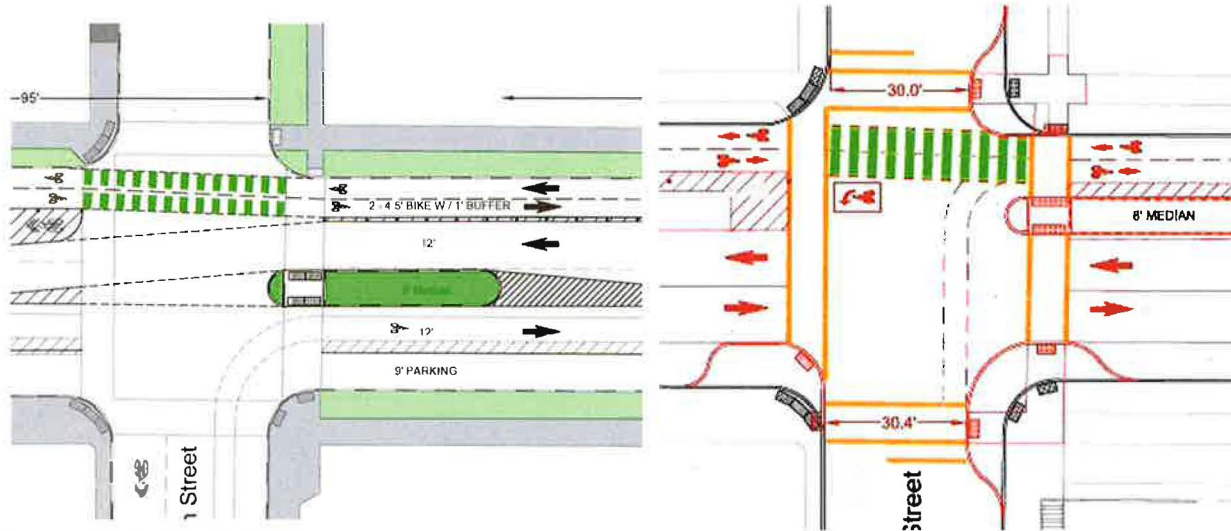


Figure 4. Plan C (Left) and Alta Concept 1 (Right)

Benefits

- Provides set back crossing from right turning vehicles from 3rd to Jefferson. This geometry is created by the parking lane on the north side of the street, which is not possible with the center median option in Plan C.
- Provides space to provide a turning box for WB to SB bikes. This is not possible with within Plan C.
- Reduces pedestrian crossing distance on 3rd Street to approximately 24 feet, versus 52 feet currently. The only deficiency with the Alta plan versus the Plan C median is that pedestrians will still cross two lanes of opposing traffic at once versus having the crossing broken into two stages which each cross one direction of traffic. However, field observations noted that driver yielding compliance to crossing pedestrians was extremely high.
- Left-turn box for the WB to SB movement (and EB to NB movement in Concept 2).
- Curb extensions shorten the pedestrian crossing distance on the NE, SE, and SW corners (Concept 1), and the NE, SE, and NW corners (Concept 2)

Other notable features

- Sight distance for Southbound vehicular travel is currently challenged due to a long row of street trees, and will remain so with the proposed concept. Field observations show that the improvements will not improve nor further impede sight distance to approaching vehicles from the east (Figure 5).
- It should be noted that the vehicle WB to NB turning volumes at this location are relatively low (approximately 42 vehicles in the AM peak hour, and 31 vehicles during the PM peak hour).



Figure 5. Sight distance looking eastbound from the southbound approach.

3rd Street and Adams Street

The Plan C design at this location continues the two-way protected bike lane on the north side of 3rd Street, with a lane of parking between the bike facility and the WB travel lane. The Alta concept (Figure 6) updates this configuration to shift the parking lane to the south side of the street (from Adams Street to Polk Street).

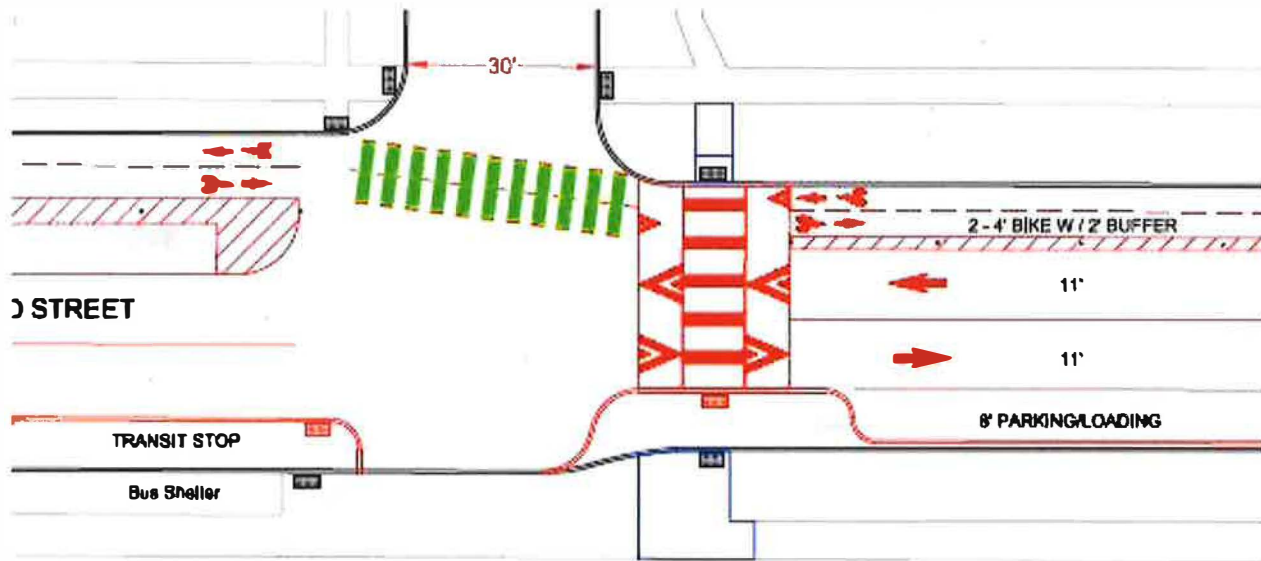


Figure 6. 3rd Street and Adams Street

Benefits

- While a parking lane next to the bikeway would increase separation from moving traffic, it would also reduce visibility of bicyclists at the frequent cross-streets. The Alta team suggests that the visibility of bicyclists outweighs the benefits of increased separation at this location, and recommends that the parking be relocated to the south side of the street. Some of this space could then be reallocated as loading zones for the high school. It should also be noted that the vehicle WB to NB turning volumes at this location are relatively low (approximately 19 vehicles in the PM peak hour, and 22 vehicles during the AM peak hour)
- Relocating the parking lane to the south side means parked vehicle doors would only open onto moving traffic on one side, rather than two. This also eliminates the potential for "dooring" bicyclists. A potential tradeoff would be that people going to 1912 Center would need to cross the street if they chose to park along 3rd Street, but this is considered a relatively minimal impact.
- Shifting the parking to the south side of the street also creates a space to provide a curb extension on the southeast and southwest corners of the intersection. This shortens the pedestrian crossing distance and reduces pedestrian exposure to vehicles. The additional curb extension on the south side of the street minimizes delay for the bus by stopping in the travel lane, and provides a more convenient boarding and alighting platform for bus passengers.

- Reducing the 9' wide parking lane in Plan C to 8' provides an additional 1' of buffer space for the two-way protected bike lane.

3rd Street from Polk Street to Blaine Street



Figure 7. 3rd Street looking west from Hayes Street

3rd Street from Polk Street to Blaine Street is very constrained at a width of 30 feet curb-to-curb (Figure 7). This width presents significant challenges to providing comfortable facilities for bicyclists and motorists. Few alternatives exist dimensionally to improve the facility beyond the City's Plan C concept; however, some interesting ideas were discussed during the field visit.

- Alta recommends not providing a centerline stripe outside of the first 25 feet near intersections so that bicyclists may use the full effective width of the facility (7 feet total). The American Association of State Highway Transportation Officials (AASHTO's) Guide for the Development of Bicycle Facilities (4th Edition, 2012) describes the minimum operating envelope of a single bicyclist at 4 feet. As such, demarcating a "lane" of this size would leave little room to maneuver.

- Alta also recommends that the City explore creating a raised bikeway in the constrained sections. The bikeway would be raised three to six inches and involve minor utility adjustments. Doing so would have the following benefits:
 - Maximize the effective width of the constrained facility by allowing the 1' buffer and 6" curb to act as available width, this would increase the feel of the bikeway to nearly 9 feet when factoring in the tops of curb, more than the 8' min recommended for constrained situations.
 - Provide a facility that doesn't feel as compromising to the street. A raised facility would feel more permanent and part of the street rather than something squeezed in at a minimum.
 - Provide a facility that feels safer to its users.
 - Provide a facility that is more easily maintained using existing City equipment.
- Other notable features
 - Alta supports the implementation of the pedestrian improvements detailed along this segment of 3rd Street in Plan C, including raised marked crossings, and new curb extensions
 - Additionally, several opportunities exist to realign curb ramps and marked crossings, specifically at Monroe Street, Lincoln Street, Hayes Street, and Blaine Street.

Connections to Mountain View Drive

Once east of the new bridge over Paradise Creek, the separated two-way bike lane on the north side of 3rd Street must cross Mountain View Drive to reach the existing and future sections of shared-use path on the east side of the roadway. The City's proposed Plan C depicts some form of raised area for bikes along with a separate marked crossing parallel to the existing pedestrian crossing over Mountain View Drive (Figure 8).

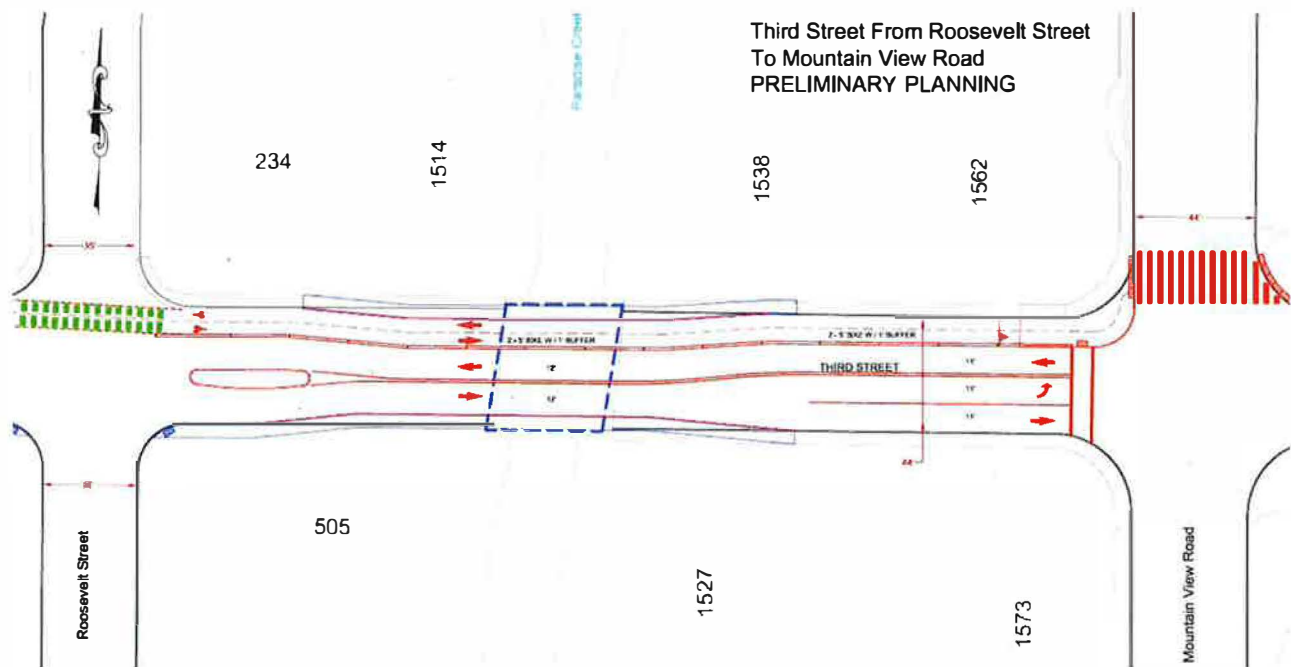


Figure 8. 3rd Street at Mountain View Drive

During a field visit to this site with City Staff, Alta proposed a variation of the concept that includes the following:

- Combined crossing with pedestrians
 - Reduces ADA challenges with leading pedestrians down the bike crossing
 - Simplifies corner geometry and grading
 - Maximizes available corner space for shared use rather than constrained segregated use
 - Matches condition on east side of Mountain View Drive where a shared-use path exists
- Simplifies crossing treatment (RRFB or Solar HAWK)
 - Mountain View Drive is a 35mph posted street. Some form of activated beacon will be beneficial to pedestrians and bicyclists crossing the street.
 - Alta suggests the city consider solar powered pedestrian hybrid beacons (also known as HAWKs, Figure 9). These would be pole-mounted at both sides of the crossing and would affordably provide a device that stops traffic and provides a pedestrian crossing signal to pedestrians and bicyclists.

- Reduces the need for sidewalk expansion and right-of-way acquisition by constructing entirely in existing right-of-way.

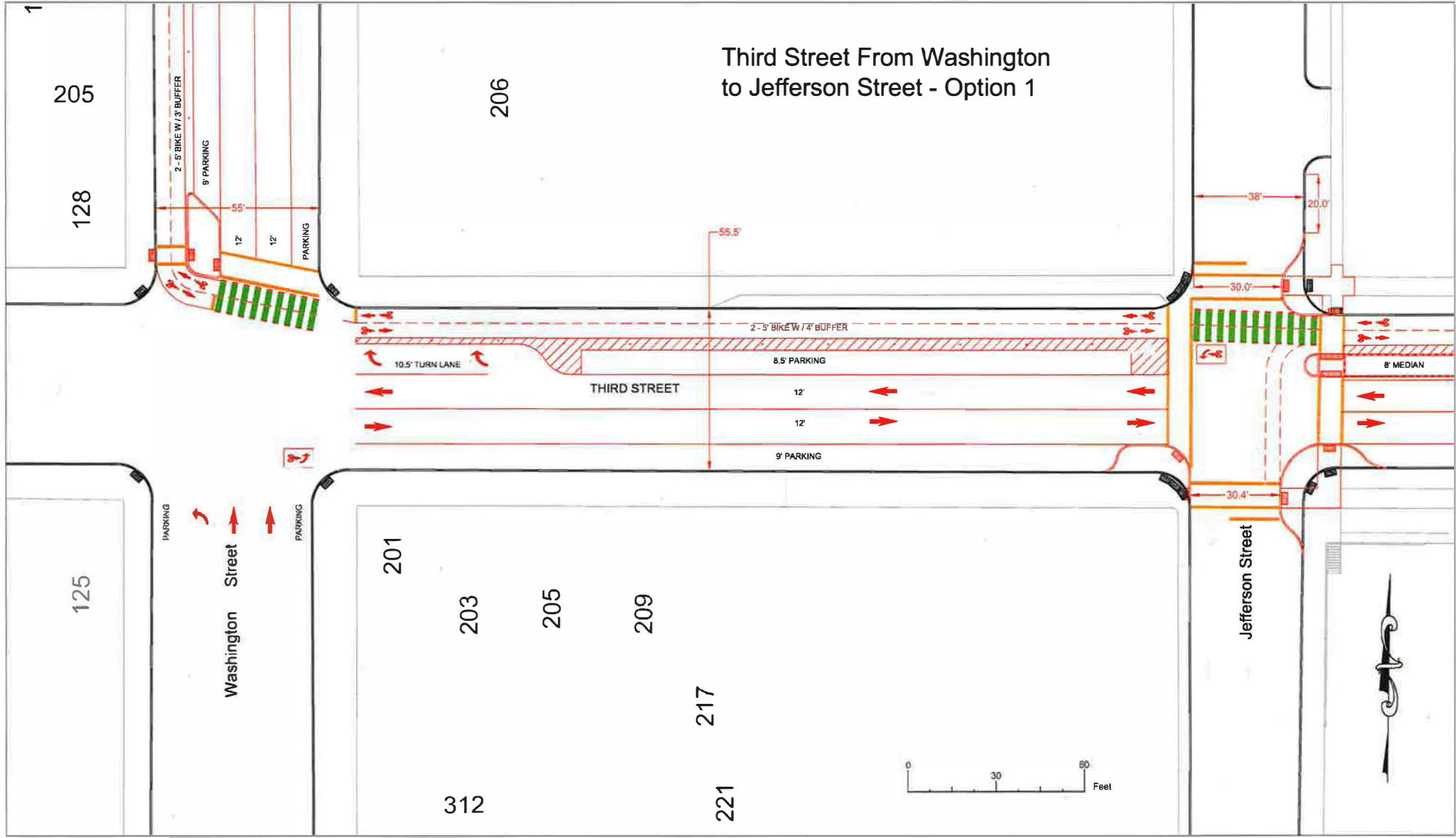


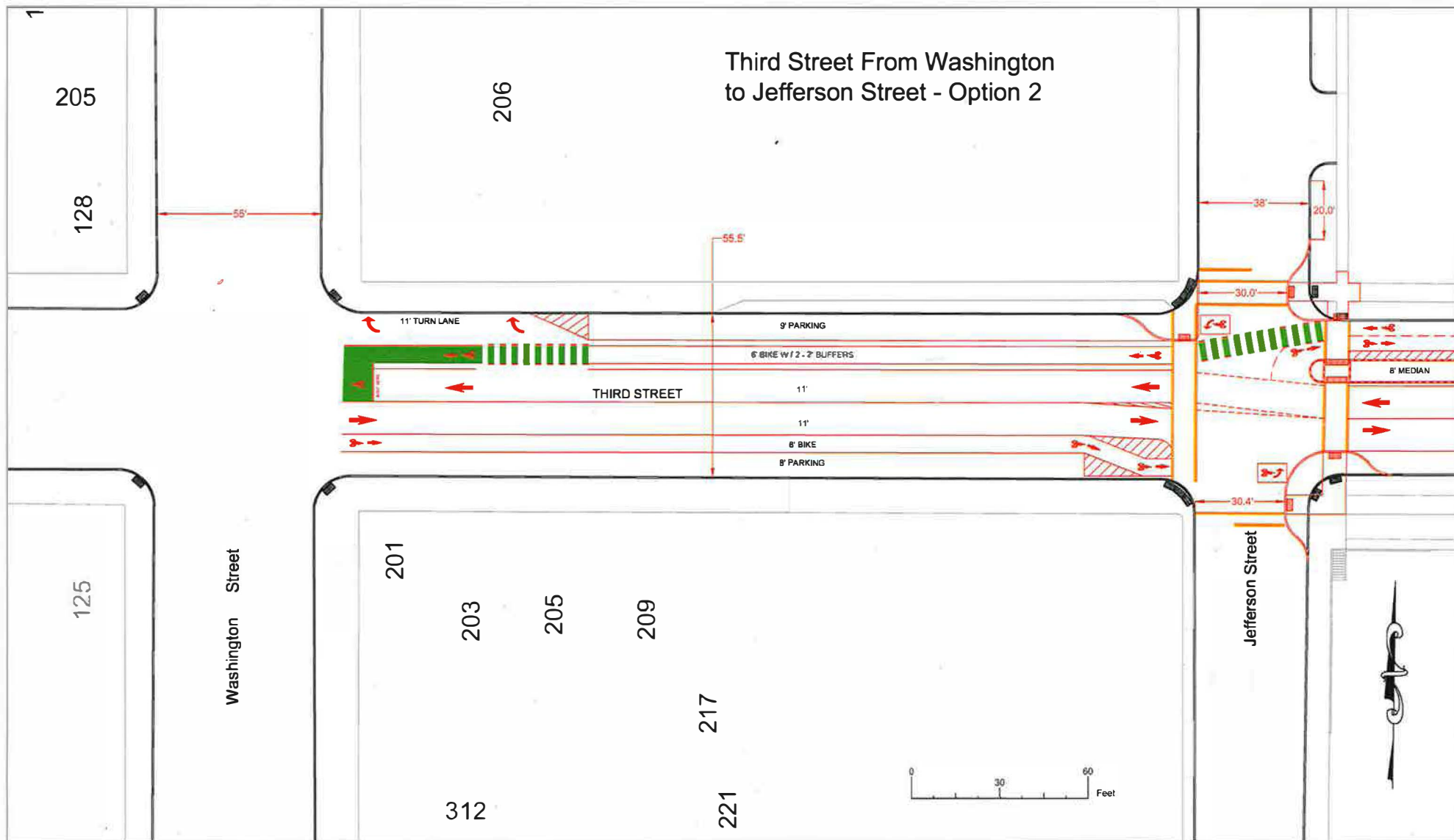
Figure 9. Potential Pedestrian Hybrid Beacon (HAWK) configuration for use at 3rd Street and Mountain View Drive.

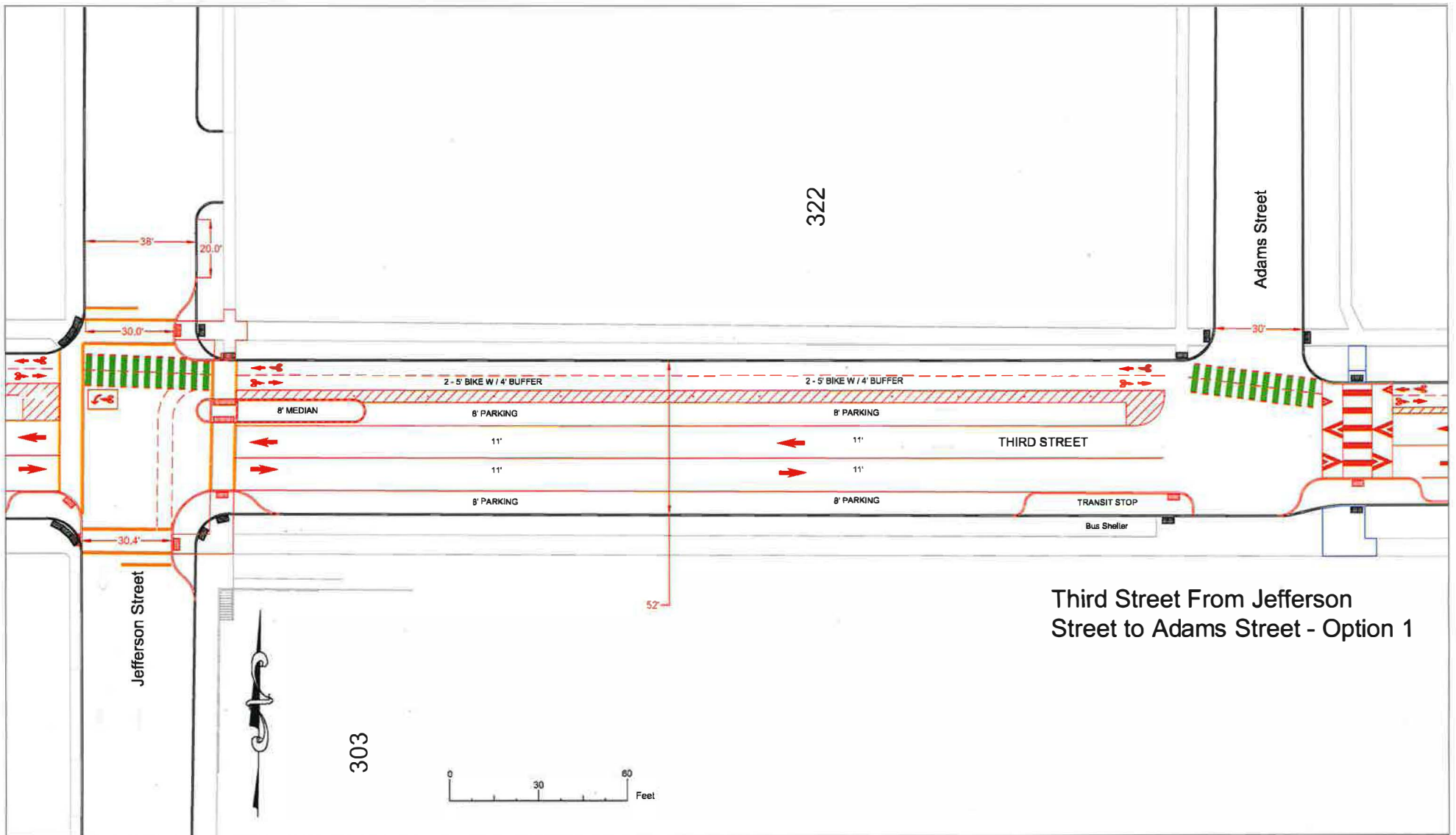
This intersection is the current terminus of 3rd Street and provides a direct connection to the regional trail system. The intersection of 3rd St and Mountain View Drive is expected to experience increased volumes of pedestrians, bicyclists, and vehicles once the Paradise Creek bridge is constructed and the Harvest Hills Addition subdivision east of Mountain View Drive is developed. Taking this into consideration, the Alta team suggests a HAWK beacon be installed at the intersection. This device will provide a level of safety similar to a full traffic signal and minimize delay for drivers on Mountain View Drive as volumes of people walking and biking across the intersection increase.

Other notable features

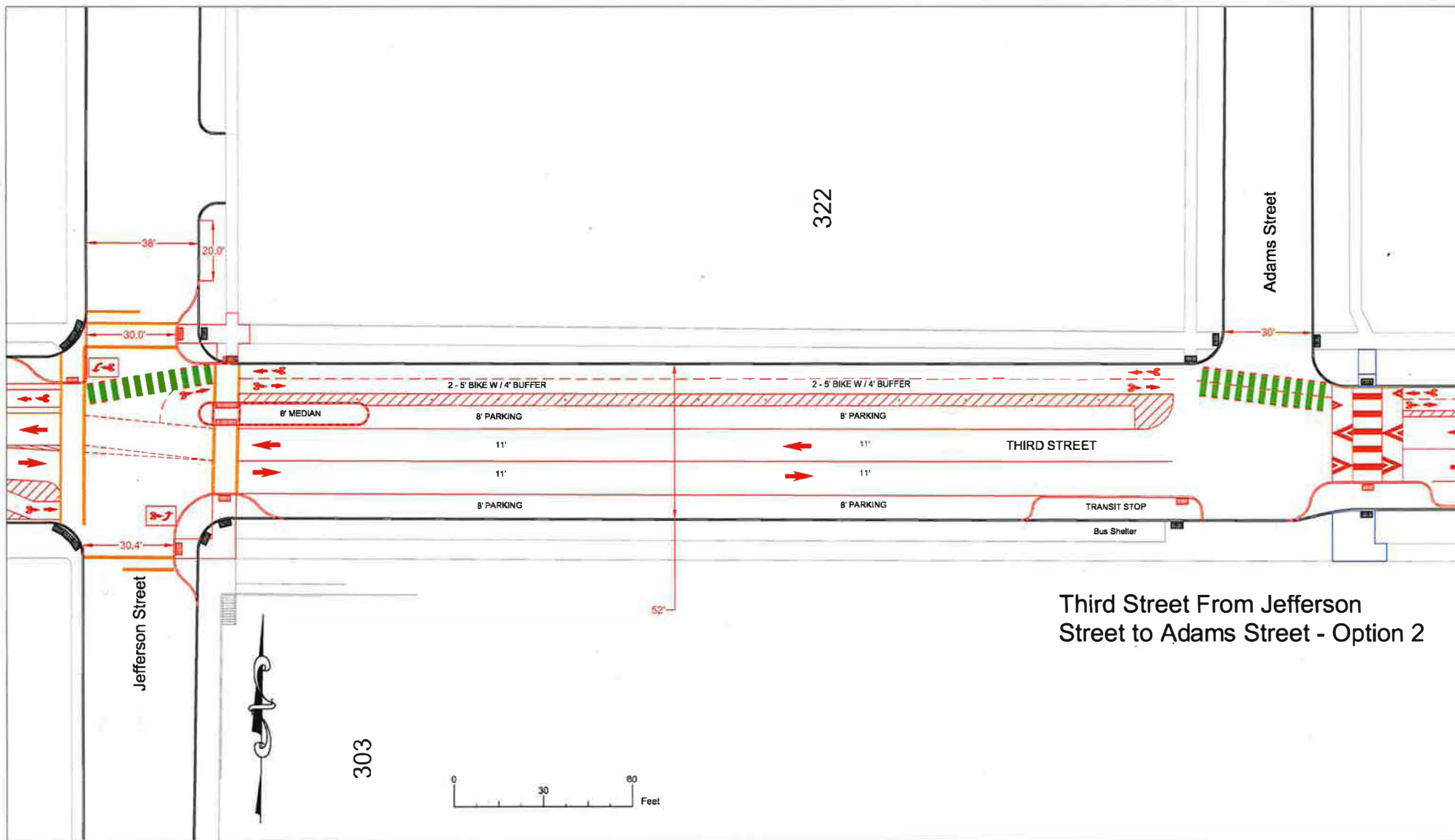
Much of the corridor east of Blaine Street is missing sidewalks on at least one side of the street. Sidewalks are critical from an accessibility and safety standpoint and will be essential to provide pedestrian connectivity along this segment of 3rd Street. Constructing new sidewalks will require detailed survey and in-depth discussions with property owners to determine feasibility.



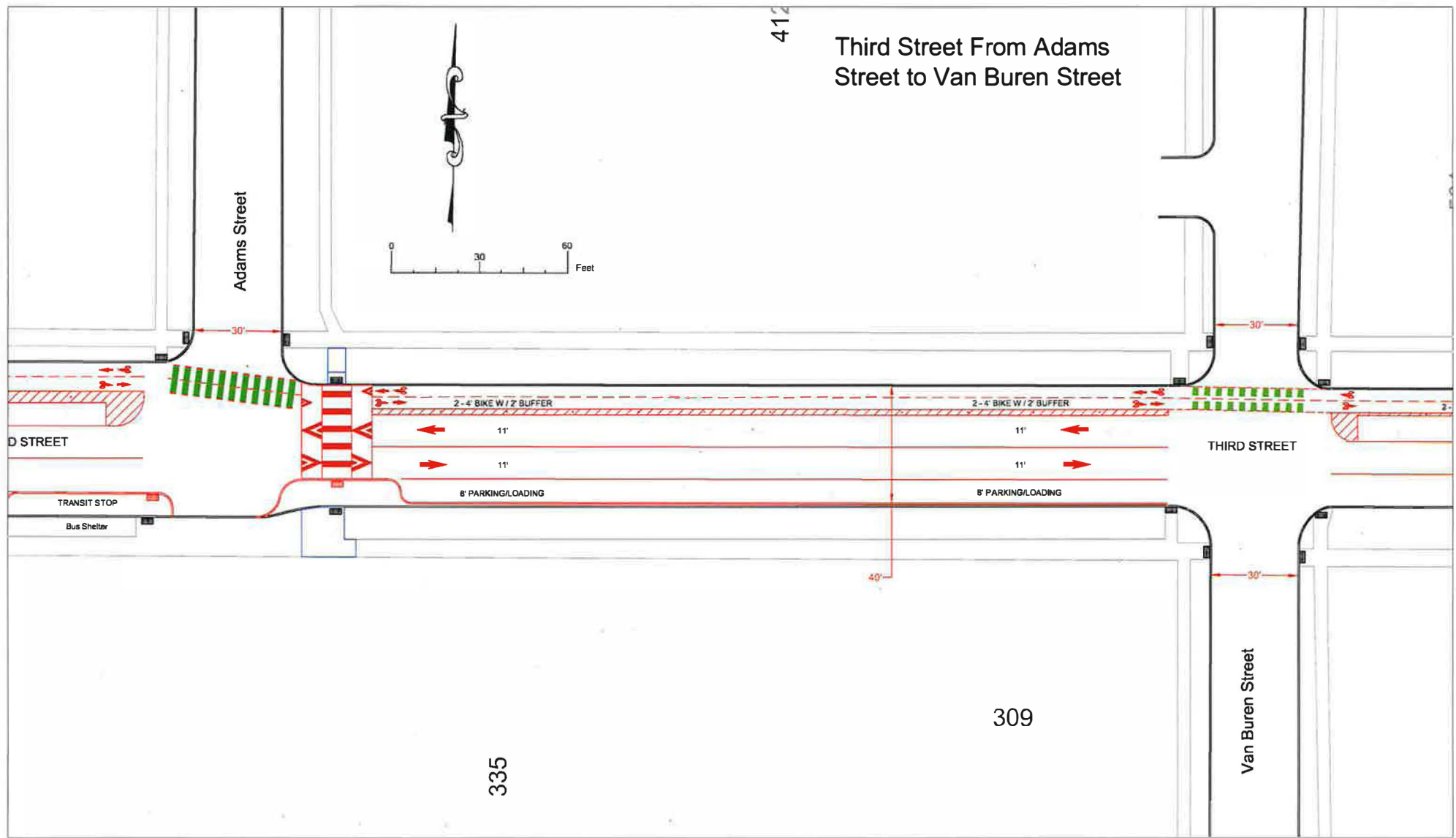


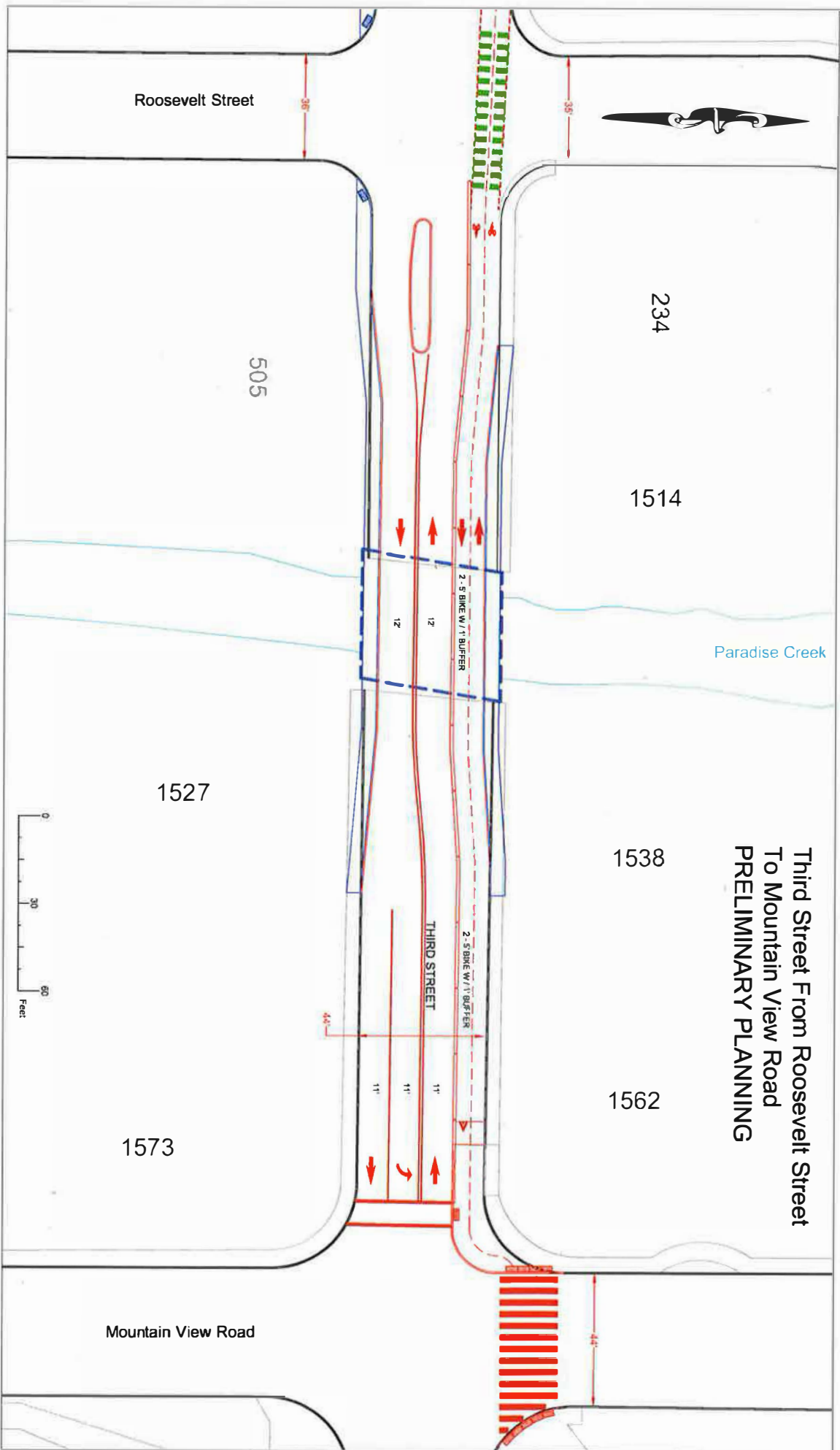


Third Street From Jefferson
Street to Adams Street - Option 1



Third Street From Jefferson Street to Adams Street - Option 2





Third Street From Roosevelt Street
To Mountain View Road
PRELIMINARY PLANNING