

TRANSPORTATION COMMISSION



Ben Calabretta
Commission Chair

~Meeting Minutes
January 25, 2018

Les MacDonald
Staff Liaison

trans@ci.moscow.id.us

208.883.7028

<http://www.ci.moscow.id.us/commissions/Pages/transportation.aspx>

**Thursday
January 25, 2018**

4:00 PM

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

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

Present: Chair; Ben Calabretta, Phil Cook, Don Meyer, Mike McGahan, Mary DuPree, Joel Hamilton, Brian Johnson, Bob Sanders

Staff: Gina Taruscio, Council Liaison
Les MacDonald, Public Works Director
Bill Belknap, Community Development Director
Jared Hopkins, ITD
Sandra Collins, Administrative Assistant / Deputy City Clerk

1. Approval of minutes from December 14, 2017

ACTION: McGahan asked for a correction to the minutes as he was absent at the last meeting as was Bob Sanders. Cook moved to strike a sentence in the last paragraph "and the Commission concurred with that choice". Meyer moved to approve the minutes with the corrections as discussed, seconded by DuPree. Roll Call Vote: Ayes: All, Nays: None, Abstained: Johnson. Minutes approved with corrections.

2. Commission Communications (Calabretta)

Calabretta welcomed Gina Taruscio as the Commission's new Council Liaison. Calabretta said public questions during the meeting were welcome. Cook mentioned the vacant commission seat and for interested candidates to contact the Mayor.

ACTION: Receive reports and updates from the Commission.

3. Election of Officers for 2018 (Calabretta)

Calabretta asked the Commission for nominations for Chair and Vice Chair. Cook nominated Calabretta for Chair, seconded by DuPree. Calabretta asked if there were any other nominations for Chair. There were no other nominations and Calabretta agreed to continue as Chair for 2018. He asked for nominations for Vice Chair. Meyer said he would nominate himself for Vice Chair if no one else wanted the position, seconded by Calabretta. There were no other nominations for Vice Chair. Roll Call Vote: Ayes, All.

ACTION: Elect Chair and Vice Chair for 2018 term

4. Third Street Corridor Traffic Calming Concepts (MacDonald)

MacDonald showed a PowerPoint and went over the public input process, which closed on January 21, 2018. He reported that there were over one hundred (100) comment submissions which can be viewed on the City Website. MacDonald's PowerPoint included informational posters shown in the public exhibit and features of each of the plans. He also shared some additional concerns that came from the public input comment period, such as truck routes, lighting, accessibility to garbage bins and concerns about loss of parking.

MacDonald said the goal for tonight's meeting would be for the Commission to choose a preferred plan or a hybrid of the plans, to take to City Council as a recommendation.

MacDonald said of those who expressed a preference during the public comment period, Plan C seemed to be the preferred choice. He went over Plan C, including potential problems and possible solutions, especially related to maintenance. Belknap said with snow removal operations plows can rarely get up against the curb line to clear snow, which results in a narrowing of the lanes. His concern was the presence of the buffer wheel stops would further affect the width of the road during snow removal. MacDonald said it would definitely be a challenge and he expected a lane width reduction from eleven (11) feet to ten (10) feet or so during snow events. He said from a maintenance perspective City Operations had concerns with Plan C due to the difficulty in plowing, street sweeping, and leaf removal. Meyer had a question about widening sidewalks and that was discussed. MacDonald also went over concerns raised about Plan A & B.

MacDonald went over the Cost Estimates for each plan. He said the City had applied for a grant for children pedestrian safety and out of seventy one (71) applications for funding the City of Moscow was ranked number one applicant. Muneta said a newspaper article had said this funding was for the bridge and was that correct. MacDonald said no, the funding was strictly for corridor improvements for pedestrian safety. When discussing the need to relocate existing sidewalks to facilitate snow storage, McGahan asked a question about purchasing right of way in Plan C and would that be an extra cost. MacDonald said typically homeowners would grant the City an easement in exchange for decreasing disruption to their landscaping on City right of way, as a tradeoff.

Calabretta asked the Commission for feedback and discussion. McGahan suggested they start work on Plan C and adjust it as they needed. DuPree said she wanted to acknowledge that during the public input process there was a lot of negative comment about a vehicular bridge over Paradise Creek and didn't want to ignore that.

Calabretta said he was surprised there was push back on Plan C from some cyclists. Belknap said as a cyclist he has concern about the two way separated bike lanes on Plan C and the snow plowing difficulties. Belknap felt it would be safer to adhere to bike lanes that were familiar to everyone. He understood the committee's goal for protected bike lanes, which also served as traffic calming. Hamilton said those issues were things he was worried about also, especially cyclists and motor vehicle drivers learning a new layout.

Cook said two objectives of the Comp Plan and Multimodal Plan are to encourage and safely accommodate cyclists, and he has used these objectives when thinking about the Third Street Corridor bike lanes. There was discussion about using standard bike lanes and

if that would meet those objectives. Cook felt there were pros and cons to each plan and would like those conveyed to City Council.

MacDonald said he thought it was important to remember that this section of Third Street is just one piece of the overall bike network in Moscow and what did the Commission see as its purpose. There was further discussion about this. MacDonald said he talked with Chief Fry of the Police Department to get his perspective on the proposed bike lanes and Chief Fry felt the bike lanes should be treated as a vehicular lane. Hopkins talked about the American Association of State Highway and Transportation Officials (AASHTO) plans for this type of bike lane and recommended the Commission read them. Johnson felt that standard bike lanes didn't get the "interested but concerned" bike riders out onto the roads.

MacDonald said moving forward, if the Commission concluded discussions today, their recommendation would go to a City Council meeting on February 6th, 2018. The meeting would involve the full City Council and be dedicated solely to this topic. He felt Cook's idea of the pros and cons of each plan should be included. Johnson felt it was important for the Commission to also offer a recommendation to Council. Taruscio agreed saying the Council does rely on the Transportation Commission for a recommendation on these type of subjects, but that the pros and cons would also be helpful. Belknap asked about installing bike boxes at the intersections and liability issues.

Citizen David Hall spoke about the posted public comments he had read and wanted it on record that 40 out of 103 were opposed to the motorized access bridge. MacDonald said all of those comments will go to the Council with the packet.

Meyer said he agreed none of the plans were perfect but it seemed like Plan C was the one to take to the Council meeting together with the pros and cons.

Linda Pike said she has lived on the corner of Garfield and Third Street for thirty years and there is already a problem with snow build up. Her concern is the protected bike lanes would make it worse. She also said that because Garfield is a dead end street people tend to use it to park their vehicles, so removing parking from other sections of Third Street would make that worse. She asked if the potential impact to Garfield Street could be brought up to Council at the meeting. She also requested Commission members and City Council members drive down Garfield to observe what she was talking about.

There was further discussion by the Commission on removal of parking, the width of bike lanes and use of Sharrows. Lowry felt four (4) foot bike lanes and eleven (11) foot car lanes was a bad idea. Muneta said that without parked cars on the street people seemed to speed more. Hamilton said on balance he favors Plan C. Johnson said the subcommittee felt the idea behind Plan C was to promote and encourage more bicycling. Sanders said he was leaning towards Plan C but would like to see if they could minimize some of the issues. Calabretta said he felt they were leaning towards Plan C and asked the Commission if they were ready to make a recommendation to Council. DuPree asked if the subcommittee should go over the concerns with Plan C again to see if they could address them before going to Council. MacDonald said he wasn't sure what could be done to solve the issues with Plan C's separated bike lanes due to the cross street interactions it created. He said he liked the idea of two way separated bike lanes, but perhaps this wasn't the place to begin them due to the width restriction of the street.

Citizen David Pimentel asked that the Commission not dismiss the two-way bike lanes, even with the snow plowing and other issues. He felt Third Street was the place to implement separated bike lanes. He felt the community would get used to the bike lanes and they would be beneficial to the community.

Linda Pike said she sees motorized wheelchairs on Third Street and they are in the street a lot of the time. She doesn't know if this is because the sidewalks are not wide enough but with the potential for increased traffic finds this worrying. Lowry said it is legal in the State of Idaho for motorized wheelchairs to use bike lanes.

Russ Moore asked about an advisory bicycle lane as a compromise. This allows cars to use the bike lanes if no cyclists are present. Calabretta said advisory bike lanes were discussed in the subcommittee.

Brandy Sullivan suggested as a compromise, just one side of the road be a protected bike lane and the other side be a standard bike lane.

Lowry said as the technical advisor to the subcommittee, he looked into many different ideas. He said the advisory bike lanes were intended for lower volumes and again issues with one sided protected lanes is still snow plowing. There was also discussion about parking from Polk to Hayes.

Cook made a motion that the Transportation Commission advise City Council that it recommends Plan C, seconded by Meyer. Hamilton said he preferred Plan C with misgivings but supports the motion. Johnson asked that recommendation be accompanied by all the pros and cons. Cook felt the Council would already consider those and Taruscio agreed. MacDonald said he's torn but keeps coming back to the standard bike lane option due to the complexity of the separated bike lanes at intersections and school zones. He said he has concerns about how the City would implement Plan C and was hesitant to recommend something that would be difficult to implement or may fail altogether. Cook said Transportation Commission and Staff can make different recommendations. Taruscio said she hears reservations from everyone at the table and those concerns could be presented to City Council, alongside Plan C.

Belknap said perhaps they could hire a consultant such as Alta, whose work is included in the Transportation Plan, to do an assessment of the two-way bike lanes to ensure they were viable prior to construction. The Commission supported this suggestion. MacDonald noted that the other pedestrian improvements could move forward in order to benefit from the grant and meet the bridge construction timeline.

Calabretta called for a vote on the motion to recommend Plan C to City Council. Roll Call Vote: Ayes: All, Opposed: None. Motion Passes.

Adjourn 6:00 p.m.

Minutes Approved On

JAN 25 2018
[Signature]
Clerk/Deputy Signature

THIRD STREET CORRIDOR

TRANSPORTATION COMMISSION

January 25, 2018

CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission meeting on December 14th

CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission meeting on December 14th
- Public Comment Period opened on December 20th

CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission meeting on December 14th
- Public Comment Period opened on December 20th
- City Hall Display December 21st

CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission meeting on December 14th
- Public Comment Period opened on December 20th
- City Hall Display December 21st
- Public Open House January 11th

CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission meeting on December 14th
- Public Comment Period opened on December 20th
- City Hall Display December 21st
- Public Open House January 11th
- Public Open House January 18th

CORRIDOR PUBLIC INPUT PROCESS

- Transportation Commission meeting on December 14th
- Public Comment Period opened on December 20th
- City Hall Display December 21st
- Public Open House January 11th
- Public Open House January 18th
- Public Comment Period closed on January 21st.
 - 100+ Comments Received

CORRIDOR PUBLIC INPUT PROCESS

THIRD STREET CORRIDOR



Raised Pedestrian Crossing

RAISED CROSSINGS

A Raised Pedestrian Crossing is a modified “Speed Hump” that is elongated to accommodate a pedestrian crosswalk. As shown in Figure 1, vehicle ramps on both approaches to the crosswalk provide a vertical grade change for vehicles traveling the street. These ramps provide a visual cue to drivers that they are entering a congested pedestrian area, and tend to reduce vehicle speeds by as much as 22%*. Pavement markings are also included on the ramps to improve their visibility.



Raised Pedestrian Crossing with Center median

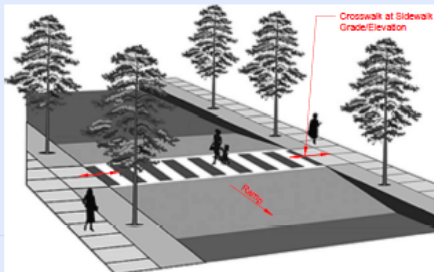


Fig 1

These crossings also improve visibility of pedestrians by slightly raising the crosswalk above the street grade and providing additional street markings in the approach to the pedestrian crossing. An additional benefit for the pedestrians is that the crosswalk is at the same elevation as the sidewalks on each end of the street crossing, so no ramps are necessary along the pedestrian route.

Raised Pedestrian Crossings are a feature proposed on Plans A, B, & C at the following locations:

East side of the Adams Street intersection (Figure 2)

East side of the Monroe Street intersection (Figure 3)

West side of the Cleveland Street intersection (Figure 4)

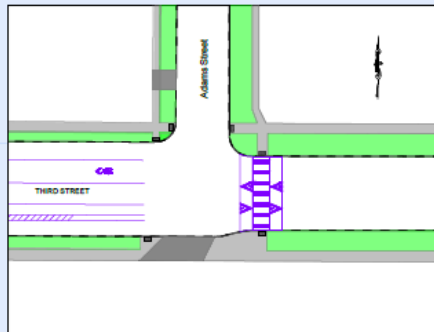


Fig 2, Raised Crossing at Adams Street, Plan A

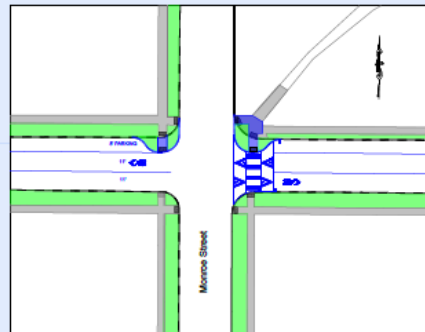


Fig 3, Raised Crossing at Monroe Street, Plan B

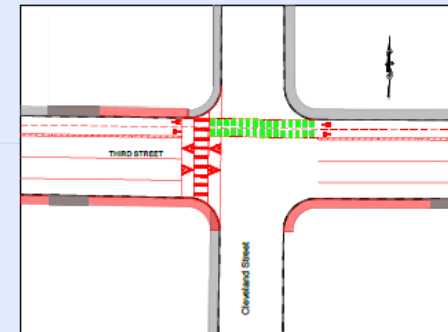


Fig 4, Raised Crossing at Cleveland Street, Plan C



* American Public Works Association statistics.

CORRIDOR PUBLIC INPUT PROCESS

Transportation Sub-Committee
Overview of Plan Concepts
Plan A Concept
Plan B Concept
Plan C Concept
Center Medians
Curb Extensions
Raised Pedestrian Crosswalks
Sidewalk and Bicycle Networks
Separated Two Way Bike Lanes
Separated Bike Lanes Terminus
Project Cost

THIRD STREET CORRIDOR

TRANSPORTATION COMMISSION SUBCOMMITTEE

It is anticipated that the construction of a new multimodal bridge across Paradise Creek at Third Street will cause changes in existing Corridor traffic patterns for vehicles, bicycles, and pedestrians. In recognition of these anticipated changes, the City Council supports the development and implementation of improvements within the Corridor to mitigate potential impacts and to enhance the existing multimodal transportation system. The task of assessing the potential traffic patterns changes was given to the City of Moscow Transportation Commission. The Commission determined that the formation of a subcommittee would be beneficial in order to delve deeper into the specifics of the Corridor and possible options for changes to the Corridor. The subcommittee consisted of ten members as shown below:

Three Members of the Transportation Commission

Four Community Members

The City Council liaison to the Transportation Commission

A technical advisor from the University of Idaho College of Engineering/NIATT Program

City Staff liaison to the Transportation Commission



The subcommittee met eight times over the course of four and one half weeks for 1-1/2 to 2 hours per meeting. During the process the subcommittee identified primary areas of interest to be considered as part of the assessment process. Below is a summary of those areas of interest:



CORRIDOR PRIORITIES (SHORT LIST)

Safety

- Improve safety of non-motorized traffic, especially near Lena Whitmore
- Safety of pedestrians, wheelchair users, and bicyclists including school children in the area of the High School, Lena Whitmore, and East City Park.
- Pedestrian safety
- Facility enhancements increase pedestrian safety (calming traffic would be a side effect)
- Bicycle safety is strongly considered throughout.
- Safety for pedestrians.
- Protected Bikes Lanes.
- School Student protection at Lena, Moscow High School and those using Third to get to Russell Elementary.
- Complete, safe network for people walking.

Multimodal Access

- Encourage non-motor transportation options.
- Bike travel prioritized over on-street parking
- Enhance non-motorized access to East City Park, improving this community asset
- Connectivity for cars public transit, bikes, and pedestrians.
- Safe, comfortable corridor that encourages bicycling for all ages.



Limiting Impacts

- Limit disruption to residences and institutions located on 3rd St.
- Removal of street parking adjacent to houses with limited options.
- Not overly limiting traffic flow.
- Establish a truck route that takes industrial trucks off Third Street, and consequently off 6th and D Streets.

Speeds

- Control/limit vehicle speeds in this residential neighborhood (especially east of Hayes)
- Speed limits
- Safe motor vehicle speeds, probably no more than 25 mph.



Upon completion of the subcommittee meetings, a summary of its findings were presented to the Transportation Commission. The Commission accepted the report and approved the start of the public input process.



CORRIDOR PUBLIC INPUT PROCESS

Other Considerations 1
Other Considerations 2
Accidents
Traffic
2016 Bike Routes Plan

THIRD STREET CORRIDOR

CORRIDOR ACCIDENT HISTORY

One topic that is often raised when discussing transportation improvements is safety. While there are usually many anecdotal stories about “near misses” and perceived dangers, these are not readily quantified in a manner that can be used for constructive assessment of transportation system performance. In other words, you cannot build a safety improvement without real data on the safety issue. To address this conundrum, the engineering design industry has developed systems to allow assessments based on quantifiable data such as accident history and vehicle speeds. The Transportation Commission Subcommittee reviewed accident history, traffic quantities, and vehicle speeds for the Corridor as part of their consideration of potential traffic calming and safety improvement options. The information below is a summary of the Accident History for the study Corridor.



The Transportation Commission Subcommittee reviewed accident history, traffic quantities, and vehicle speeds for the Corridor as part of their consideration of potential traffic calming and safety improvement options. The information below is a summary of the Accident History for the study Corridor.

2007-2017 Accident History for Third Street Corridor from Jefferson Street to Paradise Creek

Number of Reported Accidents:	36
Number of Injury Accidents:	8
Number of Bicycle Accidents:	3
Number of Pedestrian Accidents:	0
Number of Injury Accidents:	8

Injuries by Type:

Class A - Serious Injury	2
Class B - Evident Injury	3
Class C - Possible Injury	3



Accident Class	Vehicle Only Accidents	Vehicle/Bicycle Accidents	Total Accidents
Class A	0	2	2
Class B	2	1	3
Class C	3	0	3
Total	5	3	8



CORRIDOR PLAN FEATURES

Speed Limits:

- 25 mph from Washington Street to Mountain View Road

CORRIDOR PLAN FEATURES

Speed Limits:

- 25 mph from Washington Street to Mountain View Road

Time activated warning lights on School Zone signage:

- High School Zone
- Lena Whitmore Elementary School Zone

CORRIDOR PLAN FEATURES

Speed Limits:

- 25 mph from Washington Street to Mountain View Road

Time activated warning lights on School Zone signage:

- High School Zone
- Lena Whitmore Elementary School Zone

Raised Pedestrian Crossings:

- Adams Street Intersection (east side) – 10' wide crossing
- Monroe Street Intersection (east side) – 8' wide crossing
- Cleveland Street Intersection (west side) – 8' wide crossing

CORRIDOR PLAN FEATURES

Intersection Traffic Control:

- Four Way Stop Control at Hayes Street intersection
- Four Way Stop Control at Blaine Street intersection

CORRIDOR PLAN FEATURES

Intersection Traffic Control:

- Four Way Stop Control at Hayes Street intersection
- Four Way Stop Control at Blaine Street intersection

Center Medians:

- 5' – 9' median on east side of the Washington Street intersection
- Varied width median west of Mountain View Road intersection

CORRIDOR PLAN FEATURES

Intersection Traffic Control:

- Four Way Stop Control at Hayes Street intersection
- Four Way Stop Control at Blaine Street intersection

Center Medians:

- 5' – 9' median on east side of the Washington Street intersection
- Varied width median west of Mountain View Road intersection

Sidewalks:

- Complete sidewalk system on both sides by filling gaps
- Hayes Street intersection and the Mountain View Road intersection.

CORRIDOR PUBLIC INPUT PROCESS

- Herringbone Catch Basin Grates

CORRIDOR PUBLIC INPUT PROCESS

- Herringbone Catch Basin Grates
- Truck Routes/Signage

CORRIDOR PUBLIC INPUT PROCESS

- Herringbone Catch Basin Grates
- Truck Routes/Signage
- Garbage Can Placement

CORRIDOR PUBLIC INPUT PROCESS

- Herringbone Catch Basin Grates
- Truck Routes/Signage
- Garbage Can Placement
- Lighting

CORRIDOR PUBLIC INPUT PROCESS

- Herringbone Catch Basin Grates
- Truck Routes/Signage
- Garbage Can Placement
- Lighting
- Parking Removal (High School, 1912, Park)

CORRIDOR PUBLIC INPUT PROCESS

- Herringbone Catch Basin Grates
- Truck Routes/Signage
- Garbage Can Placement
- Lighting
- Parking Removal (High School, 1912, Park)
- Congestion at High School with Plan C

CORRIDOR PUBLIC INPUT PROCESS

- Herringbone Catch Basin Grates
- Truck Routes/Signage
- Garbage Can Placement
- Lighting
- Parking Removal (High School, 1912, Park)
- Congestion at High School with Plan C
- Maintenance Concerns (i.e. Snow Removal).

CORRIDOR DECISIONS

- Preferred Plan
 - Plan A
 - Plan B
 - Plan C – Public Comments Preferred Option
 - Hybrid/Other?
- Plan Details

PLAN DETAILS

PLAN C DETAILS

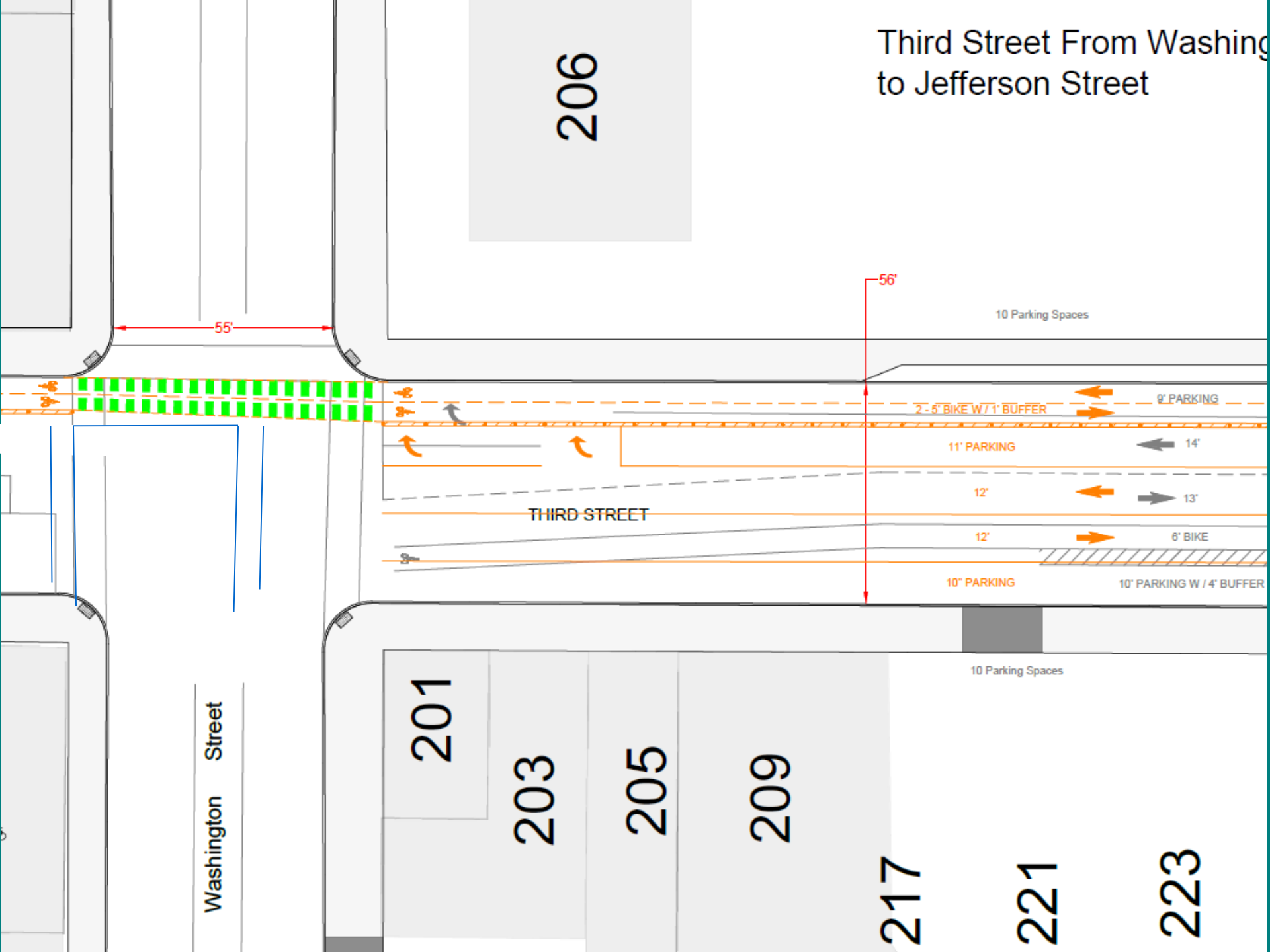
Components

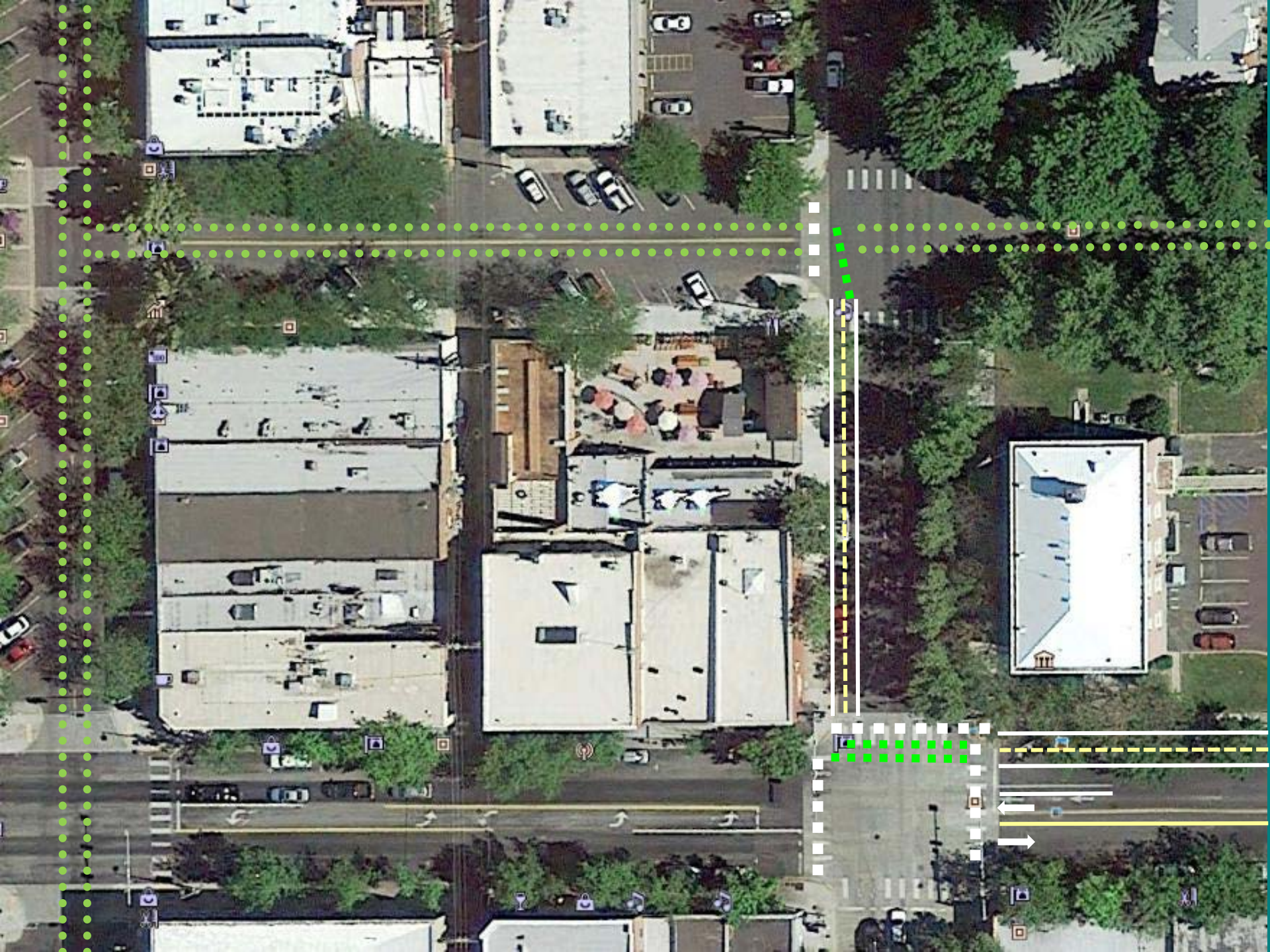
- Terminus Points

PLAN C DETAILS

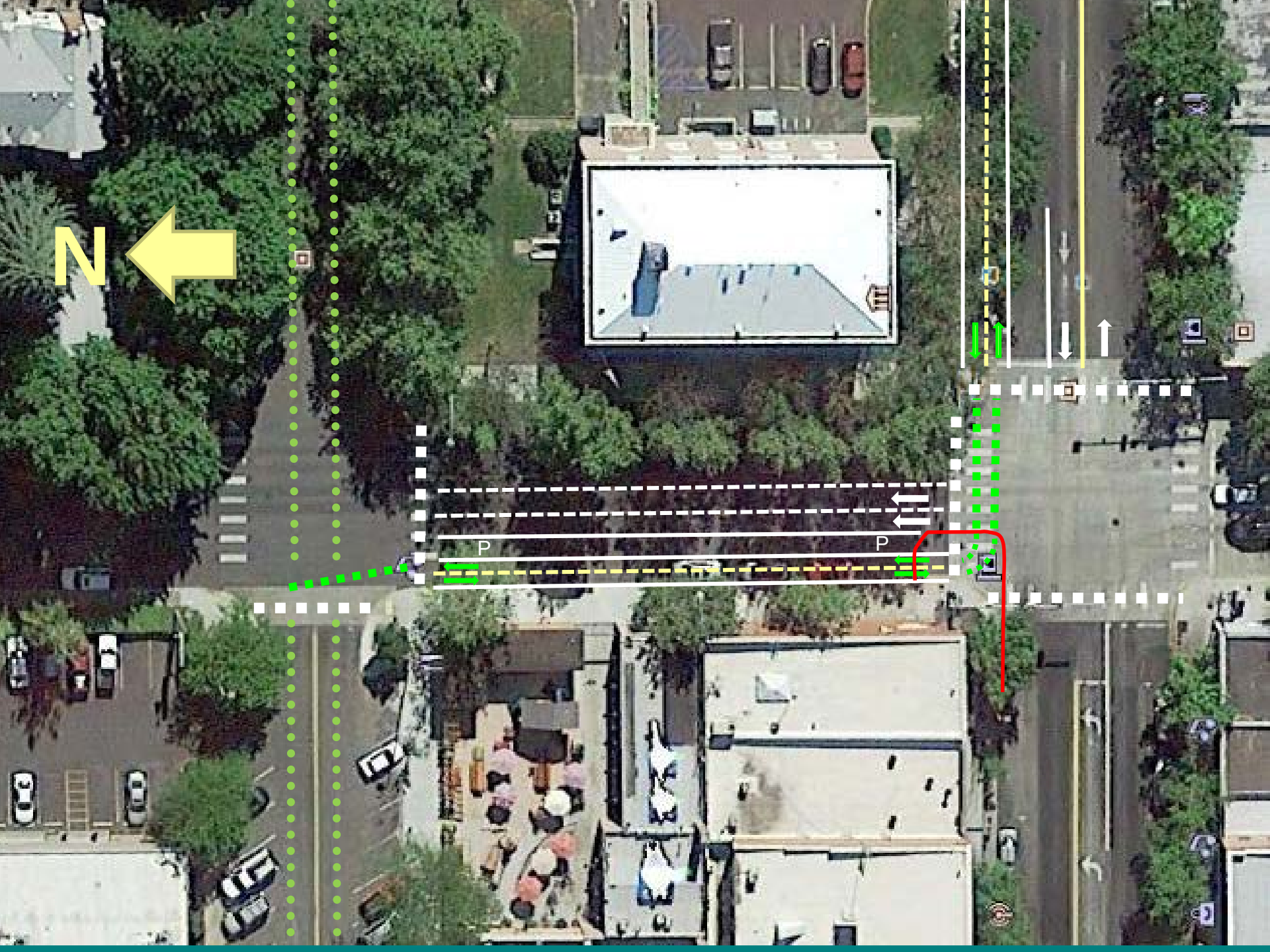
WASHINGTON STREET INTERSECTION OPTION #1

Third Street From Washing to Jefferson Street









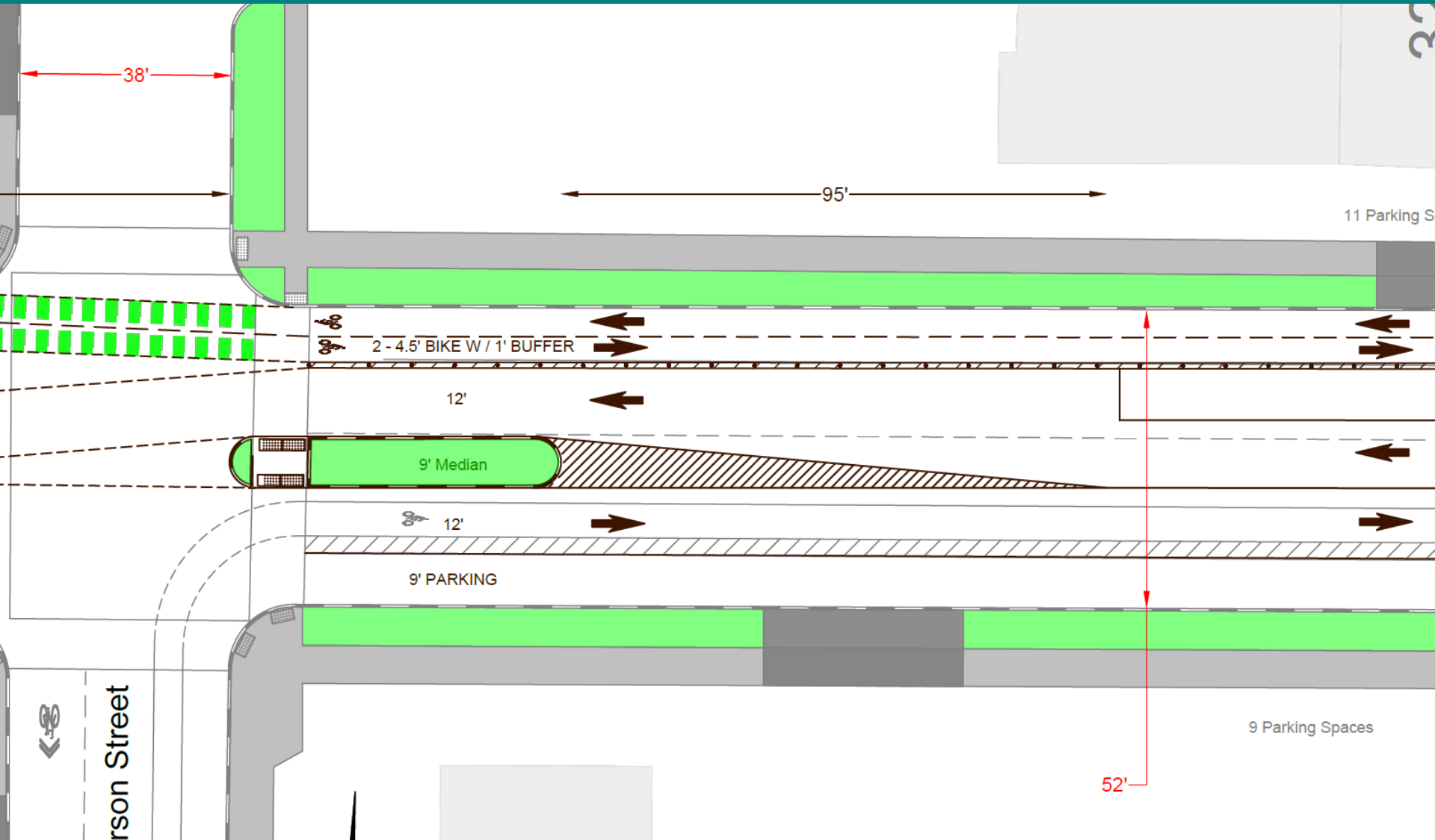


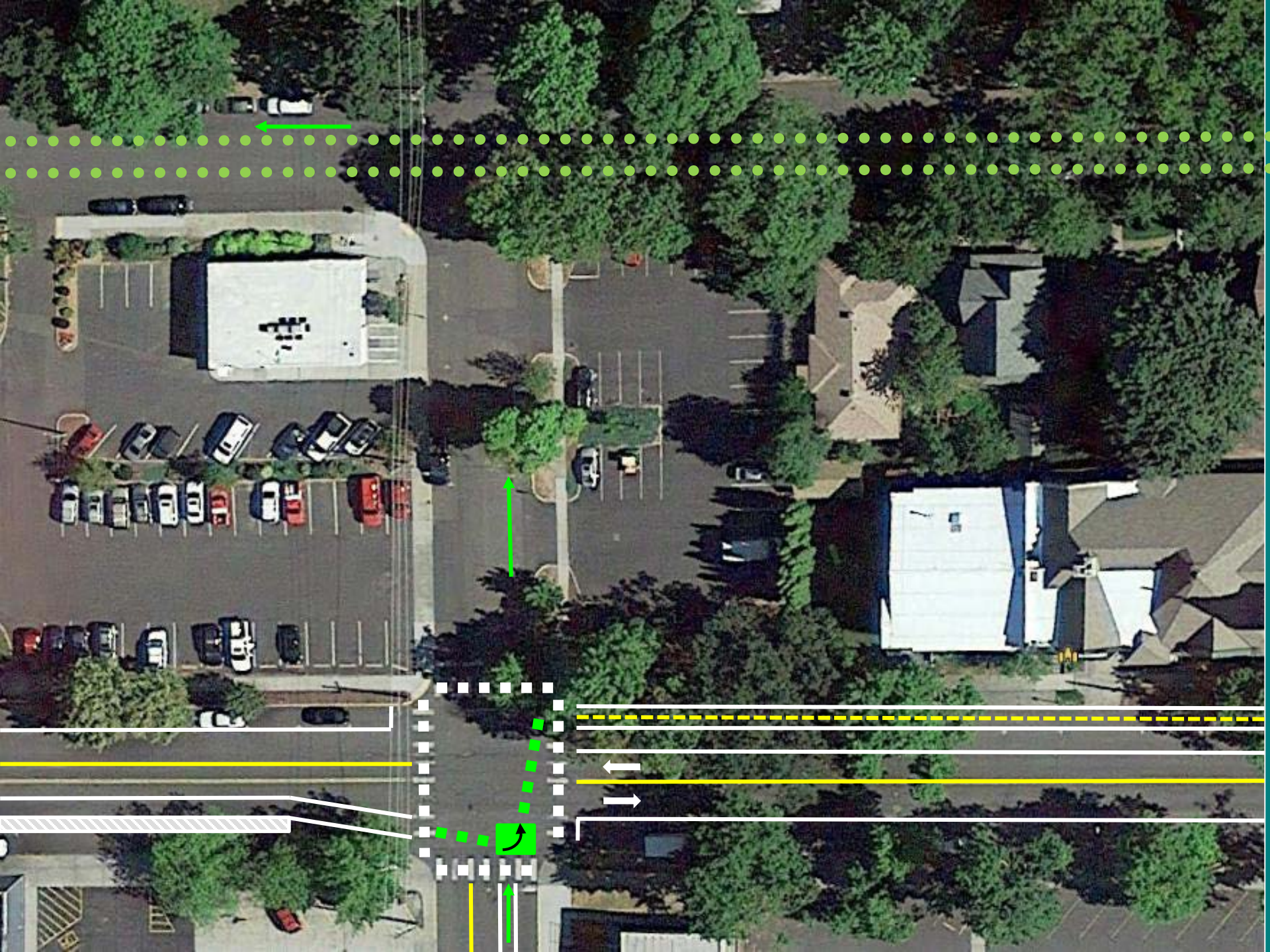


PLAN C DETAILS

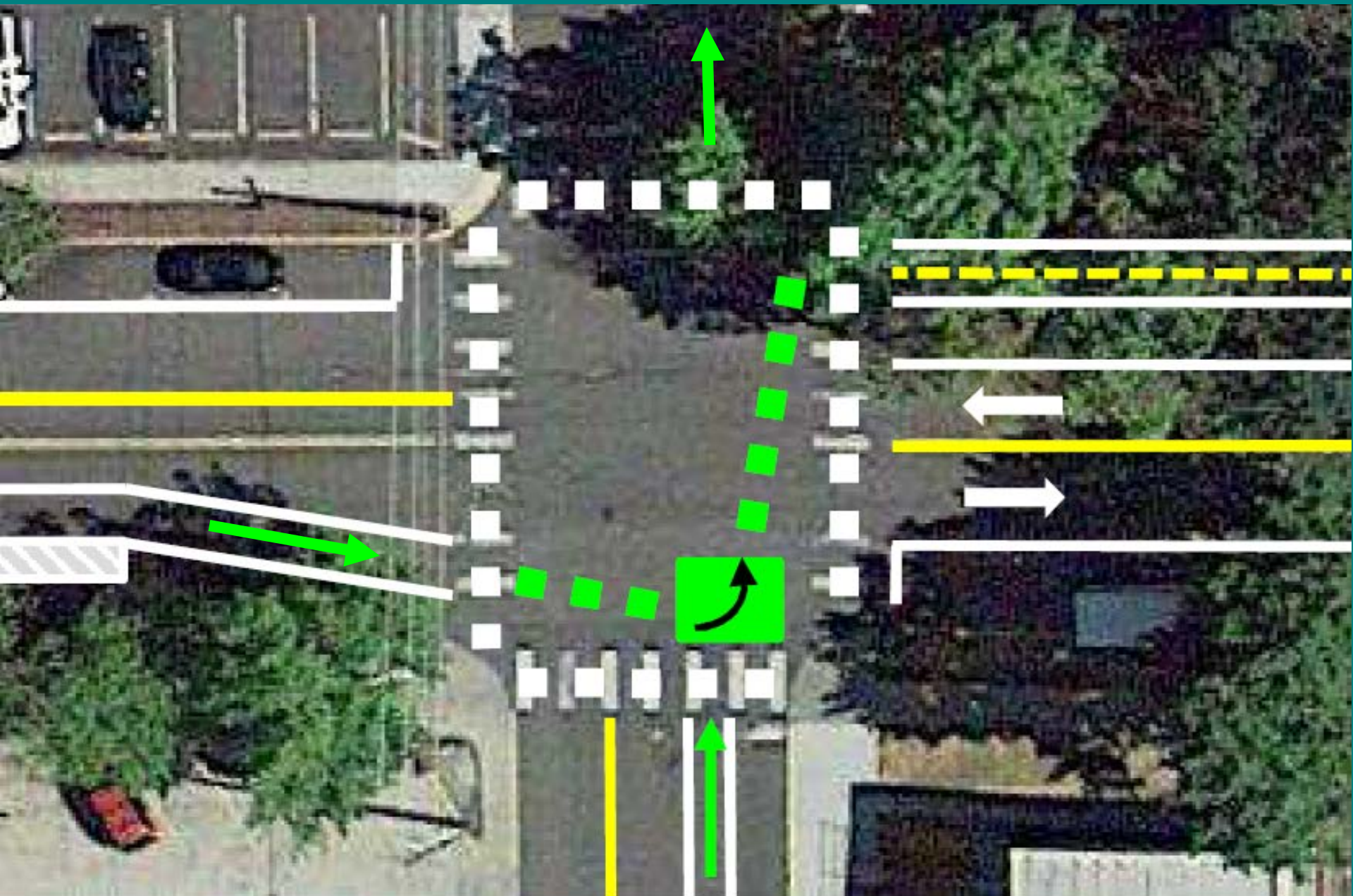
JEFFERSON STREET INTERSECTION

CORRIDOR CONCEPTS – PLAN C

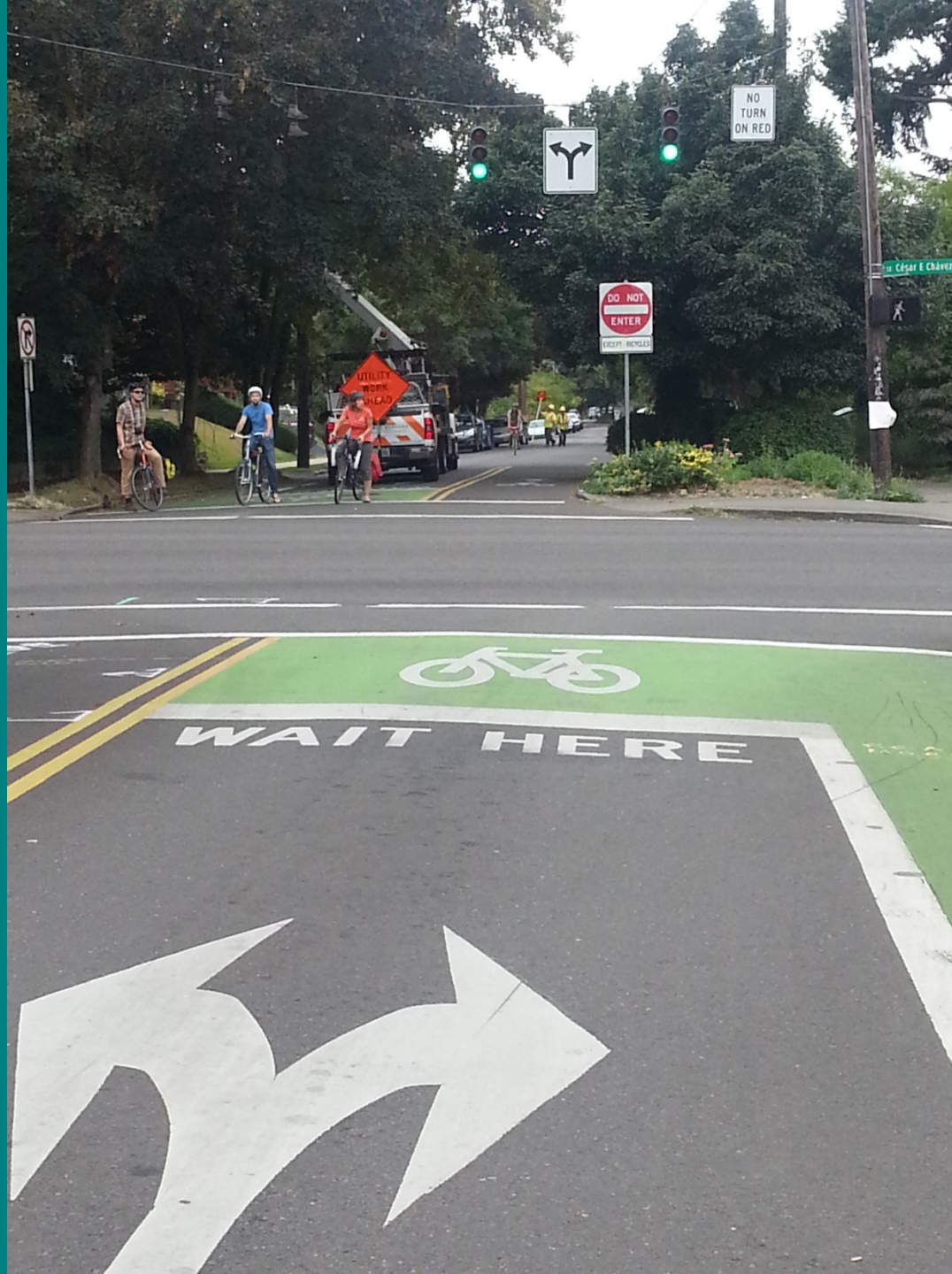




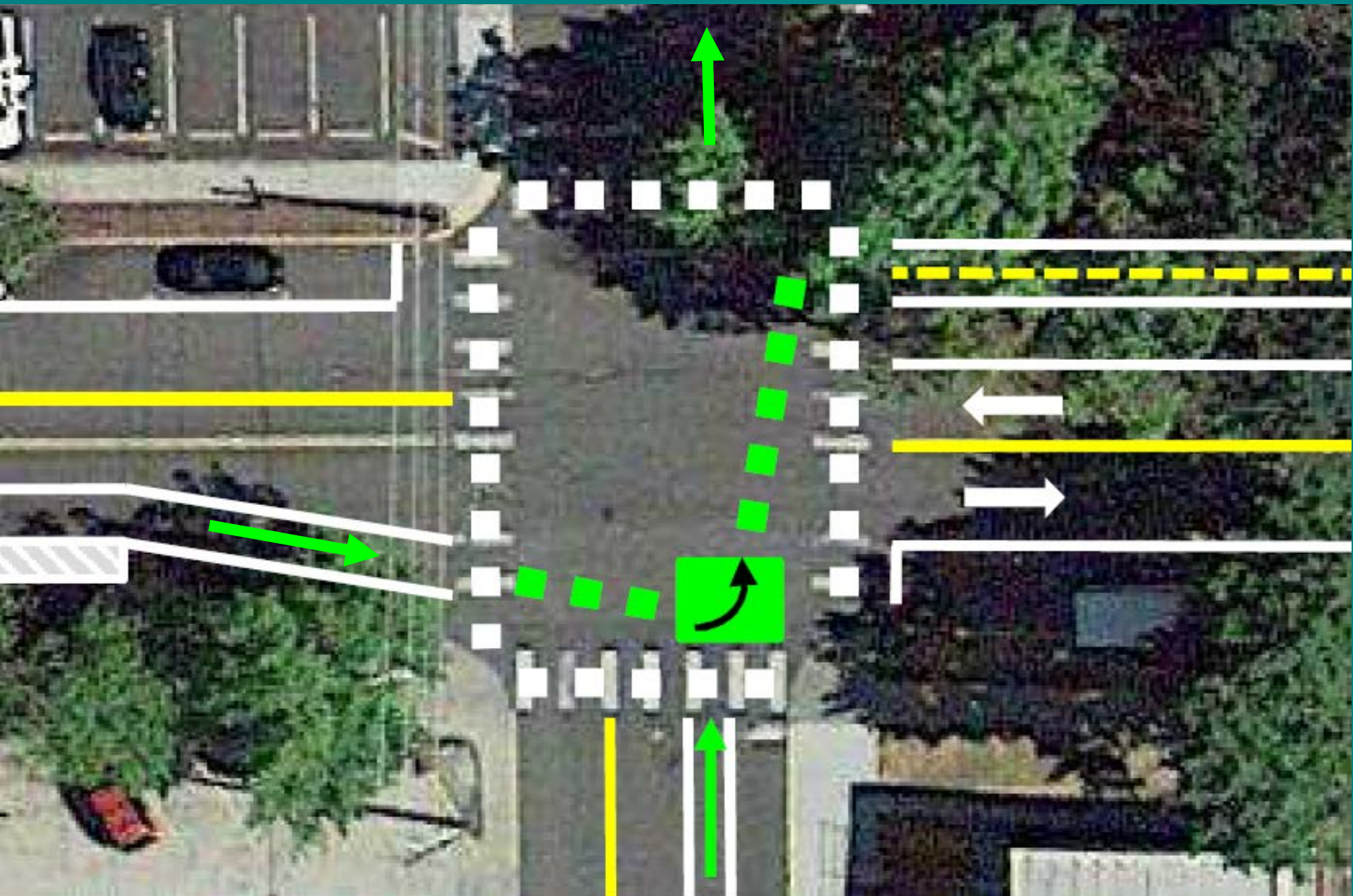
PLAN C DETAILS







PLAN C DETAILS

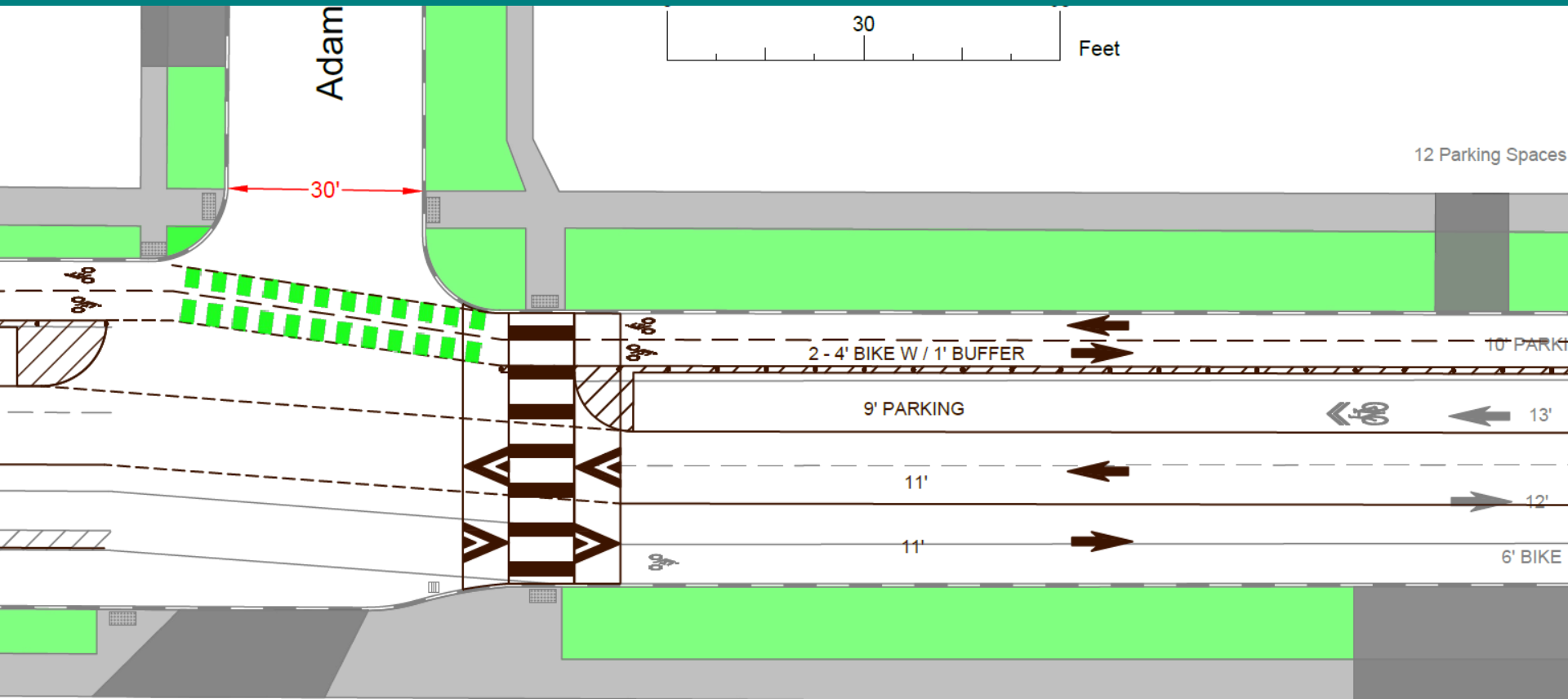


PLAN C DETAILS

Components

- Terminus Points
- Parking Adjacent to Buffer

PLAN C DETAILS



PLAN C DETAILS

Components

- Terminus Points
- Parking Adjacent to Buffer
- Maintenance

PLAN C DETAILS



PLAN C DETAILS

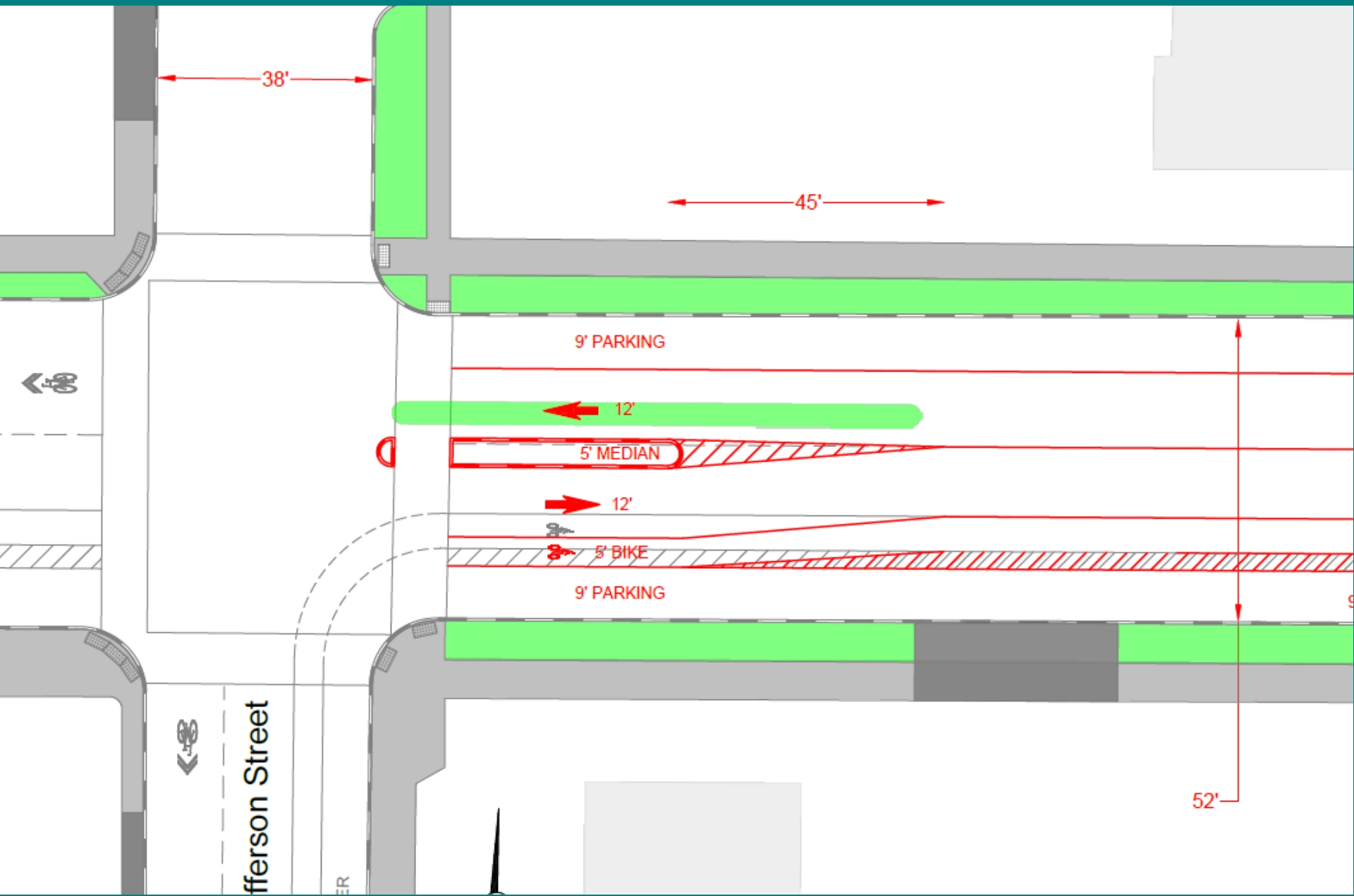


PLAN A/B DETAILS

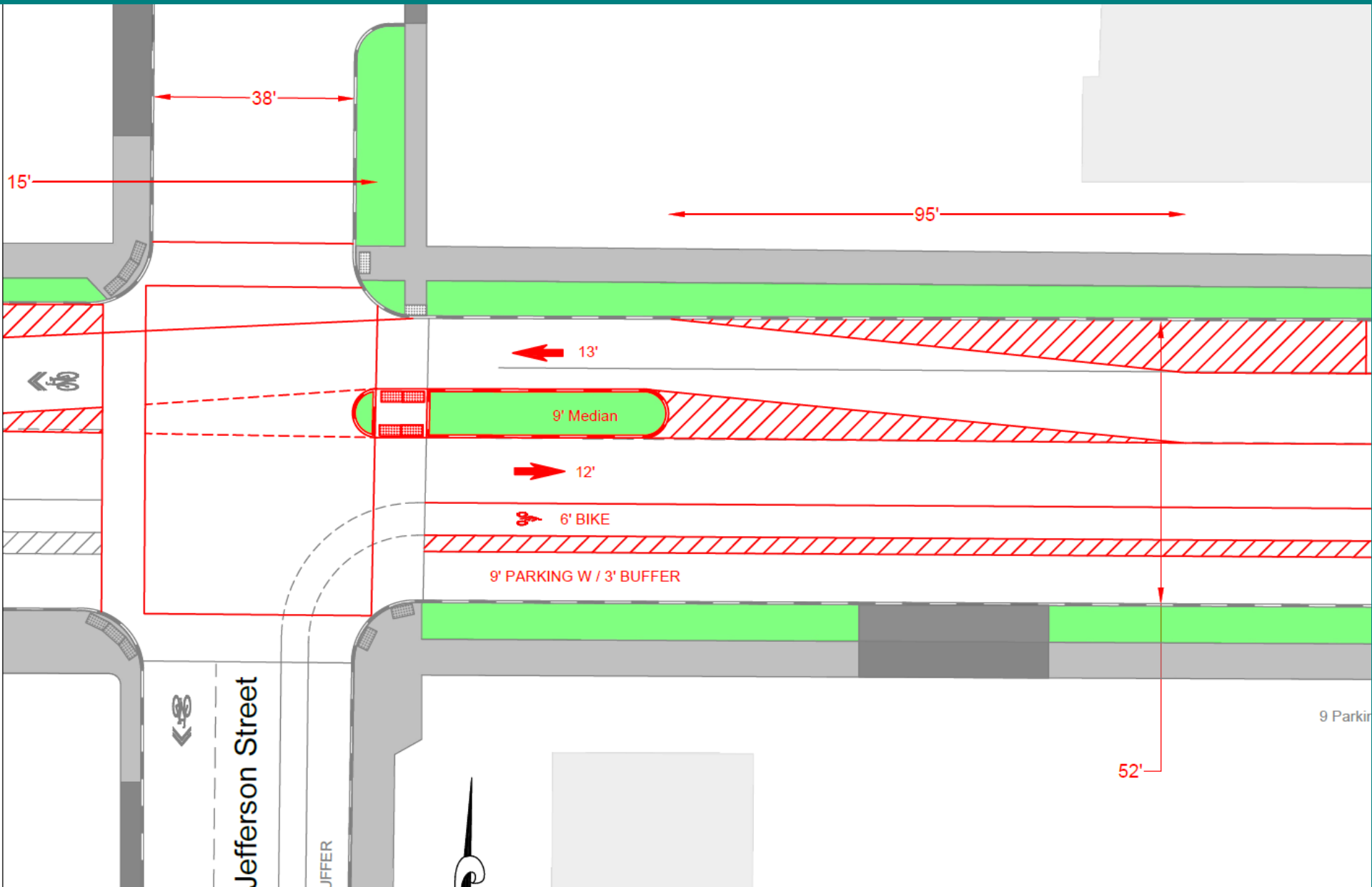
Components

- Center Median & Pedestrian Refuge

PLAN A/B DETAILS



PLAN A/B DETAILS



COST ESTIMATES

COST ESTIMATES

Component	Plan A	Plan B	Plan C
Construction Subtotal	\$339,120	\$355,320	\$196,985
Construction Contingency (20%)	\$67,824	\$71,064	\$39,397
Contruction Total	\$406,944	\$426,384	\$236,382
Design & Construction Management (15%)	\$61,042	\$69,958	\$35,457
Project Total	\$467,986	\$490,342	\$271,839

CORRIDOR FUNDING

Children Pedestrian Safety Project Ranking

Rank	Project Name	Sponsor	\$ Request	Score
1	Third Street Corridor Multimodal Improvements	City of Moscow	\$230,000	82
2	Hiland Ave - East 19th Street Sidewalk Connection Project	City of Burley	\$191,000	81
3	Main Street Sidewalk Improvements	City of Ashton	\$230,000	80
4	Marsing SH55 Sidewalk Project	City of Marsing	\$173,000	80
5	Children Pedestrian Improvements	City of Firth	\$230,000	79
6	South 5th Street Pathway	City of Driggs	\$123,000	78
7	Ridge Crest Elementary Safety Improvements Phase 2 Project	City of Blackfoot	\$171,000	78
8	Iona Street Riverside Dr & Bush Elementary SW Connections	City of Idaho Falls	\$240,000	78
9	Carey Crosswalk Signage & Pedestrian Improvement Project	City of Carey	\$154,640	78
10	Centennial Elementary & Skyview Park Pedestrian Safety	City of Nampa	\$230,000	77
11	Locust and Hwy 91 PHB and Pathway Improvements	City of Shelley	\$35,000	77
12	2017 Sawtooth Ave & 7th Ave Project	City of Buhl	\$230,000	76
13	Chubbuck Elementary Pedestrian Safety	City of Chubbuck	\$230,000	76
14	Soda Springs Child Pedestrian Safety Program	City of Soda Springs	\$230,000	76
15	City of Bancroft Child Pedestrian Safety Project	City of Bancroft	\$192,000	76
16	Safe Route to School (Priest River Junior High School)	City of Priest River	\$168,000	75
17	Sacajawes Elementary School SP25 Project	City of Caldwell	\$109,446	75
18	South 5th Avenue Sidewalk Corridor	City of Pocatello	\$230,000	75
19	Wardener Sidewalk Repair	City of Wardener	\$86,448	74
20	Iona Road Pedestrian Pathway	Bonneville County	\$111,336	74
21	Lemp-Larkwood Pathway + Street Light Upgrades	City of Meridian	\$90,000	74
22	Sandpoint Child Safety Connections	City of Sandpoint	\$130,000	74
23	Highway 31 Safe Child Pedestrian Project	City of Victor	\$198,000	74
24	City of Teton Child Pedestrian Safety Project	City of Teton	\$28,000	74
25	W. Indianhead - State Street Pathway Project	City of Weiser	\$230,000	74
26	North Main Street Children Pedestrian Project	City of Cascade	\$86,000	74
27	Naples Elementary School Pedestrian Safety Improvements	Boundary County	\$230,000	74
28	Sunnyside Hawk Signal	City of Ammon	\$95,000	73
29	Pathways for People	City of Halley	\$230,000	73
30	Warner Ave Sidewalk Infill: 10th St to 12th St	City of Lewiston	\$231,000	73
31	10th Avenue East Sidewalk Installation	City of Jerome	\$230,000	73
32	SH44 Children Pedestrian Project 2018	City of Middleton	\$199,238	73
33	City Parks Sidewalks	City of Rexburg	\$39,000	73
34	Walking Path Extension on Denning Avenue	City of Iona	\$114,290	72
35	Safe Routes to School - 12th Street Pathway	City of Emmett	\$230,000	72
36	Lapwai Main Street Sidewalk & ADA Ramp Project - Phase 2	City of Lapwai	\$230,000	71
37	Ped Xing for Horseshoe Pathway, US 30 & S. Plymouth Avenue	City of New Plymouth	\$128,000	71
38	Trail Creek Sidewalk Extension	City of Ketchum	\$100,000	71
39	Preston Children Safety Sidewalk Project	City of Preston	\$230,000	71
40	St. Maries Sidewalk Improvements - Phase 2	City of St. Maries	\$230,000	71
41	2858 E Roadway Pedestrian Improvements	City of Roberts	\$230,000	71
42	Enhancing Pedestrian Safety in Orofino	City of Orofino	\$230,000	70
43	Safe Routes, Safe Children Project	City of Plummer	\$230,000	70
44	Main Street School Crossing	City of Oakley	\$15,000	70
45	Jr/Sr High School Bridge Street Sidewalk	City of St. Anthony	\$60,000	69
46	Blinking Signage for Pedestrian Crosswalk on Highway 20/26/93	Butte County	\$4,715	69
47	Clay Street Child Pedestrian Improvements	City of Montpelier	\$230,000	69
48	Hillcrest Pedestrian Improvements	City of American Falls	\$230,000	69
49	South 18th East Street Lighting Improvement	City of Mountain Home	\$130,000	68
50	Children Pedestrian Improvements	City of Paris	\$230,000	68
51	Fremont Ave Pedestrian Improvements	City of Aberdeen	\$230,000	68
52	Delton Gardens School Speeding Signing	City of Delton Gardens	\$48,100	67
53	Villa Dr Path, S Boundary St to 7th St	City of Heyburn	\$221,000	67
54	US Highway 93 Sidewalk & Drainage Improvements, Phase 3	City of Cambridge	\$198,000	66
55	East Main Street Sidewalk Curb and Gutter Replacements	City of Wendell	\$109,410	66
56	Child Pedestrian Pathway Improvements	City of Downey	\$230,000	66
57	2018 Child Pedestrian Crossing Safety Plan	City of Gooding	\$18,800	65
58	Solar Powered School Area Speed Limit Signs	City of Teton	\$17,926	64
59	Pedestrian Improvements near South Hills Middle School	City of Twin Falls	\$245,000	64
60	Earle Street Sidewalk Improvements	City of Mullan	\$230,000	64
61	New Sweden Child Pedestrian Pathway	Bingham County	\$200,000	64
62	Children Pedestrian Safety Shared Use Path	City of Notus	\$241,200	64
63	Sage Bike Path Connections	Bonner County	\$90,000	63
64	Honeysuckle Beach Sidewalk	City of Hayden	\$69,000	62
65	Peterson Memorial Avenue Children Pedestrian Shared Use Pathway	City of New Meadows	\$192,960	62
66	Victor to Driggs Pathway - Repair and Fog Seal	Teton County	\$60,000	61
67	Lava City park Children Pedestrian Sidewalk/Path Project	City of Lava Hot Springs	\$42,000	61
68	PHB Crossing - Beacon St. & Manitou Ave	Ada County	\$180,000	61
69	Sugar City walk/bike pathway system part "P" Plus	City of Sugar City	\$230,000	56
70	Greenhorn/East Fork & SH 75 Sidewalk and Pedestrian Ramp	Blaine County	\$66,300	55
71	Ponderay to Kootenai	City of Ponderay	\$188,000	52

\$12,165,009

CORRIDOR FUNDING

52	Dalton Gardens School Speeding Signing	City of Dalton Gardens	\$48,100	67
53	Villa Dr Path, S Boundary St to 7th St	City of Heyburn	\$221,000	67
54	US Highway 95 Sidewalk & Drainage Improvements, Phase 3	City of Cambridge	\$198,000	66
55	East Main Street Sidewalk Curb and Gutter Replacements	City of Wendell	\$109,410	66
56	Child Pedestrian Pathway Improvements	City of Downey	\$250,000	66
57	2018 Child Pedestrian Crossing Safety Plan	City of Gooding	\$28,800	65
58	Solar Powered School Area Speed Limit Signs	City of Tetonia	\$17,926	64
59	Pedestrian Improvements near South Hills Middle School	City of Twin Falls	\$245,000	64
60	Earle Street Sidewalk Improvements	City of Mullan	\$250,000	64
61	New Sweden Child Pedestrian Pathway	Bingham County	\$200,000	64
62	Children Pedestrian Safety Shared Use Path	City of Notus	\$241,200	64
63	Sagle Bike Path Connections	Bonner County	\$90,000	63
64	Honeysuckle Beach Sidewalk	City of Hayden	\$69,000	62
65	Peterson Memorial Avenue Children Pedestrian Shared Use Pathway	City of New Meadows	\$192,960	62
66	Victor to Driggs Pathway - Repair and Fog Seal	Teton County	\$60,000	61
67	Lava City park Children Pedestrian Sidewalk/Path Project	City of Lava Hot Springs	\$42,000	61
68	PHB Crossing - Beacon St. & Manitou Ave	Ada County	\$180,000	61
69	Sugar City walk/bike pathway system part "P" Plus	City of Sugar City	\$250,000	56
70	Greenhorn/East Fork & SH 75 Sidewalk and Pedestrian Ramp	Blaine County	\$66,500	55
71	Ponderay to Kootenai	City of Ponderay	\$188,000	52

\$12,165,009

CORRIDOR FUNDING

Children Pedestrian Safety Project Ranking

Rank	Project Name	Sponsor	\$ Request	Score
1	Third Street Corridor Multimodal Improvements	City of Moscow	\$250,000	82
2	Hiland Ave - East 19th Street Sidewalk Connection Project	City of Burley	\$191,000	81
3	Main Street Sidewalk Improvements	City of Ashton	\$250,000	80
4	Marsing SH55 Sidewalk Project	City of Marsing	\$175,000	80
5	Children Pedestrian Improvements	City of Firth	\$250,000	79
6	South 5th Street Pathway	City of Driggs	\$125,000	78
7	Ridge Crest Elementary Safety Improvements Phase 2 Project	City of Blackfoot	\$171,000	78
8	Iona Street Riverside Dr & Bush Elementary SW Connections	City of Idaho Falls	\$240,000	78
9	Carey Crosswalk Signage & Pedestrian Improvement Project	City of Carey	\$154,640	78
10	Centennial Elementary & Skyview Park Pedestrian Safety	City of Nampa	\$250,000	77
11	Locust and Hwy 91 PHB and Pathway Improvements	City of Shelley	\$35,000	77
12	2017 Sawtooth Ave & 7th Ave Project	City of Buhl	\$250,000	76
13	Chubbuck Elementary Pedestrian Safety	City of Chubbuck	\$250,000	76
14	Soda Springs Child Pedestrian Safety Program	City of Soda Springs	\$250,000	76
15	City of Bancroft Child Pedestrian Safety Project	City of Bancroft	\$192,000	76
16	Safe Route to School (Priest River Junior High School)	City of Priest River	\$168,000	75
17	Sacajawea Elementary School SP2S Project	City of Caldwell	\$109,446	75
18	South 5th Avenue Sidewalk Corridor	City of Pocatello	\$250,000	75

QUESTIONS?

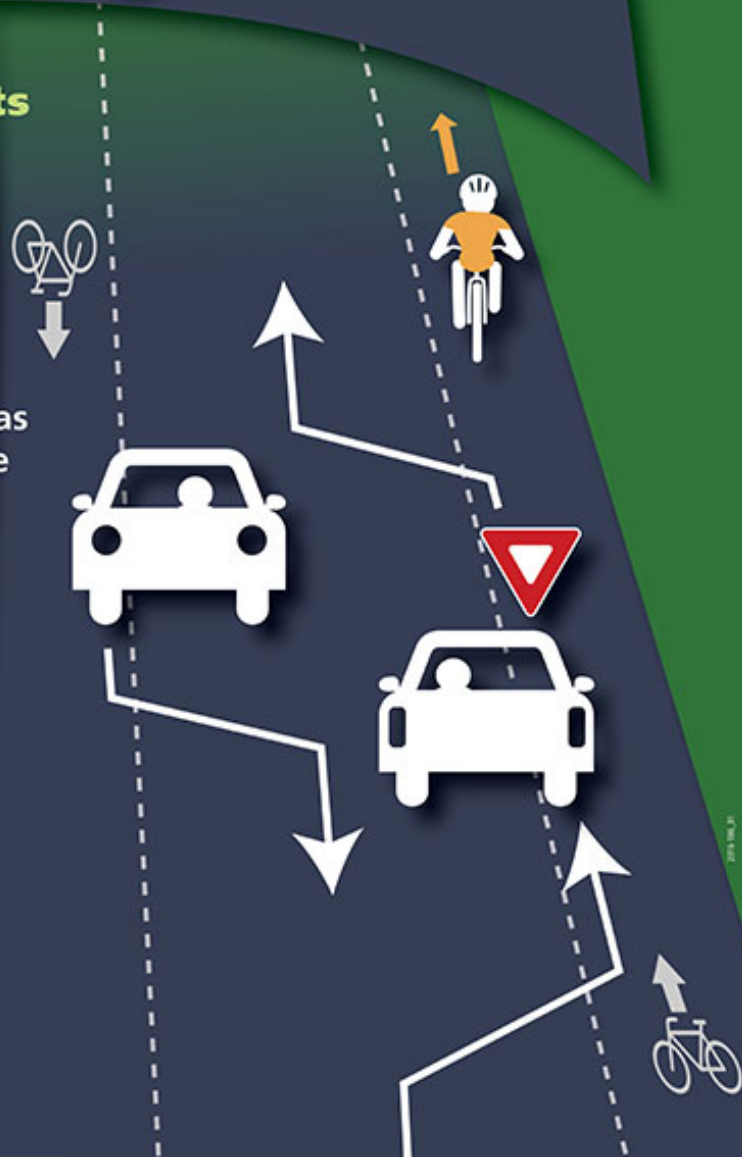
Advisory Cycling Lanes



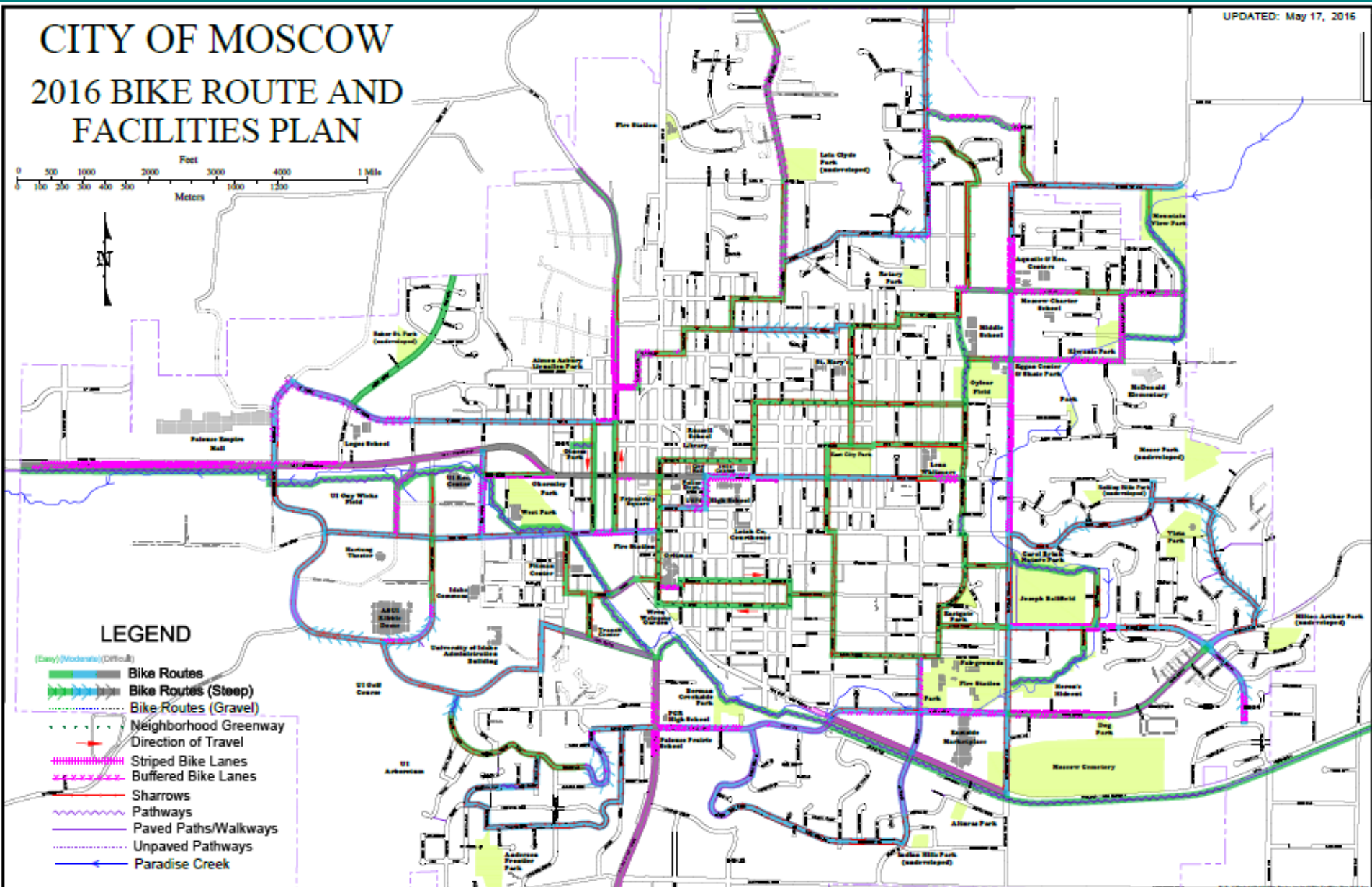
**A new way for
drivers and cyclists
to share the road**

How they work:

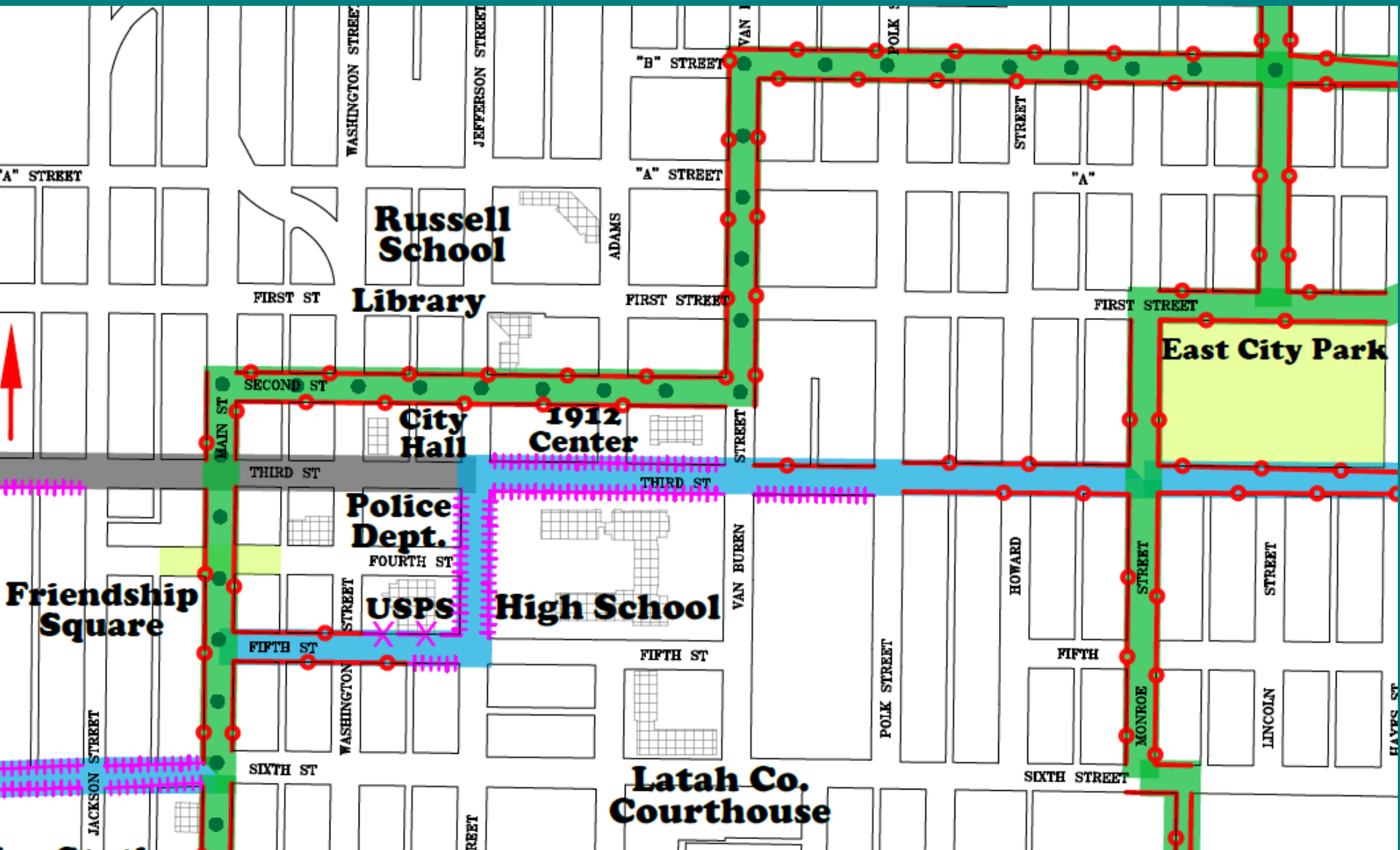
- ➔ Motorists share a wide lane with oncoming vehicles
- ➔ Each side of the road has an advisory cycling lane
- ➔ Drivers move into the right-hand cycling lane when passing oncoming vehicles
- ➔ Motorists must yield to cyclists already in that space
- ➔ Motorists travel behind cyclists until it is safe to move back into their lane



CORRIDOR CONCEPTS – PLAN C



CORRIDOR CONCEPTS – PLAN C



CORRIDOR CONCEPTS – PLAN C

