

TRANSPORTATION COMMISSION



Ben Calabretta
Commission Chair

~Meeting Minutes
June 14, 2018

Les MacDonald
Staff Liaison

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208.883.7028

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

**Thursday
June 14, 2018**

4:00 PM

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

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

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

Absent: Vice Chair Don Meyer, Council Liaison Gina Taruscio, Jared Hopkins-ITD

Staff: Les MacDonald, Public Works Director
Bill Belknap, Community Development Director
Sandra Collins, Administrative Assistant / Deputy City Clerk

1. Approval of minutes from April 12, 2018

ACTION: Hamilton moved to approve the minutes as presented, seconded by Johnson. Roll Call Vote: Ayes: All, Nays: None, Abstained: None. Minutes approved.

2. Commission Communications (Calabretta)

Kyte gave suggestions for future agenda items, which included planning for the upcoming year, reviewing the Multimodal Transportation Plan and Comprehensive Plan, discussion about the Highway 8 - Highway 95 intersection and its challenges with pedestrian crossings and crossing at the Identity on Main Development. Kyte also pointed out the new WWAMI Building at Gritman would also increase the need for another cross walk. Kyte asked if the Chairman could request items from commission members ahead of the agenda and asked about having two meetings a month. MacDonald said the meetings were changed to once a month because of lack of agenda items.

Hamilton talked about his Planning & Zoning Commission role and how the Planning & Zoning Commission had suggested a future joint meeting to discuss how responsibilities should be split between the Planning & Zoning and Transportation Commission, such as the recent Third Street project. Belknap said each commission has separate roles but there is overlap on some items. Historically the Transportation Commission has worked on long range planning issues and made recommendations to the Planning & Zoning Commission but some items were specifically for the Planning & Zoning Commission, per City Code or State Law.

DuPree said she liked the thought of setting a formal agenda for the year and would like to revisit the Moscow-Pullman transportation system.

Johnson talked about the University of Idaho Parking and Transportation Services moving forward with a Spin Bike Share program on campus and the desire to work with the City on this. He said this service included bikes and electric scooters. MacDonald said there have been discussions with the University and City and he has been doing research, including exploring a possible Memorandum of Understanding. Cook felt the Transportation Commission should be involved in the logistics of this kind of program. Cook said electric scooters have created a problem in other cities because there was no policy in place ahead of time and some cities had banned them from their streets. MacDonald said if the Transportation Commission wanted to research this program they could discuss it at the second meeting of this month or on July 12th. Then they could take it to City Council at the July 16th meeting. MacDonald said he would have to discuss the matter with Administration.

Belknap told the Commission the Urban Renewal Agency has been working on an updated flood plain study and has submitted a request for a map amendment to FEMA. During that process there was discussion with City Council about a potential pedestrian underpass underneath Highway 95 at the intersection of Highway 8 and Highway 95. Subsequently Alta has been retained to do a feasibility study and the resulting data may be used to apply for a TAP grant.

MacDonald reported on a visit by Idaho Walk Bike Alliance and said they were very complimentary on the work Moscow had done on their bike facilities. He also gave an overview of current construction projects going on this summer. Kyte asked about the current Third Street Corridor reconstruction. McGahan asked about the ITD Highway 95 Thorn Creek Project.

3. SMART Transit Route Revisions – Outcome of Public Input (Dan Gray)

Gray said he had underestimated the desire for expanded service hours during the public outreach project. SMART had sent out one survey for transit riders and one for community households and the undergraduate student population. On the rider survey, the request for expanded hours won by about 60 percent. At the SMART Transit Board meeting in May they made a decision to extend service hours to 6:40 a.m. to 7:00 p.m. on weekdays and to 8:00 a.m. to 4:00 p.m. on Saturday, beginning August 1st. They have hired new staff and have some extra buses. Gray said they were able to get rider surveys out to all students before school got out. The Commission thanked Gray for his update.

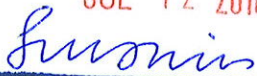
4. Third Street Corridor Assessment Report (MacDonald)

MacDonald gave an overview of the findings of Alta, the consultant hired to assess the Third Street corridor. MacDonald gave a report to City Council and asked how they wanted to proceed. City Council requested the Transportation Commission Subcommittee reform to review a couple of specific items and give direction back to City Council. The Transportation Commission Subcommittee will be meeting after this Transportation Commission Meeting to discuss these items. Kyte said he heard good things from the residents on Third Street about City Engineer Kevin Lilly and Assistant City Engineer Scott Bontrager, who have been working closely with residents about the Third Street Corridor improvements. MacDonald explained the two options Alta had presented for the city to consider. Option #1 takes the bike lanes to Washington Street which will require ITD's permission and Option #2 would stop the bike lanes at Jefferson Street. Kyte asked how that type of request would be presented to ITD and MacDonald explained the procedure. Kyte asked about the schedule for Third Street Bridge and the corridor improvements. MacDonald said the bridge is being advertised with two construction schedules. One bid would be for construction this year with what is left of the summer season and the alternate bid would be to construct next summer, which may be a more cost effective

choice. The Third Street Corridor east of Adams Street will be advertised this month. The other Third Street options will be discussed by the subcommittee tonight. Belknap suggested the Adams portion could possibly be added to the current Third Street Reconstruction contract work already underway. Kyte asked if the subcommittee decision will come back to the Transportation Commission. MacDonald said the City Council directed the subcommittee to report directly back to Council.

Adjourned: 5:31 pm

Minutes Approved On

JUL 12 2018

Clerk/Deputy Signature

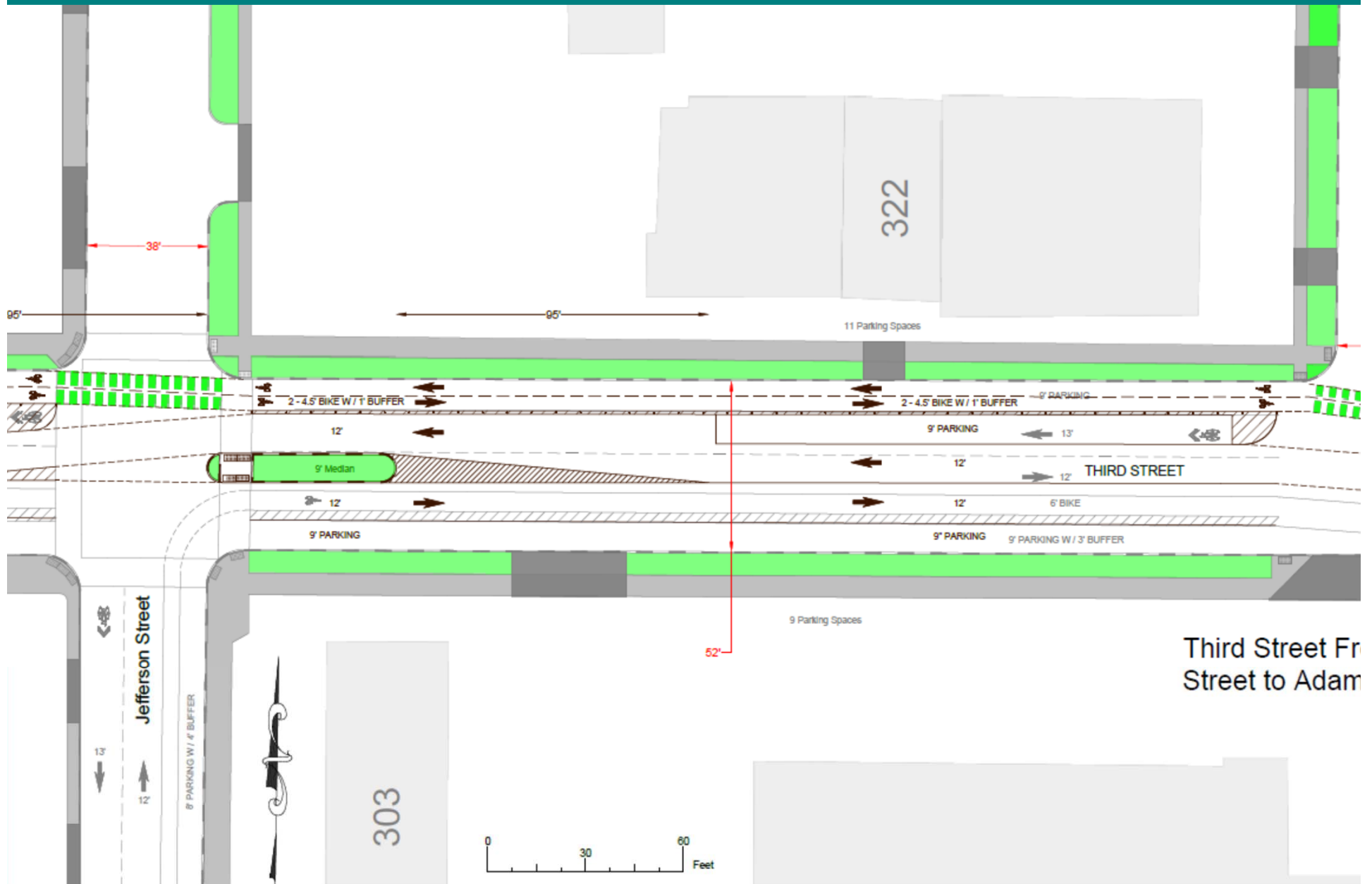
THIRD STREET CORRIDOR PLAN C IMPLEMENTATION ASSESSMENT REPORT

TRANSPORTATION COMMISSION
JUNE 14, 2018

CORRIDOR CONCEPTS

PLAN C

CORRIDOR CONCEPTS – PLAN C



CORRIDOR CONCEPTS – PLAN C

Speed Limits:

- 25 mph from Washington Street to Mountain View Road

CORRIDOR CONCEPTS – PLAN C

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 CONCEPTS – PLAN C

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 CONCEPTS – PLAN C

Intersection Traffic Control:

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

CORRIDOR CONCEPTS – PLAN C

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 Jefferson Street intersection
- Varied width median west of Mountain View Road intersection

CORRIDOR CONCEPTS – PLAN C

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 Jefferson 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 ASSESSMENT

by

ALTA PLANNING



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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

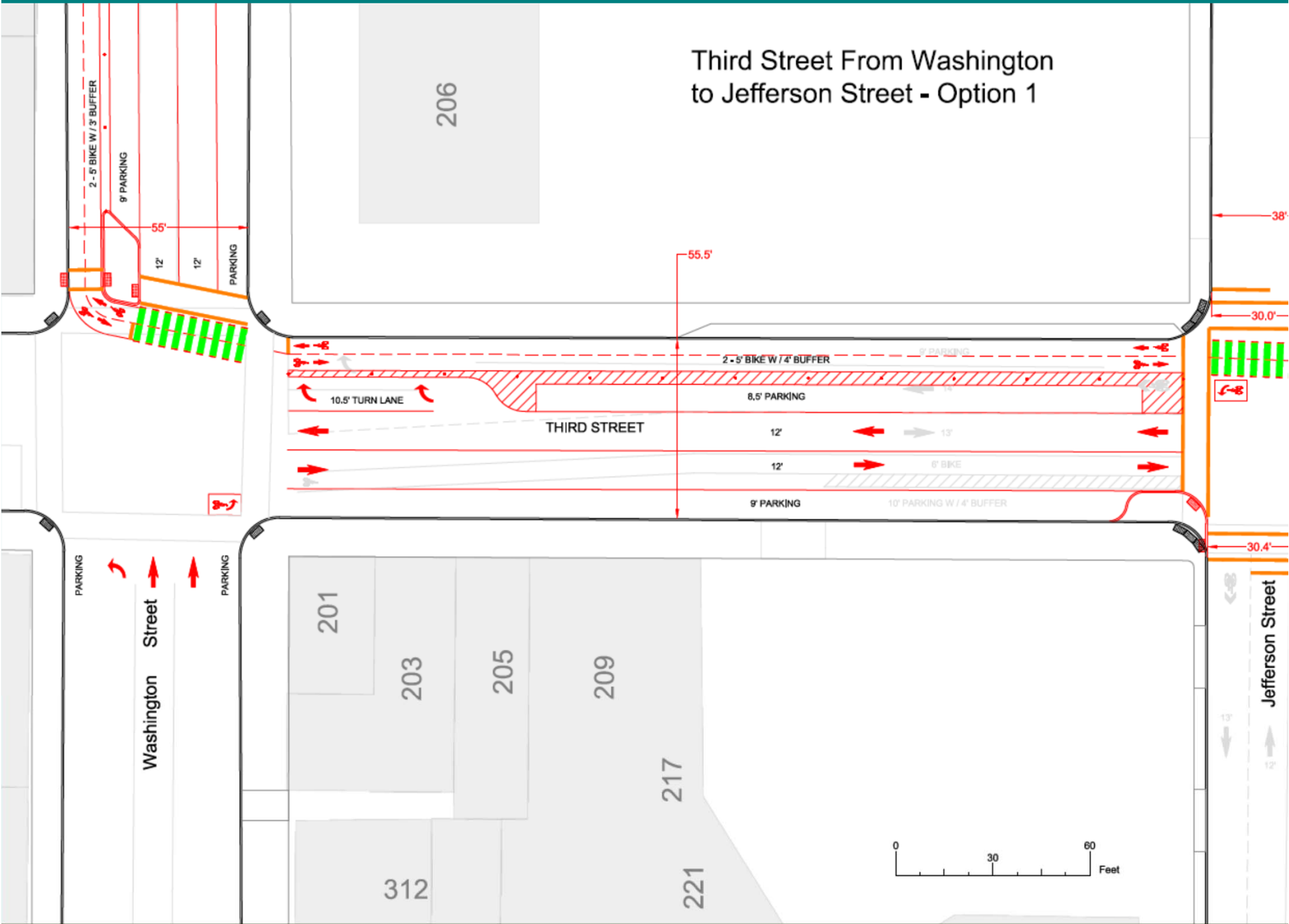
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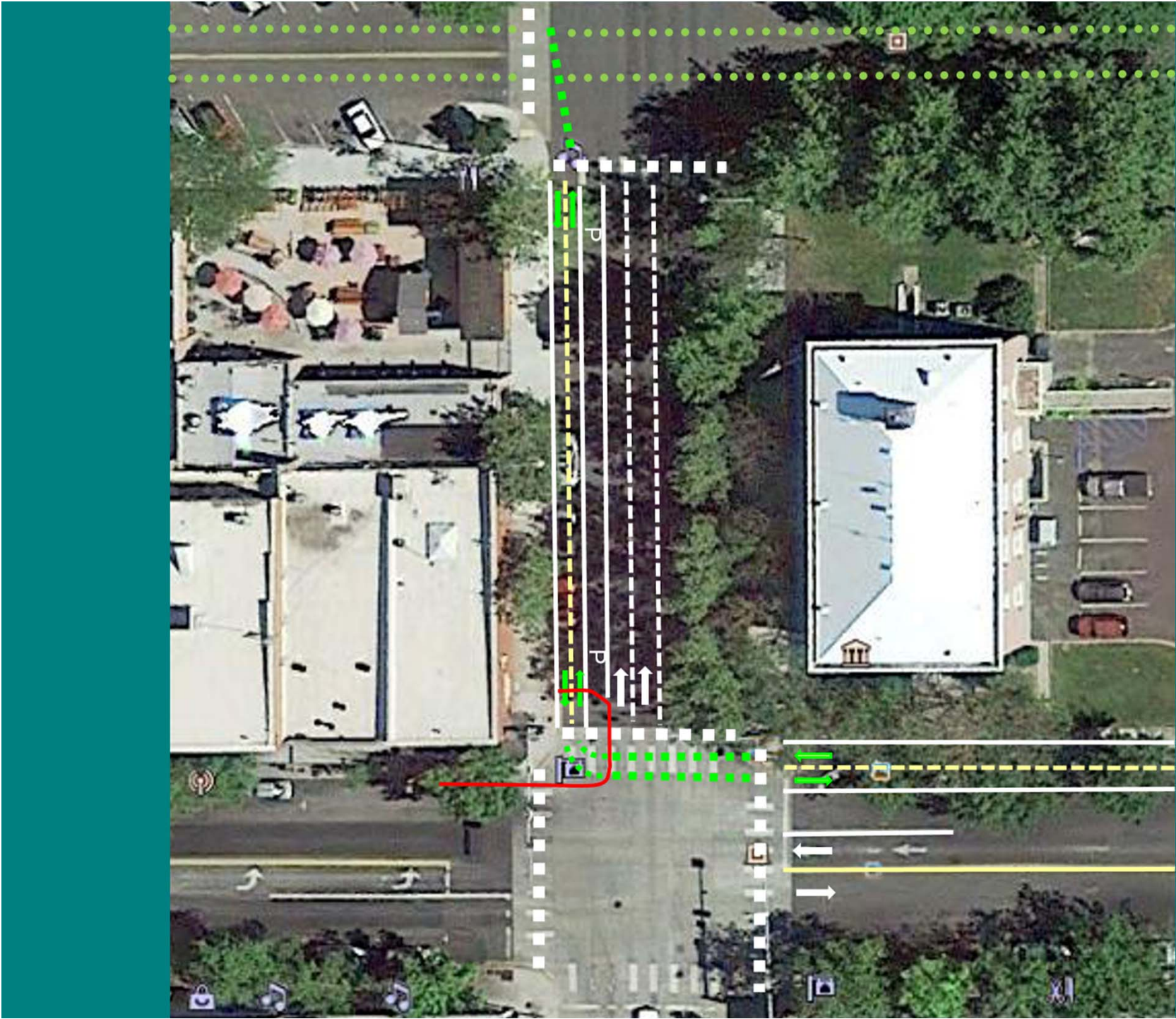
- Support Plan C Concept
- Including
 - 25 mph Speed Limit
 - Lighted School Zone Speed Limit Signs
 - Raised Pedestrian Crosswalks
 - Four Way Stop Intersections
 - Center Medians
 - Completion of Sidewalk System

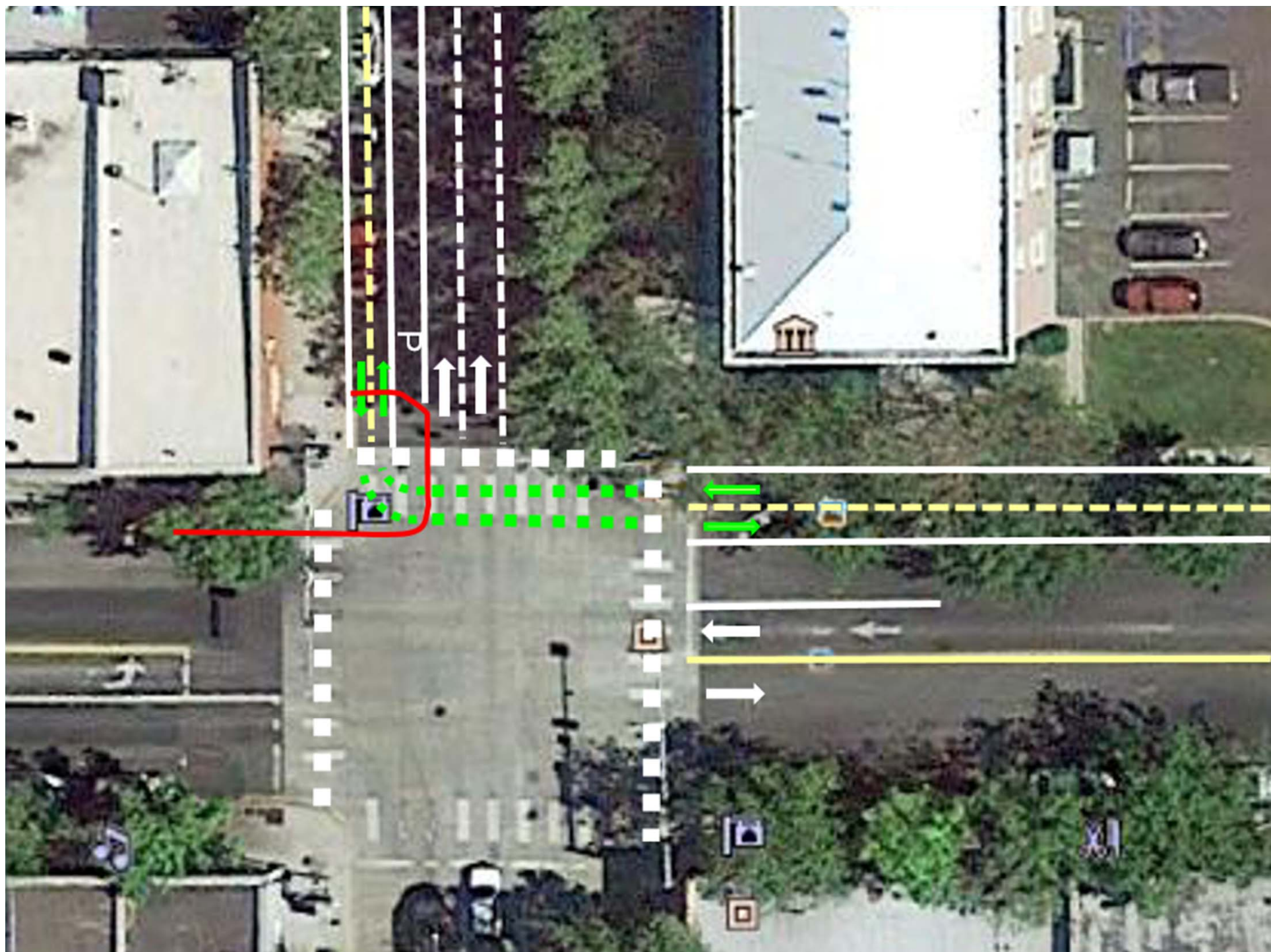
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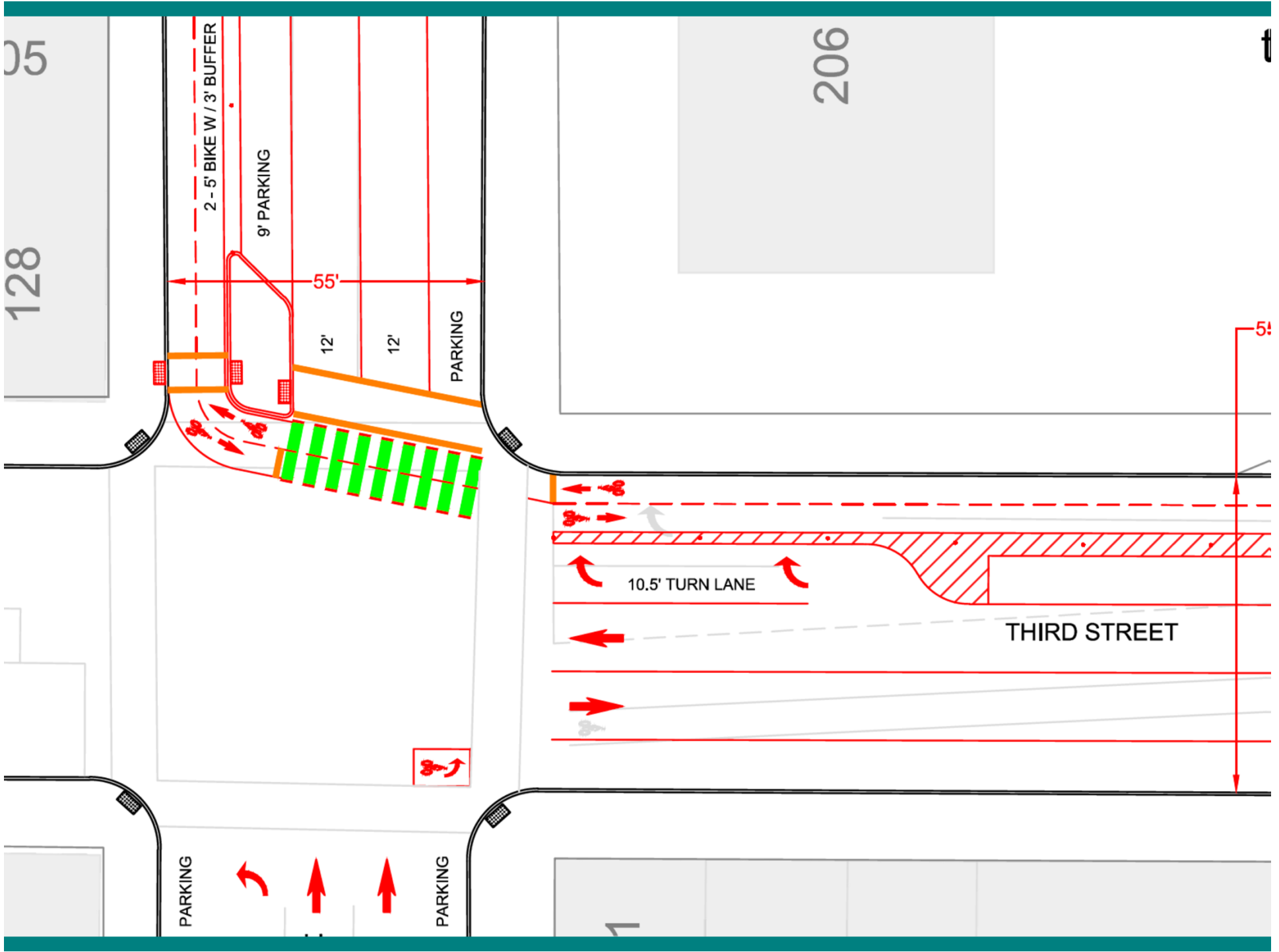
- Recommend Plan C Concept Revisions – Option #1 or #2
 - Benefits and Challenges

Third Street From Washington
to Jefferson Street - Option 1

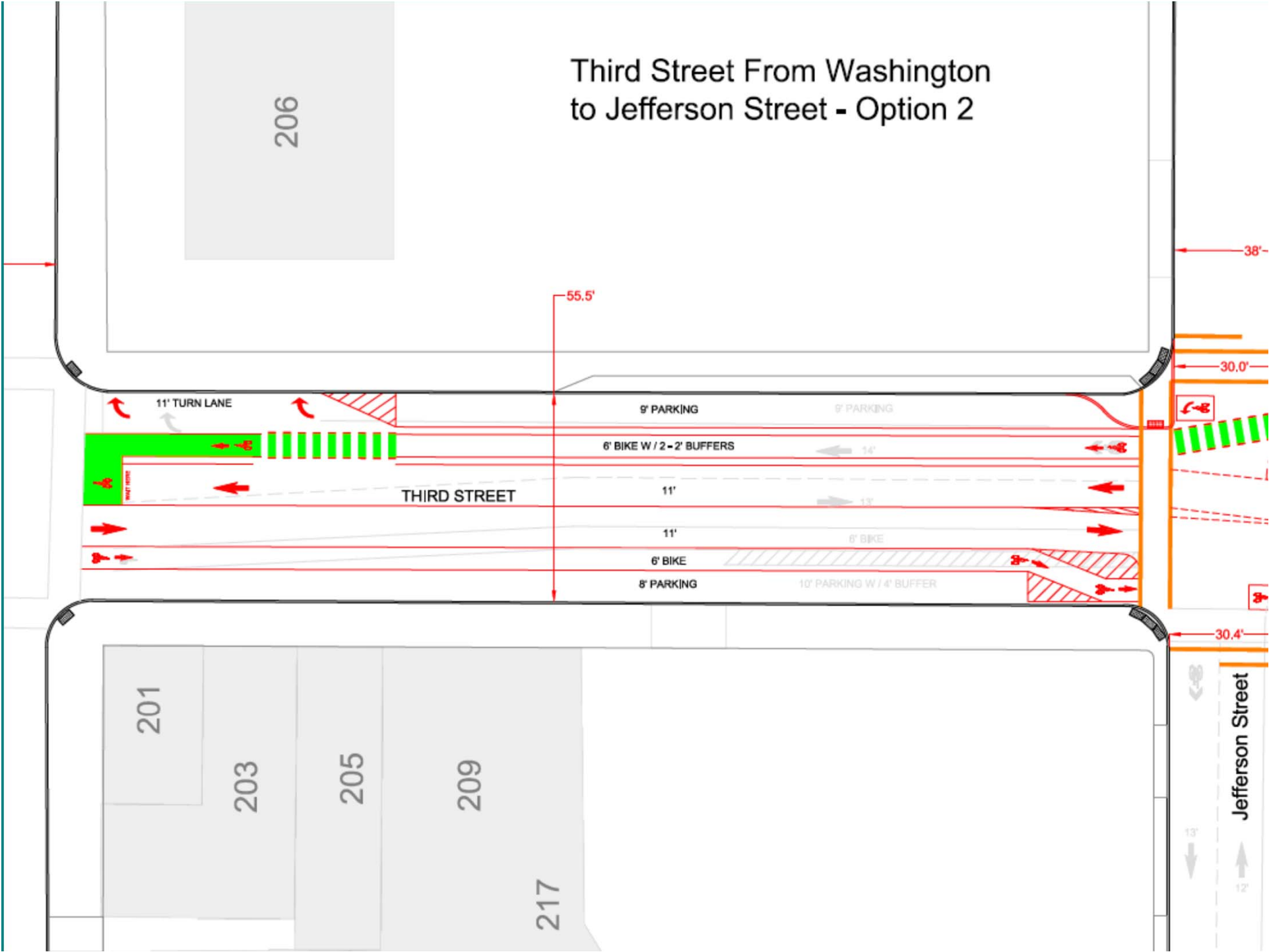


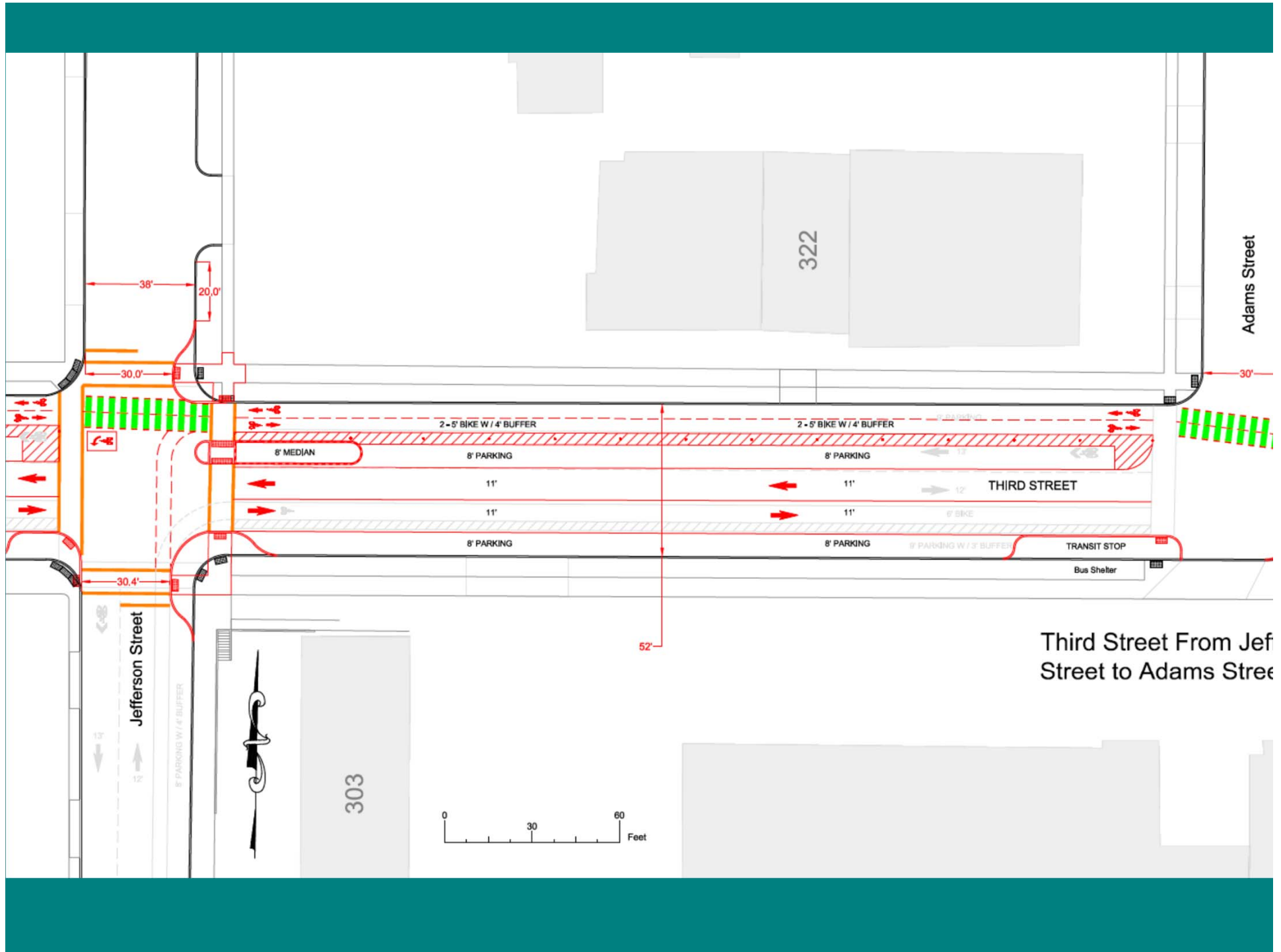






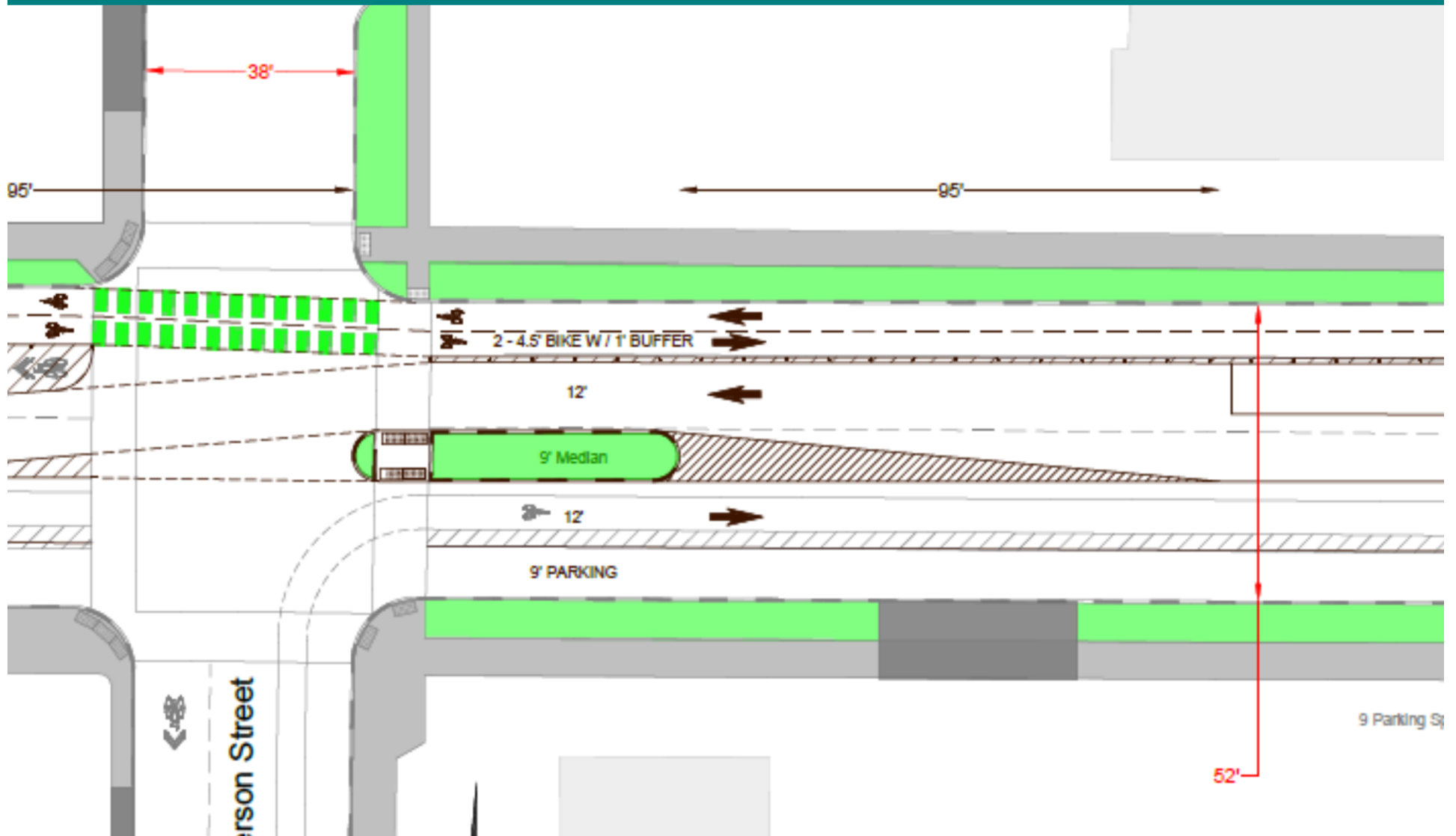
Third Street From Washington
to Jefferson Street - Option 2



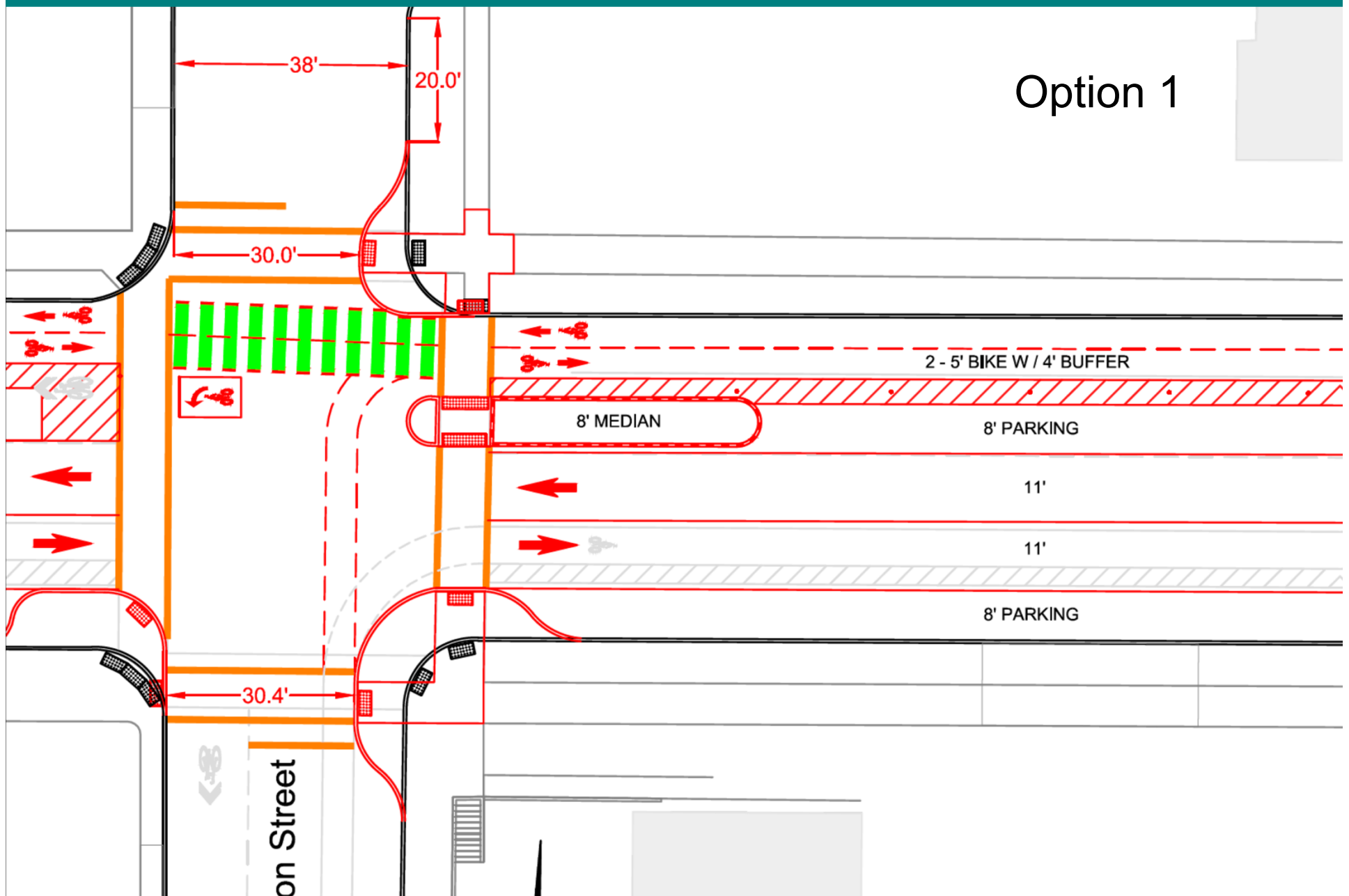


Third Street From Jefferson Street to Adams Street

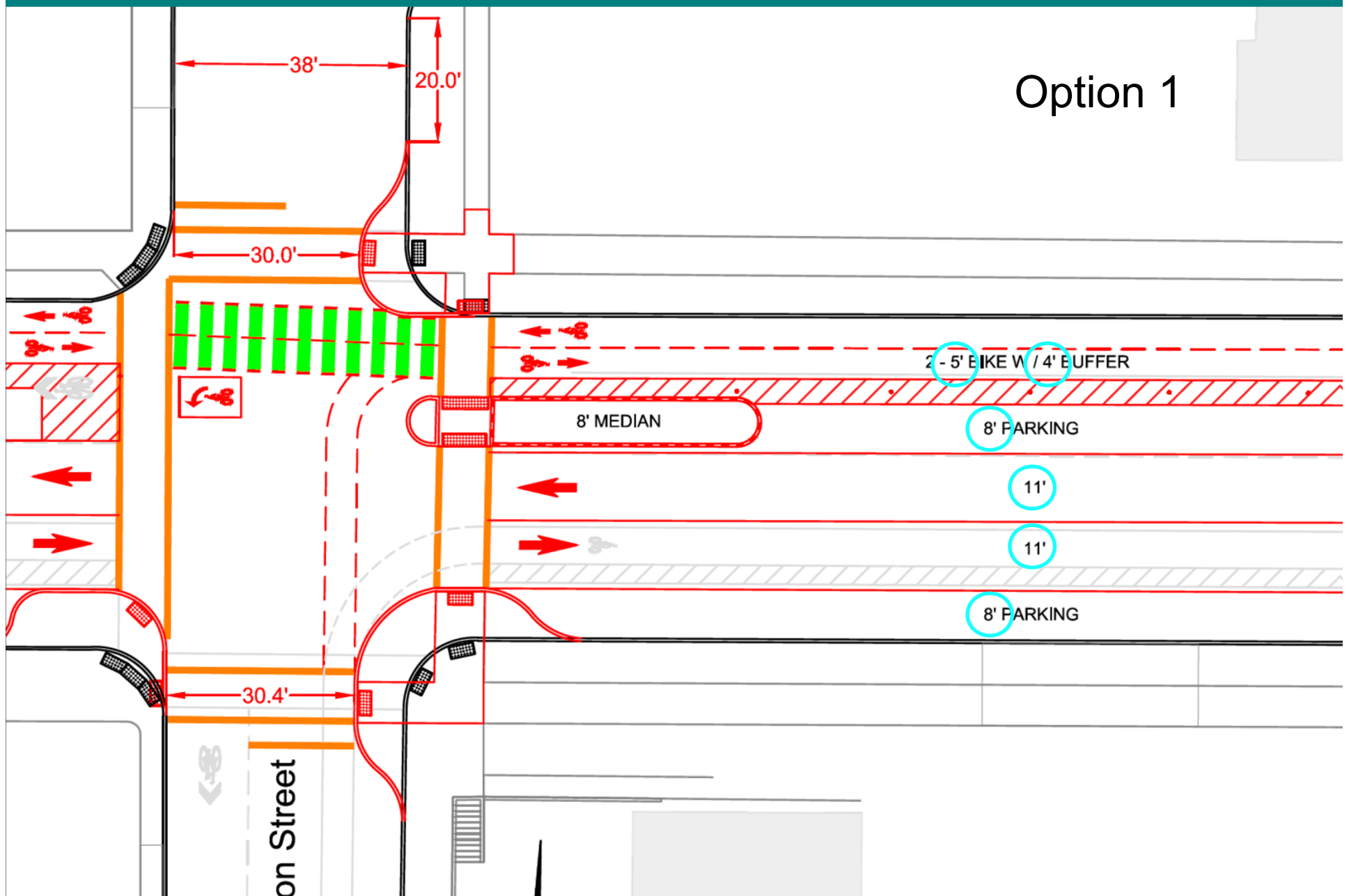
CORRIDOR CONCEPTS – PLAN C



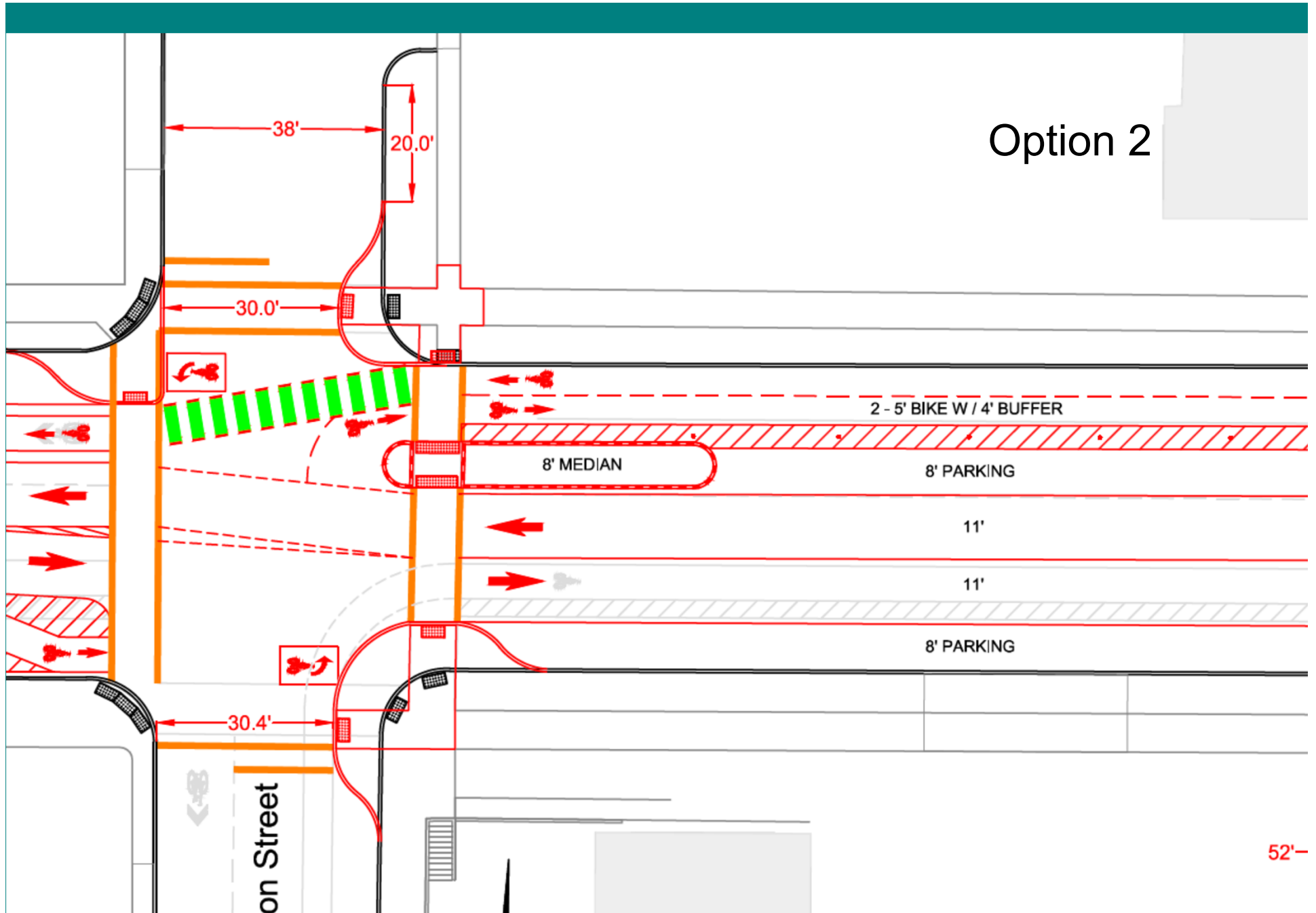
Option 1



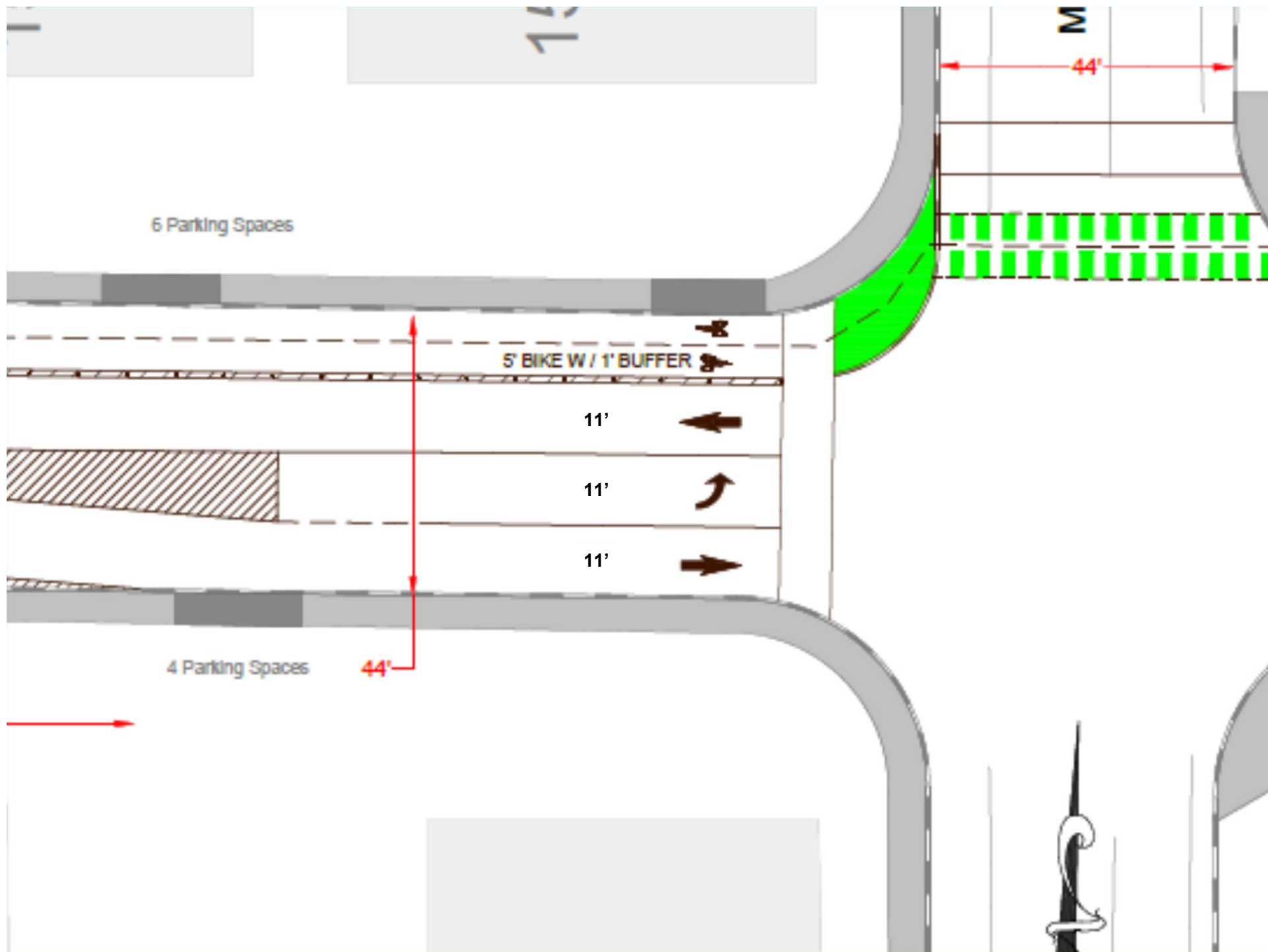
Option 1

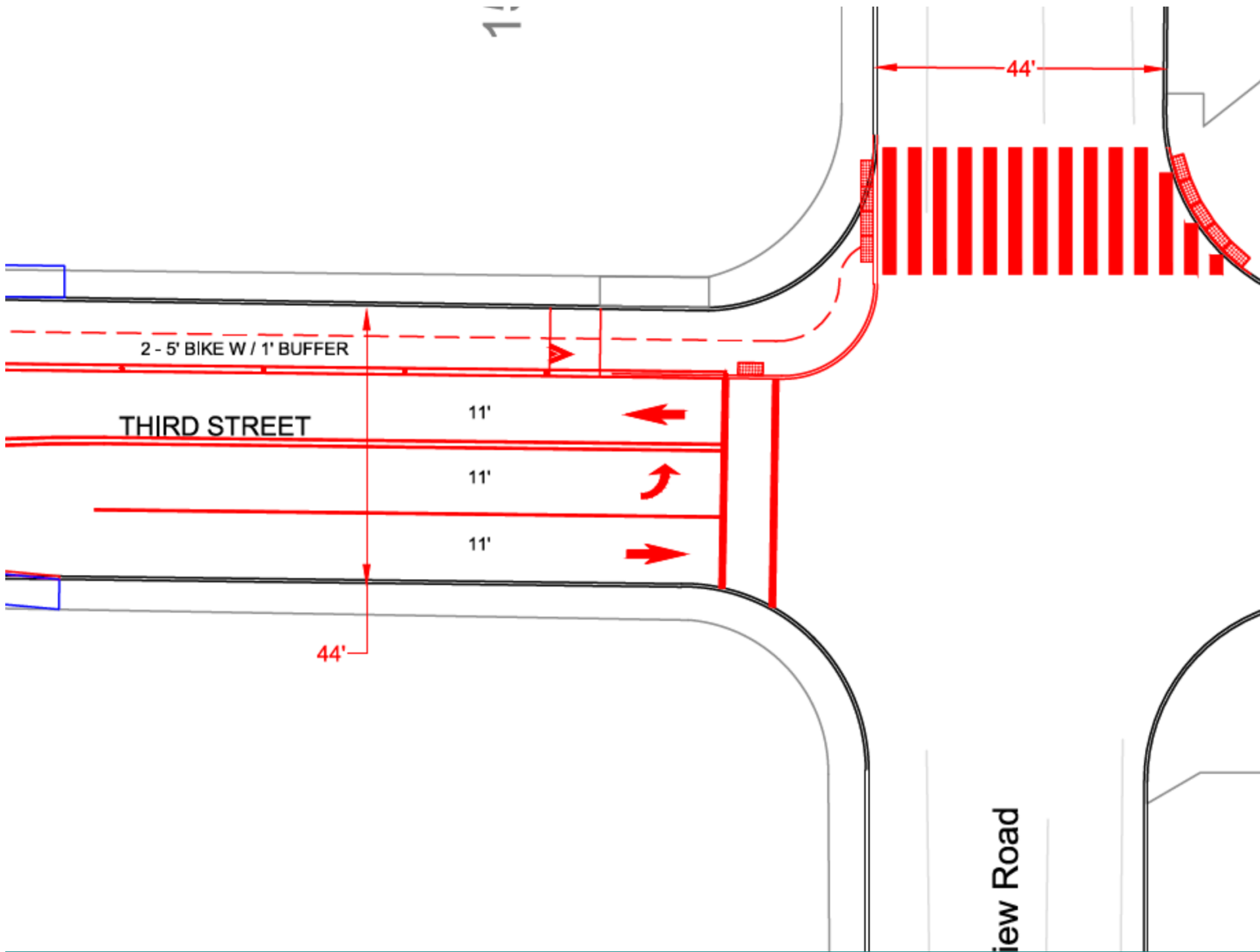


Option 2



52'—





CORRIDOR ASSESSMENT

- Recommend Plan C Concept Revisions – Option #1 or #2
 - Benefits and Challenges

CORRIDOR ASSESSMENT

- Recommend Plan C Concept Revisions – Option #1 or #2
 - Benefits and Challenges
- Consider:
 - Intermittent Centerline Striping

CORRIDOR ASSESSMENT

- Recommend Plan C Concept Revisions – Option #1 or #2
 - Benefits and Challenges
- Consider :
 - Intermittent Centerline Striping
 - Raised Bikeway Concept



CORRIDOR ASSESSMENT

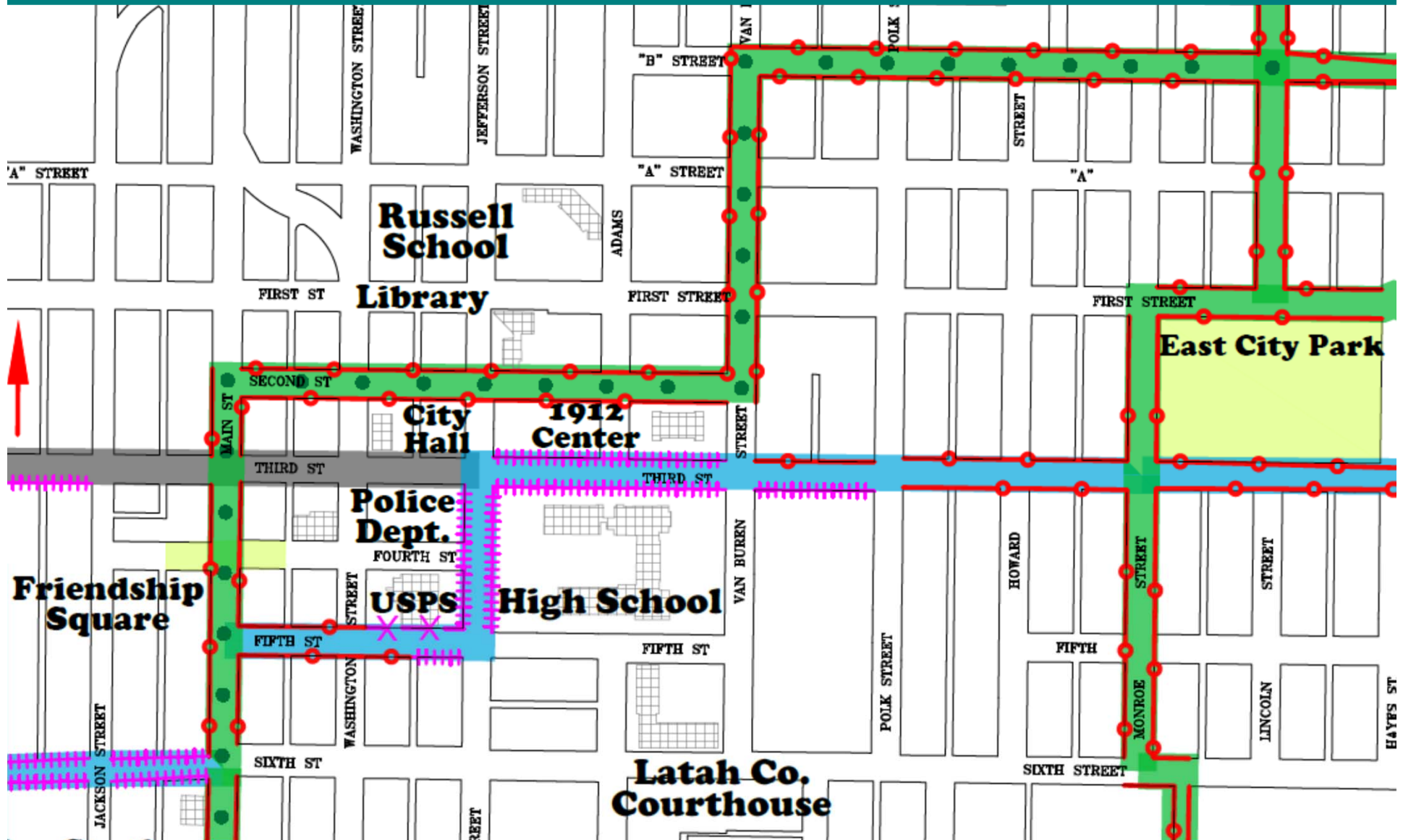
- Recommend Plan C Concept Revisions – Option #1 or #2
 - Benefits and Challenges
- Consider :
 - Intermittent Centerline Striping
 - Raised Bikeway Concept
 - HAWK Beacon at Mountain View Road



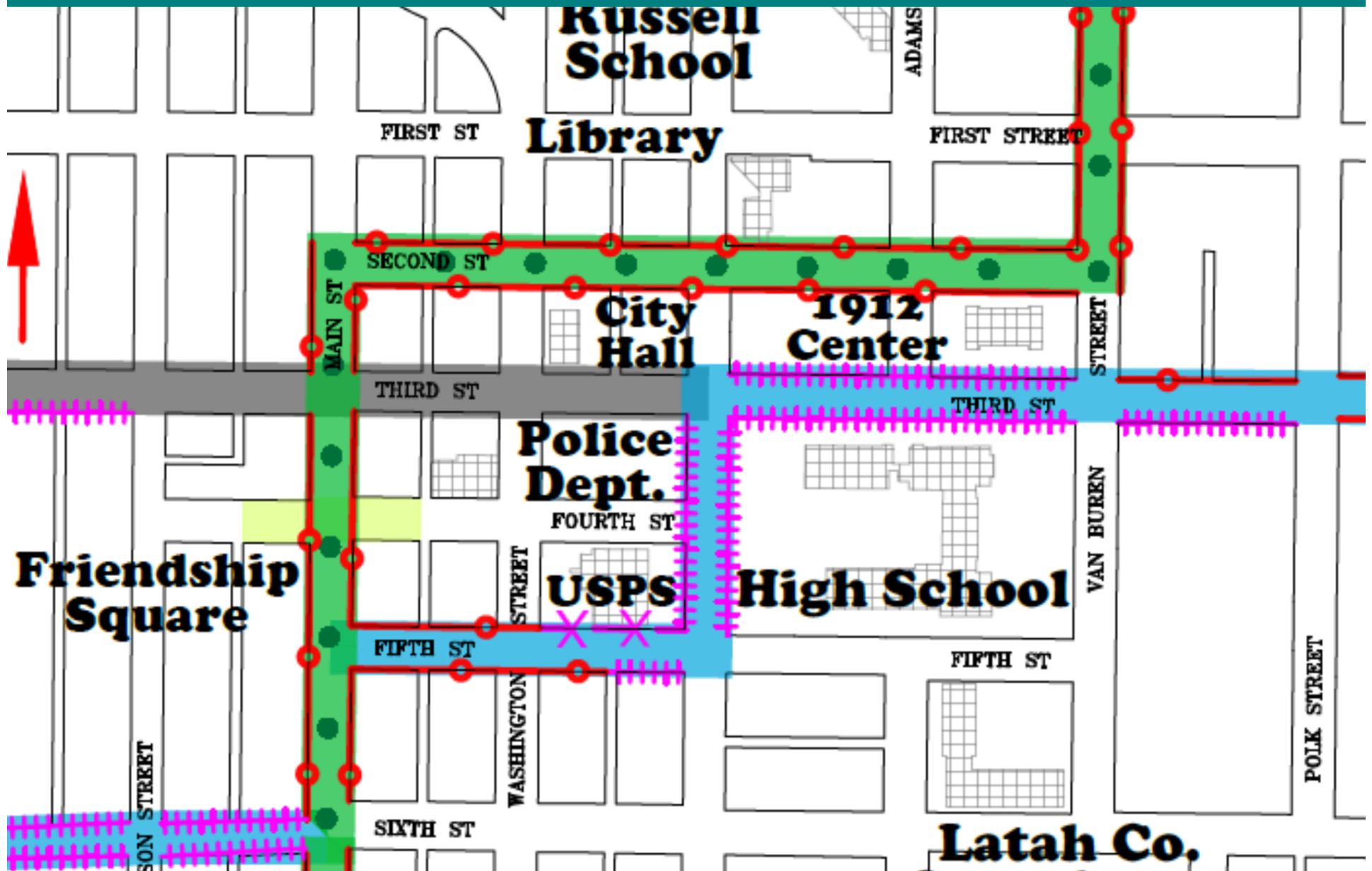


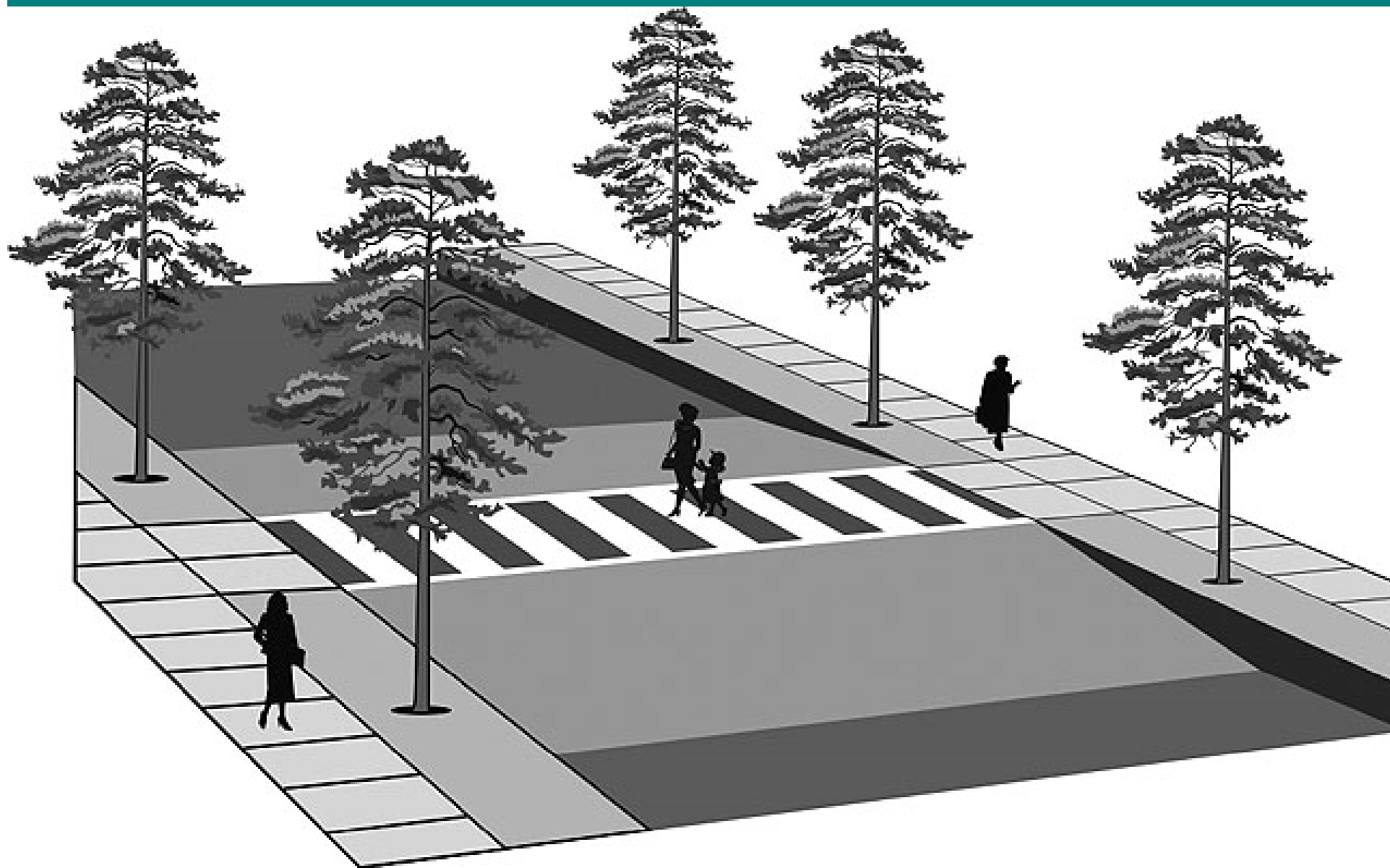
QUESTIONS?

CORRIDOR CONCEPTS – PLAN C



CORRIDOR CONCEPTS – PLAN C





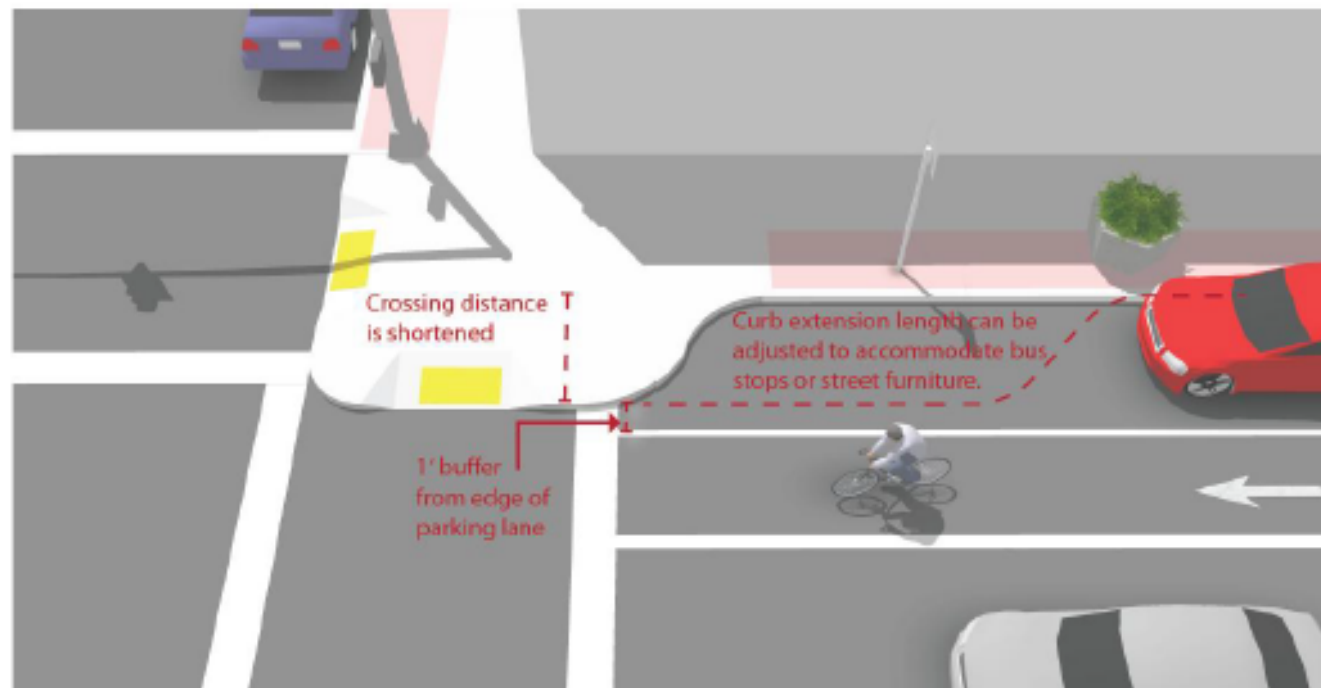
CURB EXTENSIONS

Description

Curb extensions minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing. They are appropriate for any crosswalk where it is desirable to shorten the crossing distance and there is a parking lane adjacent to the curb.

Guidance

- In most cases, the curb extensions should be designed to transition between the extended curb and the running curb in the shortest practicable distance.
- For purposes of efficient street sweeping, the minimum radius for the reverse curves of the transition is 10 feet and the two radii should be balanced to be nearly equal.
- Curb extensions should terminate one foot short of the parking lane to maximize bicyclist safety.



Discussion

If there is no parking lane, adding curb extensions may be a problem for bicycle travel and truck or bus turning movements.

Materials and Maintenance

Planted curb extensions may be designed as a bioswale, a vegetated system for stormwater management.

