

TRANSPORTATION COMMISSION



Ben Calabretta
Commission Chair

~Meeting Minutes
August 9, 2018

Les MacDonald
Staff Liaison

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

Thursday
August 9, 2018

4:00 PM

Council Chambers
206 E. 3rd Street

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

Present: Chair; Ben Calabretta, Vice Chair Don Meyer, Michael Kyte, Bob Sanders, Mary DuPree

Absent: Phil Cook, Brian Johnson, Council Liaison Gina Taruscio, Bill Belknap, Community Development Director, Joel Hamilton, Mike McGahan, Jared Hopkins-ITD

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

1. Approval of minutes from July 12, 2018

ACTION: Meyer moved to approve the minutes as presented, seconded by Sanders. Roll Call Vote: Ayes: Three (3), Nays: None, Abstained: Meyer, Minutes approved.

2. Commission Communications (Calabretta) Kyte asked if the Commission could start their visioning process at the meeting in September, even though MacDonald will be absent. Calabretta said he did not want to duplicate items already dealt with previously. MacDonald said other staff such as Belknap, Lilly or Palmer could assist with that. MacDonald reported that City Council approved a bid award for repaving a portion of Mountain View from Sixth Street to Joseph and the north half of White Avenue from Blaine to the Tesoro gas station. He gave the Commission an update on construction of the Palouse Prairie Charter School and updates on bicycle system striping, new Sharrows, Wayfinding signage and the new bus - bike shelter project. DuPree advised that September 7 through September 15 is Drive Electric Week and events will be going on at the Farmers Market and Rosauers' parking lot.

3. Third Street Bridge Report (MacDonald) City Council rejected the Multimodal Bridge bids and made two follow-up motions. The second motion was to rebid the multimodal bridge at a later date. The first motion was to proceed with a temporary, portable pedestrian bridge. It would be acquired this Fiscal Year and installed by the end of the calendar year. Staff began work developing timelines, costs, hydraulic assessment, soil conditions review, bridge sizing, and permitting. Staff went back to Council this week and discussed the schedule as the original direction put completion in mid-January. This could be an issue because of weather and it would also be after all the asphalt plants are closed. Staff talked about an alternative schedule, which would have completion around the middle of May with some work in the fall and completion

after the winter. Some suggestions for a bridge have included a railway car structure, which is being researched, a prefabricated steel truss structure and a fiberglass structure, which was expensive. Staff hope to have a bid solicitation out by the end of the month. MacDonald looked at a local used concrete bridge and will follow-up on an offer from a local contractor who may have a bridge available. The Commission discussed the possible timeline for the multimodal bridge.

MacDonald showed a PowerPoint to update the Commission on the Third Street corridor improvements. His presentation showed the improvements that were underway and improvements planned for the future, which could be as soon as next spring or sometime later depending on the schedule for the multimodal bridge. MacDonald explained that improvements are divided into multiple phases. The Third Street Multimodal - Phase I improvements are currently out to bid. He explained two of the raised pedestrian crossings at Monroe and Cleveland were add-alternate bid items that City Council could choose to include or they could be put on hold until the multimodal bridge moves forward. The Adams Street raised crossing construction has started.

Kyte felt the Monroe and Cleveland pedestrian crossings were a safety feature that should be added now instead of waiting for the multimodal bridge installation. MacDonald explained that would be a decision City Council could make if they chose to do so. Kyte moved to recommend to City Council that both the Monroe and Cleveland raised pedestrian crossings be made part of the current construction project. Calabretta asked for a second with no response. The motion died for lack of a second.

DuPree felt there were other items in Plan C that may be a higher priority. MacDonald continued with his PowerPoint so the Commission could review the remainder of the plan. MacDonald explained staff is proposing that the four-way stops in the plan be deferred until the multimodal bridge is built, as the impact of current traffic is not likely to warrant them. Typically, four-way stops are added as the result of a warrant study, but City Council could choose to direct their installation. There was further discussion about curb bulbs on side streets, striping and the HAWK beacon. Calabretta asked about the grant funding. DuPree had questions about the raised pedestrian crossings.

Kyte moved to recommend to City Council that they include the change from two-way to four-way stops at both Hayes Street and Blaine Street to be completed this year and not be deferred. DuPree seconded. Roll Call Vote: Ayes: Three (3) Nays: One (1), Motion passed. MacDonald advised there is a Stop Sign Policy in place, which references the Manual of Uniform Traffic Control Devices (MUTCD) warrants, so it is possible that the City Council will request a warrant analysis prior to making a decision. He suggested that the collection of field data for the warrant analysis would likely need to be performed once school starts in order to experience the highest traffic volumes.

MacDonald said Joanne Muneta asked if something could be done with the Lieualen Street crossing near Papa Murphy's Pizza. Staff has looked at some lighting improvements in that area, as it is a challenging crossing.

4. Bike / Electric Scooter Share Program (MacDonald) MacDonald advised the Commission that the University of Idaho had a contract with Spin Bike and the City had created a Memorandum of Understanding (MOU) which was about to be sent to Spin Bike when the

company announced they were pulling bikes from their program and going with electric scooters only. Becky Couch at the University of Idaho is doing further research on other bike company alternatives. There was discussion about bike share systems including the bikes at Washington State University. DuPree said she was concerned about scooters and bikes being used on sidewalks and would like to see that subject revisited, possibly as a future agenda item. MacDonald distributed an E-Scooter handout put together by Phil Cook. There was discussion about how Electric Scooters would be regulated if they came to Moscow, including speed limits, riding on sidewalks, paths and the roadway. Calabretta asked if these issues should be revisited once another bike share company had been chosen.

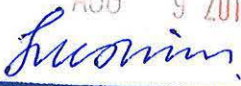
5. Future Agenda Items (Calabretta) Calabretta gave out a list of potential future agenda items. He asked for input from other members. The list included the following:

- Reviewing the Transportation Chapter of the Comprehensive Land Use Plan
- Reviewing the Multimodal Transportation Plan
- The Highway 8 and 95 intersection, including a crossing at Jackson for the Gritman building
- Transportation between Moscow and Pullman
- Transportation within the Urban Renewal Area (URA)
- A joint Transportation Commission and Planning and Zoning Commission meeting
- Transportation related budget priorities
- Electric charging stations for cars
- Bikes and scooters on City sidewalks.

Sanders asked for the intersection crossing at the Palouse Prairie School at Styner and Highway 95 to be added to the list. Meyer asked about tree trimming, particularly by homeowners where their trees encroach onto sidewalks. MacDonald asked Meyer to send him a list of problem areas. DuPree asked about the expansion of A Street and if that construction project would include correcting the gap in the sidewalk system, which could be an item. Meyer said the sidewalk from Styner up to Indian Hills needed repair. MacDonald said the City does respond to unsafe sidewalk complaints. Kyte mentioned the new Logos School and the possible new Moscow High School, which would impact transportation and Mountain View. MacDonald explained the improvements Logos School is going to carry out to that area, including street improvements, a roundabout, a new bridge and accessible pedestrian route. MacDonald asked if the Commission wanted to wait to have the High School discussion until they hear if a new school is definitely going to be built.

Adjourned: 5.48 pm

Minutes Approved On

AUG 9 2018

Clerk/Deputy Signature

THIRD STREET CORRIDOR IMPLEMENTATION REPORT

TRANSPORTATION COMMISSION SUBCOMMITTEE
AUGUST 9, 2018

PROJECT COMPONENT	ORIGINAL PLAN C	ALTA PLAN C
Speed Limits:		
25 mph from Washington Street to Mountain View Road	X	X
Lighted School Zone Speed Limit Signs:		
High School Zone	X	X
Lena Whitmore Elementary School Zone	X	X
HAWK Pedestrian/Bicycle Signal:		
Installation at Mountain View Road Intersection		X
Raised Pedestrian Crossings:		
Adams Street Intersection (east side) – 10' wide crossing	X	X
Monroe Street Intersection (east side) – 8' wide crossing	X	X
Cleveland Street Intersection (west side) – 8' wide crossing	X	X

PROJECT COMPONENT	ORIGINAL PLAN C	ALTA PLAN C
Intersection Traffic Control:		
Four Way Stop Control at Hayes Street intersection	X	X
Four Way Stop Control at Blaine Street intersection	X	X
Center Medians:		
5' – 9' median on east side of the Jefferson Street intersection	X	X
Median west of Mountain View Road intersection	X	X
Sidewalks:		
Complete sidewalk system on both sides by filling gaps	X	X
Transit:		
High School Transit Stop Expansion		X
Bike Lanes:		
Two Way Separated Bike Lanes	X	X

PROJECT COMPONENT	ORIGINAL PLAN C	ALTA PLAN C
Speed Limits:		
25 mph from Washington Street to Mountain View Road	X	X
Lighted School Zone Speed Limit Signs:		
High School Zone	X	X
Lena Whitmore Elementary School Zone	X	X
HAWK Pedestrian/Bicycle Signal:		
Installation at Mountain View Road Intersection		X
Raised Pedestrian Crossings:		
Adams Street Intersection (east side) – 10' wide crossing	X	X
Monroe Street Intersection (east side) – 8' wide crossing	X	X
Cleveland Street Intersection (west side) – 8' wide crossing	X	X

PROJECT COMPONENT	ORIGINAL PLAN C	ALTA PLAN C	UNDERWAY	FUTURE
Speed Limits:				
25 mph from Washington Street to Mountain View Road	X	X	X	
Lighted School Zone Speed Limit Signs:				
High School Zone	X	X	X	
Lena Whitmore Elementary School Zone	X	X	X	
HAWK Pedestrian/Bicycle Signal:				
Installation at Mountain View Road Intersection		X	X	
Raised Pedestrian Crossings:				
Adams Street Intersection (east side) – 10' wide crossing	X	X	X	
Monroe Street Intersection (east side) – 8' wide crossing	X	X		X
Cleveland Street Intersection (west side) – 8' wide crossing	X	X		X

PROJECT COMPONENT	ORIGINAL PLAN C	ALTA PLAN C
Intersection Traffic Control:		
Four Way Stop Control at Hayes Street intersection	X	X
Four Way Stop Control at Blaine Street intersection	X	X
Center Medians:		
5' – 9' median on east side of the Jefferson Street intersection	X	X
Median west of Mountain View Road intersection	X	X
Sidewalks:		
Complete sidewalk system on both sides by filling gaps	X	X
Transit:		
High School Transit Stop Expansion		X
Bike Lanes:		
Two Way Separated Bike Lanes	X	X

PROJECT COMPONENT	ORIGINAL PLAN C	ALTA PLAN C	UNDERWAY	FUTURE
Intersection Traffic Control:				
Four Way Stop Control at Hayes Street intersection	X	X		X
Four Way Stop Control at Blaine Street intersection	X	X		X
Center Medians:				
5' – 9' median on east side of the Jefferson Street intersection	X	X		X
Median west of Mountain View Road intersection	X	X		X
Sidewalks:				
Complete sidewalk system on both sides by filling gaps	X	X	X	
Transit:				
High School Transit Stop Expansion		X	X	
Bike Lanes:				
Two Way Separated Bike Lanes	X	X		X

ORIGINAL
PLAN C

ALTA
PLAN C

PROJECT COMPONENT

CPS Grant Curb Bulbs:

NE corner of Jefferson Street

SE corner of Jefferson Street (double extension)

NW corner of Polk Street

SW corner of Polk Street

NW corner of Howard Street

SE corner of Howard Street

SW corner of Hayes Street (single extension)

NW corner of Blaine Street

SW corner of Blaine Street (single extension)

NW corner of Cleveland Street

SW corner of Cleveland Street

NW corner of Roosevelt Street

SW corner of Roosevelt Street

NW corner of Mountain View Road

NW corner of Main Street

PROJECT COMPONENT	ORIGINAL PLAN C	ALTA PLAN C	UNDERWAY	FUTURE
CPS Grant Curb Bulbs:				
NE corner of Jefferson Street				X
SE corner of Jefferson Street (double extension)				X
NW corner of Polk Street			X	
SW corner of Polk Street			X	
NW corner of Howard Street			X	
SE corner of Howard Street			X	
SW corner of Hayes Street (single extension)				X
NW corner of Blaine Street			X	
SW corner of Blaine Street (single extension)			X	
NW corner of Cleveland Street				
SW corner of Cleveland Street			X	
NW corner of Roosevelt Street				X
SW corner of Roosevelt Street			X	
NW corner of Mountain View Road			X	
NW corner of Main Street				X

QUESTIONS?

DATE: 26 June 2018
TO: Moscow Transportation Commission
FROM: Phil Cook
RE: Bike and Electric Scooter Share

As you know the University of Idaho and the City of Moscow are in discussions with [SPIN](#) about bringing increased personal mobility options—specifically a bike and electric scooter share program—to the community. While I very much support these new transportation options, my enthusiasm is tempered as I watch other communities struggle with how best to implement them. I want this program to succeed in Moscow, and to do so, I think we need to have some level of community expectation and agreement about where and how these transportation systems operate.

Bike Share

My concerns about bike share are few. Bicycles and their lawful places for operation are well established in Idaho statute, City Code, and UI regulation.

Parking may be more of an issue. Because SPIN is a dockless bike share system, the bikes are capable of being parked anywhere using the bike's kickstand.



Some communities expect these bikes to be parked in existing bike racks, some have required the bikeshare provider to provide additional racks, some have painted preferred bike parking areas on sidewalks or other hardened surfaces, and some have made no parking accommodation at all.

Where do UI and Moscow expect SPIN bikes to be parked? Is there need for more (bike racks) or different (painted areas) bike parking? Is there a need for additional regulation or an educational effort?

Electric Scooter Share

My concerns about electric scooter share are more extensive. Electric scooters and their place in the transportation system are ill-defined legally and socially. They are relatively new mobility devices, and the regulatory landscape for them is changing (literally) every day (e.g., [San Francisco](#), [Austin](#), [Denver](#), [Seattle](#), [Portland](#), [Boulder](#)). Communities are struggling with both their appropriate place of operation and parking.

The remainder of this memo looks at how various states treat electric scooters legally. A look at how individual communities are regulating electric scooters would be useful, but is beyond what I've had time to do. Hopefully, the following will help inform our discussions about how best to implement electric scooter share in the Moscow community.



What are electric scooters legally?

This is an important question because it in part determines where electric scooters should be ridden—the sidewalk, the street, or both. Unfortunately, Idaho statute does not clearly define what type of transportation device an electric scooter is, and therefore, it's unclear where it is allowed or expected to operate.

One might argue that the closest definition in Idaho Code is an “electric personal assistive mobility device” (EPAMD) which is “a self-balancing two (2) nontandem wheeled device designed to transport only one (1) person, with an electric propulsion system that limits the maximum speed of the device to fifteen (15) miles per hour or less” ([49-106\(1\)](#)). This definition was added to Idaho Code in 2002 specifically to address [Segways](#), which have nontandem (side-by-side) wheels. Electric scooters have tandem wheels (one behind the other). An electric scooter also is not “self-balancing.”

If an electric scooter is interpreted to be within the definition of an EPAMD, then people using electric scooters are pedestrians under Idaho Code ([49-117\(5\)](#)) and subject to pedestrian laws (e.g., should be using the sidewalk, or riding facing other traffic if no sidewalk; [49-708](#)). Cities in Idaho may regulate sidewalk use by EPAMDs ([49-605](#)).

What other type of vehicle or device could an electric scooter be? Idaho Code defines “moped” and “motor-driven cycle” ([49-114](#)), but neither definition appears to apply because electric scooters do not meet “federal motor vehicle safety standards.” Idaho Code clearly defines bicycles as being “propelled exclusively by human power” ([49-103](#)), so electric scooters are not bicycles.

One also could argue that under Idaho Code an electric scooter is simply a “vehicle,” defined as “every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices used exclusively upon stationary rails or tracks” ([49-123\(2\)\(a\)](#)), and therefore, electric scooters are allowed to operate on roads where other vehicles are allowed to operate, unless otherwise prohibited. However, this definition—as simply a vehicle—may not serve the safety of electric scooter riders or other highway users well.

Other jurisdictions can provide instructive examples for policy development. I searched laws of states surrounding Idaho, as well as a few others that are frequently mentioned in electric scooter discussions. The legal names as well as the definitions under which electric scooters fall are quite varied (**Table 1**). (Nevada’s “moped” definition is open to interpretation as to whether or not “similar vehicle” applies to electric scooters.) Electric scooters are not considered EPAMDs in any of these states; EPAMDs have their own definitions.

Table 1. Legal definitions of electric scooters by states.

Place	Definition
California	A “motorized scooter” is any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion. (VEH 407.5(a))
Florida	MOTORIZED SCOOTER.—Any vehicle not having a seat or saddle for the use of the rider, designed to travel on not more than three wheels, and not capable of propelling the vehicle at a speed greater than 30 miles per hour on level ground. (316.003(44))

Table 1. Legal definitions of electric scooters by states.

Place	Definition
Montana	"Motorized nonstandard vehicle" means a vehicle, on or by which a person may be transported, that: (i) is propelled by its own power, using an internal combustion engine or an electric motor; (ii) has a wheelbase of less than 40 inches and a wheel diameter of less than 10 inches; and (iii) does not display a manufacturer's certification in accordance with 49 CFR, part 567, or have a 17-character vehicle identification number assigned by the manufacturer in accordance with 49 CFR, part 565. (b) The term includes but is not limited to a motorized skateboard and a vehicle commonly known as a "pocket rocket". (c) The term does not include a moped as defined in 61-8-102, an electric personal assistive mobility device, or a motorized wheelchair or other low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person. (61-1-101(45)(a))
Nevada	"Moped" means a motor-driven scooter, motor-driven cycle or similar vehicle that is propelled by a small engine which produces not more than 2 gross brake horsepower, has a displacement of not more than 50 cubic centimeters or produces not more than 1500 watts final output, and: 1. Is designed to travel on not more than three wheels in contact with the ground but is not a tractor; and 2. Is capable of a maximum speed of not more than 30 miles per hour on a flat surface with not more than 1 percent grade in any direction when the motor is engaged. (482.069)
Oregon	"Motor assisted scooter" means a vehicle that: (1) Is designed to be operated on the ground with not more than three wheels; (2) Has handlebars and a foot support or seat for the operator's use; (3) Can be propelled by motor or human propulsion; and (4) Is equipped with a power source that is incapable of propelling the vehicle at a speed of greater than 24 miles per hour on level ground and: (a) If the power source is a combustion engine, has a piston or rotor displacement of 35 cubic centimeters or less regardless of the number of chambers in the power source; or (b) If the power source is electric, has a power output of not more than 1,000 watts. (801.348)
Texas	"Motor-assisted scooter": (A) means a self-propelled device with: (i) at least two wheels in contact with the ground during operation; (ii) a braking system capable of stopping the device under typical operating conditions; (iii) a gas or electric motor not exceeding 40 cubic centimeters; (iv) a deck designed to allow a person to stand or sit while operating the device; and (v) the ability to be propelled by human power alone; and (B) does not include a pocket bike or a minimotorbike. (7-551.351(1))
Utah	"Motor assisted scooter" means a self-propelled device with: (i) at least two wheels in contact with the ground; (ii) a braking system capable of stopping the unit under typical operating conditions; (iii) a gas or electric motor not exceeding 40 cubic centimeters; (iv) either: (A) a deck design for a person to stand while operating the device; or (B) a deck and seat designed for a person to sit, straddle, or stand while operating the device; and (v) a design for the ability to be propelled by human power alone. (416-6a-102-37(a))
Washington	"Motorized foot scooter" means a device with no more than two ten-inch or smaller diameter wheels that has handlebars, is designed to be stood upon by the operator, and is powered by an internal combustion engine or electric motor that is capable of propelling the device with or without human propulsion at a speed no more than twenty miles per hour on level ground. For purposes of this section, a motor-driven cycle, a moped, an electric-assisted bicycle, or a motorcycle is not a motorized foot scooter. (RCW 46.04.336)
Wyoming	"Motorized skateboard" means a self-propelled device which has a motor or engine, a deck on which a person may ride and at least two (2) wheels in contact with the ground and which is not otherwise defined in this act as a "motor vehicle", "motorcycle", "motor-driven cycle" or "pedestrian vehicle". (31-5-102(a)(lxii))

Where and how do electric scooters operate in other states?

Table 2 summarizes each state’s electric scooter laws based on: operator requirements (licensing, age, helmet), registration, legality on highway, sidewalks, and shared-use paths, speed limits, operating laws similar to bicycles, and ability of local jurisdictions to regulate. California, Oregon, and Washington have the most extensive laws. The states that allow electric scooters on roads expect them to follow operational laws similar to bicycles. States that allow road use also tend to limit use to roads with a speed limit of 25 (or 35) mph, unless the road has bike lanes and then the use of the bike lane is required. Electric scooters tend to be allowed on shared-use paths, but not on sidewalks. Most states allow local jurisdictions to implement additional regulations for electric scooter operation.

What types of electric scooter regulations are appropriate for Moscow?

I don’t have an answer to this question, but I think the Transportation Commission is an appropriate venue for developing answers. Because of the legal uncertainties created by the lack of a state definition and operational laws for electric scooters, I think it will be important to include the Moscow Police Department and City Attorney in these discussions. In addition, because the Idaho Transportation Department controls two of the primary roads in town, I think it will be important for it to weigh in.

I look forward to the Transportation Commission’s discussions and successfully bringing a bike and electric scooter share program to the community.

Table 2. Comparison of electric scooter laws.

	California	Florida	Montana	Oregon	Texas	Utah	Washington	Wyoming
Driver's license	YES , required. (VEH 21235)			NO . (807.020(16))		NO . (41-61-1115(1))	NO . (46.20.500)	
Age requirement	(Yes, in effect, because of driver's license requirement)			YES , at least 16 years old. (814.512)		YES , at least 15 years old, unless under parental supervision. (41-6a-1115(2)) Children under 8 prohibited (41-61-1115(3))		
Helmet	YES , required. (VEH 21235)			YES , required. (814.534)				
Registration/plates	NO . (VEH 21224)			NO . (803.305(23))		NO . (41-1a-202)		NO . (31-1-101(a)(xv)(E))
Highway (road) use	YES , but limited to highways with speed limit 25 or less mph, unless there is a bike lane. (VEH 21221, 21235)	NO . (316.2128)	NO , unless authorized by local jurisdiction with governing authority (61-8-375)	YES , but limited to highways with speed limit 25 or less mph, unless there is a bike lane. (814.518)	YES , but limited to highways with speed limit 35 or less mph. (7-551.352)	YES , but prohibited on 4 or more lane highways and those with speed limits greater than 25 mph. (41-6a-1115(4))	YES , except limited access highways. (46.61.710)	
Speed limit (for scooter)	YES , 15 mph (VEH 22411)	(Yes, in effect 30 mph due to definition)		YES , 15 mph (814.512)			(Yes, in effect 20 mph due to definition)	
Operating laws similar to bicycles	YES . (VEH 21228)			YES . (814.520)	YES . (7-551.352)	YES . (41-6a-1115(1))	YES . (46.61.710)	
Bike lane use	YES , required if available. (VEH 21229)			YES , required, if available, unless prohibited by local ordinance. (814.510)			YES , allowed. (46.61.710)	
Sidewalk use	NO . (VEH 21235)	YES , allowed through local regulation. (316.008.7.a)		NO . (814.524)	YES , allowed (7-551.352)		NO , unless part of/crossing multi-use path. (46.61.710)	
Separated shared-use path use	YES . (VEH 21230)			YES , required if available, unless prohibited by local ordinance. (814.510) Also must walk scooter across crosswalk. (814.528)	YES , allowed (7-551.352)		YES , allowed, subject to local or jurisdiction regulation, but not if path was built or maintained with federal highway transportation funds. (46.61.710)	

Table 2. Comparison of electric scooter laws.

	California	Florida	Montana	Oregon	Texas	Utah	Washington	Wyoming
Local registration	YES, allowed. (VEH 21225)							
Local operational regulations	YES, allowed. (VEH 21225)	YES, allowed for sidewalk operation. (316.008.7.a)	YES, allowed. (61-8-375)	YES, allowed. (814.510)	YES, allowed. (7-551.352)		YES, allowed. (46.61.710)	YES, allowed. (31-5-108)
Local parking regulations	YES, allowed. (VEH 21225)							
Local shared-use path regulations	YES, allowed. (VEH 21230)			YES, allowed. (814.510)			YES, allowed. (46.61.710)	
Parking requirements	YES, not lying on side; not blocking pedestrian traffic. (VEH 21235)							

Future Agenda/Discussion Items

City of Moscow Comp Plan

Multi-Modal Transportation Plan

Joint TC & PZ Commission

Plans for Future Development

Logos Schools Development

Future of Moscow High

Moscow/Pullman Transportation

Budget Priorities (yearly, in the fall)

Electric Charging Stations

Electric Scooters

Bike Share

Intersection of Highways 8 & 95

Intersection of Styner & Highway 95

Transportation within URA

A-Street Sidewalks