

TRANSPORTATION COMMISSION



Ben Calabretta
Commission Chair

~Special Meeting Minutes~
October 25, 2018

Les MacDonald
Staff Liaison

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

Thursday
October 25, 2018

4:00 PM

Council Chambers
206 E. 3rd Street

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

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

Absent: Vice Chair; Don Meyer

Staff: Council Liaison Gina Taruscio
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 September 13, 2018 (Action Item)

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

2. Commission Communications (Calabretta)

Calabretta mentioned the upcoming Mountain View Road Improvements Open House on October 30, 2018 and MacDonald explained the need for public involvement due to potential right of way acquisition. DuPree advised the Sustainable Environment Commission is submitting a Climate Change Resolution to City Council, sponsored by The Citizen's Climate Lobby. DuPree acknowledged the contribution of the Transportation Commission to many of these initiatives. Kyte congratulated MacDonald and City Staff Tyler Palmer and Kevin Lilly, who were recently awarded Collaborator of the Year through the USDOT Region 10 Transportation Center based at the University of Washington. MacDonald traveled to Alaska to accept the award on behalf of the City. Kyte handed out a Draft Resolution to the commission. He would like the commission to support his proposal to have City Staff work with Idaho Transportation Department to add crosswalks at Highway 8 and US 95 and near the new Gritman parking lot and WWAMI building. Cook said he was supportive, but requested the item be added to the November agenda as an action item. Cook said he just returned from Texas and was appreciative of the work City Staff and the Transportation Commission has done to provide a livable mobility network, in comparison with other cities. Cook asked for an update on any adjustments to the bike striping plan at the next meeting. Johnson reported that the University of Idaho would be closing Line Street for work to be done on the Steam Plant. He also discussed the upcoming joint Gotcha bike share meeting.

MacDonald said on November 19, 2018, there would be a one-day street closure on campus to test reversing the one-way system of University, Ash and Idaho Streets. Kyte said testing it first was a good idea. MacDonald reported on the end of season construction work in the City and a proposed ribbon cutting for the Paradise Path Underpass official opening. McGahan asked about the curb outside Spence on White Avenue. MacDonald said it will be moved back in a future project. Belknap said on Monday he presented a request to the Public Works Finance Committee to pursue a TAP Grant Application for the South Main Underpass. The item was approved and the application will be presented to City Council.

3. Review of Mobility Chapter of the Comprehensive Plan (Belknap) (Action Item)

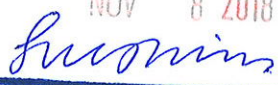
Belknap showed a presentation and went over the history of the last update to the Comprehensive Plan in 2009. In 2017, the Planning & Zoning Commission began a project to update the plan to reflect new data and the recommendations of other planning groups. They looked at regional and local mobility topics. The Commission discussed the following topics:

- Regional transport and transportation groups that currently exist, including ITD and a group meeting through the North Latah County Highway District. No transportation groups currently exist that cross state lines (Moscow/Pullman) but there is potential to create a Metropolitan Planning Organization (MPO) in the future.
- The Ring Road Plan including its history and possible future uses. The Thoroughfare Plan was reviewed.
- Changes in Street Classifications that impact the width of right of way.
- The Pathways Map.
- The expansion of west A Street, behind the mall.
- How to monitor if projects within the plan were achieving the goals of the plan.
- The process on how the plan was updated.
- Zoning Code changes.
- Area of City Impact (ACI)

MacDonald said if the Commission has any other thoughts, there is a current 30-day comment period. The topic will also be on the next Transportation Commission Agenda.

Adjourned: 5:25 pm

Minutes Approved On

NOV 8 2018

Clerk/Deputy Signature

Resolution from MTC (draft, 2018.10.25)

The MTC is aware of increasing pedestrian volumes at and near the intersection of SH 8 and US 95 at the south end of the City of Moscow resulting from the completion of the Identity Apartment complex, the addition of the Gritman Medical Center employee parking lot on the south side of US 95, and the soon to be completed WWAMI medical education building on Sweet Avenue.

The MTC encourages the City of Moscow Engineering staff to work with the Idaho Transportation Department to add crosswalks on the south and west ends of the intersection and to provide the necessary pedestrian signal timings to facilitate safe crossing of the intersection.

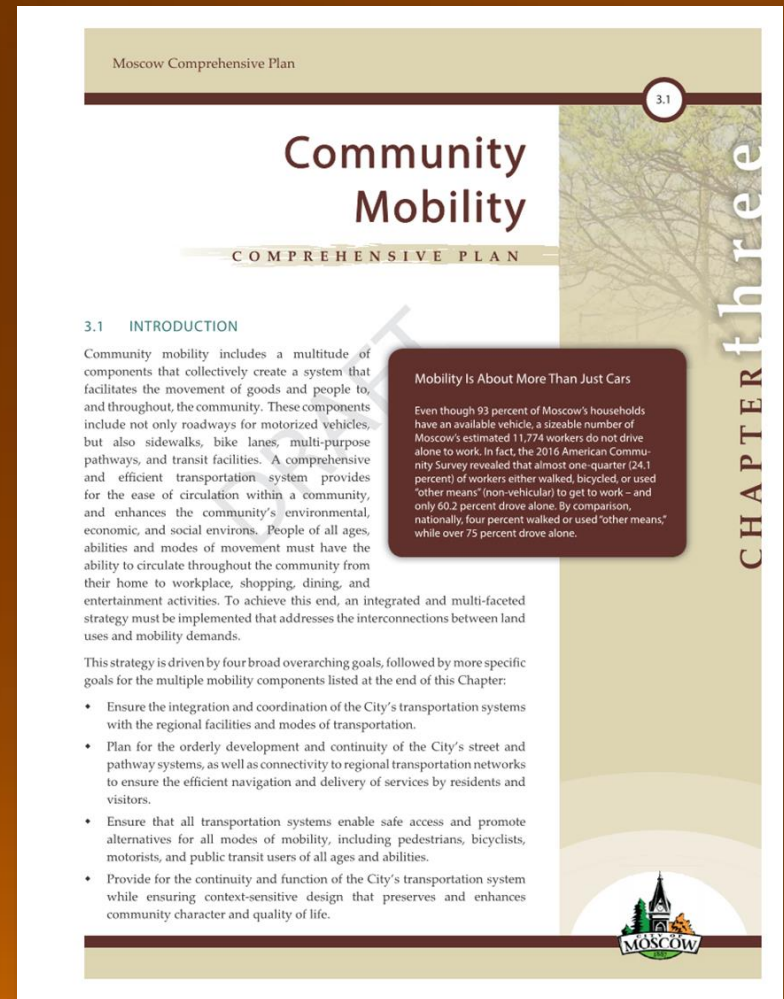
The MTC also encourages both agencies to monitor the pedestrian crossing volumes that occur midblock between the 8/95 intersection and College Avenue to determine if additional pedestrian safety mitigation measures are needed.

Comprehensive Plan Community Mobility Review

Transportation Commission

Background

- Current Comprehensive Plan was adopted in December of 2009 after a two-year update process
- In the following several years the City completed several master planning efforts
 - Sanitary Sewer 2011
 - Water System 2012
 - Parks and Recreation 2013
 - Transportation Plan 2014
 - Entryway Beautification Plan 2015
 - Public Art Masterplan 2015
 - Bike Route and Facilities Plan 2016
- In late 2017 the Planning and Zoning Commission began to work to update the Comprehensive Plan to update data and statistics and align with these other planning documents



Community Mobility Topics

- Four broad goals:
 - Ensure the integration and coordination of the City's transportation systems with the regional facilities and modes of transportation.
 - Plan for the orderly development and continuity of the City's street and pathway systems, as well as connectivity to regional transportation networks to ensure the efficient navigation and delivery of services by residents and visitors.
 - Ensure that all transportation systems enable safe access and promote alternatives for all modes of mobility, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.
 - Provide for the continuity and function of the City's transportation system while ensuring context-sensitive design that preserves and enhances community character and quality of life.

Community Mobility Topics

- Regional Context:
 - Relationship to national and regional highways
 - Air transportation
 - Rail and interstate bus transportation
 - Regional ports
- Local Context
 - City Street system
 - Street classifications
 - East-West Access
 - North-South Access
 - Thoroughfare Plan

Community Mobility Topics

- Local Context (cont.)
 - Local street design
 - Arterial and collector street access management
 - Traffic control and safety
 - Corridor and gateway beautification
 - Public Art Integration
 - Street Trees
- Pedestrian Mobility
 - Sidewalk and crosswalk facilities
 - Subdivision design and pedestrian Pathways
 - Accessibility for people with disabilities

Community Mobility Topics

- Bicycle Mobility
 - Introduction an overview of bicycle mode share
 - Bike lanes
 - Bike Routes
 - Bicycle Parking
 - Integration with public transit
 - Other bicycling issues
- Multi-purpose pathways

Community Mobility Topics

- Public Transit
 - Routes and ridership
 - Bus shelters and transit-supportive development
 - Extension of transit services
- School Access and Transportation
 - Overview of student transportation
 - Safety routes
- Downtown Parking

Mobility Goals and Objectives

- Regional Mobility
 - Objective: Provide for the efficient integration of the City's transportation systems with regional facilities and modes of mobility including county roads, state highways, shared-use trail systems, air transportation, and regional bus transportation services.
 - Implementation Actions:
 1. Actively engage and participate within regional transportation planning efforts of surrounding jurisdictions and entities
 2. Work in collaboration with the Idaho Transportation Department to identify and construct priority transportation improvement projects

Mobility Goals and Objectives

- City Street System
 - Objectives:
 - A. Provide for the safe and efficient movement of people, goods and services throughout the community supporting all modes of transportation.
 - B. Plan for the logical and orderly extension of the City's public street network.
 - C. Ensure that the City's transportation system supports and relates with the surrounding land uses and preserves and enhances the community's character and values

Mobility Goals and Objectives

- City Street System
 - Implementation Actions:
 1. Provide for the orderly development and preservation of future alignments of the City's arterial and collector street network as identified in the Thoroughfare Plan.
 2. Ensure that all City streets are designed to provide safe access and use for all users including pedestrians, bicyclists, transit users, and motorists.
 3. Ensure that future local streets provide for the continuity of the City's street network while directing through-traffic to collector and arterial streets.

Mobility Goals and Objectives

- City Street System
 - Implementation Actions (cont.):
 4. Adopt and implement approved traffic calming measures, such as narrower streets, on-street parking, and other devices, in residential areas where such actions will not impede the function of the City street network.
 5. Identify and explore cooperative opportunities for the preservation of right of-way for the proposed Alternate Highway 95 Alignment.
 6. Encourage the improvement of existing substandard and gravel streets and alleys through the use of local improvement districts or other techniques.

Mobility Goals and Objectives

- City Street System
 - Implementation Actions (cont.):
 7. Implement the 2015 corridor and entrance beautification program along S.H. 8 and U.S. 95 with landscaping and public art.
 8. Implement a program of access management along designated arterial and collector streets to preserve their safe and efficient function.
 9. Require street improvements and right-of-way dedication when property is developed, redeveloped, or substantially improved

Mobility Goals and Objectives

- City Street System
 - Implementation Actions (cont.):
 10. Expand collaboration with the National Institute for Advanced Transportation Technology at the University of Idaho and the Idaho Transportation Department to deploy and upgrade intelligent transportation systems infrastructure.
 11. Set out a policy for joint access easements along S.H. 8 and U.S. 95 (outside of downtown) as properties develop and redevelop to reduce the number of private driveways.
 12. Monitor and prioritize traffic safety improvements at intersections with high accident rates.

Mobility Goals and Objectives

- Pedestrian Mobility
 - Objectives:
 - A. Provide for the safe access and use of the City's pedestrian facilities for users of all ages and abilities.
 - B. Promote walking as a mode of transportation within the community to enhance the physical and social health of the community.
 - Implementation Actions:
 - 1. Continue efforts to fill gaps in the City's existing sidewalk system utilizing a variety of possible funding sources including bonds, grants, local improvement districts, and other methods.

Mobility Goals and Objectives

- Pedestrian Mobility
 - Implementation Actions(cont.):
 2. Continue the development and expansion of the City's multipurpose pathway system.
 3. Assess, monitor and maintain the City's pedestrian facilities and operation to ensure safe access and use for all users at all times.
 4. Provide direct pedestrian access within and through new developments to surrounding pedestrian destinations through easements, dedications, or other means.

Mobility Goals and Objectives

- Bicycle Mobility

- Objectives:

- A. Increase the safety and convenience of cyclists of all ages and abilities, and encourage the use of bicycles as a desirable mode of transportation within the community.

- B. Promote the development and enhancement of logical and connected bicycle ways and parking facilities throughout the community.

- C. Enhance the integration of cyclists and community public transit services.

Mobility Goals and Objectives

- Bicycle Mobility

- Implementation Actions:

1. Implement the 2016 Bike Route and Facility Plan.
2. Develop and maintain a current map of the City's bicycle system plan where it can be easily accessed and viewed, such as on the City's website.
3. Integrate bicycling and public transit facilities by integrating bicycle routes and bus stops, and provide covered, secure bicycle parking at bus stop shelters.

Mobility Goals and Objectives

- Bicycle Mobility

- Implementation Actions:

- 4. Continue to develop and extend the City's multipurpose pathway system.

- 5. Ensure that all bicycle facilities (i.e., bike lanes and shared-use paths) are designed and built to meet the guidelines in the most current version (2012 as of this writing) of AASHTO's Guide for the Development of Bicycle Facilities and that City traffic signals accommodate bicyclists to the greatest extent possible.

Mobility Goals and Objectives

- Public Transit
 - Objective:
 - Promote the increased use and expansion of public transit services within the community and region as a desirable transportation alternative.
 - Implementation Actions:
 1. Review all applicable (those adjacent to a transit route and not already served by a nearby transit stop) subdivisions and large commercial developments to integrate transit stop improvements into their site design.

Mobility Goals and Objectives

- Public Transit
 - Implementation Actions (cont.):
 2. Identify, prioritize and seek funding to improve bus stops to provide all weather shelters.
 3. Improve streetscape, sidewalks, landscape and public art around bus stops.
 4. Study feasibility of extending bus service to the north, east, and south including potential funding sources to support the extension of service within the community.

Mobility Goals and Objectives

- School Access and Student Transportation
 - Objectives:
 - A. Assist local schools in providing efficient and safe student access and transportation to school facility locations within the community.
 - B. Promote student use of biking and walking to school through the development and improvement of pedestrian and bicycle facilities throughout the community.
 - Implementation Actions:
 1. Pursue grant and other funding opportunities to reduce the need for safety bussing areas.

Mobility Goals and Objectives

- School Access and Student Transportation
 - Implementation Actions (cont.):
 2. Review proposed subdivisions and other development proposals for potential pedestrian easements or other means of providing more direct pedestrian routes between residential developments and school facilities.

Mobility Goals and Objectives

- Parking
 - Objective:
 - Ensure that the City's off -street parking requirements balance the need for parking to serve developments while promoting alternative transportation options and ensuring that environmental and aesthetic considerations are addressed.
 - Implementation Actions:
 - 1. Pursue implementation of the Transportation Commission's 2008 Downtown Parking Study's recommended actions to improve parking in the downtown area.
 - 2. Require parking to be provided within the Central Business District for development of new long-term parking demand generating uses such as residential, hotel and large office uses within the downtown area.

Thoroughfare Plan - P&Z Rec

comprehensive PLAN

THOROUGHFARE PLAN

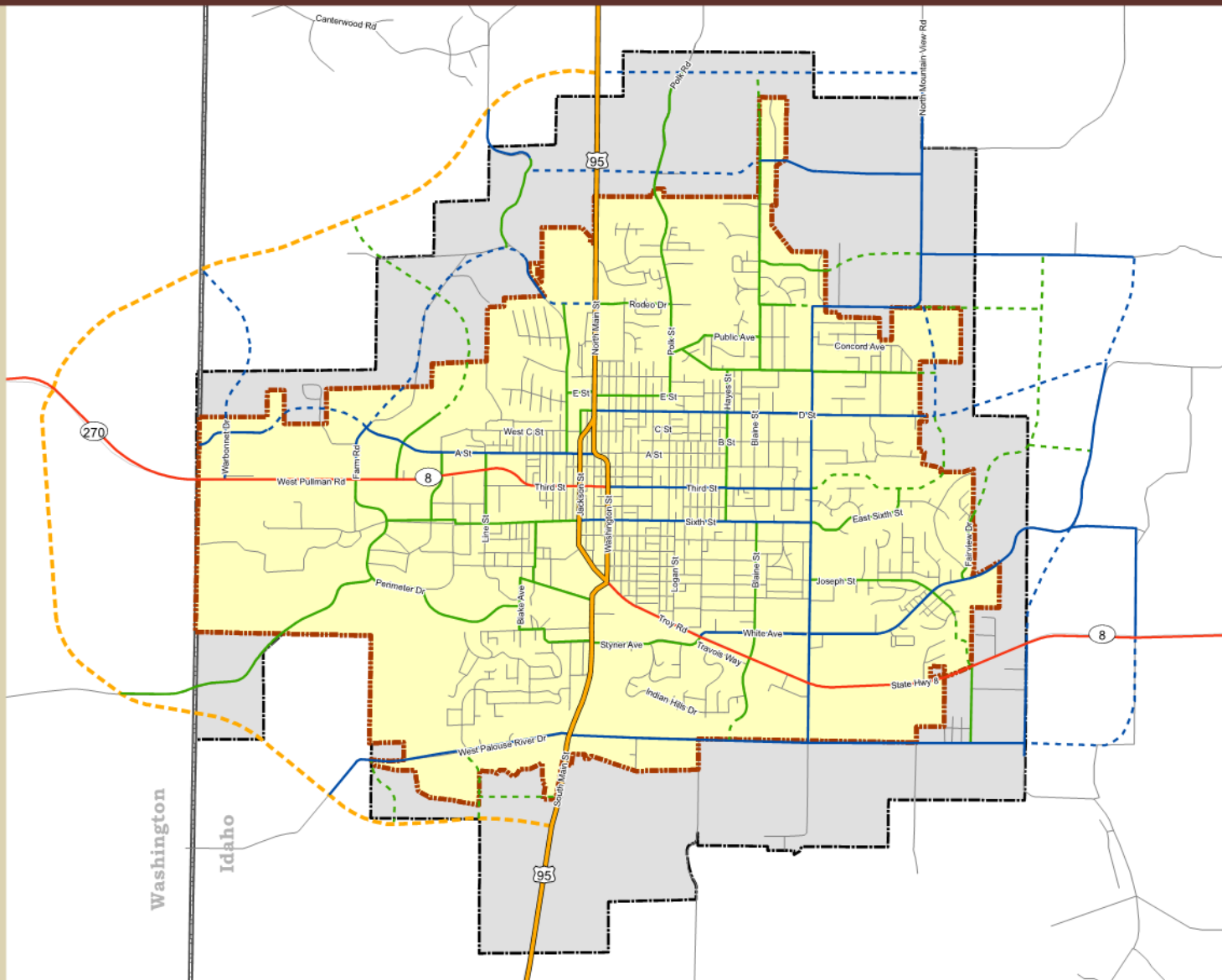
- National Highway
- Alt Highway 8 Align
- Alt Highway 95 Align
- Principal Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Proposed Collector

BOUNDARIES, WATER, & INFRASTRUCTURE

- City Limits
- State Border
- Area of City Impact

Note: Proposed future roadway locations are approximate and ultimate roadway locations will be determined at the time of development based upon topography, existing development, property boundaries and proposed development needs.

0 0.15 0.3 0.6 Miles



Future Land Use and Growth Plan

comprehensive PLAN

FUTURE LAND USE

- Rural and Agriculture
- Neighborhood Conservation
- Suburban Residential
- Auto-Urban Residential
- Urban Residential
- High-Density Residential
- Urban Mixed
- Suburban Commercial
- Auto-Urban Commercial
- Urban Commercial
- Business Park
- Industrial
- Civic/Institutional
- University
- Parks and Open Space

THOROUGHFARE PLAN

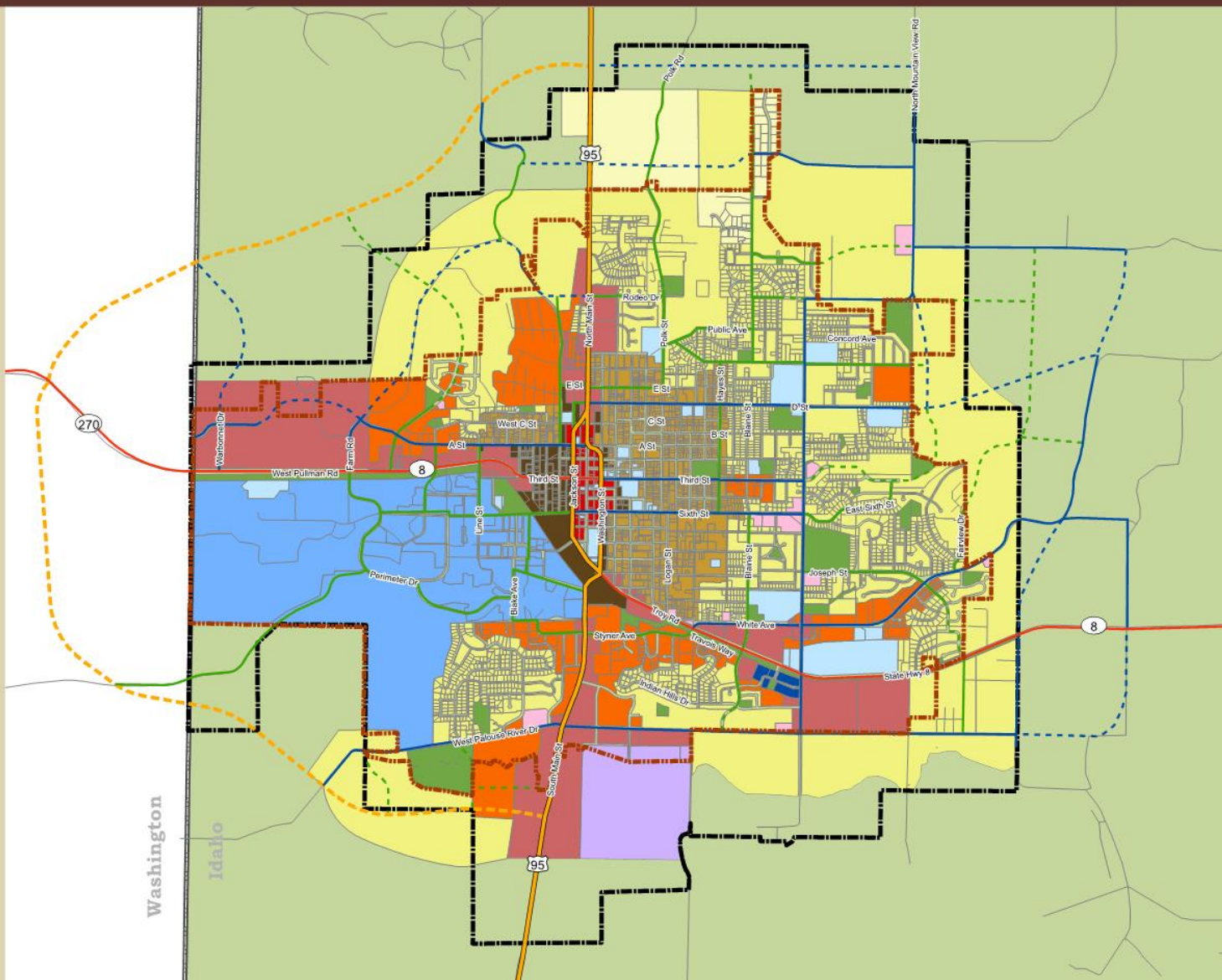
- National Highway
- Alt Highway 8 Align
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0 0.15 0.3 0.6 Miles



Washington

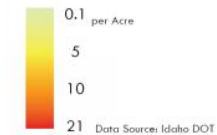
Idaho

Accident-Prone Intersections

comprehensive PLAN

Number of Collisions

All Reported Collisions, 2007-2011



*Refer to Table 3.1, Top Ten Collision Locations in Moscow (2007 to 2011) on Page 3.16



NOT TO SCALE

Data Sources: City of Moscow, SMART, State of Idaho Department of Lands GIS

Multipurpose Pathways

comprehensive PLAN

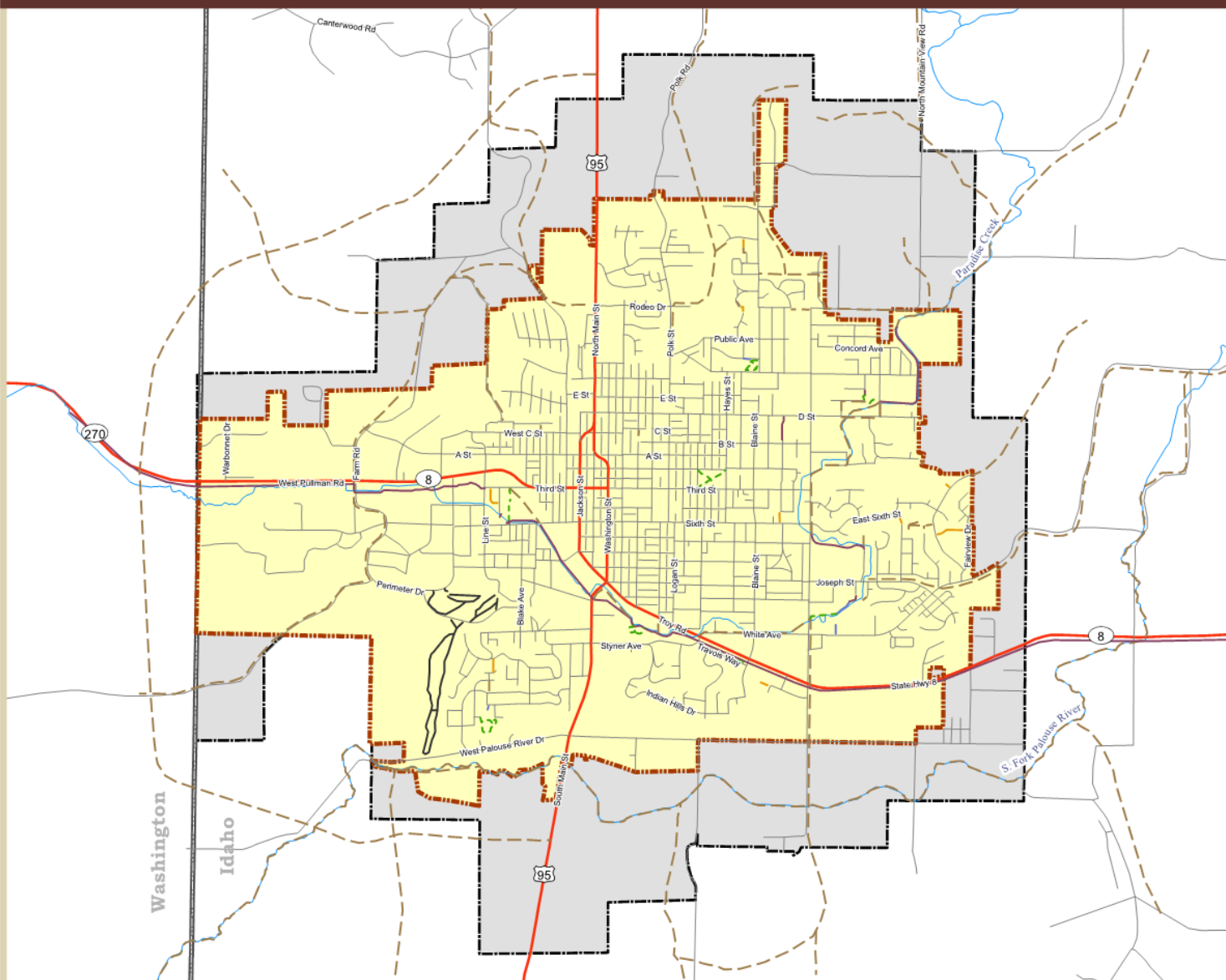
FUTURE PROPOSED PATHS

- Pedestrian Walkways
- Future/Proposed Pathways
- Multi-Purpose Pathways - Paved
- Multi-Purpose Pathways - Unpaved
- Park Pathways
- University Pathways - Unpaved

BOUNDARIES, WATER, & INFRASTRUCTURE

-  City Limits
-  Area of City Impact
-  State Border
-  Paradise Creek and S. Fork Palouse River

0 0.125 0.25 0.5 Miles



Transit Routes

SMART Transit

- West Route (Green)
- East Route (Blue)
- - - Limited Services
- Bus Stops
-  Transfer Point
-  1/4 mile Walking Buffers around Stops

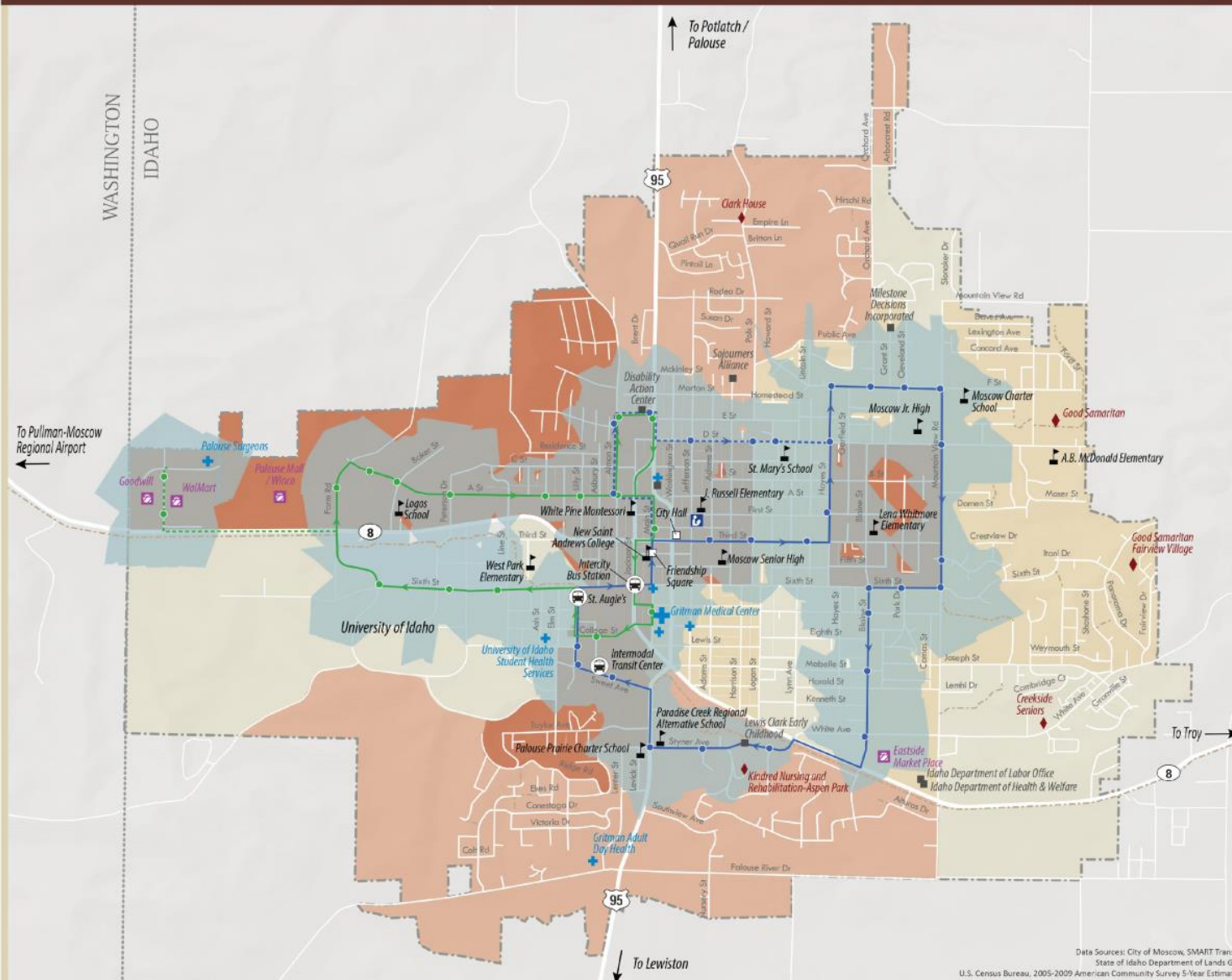
Landmarks

-  Civic
-  Senior Housing
-  Social Service
-  Library
-  Shopping
-  School
-  Medical
-  Downtown District
-  City Limits
- - - State Boundary
- - - Trails

Population at or below Federal Poverty Line

Persons per Acre
By Census Block Groups

-  0.0 - 0.5
-  0.6 - 1.0
-  1.1 - 2.0
-  2.1 - 7.1



Data Sources: City of Moscow, SMART Transit,
State of Idaho Department of Lands GIS,
U.S. Census Bureau, 2005-2009 American Community Survey 5-Year Estimates



Safety Routes

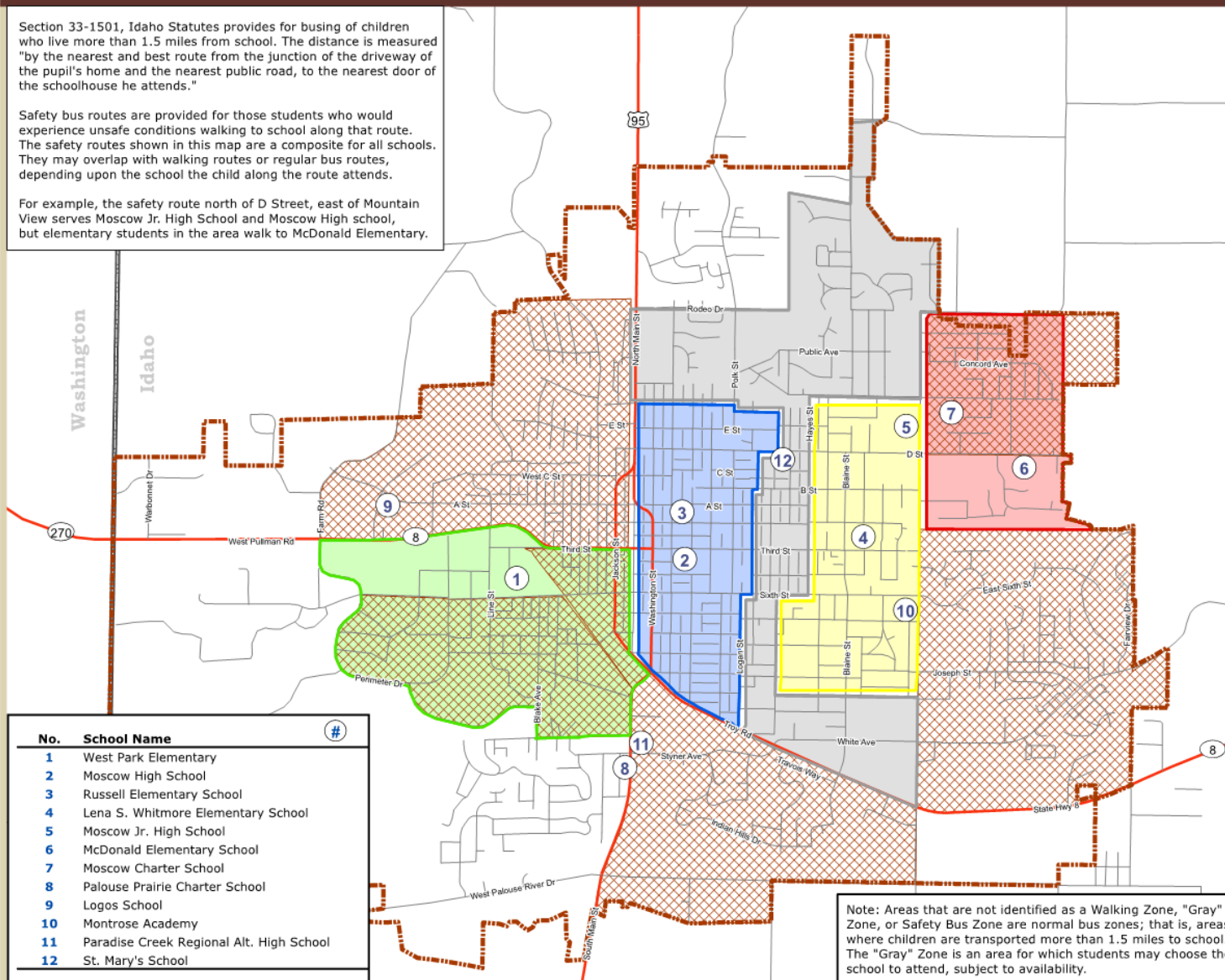
ELEMENTARY SCHOOL WALKING ZONES

- Lena S. Whitmore Elementary Walking Zone
- McDonald Elementary Walking Zone
- Russell Elementary Walking Zone
- West Park Elementary Walking Zone
- "Gray" Zone
- Safety Bus Zone

BOUNDARIES, WATER, & INFRASTRUCTURE

- City Limits
- State Border

comprehensive PLAN



0 0.125 0.25 0.5 Miles

