

TRANSPORTATION COMMISSION



Robert Sanders
Commission Chair
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Regular Meeting
~Minutes~

Cody Riddle
Staff Liaison
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<https://www.ci.moscow.id.us/556/Transportation-Commission>

Thursday
November 10, 2022

4:00 PM

Council Chambers
206 E. Third Street

Sanders called the meeting to order at 4:00 PM

MEMBERS PRESENT: Robert Sanders, Chair; Erin Bacon, Randy Baukol, Ben Calabretta, Mary DuPree, Joel Hamilton, Mike McGahan, Scott Sumner
OTHERS: Maureen Laflin, Janet Zarate
STAFF: Alisa Anderson, Jennifer Fleischman, Cody Riddle

REGULAR AGENDA

1. Approval of September 8, 2022 Minutes (ACTION ITEM)

Presentation of minutes for approval.

Bacon moved for approval of the minutes as presented, seconded by Hamilton. Roll Call Vote: Ayes: Bacon, Baukol, Calabretta, DuPree, Hamilton, Sanders, Sumner (7). Nays: None. Abstentions: McGahan (1). Motion carried.

2. Public Comment

Members of the public may speak to the Commission regarding matters NOT on the agenda or currently pending before the Commission. Please state your name and city of residence for the record and limit remarks to three (3) minutes.

None.

3. EV Discussion – Alisa Anderson

Staff will provide an update on potential grant funding programs for electric vehicles.

Alisa Anderson, the City of Moscow's Grants Manager, provided an update on the electric vehicle charging stations that the City is working to acquire. The program that the City was trying to apply for in 2022 was closed unexpectedly and so now they are researching other programs, most recently the National Electric Vehicle Infrastructure (NEVI) Formula Program. There would be a time for public input with any application that is submitted and the Commission would be notified for an opportunity to give feedback. There was a short discussion about electric bus technology, which would be done in conjunction with SMART Transit. The City of Moscow does have a public electric vehicle charging station site selected, which is over in the South Jackson Street parking lot.

4. Lola Clyde Park Development Grant Project (ACTION ITEM) – Alisa Anderson

The City is pursuing grant funding for the parking lot infrastructure of Lola Clyde Park in order to meet the City requirements for parking and ADA access. Staff will provide an overview of the proposal for the Commission's review and recommendation.

Anderson gave an overview of the Lola Clyde Park development project, as well as the grant that the City would like to apply for to complete the pathway system and frontage improvements. The site plan was a culmination of the public comments that were received when the park was proposed several years ago, but some elements will need to be modified before implementation. Staff requested input regarding any comments or concerns for the proposed improvements and the Commission was unanimously in approval of the project. The playground structure that is currently in place would remain there, as well as the pedestrian bridge.

5. Wildrose Court (ACTION ITEM) – Cody Riddle

The City has received applications for annexation, rezone, and platting of 2.5 acres generally located north of the Highway 8 and Carmichael Road intersection, at the terminus of Flomer Lane. Staff will provide an overview of the proposal for the Commission's review and recommendation.

This was discussed as Agenda Item No. 6. Joel Hamilton, who is also on the Planning & Zoning Commission, left the meeting before discussion started for this agenda item.

Riddle presented the application materials for a proposed subdivision at the end of Flomer Lane, as described above, and asked for recommendations from the Commission. Staff has already requested that the developer add a pedestrian walkway along the west side of the subdivision, for access from Flomer Lane to Wildrose Court. The grade of the proposed pathway would be approximately 7-8%. The Pathways Commission would like to see the pathway meander through the subdivision, so as to break up the steep grade. There is also already a path connecting Flomer Lane to Hampton Court, to the north of the proposed subdivision. There is a designated utility easement through the center of the subdivision.

There was question about fire truck access on Flomer Lane for the addition of the two residential parcels on the north side. The park in Ridgeview 2nd Addition is still going to be developed. The plans for the proposed subdivision have not been seen by the Planning & Zoning Commission yet. Currently, all of the property is in the County and would be annexed into the City if accepted.

The Commission discussed the Pathways Commission's recommendation, as well as vehicular and pedestrian crossings at Highway 8. If the proposed pathway was rerouted through the utility easement at the center of the subdivision, it could potentially cut the grade from 7%. The intersection of Hwy 8 and Roxbury Drive continued to be talked about and the impacts for future highway corridor updates.

Calabretta moved to recommend approval of the preliminary plat with the conditions that other options for the pathway be considered to mitigate grade steepness, and the access for emergency vehicle use, specifically a turnaround on Flomer Lane, be addressed. DuPree seconded the motion. Roll Call Vote: Ayes: Bacon, Baukol, Calabretta, DuPree, McGahan, Sanders, Sumner (7). Nays: None. Abstentions: Hamilton (1). Motion carried.

6. Continued Discussion on Bike Route and Facilities Plan (ACTION ITEM) – Cody Riddle

Staff previously presented a series of recommended updates to the 2016 Bike Route and Facilities Plan. After presentation to City Council, they directed Staff to seek additional input from the Commission on select roadways. Staff will provide an update and seek the Commission's recommendations.

This was discussed as Agenda Item No. 5.

Riddle reviewed the previously shown updated Bike Route and Facilities Plan, and provided a review of the feedback that City Council requested the Commission consider before making the changes. This included three roadways previously discussed, and one new one.

The section of Almon Street, north of A Street, has a speed limit of 25 MPH but does experience fairly significant traffic and higher speeds, so it is advised to keep the proposed bike lanes on both sides, as indicated in the existing plan. There was concern that speeding would increase if the parking was removed to accommodate the bike lanes.

Regarding the Blaine Street section of the plan, the Commission asked about the temporary 4-way stop at the corner of Blaine Street and Harold Street, and requested consideration of making it a permanent change. Staff will add a discussion about the 4-way stop sign for that intersection to another meeting. Some Commissioners questioned the decision to have a bike lane on only one side of Blaine Street between White Avenue and Harold Street, as bicyclists will use it going the wrong way. There was a discussion about it only being a short distance of a bike lane and then ending at Harold Street. The sidewalk on the east side of Blaine Street next to the Fairgrounds is too narrow and should be widened for safer pedestrian use.

The next segment discussed was Polk Street, north of Morton. Buffered bike lanes were originally planned, which are reinforced bike lanes that add more space between cyclists and vehicles. The speed limit on that section of Polk Street is set at 30 MPH. There is not currently a sidewalk on the east side of the street, from Public Avenue going north. The Commission suggested the speed should be reduced in conjunction with having unbuffered bike lanes.

Staff introduced a new roadway segment for consideration. Third Street, between Polk Street and Hayes Street, could accommodate bike lanes on both sides if the street parking was removed. There was a conversation about that parking being only really used and necessary during events at East City Park. The bike lane on the north side of Third Street would end around the intersection of Polk Street, so it would not extend down the hill past the 1912 Center and the High School.

DuPree moved to accept all the proposed revisions in the proposed Bike Route and Facilities Plan, except for the bike lane along Blaine Street.

There was some concern about adding bike lanes and removing parking in general, which can encourage a higher rate of speed. The traffic counts on the Almon Street section were last completed in 2014 and were almost 3,000 trips a day, and that has significantly increased since then. There was a discussion about ways to prevent speeding along streets with no parking, or possibly including traffic calming measures in concert with bike lanes. 3,000 vehicles a day on a street is more than Polk Street experiences, which is closer to 1,500-2,000 and updated in 2018. The new parking lot on the east side of Jackson Street belongs to EMSI. The majority of traffic on Almon Street, north of A Street, turns off Almon to C Street or E Street. The children that live on that side of town attend West Park and Russell Elementary schools, but it qualifies for school bus pick-up.

There was concern about parking for the businesses north of E Street. EMSI has sufficient parking now, with the addition of the new lot across Jackson Street. Raised crosswalks at the intersection of C Street and E Street were mentioned as a possibility for slowing traffic and providing more pedestrian safety. There is a preferred bike route on the east side of town called the Greenway, which comes up Blaine Street but then splits at Harold Street to either go east or west.

DuPree withdrew the motion on the table.

Bacon moved to make the following recommendations for the Bike Route and Facilities Plan:

1. Maintain bike lanes on Almon Street, north of A Street, but explore alternatives to improve pedestrian safety, including raised crosswalks and sidewalks.
2. Keep sharrows on both sides of Blaine Street, but inquire into opportunities to widen the sidewalk adjacent to the Fairgrounds property.
3. Replace the buffered bike lanes with a traditional facility on Polk Street and look into the prospect of reducing the speed limit, in addition to having a sidewalk added to the east side of the roadway.
4. Add bike lanes to both sides of Third Street, between Polk Street and Hayes Street.

Sumner seconded the motion. Roll Call Vote: Ayes: Unanimous (8). Nays: None. Abstentions: None. Motion carried.

REPORTS

- Zarate gave a brief update on ITD District 2 projects.
- Riddle notified the Commissioners of the progress with the Sixth Street Bridge Replacement project.

ANNOUNCEMENTS

- Becky Couch has resigned as the Transportation Commission University of Idaho representative.
- The bus shelter at Blaine Street has been reinstalled.
- Safe Routes to School stakeholder meeting is next Tuesday November 15, in Council Chambers from 12:30 to 1:30 PM.

UPCOMING EVENTS / MEETINGS

The next regularly scheduled Transportation Commission meeting is set for December 8, 2022.

The meeting adjourned at 5:24 PM

Robert Sanders, Chair

Minutes Approved On

FEB 09 2023


Clerk/Deputy Signature