

TRANSPORTATION COMMISSION



Michael Kyte
Commission Chair

~Regular Meeting Minutes
February 14, 2019

Les MacDonald
Staff Liaison

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208.883.7028

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

Thursday
February 14, 2019

4:00 PM

Council Chambers
206 E. 3rd Street

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

Present: Chair; Michael Kyte, Vice Chair Don Meyer, Phil Cook, Ben Calabretta, Brian Johnson

Absent: Les MacDonald, Public Works Director, Mike McGahan, Bob Sanders, Mary DuPree, Joel Hamilton, Jared Hopkins.

Staff: Anne Zabala, Council Liaison
Kevin Lilly, City Engineer
Tyler Palmer, Acting Public Works Director
Bill Belknap, Community Development Director
Sandra Collins, Administrative Assistant / Deputy City Clerk

REGULAR AGENDA

1. Approval of Transportation Commission Minutes from January 10, 2019

PROPOSED ACTIONS: Cook moved to approve the minutes as presented, seconded by Meyer. Roll Call Vote: Ayes: Cook, Johnson, Calabretta; Nays: None; Abstained: Kyte, Meyer. Minutes approved.

2. Gotcha Bike Share Hub Locations

Palmer explained the Gotcha Bike Share Pilot Program would be launched this spring, which is a partnership between the University of Idaho and the City of Moscow. The hub locations for these bikes has still to be decided. Palmer asked if the Commission could help identify initial bike hub locations within the City of Moscow. There will be 50 e-bikes in total, with a minimum of five bikes per hub. Becky Couch from the University of Idaho Parking Services said location examples could include high activity areas, transit stops, downtown areas, parks and residential centers. Cook asked for a definition of a bike hub. Couch explained a hub would be in a geo-fenced area, where you can legally leave your bike or end your ride. Signage would be posted at these locations to assist riders. She said if a ride were terminated outside of a hub location, there would be an additional fee charged.

The Commission discussed possible hub locations within the City of Moscow, including:

- How to split the hubs between the University and the City
- The limit of the geo-fenced area

- Recommended distances between hubs
- The use of existing bike corrals.
- Whether to approach private businesses, such as Gritman or the Co-op.

The Commission identified the following locations as potential bike hubs.

- The existing bike corral on Main Street, near Third Street.
- N. Main Street, in the Rosauers area
- Palouse Mall
- Eastside Marketplace
- S. Main Street, near Sixth Street

Couch gave a list of potential hub locations on Campus:

- Student Recreation Center/Commons/ TLC area
- Residence Halls
- Kibbie Dome Parking Lot
- Greek housing/book store/transit center

Palmer will take the list of proposed locations to Gotcha Bike Share and then come back to the Commission with a proposal for review.

REPORTS

1. Third Street separated bike lane project and schedule update (Palmer)

Michael Lowry gave a presentation on the Third Street bike lanes with information from the Third Street Corridor Transportation Subcommittee. He went over the plans the subcommittee had examined and also went over the history of separated bike lanes. Lowry gave the Commission a list of concerns about separated bike lanes including:

- Snow Removal & Street Cleaning
- Separation Spacing
- Separated Bike Lane markings and entry points
- Aesthetics – planter box separation
- Green conflict paint – intersections, alleys
- Education – motorists and bicyclists
- Mountain View Rd – crossing (HAWK Signal)
- East of Hayes – reduced parking, driveways
- East City Park – remind event organizers
- 1912 Center – delivery
- High school – drop off
- Methodist Church – disability parking
- City Hall bike shelter curb cut
- West Terminus – Washington or Jefferson

Lowry went through the list and pointed out problems that may potentially occur with separated bike lanes. The Commission discussed these issues. Citizen David Hall asked how the bike lanes would affect parking at East City Park and Palmer explained.

Kyte said he felt it unlikely that Idaho Transportation Department (ITD) will approve the Washington Street vacation to allow the bike lane to go through the intersection, so he would like the Commission to discuss an alternative. Kyte said in his view, it is important to continue the bike lane all the way to Washington Street, which would complete the system from Mountain View to downtown. Riders could then cross Washington either with traffic, or dismount and use the crosswalks. He said ending the separated bike lane at Jefferson was too early.

Palmer gave a presentation showing some options the City is looking at for the separated bike lanes. These products include planter boxes at key intersections and bike lanes that can be disassembled during snow periods. Staff did a trial run to see how snow removal would perform if the bike lanes were in place. Staff concluded that during most winters the bike lanes should be able to remain open. However, during heavy snow periods the bike lanes would need to be disassembled.

Palmer said staff met with ITD and discussed vacating the merge lane on Washington for the bike lane. ITD did not appear to be very receptive to this idea but City staff will present ITD with a proposal, including traffic counts and accident numbers. Kyte distributed a handout with some field information he had gathered about traffic on Washington, at Third Street. Palmer showed the Commission two bike lane designs for Third Street. Palmer reported the City now has the 404 Permit for the Third Street Pedestrian/Bike Bridge installation, which is still scheduled for the spring, around mid-April. There was discussion about the pros and cons of ending the bike lane at Washington. Palmer said until the ITD issue can be resolved, he felt ending the bike lane at Jefferson would be preferable. Cook said he thought ending the bike lanes at Washington was better as this was a controlled intersection. Palmer suggested the Commission study the design presentations and discuss again at the next meeting. The Commission could then choose to give a recommendation to City Council on whether the terminus of the bike lane should be at Jefferson or Washington. Palmer said final design needs to be completed and then the project will go out to bid around April or May. Construction would begin after school gets out for the summer. Lowry asked about the underpass ribbon cutting, which is scheduled for spring, around Earth Week.

2. General Reports from Commission Members

Kyte gave the Commission a handout and asked them to prioritize projects and issues they would like to look at over the next several years. Commission Members can submit their answers through a survey setup by Belknap on Survey Monkey.

Lowry said he asked David Pimentel, Law Professor from the University of Idaho to attend tonight's meeting. Pimentel is doing a project on the laws surrounding Bike Share. Pimentel explained that he has a grant to study the laws that govern e-bikes and electric scooters and wants to create suggestions for municipalities on legal barriers such as liability. Cook said there is an e-bike bill in the State Legislature that had a hearing today.

CONTINUING EDUCATION

1. Discuss any educational topics of interest submitted by Commission Members.

Topic - Manual of Uniform Traffic Control Devices (MUTCD) (Kyte)

Kyte showed a power point giving an outline of the MUTCD manual. The manual is the law on how traffic control devices are installed, including warrants for stop signs, speed limits and accidents.

UPCOMING EVENTS / MEETINGS

1. The next scheduled meeting is March 14, 2019. Commission Members must submit agenda items directly to the Chair by Wednesday March 6, 2019.

AJOURNED: 6:03 pm.

Minutes Approved On

MAR 14 2019
[Signature]
Clerk/Deputy Signature

NOTICE: Moscow City Council and committee meetings are televised, videotaped and/or recorded. Individuals attending the meeting who require special assistance to accommodate physical, hearing, or other impairments, please contact the City Clerk, at (208) 883-7015 or TDD 883-7019, as soon as possible so that arrangements may be made.

Installation Considerations for the Third Street Separated Bike Lane



Moscow Transportation Commission, Mike Lowry, 2/14/2019

Outline

- **Review of the Separated Bike Lane Plan**
- **Background on Separated Bike Lanes**
- **Considerations for Discussion**

Subcommittee Task Force

Downtown Commercial Center

Third Street

- Residential
- 1912 Community Center
- Multiple Schools
- Public Parks
- Various Churches

University of Idaho

- **Residential**
- **1912 Community Center**
- **Multiple Schools**
- **Public Parks**
- **Various Churches**

**Downtown
Commercial
Center**



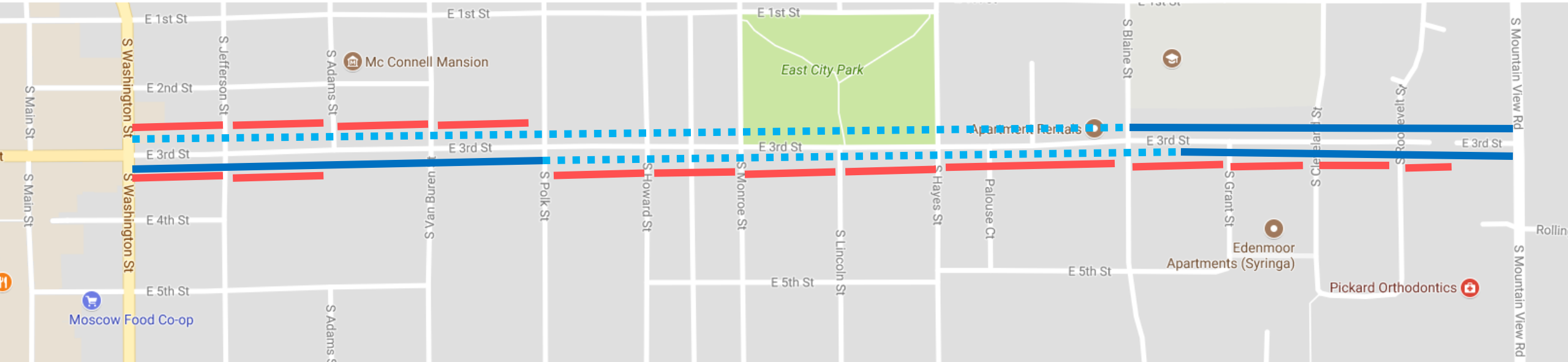
Third Street

- Sharrows
- Bike Lane
- Parking

Plan A (rejected)

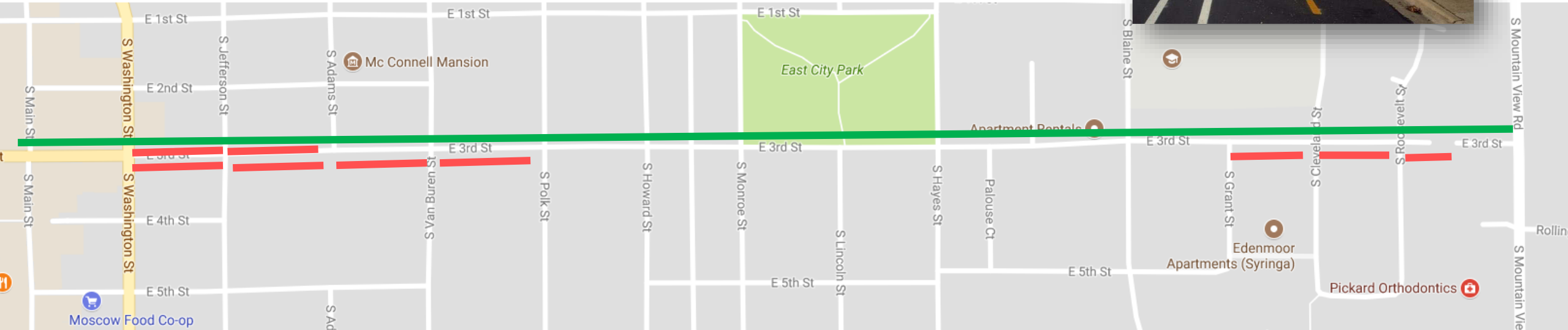


Sharrow



Separated Bike Lane Plan

-  Separated Bike Lane (two-way)
-  Parking



Why two-way Separated Bike Lane?

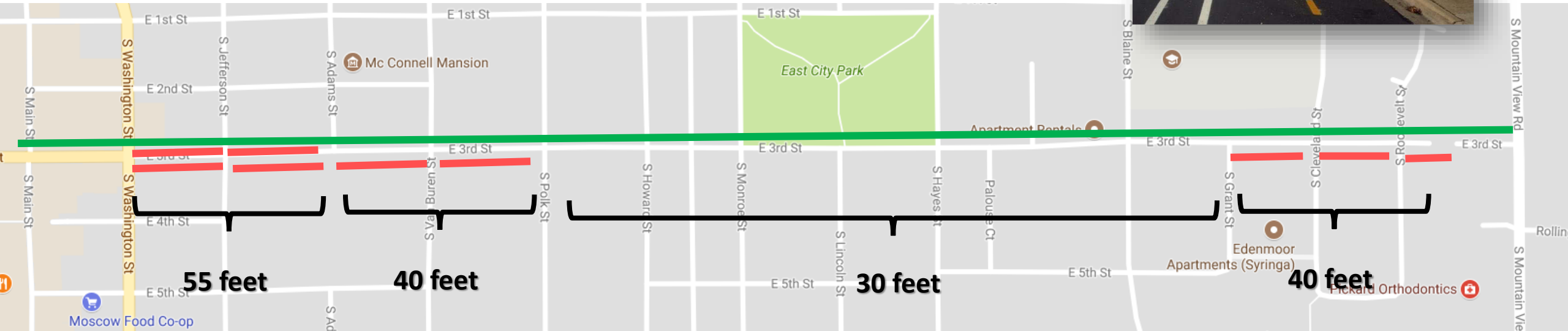
- Separation is better for children and others who are less confident
(Not enough space for separation on both sides)
- Removes potential sidewalk and sideswipe conflicts
- Makes car lanes narrower to reduce car speed and volume
- Concentrates & highlights bicycling, less confusing for drivers
- Provides pedestrian buffer

Why north side?

- Fewer driveways on north side
- Street lights on north side
- More community destinations on north side
- SMART Transit on south side

Separated Bike Lane Plan

-  Separated Bike Lane (two-way)
-  Parking



What are the downsides?

- Removes Parking
- Requires education drivers and bicyclists
- Adds potential conflict points at intersections
- Makes Third Street narrower for cars
- Challenge for snow removal and street cleaning

3rd Street (55 feet WB)

95½' width ▾ · A few seconds ago



3rd Street (40 feet WB) (parking on southside)

96' width ▾ ▾ [Add location](#) - A few seconds ago



3rd Street (30 feet WB)

70½' width ▾ · Nov 15



8'	4'	2½'	3½'	2½'	11'	11'	1'	3½'	3½'	2½'	3'	2½'	4'	8'
Planting strip	Sidewalk	Planting	Sidewalk with tree	Planting	Drive lane	Drive lane	Edge of bike lane	Bike lane	Bike lane	Planting	Sidewalk with tree	Planting	Sidewalk	Planting strip

History



What to call it?

Fietspad

↓ ↓
Cycle Track

Bicycle Path

Protected Bike Lane

Separated Bike Lane

Dutch

British English

American English

Early Advocates

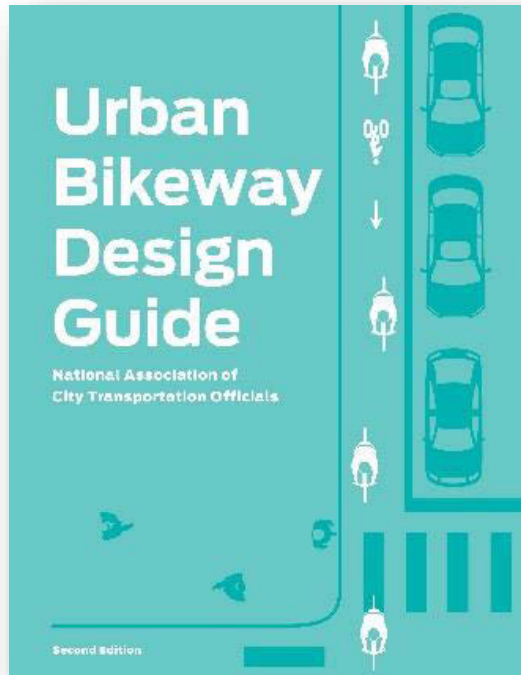
US Government



Must have: horizontal and vertical separation

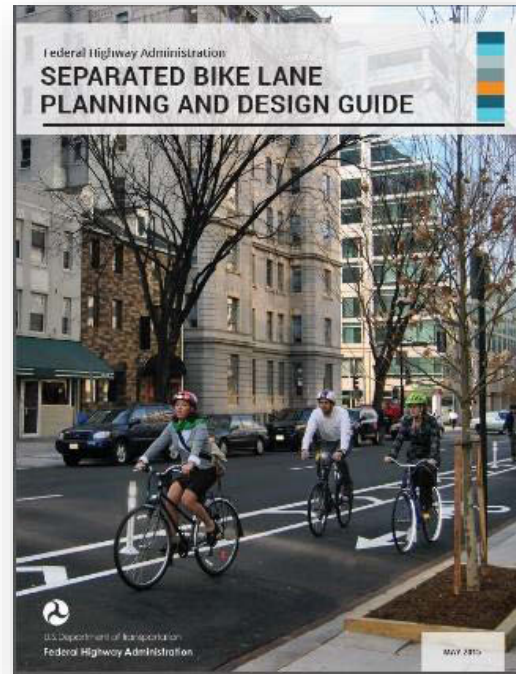
Design Guides

NACTO Guide



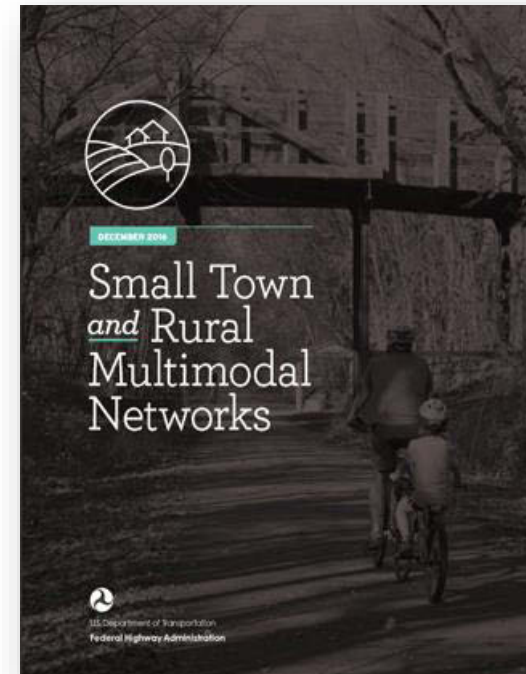
<https://nacto.org/publication/urban-bikeway-design-guide/>

FHWA Guide



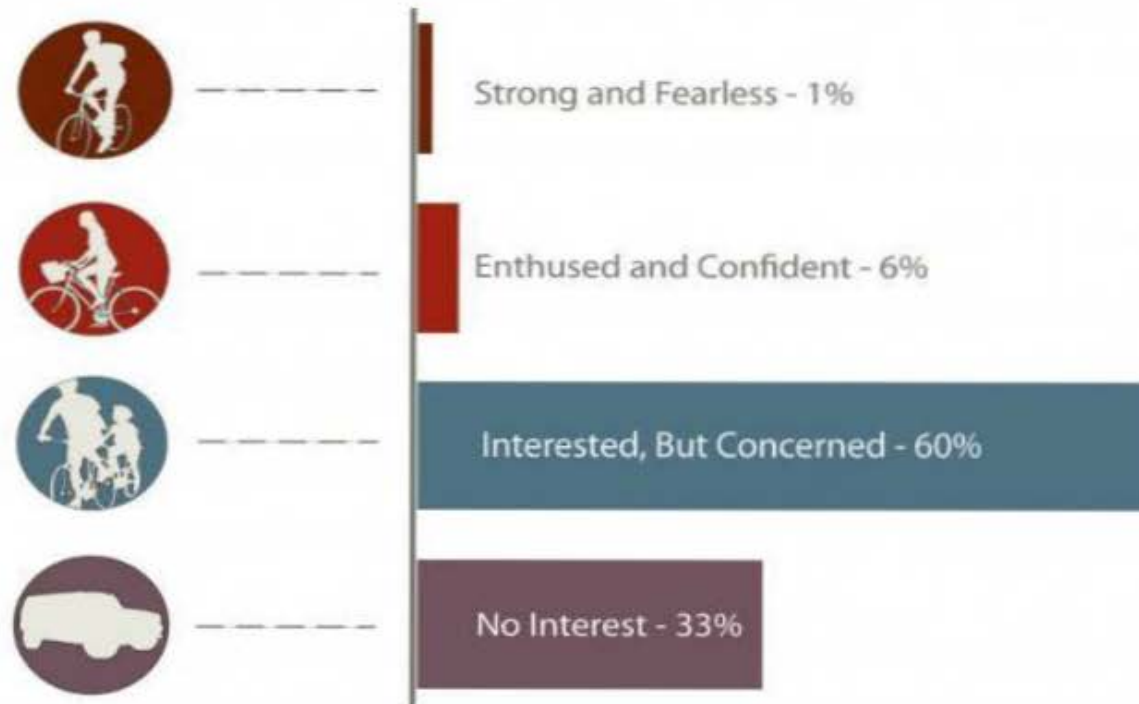
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdf/page00.cfm

STAR Guide



<http://ruraldesignguide.com/>

The Four Types of Bicyclists



Items for Consideration

1. Snow removal and street cleaning
2. Separation spacing
3. SBL markings and entry points
4. Aesthetics – planter box separation?
5. Green conflict paint – intersections, alleys
6. Education – motorists and bicyclists
7. Mount View Road – crossing (HAWK signal)
8. East of Hayes – reduced parking, driveways
9. East City Park – remind event organizers
10. 1912 Center – delivery
11. High school – drop off
12. Methodist Church – disability parking
13. Bike shelter curb cut
14. West terminus – Washington or Jefferson

Separation spacing



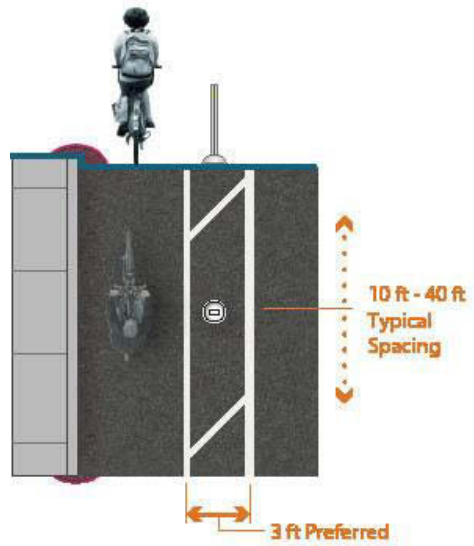
Too close together

- More expensive
- Confident bicyclists cannot exit
- Snow removal and street cleaning challenge

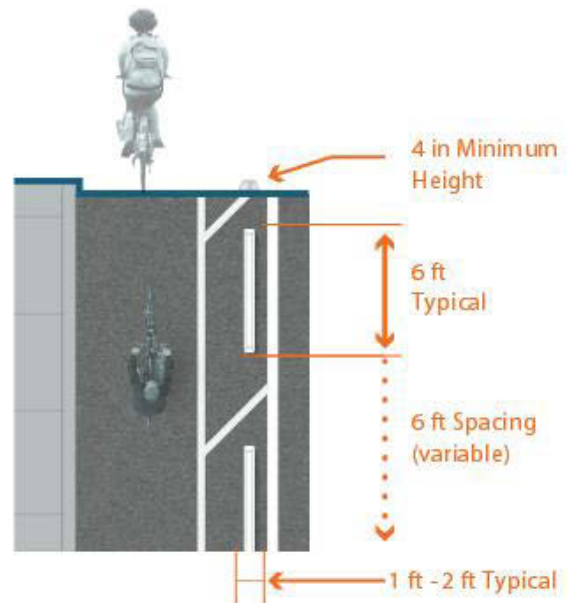
Too much space in between

- Insufficient visual cue for drivers and cyclists
- Dangerous for drivers and cyclists

Flexi posts



Parking stops



SBL markings and entry points



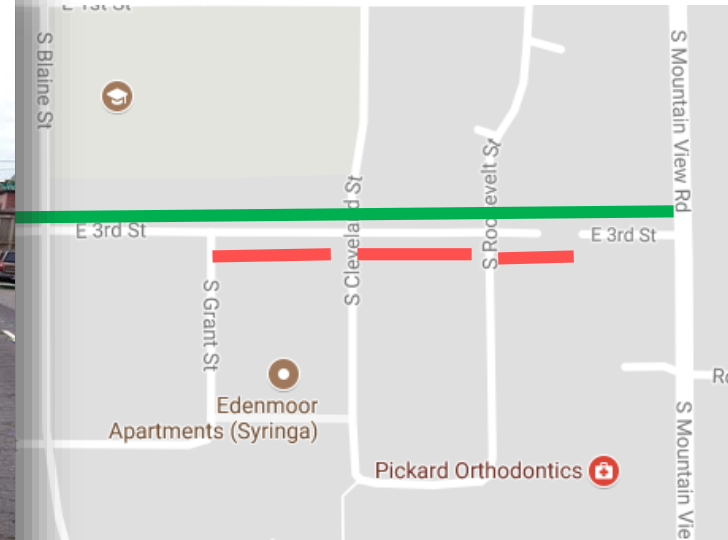
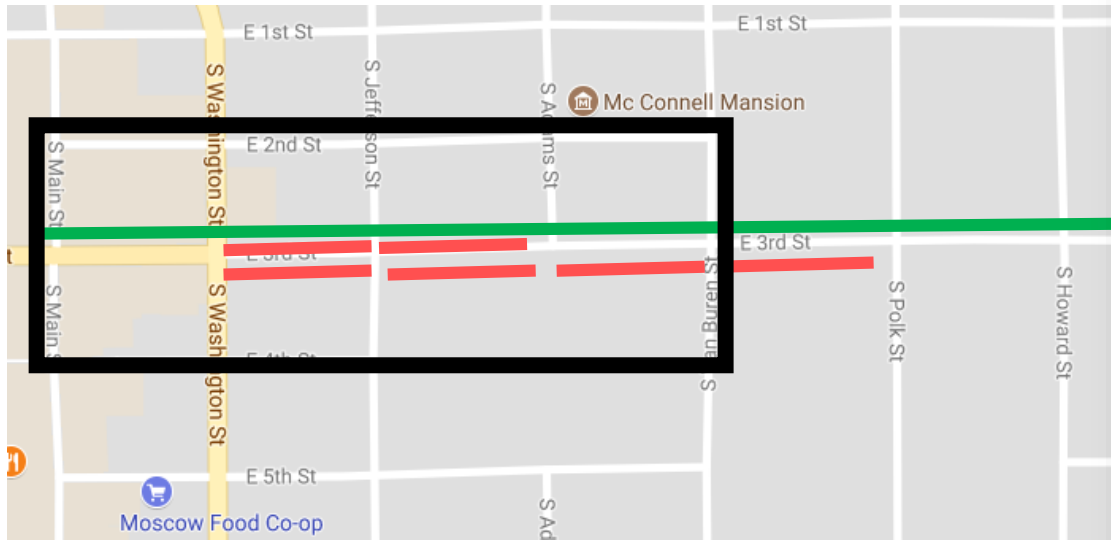
- **Center line for bikes only at the entry**
- **No entry posts**
 - **Good to prevent cars**
 - **Bad for bikes with trailers**
- **Bicycle symbol at entry**

Aesthetics

**Posts and Parking stops can be ugly,
especially after a few years**



Washing to Van Buren Planter Boxes



Bicycle foot and hand hold



In no parking zone



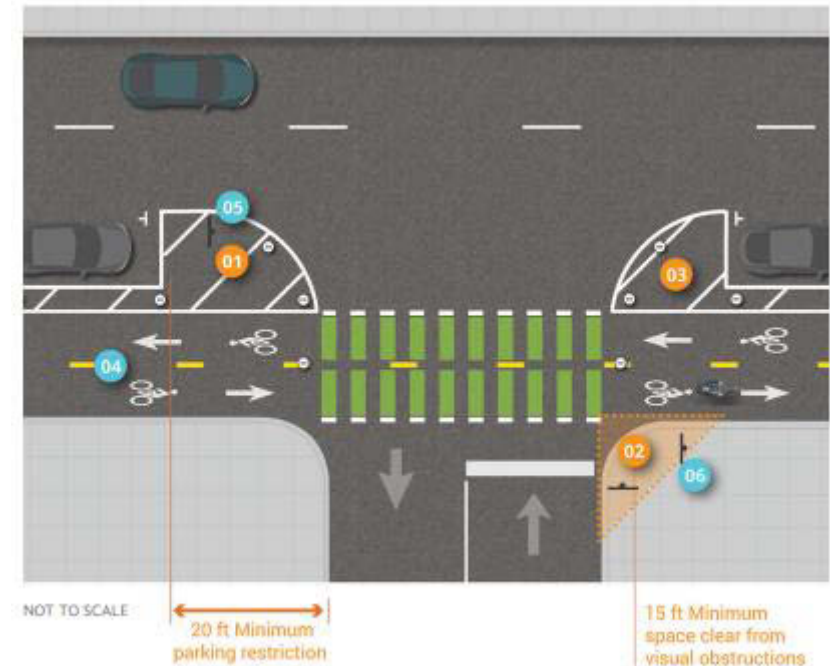
Precast curbs



Turtle bump / Armadillo bump / Oblong bump



Green conflict paint



Every where – possibly expensive

Less locations – possible safety concern

Education

Narrow lanes for motorists

From effectively 15 ft lanes will be reduced down to 11 ft lanes

Intersections

New for motorists and bicyclists

Motorists entering/exiting alleys

Outreach to residents

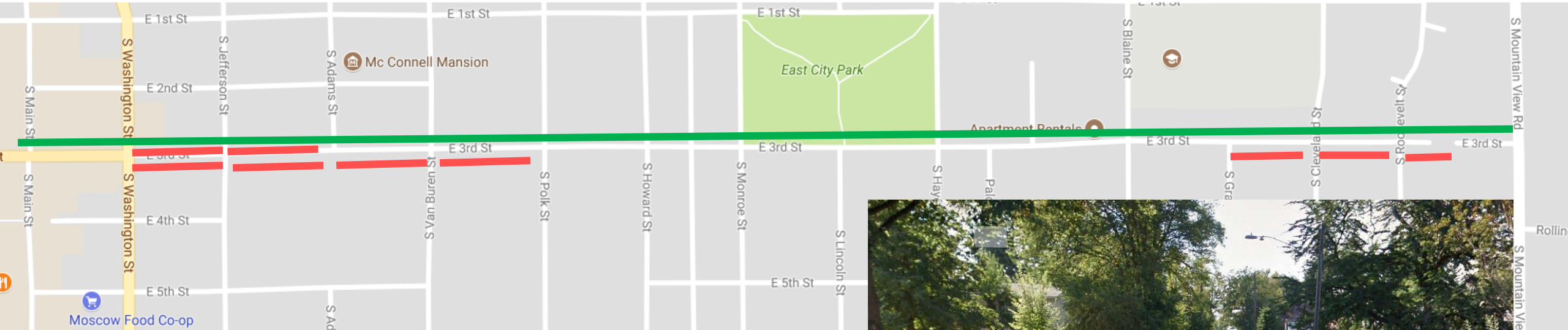


Mount View Road crossing



East of Hayes – reduced parking, driveways

-  Separated Bike Lane (two-way)
-  Parking

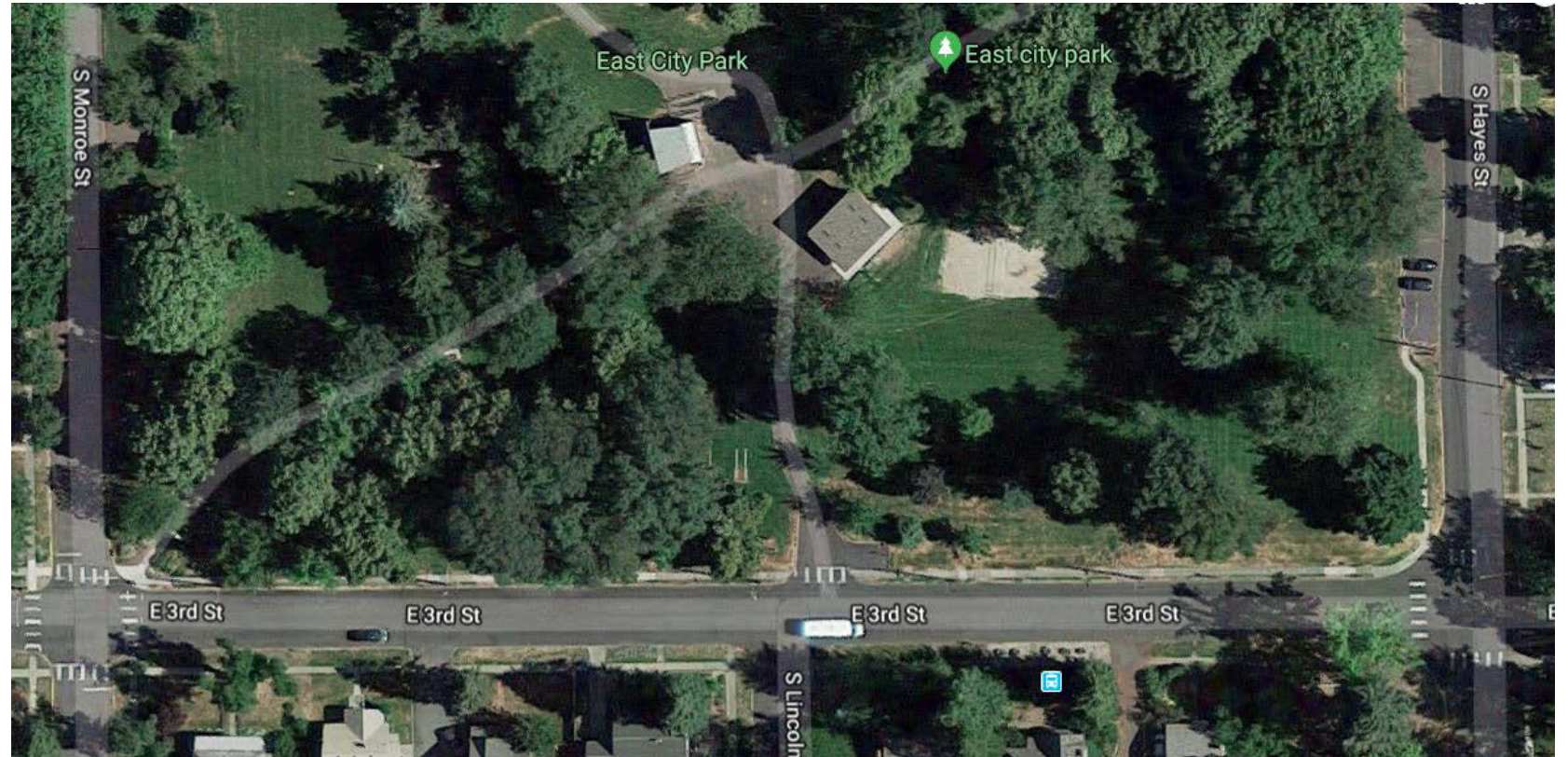


- Outreach to property owners about loss of parking



East City Park

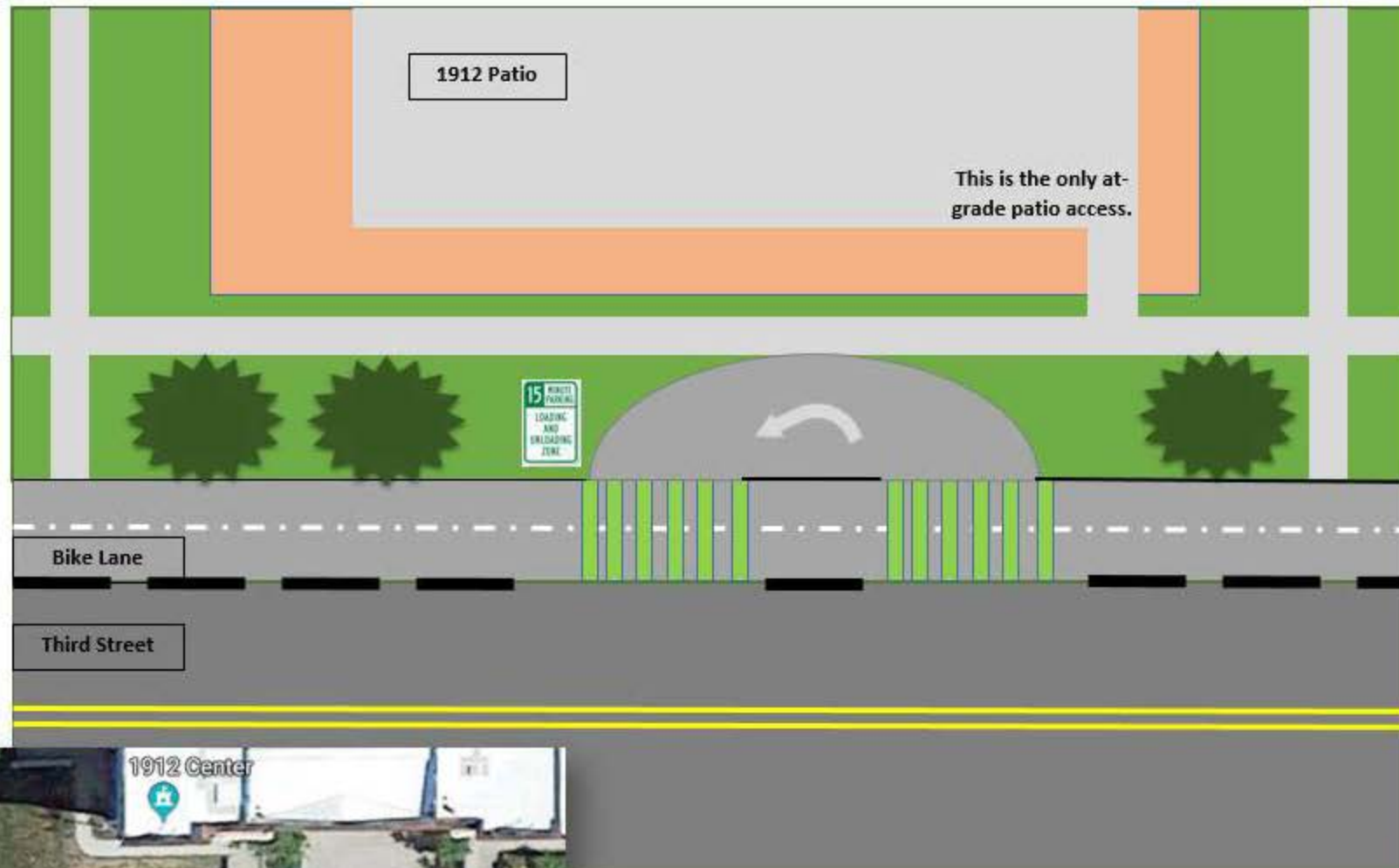
- Outreach to event organizers



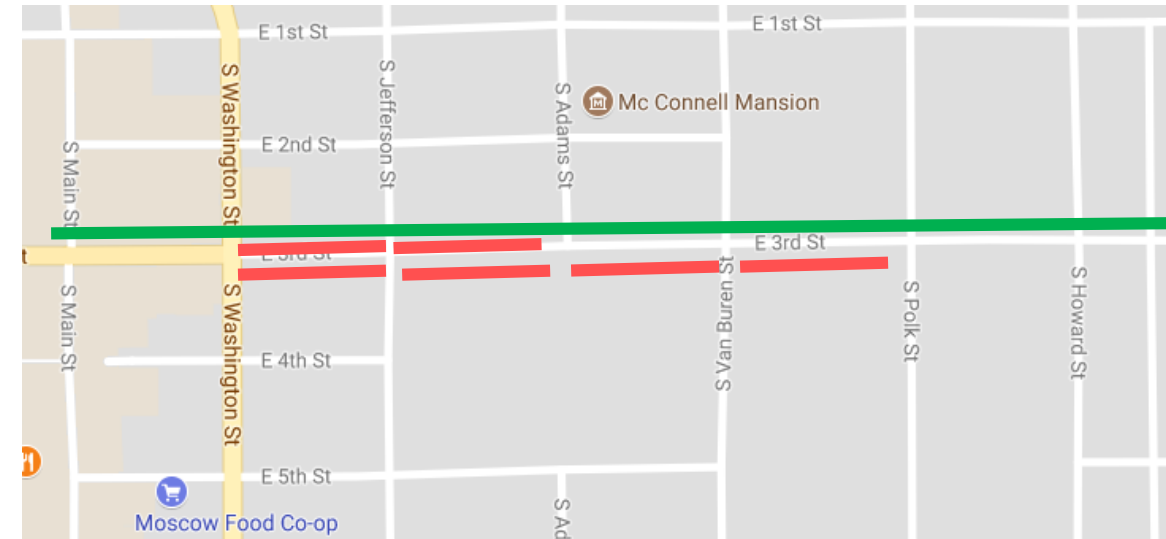
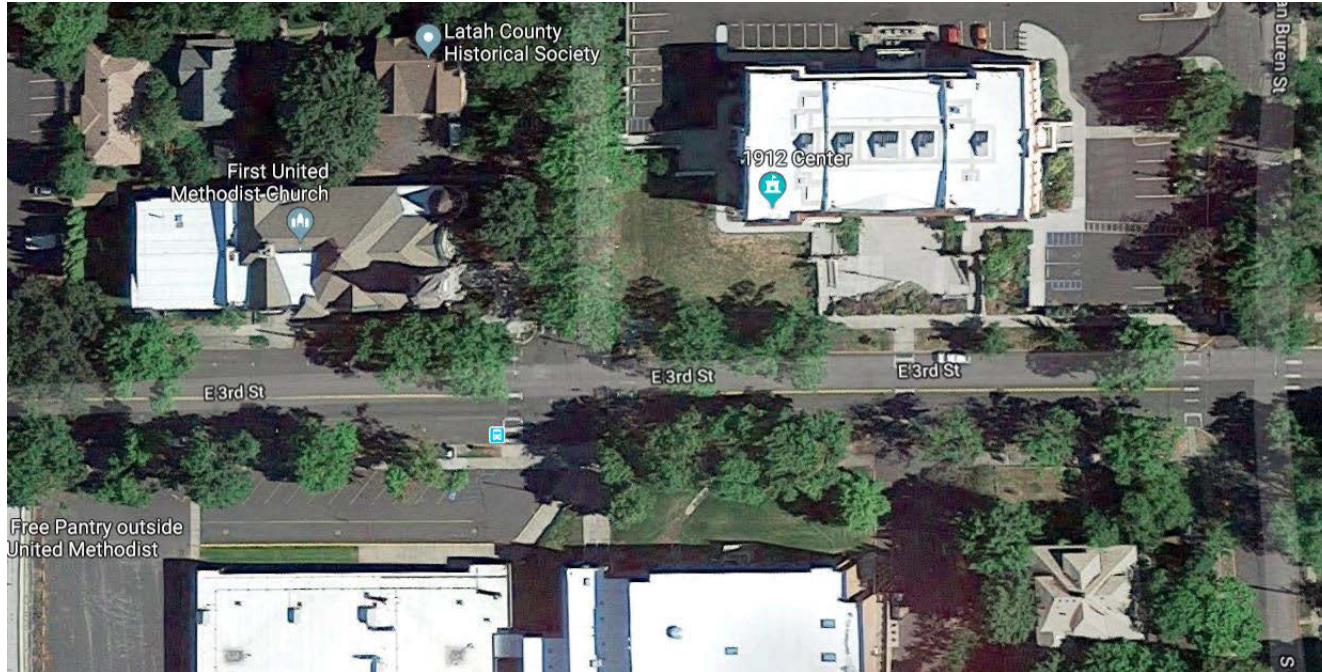
1912 Center

- **Outreach to Friends of 1912**



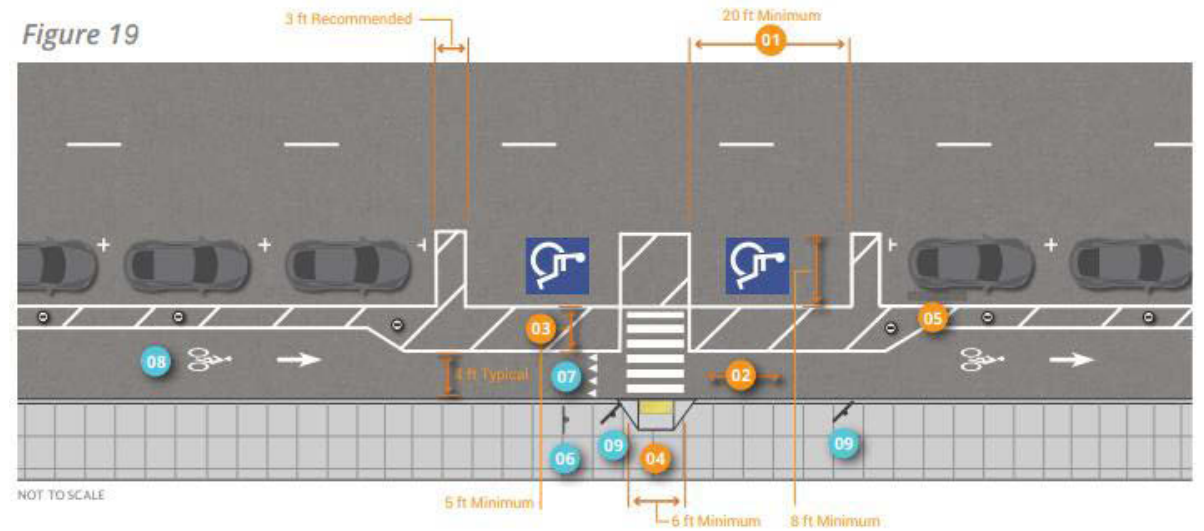


High School



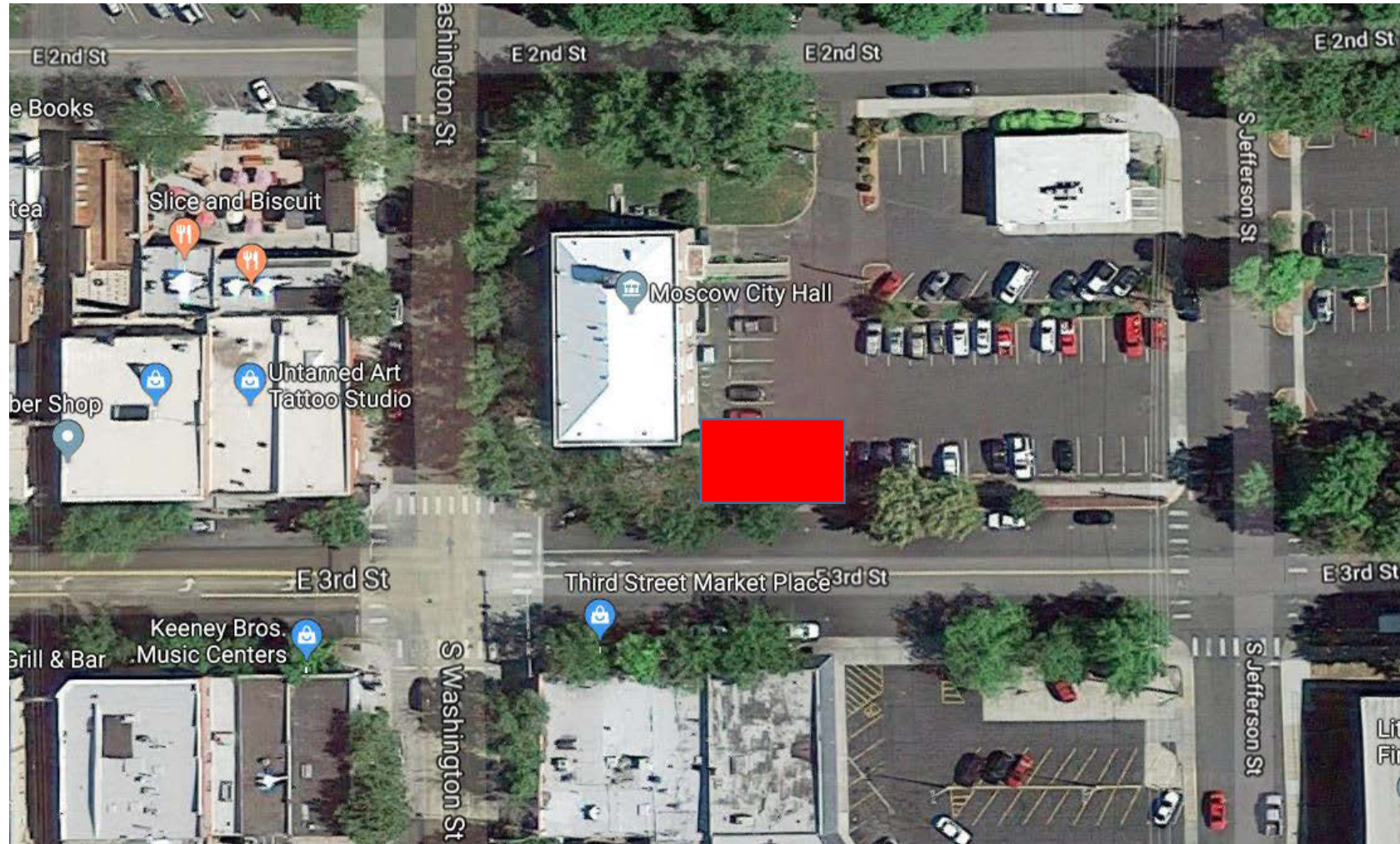
- **Outreach to High School and Police Department**

Methodist Church

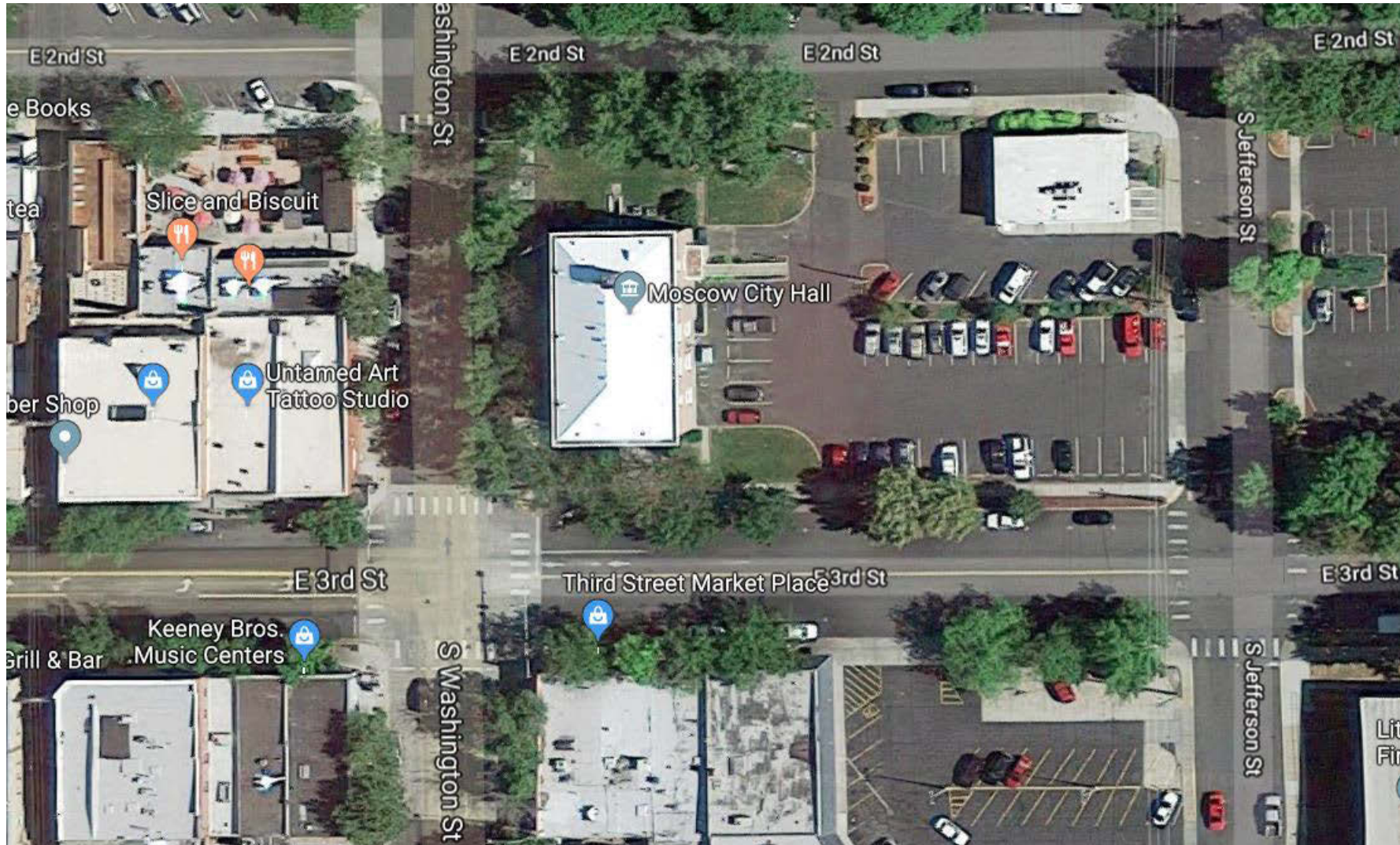


- Outreach to Methodist Church

Bike Shelter Curb Cut



West Terminus – Washington or Jefferson



Jefferson Design



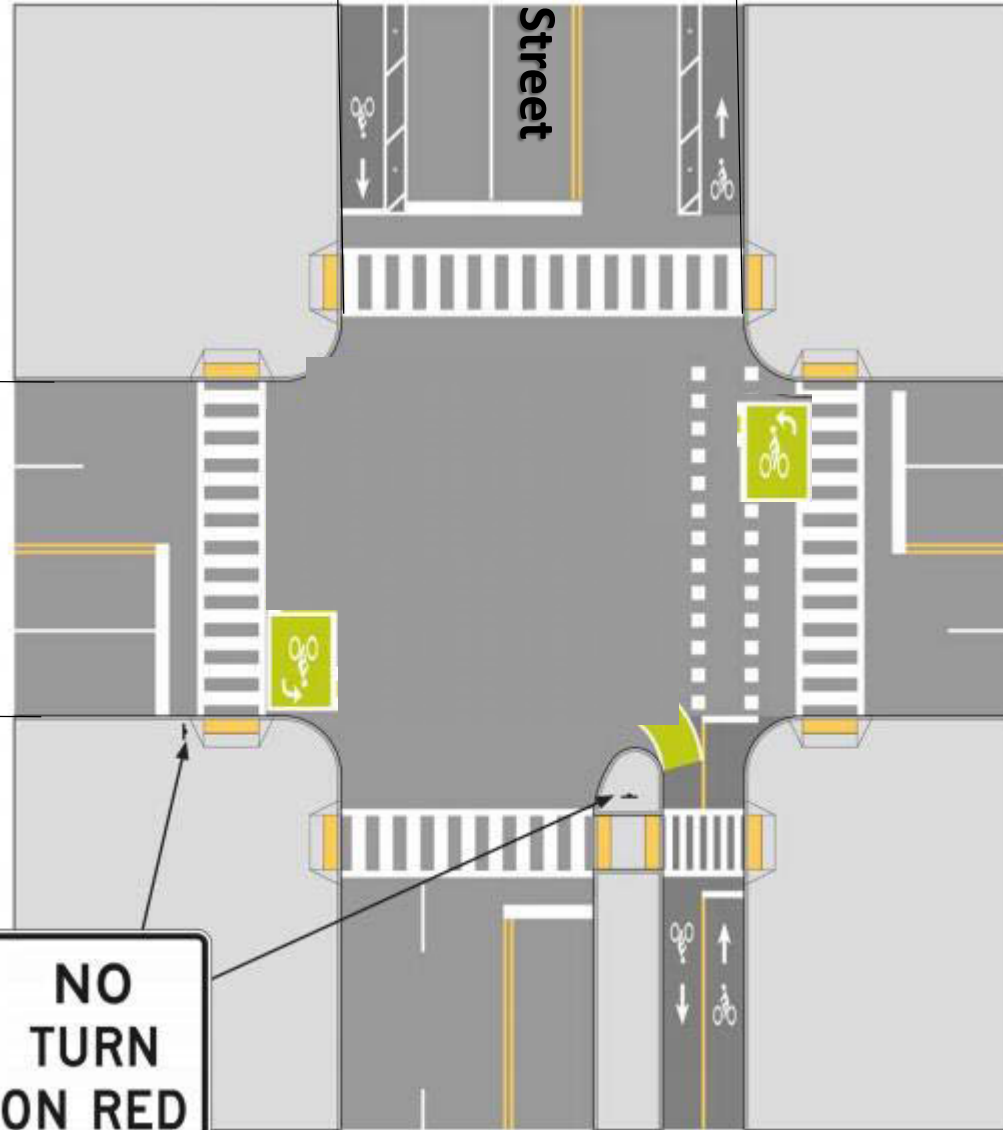
West - Downtown

Third Street

Jefferson Street



MUTCD R10-11



Washington Design

Merge right.
Lane ends in one block.



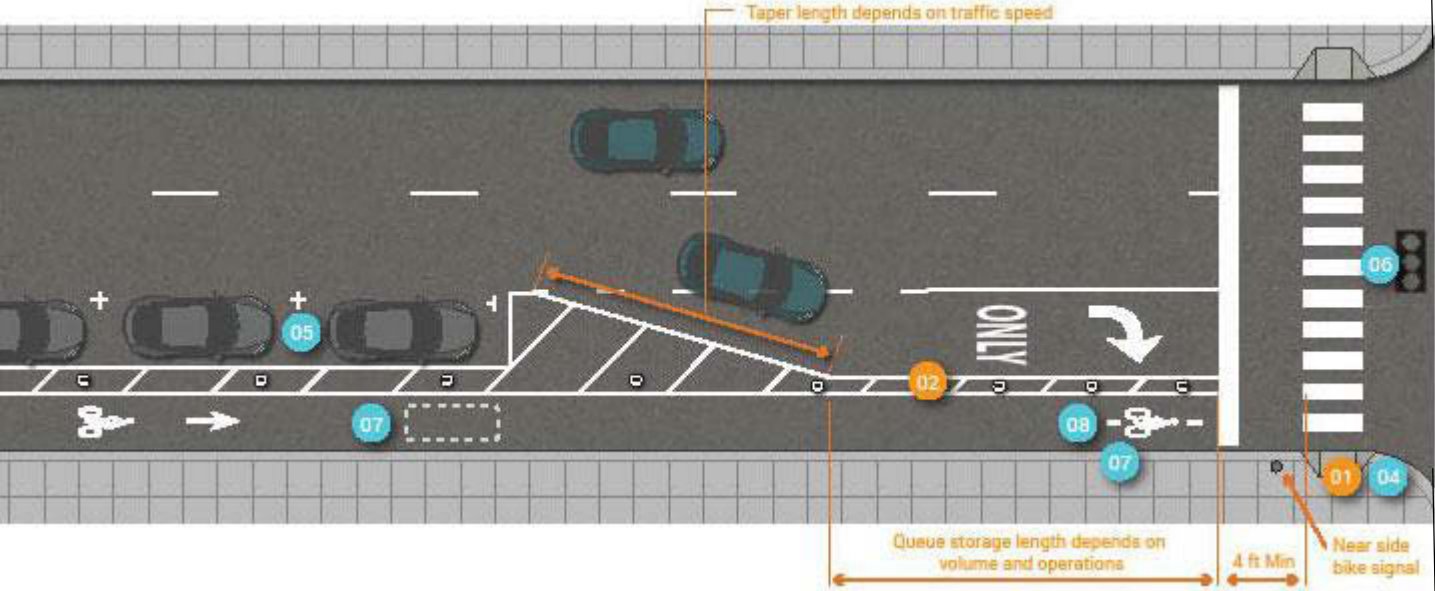




Washington

New bike shelter

Third Street



Washington Temporary Design

While waiting for ITD approval



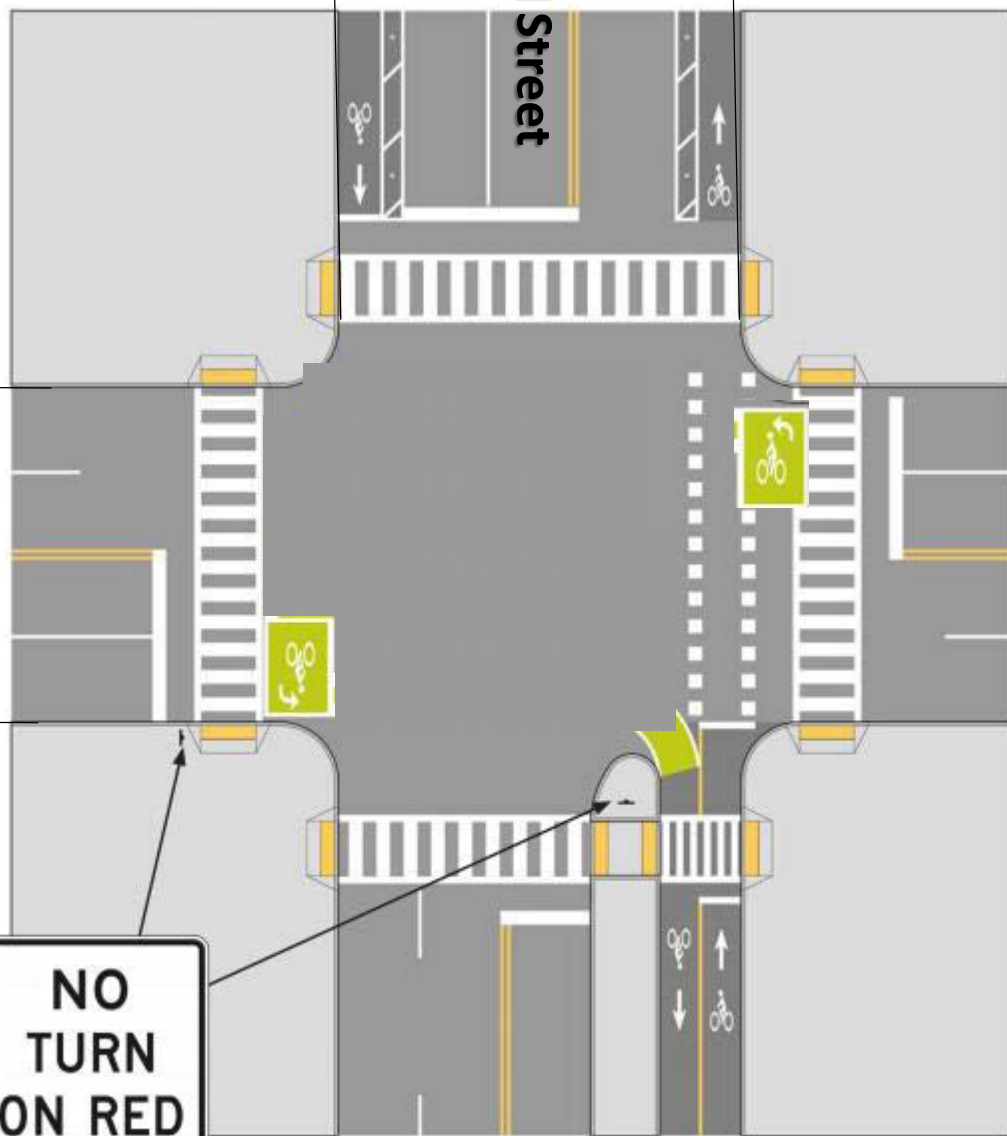
West - Downtown

Third Street

Washington Street



MUTCD R10-11



Items for Consideration

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CITY OF MOSCOW

2016 BIKE ROUTE AND FACILITIES PLAN

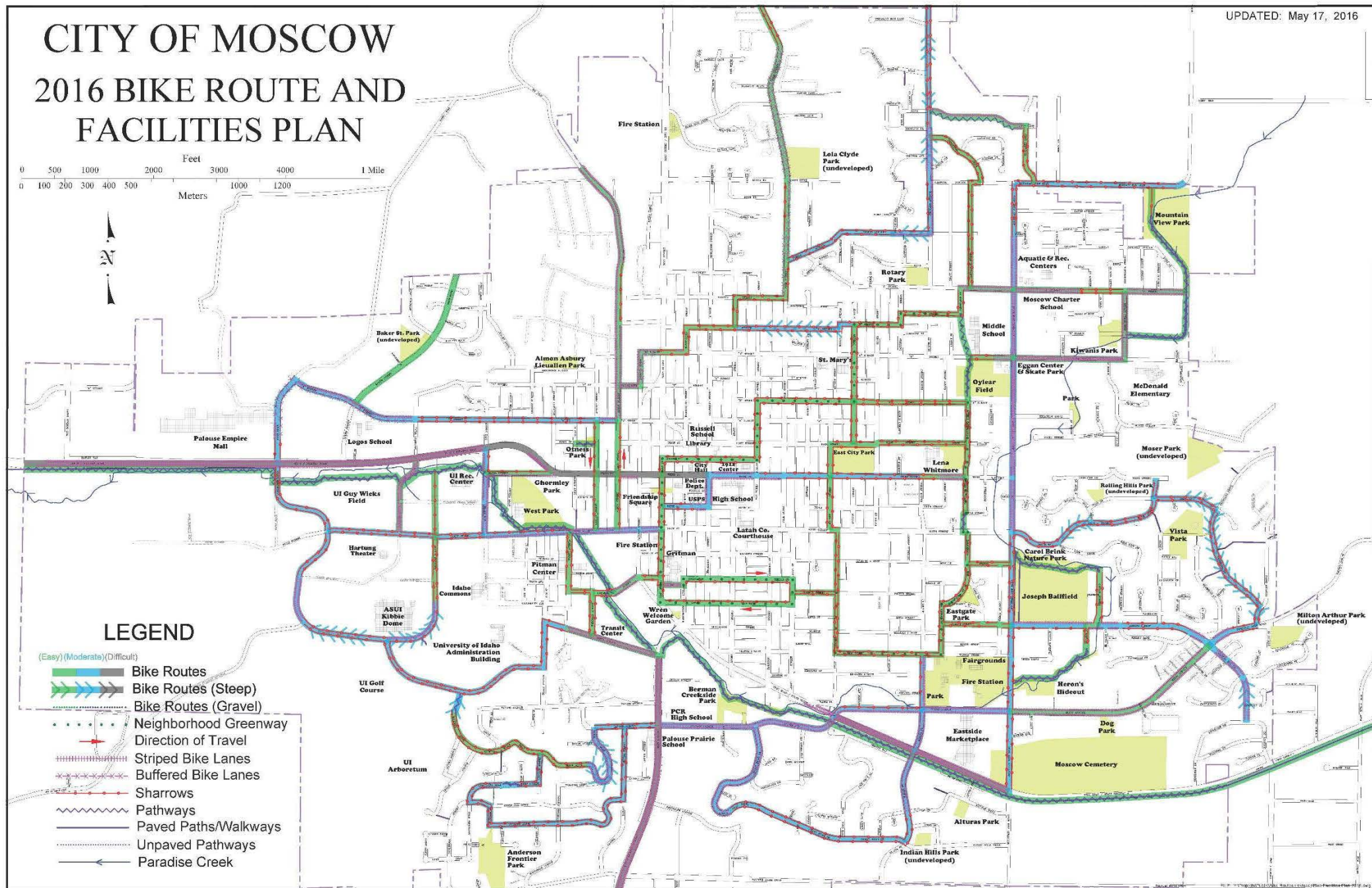
UPDATED: May 17, 2016

0 500 1000 2000 3000 4000 1 Mile
0 100 200 300 400 500 1000 1200 Meters



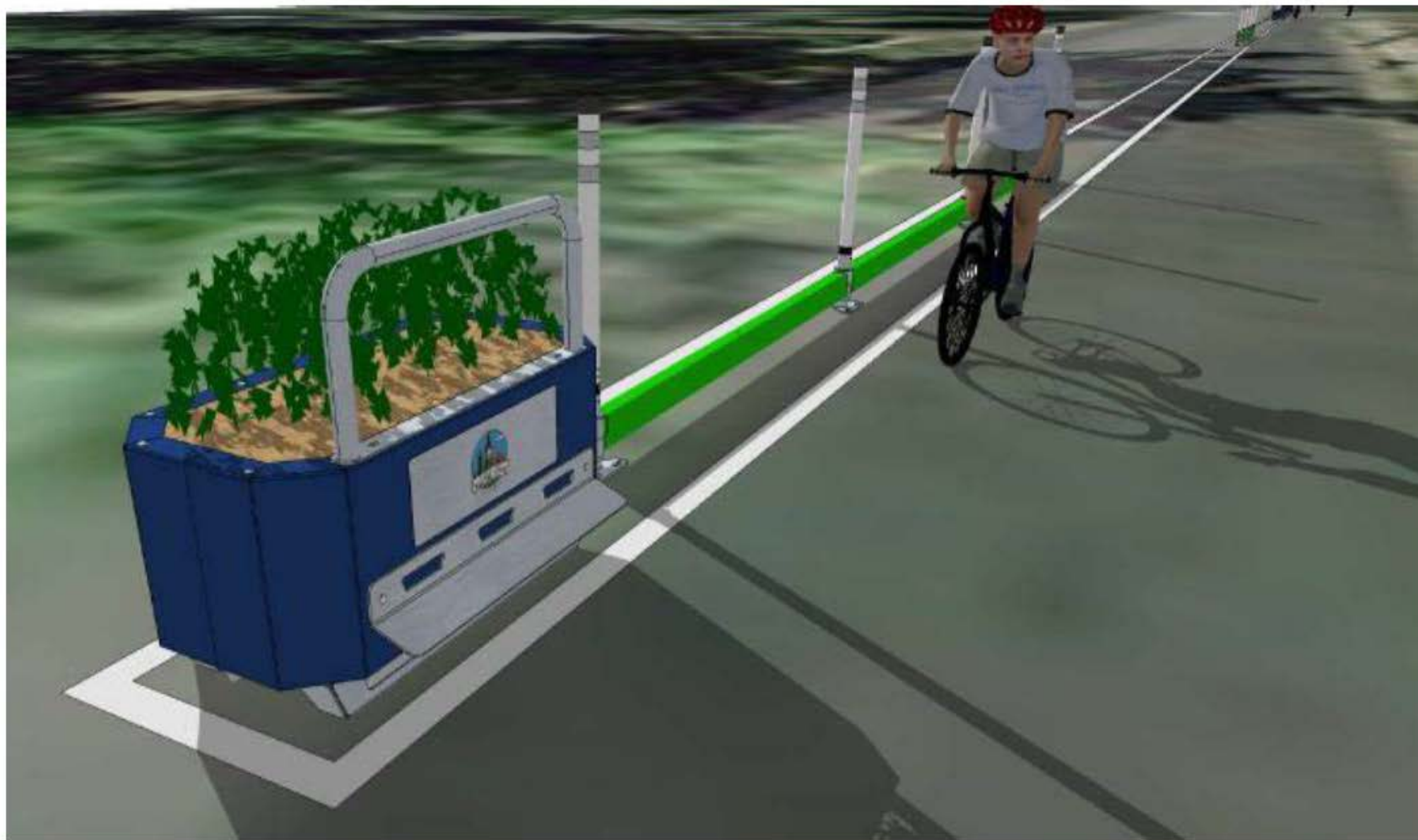
LEGEND

- (Easy) (Moderate) (Difficult)
- Bike Routes
 - Bike Routes (Steep)
 - Bike Routes (Gravel)
 - Neighborhood Greenway
 - Direction of Travel
 - Striped Bike Lanes
 - Buffered Bike Lanes
 - Sharrows
 - Pathways
 - Paved Paths/Walkways
 - Unpaved Pathways
 - Paradise Creek









Which 2-3 major issues should guide the work of the Moscow Transportation Commission over the next 1-2 years? Should we consider an annual transportation summit that would help to support and encourage discussion of these issues? Identify your priorities with a 1, 2, and 3 below.

Rank	Issues
	Micro-mobility: E-scooters. E-bikes. Legal or regulatory issues. Safety. Experiences of other communities. Possible regulations to be considered by city council or university.
	Downtown parking: What are current issues? What new developments are driving a reconsideration of downtown parking? Should zoning regulations include parking maximums or minimums, or neither? What actions can encourage other transportation modes to reduce need for parking?
	Climate change: How does this global scale issue affect (or should/could affect) the way in which we look at the transportation issues that the commission considers. What can we learn from what other communities of a similar size are doing?
	Moscow mobility plan: The original plan was approved in 2014. Is it time to revisit the plan? Which policies or specific recommendations have been implemented? Which have not? What new policies are needed?
	Connections outside of the community: Should the city initiate discussions on providing transit service to Pullman? Connections to Lewiston? What other options should be considered? Are Uber and Lyft enough or should fixed route service be considered?
	Transportation impacts of major new development projects: CJs/New St Andrews project. New Moscow high school. New Police Department building. New Logos School. Zoning rule changes needed that consider transportation impacts?
	Other (describe):
	Other (describe):
	Other (describe):
Other comments:	

Manual on Uniform Traffic Control Devices

for Streets and Highways

2009 Edition

Including Revision 1 dated May 2012
and Revision 2 dated May 2012



U.S. Department of Transportation
Federal Highway Administration

Manual of Uniform Traffic Control Devices

MUTCD

Key messages

- Contains national **standards** governing all traffic control devices
- MUTCD is the **law** governing all traffic control devices
- **Uniformity** of traffic control devices is critical in highway safety and mobility
- FHWA has established a sound **process** to incorporate new devices and applications in MUTCD
- Process encourages **innovation and flexibility** while maintaining **uniformity**
- Success of MUTCD depends on nationwide **acceptance** and **application** of MUTCD
- **Input** from practitioners and all other stakeholders is critical in keeping MUTCD current and relevant

Source: Gene Hawkins, Texas A&M University, and Chair, National Committee on Uniform Traffic Control Devices

Language of MUTCD

- Standard
 - “shall”
 - Required, mandatory, or specifically prohibitive practice
- Guidance
 - “should”
 - Recommended, but not mandatory, practice
 - Deviations allowed if appropriate
- Option
 - “may”
 - Permissive condition
 - No requirement or recommendation
- Support
 - Information and explanation

Figure 9B-2. Regulatory Signs and Plaques for Bicycle Facilities

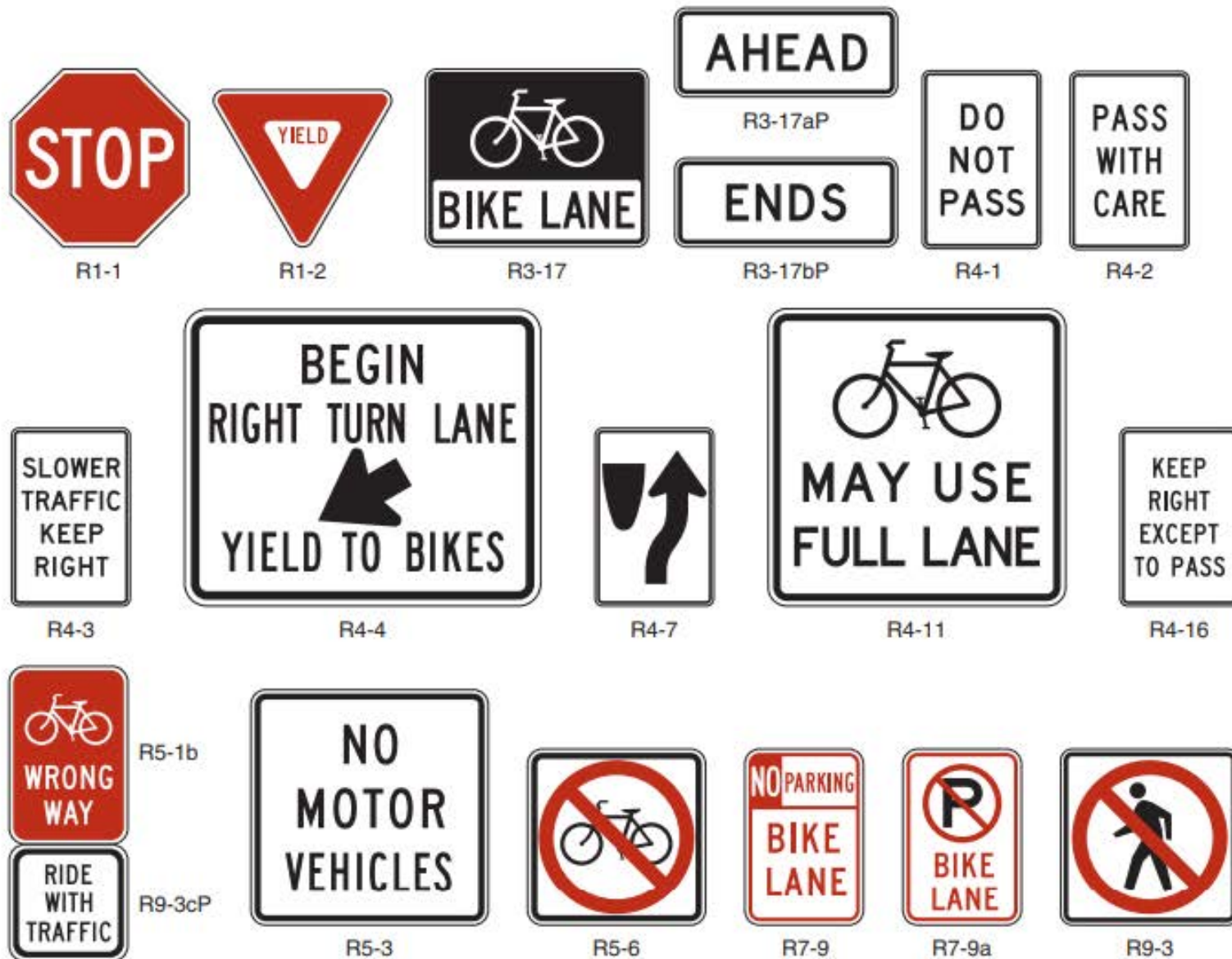


Figure 2B-22. Example of Regulatory and Warning Signs for a One-Lane Roundabout

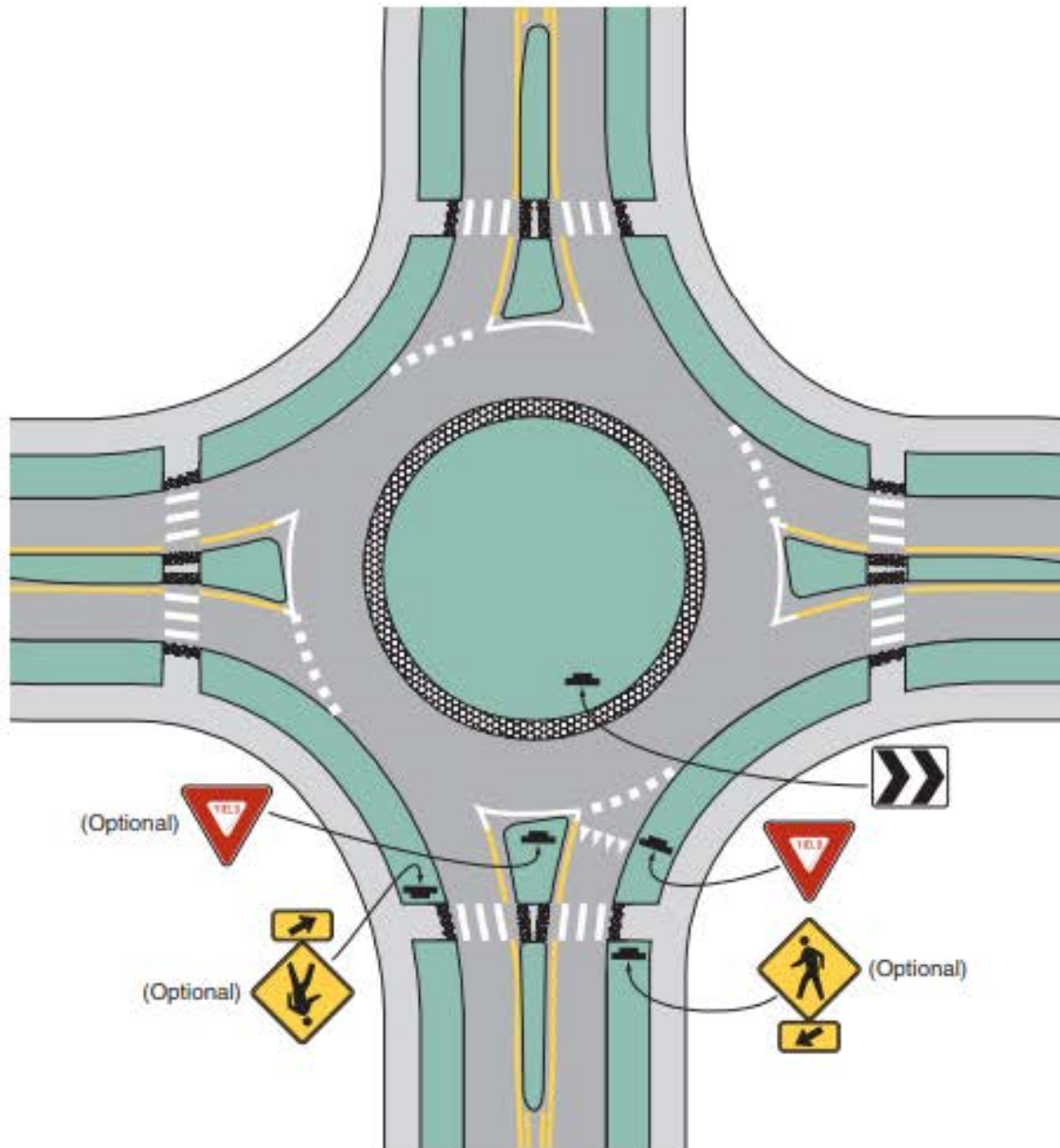


Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs

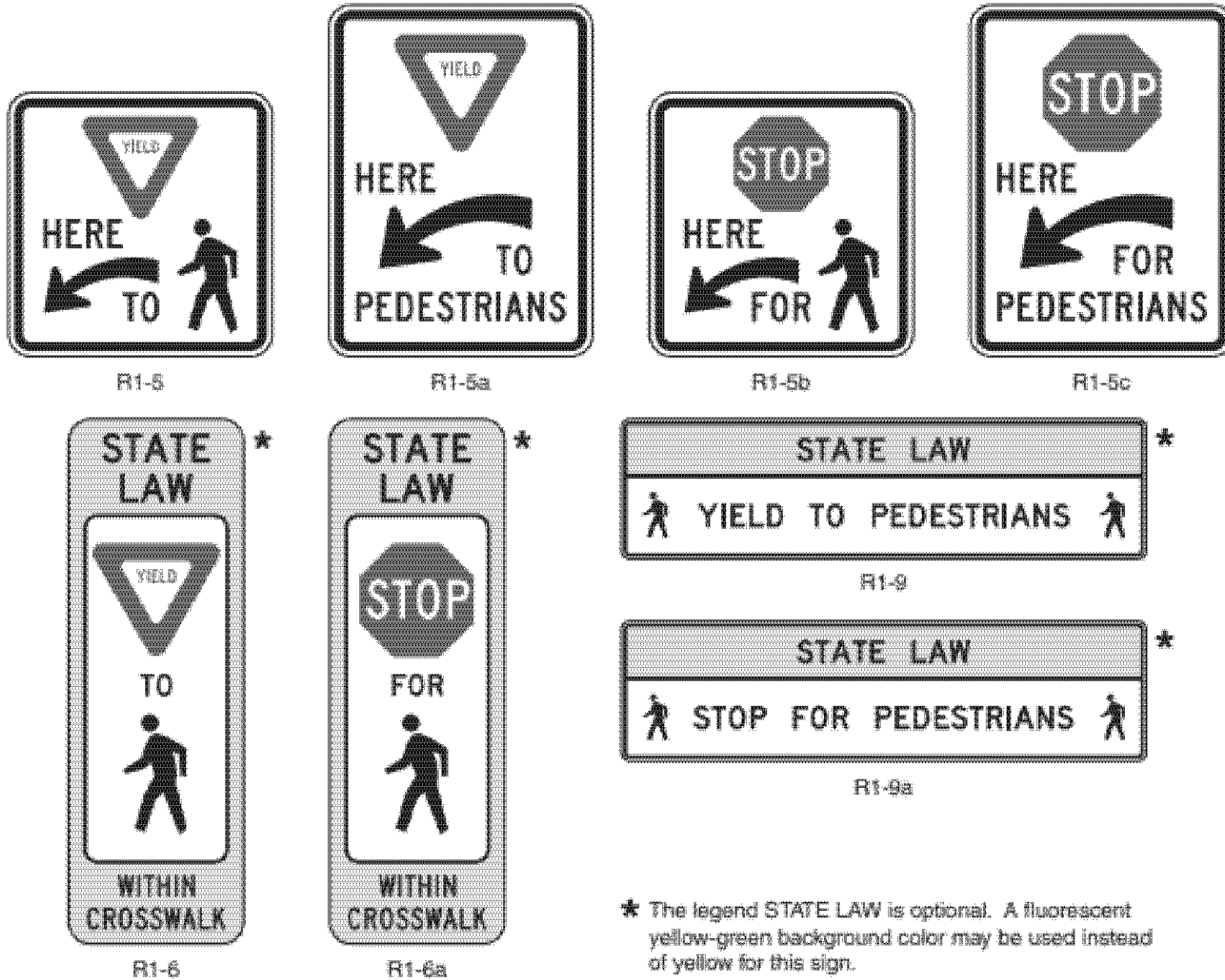
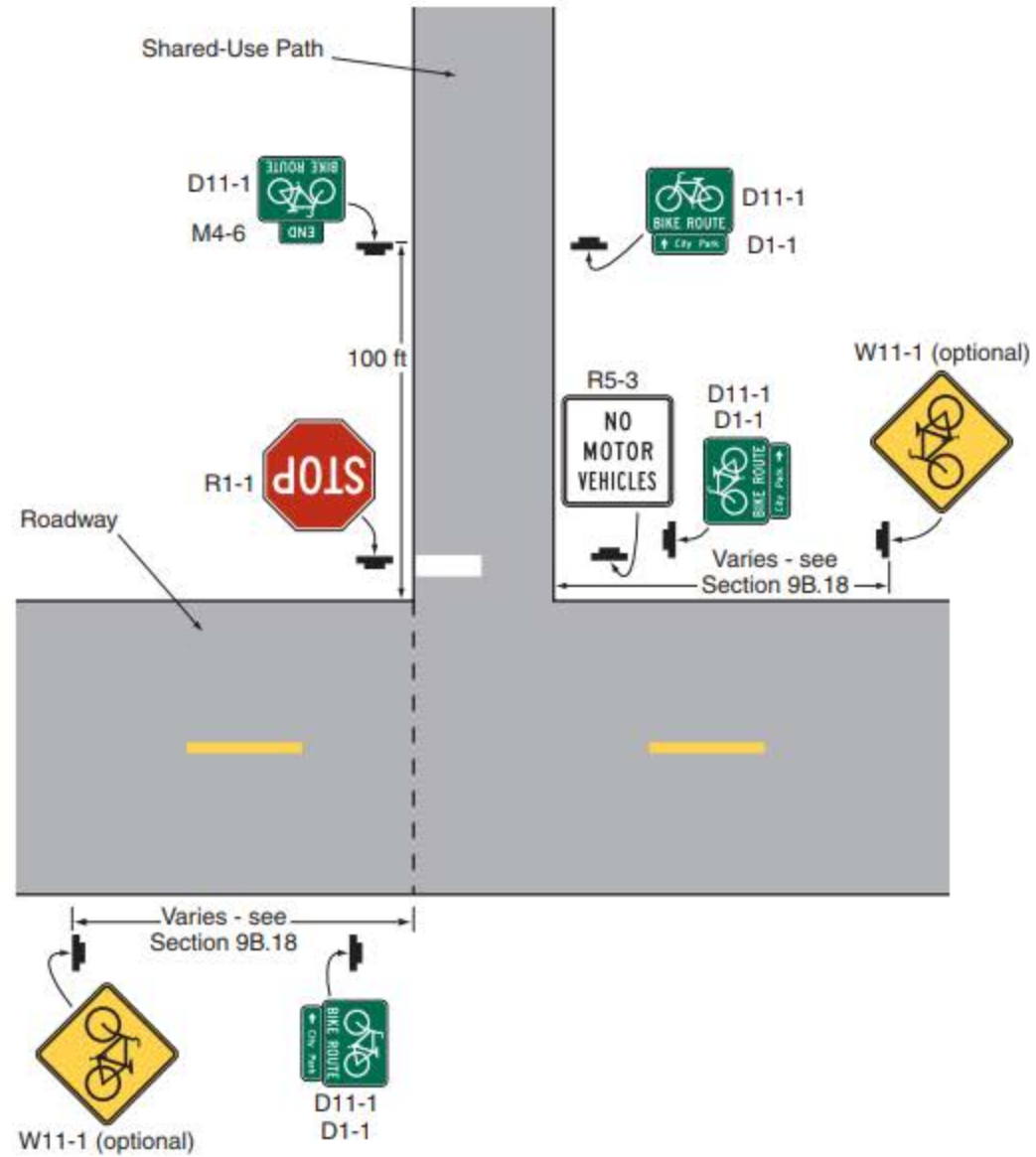


Figure 9B-5. Example of Signing for the Beginning and End of a Designated Bicycle Route on a Shared-Use Path



Warrant

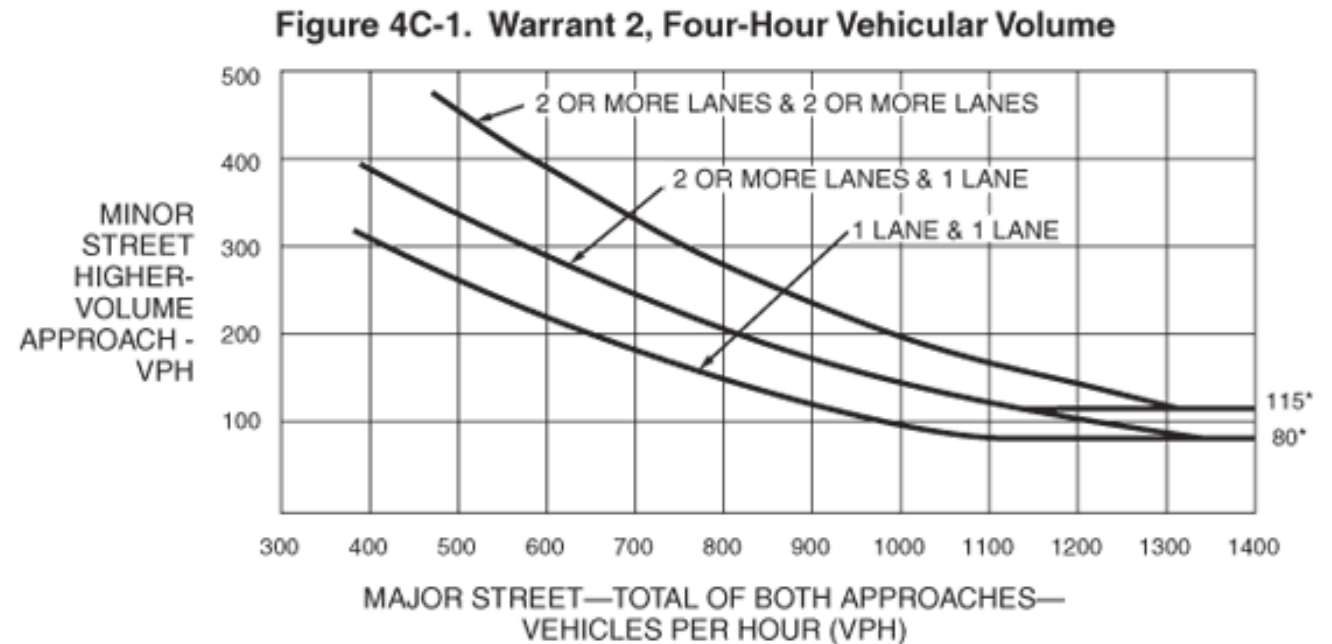
- Describes a **threshold condition** based upon average or normal conditions that, if found to be satisfied as part of an engineering study, shall result in analysis of other traffic conditions or factors to determine whether a traffic control device or other improvement is justified
- Not a substitute for **engineering judgment**
- The fact that warrant for a particular traffic control device is met is **not conclusive justification** for installation of device

Traffic Signal Warrants

Standard:

- An **engineering study** of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.
- The investigation of the need for a traffic control signal shall include an **analysis of factors** related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

Warrant	Description
1	Eight-Hour Vehicular Volume
2	Four-Hour Vehicular Volume
3	Peak Hour
4	Pedestrian Volume
5	School Crossing
6	Coordinated Signal System
7	Crash Experience
8	Roadway Network
9	Intersection Near a Grade Crossing



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Multi-Way (Four-Way) Stop Warrants

- Useful as safety measure at intersections if certain traffic conditions exist
- Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop
- Used where volume of traffic on intersecting roads is approximately equal

Guidance/Criteria:

- Multi-way stop is interim measure
- Five or more crashes in 12-month period that are susceptible to correction by multi-way stop
- Minimum volumes:
 - Vehicular volume entering intersection from major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - Combined vehicular, pedestrian, and bicycle volume entering intersection from minor street approaches (total of both approaches) averages at least 200 units per hour for same 8 hours, with average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during highest hour; but
 - If 85th-percentile approach speed of major-street traffic exceeds 40 mph, minimum vehicular volume warrants are 70 percent of values provided in bullets 1 and 2