TRANSPORTATION COMMISSION

Sarah Tucker
Commission Chair
trans@ci.moscow.id.us

Regular Meeting
~Agenda~
https://www.ci.moscow.id.us/581/Agendas-and-Minutes

Michael Ray
Staff Liaison
208.883.7008

Thursday **September 10, 2026**	**4:00 PM**	**Council Chambers** **206 E. Third Street**

WELCOME AND ATTENDANCE

REGULAR AGENDA

1. **Approval of Minutes from August 13, 2026 (ACTION ITEM)**
   Presentation of minutes for approval.
   PROPOSED ACTIONS: Approve minutes as presented; approve minutes with amendments; or provide Staff with further direction.

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.

3. **Traffic Safety Assessment Near Lena Whitmore Elementary (ACTION ITEM)**
   The Commission previously received a letter from representatives of the Safe Routes to School Program and the Parent Advisory Team at Lena Whitmore Elementary highlighting traffic concerns in the area surrounding Lena Whitmore Elementary School along with requested actions. Staff from the Engineering Department conducted a new Traffic Safety Assessment and presented the findings at the July 9, 2026, Transportation Commission meeting. The Commission will continue to discuss the study and provide a recommendation to City Council.
   PROPOSED ACTIONS: Review the Traffic Safety Assessment and provide a recommendation to City Council; or take such other action deemed necessary.

4. **Commission Goals Discussion (ACTION ITEM)**
   The Commission will discuss general commission goals for this year and other topics that the commissioners would like to discuss.
   PROPOSED ACTIONS: Discuss and provide staff with feedback and further direction if necessary.

5. **E-Scooter Education (ACTION ITEM)**
   Staff received public comments regarding e-scooter use throughout the City and suggestions of public education surrounding their use. The Commission will discuss whether to address this topic and, if so, potential strategies for outreach.

NOTICE: It is the policy of the City of Moscow that all City-sponsored public meetings and events are accessible to all people. If you need assistance in participating in this meeting or event due to a disability under the ADA, please contact the City's ADA Coordinator by phone at (208) 883-7600, TDD (208) 883-7019, or by email at adacoordinator@ci.moscow.id.us at least 48 hours prior to the scheduled meeting or event to request an accommodation. The City of Moscow is committed to ensuring that all reasonable accommodation requests are fulfilled.

PROPOSED ACTIONS: Discuss and provide staff with feedback and further direction if necessary.

REPORTS

ANNOUNCEMENTS

UPCOMING EVENTS/MEETINGS
The next regular Transportation Commission meeting is scheduled for October 8, 2026.

ADJOURN

TRANSPORTATION COMMISSION

Sarah Tucker
Commission Chair
trans@ci.moscow.id.us

Regular Meeting
~Minutes~

Michael Ray
Staff Liaison
208.883.7008

https://www.ci.moscow.id.us/556/Transportation-Commission

Thursday **August 13, 2026**	**4:00 PM**	**Council Chambers** **206 E. Third Street**

Tucker called the meeting to order at 4:00 PM

MEMBERS PRESENT:	Sarah Tucker, Chair; Tanya Denison, Mary DuPree, Joel Hamilton, Steve Mills, Bob Sanders
MEMBERS ABSENT:	Ben Calabretta, Mike McGahan
OTHERS:	Evan Holmes, Sage McCetich, Scott Sumner
STAFF:	Scott Bontrager, Jennifer Fleischman, Luke Hajda, Elicia Madariaga, Mike Ray

REGULAR AGENDA

1. **Approval of Minutes from July 9, 2026 (ACTION ITEM)**
   Presentation of minutes for approval.

Denison moved for approval of the minutes as written, seconded by Mills. Roll Call Vote: Ayes: Unanimous (6). Nays: None. Abstentions: None. 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 offered.

3. **Traffic Safety Study Near Lena Whitmore Elementary (ACTION ITEM)**
   The Commission previously received a letter from representatives of the Safe Routes to School Program and the Parent Advisory Team at Lena Whitmore Elementary highlighting traffic concerns in the area surrounding Lena Whitmore Elementary School along with requested actions. Staff from the Engineering Department conducted a new Traffic Safety Assessment and presented the findings at the July 9, 2026 Transportation Commission meeting. The Commission will continue to discuss the study and provide a recommendation to City Council.

The Commissioners had a conversation about the presentation and report that was provided at the last meeting and talked about options for moving forward. There were concerns about pedestrian accessibility and risky vehicular behavior at the intersections of Third St and Hayes St, and Sixth St and Hayes St.

The Commission agreed that City Council should be the one to make a final decision regarding how to address the reported traffic concerns at the two subject intersections. There was a discussion about making a subcommittee working group to talk about more creative solutions, as well as potentially holding a public hearing to collect input from citizens. There continued to be a conversation about next steps and making a recommendation to Council.

Mills moved to table the Traffic Safety Study discussion until next meeting, seconded by Sanders. Roll Call Vote: Ayes: Unanimous (6). Nays: None. Abstentions: None. Motion carried.

4. **Citizen Survey Questions (ACTION ITEM)**
   The City has distributed Citizen Surveys to a random number of addresses every two years since 2002. The 2026 Citizen Survey will be distributed this fall, and every City Commission has been requested to provide two questions to be included in the survey.

The Commission reviewed the previous survey questions and had a conversation about what questions to select for the 2026 Citizen Survey.

Hamilton moved to use the two Commission questions for the upcoming survey as discussed, seconded by DuPree. Roll Call Vote: Ayes: Unanimous (6). Nays: None. Abstentions: None. Motion carried.

5. **Commission Goals Discussion (ACTION ITEM)**
   The Commission will discuss general commission goals for this year and other topics that the commissioners would like to discuss.

The Commissioners continued to talk about goals and future topics for the Commission to discuss.

6. **E-Scooter Education (ACTION ITEM)**
   Staff received public comments regarding e-scooter use throughout the City and suggestions of public education surrounding their use. The Commission will discuss whether to address this topic and, if so, potential strategies for outreach.

The City Council presentation was provided for the Commissioners' review in the packet.

REPORTS

ANNOUNCEMENTS

UPCOMING EVENTS / MEETINGS

The next regular Transportation Commission meeting is scheduled for September 10, 2026.

The meeting was adjourned at 4:48 PM

_____ _____

Sarah Tucker, Chair Date

Traffic Safety Assessment Near Lena Whitmore Elementary School

Contents

Background and Needs

Background

On March 3rd, 2026; Moscow City Council & Moscow Transportation Commission received a letter regarding safety concerns from the Parent Advisory Team of Lena Whitmore Elementary School and the Safe Routes to School Program expressing traffic safety concerns around Lena Whitmore Elementary School. The letter submitted to the City can be found in the Appendix section of this report. The report lists four (4) items that the Parent Advisory Team & the Safe Routes to School Program wanted to evaluate:

1. Installation of a pedestrian-activated beacon at the crosswalk on Hayes St & Sixth St Intersection
2. Installation of a four-way stop at the intersection of Third St & Hayes St
3. Reduction of Posted Speed limit along the school walking corridor (Hayes St from D St to Sixth St) from 30 MPH to 25 MPH or making this area a school zone.
4. Extension of the no-parking zone on Third & Blaine St for improved visibility.

Previous studies at this location have been conducted by the City of Moscow in 2018 and 2020.

Baseline & Contextual Needs

A Plan was developed to assess the concerns listed in the letter. The City of Moscow Engineering Department developed a comprehensive data collection and in-depth engineering analysis workflow, utilizing JAMAR technologies Black Cat Radar units, turning movement counts, pedestrian counts, and the FHWA USLIMITS2 speed-zoning tool to address the concerns in accordance with Manual on Uniform Traffic Control Devices (MUTCD). This report documents the methodology, findings, and recommendations for each of the above four concerns raised by the Parent Advisory Team and the Safe Routes to School Program. All findings in this report are based on data that was gathered during typical school days listed from Moscow School District's 2025-2026 calendar. This calendar can be found in the Appendix of this report.

Findings

I. Pedestrian-Activated Beacon (Hayes & Sixth)

Methods and Assumptions

To evaluate the need for a pedestrian activated beacon at the intersection of Hayes St and Sixth St, speed and volume data were collected on Sixth St in two different phases and locations. The City used a JAMAR Technologies Black Cat Radar unit, which was deployed on the west leg of Sixth St from April 15th to April 22nd and subsequently on the east leg from April 22nd to April 29th 2026. An exhibit showing where the radars were placed on Sixth St can be found in the Appendix of this report. Similarly to the Hayes St methodology, speeds below 10mph were excluded from the analysis. It should be noted that there were four (4) instances of high speeds that occurred along this corridor. These instances of high speeds were deemed to be statistical outliers and most likely Latah County Sheriffs responding to emergency calls.

A USLIMITS2 analysis was also conducted for Sixth St to verify the appropriateness of the existing speed and to provide more context for the activated beacon analysis.

Results & Recommendations

Results from the Sixth Street speed study and the USLIMITS2 analysis are summarized in the tables below

.

Table13: Speed Study Results – Sixth Street, April 15–29, 2026

Study Location	Study Period	ADT (veh/day)	50th Percentile (mph)	85th Percentile (mph)	Highest Observed (mph)	USLIMITS2 Recommended
West 6th St (Hayes to Garfield)	Apr 15 – 22	4,286	25.5	28.6	70.2*	**25 MPH**
East 6th St (Blaine to Hayes)	Apr 22 – 29	4,353	29.2	31.7	53.4	**30 MPH**

Using the 85th percentile speeds in both directions along the intersection, Sight Distance were evaluated to determine the stopping sight distance for the intersection of Sixth St and Hayes St. The report for sight distance computations can be found in the appendix.

Based on the results in the table above, drivers can see the W11-2 (Pedestrian Crossing Signs) within sight distance that exceeds what is required by MUTCD.

Since the Idaho Transportation Department currently does not have standards for the placement of rectangular rapid flash beacons (RRFBs) and when enhancement of crosswalks is required, the City of Moscow used WSDOT's (Washington State Department of Transportation) Interim Guidance for Supplemental Treatments for Marked Pedestrian Crossings & USDOT Federal Highway Administrations' Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations to evaluate the possible need for an RRFB. These documents can be found in Appendix of this report. Given the relatively low volumes and speeds of this roadway, The City of Moscow Engineering Division does not recommend additional pedestrian enhancements at the intersection of Sixth St and Hayes St.

II. All-Way Stop Control Evaluation (Third & Hayes)

Methods and Assumptions

The MUTCD outlines the procedures and warrants for All-Way Stop Control at intersections in Section 2B.12.

Based on the guidance outlined in the MUTCD, an engineering study must be performed to determine whether an all-way stop intersection is warranted. The following warrants were evaluated in the 2026 Engineering Study to address the Lena Whitmore letter of concern:

- All-Way Stop Control Warrant A: Crash Experience (Section 2B.13 – MUTCD 11th Edition)
- All-Way Stop Control Warrant B: Sight Distance (Section 2B.14 – MUTCD 11th Edition)
- All-Way Stop Control Warrant C: Transition to Signal Control or Yield Control at a Circular Intersection (Section 2B.15 – MUTCD 11th Edition)
- All-Way Stop Control Warrant D: 8-Hr Volume (Section 2B.16 – MUTCD 11th Edition)
- All-Way Stop Control Warrant E: Other Factors (Section 2B.17 – MUTCD 11th Edition)

The satisfaction of an all-way stop control warrant or warrants shall not in itself require the installation of all-way stop control at an unsignalized intersection.

Each of the preceding warrants was evaluated by the City of Moscow regarding the complaints listed in the Lena Whitmore letter of concern.

All-Way Stop Control Warrant A: Crash Experience

An all-way stop control may be installed at an intersection where an engineering study indicates the following: Five or more reported crashes in a 12-month period or six or more

reported crashes in a 36-month period that were of a type susceptible to correction by the installation of an all-way stop control.

According to the most recent crash data provided to the City by LHTAC (Local Highway Technical Assistance Council), there were a total of (8) crashes at the location of the intersection of Hayes St and Third St in the 2021-2025 crash window. It is important to note that 75% of crashes at this location were caused by one of more vehicles failing to yield right of way.

Table 2: LHTAC Crash Data: January 2021- December 2025

Year	K (Fatal)	A (Serious)	B (Minor)	C (Possible)	O (Property Damage Only)	Total
2021	0	0	0	1	2	3
2022	0	0	0	1	3	4
2023	0	0	0	0	0	0
2024	0	0	0	0	1	1
2025	0	0	0	0	0	0
Total	0	0	0	2	6	8

Based on All-Way Stop Control Warrant A, an all-way stop is warranted .

All-Way Stop Control Warrant B: Sight Distance

For an all-way stop control to be installed at an intersection, an engineering study must indicate that sight distance on the minor road approaches controlled by a stop sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road. To meet this warrant, a road user, after stopping cannot be able to adequately see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

The City of Moscow staff evaluated the intersection sight distance of the intersection of Hayes St & Third St, and the results can be found in the Appendix. Available intersection sight distance exceeds the required sight distance. Based on field findings, All-Way Stop Control Warrant B: Sight Distance is not warranted or recommended.

All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

This all-way stop warrant was not evaluated due to the intersection of Hayes St & Third St not being a circular intersection.

All-Way Stop Control Warrant D: 8-Hour Volume Intersections

All- Way stop control may be installed at an intersection where an engineering study indicates:

- The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each 8 hours of a typical day, and
- The combined motor vehicle, bicycle, and pedestrian volume entering the intersection of the minor-street is at least 200 units per hour for each of the same hours.
- If the 85th percentile approach speed of the major-street traffic exceeds 40 MPH, the minimum vehicular volume warrants may be reduced to 70% of the values given in the above-mentioned values.

The City of Moscow recorded speeds along Hayes St (See Appendix). The 85th percentile speed for Hayes St (the major street) has a recorded 85th percentile speed of 28 MPH. This does not exceed the 40 MPH threshold listed above. Therefore, both bulleted points above must be met to warrant the installation of All-Way Stop control Intersection.

The City of Moscow evaluated the worst possible condition for each leg of the intersection for both vehicular traffic and pedestrian/bicycle traffic. City of Moscow staff recorded hand counted pedestrian counts from 7:00 AM – 9:00AM and 3:00 PM – 5:00 PM which coincide with peak walking times at this intersection. Pedestrian & Bicyclist counts were also recorded via GoPro video recording. These videos were taken during the times listed above and 11:00 AM – 1:00 PM.

Vehicular traffic was counted via tube counters that were placed at the intersection of Third & Hayes from May 11th – May 27th. The rolling 8 Hr. volumes were compiled for each leg of the intersection, and the worst case for each leg was used to enter data into the MUTCD Warrant spreadsheet. This was done to analyze if the worst possible scenario would trigger an all-way stop.

Findings

The highest rolling 8 Hr. volume for Hayes St averaged 267 vehicles per hour and 21 pedestrian and cyclists per hour. These two values added together average 287 units per

hour. This value is less than the MUTCD specified 300 units per hour for the major (uncontrolled) street in the intersection.

The highest rolling 8 Hr. volume for Third St averaged 322 vehicles per hour and 13 pedestrians & cyclists per hour. These two values added together average 335 units per hour. This value exceeds the MUTCD specified 200 units per hour for the minor (stop-controlled) leg of the intersection.

Although the volume for Third St exceeds the MUTCD specified 200 units per hour, the volume for the uncontrolled Hayes St does not exceed the MUTCD specified 300 units per hour. This means that the All-Way Stop Control Warrant D is not warranted.

All Way Stop Controlled Warrant E: Other Factors

All-way stop control may be installed at an intersection where an engineering study indicated that all-way stop control is needed due to other factors not addressed in the other all-way stop control warrants. Such other factors may include, but are not limited to the following:

- The need to control left turn conflicts
- An intersection of two residential neighborhood collector streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersections
- Where pedestrian and or bicyclist movements support the installation of all-way stop control.

The crash data compiled from 2021-2025 attributed 75% (6/8) of crashes to drivers failing to properly yield right of way as the primary contributing circumstance to the crash. This data does not reflect a need to control left turn conflicts. The crashes with minor injuries were not attributed to improper left turning manuevers, therefore there is no need to address left turn conflicts.

The Thoroughfare Plan in the Moscow Comprehensive Plan shows Hayes St as a collector and Third St as a minor arterial. Installing an All-Way stop would increase delay for users on Hayes St.

The pedestrian and bicyclist volumes that were gathered during the All- Way Stop Control Warrant D do not warrant an all-way stop at this intersection.

III. Reduction in Posted Speed along Hayes Street

Method and Assumptions

Data was recorded from April 1st to April 8th, 2026, at the Hayes St & B St intersection and again at the Hayes St & Fifth St. intersection from April 8th to April 15th, 2026. At both locations, radar speed counters were placed on Utility poles near intersections. According to the Moscow School District's approved calendar for 2025-2026, this study period reflected typical school days. Weather reported during the study period varied from 40 degree mornings to highs of 70's and mixes of rainy days & sunny days. Operating speeds and vehicular volumes were collected by the City of Moscow owned JAMAR Technologies Black Cat Radar system.

Speeds less than 10 MPH were filtered out for the purposes of this study as speeds lower than 10MPH were assumed to be from vehicles that were entering Hayes from side streets which would not be the typical speed seen along Hayes St. Including these speeds in the data set would have artificially lowered the 85th percentile speeds which is the speed (MPH) that approximately 85% of drivers are driving along a corridor. This 85th percentile speed is one of the factors that goes into the engineering study that is required for non-statutory speed limits per the MUTCD.

A USLIMITS2 Analysis was also run on the corridor of Hayes St. USLIMITS2 is a tool put forth by the Federal Highway Administration (FHWA) that considers major factors including operating speed, annual average daily traffic, roadway characteristics and geometric conditions, level of development in the area around the road, crash and injury rates, presence of on-street parking, and extent of pedestrian & cycling activity which is used by practitioners to make engineering judgements in determining an appropriate speed limit.

Section 7B.02 of the MUTCD outlines procedures and standard practices for establishing school zones. School zones are often designated under state or local code, and certain signs are required once school zones are established. Although Hayes St is listed on the Lena Whitmore Safe Routes to School Map (See Appendix), no local code has been established deeming Hayes St a school zone.

Results & Recommendation

Results from the two-week study period and the USLIMITS2 analysis can be found in the table below.

Table 3: Results from April 1st – April 15th Speed Study Conducted by City Staff

Location	Hayes St & B St	Hayes St & 5th St
50th Percentile Speed	25.5 MPH	24.2 MPH
85th Percentile Speed	28.0 MPH	27.3 MPH
Highest Observed	46.0 MPH	45.4 MPH
USLIMITS2 Recommended	25 MPH	25 MPH

The 85th percentile speed that was recorded during the City's study average was 27.6 MPH which is lower than the posted speed limit of 30MPH. Typically, when the 85th percentile speed is below the posted speed limit, the speed limit is posted at the correct speed. It is unlikely that lowering the posted speed will influence the 85th percentile speed, as drivers typically travel at speeds that they feel are comfortable driving within the geometric characteristics of the roadway in question.

Based on the USLIMITS2 analysis, the speed limit at this location could be lowered to 25MPH with City Engineer approval, however it is unlikely that reducing the speed will have any effect on the 85th percentile speed. Geometric changes to Hayes St. would likely need to occur to reduce speed on Hayes St. Examples of these traffic calming devices are referenced in the City of Moscow Policy and Procedures for Neighborhood Traffic Calming Requests (Resolution No. 2021-19)

IV. Extension of the No Parking at Third & Blaine Intersection

Methods and Assumptions

Intersection Sight Distance was calculated using the AASHTO – Policy on Geometric Design of Highways and Streets 2018 (7th edition), section 9.5 Intersection Sight Distance. Design calculations for this can be found in Appendix.

A field visit was conducted on May 20th, 2026 by City of Moscow Engineering Staff. Field measurements were taken that can be found in the Appendix of this report to measure the existing signed no parking and existing measurements of yellow painted curb, which City of Moscow City Code defines as No-Parking.

Results & Recommendations

Concrete bulb outs, which were constructed as part of the 2018 Local Children Pedestrian Safety (CPS) grant have increased the sightlines for the pedestrians crossing Blaine St. These bulb outs also reduce the crossing distance which minimizes exposure of the

pedestrian within the roadway. The east side of Blaine St is currently signed as no parking. No cars were observed illegally parked on the east side of Blaine St during the staff site visit.

An exhibit in the Appendix of this report shows the existing conditions of the painted yellow curb for the west side of Blaine St. The southwest quadrant of the Third St & Blaine St intersection currently has 31 LF of yellow painted curb.The 31 LF of yellow curb meets the required length of no parking. . The northwest quadrant of this intersection currently has 41 LF of yellow painted curb. The City of Moscow Engineering Division recommends extending this painted curb 25 LF to meet the required length of 65 LF.

The last page of the Appendix shows the required lengths of painted yellow curb for the east side of Blaine St. The City of Moscow Engineering Division recommends no action on the east side of Blaine St, since this location is already signed as a no parking zone.

Final Recommendations

The City of Moscow evaluated all the concerns listed by the Lena Whitmore Parent Advisory Team & the Safe Routes to School Program. All findings were based on data that was collected during typical school days. The summary of recommended actions for each concern listed by the Lena Whitmore Parent Advisory Team & Safe Routes to School Program is listed below:

Installation of a pedestrian-activated beacon at the crosswalk on Hayes St & Sixth St Intersection

A full analysis of this can be found in Section I of this report. Current Sight Distance is sufficient to see existing crosswalk signs and based on current national guidelines this crosswalk location does not meet the thresholds to require enhancement.

Installation of a four-way stop at the intersection of Third St & Hayes St

A full analysis of this request can be found in Section II of this report. Based on national standards listed in the MUTCD, an all-way stop is not warranted at this location.

Reduction of Posted Speed limit along the school walking corridor (Hayes St from D St to Sixth St) from 30 MPH to 25 MPH or making this area a school zone.

A full analysis of this request can be found in Section III of this report. Based on data collected, the current speed of 30 MPH was found to be appropriate based on the 85th percentile speeds. However, based on the USLIMITS2 analysis, this section of Hayes St could be lowered to 25 MPH with City Engineer approval. It is unlikely that reducing the speed limit will have any effect on the speeds at which vehicles are traveling. Changes to

the horizontal geometry have proven most effective to reduce speeds, examples of this can be found in the City of Moscow Policy and Procedures for Neighborhood Traffic Calming Requests. No local statue has been established stating that Hayes St is a school zone. School zones are typically adjacent to the school in question, and Hayes St would not be appropriate for a school zone given guidelines in the MUTCD.

Extension of the no-parking zone on Third & Blaine St for improved visibility.

A full analysis of this request can be found in Section IV of this report. Based on data collected, additional painting of yellow curb (no parking) on the west side of Blaine St would improve sight distance at this intersection.

Appendix

March 3rd, 2026

To: Moscow City Council; Moscow Transportation Commission
c/o Moscow City Hall
206 E. Third St.
Moscow, ID 83843

Re: Urgent Traffic Safety Improvements Near Lena Whitmore Elementary School

Dear Council and Commission Members,

We, the undersigned — the Parent Advisory Team of Lena Whitmore Elementary School and the Safe Walks to School Program — write to express deep concern regarding traffic safety around Lena Whitmore Elementary School, particularly at the intersections of Hayes & 6th, 3rd & Hayes, and 3rd and Blaine.

This area is not only a critical school walking route, but also a major community corridor due to the presence of East City Park. East City Park draws families, children, seniors, and visitors throughout the day and evening, increasing pedestrian activity well beyond school hours. As a result, the safety challenges on Hayes Street affect not only Lena Whitmore students, but also the broader Moscow community that relies on this space for recreation, connection, and safe movement through the neighborhood.

Our community has witnessed too many near-misses involving our students, caregivers, and school staff as they walk to and from school. While comprehensive official crash statistics specific to these intersections are limited in publicly available traffic and police logs, multiple citizen-reported incidents and routine observations highlight recurring risks and unsafe conditions during school arrival and dismissal hours. These include vehicles failing to yield at marked crosswalks and close calls when students attempt to cross busy streets amid traffic that does not slow sufficiently in the current 30 mph zone.

Importantly, relying on prior traffic studies conducted outside of significant pedestrian and school traffic use — such as summer break — is *dangerously inadequate* for evaluating real conditions during school days. Patterns of vehicle volume, speed, and driver behavior during the school year cannot be accurately captured when students are *not* present, and thus such studies underrepresent the risk to school-age pedestrians. These intersections are heavily trafficked areas that serve as vital pedestrian, bike, car, and bus routes to Lena Whitmore, Moscow Middle School, Saint Mary's School, and Moscow High School. Furthermore, on 3rd and Hayes there is a city bus stop that blocks traffic, the bike lane, and visibility further impacting safe travel during crucial school time commutes. Finally, when Logos School transitions to is new campus the congestion in these areas will only increase.

Idaho traffic safety data more broadly reinforces that intersections and pedestrian crossings are common locations for serious crashes, including pedestrian-involved collisions statewide. Crash reporting mechanisms and safety dashboards — maintained by the Idaho Office of Highway

Safety and the Idaho Transportation Department — indicate that pedestrian crashes occur frequently and that yield laws alone do not always protect vulnerable road users without engineered safety measures such as beacons and speed controls.

To measurably improve safety for Lena Whitmore students and all pedestrians in this high-use area, we respectfully request the following actions:

1. **Installation of a pedestrian-activated beacon at the crosswalk on Hayes Street at 6th Street.**
   A pedestrian-activated beacon (e.g., RRFB or similar) will improve driver awareness and compliance, especially during peak school walking times, and help reduce dangerous crossing conflicts that have already resulted in near-misses. A short term, immediate solution should be the installation of pedestrian crossing flags (cross walk flags), signage installed at the stop sign on Hayes and 6th telling left turning drivers to watch/yield for pedestrians, repainting of the cross walks.
2. **Installation of a four-way stop at the intersection of 3rd Street & Hayes Street.**
   This intersection sees significant pedestrian use, especially by families walking to school and bike riders using the bike lanes and bike route that starts at Mountain View and extends to downtown via 3rd Street (a vital pathway used by High School students to reach school safety). A four-way stop would slow traffic and provide all users with a clearer, safer means to cross.
3. **Reduction of the posted speed limit along the school walking corridor (Hayes from D Street to 6th Street) from 30 mph to 25 mph or Making this Area a School Zone.**
   Lower speed limits in school zones are a proven countermeasure that reduce crash risk severity and increase driver reaction time around schoolchildren.
4. **Extension of the no-parking zone on 3rd and Blaine Streets for improved visibility.**
   Extending no-parking restrictions near crosswalks and intersections will enhance drivers' sightlines of pedestrians and bicyclists— especially small children — reducing blind spots that can contribute to serious conflicts.

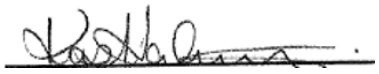
These recommendations are aligned with accepted best practices for school area safety, and like many other communities in Idaho, such as Caldwell, which has recently installed new crosswalk lighting to protect student pedestrians, targeted improvements make a real difference in safety outcomes.

As we consider these safety improvements, we want to emphasize that Moscow's identity as a pedestrian and bike-friendly community is one of its greatest strengths. Moscow is increasingly rare as a town where children can still walk or bike to school, explore parks independently, and build confidence navigating their community. This culture of safety and accessibility is deeply valued by families and is a major reason many choose to live here. Proactively addressing pedestrian and bike safety near Lena Whitmore Elementary is not a departure from Moscow's values — it is a continuation of them. Furthermore, the improvements will increase safety for students traveling to other Moscow Schools as these areas are heavily trafficked by students in the aforementioned schools.

We appreciate the Council's ongoing work to update the city's Transportation Plan and recognize that earlier planning documents included ideas such as four-way stops and raised crossings near some school sites. However, the present conditions — particularly the risks faced daily by children near Lena Whitmore Elementary — request immediate actions rather than continued deferral or reliance on inadequate state traffic studies.

Thank you for considering these requests. We look forward to partnering with the Moscow Transportation Commission, and city staff to ensure our children can walk and bike to school safely.

Sincerely,



Kristin Haltinner, signing on behalf of the Parent Advisory Team, Lena Whitmore Elementary School

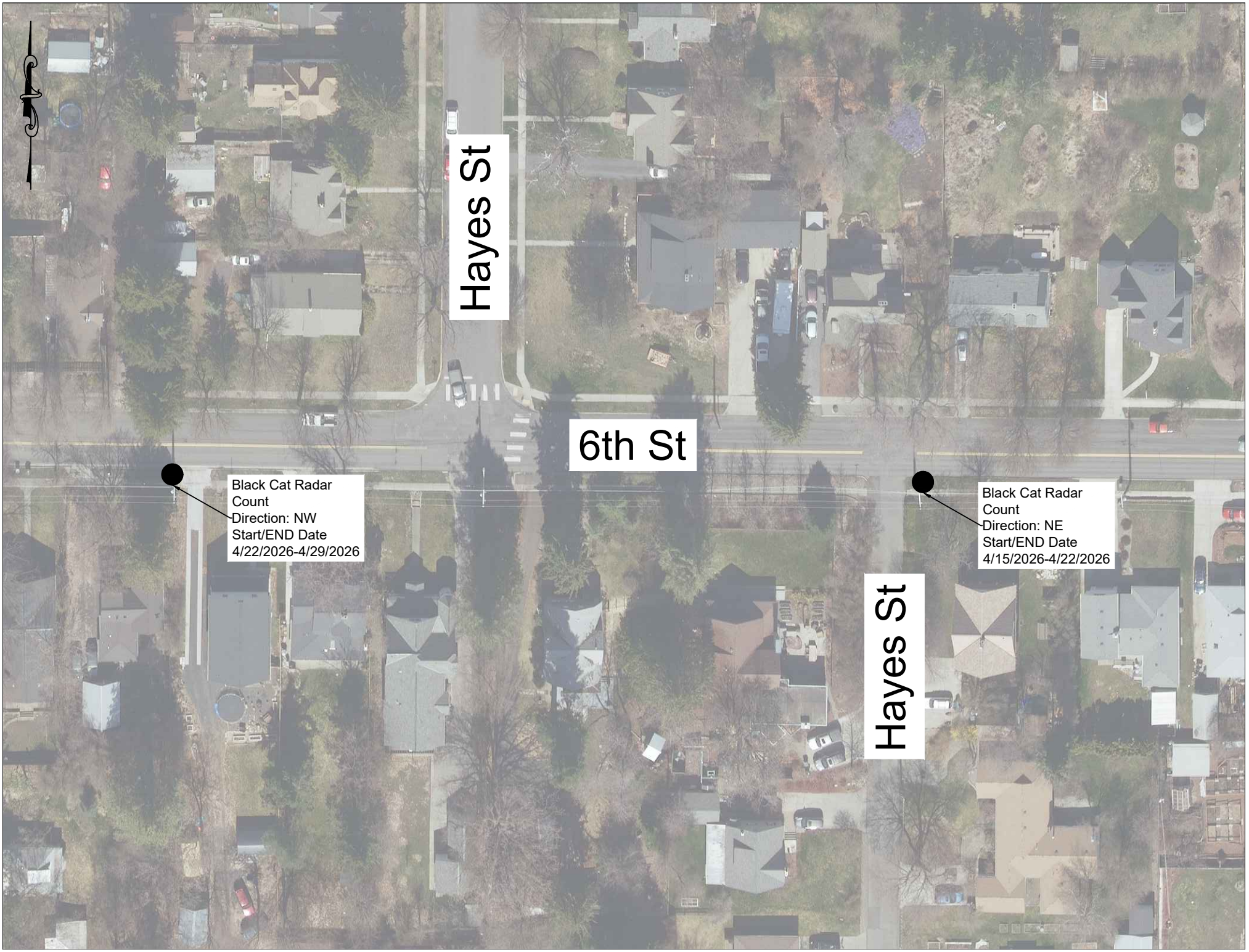
Cate Egan Loiacono, signing on behalf of Safe Routes to School Program

MOSCOW SCHOOL DISTRICT NO. 281
SCHOOL CALENDAR 2025-2026

Approved 3/26/25

	Mon	Tue	Wed	Thu	Fri		
						8/19	New Teacher Orientation
Aug	11	12	13	14	15	8/20	Returning Teachers First Day/Teacher Workday
	18	**19**	**20**	**21**	**22**	8/21	All District Staff Meeting AM/Professional Development PM
	25	**26**	**27**	28	29	8/22, 25-26	Teacher Workdays
						8/27	**First Day for Students**
Sep	**1**	2	3	4	5*	9/1	**No School** – Labor Day
	8	9	10	11	12*		
	15	16	17	18	19*		
	22	23	24	25	26*		
	29	30					
Oct			1	2	**3**	10/3	**No School** – Professional Development
	6	7	8	9	10*		
	13	14	15	16	17*		
	20	21	22	23	24*	10/29	End of 1st Quarter
	27	28	29	**30**	**31**	10/30	**No School** – K-5 Conferences / 6-12 Prof. Dev./Data Analysis
						10/31	**No School** – K-12 Conferences
Nov	3	4	5	6	7*		
	10	11	12	13	14*		
	17	18	19	20	21*		
	24	**25**	**26**	**27**	**28**	11/24-28	**No School** – Thanksgiving Break
Dec	1	2	3	4	5*		
	8	9	10	11	12*		
	15	16	17	18	19*		
	22	**23**	**24**	**25**	**26**	12/22-1/2	**No School** – Winter Break
	29	**30**	**31**				
Jan				**1**	**2**		
	5	6	7	8	9*	**1/5**	**First Day Back after Winter Break**
	12	13	14	15	16*	1/19	**No School** – MLK Jr./Idaho Human Rights Day
	19	20	21	22	**23**	1/22	End of 1st Semester
	26	27	28	29	30*	1/23	**No School** – K-12 Workday
						1/26	**No School** – K-5 Prof. Dev/Data Analysis / 6-12 Teacher Workday
Feb	2	3	4	5	6*		
	9	10	11	12	13*		
	16	17	18	19	20*	2/16	**No School** – President's Day
	23	24	25	26	27*		
Mar	2	3	4	5	6*		
	9	10	11	12	13*		
	16	**17**	**18**	**19**	**20**	3/16-20	**No School** – Spring Break
	23	24	25	26	27*		
	30	31					
Apr			1	2	**3**	4/2	End of 3rd Quarter
	6	7	8	9	10*	4/3	**No School** – K-12 Conferences
	13	14	15	16	17*		
	20	21	22	23	24*		
	27	28	29	30			
May					1*		
	4	5	6	7	8*		
	11	12	13	14	15*		
	18	19	20	21	22*	5/18	**No School** - Professional Development/Data Analysis
	25	26	27	28	29*	5/25	**No School** – Memorial Day
							End of 2nd Semester
Jun	1	2	**3**	**4**	**5**	**6/3**	**Last Day for Students – 1:30 Release / PCRHS Graduation**
						6/4-5	Teacher Workdays
						6/5	**MHS Graduation**

School in Session **Prof. Dev./Data Analysis/Conferences/Workdays** **Vacation** ***45 minute Early Dismissal on Fridays**


Hayes St
6th St
Hayes St
Black Cat Radar Count
Direction: NW
Start/END Date
4/22/2026-4/29/2026
Black Cat Radar Count
Direction: NE
Start/END Date
4/15/2026-4/22/2026

6th Street — Pedestrian Crossing Sign Visibility

DESIGN CALCS

- Driver is approaching the pedestrian crossing sign uphill - sign is located at or near the crest of a vertical curve.
- Uphill approach (positive grade) is the governing condition - it reduces braking distance, making the shallower grade the worst case.
- Grades of +5% and +10% are analyzed to bracket expected field conditions.
- Standard AASHTO SSD formula with grade is used:

$$SSD = 1.47 \cdot V \cdot t + \frac{V^2}{30\left(\frac{a}{g} + G\right)}$$

  - V = 85th percentile speed = 28.6 mph
  - t = perception-reaction time = 2.5 s (AASHTO standard)
  - a = deceleration rate = 11.2 ft/s^2 (AASHTO standard)
  - g = 32.2 ft/s^2 → a/g = 11.2 / 32.2 = 0.348
  - G = grade / 100 (positive for uphill)

CASE 1: 5% Uphill Grade (G = 0.05)

- Perception-reaction distance:

d_{pr} = 1.47 × 28.6 × 2.5 = 105.1 ft

- Braking distance:

d_b = 28.6^2 / [30 × (0.348 + 0.05)] = 817.96 / 11.94 = 68.5 ft

- Total SSD:

SSD = 105.1 + 68.5 = **173.6 ft**

CASE 2: 10% Uphill Grade (G = 0.10)

- Perception-reaction distance:

d_{pr} = 1.47 × 28.6 × 2.5 = 105.1 ft

- Braking distance:

$d_b = 28.6^2 / [30 \times (0.348 + 0.10)] = 817.96 / 13.44 = 60.9$ ft

- Total SSD:

SSD = 105.1 + 60.9 = **166.0 ft**

SUMMARY TABLE

GRADE	**D_PR (FT)**	**D_B (FT)**	**REQUIRED SSD (FT)**
+5%	105.1	68.5	173.6
+10%	105.1	60.9	166.0
Governing (worst case)	105.1	68.5	173.6

- Governing SSD is **173.6 ft** at +5% grade — the flatter uphill grade controls.
- Field verification of actual grade is recommended to confirm a single design value.
- Note: these calculations confirm stopping distance only. Line-of-sight obstruction from tree canopy along the corridor should be verified separately, as the sign height (~7 ft) places it within the typical canopy zone.

EB approach:

Street View from 200ft:

The sign is clearly visible 200ft from the sign. Therefore, this won't warrant a RRFB.

WB approach:

Street View from 200ft:

The sign is clearly visible 200ft from the sign. Therefore, this won't warrant a RRFB.

U.S. Department of Transportation
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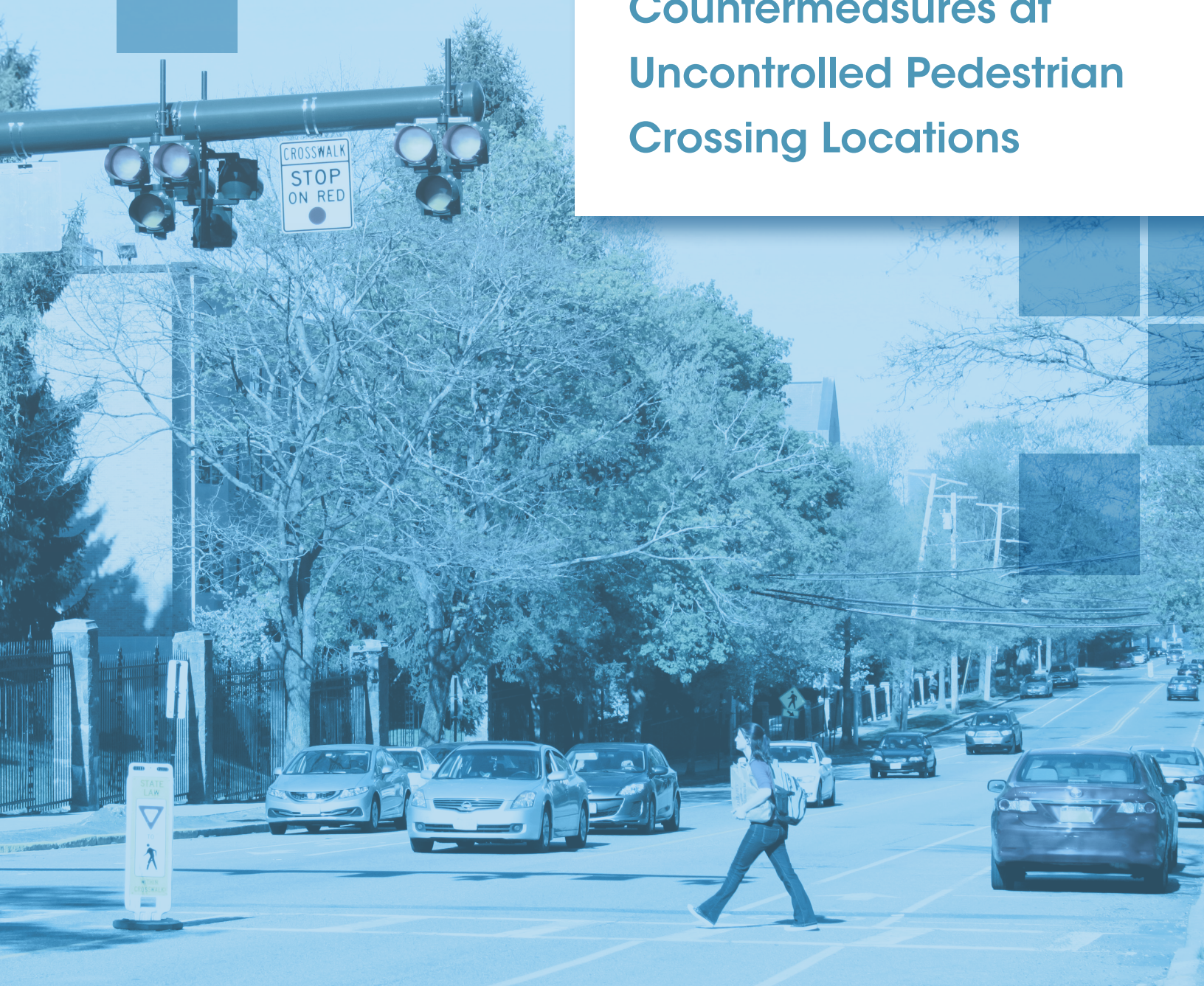
Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations



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Safe Roads for a Safer Future
Investment in roadway safety saves lives

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every day counts

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16. ABSTRACT

This field guide helps agencies select pedestrian crash countermeasures based on criteria established in published literature, best practices, and national guidance. This guide includes a form that the agency may use to document roadway characteristics and pedestrian safety issues. It also includes tables that relate these documented conditions to a specific set of countermeasure options. A series of descriptions lead the agency through additional installation considerations for each countermeasure.

17. KEY WORDS	18. DISTRIBUTION STATEMENT
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Unclassified	Unclassified	19	

Table of Contents

Introduction

This field guide helps agencies select pedestrian crash countermeasures based on criteria established in published literature, best practices, and national guidance. This guide includes a form that the agency may use to document roadway characteristics and pedestrian safety issues. It also includes tables that relate these documented conditions to a specific set of countermeasure options. A series of descriptions lead the agency through additional installation considerations for each countermeasure.

Countermeasure Selection Tables

The information in this field guide relates to the information in the *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations* (FHWA-SA-17-072). That guide describes a comprehensive decision-making process for the installation of pedestrian crossing countermeasures and leads the agency through the following steps in the process:

1. Collect Data and Engage the Public
2. Inventory Conditions and Prioritize Locations
3. Analyze Crash Types and Safety Issues
4. Select Countermeasure(s)
5. Consult Design and Installation Resources
6. Identify Opportunities and Monitor Outcomes

This field guide expands upon the fourth step, Select Countermeasures, for agencies who have an established process for identifying priority locations for countermeasure installation. This step presents two tables for the agency to review to identify potential countermeasures. Table 1, "Application of pedestrian crash countermeasures by roadway feature," compares roadway and vehicle speed characteristics to appropriate options. Table 2, "Safety issues addressed per countermeasure," compares crash types and other observed safety issues to the countermeasures. This field guide contains both tables and instructions for their use.

Countermeasure Descriptions

The field guide focuses on uncontrolled crossing types—where sidewalks or designated walkways intersect a roadway at a location where no traffic control (i.e., traffic signal or STOP sign) is present. The countermeasures described in the guide include the following:

- Crosswalk Visibility Enhancements, including:
  - High-visibility crosswalk markings
  - Parking restriction on crosswalk approach
  - Overhead lighting
  - Advance Yield Here To (Stop Here For) Pedestrians sign and stop or yield line
  - In-Street Pedestrian Crossing sign
  - Curb extension
- Raised crosswalk
- Pedestrian refuge island
- Pedestrian Hybrid Beacon (PHB)
- Road Diet

The field guide includes a description for each of the countermeasures. The descriptions present additional design and installation considerations, such as references to the Manual on Uniform Traffic Control Devices (MUTCD).

Sample Inventory Form

On this example inventory form, the agency records information about roadway conditions and safety issues important to selecting countermeasures for uncontrolled crossing locations. The information added to this form is applied in Tables 1 and 2. Some information, such as pedestrian volume data, is used when reviewing MUTCD guidance for countermeasures such as the PHB.

Roadway Conditions Inventory

Speed Limit

☐ ≤ 30 mph ☐ 35 mph ☐ ≥ 40 mph

Total Vehicles per Day

Annual Average Daily Traffic (AADT): _____

Approximate Vehicles per Hour (VPH): _____

☐ AADT < 9,000
☐ AADT 9,000–15,000
☐ AADT > 15,000

Travel Lane Configuration

☐ 2 lanes without raised median
☐ 3 lanes without raised median
☐ 3 lanes with raised median
☐ 4+ lanes without raised median
☐ 4+ lanes with raised median

Crosswalk Length (feet): _____

Approximate Total Pedestrians per Hour (PPH) Crossing the Roadway: _____

Pedestrian Safety Issues Inventory

Noted conflicts at crossing locations ☐ Yes ☐ No

» History of turning movement crashes
» Observed conflicts at permitted crossings

Excessive vehicle speed ☐ Yes ☐ No

» 85th percentile speeds, per speed study
» History of speed-related crashes

Inadequate conspicuity/visibility ☐ Yes ☐ No

» Dim or dark conditions for pedestrians in the crosswalk
» Limited visibility of crosswalk due to roadway curvature or topography
» Obstructions, such as on-street parking, vegetation, and signage

Drivers not yielding to pedestrians in crosswalks ☐ Yes ☐ No

» Crash history in marked crosswalks

Insufficient separation between pedestrians and traffic ☐ Yes ☐ No

» Long crossing distance
» No buffer (e.g., landscape buffer, on-street parking, bike lanes)

Table 1 Instructions

1 Select the column that represents the target location's speed limit and vehicle AADT.

2 Select the row that represents the target location's roadway configuration.

3 The cell at the intersection of the column from step 1 and the row from step 2 contains numbers representing countermeasures.

4 Refer to the table legend for a list of countermeasures. Numbers in dark circles represent countermeasures that should be considered at the location. Other numbers in the cell are candidates.

Roadway Configuration	Speed Limit								
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
2 lanes*	❶ 2 3 4 5 6	❶ ❸ 5 6 7	❶ ❸ 5 6 ❼	❶ 3 4 5 6	❶ ❸ 5 6 7	❶ ❸ 5 6 ❼	❶ 3 4 5 6 7	❶ ❸ 5 6 7	❶ ❸ 5 6 ❼
3 lanes with raised median*	❶ 2 3 4 5	❶ ❸ 5 7	❶ ❸ 5 ❼	❶ 3 4 5 7	❶ ❸ 5 ❼	❶ ❸ 5 ❼	❶ ❸ 4 5 7	❶ ❸ 5 ❼	❶ ❸ 5 ❼
3 lanes w/o raised median†	❶ 2 3 4 5 6 7	❶ ❸ 5 6 7	❶ ❸ 5 6 ❼	❶ 3 4 5 6 7	❶ ❸ 5 6 ❼	❶ ❸ 5 6 ❼	❶ ❸ 4 5 6 7	❶ ❸ 5 6 ❼	❶ ❸ 5 6 ❼
4+ lanes with raised median‡	❶ ❸ 5	❶ ❸ 5 7	❶ ❸ 5 ❼	❶ ❸ 5 7	❶ ❸ 5 ❼	❶ ❸ 5 ❼	❶ ❸ 5 ❼	❶ ❸ 5 ❼	❶ ❸ 5 ❼
4+ lanes w/o raised median‡	❶ ❸ 5 6 7 8	❶ ❸ 5 ❻ 7 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ 7 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ ❼ 8

*One lane in each direction †One lane in each direction with two-way left-turn lane ‡Two or more lanes in each direction

Given the set of conditions in a cell,

❶ Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

\# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Pedestrian Hybrid Beacon
8 Road Diet

This table was developed using information from: Zegeer, C. V., Stewart, J. R., Huang, H. H., Lagerwey, P. A., Feaganes, J., & Campbell, B. J. (2005), Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines (No. FHWA-HRT-04-100); Manual on Uniform Traffic Control Devices, 2009 Edition, Chapter 4F. Pedestrian Hybrid Beacons; the Crash Modification Factors (CMF) Clearinghouse website (http://www.cmfclearinghouse.org/); and the Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) website (http://www.pedbikesafe.org/PEDSAFE/).

Table 1: Application of Pedestrian Crash Countermeasures by Roadway Feature

Table 1 identifies suggested countermeasures for uncontrolled crossing locations according to roadway and traffic features. Review the corresponding worksheets for countermeasures considered for the site. The worksheets describe additional design and installation considerations for the countermeasures.

Roadway Configuration	Speed Limit								
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
2 lanes*	❶ 2 3 4 5 6	❶ ❸ 5 6 7	❶ ❸ 5 6 ❼	❶ 3 4 5 6	❶ ❸ 5 6 7	❶ ❸ 5 6 ❼	❶ 3 4 5 6 7	❶ ❸ 5 6 7	❶ ❸ 5 6 ❼
3 lanes with raised median*	❶ 2 3 4 5	❶ ❸ 5 7	❶ ❸ 5 ❼	❶ 3 4 5 7	❶ ❸ 5 ❼	❶ ❸ 5 ❼	❶ ❸ 4 5 7	❶ ❸ 5 ❼	❶ ❸ 5 ❼
3 lanes w/o raised median†	❶ 2 3 4 5 6 7	❶ ❸ 5 6 7	❶ ❸ 5 6 ❼	❶ 3 4 5 6 7	❶ ❸ 5 6 ❼	❶ ❸ 5 6 ❼	❶ ❸ 4 5 6 7	❶ ❸ 5 6 ❼	❶ ❸ 5 6 ❼
4+ lanes with raised median‡	❶ ❸ 5	❶ ❸ 5 7	❶ ❸ 5 ❼	❶ ❸ 5 7	❶ ❸ 5 ❼	❶ ❸ 5 ❼	❶ ❸ 5 ❼	❶ ❸ 5 ❼	❶ ❸ 5 ❼
4+ lanes w/o raised median‡	❶ ❸ 5 6 7 8	❶ ❸ 5 ❻ 7 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ 7 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ ❼ 8	❶ ❸ 5 ❻ ❼ 8

*One lane in each direction †One lane in each direction with two-way left-turn lane ‡Two or more lanes in each direction

Given the set of conditions in a cell,

❶ Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

\# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels
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Table 2 Instructions

1. Select the columns representing the priority safety issues at the location.

2. Use the rows to identify pedestrian crash countermeasures that address these safety issues at uncontrolled crossings.

Pedestrian Crash Countermeasure for Uncontrolled Crossings	Safety Issue Addressed				
	Conflicts at crossing locations	Excessive vehicle speed	Inadequate conspicuity/ visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic
Crosswalk visibility enhancement	🚶	🚶	🚶	🚶	🚶
High-visibility crosswalk markings*	🚶		🚶	🚶	
Parking restriction on crosswalk approach*	🚶		🚶	🚶	
Improved nighttime lighting*	🚶		🚶		
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*	🚶		🚶	🚶	🚶
In-Street Pedestrian Crossing sign*	🚶	🚶	🚶	🚶	
Curb extension*	🚶	🚶	🚶		🚶
Raised crosswalk	🚶	🚶	🚶	🚶	
Pedestrian refuge island	🚶	🚶	🚶		🚶
Pedestrian Hybrid Beacon	🚶			🚶	
Road Diet	🚶	🚶	🚶		🚶

*These countermeasures make up the STEP countermeasure "crosswalk visibility enhancements." Multiple countermeasures may be implemented at a location as part of crosswalk visibility enhancements.

Table 2: Safety Issues Addressed per Countermeasure

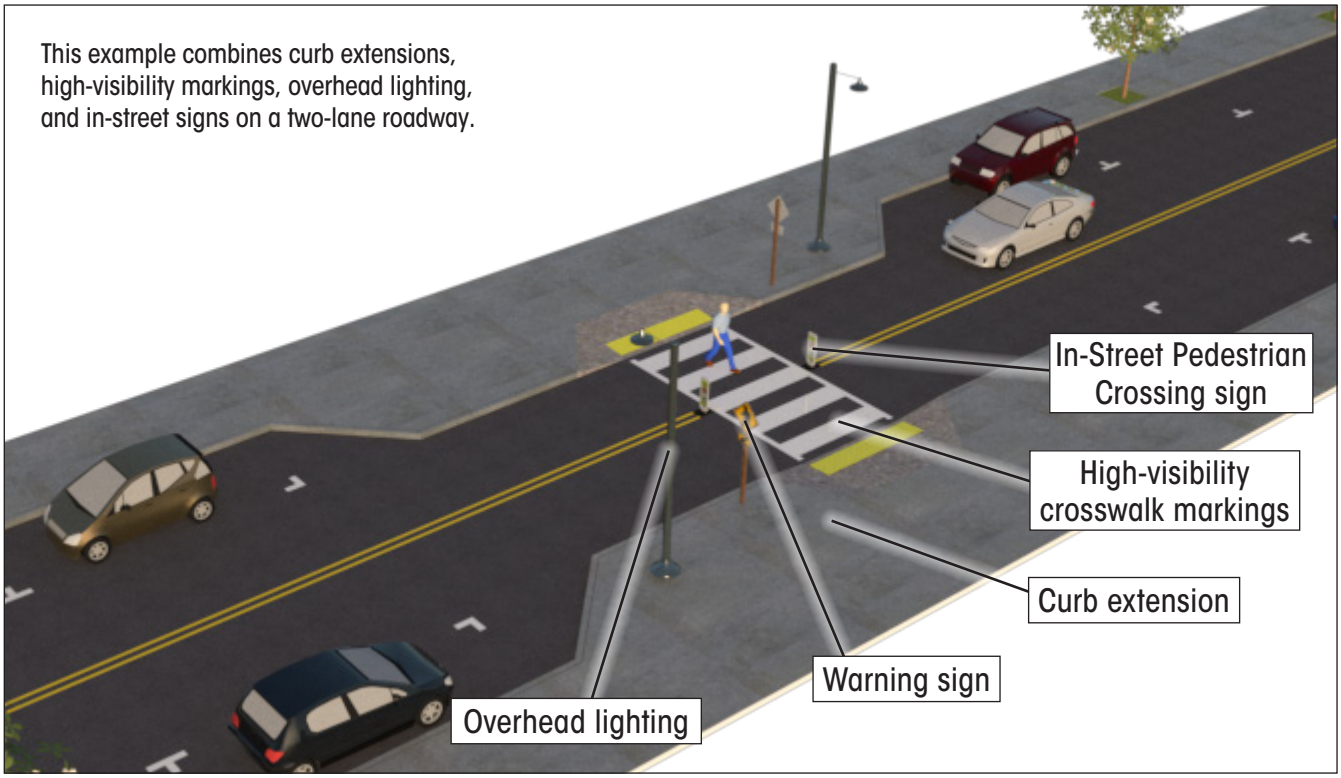
Table 2 identifies the safety issues that may be addressed by suggested countermeasures for uncontrolled crossing locations. Review the corresponding worksheets for countermeasures considered for the site. The worksheets describe additional design and installation considerations for the countermeasures.

	Safety Issue Addressed				
Pedestrian Crash Countermeasure for Uncontrolled Crossings	Conflicts at crossing locations	Excessive vehicle speed	Inadequate conspicuity/ visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic
Crosswalk visibility enhancement	✓	✓	✓	✓	✓
High-visibility crosswalk markings*	✓		✓	✓	
Parking restriction on crosswalk approach*	✓		✓	✓	
Improved nighttime lighting*	✓		✓		
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*	✓		✓	✓	✓
In-Street Pedestrian Crossing sign*	✓	✓	✓	✓	
Curb extension*	✓	✓	✓		✓
Raised crosswalk	✓	✓	✓	✓	
Pedestrian refuge island	✓	✓	✓		✓
Pedestrian Hybrid Beacon	✓			✓	
Road Diet	✓	✓	✓		✓

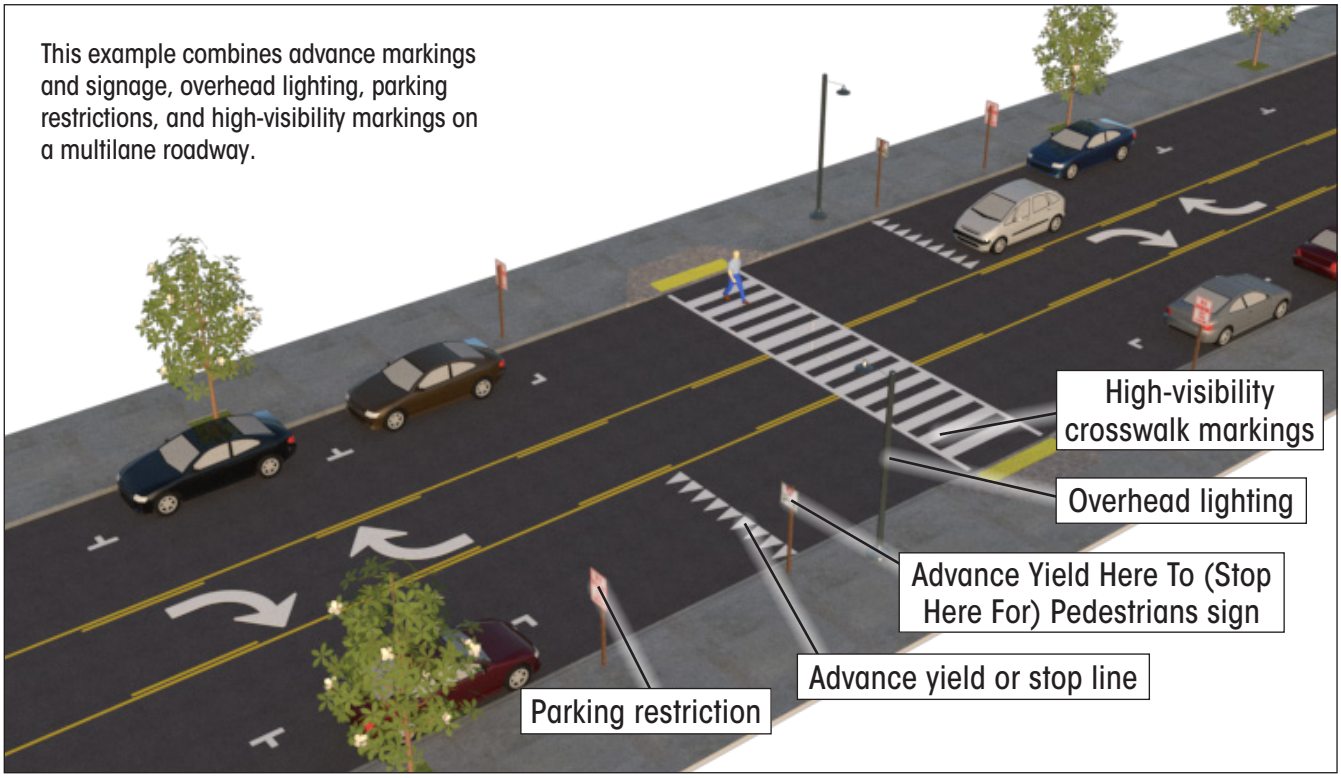
*These countermeasures make up the STEP countermeasure "crosswalk visibility enhancements." Multiple countermeasures may be implemented at a location as part of crosswalk visibility enhancements.

Countermeasure: Crosswalk Visibility Enhancements

This example combines curb extensions, high-visibility markings, overhead lighting, and in-street signs on a two-lane roadway.



This example combines advance markings and signage, overhead lighting, parking restrictions, and high-visibility markings on a multilane roadway.



Definition

This group of countermeasures includes high-visibility crosswalk markings, improved nighttime lighting, advance or in-street warning signage, curb extensions, and parking restrictions. These features may be used in combination to indicate preferred locations for people to cross, to increase visibility of the crossing location, and to help reinforce the driver requirement to yield the right-of-way to pedestrians at crossing locations. Refer to the Crosswalk Visibility Enhancements Tech Sheet for more information about this set of countermeasures.

Roadway and Site Information

Strongly consider the following countermeasures at all established midblock or intersection uncontrolled crossing locations:

- High-visibility crosswalk markings
- Overhead lighting
- On-street parking restrictions or curb extensions

  Note: On roadways with 4 or more lanes and more than 9,000 vehicles per day, the risk for pedestrian crashes could increase if marked crosswalks are not combined with other treatments, such as refuge islands or Pedestrian Hybrid Beacons.

Strongly consider adding advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line if the roadway(s) are described by one of the following sets of conditions:

- ☐ Any AADT + 4 or more lanes (with or without a raised median) + any speed limit
- ☐ Any AADT + any number of lanes + ≥ 35 mph speed limit

Safety Issues and Behaviors

This countermeasure may help address most traffic behaviors or safety issues but are most needed when the following are observed at the site:

- ☐ Drivers not yielding to pedestrians in crosswalks
- ☐ Inadequate conspicuity/visibility of the crosswalk and pedestrian
- ☐ Noted conflicts at crossing locations

Additional Installation and Design Guidelines

Crosswalk Markings

- High-visibility crosswalks may include a variety of crosswalk striping designs, such as ladder, continental, or bar pairs.
- High-visibility markings may be supplemented with the pedestrian crossing warning signs (sign W11-2 in the MUTCD) on each approach to the crosswalk.
- See MUTCD Section 2C.50 for more information about Non-Vehicular Warning Signs and Section 3B.18 for more information about crosswalk markings.
- Adjacent bus stops should be placed downstream of the crosswalk and not on the crosswalk approach.

Overhead Lighting

- Overhead lights placed in advance of uncontrolled crossings on both approaches illuminate the front of the pedestrian and avoid creating a silhouette.
- Consider placing the light fixtures 10 to 15 feet in advance of the crosswalk on both sides of the street.

Parking Restrictions and Curb Extensions

- Parking restrictions can include the removal of parking space markings or the installation of "no parking" signs or pavement markings.
- The minimum setback for parking restrictions is 20 feet in advance of the crosswalk where speeds are 25 mph or less, and 30 feet in advance of the crosswalk where speeds are between 26 and 35 mph.
- Curb extensions must not extend into travel lanes and should not block bicycle lanes.

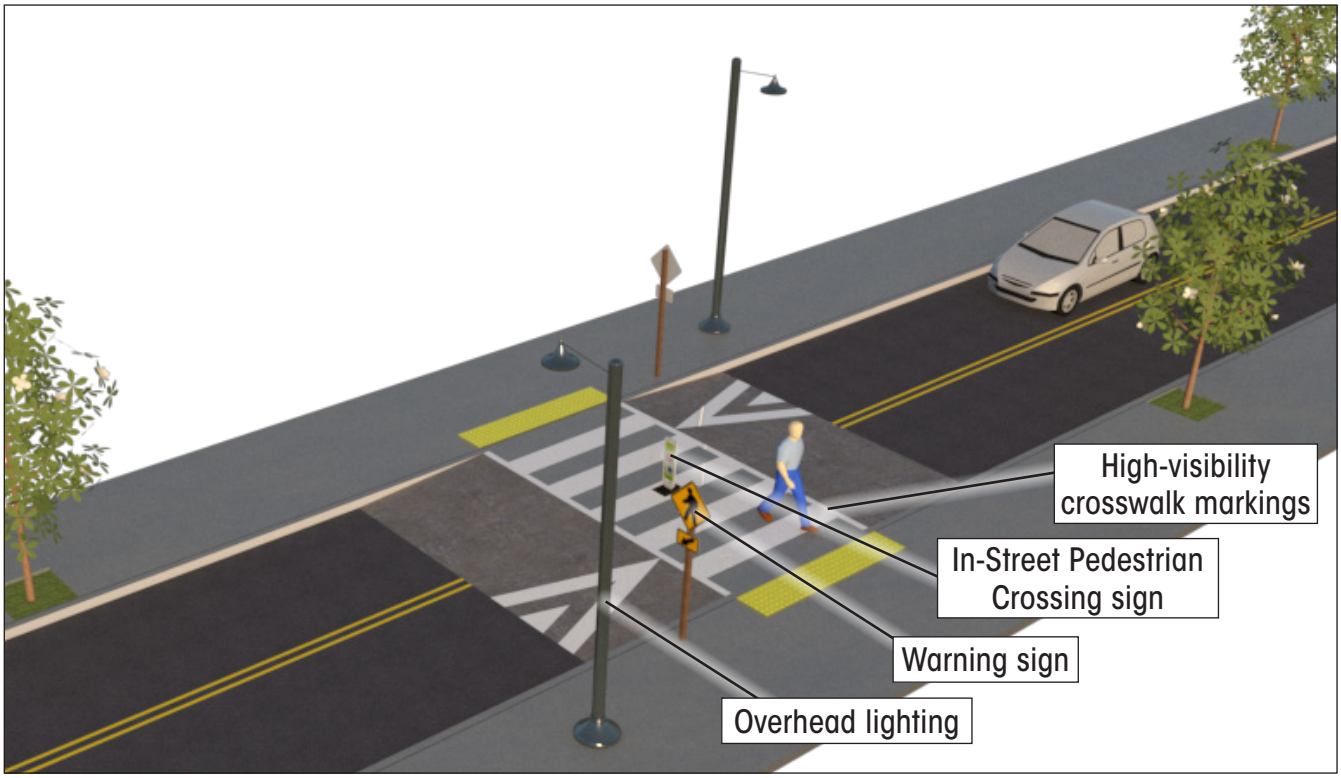
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line

- The stop line or "shark's teeth" yield line is placed 20 to 50 feet in advance of a marked crosswalk to indicate where vehicles are required to stop or yield in compliance with the accompanying Yield Here To (Stop Here For) Pedestrians sign.
- Stop Here for Pedestrians signs should only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk. Otherwise, Yield Here for Pedestrians signs should be used with shark's teeth pavement markings.
- See MUTCD Section 2B.11 for more information about Yield Here To (Stop Here For) Pedestrians signs and Section 3B.16 for more information about stop and yield lines.

In-Street Pedestrian Crossing Sign

- The In-Street Pedestrian Crossing sign can be placed in between travel lanes or in conjunction with a refuge island or raised median.
- Consider maintenance and prompt replacement of damaged in-street (and all other) signs.
- See MUTCD Section 2B.12 for more information about In-Street Pedestrian Crossing signs.

Countermeasure: Raised Crosswalk



Definition

Raised crosswalks are ramped speed tables spanning the entire width of the roadway, often placed at midblock crossing locations. Refer to the Raised Crosswalks Tech Sheet for more information about this countermeasure.

Roadway and Site Information

Consider this countermeasure for 2 or 3 lane roadways also described by the following conditions:

- ☐ AADT less than 9,000 + ≤ 30 mph speed limit

Safety Issues and Behaviors

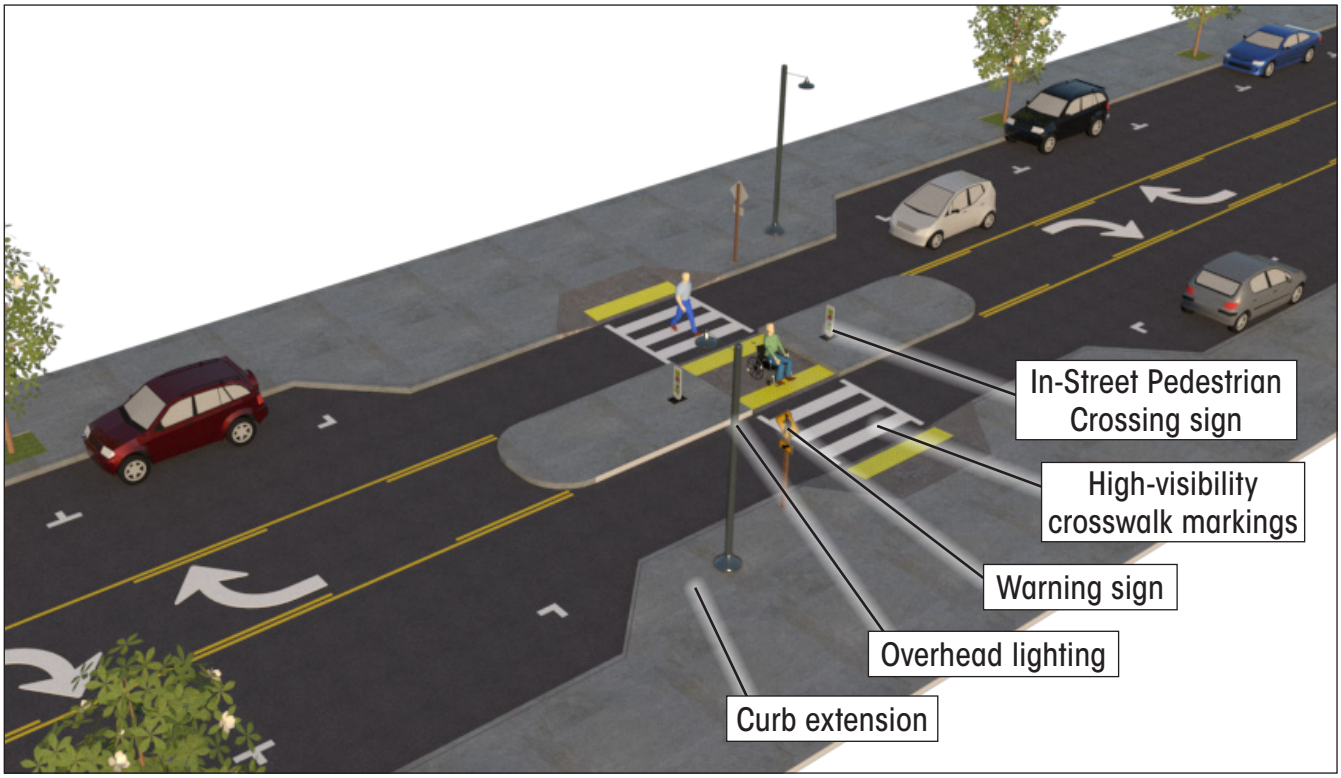
This countermeasure may help address the following traffic behaviors or safety issues observed at the site:

- ☐ Inadequate conspicuity/visibility
- ☐ Excessive vehicle speed

Installation and Design Guidelines

- Raised crosswalks may be installed with curb extensions and on-street parking.
- Raised crosswalks may also be used at intersections, particularly at the entrance of the minor street.
- Raised crosswalks should be flush with the height of the sidewalk.
- The crosswalk table is typically at least 10 feet wide and designed to allow the front and rear wheels of a passenger vehicle to be on top of the table at the same time.
- Detectable warnings (truncated domes) and curb ramps should be installed at the street edge for pedestrians with impaired vision.
- Raised crossings are generally avoided on arterial streets and primary routes for heavy trucks, bus transit, and emergency response vehicles.
- Consider storm water drainage and snowplowing in the design of the raised crosswalk.
- See MUTCD Section 3B.25 for information about Speed Hump Markings and other markings that can be used with raised crosswalks.

Countermeasure: Pedestrian Refuge Island



Definition

A pedestrian refuge island is a median with a refuge area that is intended to help protect pedestrians who are crossing the road. This countermeasure is sometimes referred to as a crossing island or pedestrian island. Refer to the Pedestrian Refuge Island Tech Sheet for more information about this countermeasure.

Roadway and Site Information

Consider this countermeasure for established pedestrian crossings at all 2 or 3 lane roadways without a raised median.

Strongly consider this countermeasure if the roadway(s) are described by one of the following sets of conditions:

- ☐ AADT of at least 9,000 + 4 or more lanes without a raised median + any speed limit
- ☐ Any AADT + 4 or more lanes without a raised median + ≥ 35 mph speed limit

Safety Issues and Behaviors

This countermeasure may help address all traffic behaviors or safety issues but is most effective where the following are observed at the site:

- ☐ Inadequate conspicuity/visibility
- ☐ Excessive vehicle speed
- ☐ Insufficient pedstrian separation from traffic

Installation and Design Guidelines

» Consideration should be given to creating a two-stage crossing. The island can encourage pedestrians to cross one direction of traffic at a time and look towards oncoming traffic before completing the second part of the crossing.

» Pedestrian refuge islands should be at least 4 feet wide (preferably 8 feet) and of adequate length to allow the anticipated number of pedestrians to stand and wait for gaps in traffic before crossing.

» The cut-through of the island must include detectable warnings if island width is at least 6 feet.

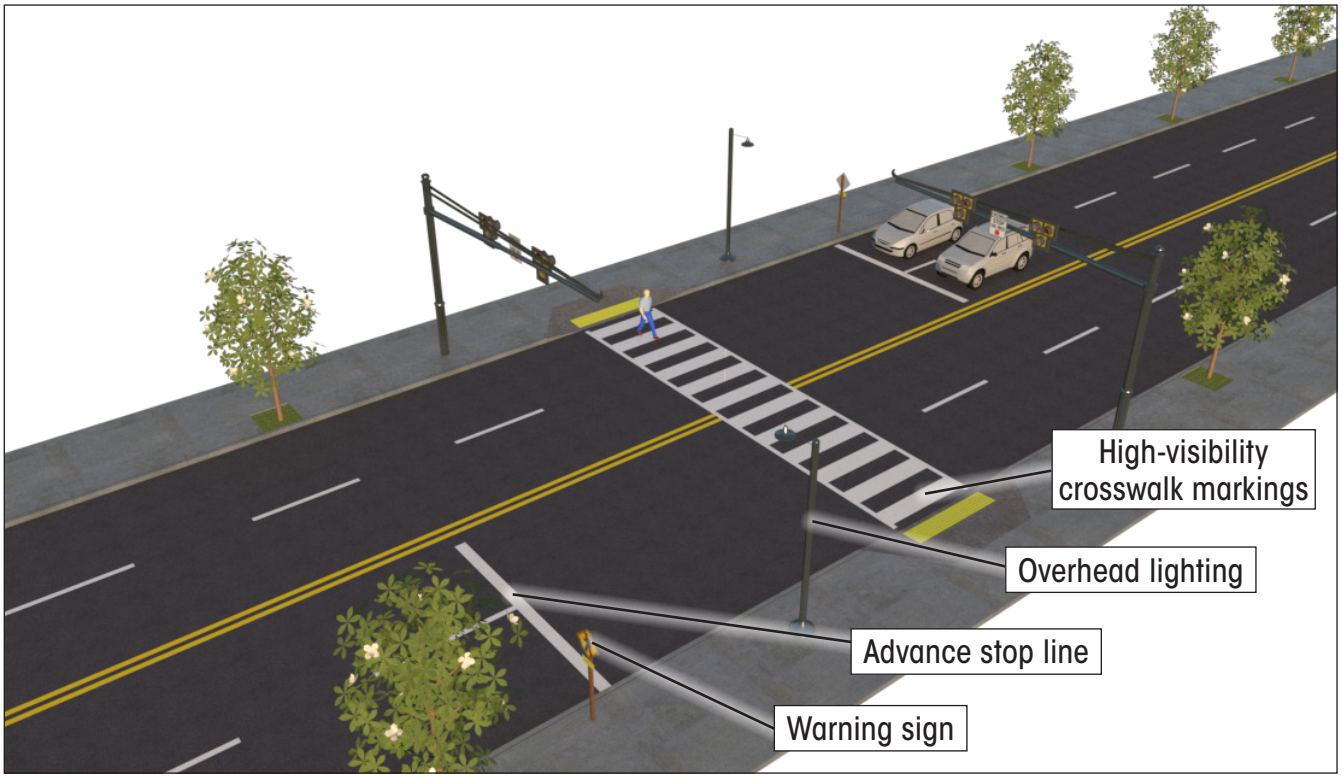
» Refuge islands should be illuminated or highlighted with street lights, signs, and/or reflectors to ensure that they are visible to motorists.

» See MUTCD Section 3B for more information about the following for refuge islands:

- Section 3B.10 - Approach Markings for Obstructions
- Section 3B.18 - Crosswalk Markings
- Section 3B.23 - Curb Markings

» If applicable, evaluate the impact of the island on bicycle facility design.

Countermeasure: Pedestrian Hybrid Beacon (PHB)



Definition

A PHB is a hybrid beacon used to control traffic and rests in dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate when pedestrians should cross and when it is safe for drivers to proceed. Refer to the PHB Tech Sheet for more information about this countermeasure.

Roadway and Site Information

Strongly consider this countermeasure if the roadway(s) are described by one of the following sets of conditions:

- ☐ AADT of at least 15,000 + 4 or more lanes + any speed limit
- ☐ AADT of at least 9,000 + 3 or more lanes (with or without median) + ≥ 35 mph speed limit
- ☐ Any AADT + any number of lanes + ≥ 40 mph speed limit

Safety Issues and Behaviors

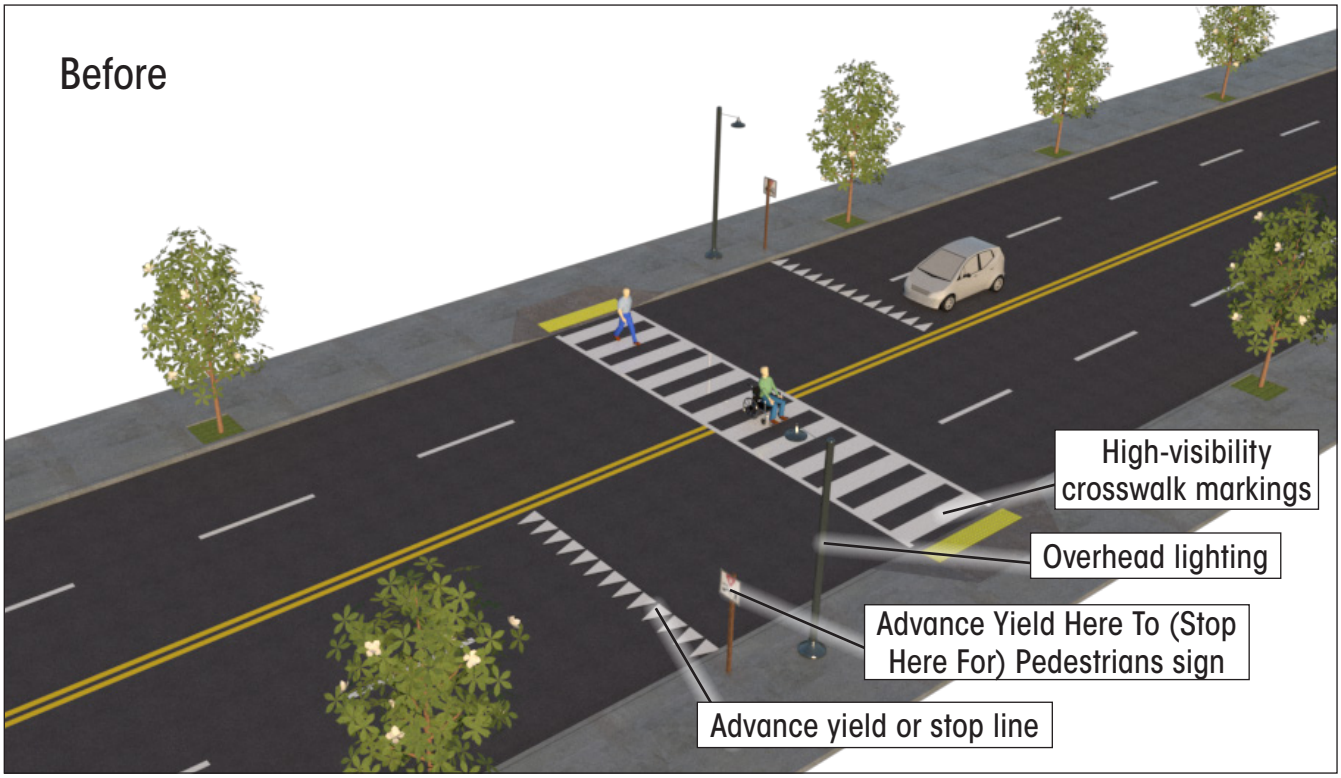
This countermeasure may help address the following traffic behaviors or safety issues observed at the site:

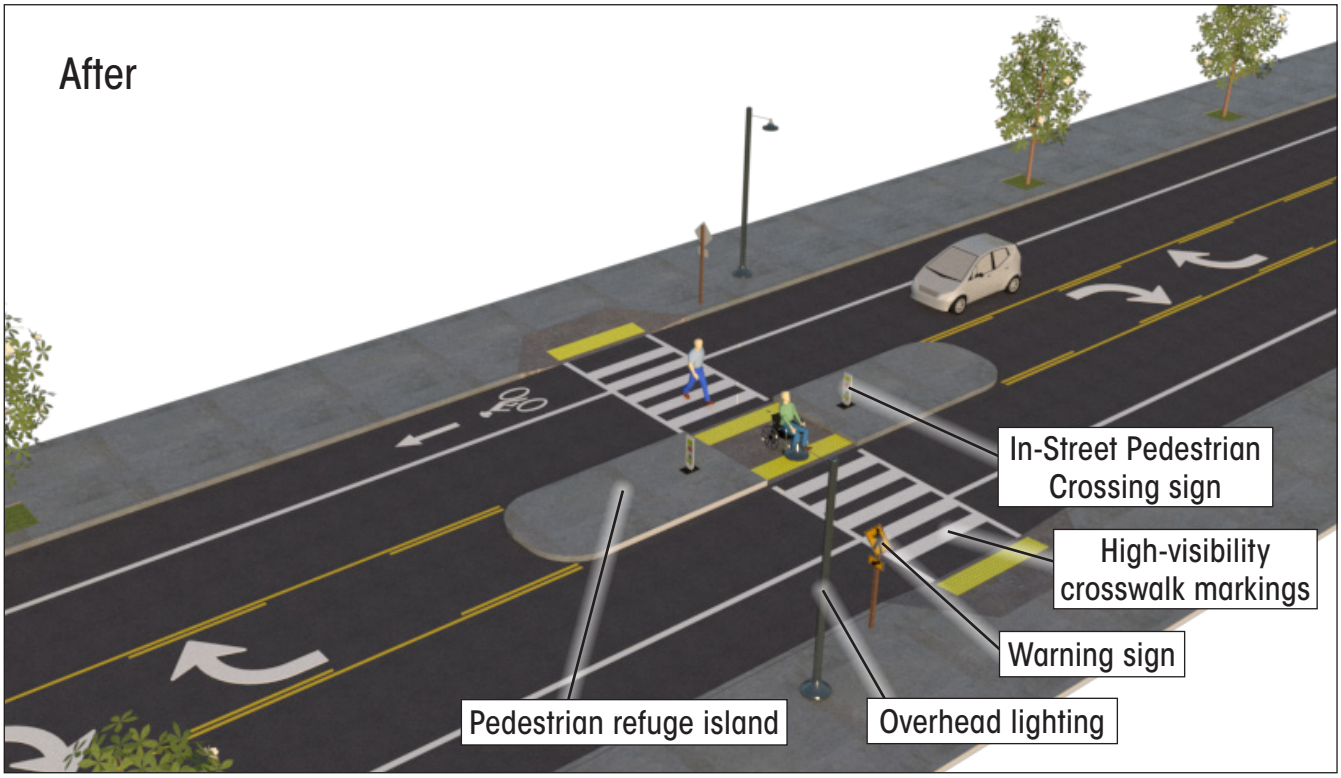
- ☐ Drivers not yielding to pedestrians in crosswalks
- ☐ Noted conflicts at crossing locations

Additional Installation and Design Guidelines

- Use in conjunction with signs and pavement markings at locations where pedestrians enter or cross the roadway.
- Only install a PHB at a marked crosswalk.
- For roadways with speeds of 35 mph or less, see *MUTCD Figure 4F-1*. For roadways speeds greater than 35 mph, see *MUTCD Figure 4F-2*. These charts compare crosswalk length, approximate vehicles per hour (VPH, including both approaches), and pedestrians per hour (PPH). The MUTCD recommends installation of a PHB where these conditions meet minimum criteria.
- The PHB should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs.
- Parking should be prohibited and other sight obstructions should be removed at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk and PHB.
- The PHB should be coordinated if within a signal system.
- Review the MUTCD Part 4F for more information about the design and operation of the beacon face and the installation of optional signage.

Countermeasure: Road Diet





Definition

A Road Diet is a roadway reconfiguration resulting in a reduction in the number of travel lanes, which is usually achieved by converting a four-lane undivided road to three lanes. The space gained by eliminating lanes is typically used for other uses and travel modes. Refer to the Road Diet Tech Sheet for more information about this countermeasure.

Roadway and Site Information

Consider this countermeasure for all roadways with four or more lanes without a raised median.

Typically, Road Diets are considered for roadways with current and future average daily traffic (ADT) equal to or less than about 20,000.

Safety Issues and Behaviors

This countermeasure may help address the following traffic behaviors or safety issues observed at the site:

- ☐ Conflicts at crossing locations
- ☐ Excessive vehicle speeds
- ☐ Insufficient pedestrian separation from traffic

Additional Installation and Design Guidelines

Refer to the FHWA's Road Diet Informational Guide for a range of additional design considerations, including:

- » Vehicle speed
- » Level of Service (LOS)
- » Quality of Service
- » Operation and volume of pedestrians, bicyclists, transit, and freight
- » Peak hour and peak direction traffic flow
- » Vehicle turning volumes and patterns
- » Frequency of stopping and slow-moving vehicles
- » Presence of parallel roadways

FHWA-SA-18-018

U.S. Department of Transportation
Federal Highway Administration

Enhancement Criteria for Uncontrolled Pedestrian Crossing Locations

[1])

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ation as a part

1 USDOT Exploring and Mapping Tool (2017, August 17)

Enhancement Criteria for Uncontrolled Pedestrian Crossing Locations

The following requirements identify further consideration
ding sight distance for the posted speed
ce

Table 1. Pedestrian Crossing Enhancement Guidance

Traffic Volume (ADT)	Posted Speed	Roadway Configuration, Two-Directional[1]				
		2 lanes	2-3 lanes, with raised median[2]	3 lanes, without raised median	≥4 lanes, with raised median[2,3]	≥4 lanes, without raised median[3]
< 9,000	≤ 30 mph	A	A	A	A	A
	35 mph	A	B	B	B	C
	≥ 40 mph	C	C	C	C	C
9,000-15,000	≤ 30 mph	A	A	A	B	B
	35 mph	B	B	B	B	C
	≥ 40 mph	C	C	C	C	C
≥ 15,000	≤ 30 mph	B	B	C	C	C
	35 mph	B	B	C	C	C
	≥ 40 mph	C	C	C	C	C

[1] Roadway configuration includes all lanes
[2] Raised median or pedestrian refuge island as stated in
[3] The installation of a median on a roadway with

e the engineering study,

In-street pedestrian crossing sign (in conjunction with pedestrian crossing sign)

WSDOT Interim uidance for
Supplemental Treatments for Ma rked Pedestrian Crossings

Rapid Flashing Beacons (RFBs) and/or LED Circular Beacons are used to supplement pavement markings and pedestrian warning signs for a marked crossing. The decision to use a marked crossing shall be based on an engineering study and have been approved by the Region Traffic Engineer. The installation of RFBs is not acceptable mitigation to justify the approval of a mid-block pedestrian crossing. RFBs shall be pedestrian activated. This guidance describes locations where RFBs should be used to enhance pedestrian crossings at mid-block crosswalks or unsignalized intersections, and how RFBs should be arranged when they are used.

When to Use RFBs

Table 1 below describes the conditions under which RFBs, alternate beacons, and advance circular beacons should be used. Installation on roadways with a posted speed greater than 40 MPH requires an engineering analysis and approval from the Region Traffic Engineer.

Table 1: Use of Beacons by Roadway Configuration

Roadway Type	Posted Speed Limit (MPH)	RFB / Alternate Beacon at Crossing	Advance Circular Beacons[2]
Two or More Lanes in Each Direction, with Raised Median or Pedestrian Refuge	≥ 40	Required	Optional
	35	Optional[1]	Optional
	≤ 30	Not Required	Not Required
Two-Way – Two Lane or Three Lane (with Two-Way Left Turn Lane or Median)	≥ 40	Required	Optional
	35	Optional	Optional
	≤ 30	Not Required	Not Required
One Way – Two or More Lanes	≥ 40	Required	Optional
	35	Optional[1]	Optional
	≤ 30	Not Required	Not Required
Roundabouts	N/A	Contact HQ Traffic Office	

[1]: ADT should be considered as part of the decision for this location type.

[2]: Advance beacons are required for any RFB / Alternate Beacon System when sight distance is not met for the beacons at the crossing.

At any location type marked as “Optional” or “Not Required”, RFBs or Alternate Beacons may be installed by the local jurisdiction, but the local jurisdiction is responsible for all costs and materials for installation, maintenance, and repairs. An engineering study by WSDOT is not required for systems installed by the local jurisdiction.

Beacon System Placement

The locations of the primary and advance beacons varies with the configuration of the roadway.

S-22 web page

e Advance Circular Beacons are installed due to inadequate sight distance to the
ons at the crossing, they shall operate continuously. All other advance beacons
be pedestrian activated with the beacons at the crossing.
nce Circular Beacons, when used, shall use 8-inch displays for roadways with a
d speed limit of 35 MPH and 12-inch displays for roadways with a posted speed
f 40 MPH or higher.

ys where beacons are required to be located, based on the roadway configuration.

quired Beacon Placement by Roadway Configuration

oadway Configuration			**Required Placement**			
ic ion — Number of Lanes in One Direction	Median					
		[1] Present	Right Shoulder	Left Shoulder	Median[1]	Overhead
One-Way	Two	N/A	X	X		
	Three	N/A	X	X		X
Two-Way	One	N/A	X	X		
	Two	Yes	X		X	
		No	X			X
	Three or More	Yes	X		X	X
		No	X			X
Roundabout Approach	Two	N/A	X	[2]	X[2]	
	Three	N/A	X	[2]	X[2]	X

[1]: Median includes open medians, median islands, pedestrian refuge islands, and roundabout approach splitter islands.

[2]: For one-way roundabout approaches, the left side beacon shall be installed on the left shoulder, since no splitter island is present.

Hayes & 3rd Sight Triangles

Locations:

Figure 1: Location of Intersections at Hayes & 3rd

Design Calculations

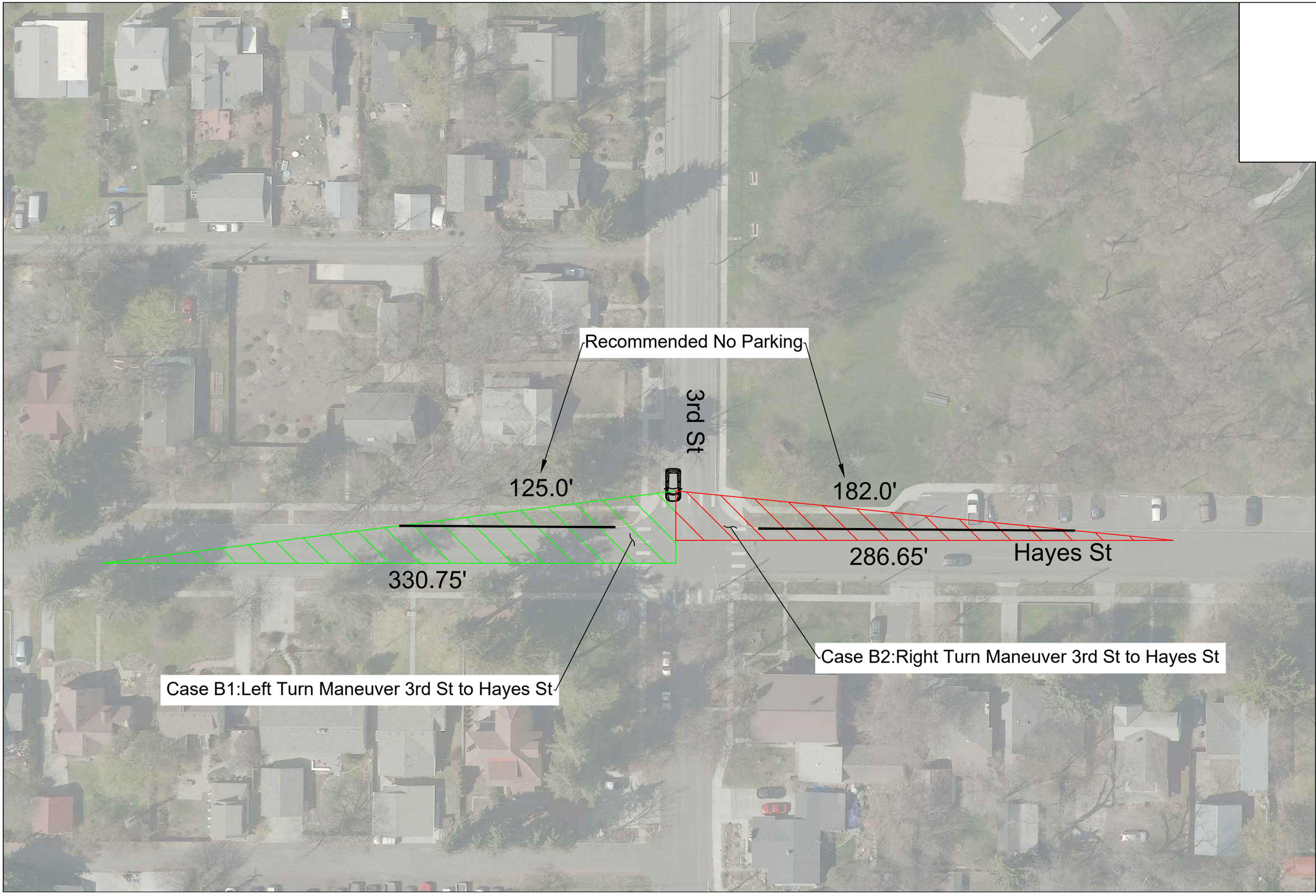
Following AASHTO A Policy on Geometric Design of Highways and Streets 2018 (7th Edition), Section 9.5 Intersection Sight Distance:

- Consider a Class B – Intersection with Stop Control on Minor Road (Hayes Street as major road and B, 1st, 3rd, 5th Street as minor roads)
- Sight Triangles should be considered on three situations:
  - Case B1: Left Turns from Minor Roads to Major Roads
  - Case B2: Right Turns from Minor Roads to Major Roads
  - Case B3: Crossing the Major Road from a Minor Road approach
- Decision Point was based on observation shown in Figures 5-12
- **Case B1: Left Turn Maneuver for Intersections**
  - Equation for left turn Sight Distance (Passenger Car): ISD = $1.47V_{major}t_g$
  - Where ISD = Intersection Sight Distance (ft), V_{major} = Design Speed of Hayes Street, t_g = Time gaps for minor road vehicles to enter minor road
  - ISD = 1.47 × 30mph × 7.5sec = 330.75ft
- **Case B2: Right Turn Maneuver for Intersections**
  - Equation for right turn sight distance (Passenger Car): ISD = $1.47V_{major}t_g$
  - Where ISD = Intersection Sight Distance (ft), V_{major} = Design Speed of Hayes Street, t_g = Time gaps for minor road vehicles to enter major road
  - ISD = 1.47 × 30mph × 6.5sec = 286.65ft
- **Case B3: Crossing Maneuver for Intersections**

    - Equation for right turn sight distance (Passenger Car): ISD = $1.47V_{major}t_g$
    - Where ISD = Intersection Sight Distance (ft), V_{major} = Design Speed of Hayes Street, t_g = Time gaps for minor road vehicles to enter major road
    - ISD = 1.47 × 30mph × 6.5sec = 286.65ft
- For this leg of the minor road approach, Stopping Sight Distance was also used to get a relative idea of how much distance is required for a passenger car to stop effectively at a speed of 30 mph. This assuming reaction time of drivers as well as vehicle performance, which vary greatly. In this case the standard **200 feet** for SSD was used for the minor leg approach.

Figure 2: Location of Intersection 1 at Hayes & 3rd

Figure 3: Location of Intersection 2 at Hayes & 3rd



REVISIONS

DATE	DESCRIPTION	DRAWN BY:	CHK'D. BY:

Job No.: File Name:Lena Whitmore Analysis.dwt

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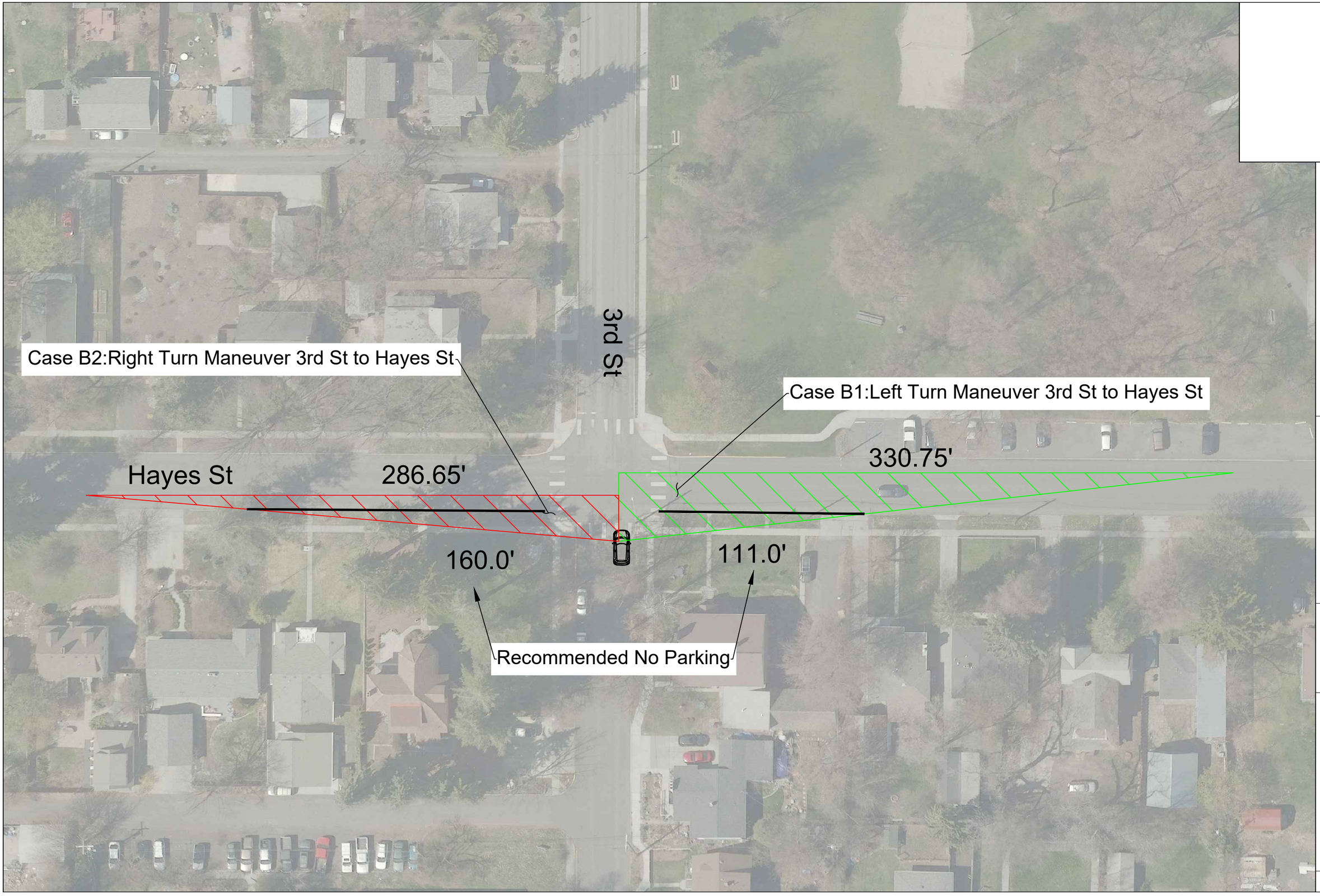
PROJECT - 2026

HAYES & 1ST ST WEST

SCALE:
DATE: 4/2/2026
DRAWN BY: M. LENZI
CHECKED BY: N/A

CITY OF MOSCOW
ENGINEERING DIVISION
MOSCOW, IDAHO

SHEET X OF X



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PROJECT - 2026

HAYES & 1ST ST WEST

SCALE:
DATE: 4/2/2026
DRAWN BY: M. LENZI
CHECKED BY: N/A

CITY OF MOSCOW
ENGINEERING DIVISION
MOSCOW, IDAHO

SHEET X OF X

Study Data Information by:
Luke Hajda
May 29th, 2026

Intersection	Name	Direction		ADT		ADT	Totals
Major Street	Hayes St	N/S	N Approach	1322	S Approach	1423	**2745**
Minor Street	Third St	E/W	E Approach	1710	W Approach	1730	**3440**

Interim Measure? No

Accident in last 12 Months 0 as of May 29th, 2026 — Accident in last 24 Months 0
Intersection Related 0 — *Intersection Related* 0 — 0.0000 Accidents per million vehicles

Hayes St
Highest 8 Hours

	Major Street Time		Vehicle Traffic Volume Approach 1 NB	Approach 1 SB	Approach 2 NB	Approach 2 SB	Total Count	Ped. & Bike Traffic Volume Approach 1	Approach 2	Total Count	**Overall Total Units**
1	11:00	am	110	110	114	112	224	10	11	21	245
2	12:00	pm	125	125	154	154	279	10	11	21	300
3	1:00	pm	112	110	116	115	226	10	11	21	247
4	2:00	pm	150	150	132	134	282	10	11	21	303
5	3:00	pm	135	135	176	174	311	10	11	21	332
6	4:00	pm	134	131	141	141	272	10	11	21	293
7	5:00	pm	143	143	161	161	304	10	11	21	325
8	6:00	pm	119	119	114	115	233	10	11	21	254
	Totals		2051		2214		**2131**			**168**	**2299**
							266.38	**Average Approach**		**21**	**287**

Third St
Highest 8 Hours

	Minor Street Time		Vehicle Traffic Volume Approach 1 EB	Approach 1 WB	Approach 2 EB	Approach 2 WB	Total Count	Ped. & Bike Traffic Volume Approach 1	Approach 2	Total Count	**Overall Total Units**
1	11:00	am	133	134	115	115	248	10	3	13	261
2	12:00	pm	138	139	134	135	273	10	3	13	286
3	1:00	pm	126	125	108	109	235	10	3	13	248
4	2:00	pm	178	179	137	137	315	10	3	13	328
5	3:00	pm	225	224	205	206	431	10	3	13	444
6	4:00	pm	177	178	191	192	369	10	3	13	382
7	5:00	pm	186	187	231	232	418	10	3	13	431
8	6:00	pm	138	139	151	151	289	10	3	13	302
	Totals		2606		2549		**2578**			**104**	**2682**
							322.25	**Average Approach**		**13**	**335**

Combined Average (V/H) 588.625
Combined Average (Units/H) 622.625

MUTCD Multiway Stop Warrant Application, Section 2B.05

For the Intersection of:

Hayes St and Third St

A. Are traffic control signals warranted; and is multi-way stop condition proposed as interim measure?

No

B. Does intersection have 5 or more crashes in 12-month period that may be corrected by multi-way?

No

C.1. The major street (both approaches) averages 300 vehicles per hour for any 8 hours.

No

C.2. The minor street vehicles (both approaches) plus pedestrians average 200 units/h during peak 8-hour on major street

Yes

And average delay to minor street traffic is at least 30 seconds per vehicle.

No

C.3. Is the 85th percentile approach speed of major street exceeding 40 mph?

No


Lena Whitmore Elementary Walk and Roll to School Map
school
public access pedestrian pathway
public parking/ drop-off and walk location
marked cross walk
street crossing with lights and/or crossing guard (during pick-up/drop off times)
tunnel
Lena Whitmore School District
park or playfield
SAFE ROUTES TO SCHOOL
UNIVERSITY OF IDAHO - MOSCOW
0.25 mile
0
500
1,000 feet
Map created by Chelsea M. Feeney, 2022
Custom Cartographics (www.cmcfeeney.com)
Lena Whitmore School
Moscow Middle School
Moscow Charter School
St Mary's School
Pool and Rec Center
Jim Lyle Rotary Park
Oylear Field Skate Park Eggan Youth Center
East City Park
East Gate Park
Moscow School District Community Playfields
Latah County Fairgrounds
Lion's Park
Heron's Hideout
Paradise Creek
PUBLIC AVE
"E" STREET
"F" STREET
"D" STREET
"B" ST
"A" ST
FIRST ST
THIRD ST
FIFTH ST
SIXTH STREET
SEVENTH STREET
EIGHTH STREET
LEWIS ST
MABELLE STREET
HAROLD ST
KENNETH ST
TROY WHITE PL
WHITE AVENUE
STATE HIGHWAY 8
TRAVOIS WAY
TROY ROAD — STATE HIGHWAY 8
ALTURAS DR
PINE CONE RD
STYNER AVE
BRISTOL RD
CASTLEFORD STREET
WILTSHIRE DR
CAMBRIDGE CT
SHELBY LANE
WEYMOUTH STREET
JOSEPH STREET
WEST VIEW DRIVE
HILLCREST DR
ROLLING HILLS DR
VANDAL DR
POLK STREET
HOWARD ST
MOORE AVE
LINCOLN STREET
HAYES STREET
GARFIELD STREET
BLAINE STREET
GRANT ST
CLEVELAND ST
ROOSEVELT ST
ORCHARD AVE
VIEW ROAD
MOUNTAIN
HARDING ST
MONROE ST
LOGAN STREET
LYNN
PARK DR
NEZ PERCE ST
CAMAS STREET
MEADOW ST
SHERWOOD ST
HATHAWAY ST
VISTA ST
SHOSHONE ST
ANDY AVE
NORTHWOOD DR
RIDGEVIEW DR
WILDROSE DR

Blaine at 3rd St Sight Triangles

Locations:

Figure 1: Location of Intersections at Blaine & 3rd

Design Calculations

Following AASHTO A Policy on Geometric Design of Highways and Streets 2018 (7th Edition), Section 9.5 Intersection Sight Distance:

- Consider a Class B – Intersection with Stop Control on Minor Road (Blaine Street as major road and 3rd & 6th Street as minor roads)
- Sight Triangles should be considered on three situations:
    - Case B1: Left Turns from Minor Roads to Major Roads
    - Case B2: Right Turns from Minor Roads to Major Roads
- Decision Point was based on observation shown in Figure 2 for Intersection 1 and Figure 3 for Intersection 2
- **Case B1: Left Turn Maneuver for Intersections**
    - Equation for left turn Sight Distance (Passenger Car): ISD = $1.47V_{major}t_g$
    - Where ISD = Intersection Sight Distance (ft), V_{major} = Design Speed of Blaine Street, t_g = Time gaps for minor road vehicles to enter minor road
    - ISD = 1.47 × 25mph × 7.5sec = 275.625ft
- **Case B2: Right Turn Maneuver for Intersections**
    - Equation for right turn sight distance (Passenger Car): ISD = $1.47V_{major}t_g$
    - Where ISD = Intersection Sight Distance (ft), V_{major} = Design Speed of Blaine Street, t_g = Time gaps for minor road vehicles to enter major road

    - ISD = 1.47 × 25mph × 6.5sec = 238.875ft
- For this leg of the minor road approach, Stopping Sight Distance was also used to get a relative idea of how much distance is required for a passenger car to stop effectively at a speed of 30 mph. This assuming reaction time of drivers as well as vehicle performance, which vary greatly. In this case the standard **200 feet** for SSD was used for the minor leg approach.

Figure 2: Location of Intersection 1 at Blaine & 3rd

Figure 3: Location of Intersection 2 at Blaine & 3rd

Recommended No Parking

EXTG Conditions
- Yellow markings for 41'
- Driveway is also along the 80' recommended

- Yellow markings for 31'

31.0'

65.0'

275.63'

238.88'

Blaine St

3rd St

Case B1:Left Turn Maneuver 3rd St to Blaine St

Case B2:Right Turn Maneuver 3rd St to Blaine St

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DATE	DESCRIPTION	DRAWN BY:	CHK'D. BY:

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BLAINE & 3RD WEST

SCALE:
DATE: 4/2/2026
DRAWN BY: M. LENZI
CHECKED BY: N/A

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MOSCOW, IDAHO

SHEET X OF X

Case B2:Right Turn Maneuver 3rd St to Blaine St

Case B1:Left Turn Maneuver 3rd St to Blaine St

Blaine St

238.88'

275.63'

120.0'

74.0'

- No yellow markings on curb
- Signed no parking

Recommended No Parking

3rd St

EXTG Conditions
- No yellow markings on curb
- Signed no parking

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DATE	DRAWN BY:	DESCRIPTION	CHK'D. BY:

Job No.: | File Name:Lena Whitmore Analysis.dwt

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PROJECT - 2026

BLAINE & 3RD EAST

SCALE:
DATE: 4/2/2026
DRAWN BY: M. LENZI
CHECKED BY: N/A

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MOSCOW, IDAHO

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