

## Third Street Stats and History

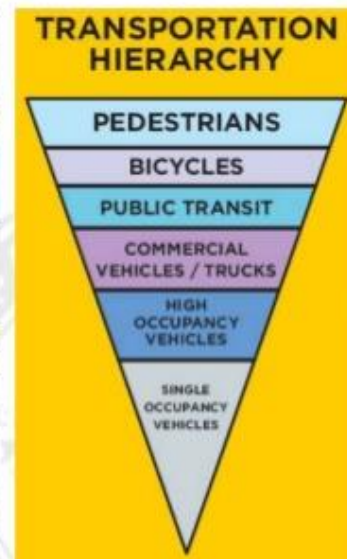
2007-30 Resolution States the need for a Pedestrian/Bike/Handicap only on Paradies Creek. This was signed by the current candidates for Mayor, Linda Pall and Bill Lambert, and all city council members except one. --- The community overwhelmingly said NO to a traffic bridge. *What Changed?* See Below

The 2012 City Council Annual Goals continues to support that resolution. *What Changed?* See Below

The current budget includes a traffic bridge over Paradise Creek with no infrastructure plan or funding. Have all players on Third Street been included in planning-1912 Center, Moscow High School, Lena Whitmore School, East City Park planners, such as Ren Fair, Entertain in the Park, Hemp Fest, Summer Concert Series, Rendezvous in the Park, etc.?

This matter should be considered carefully with input from the whole community as it was in 2007. There is no rush or crisis in careful and thoughtful planning.

Peter Koonce, P.E., manages the City of Portland Bureau of Transportation's Signals, Street Lighting, & ITS Division, Guest Lecturer for The Mike Kyte forum held this past month gives the Transportation Hierarchy gives the following order when planning street use and flow.



By Moscow City 2016 counts daily counts for Third Street are 6,204-Sixth Street 6,466 and D Street 7,244.

With a traffic bridge on Third Street 23,400 vehicles at Line Street and the 18,856 vehicles on Third Street at Washington will create a major increase in traffic flow through the residential neighborhood.

Big Commercial and Construction trucks are using Third Street and residential neighborhoods when other more suited routes are available. The new section of Third Street by the East City Park, just one year old is already showing signs of over use and wear with ruts forming by high volume traffic and heavy trucks.



## Demographics on Third Street at the High School

A 2016 reports the Moscow High School population of 737 student has grown by 29% over the five years.

The 2017 population is higher and growth will push this number up.



### A Two Day Count-One AM one PM Revealed the Following

Date & Time	Cars & Trucks Eastbound	Car & Truck Westbound	Pedestrians	Bikers	Handicap
10/09/2017 7:30 to 8:30 AM Third and Van Buren	169	419  Total: 688 *See notes	NA	NA	
10/10/2017 3:00 to 4:00 PM	284	198  Total: 418	507  These were not all HS Students Includes community & grade school/middle school	36 7 using bike lane 3 using traffic lane 26 on sidewalk	3



## Observations

- \*Of the 688 cars and trucks only 7 cars slowed to the 15 mph speed limit. Others were slowed by pedestrians in cross walks or turning cars, but only 7 slowed on their own to 15 mph, 1 going east 6 going west.
- \*The speed that vehicles travel through that school zone is astounding. Wish I had a radar gun.
- \*A car stopped to let pedestrians across third at Van Buren. A pickup behind the car pulled out and sped around it while the pedestrians were still in front of the stopped car in the crosswalk.
- \*Another car annoyed at the line of cars going west stopped for folks sped into the no parking lane where students are dropped off and turned south on the west side of 1912 Center.
- \*One car completely blew the stop sign going north on Van Burien across third.
- \*Students trying to cross third at the pedestrian cutout in the middle of the block of the 1912 Center gave up because no one would stop for them and walked to the corner. When the streets were redone and painted, the city missed painting that crosswalk.
- \*Saw several drivers pull into the opposite lane to avoid stopping for pedestrians still in the cross walk.
- \*Saw a number of cars driving in the bike lane.
- \*I saw what I thought were less town walkers (not students) and most likely related to the colder morning.

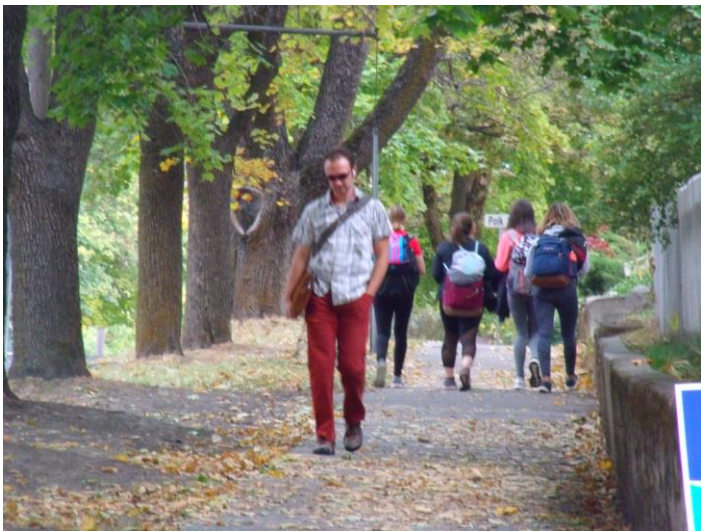


**FACT:** More bikers, walkers and handicap community members use Third Street as their east/west access than any other part of town. It is the most accessible due to steep hills on alternative routes.

## Testamony

Colin Priebe, an avid biker, reports that it is dangerous to use the unprotected bike lanes or side of the road because drivers cross over the lines in bike lane or force you off the side of the road. He takes the center of the traffic lane and behaves as a car because it is the safest way to bike.





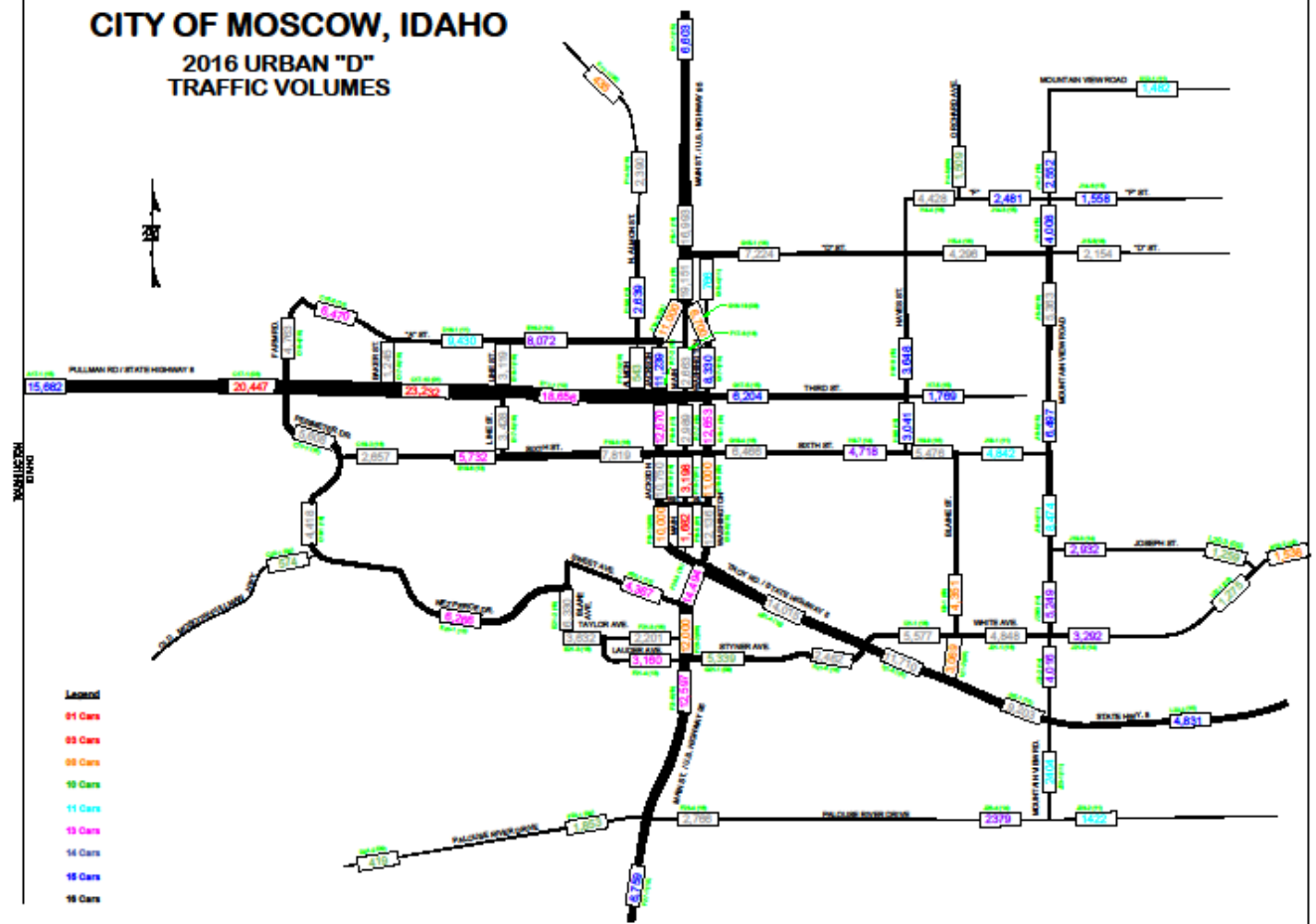




As you can see by this photo, unprotected bike lanes contain obstacles that create hazards for bikers and vehicles dodging riders taking preventive measures by swerving into bike lanes.

# CITY OF MOSCOW, IDAHO

## 2016 URBAN "D" TRAFFIC VOLUMES



## FY2012 Moscow City Council Goals

1. Use electronic and social media to provide information to the public and receive and address citizen input on issues.
2. Expand the perceived downtown area on Main Street from 'E' Street to the south couplet by including amenities such as street trees.
3. Develop and implement a strategy for development of ball fields and park land within the city. This goal supersedes previous goals to develop the West Palouse River Drive ball fields project.
4. Collaborate with stakeholders for the development of a permanent enclosed full-size ice rink facility within Moscow.
5. Acknowledge and promote the University of Idaho and Moscow School District by exhibiting their logos on City vehicles.
6. Adopt an overlay zone for Legacy Crossing urban renewal district.
7. Review the conditional use permit and economic impact study requirements of the current LRE ordinance, with the goal to encourage business and economic growth consistent with the City's comprehensive plan.
8. Fund a security camera system.
9. Address accessibility needs identified by the Mobility Task Force. Develop a funding program to pave gravel streets and encourage sidewalk connectivity. Include a public education campaign and consideration of incentives for participation.
10. Accommodate receipt of additional private funds for bicycle-pedestrian bridge at 3<sup>rd</sup> and Mountain View.
11. Implement plan to remodel the City Hall basement.
12. Research and develop a business registration program.





## RESOLUTION 2007-30

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, RECOGNIZING THE NEED AND APPROPRIATENESS OF CONSTRUCTION OF A PEDESTRIAN BRIDGE ON THIRD STREET OVER PARADISE CREEK, THE PROTECTION OF THIRD STREET AS A NEIGHBORHOOD COLLECTOR THAT HELPS PRESERVE THE NEIGHBORHOOD VALUES AND CULTURAL AND EDUCATIONAL CENTERS OF THE COMMUNITY, AND THE SAFETY CONCERNS FOR PEDESTRIAN, BICYCLE AND DISABLED ACCESS TO THE CORE OF THE COMMUNITY, AND PROPOSING CERTAIN ACTIONS FOR BY THE CITY AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Moscow, Idaho, recognizes that Third Street has been an image of the town we value, with its tree canopy, historic landmark buildings, East City Park and historic residential architecture adjacent to the Fort Russell Neighborhood National Register Historic District; and

WHEREAS, in 2005 the City Council authorized the building of a pedestrian bridge across Paradise Creek at Third Street and removed Third Street from designation as an arterial for city planning purposes; and

WHEREAS, Third Street is the best access point for central east/west travel of pedestrians, bicycles and wheelchairs in central Moscow and the construction of an 8-10 foot wide bridge, limited to that traffic will maximize the access across the creek to Mountain View Road; and

WHEREAS, context sensitive street design, an engineering approach which generates street designs that meet neighborhood needs as well as community wide needs with the interests of all users and neighborhood conservation in mind, including multiple users beyond cars and trucks, preservation and expansion of street trees, provision of safe and protected sidewalks, and a goal of calm, safe streets; and

WHEREAS, inviting more motorized traffic onto Third Street by increasing its traffic burden to that of an arterial would involve unmitigable trade-offs such as destruction of street trees, removal of parking and increasing speed and volume adjacent to an elementary school; and

WHEREAS, preserving Third Street as a neighborhood collector encourages walkability for children going to Lena Whitmore School, complements the Safe Routes to Schools grants the City has received, reduces the need for elimination of parking in residential areas and close to community facilities such as East City Park, and reduces conflicts for older and disabled residents using Third Street; and

WHEREAS, adjacent neighbors and citizens from all over Moscow have expressed their support for a pedestrian bridge at this site supporting the Council's commitment to the pedestrian bridge for a neighborhood collector on Third Street rather than a vehicular bridge/arterial in 2005; and

WHEREAS, citizens have come forward to assist in the financing of the pedestrian bridge and have sought the direct cooperation of the City of Moscow in this project, to preserve the safety, relative quiet, non-motorized options, parking and historic character and sense of Place Third Street contributes to the entire City;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MOSCOW, IDAHO, HEREBY RESOLVES AS FOLLOWS:

1. The City of Moscow endorses the construction of a pedestrian/bicycle/disabled access bridge on Third Street over Paradise Creek at the eastern terminus of the street west of Mountain View Road, with adjacent landscaping and accommodating the Paradise Path and amenities to the extent possible within the City's right of way at the intersection of the Creek and Third Street.
2. Third Street shall remain classified as a neighborhood collector to preserve and enhance the central historic neighborhood of Moscow and conserve the safety and accessibility of schools, East City Park and other public facilities and services located adjacent to Third Street.
3. This resolution will be in full force and effect immediately upon its passage and approval by the City Council PASSED AND APPROVED by the Mayor of the City of Moscow, Idaho, this 3rd day of December 2007.

s/ Nancy Chaney, Mayor

ATTEST:

s/ Stephanie Kalasz, City Clerk