Third Street Bridge & Corridor Project

Preparation for the FY2018 budget to commence October 1, 2017, includes funding to address a project that has been considered since 1994. The Third Street bridge was anticipated to be built with development of the residential area when the neighborhoods to the west of Mountain View on Third Street were developed. With the city’s growth to the east in its infancy, installation of the anticipated bridge was postponed. Additional development to the east of the bridge site then occurred several years later, but was a much smaller development that did not require the full access bridge at that point. For both of these developments, funding was a major issue.

Since that time, growth of the community to the east has become much more robust and connectivity has been a challenge. Additional planning and study has supported the development of the bridge prompting the City Council to direct staff to pursue completion of the long-standing project. This brochure was designed to address questions about the project, plans for development moving forward as well as an overview of the history of this endeavor.

For a more detailed version of this booklet, please visit, http://www.ci.moscow.id.us/engineering/Pages/Third-Street-Multi-Modal-Bridge.aspx.

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BRIDGE DESIGN
The design of the new multi-modal bridge will occur during the fall and winter of 2017/18 with an intent to advertise for bids for construction in the spring of 2018. A Request for Qualifications (RFQ) from qualified consulting engineering firms was first published on September 2, 2017. Selection of a design firm for the project is anticipated by the end of September with design work commencing in November.

The Multi-modal Bridge is proposed to include two vehicular travel lanes, two bicycle lanes, and two pedestrian sidewalks. The width of the bridge is likely to match the existing roadway width on both sides of Paradise Creek. The bridge elevation will be set in accordance with floodplain requirements and as low as possible to minimize impacts on surrounding properties, sidewalks, and driveways. The existing street on both sides of Paradise Creek was designed and constructed at elevations anticipated to accommodate future bridge construction. This is likely to minimize elevation discrepancies with surrounding properties. At this time, the City is not anticipating the need to acquire any additional street right of way, but confirmation of this situation will occur during the design process.

CORRIDOR ASSESSMENT
While bridge design is underway, City Staff will review the Third Street corridor from Washington Street to Mountain View Road regarding potential impacts and mitigation related to the anticipated changes in traffic patterns. This review is likely to include the following components:

- Parking
- Bicycle Facilities
- Traffic Control/Stop Control
- School Zones/Crossing Guards
- Parking
- Public Art
- Sidewalks/Pedestrian Facilities
- Speed Limits
- It is anticipated that the assessment will result in the development of alternatives and recommendations for changes to the facilities along the Corridor. These alternatives and recommendations will be presented to the Transportation Commission for review and recommendation. These may include the installation of traffic calming features, completion of sidewalks, modifications to current traffic control devices, modifications to on-street parking, addition of bicycle facilities, and other related work. The extent and location of such modifications is not yet known, but will be developed during the fall and winter of 2017/18.

PARKING
The assessment of the corridor will include a review of the existing parking configuration. At this time, the City has not anticipated changes in the parking configuration except as may be necessary to accommodate any selected traffic calming measures.

BICYCLE FACILITIES
In June 2016, the City Council adopted the 2016 Bike Routes and Facilities Plan. This was the culmination of several years of work by staff, the Transportation Commission, and the MMTP consultant to develop a new on-street bicycle network for the City of Moscow. The Plan includes the installation of new facilities on Third Street between Washington Street and Mountain View Road.

TRAFFIC CONTROL/STOP CONTROL
Most intersections along the corridor have stop control on the side street approaches. The Corridor Assessment will include a review of the existing traffic control measures to determine if any changes are appropriate to address potential changes in traffic patterns.

SCHOOL ZONE/CROSSING GUARDS
Historically the Lena Whitmore School Zone boundary on Blaine Street was located just north of the Third Street intersection and the School Zone did not include any of Third Street. The School Zone was expanded in 2012 to start on Blaine Street south of Third Street and includes a portion of Third Street. The Moscow School District provides crossing guards at the intersection of Blaine Street and Third Street. The existing School Zone location will be reviewed as part of the Corridor Assessment, but no changes to the School Zone or the crossing guard program are anticipated.

SIDEWALKS/PEDESTRIAN FACILITIES
A review of the current sidewalk system completeness and condition will be performed as part of the Corridor Assessment. It is anticipated that some sidewalk improvements may be recommended as part of the Corridor project to improve the sidewalk system connectivity.

PUBLIC ART
The City of Moscow requires that most above ground Public Works projects apply a minimum of 1% of the project cost to Public Art. This can be in the form of art incorporated into the project design and construction or can be a payment to the Arts Capital Program fund for the future installation of Public Art.
A consulting engineering firm will be retained by the City of Moscow for the design of the Third Street bridge structure and associated improvements necessary for its construction. The City follows the State of Idaho Professional Services procurement statutes during selection of consulting firms.

The process begins with the advertisement of a Request for Qualifications (RFQ) which invites qualified engineering firms to submit a Statement of Qualifications (SOQ) indicating their interest in performing design services for the City and their expertise in such services. The RFQ for the Third Street bridge design was published in early September 2017. Interested firms will submit their SOQ documents to the City by September 22, 2017. A selection committee will review the submittals received and identify the preferred consultant based on past experience, qualifications of the design team, availability, and other factors. The selected firm will be requested to develop a project design scope of services and proposed fee. Upon successful negotiations with the selected firm, in November 2017 the City is expected to enter into a professional services contract for design and construction management services with the consultant.

Once the Council approves the contract and notice to proceed, the consultant will begin the design process with assistance from and management by the Moscow Public Works Department. Upon successful completion of the design, the consultant will assist the City with the advertisement for bids for the construction of the bridge project.

During the bridge design and bidding process staff will perform the Corridor Assessment to determine recommendations, including traffic calming, for other actions within the Third Street corridor. Considerations may include on-street parking, bicycle facilities, traffic control, school zones, pedestrian facilities, and speed limits. The Transportation Commission will participate in this process.

**Projected Schedule**

- **September 2017**: Selection of design firm
- **October 2017**: Consultant design
- **November 2017 – February 2018**: Execution of design services contract
- **November 2017 – March 2018**: Corridor assessment including traffic calming
- **March 2018**: Award of bridge construction contract
- **April/May 2018**: Advertisement of bridge project for construction bids
- **May – October 2018**: Estimated construction of bridge and corridor enhancements

**What is an RFQ?**

An RFQ stands for “request for qualifications.” The RFQ process is one of several that meets the standards and requirements the City must adhere to when interested in contracting for products and services over a certain dollar amount.
Estimates of Traffic Volumes Year 2035

Traffic Model
As part of the development of the City’s Multi-Modal Transportation Plan (MMTP), the consultant team created a traffic model for the City of Moscow. This model used industry standards for software, trip generation, peak demand multipliers, existing system calibration, and planning horizon volume estimation. The model was used to assess near and long term traffic impacts throughout the City, with specific modeling related to the Third Street bridge. An illustration of the estimated daily traffic volumes based on the MMTP’s Third Street Connection Assessment, which models potential traffic for the year 2035, is shown to the right.

The model estimates that Third Street, with the installation of a bridge and traffic calming measures, will see a reduction of an estimated 300 vehicles west of Blaine Street in the area of Lena Whitmore Elementary School. There is an estimated increase of up to 500 vehicles east of Blaine Street with the largest estimated change of 1,800 vehicles at Third Street and Mountain View Road.

D Street is expected to see an increase in vehicles west of Hayes Street, with an estimated decrease to the east of Hayes Street leading to the Moscow Junior High School, Eggan Community Youth Center, and leading to McDonald Elementary.

Potential changes on 6th Street include a projected decrease along the entire route of a daily estimated average of 700 vehicles.

*Based on estimates and modeling for the year 2035, includes minor variation in estimates, i.e. 50 daily vehicles without building any bridge.

SPEED LIMITS
Speed limits along the Third Street corridor were officially set by the City on December 16, 1974 as part of Ordinance No. 1272. This ordinance established the authority of the City Engineer to set speed limits and identified minimum and maximum speeds. The ordinance was the culmination of a city-wide speed study completed in 1974. As part of that study, speed limits were recommended for select streets ranging from 30 mph to 55 mph. All other streets were set at 25 mph. The recommended speed for Third Street between Van Buren Street and Hayes Street was 30 mph and the remainder of Third Street was set at the 25 mph limit.

The current posted speed limit for Third Street is 25 mph from Washington Street to Van Buren Street where it changes to 30 mph. The limit then drops back to 25 mph east of Hayes Street. In reviewing Google Earth Street View back to 2007 these limits and locations have remained unchanged. It appears that they have remained unchanged since the implementation of the 1974 speed study recommendations.

FUNDING
FISCAL YEAR 2018 BUDGET - BRIDGE
The funding for the new Third Street Multi-modal Bridge is derived from City of Moscow General Fund and Street Fund revenues. No additional grant, bond, or loan funding is proposed for the bridge construction project. The adopted FY2018 Budget includes $580,000 for the Third Street Multi-modal Bridge in the City’s Capital Projects Fund.

FISCAL YEAR 2018 BUDGET – TRAFFIC CALMING ENHANCEMENTS
Traffic calming and sidewalk improvements are anticipated to be funded from City of Moscow Sidewalk Program, Pavement Management Program, and other Capital Projects Fund revenues.

STREET CLASSIFICATIONS
The 2010 Urban Area and Functional Classification Map (approved 2003) designated Third Street from Washington Street to Mountain View Road as an existing collector arterial. A 2014 update of the map, with support...
In practice, the City requires that these standards be met during the construction of new street extensions. For existing street segments, the City works with the existing street cross section if it has been previously constructed to include curb and sidewalks. If these components are missing the City attempts to comply with the adopted standards within the confines of the existing right of way.

In a transportation network the size of Moscow’s there are few differences between the characteristics of the minor arterial and collector arterial classifications. Those differences are noted in the table below:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Collector Arterial</th>
<th>Minor Arterial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right of Way Width (min.)</td>
<td>70’</td>
<td>90’</td>
</tr>
<tr>
<td>Street Width (min.)</td>
<td>34’</td>
<td>34’</td>
</tr>
<tr>
<td>Sidewalk Width (min.)</td>
<td>5’</td>
<td>6’</td>
</tr>
<tr>
<td>Number of Vehicle Lanes</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Bike Lanes – Width (min.)</td>
<td>Yes – 5’</td>
<td>Yes – 5½’</td>
</tr>
</tbody>
</table>

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**HISTORY**

**MULTI-MODAL TRANSPORTATION PLAN**

The City of Moscow has long recognized its responsibility to address transportation needs throughout the community. This recognition has resulted in numerous programs, projects, and planning efforts to identify and implement transportation network improvements. The Comprehensive Land Use plans have included sections on mobility and transportation since the 1970’s. A Transportation Commission was formed in the late 1990’s to provide recommendations to the City Council regarding long range transportation issues. The Paradise Path Task Force (now Moscow Pathways Commission), Bike Commission, Active Living Task Force, Mobility Task Force, and other efforts have all contributed to a broader understanding of the City’s desire for a complete multi-modal transportation network to serve all users. A significant advancement in the overall transportation system planning efforts was completed in July 2014 in the form of the City’s first Multi-modal Transportation Plan (MMTP) titled “Moscow on the Move”.

**TRANSPORTATION COMMISSION**

Over the course of the last two decades the Commission has at various times discussed the subjects of the classification of Third Street and the installation of the Third Street bridge. A summary of these discussions follows:

- December 14, 2000 – Discussed the width and classification of Third Street and potential impacts on B Street.
- April 28, 2005 – Discussed potential traffic calming measures along the Third Street corridor which could be considered if the Third Street bridge was installed.
- June 23, 2005 – Discussed potential issues related to a new Third Street bridge including sidewalks, lots without sidewalks, east/west traffic, pedestrians, street widths, parking, and funding.
- December 20, 2007 – Discussed the classification of Third Street.
- July 10, 2008 – Discussed the classification of Third Street as a collector vs. minor arterial.
- February 13, 2014 – Discussed the proposed update to the Urban Area and Functional Classification map which included Third Street as a minor arterial from Washington Street to Mountain View Road.
- October 29, 2015 – Discussed the history and past discussions regarding the Third Street bridge.

**The Mayor and City Council created the Transportation Commission with the following charge:**

A. To provide advice and recommendations to the Mayor and City Council regarding intermodal transportation issues as directed with the goal of establishing a system of transportation and circulation within and around the City of Moscow that will make it possible for all people utilizing various modes of transportation to reach their destination safely and easily with minimum disturbance to adjacent uses.

B. To recommend to the Mayor and the Council policies and programs with the objective of implementing transportation goals and objectives of the Moscow Comprehensive Plan.

C. To advise the Mayor and City Council as to the long range transportation needs of the City, to provide advice on integrating various transportation elements including, but not limited to, motorized vehicular traffic, bicycle traffic, pedestrian traffic, rail, air travel and public transportation.

**PEDESTRIAN BRIDGE RESOLUTION - 2007**

On December 3, 2007 the City Council approved Resolution 2007-30 pertaining to a pedestrian bridge over Paradise Creek at Third Street. The Resolution stated the Council’s intent at the time to endorse a pedestrian bridge and designate Third Street as a collector as opposed to the determination of the roadway as a minor arterial.
The passage of this Resolution stemmed from input from citizens interested in a pedestrian bridge across the creek and proposals that the bridge could be funded by donations from the community. This resolution also authorized the City to begin accepting donations for a pedestrian bridge in December 2007. The last donation received by the City was submitted on October 21, 2008. In all, the City received $7,730 in donations. Some donations had previously been refunded at the request of the donating party. In August 2017, the City Council approved refunding the remaining donations it had received for the Third Street pedestrian bridge, to be accomplished after October 1, 2017, the beginning of the City’s next fiscal year.

**HISTORIC DISTRICT BOUNDARY**

The Fort Russell Historic District is located to the north of the Third Street corridor. The southernmost edge of the existing District is located along the north side of Second Street between Adams Street and Polk Street. A revision to the Fort Russell Historic District boundary has been proposed and is currently under review at a Federal level. The southernmost edge of the proposed boundary is along the north right of way line of Third Street between Jefferson Street and Hayes Street. The Third Street corridor does not pass through the District.

**PUBLIC INPUT HISTORY**

There have been numerous occasions for public input regarding the classification of Third Street and the installation of a Third Street bridge over Paradise Creek. These have included multiple Transportation, Paradise Path Task Force, and Historic Preservation Commission meetings, Public Works/Finance Committee meetings, and City Council meetings. In addition, the development of the “Moscow on the Move” Multi-modal Transportation Plan (MMTP) included concerted outreach efforts regarding all facets of transportation within the City of Moscow. This took the form of on-line surveys, on-bus transit surveys, stakeholder meetings, open houses, Social Media (Facebook & Twitter), and community workshops held at One World Café.

**SOURCES**

**City of Moscow 1974 Speed Study**


**City Council & Transportation Commission Meeting Minutes**

City of Moscow. (all dates, all meetings). Public Meeting Files. Retrieved from Public Meeting Files - City Council, Transportation Commission, and others: http://www.ci.moscow.id.us/commissions/Pages/default.aspx

**Fort Russell Boundary**


**Standard Construction (Street Layout) Drawings**


**City of Moscow Fiscal Year 2018 Budget**


**City of Moscow Comprehensive Plan**


**Moscow Multi-Modal Transportation Plan**

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