THIRD STREET CORRIDOR
TRANSPORTATION COMMISSION SUBCOMMITTEE

It is anticipated that the construction of a new multimodal bridge across Paradise Creek at Third Street will cause changes in existing Corridor traffic patterns for vehicles, bicycles, and pedestrians. In recognition of these anticipated changes, the City Council supports the development and implementation of improvements within the Corridor to mitigate potential impacts and to enhance the existing multimodal transportation system. The task of assessing the potential traffic patterns changes was given to the City of Moscow Transportation Commission. The Commission determined that the formation of a subcommittee would be beneficial in order to delve deeper into the specifics of the Corridor and possible options for changes to the Corridor. The subcommittee consisted of ten members as shown below:

- Three Members of the Transportation Commission
- Four Community Members
- The City Council liaison to the Transportation Commission
- A technical advisor from the University of Idaho College of Engineering/NIATT Program
- City Staff liaison to the Transportation Commission

The subcommittee met eight times over the course of four and one half weeks for 1-1/2 to 2 hours per meeting. During the process the subcommittee identified primary areas of interest to be considered as part of the assessment process. Below is a summary of those areas of interest:

**CORRIDOR PRIORITIES (SHORT LIST)**

**Safety**
- Improve safety of non-motorized traffic, especially near Lena Whitmore
- Safety of pedestrians, wheelchair users, and bicyclists including school children in the area of the High School, Lena Whitmore, and East City Park.
- Pedestrian safety
- Facility enhancements increase pedestrian safety (calming traffic would be a side effect)
- Bicycle safety is strongly considered throughout.
- Safety for pedestrians.
- Protected Bikes Lanes.
- School Student protection at Lena, Moscow High School and those using Third to get to Russell Elementary.
- Complete, safe network for people walking.

**Multimodal Access**
- Encourage non-motor transportation options.
- Bike travel prioritized over on-street parking
- Enhance non-motorized access to East City Park, improving this community asset
- Connectivity for cars public transit, bikes, and pedestrians.
- Safe, comfortable corridor that encourages bicycling for all ages.

**Limiting Impacts**
- Limit disruption to residences and institutions located on 3rd St.
- Removal of street parking adjacent to houses with limited options.
- Not overly limiting traffic flow.
- Establish a truck route that takes industrial trucks off Third Street, and consequently off 6th and D Streets.

**Speeds**
- Control/limit vehicle speeds in this residential neighborhood (especially east of Hayes)
- Speed limits
- Safe motor vehicle speeds, probably no more than 25 mph.

Upon completion of the subcommittee meetings, a summary of its findings were presented to the Transportation Commission. The Commission accepted the report and approved the start of the public input process.