

2011
2012

Active Living Task Force Final Report



Recipient of the Association of Idaho Cities "Resilient City Award" and the Idaho Smart Growth "Grow Smart Award"



Jen Pfiffner, City of Moscow
Active Living Task Force
2011 2012

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Executive Summary

Overview

In the fall of 2009, the Centers for Disease Control and U.S. Department of Health and Human Services issued announcements to state health departments about stimulus funding through the American Recovery and Reinvestment Act for policies, systems, and environmental strategies to address obesity, physical activity, nutrition, and tobacco use. Idaho's Department of Health and Welfare applied for, and was awarded, grant funding under the category of physical activity, and in July 2010, contracted with Idaho Smart Growth to manage the project. The implementation plan was for policies and infrastructure to support all modes of transportation, including active, non-motorized options. Moscow is one of five communities statewide to be selected as pilots for that effort. With guidance from Deanna Smith of Idaho Smart Growth and other pilot communities, Moscow is addressing public health concerns associated with sedentary lifestyles by providing people with healthful alternatives through community design, and policies, and programs that support active living.

The City of Moscow would like to thank the Centers for Disease Control and U.S. Department of Health and Human Services Idaho Smart Growth, Idaho's Department of Health and Welfare, and most importantly Idaho Smart Growth for assisting in making this project possible.

Goals

The City of Moscow Active Living Task Force (ALTF) was formed for the purpose of this grant. The group proposed a plan to include three tasks to promote policies and implementation to enhance active living in Moscow to include staff education, data collection, and community engagement. The proposal was adopted in August of 2011. The long-term goal of this project was to lay the foundation for Moscow to become an increasingly healthier community by engaging the public and planning for infrastructure that supports active and healthy living.

Staff education was achieved by the attendance of Kevin Lilly, City Engineer and Tyler Palmer; Street/Fleets Division Manager at the Initiative for Bicycle and Pedestrian Innovation, "Comprehensive Bicycle and Pedestrian Design and Planning" seminar in August of 2011. They presented their experience to the public in February of 2012 and that presentation is available online.

The ALTF completed its first ever bicyclist and pedestrian count in October of 2011 as the data collection piece of the project. iCount, as the project was named, was a great success with more than 40 volunteers and 19 locations counted during two sessions on October 13, 2011. A report of results has been compiled and is available within this report and online.

In April of 2012, the ALTF completed its final task, a community engagement project that focused on a Neighborhood Greenway Assessment. City staff determined two potential Neighborhood Greenway routes connecting downtown Moscow with the recreation centers and schools near the north east section of the city, parks and shopping, which are near to the south east part of downtown Moscow. The route was evaluated by community members who joined ALTF members. A report of results has been compiled and is available within this report and online.

A report on each of the tasks, successes and challenges, and results follows this summary. Appendices include more specific reports and materials for each task completed (Appendices A, B, C), as well as a budget overview (Appendix D) for the entire grant project.

Active Living Task Force Member and Affiliations

The ALTF was led by Helen Brown, Faculty Member in the Movement Sciences Department at the University of Idaho. Ellen Rouse, a University of Idaho student majoring in Exercise Science and Health was contracted with as a consultant to help develop training tools, compile data, and conduct research on best practices. Jen Pfiffner, Assistant to the City Supervisor was the City of Moscow staff liaison to the project. Seventy-five individuals representing healthcare, non-profits groups, economic development organizations, school districts and more from both the public and private sector participated and interacted with the ALTF on a regular basis throughout the project.

Recommendations

The ALTF was successful in the completion of each of each of its three tasks as outlined in the detailed review following this Executive Summary. Each task, taken in succession, provided a basis and foundation for the next project, with education providing a basis for a successful bicyclist and pedestrian count, both of which provided valuable information and background for the greenway assessment.

From these tasks two specific recommendations were developed by the ALTF:

1. Host annual iCount events to provide a baseline of data for bicycle and pedestrian traffic counts in Moscow.
2. Implement a Neighborhood Greenway route in Moscow.

The ALTF's recommendations have been taken into consideration and as a result, the City of Moscow is excited to host the second annual iCount event in Moscow on September 13, 2012. Data will also be used by the Moscow on the Move - Multimodal Transportation Planning effort currently underway. Further, the Public Works Department is using the Neighborhood Greenway Assessment to review final plans for the installation of Neighborhood Greenway in Moscow, linking downtown, recreation facilities, transit, and business centers.



From the IBPI Presentation Given by City staff, on the topic of "Design for ALL Uses"

Staff Education - Initiative for Bicycle and Pedestrian Innovation



The Task

The City of Moscow was dedicated to approaching this training opportunity from a desk to pavement mentality. For that reason the City Engineer Kevin Lilly and Streets/Fleet Division Manager Tyler Palmer both attended the Initiative for Bicycle and Pedestrian Innovation (IBPI) training offered by Portland State University. Both reported that the program was dynamic and applicable in many ways to our community and appreciated that representatives from any community attending would benefit from the program.

Successes and Challenges

The City's reasons for sending two representatives were two-fold. First, to meet our goal to provide education for individuals involved in the design process of infrastructure from start to finish, desk to pavement. Second, by involving more than one person from the organization the City was able to leverage the enthusiasm and education gained at the conference as our attendees each had an ally to help promote ideas learned at the conference.

A challenge identified by both staff members was the reality of day-to-day work, including limits on time and resources. The implementation of new ideas can also be difficult and take time to properly ensure buy in at all levels including the organization and community.

Results

As noted in the approved grant proposal, this task would be considered a success once the training was attended and an Information Sharing Session on the training was held. Specific performance measures included completion of a report document (Appendix A) and hosting an Information Sharing Session to share highlights from the training with 30 individuals and 3 additional agencies. The Information Sharing Session, held on February 21, 2012, was a success and well attended with 27 individuals who signed in. More than 3 related agencies were in attendance, including the University of Idaho Parking and Transportation Department, the City of Moscow Transportation Commission, City of Moscow Parks & Facilities Department and Community Development Department, City Council Members, the Moscow Chamber of Commerce, and media representatives.

At the Information Sharing Session a brief survey was completed to help gauge the participants' knowledge of four key infrastructure elements, (a) including active travel concepts such as Neighborhood Greenways, (b) additional lane markings including sharrows, (c) bike Corrals as a bicycle parking option, (d) detectable surfaces required to enhance ADA accessibility including truncated domes. For items (a), (b) and (c), two (2) participants noted the element was "new to me". For item (d), four (4) people noted the element was "new to me". When asked to rate the items they would like to see in Moscow, 12 people noted they would like to see item (a) and (b), 11 people would like to see item (c), and 8 people would like to see item (d) in Moscow.

Data Collection - iCount



The Task

The City of Moscow used the National Bicycle Pedestrian Documentation project as basis to develop an active travel count process, which for our community was branded as iCount. This was designed to collect travel data for bicyclists and pedestrians in Moscow to provide information for the City of Moscow's transportation plan and to provide a resource for additional community engagement on the topic of active living and complete streets.

The first iCount project was carried out on Thursday, October 13th, 2011. It was designed to take into account both morning commuters and evening commuters by dividing counts into two time periods; 7:00-9:00 AM and 4:00-6:00 PM. There were approximately 20 count sites staffed by 40 volunteer counters.

Successes and Challenges

A true success of iCount was the amazing support from the community and volunteers that joined our efforts. With 39 volunteers on the street and many more behind the scenes, we were able to successfully count 20 locations in the morning and 19 locations in the afternoon. Without our volunteers, this task would not have been a success.

A real challenge for the planning committee was a lack of user-friendly forms and materials. Forms provided by several agencies were reviewed but were all very cumbersome and confusing. The group's response to this was to develop their own forms for both intersection and screenline counting. The forms in the end were very user-friendly and provided a method of collecting data that were easily adapted for reporting purposes.



iCount Volunteer Scott Fedale

Results

The final progress and process report for iCount is included in this report (Appendix B), and as noted in the original proposal for the grant is considered complete with the filing of this report. Data from the count has been reported to the National Bicycle and Pedestrian Documentation Project and has been provided to the Moscow on the Move - Multimodal Transportation Planning consultants, for the multimodal transportation planning effort currently underway.

Outcomes and performance measures for this task as outlined in the approved grant proposal included providing the data to the City's transportation planning efforts and to other agencies. The City of Moscow looks forward to hosting a second iCount event in the fall of 2013.

Community Engagement - Neighborhood Greenway Assessment



City of Moscow

NEIGHBORHOOD GREENWAY

The Task

The third task of the ALTF was to organize and host a community engagement program to promote public education and information sharing. Following the report by staff who attended the Initiative for Bicycle and Pedestrian Innovation (IBPI) training offered by Portland State University, and in conjunction with work that was being completed by the City of Moscow Transportation Commission on bike path networks, the ALTF decided to promote the idea of a Neighborhood Greenway in our community. To truly engage our community, the ALTF structured the approach to introducing the idea of a Neighborhood Greenway in Moscow by educating through experience, allowing community members to test out and provide feedback on two greenway route options. This Neighborhood Greenway Assessment was held on April 21, 2012.

Neighborhood Greenways are defined as streets with low traffic volume and speed where bicycles, pedestrians, and neighbors are given priority. The goal of a Neighborhood Greenway is to provide a route throughout Moscow to allow for safer bicycling and pedestrian connections, help people cross busier streets, provide signage for direction or destinations, and the potential to reduce auto traffic and speeds in neighborhoods.

Additional community engagement was achieved through the presentation given by City Engineer Kevin Lilly and Streets/Fleet Division Manager Tyler Palmer on best practices and information learned at the Initiative for Bicycle and Pedestrian Innovation (IBPI) training offered by Portland State University.



Assessment Volunteers

Successes and Challenges

The approach to the introduction of the concept of a Neighborhood Greenway worked extremely well. By educating the participants while asking them to be involved in the determination of how this new approach could work in Moscow, we were able to get good citizen buy-in from a grass roots level. Our main challenge was recruiting folks to participate in an event on the first really nice day of the year!

Results

As outlined in the grant proposal, success of this task included measuring the number of attendees at the public input sessions and contacts via media vehicles. We had a great turn out of community members for the Neighborhood Greenway Assessment including all ages from babies to seniors, several modes of transportation from pedestrians, to recumbent trikes, to scooters, to bikes. More than 30 people came out to learn more about greenways and provide input on the potential for a greenway to be installed in their own community.

The ALTF successfully reached out to the community through the following media outlets:

- Media vehicle coverage area
 - The area targeted was not limited to just Moscow, but included those who live in neighboring communities who may work or recreate in Moscow, primarily Moscow, Pullman, Lewiston and Clarkston
- Newspaper Coverage/Readership
 - Moscow-Pullman Daily News with 6,500 subscribers
 - Lewiston Tribune with 24,400 subscribers
- Social media views
 - 300 Fans
 - 93,156 Daily Friends of Fans
- Flyers
 - Delivered to more than 70 individuals with a “please share” request included
- Public, Educational, and Government Access (PEG) Channel
 - Reach not able to be determined
- City of Moscow Website
 - 5,926 unique visits during the week of October 13, 2011

The project itself provided the means for feedback on the proposed Neighborhood Greenway application and the thoughts and opinions of the community are included in the final Neighborhood Greenway report included as Appendix C of this report.

At the request of the Sustainable Environment Commission Chair Scott Fedale, the completed project report was presented to the commission, which in turn provided a great letter of support for the project. A presentation was also made to the Paradise Path Task Force as the project relates to the existing path system in the community; the PPTF also provided a very nice letter of support. Finally, the report was presented to the Transportation Commission which has been working on bike path network system within Moscow. The Commission received the Neighborhood Greenway report favorably and has taken it into consideration in their research and recommendation of the development of a larger bicycle and pedestrian system in Moscow.

The City hopes to install a pilot Neighborhood Greenway system in the fall of 2012, pending other priorities, and looks forward to continuing the discussion of the benefits of such endeavors for active living.



Assessment volunteers reviewing and providing feedback on the final Survey Question for the Neighborhood Greenway Assessment

Appendix A - Staff Education PowerPoint

Report on
**"Comprehensive Bicycle and Pedestrian
 Design & Planning Course"**

Initiative for Bicycle and Pedestrian
 Innovation (IBPI)
 Portland State University
 (Aug. 15-19 2011)

City of Moscow Active Living Task Force
 February 21, 2012
 by
 TYLER PALMER/KEVIN LILLY



Course Schedule

- Five VERY FULL days
- Engineering Basics for Bicycle and Pedestrian Planning
- On-Street Bikeway Design- main emphasis
- Trail Design for All Users
- Public Engagement and Data Collection

Portland- At the Forefront

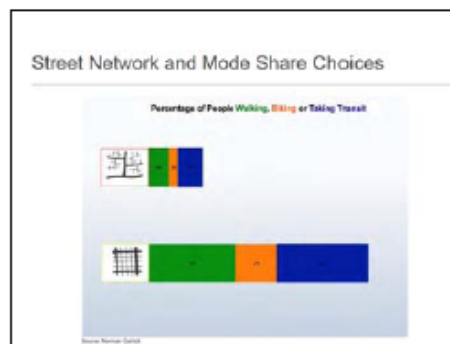
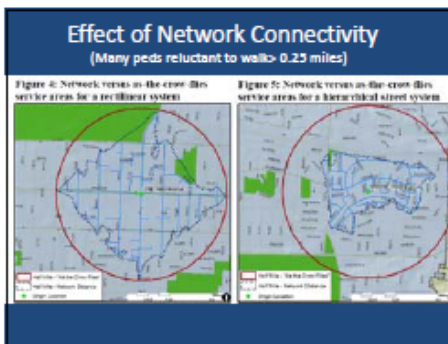
- Determination of City Staff and Volunteers!
- City Council Support/Engaged Community
- Master Planning for bikes and peds
- Small City Blocks → Ideal Signal Progression
- Portland's Goal = 25% of City Trips by Bike/Peds by 2030

How Did They Get Started?

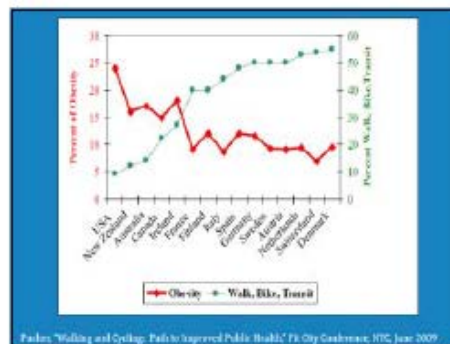
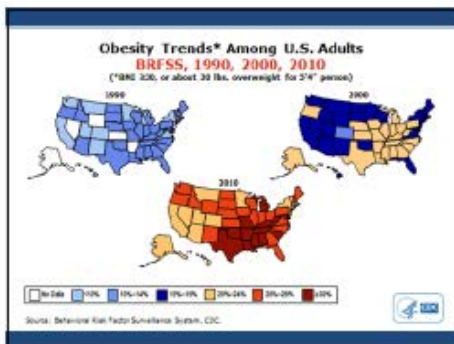
- City Staff Engaged the Community via Open Houses and Presentations to Neighborhood Assocs.
- Public Workshops
- Steering Committee
- Public Rides/Walks/Events
- Repeat as Needed
- Comprehensive Plan → Transportation Plan → Modal Master Plan → Design Guidelines

Policies for a Walkable City

- Portland Comp Plan Goal – A balanced, affordable, efficient transportation system that reduces reliance on the automobile.
- Portland Comp Plan **Pedestrian Policy** – Complete a pedestrian network that increases opportunities for walking by.....
 - Serving short trips
 - Providing access to transit
 - Improving the quality of the walking environment
 - Increasing pedestrian safety and convenience.



Appendix A - Staff Education PowerPoint



Appendix A - Staff Education PowerPoint

Directional Ped Drops



Reduced Curb Radii



Contrasting Crosswalks



Raised Crosswalks



Advance Yield Striping



Countdown Signals



Animated Eyes Signal



Leading Pedestrian Interval

- Illuminates the "Walk" signal for a few seconds prior to stopped through-vehicles receiving a green light.
- Allows pedestrians a head start into the intersection to reduce conflicts between pedestrians and turning vehicles
- Makes crossing pedestrians more visible.
- The Manual on Uniform Traffic Control Devices recommends that leading pedestrian intervals be at least three seconds in duration.

Appendix A - Staff Education PowerPoint

Moscow Pedestrian Improvements The Future is Bright!!

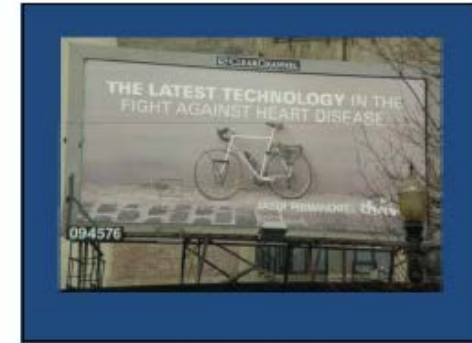
- Mayor, City Council, and City Staff Actively Committed to Requiring Connectivity Within and Through New Developments.
- Sidewalk Improvement Program recently approved by City Council
- The Idaho Transportation Department Recently Replaced 96 Pedestrian Drops on our State Highway Intersections. City replaced 22 this year. More to Come as Funding Becomes Available.

Walkable Moscow

- Volunteer Commissions virtually all supportive of making Moscow a more walkable community
- Active Living Task Force
- Paradise Path Task Force
- Mobility Task Force
- Multi-modal Transportation Plan underway
- Get Your Friends and Neighbors Involved, or at least THINKING ABOUT WALKING



Appendix A - Staff Education PowerPoint



Appendix A - Staff Education PowerPoint

Fahrradstrasse (Bike Street)



Woonerf (Living Street)

A street where pedestrians and cyclists have legal priority over motorists. Shared spaces with traffic calming and low speed limits are intended to improve pedestrian, bicycle, and automobile safety.



Portland's Policies for a Bike-able City

- **Comp Plan Bicycle Policy** – Create conditions to make bicycling more attractive than driving for trips of three miles or less.
- **Premise:** It is desirable to attract residents to bicycle, especially those currently choosing to drive for short trips.
- **Premise:** "Low Stress Bikeways" that feel safe and comfortable will attract new riders.



Portland's Progress

- Nationally 0.5% commute by bicycle (2007)
- 1996 Portland- 2% commuted by bicycle
- 2009 Portland- 8% commuted by bicycle
- Goal for 2030 is 25% of ALL trips by bike
- Separation from high volumes of high-speed traffic is an essential element of the Portland Plan's approach, as in all bicycle-friendly cities.

FOUR TYPES OF POTENTIAL BICYCLE RIDERS

Strong and Fearless	< 1 %
Enthusied and Confident	9%
Interested but Concerned	55-60%
Not Able or Interested	33%

FOUR TYPES OF POTENTIAL BICYCLE RIDERS

Strong and Fearless	< 1 %
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Not Able or Interested	33%

In order to increase biking among the "Interested but concerned" group

WE NEED TO PROVIDE

**LOW-STRESS
BIKEWAYS!!**



Appendix A – Staff Education PowerPoint

Typical Biking Network Components

- **Bicycle Path** – a paved bicycle path physically separated from motor vehicle traffic (generally outside the road's right of way). It is often shared with pedestrians and other non-motorized users, and occasionally equestrians.
- **Bicycle Lane** – one-way, on-street lanes that are signed and marked to designate the space occupied by cyclists on the roadway.
- **Shared Roadway** – A bike facility in which cyclists share the roadway with motor vehicles, often in a paved shoulder or a wide outside curb lane. It may or may not be signed as a preferred bicycle route.

Low Stress Bikeways

- Trails are the backbone of the low stress bikeways network.



Appendix A - Staff Education PowerPoint



Low Stress Bikeways

- Cycle Track- exclusive bike facility that is physically separated from motor traffic and the sidewalk for the exclusive or primary use of bicycles. Physical separation provides an extra level and sense of security for cyclists and are therefore, can be an appealing design solution. can provide a low stress cycling experience, even on busy streets.

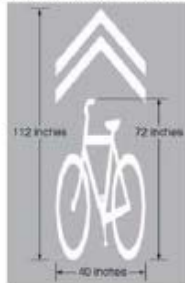
Cycle Track



Shared Roadways



Figure 9C-9. Shared Lane Marking



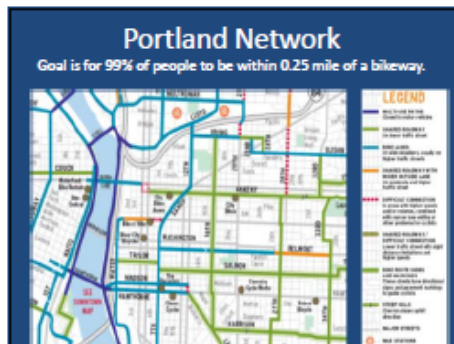
[Portland Intro](#)



[Bicycle Boulevards](#)

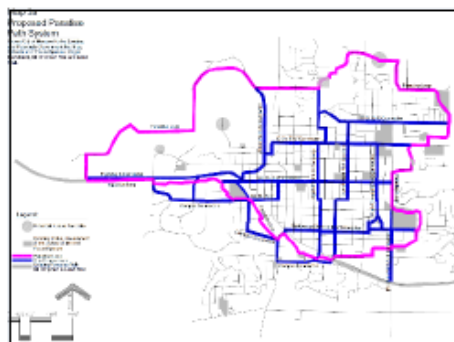
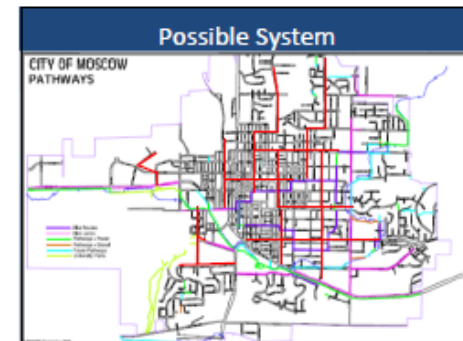
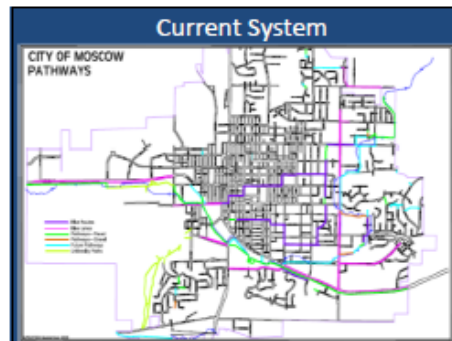
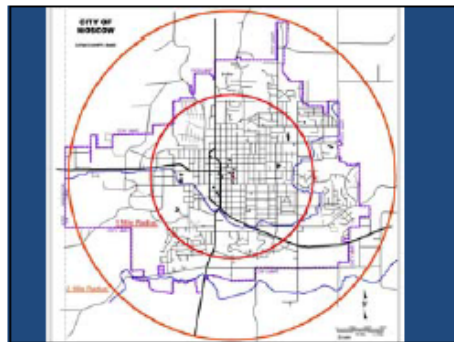
- Video

Appendix A - Staff Education PowerPoint



Bicycle Travel

- A PSU study suggests "average" cyclist willing to bike 1.33 to 2.66 miles to destination. (Fluctuates with the quality of bike facilities.)
- Let's use 2 miles.....
- 10 mph ?? Fairly slow, but consider traffic and topography
- Let's use 7 mph.....
- 2 Miles $\times \frac{1 \text{ hour}}{7 \text{ miles}} \times \frac{60 \text{ minutes}}{1 \text{ hour}} = 17 \text{ minutes}$



How Do We Get There?

- Identify and Analyze Suitable Pilot Project**
 Existing vehicle speed & volume, destinations served, existing bike volumes, vehicle parking, transit conflicts, accident history on route, intersections, sight distance, existing pavement quality, grade issues, potential need for traffic calming measures, aesthetics, condition of pedestrian facilities, lighting, landscaping, proximity to schools, existing stop signs, new signage requirements, pavement marking, public art.
- Public Involvement**
 - Open House
 - Neighborhood Meetings
 - Organized Rides Showing Support for Greenway
- Identify Funding**
- Implement Project**
- Repeat**

Appendix A - Staff Education PowerPoint

"Neighborhood Greenway" Candidates

- Low motor vehicle volumes and speeds
- Logical, direct, and continuous routes that can be well marked and signed
- Provide convenient access to desired destinations
- Minimal bicyclist delay
- Provide comfortable and safe crossings for cyclists at intersections
- Avoid Transit Routes (leapfrogging buses and bikes)
- When possible, select streets in the community that cyclists are naturally drawn to ride along. Are there fewer cars there and do they already travel slower than on other streets? Do cyclists prefer this route because it has few stops or geographic constraints and takes them directly to their destination?

Design for ALL users



Portland Bikeway Quality Index and Cycle Zone Analysis

- Going beyond the question of how far a cyclist could or would cycle, the City of Portland has also conducted analyses of how suitable various neighborhoods are or could be for cycling.
- Among those efforts is a "bikeway quality index" or BQI, which focuses on physical infrastructure and route characteristics. Among the factors considered in the BQI are:
 - B Motor vehicle speeds and volumes
 - B Number of travel lanes
 - B Width of bicycle lanes
 - B Dropped bicycle lanes and difficult transitions
 - B Jogs in route
 - B Quality of pavement
 - B Quality of intersection crossings
 - B Number of required stops

Bike Boulevard Audit

The Bicycle Boulevard Audit can be used to assess a candidate for Bicycle Boulevard development and to develop the project plan. It is a checklist of items that should be considered in the design and implementation of a Bicycle Boulevard. The audit is a checklist of items that should be considered in the design and implementation of a Bicycle Boulevard. The audit is a checklist of items that should be considered in the design and implementation of a Bicycle Boulevard.

Location: _____ **Date:** _____ **Map or other location:** _____

Owner: _____ **Project Name:** _____

Project Description: _____

Project Goals: _____

Project Objectives: _____

Project Benefits: _____

Project Risks: _____

Project Status: _____

Project Contact: _____

Project Notes: _____

Project Description: _____

Project Goals: _____

Project Objectives: _____

Project Benefits: _____

Project Risks: _____

Project Status: _____

Project Contact: _____

Project Notes: _____

Project Description: _____

Project Goals: _____

Project Objectives: _____

Project Benefits: _____


Project Risks: _____

Project Status: _____

Project Contact: _____

Project Notes: _____

Implementation

- Route Selection
- Budget
- Schedule
- Assistance to Staff (Bike/Ped Coordinator?) 
- Signage/Striping
- Parking (Cars on Route, Bikes at Destinations)
- Traffic Revisions
- Public Involvement Process:
 - Resident support for Greenways? Who wants to live on a 20 mph street? (I do!)
 - S.A.T. program?
 - (Spandexophile may require treatment via Spandex Aversion Therapy)

Mix and match design elements to:

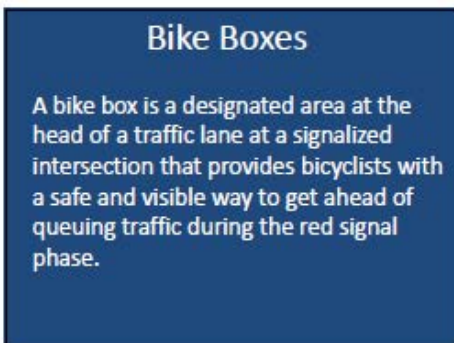


- Reduce or maintain low motor vehicle volumes
- Reduce or maintain low motor vehicle speeds
- Create a logical, direct, and continuous route
- Create access to desired destinations
- Create comfortable and safe intersection crossings

Appendix A - Staff Education PowerPoint



Appendix A - Staff Education PowerPoint



Appendix A - Staff Education PowerPoint

Bike Box Benefits

- Increases visibility of bicyclists.
- Reduces signal delay for bicyclists.
- Helps prevent 'right-hook' conflicts with turning vehicles at the start of the green indication.
- Provides priority for bicyclists at signalized bicycle boulevard crossings of major streets.
- Groups bicyclists together to clear an intersection quickly, minimizing impediment to transit or other traffic.
- Bicyclists can avoid breathing exhaust while queued at the signal.
- Contributes to the perception of safety among users of the bicycle network.
- Pedestrians benefit from reduced vehicle encroachment into the crosswalk.

Forward Stop Bar

A second stop bar for bicyclists placed closer to the centerline of the cross-street than the first stop bar. Typically used with crossing treatment (i.e. curb extension) to encourage bicyclists to take full advantage of crossing.



Bike Signals



Bike Signals

(with high vehicular right turn volumes)



[Bike Signal](http://BikeSignal.Hvportalink)

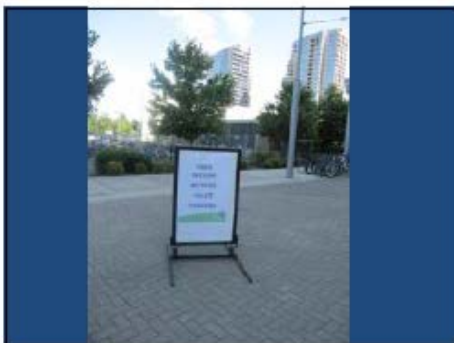
- <http://BikeSignal.Hvportalink>

Bike Parking

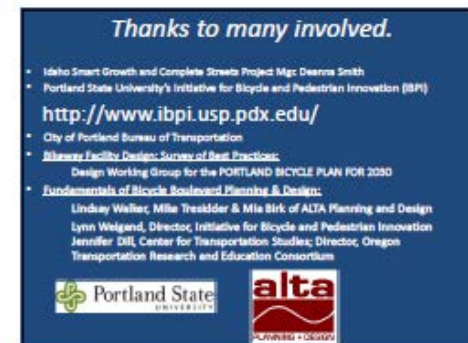
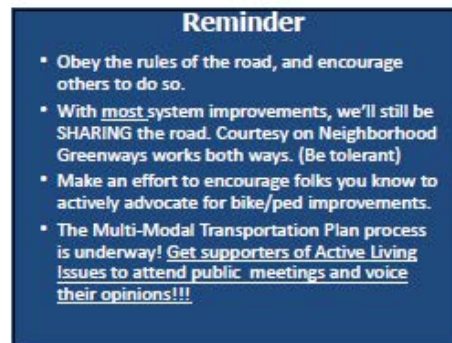
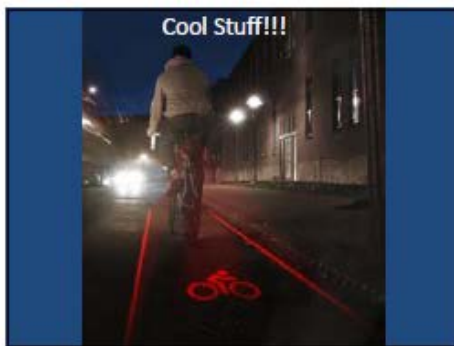
- Popular destinations must have bike racks if not bike shelters.



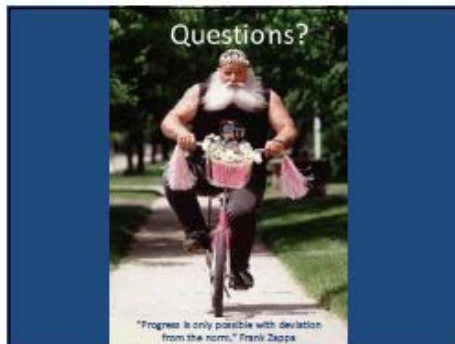
Appendix A - Staff Education PowerPoint



Appendix A - Staff Education PowerPoint



Appendix A - Staff Education PowerPoint



- Remaining Slides were not included



Sharing the Roadway

- The safest way to share with a car is to do what the driver is anticipating you to do. For them to anticipate your actions they first have to know you are there. Be visible. (Don't wear pavement colored clothing.)
- Signal BEFORE you stop or change direction. Courtesy works both ways.
- In a collision, the car will not likely be harmed. Respect that fact.
- We will eventually get most (not all!) drivers and cyclists trained to safely share the road.

Note: When Portland City Staff began planning these improvements for bicyclists and pedestrians, there was much resistance. This was overcome by the support of key City officials and by staff and volunteers relentlessly meeting with and educating citizens and both business and property owners.

City employees per resident:

$$\text{Portland } \left(\frac{5,600}{582,776} \right) = \frac{1}{104}$$

$$\text{Moscow } \left(\frac{129}{23,800} \right) = \frac{1}{171}$$

iCount 2011

Planning and Process Report, Submitted by Helen Brown, Active Living Task Force Chair

Introduction

In the fall of 2009, the Centers for Disease Control and U.S. Department of Health and Human Services issued announcements to state health departments about stimulus funding through the American Recovery and Reinvestment Act for policies, systems, and environmental strategies to address obesity, physical activity, nutrition, and tobacco use. Idaho's Department of Health and Welfare applied for, and was awarded funding under, the category of physical activity, and in July 2010, contracted with Idaho Smart Growth to manage the project. The implementation plan developed by Idaho Smart Growth was for development of complete street policies and infrastructure to support all modes of transportation, including active, non-motorized options. Moscow was one of five communities statewide to be selected as pilots for that effort. With guidance from Deanna Smith of Idaho Smart Growth and other pilot communities, Moscow addressed public health concerns associated with sedentary lifestyles by providing people with healthful alternatives through community design activities.

The City of Moscow Active Living Task Force proposed a plan to include three tasks to promote and enhance active living in Moscow. The three tasks included City staff education, community education and promotion activities, and a bicycle and pedestrian travel count project, to also be submitted to the National Bicycle Pedestrian Documentation project. The long-term goal of this project is to lay the foundation for Moscow to become an increasingly healthier community by engaging the public and planning for infrastructure that supports active and healthy living.

The City of Moscow used the National Bicycle Pedestrian Documentation project as basis to develop an active travel count process, which for our community was branded as iCount. This was designed to collect travel data for bicyclists and pedestrians in Moscow to provide information for the City of Moscow's transportation plan and to provide a resource for additional community engagement on the topic of complete streets.

The first iCount project was carried out on Thursday, October 13th, 2011. It was designed to take into account both morning commuters and evening commuters by dividing counts into two time periods; 7:00-9:00 AM and 4:00-6:00 PM. There were 20 count sites manned by 40 volunteer counters.

Appendix B - iCount Report

Participants

Core Group

A core group was established to lead the ALTF and make key decisions in the iCount planning process. Deanna Smith - Idaho Smart Growth, Grant Administrator, Facilitator

- Helen Brown – Movement Sciences, University of Idaho
- Nancy Chaney – City of Moscow Mayor, City of Moscow
- Mary Dupree – Mobility Task Force, City of Moscow
- Steve Hacker – Executive Director, Moscow Chamber of Commerce
- Brooke Lowry – Coordinator, Safe Routes to School
- Kelly O’Neill – Community Relations Director, City of Moscow

Stakeholders

The Active Living Task Force had several different stakeholder groups that represented a variety of viewpoints on active travel.

- City of Moscow Mobility Task Force
- Moscow City Hall
- University of Idaho
- Safe Routes to School
- Gritman Medical Center
- Moscow City Council
- Bike for Life

Planning

Process

The Active Living Task Force (ALTF) held seven meetings that dealt with the planning of the iCount event. In addition to ALTF meetings, there were also several small meetings of core group members that were held in order to make key decisions in the planning process. Meetings were best attended in the late afternoon and took place at Moscow’s City Hall. They were led by the Assistant to the City Supervisor, Jen Pfiffner, and the Chair of the group, Helen Brown. Several meetings were also attended by Deanna Smith of Idaho Smart Growth.

Appendix B - iCount Report

Steps

1. May 20th, 2011: A project was proposed to develop a plan with the assistance of pre-developed program by Idaho Smart Growth to collect data on bike and pedestrian activity throughout the city to be considered in the analysis for development of the City of Moscow Transportation Plan.
 - a. ALTF core group meeting was held to select preliminary sites for the counts. Selections were based on criteria from the National Bicycle and Pedestrian Documentation Project. These criteria emphasized choosing areas of high density, areas with recent improvements, and areas of concern.
2. September 13th, 2011: A Stakeholder meeting was held to introduce the overall grant goals, an overview of the Moscow project, and background/best practice models for the active travel documentation project. The overall grant goals were presented by Deanna Smith of Idaho Smart Growth, overview of the Moscow project was presented by Jen Pfiffner of the City of Moscow, and background information and best practice models for active travel documentation were presented by University of Idaho student, Ellen Rouse. Helen Brown covered decision points for the project; logo choices, date of count, training of volunteers, and the recruitment of volunteers.
3. September 27th, 2011: A meeting was held to introduce iCount and the National Documentation Project to the larger stakeholder group. The logo for iCount was chosen. The group also discussed the list of groups to contact as potential volunteers, several ALTF members volunteered to contact these groups. It was decided that four listening stations will be hosted by four different entities including the City of Moscow, University of Idaho, Gritman Medical Center, and the Chamber of Commerce. Locations will be spread throughout the City in locations pertinent to counts and the businesses. Training PowerPoint were designed and presented by University of Idaho Student, Ellen Rouse.
4. A meeting with University of Idaho Transportation Engineers was held to select intersection and screen line counting locations that would help aide in gaining information useful for the City's already existing transportation plan.
5. There eight distinct Safe Route to School sites chosen as count sites. The count day was preceded by the International Walk to School Day; information from the count was used to compare the numbers from the walking event with every day counts of bicyclists/pedestrians. It was shown that the International Walk to School Day event did sustain an impact on the levels of people walking or biking to school.
6. Small core group meetings and communication between ALTF leaders to finalize training tools, volunteer recruitment, volunteer training planning, on-line training tool, count site finalizations, and listening station logistics finalized.
7. A meeting was held October 12th to train volunteer counters for count the next day. For those who were unable to make the meeting an online training tool was provided.
8. A meeting was held on November 8th to debrief the iCount process and get input on the count locations and the count forms.

Appendix B - iCount Report

Volunteer Recruitment

1. A list of potential volunteer sources was established at a stakeholder planning meeting.
 - Safe Routes to School
 - Coop Mamas and Papas
 - Dept of Health and Welfare Medical Reserve Corps
 - UI Parking and Transportation Department
 - Bike Shops
 - Chamber of Commerce
 - Moscow Food Coop
 - Latah Trail
 - UI Greek Life
 - Bill Chipman Trail
 - Paradise Path Task Force
 - Center for Volunteerism
 - Good Samaritan
 - High School Environmental Club
 - City Council
 - City of Moscow
 - Civic Organizations
 - Legislators
 - MAMBA
 - Palouse Road Runners
 - PCEI
 - Boy Scouts/Girl Scouts
 - Disability Action Center
 - Friendly Neighbors
 - MSD Honor Society
 - Retired Seniors and Volunteer Program (RSVP)
 - Gritman Medical Center
 - Kid's Safety Fair
 - League of Women Voters
 - Mobility Task Force
 - Transportation Commission
 - Bike for Life
 - UI Bicycle Club
 - UI Cycling Team
 - University of Idaho Engineering Class
2. Volunteers were recruited through several methods using both word-of-mouth and advertisement of the iCount event.
 - On-line sign-up method on the City of Moscow website. This allowed people who did not attend regular ALTF meetings to sign up.
 - Volunteers were recruited and signed up at ALTF meetings
 - Volunteers were recruited by word-of-mouth through friends or acquaintances who attended or knew of the ALTF iCount project.
 - Press-releases
 - Mailing lists
 - Newspaper articles

Training Methods

Volunteers were given the choice between counting at a screenline location or an intersection location. A counter training PowerPoint presentation was developed by the University of Idaho student consultant on active travel. This was presented at City Hall on October 12th, 2011 the evening before the count day and was also found online at the City's website for volunteers who could not make the training meeting.

Appendix B - iCount Report

Count Day Logistics

- a. Packets were assembled for each counting site, both AM and PM. The packets contained count forms attached to a clipboard, a laminated hard copy of an overview of counting instructions, iCount stickers, business card with contact information and quick facts about iCount, pencils, and a safety vest.
- b. A coffee gift card and granola bar for the volunteer counter
2. Training of the volunteers occurred the night before the count day. At this training meeting they received their count day packet.
3. On the count day volunteers were asked to arrive at their assigned locations approximately 15 minutes before the start times. The count times were 7:00-9:00 AM and 4:00- 6:00 PM. They spent the next two hours tallying bikers and pedestrians and making any necessary comments. Volunteers were able to volunteer to cover either one shift or both of the shifts for the day.
4. The counters were supervised by University of Idaho and City Hall officials who roamed the locations offering assistance and troubleshooting.
5. Among the count locations, there were also four listening stations available for bikers/pedestrians to write on comment cards, voice concerns, and provide information on their travel routes. These listening stations were located at Friendship Square, Gritman Hospital, and the University of Idaho Student Union Building.
6. At the conclusion of the count day volunteers were asked to return their packets and completed forms to Moscow City Hall.

Marketing Campaign

The Active Living Task Force made the active travel counting project unique to the city of Moscow by branding the event with a name and a recognizable logo. The name, iCount, was decided by the ALTF core stakeholder group and the logo was designed by a University of Idaho design student.



iCount Logo

iCount

Marketing endeavors undertaken to promote iCount included:

1. University of Idaho list serves
2. Logo development
3. Stickers
4. Flyers
5. Media releases
6. City of Moscow social media sites
7. iCount webpage Stakeholder list serve



iCount Sticker

iCount Tools

1. Unique count forms - iCount took the forms used by the National Bicycle and Pedestrian Documentation Project and adapted them to suit the

Appendix B - iCount Report

specific needs of the Moscow count. There were two forms; intersection and screenline. These forms were already designated to specific locations and were used in fifteen minute increments.

- a. Screenline - original form only takes into account the number of bicyclists/pedestrians and their sex. The iCount adapted forms take into account the number of bicyclists/pedestrians, their direction, helmet use, and if the individual was traveling on the sidewalk or the street.
 - b. Intersection - The original form accounts for direction but denotes directions with “leg” letters. The iCount adapted form allows the counter to mark the bicyclist/pedestrian and their direction on a blown up image of an intersection.
2. Training tools
- a. Counter Training PowerPoint - A PowerPoint was developed and presented in a counter training meeting the night prior to the count day.
 - b. Instructions incorporated into count forms - the count forms had brief instructions covering the basics in order to remind counters of important points.

Following the Count

1. There was a debriefing meeting held on November 8th, 2011 at City Hall. This meeting allowed the count day volunteers to discuss the outcomes of the count, what to continue and what to improve upon for future counts.
2. Data from the count was compiled into spreadsheets according to the type of form (intersection or screenline) and whether the count was AM or PM.
3. Comments from the volunteer counters were compiled into a spreadsheet.
4. A summary report of iCount was compiled by Mike Lowry and Aaron Buckley of the University of Idaho Bioregional Planning and Design Program. The report summarized preliminary findings from the count data and makes recommendations for future iCount events.

Data Tables

Data for the project has been compiled according to the National Bicycle and Pedestrian Document and has been submitted to that group for inclusion in their efforts. This data has also been provided to the Moscow on the Move - Multimodal Transportation Plan consultants for use in developing the City of Moscow's transportation plan. This data is also available to any other interested agency, group or individual by request.

Neighborhood Greenway Assessment Report and Recommendations

Submitted by: Helen Brown, Active Living Task Force Chair

Introduction

The City of Moscow Active Living Task Force (ALTF), a City of Moscow coalition of over 70 members (7 core and 60+ stakeholders), was charged to assess active travel modes and make recommendations for increasing active travel opportunities for all citizens. Over the course of a year, the task force conducted a successful pedestrian and biking count (iCount) and completed a Neighborhood Greenway Assessment for at a potential bicycle and pedestrian friendly route connecting the downtown area to populated residential areas and popular destinations. The work of the ALTF occurred concurrently with the initial phases of the Multi-Modal Transportation planning process and other important assessment and planning efforts taken on by the Mobility Task Force, Bike for Life and the Paradise Path Task Force, as well as the Transportation Commission’s efforts to identify bike routes throughout the community. Assessment findings and citizen input from ALTF will be included in transportation planning efforts.

Neighborhood Greenways are defined as streets with low traffic volume and speed where bicycles, pedestrians, and neighbors are given priority. Goals of the Neighborhood Greenways are to provide a route throughout Moscow to allow for safer bicycling and pedestrian connections, help people cross busier streets, provide signage for direction or destinations, and the potential to reduce auto traffic and speeds in neighborhoods. The goal for the Neighborhood Greenway Assessment was to involve citizens interested in active travel to assess two routes identified by City staff (Engineering and Streets Department) for their potential as a designated walkable and bikeable route. To give our project an identity, Idaho student Amber Sirk, Neighborhood Greenway University of designed the logo.

Greenway Assessment

ALTF core members literature to find

Neighborhood Greenway Assessment tools, forms and guidance. The ALTF stakeholders were also consulted on tool selection and the marketing ad design of the assessment. Assessment tools were modified based on AARP’s pedestrian guide. With input from the biking community, a unique tool was designed to assess the Greenway routes for biking. Assessment Team Leaders were recruited from the ALTF, City Commissions and from other active travel related groups and organizations. Idaho Complete Streets Project Coordinator, Deanna Smith offered helpful guidance in the planning and execution of the assessment.

Greenway team leaders were asked to recruit walkers and bikers to assess the routes. Greenway assessors were also recruited via press releases, on the City of Moscow’s website and social media sites, as well as through email contacts and by word of mouth.

Planning activities were based on a matrix of activities developed by Intelligent Energy Europe (Appendix a; http://www.eltis.org/docs/tools/Guidance_on_conducting_walking_audits.pdf) and included the following category



Planning searched the

Appendix C - Neighborhood Greenway Assessment Report

tasks including: identify your audience, identify and train leaders, select your location, design your walk, materials for the walk, marketing, and debrief after the walk.

Team Leader Training

Biking and walking team leaders were trained the day before the Greenway Assessment. The training took place on the Hamilton Lowe Indoor Recreation Center to Fairgrounds leg of the proposed greenway (see the following section for a description of the routes evaluated). Discussion occurred prior to the assessment to familiarize the leaders with the maps (Appendix b) and forms (Appendix c) used. Modifications were made to the assessment forms based on feedback from the trainers. ALTF chair, Helen Brown, City of Moscow Assistant to the City Supervisor, Jen Pfiffner and Deanna Smith, Project Coordinator from Idaho Smart Growth conducted the training.



Neighborhood Greenway Assessment

The Greenway Assessment took place on April 21, 2012 at 10:00 a.m. Participating walkers and bikers met in Friendship Square where they were given instructions, assessment tools (Appendix d), route maps and water. A brief introduction to the concept of Neighborhood Greenways was provided by the City Engineer and ALTF leaders. The 22 walkers and bikers spanned diverse ages (the youngest was 2 and in a stroller), and included community members, business and health constituents, University of Idaho faculty and students, City staff, and members of City Commissions.



As noted, two routes were considered and were labeled red and green. The route itself consisted of three legs, and created a loop from Friendship Square in downtown Moscow, east to the Hamilton Indoor Recreation Center and Hamilton Lowe Aquatics Center, south to the fairgrounds near Eastside Marketplace, and west back to Friendship Square. As noted, training of team leaders occurred on the leg from the Recreation and Aquatic Centers to the Fairgrounds at Eastside Marketplace as this leg had no alternative route options. The remaining two legs were labeled as north (Friendship Square to the Recreation and Aquatics Center) and south (Friendship Square to the Fairgrounds and Eastside Marketplace) consisted of two options. These

two options were treated as round trips for pedestrians on the day of the assessment and walkers were asked to travel out on the red north route and return on the green north route or out on the red south route and back on the green south route. Two groups of bikers each rode the entire route, one red, one green. This method ensured that all legs and alternatives of the route were assessed by both modes. Route maps can be found in Appendix A.

The assessment tools indicated designated assessment stops to measure sidewalks, safety and driver behavior, streets and intersections, and a separate bike assessment. Each item was assessed by choosing one of three options, “great”, “fair”, and “poor.” At each stop, the assessors discussed strengths and weaknesses of the routes and made recommendations to improve the route for all modes of active travel. See the compilation of these results in Appendix C.

At the conclusion of the bike ride or walk, all assessors returned to Square. A large poster board provided an opportunity to rate their on comfort and appeal using a simple colored coded “dot” method comments. A large map of the entire route was also available to add comments on possible Neighborhood Greenway routes and/or for general improvement.



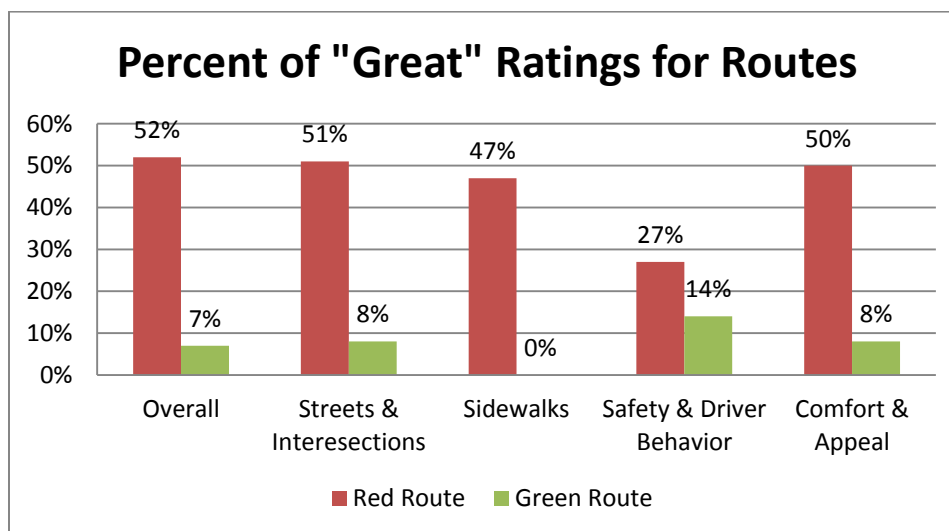
Friendship route based along with further suggestions

Appendix C - Neighborhood Greenway Assessment Report

Neighborhood Greenway Assessment Findings

Overall, the support for a Neighborhood Greenway was very positive and all participants were optimistic that Greenways would enhance active travel in Moscow. Predictably, most of the comments made by pedestrians cited the lack of sidewalk along the potential Neighborhood Greenway routes. All responses to the assessment are available in Appendix e of this document.

The cumulative totals of the two routes assess including streets and intersections, sidewalks, and safety and driver behavior ranked the red route for both north and south options as the preferred with 27% and 15%, respectively ranking those routes as “great”. Additionally, the bike assessment rated the red route at 77% “great” over the green route which was rated by 31% as “great”. The percent of “great” ratings each route received cumulatively and in each category is displayed in the chart below.



As the chart indicates, for each category when considering “great” responses the red route was rated more favorably with more individuals noting the streets and intersections and sidewalks were considerably more favored with 51% of respondents noting streets and intersections on the red route were “great” compared to 8% of respondents noting the green route was “great”. Similarly, for sidewalks, 47% of respondents noted sidewalks were “great”, while 0% noted sidewalks on the green route were “great”. Safety and driver behavior for both routes in total did not show a large difference between routes, however, the south green route was the preferred south route over the south red route with 14% of respondents noting the south green route was “great” and 0% of respondents noting the south red route was “great”.

When comparing the ratings including “great” and “fair” responses preference for the north red route remains highest. However, there was slightly higher percent of individuals who rated the south green route as “fair” when compared to the south red route. Specifically, the south green rated was “great” and “fair” by 76% for sidewalks and 90% for safety and driver behavior. The south red route rated “great” and “fair” at 54% for sidewalks and 56% for safety and driver behavior. The cumulative ratings for each segment of the routes assessed, north green, south green, north red, and south red considering both “great” and “fair” were 87% (north green), 67% (south green), 95% (north red), and 58% (south red).

The final Comfort and Appeal survey indicated that in reference to shade trees, landscaping and amenities, the red route was preferred as a whole with 50% of respondents noting they felt the comfort and appeal of the route was “great”. The green route was rated “great” in the area of comfort and appeal by 8% of respondents. Comments gathered from the Comfort and Appeal survey are included in Appendix f of this document.

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Considering the big picture the assessment provided the Task Force, the route of choice was determined to be the red route for both legs evaluated. While the south green leg received some higher ratings in two categories overall when considering the comfort and appeal ratings, the south red leg seemed to be preferred.

Recommendations

Cities across the nation are increasing safe and enjoyable opportunities for biking, walking, and other active travel modes by developing Neighborhood Greenways that support low traffic volume and speed where bicycles, pedestrians, and neighbors are given priority. The City of Moscow has a well-respected and admirable commitment to design and development of multi-modal transportation. Designing a pilot Neighborhood Greenway route would provide an initial access from popular destinations and populated neighborhoods to the downtown area and other attractions along the way. The Greenway would re-direct travel away from busy arterials that present health and safety concerns, especially for children and those with mobility limitations.

The ALTF supports the development a pilot Neighborhood Greenway to encourage safe and active modes of travel. This recommendation supports the multi-modal transportation vision of the City and would take an important first step in the designation of a Neighborhood Greenways. Throughout the transportation planning process, citizens have voiced clear and strong support for routes dedicated to active travel modes for all users. The development of a pilot Neighborhood Greenway would enhance other efforts across the City including promoting safe walking and biking to school (Safe Routes to School), and increasing the health and safety of our community for citizens and visitors alike. The Active Living Task Force would like to formally recommend the installation of pilot Neighborhood Greenway route in the summer of 2012 so that the community can have something tangible to experience. We are concerned that if we do not start that the project will stagnate in the theoretical phase and never make it onto the ground.

Preparing for Your Walking Audit/Walkabout

Adapted from:

Intelligent Energy Europe

http://www.eltis.org/docs/tools/Guidance_on_conducting_walking_audits.pdf

Steps and Questions	Notes
Step 1: Define your purpose	
What is the goal of this walkabout?	Educational, Engagement of community around active travel.
How will you inform people about your project?	Engage people in active travel support and planning
How will you use information gathered during the walk?	To identify strengths and barriers to active travel in Moscow. Information will inform the transportation plan and help prioritize needed improvements.
Will it be the only one or the first of many?	We hope the first of many as the City improves infrastructure for active travel.
Other Notes	
Step 2: Identify your Audience	
List stakeholders to invite and identify key people	Active Living Task Force and other interested parties.
What do they need to know to support your project?	Benefits of Greenways and how this is related to current transportation planning efforts. Also the mechanics of conducting a Greenway Assessment.
Who might help you to engage them?	City Commission groups, SR2S, other active travel key leaders in the community.
Other notes	
Step 3: Identify and train leaders	
Who are natural walk leaders, bike and ped?	ALTF members, Community wellness leaders, City Commission members, UI students, City staff and leaders.
What training is needed to lead the walk?	ALTF leaders will provide a 2 hour training for the biking/walking team leaders the day prior to the event.
How will we plan training content?	The training will occur on the suggested Greenway route between the HERC and the Fairgrounds. The

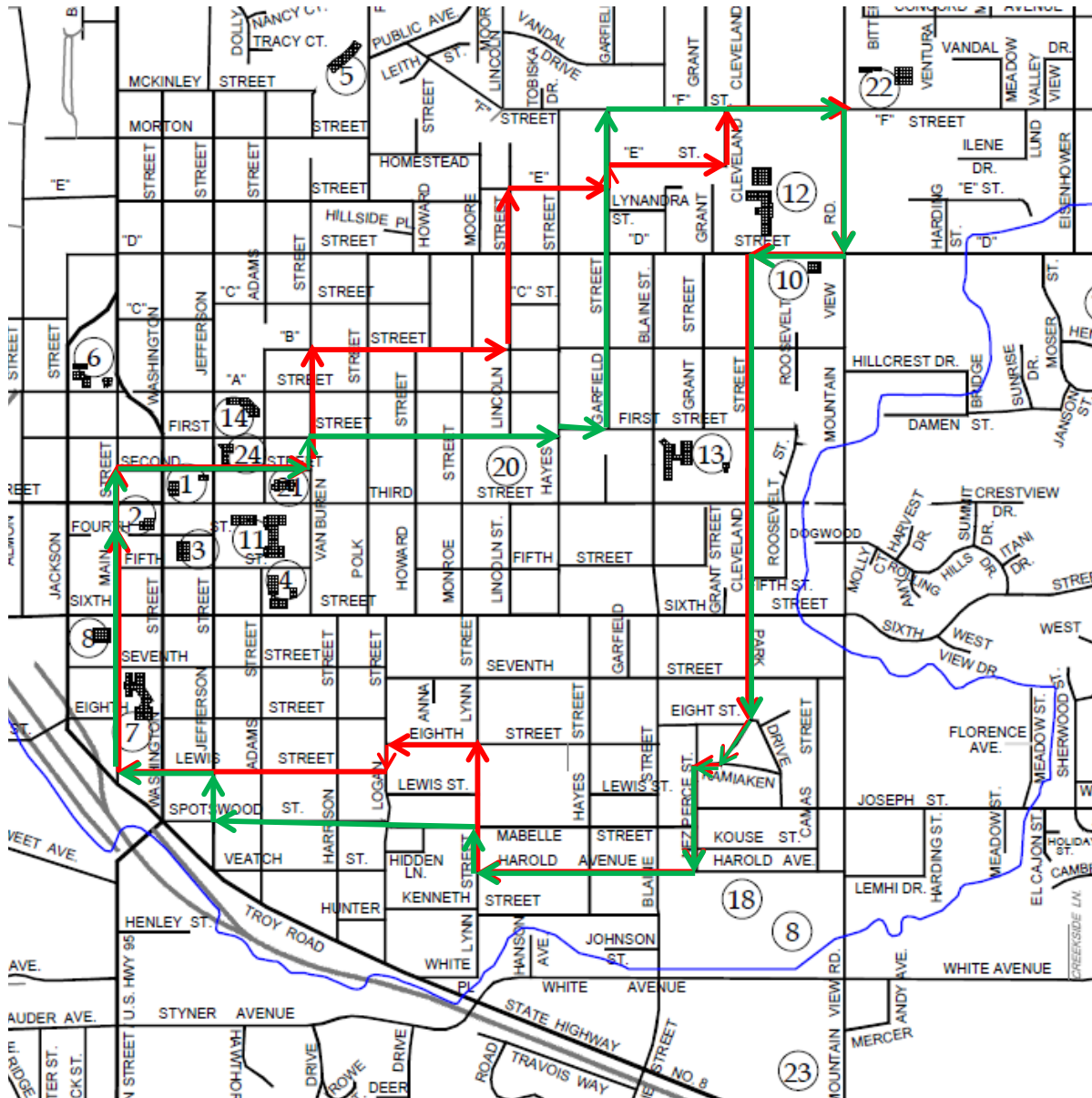
Appendix C - Neighborhood Greenway Assessment Report

	training will be led by the ALTF chair, City staff and Complete Streets staff. A brief description was given to team leaders prior to walking the Greenway leg. Trainers were provided with assessment forms , maps and other training tools.
When will we hold training?	The day prior to the Greenway assessment. Description of the training was help prior in an ALTF meeting to discuss tools/forms and maps.
What resources/materials are needed for training walk leaders?	Assessment tools for each leg of the route for both walking and biking, route maps, guidance for leading assessors in conversation about the route. Other resources: clipboards, pens, sunscreen, etc.
Other notes	
Step 4: Select your location	This was accomplished by the City Engineer and the Street Supervisor. These routes were presented to the ALTF and reviewed. The group accepted these routes to assess for potential Greenways.
Where do you want to walk/bike? Select the area outside the center	Completed
What issues do you want to highlight during the walk?	We will modify the AARP 5 sector assessment
What destinations do you want to include?	Link the Greenway to downtown coming from the high density residences.
Is it an area in need of infrastructure repairmen?	Yes, all potential routes are in need of sidewalk and other infrastructure improvements.
How does the location fit the goal(s) for the walk audit?	Yes, other routes are high traffic areas.
Other note	
Step 5: Design the walk	
How long will it be? Remember allow lots of time to stop and talk	45 min to 1 hour.
Select start and finishing points. Is there somewhere to gather?	The final gathering will occur in Friendship Square. Because groups will not all return at the same time, there will be opportunities to discuss the walk with team leaders and provide written comments.
Walk the route- are there any serious risks? Is the route child friendly?	The most serious risk is lack of sidewalk, however these are low volume routes. Children must be supervised by their parent/guardian. Children and families with strollers are highly encourage to participate.
Other notes	
Step 6: Materials for the walk	
Prepare a map of the walking route	Jen will do this with help from Kevin and Tyler.
Make a list of issues and highlights against points on the map.	Maps could indicate lack of sidewalk.

Appendix C - Neighborhood Greenway Assessment Report

Capture the experience with a digital camera	We are planning to capture the walk with cameras.
Bring images of potential solutions to illustrate the opportunities or other strategies (sketch artist)	We hoped to do this but did not find a person willing to be a sketch artist. We will instead have a large map and encourage people to offer input.
Materials for the walk	Pens, assessment forms, clipboards, camera, maps
Safety items for leaders	First aid kit, cell phone, safety vest
Safety items for walkers/bikers	Sunscreen, hat, helmets, comfortable shoes
Other notes	Provide more water and snack bars at Friendship Square.
Step 7: Marketing	
Prepare press release for walk/advertising for organizations	Jen will do this.
Design walk logo/tag	Amber Sirk created a Greenway logo/tag
Design marketing materials/incentives	Materials will include the logo/tag and be marketed via the City Hall website, City Facebook site, press releases and via list services of parties interested in active travel. UI students will participate for course credit.
Other notes	We will not purchase paid media to reduce costs.
Step 8: Debrief after walk	
Create a short comment survey	We decided against a comment survey and rather created an opportunity for feedback on large posters using a simple to use “dot” system.
Decide how to debrief	Friendship Square- de-brief in small groups as not all groups returned at one time.
Ask participants to suggest the three best and worst things they saw on the walking route	Groups will make comments that are recorded as they walk; also individuals will use “dots” and comments to highlight positives and negatives for each leg of the route.
Highlight on a wall map most and least desirable places to walk in town	A large city-wide map will be available at Friendship Square.
Ask participants what they can do for walking in your town.	Participants will receive information on participating in future active travel activities.
Invite participants to be involved in you project and identify how they will be committed	All participants will be asked for contact information on a sign-up sheet and will receive on-going information of activities.
Provide all participants with a summary of walk/bike findings	Results will be made available on the City website, via City Commissions and direct email.
Other notes	

Appendix B

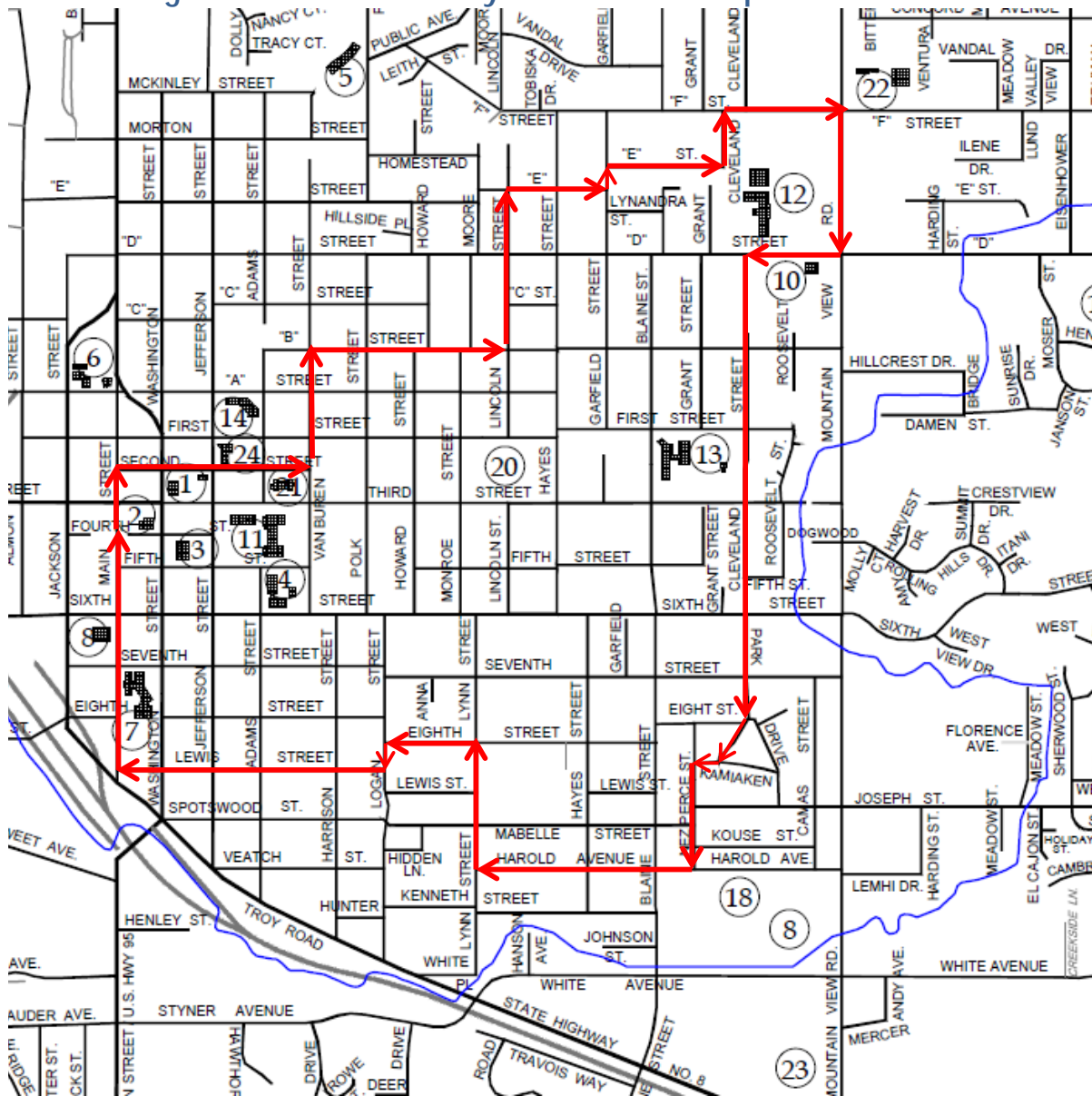


•• City of Moscow ••

NEIGHBORHOOD GREENWAY

Red and Green Routes

Appendix C - Neighborhood Greenway Assessment Report

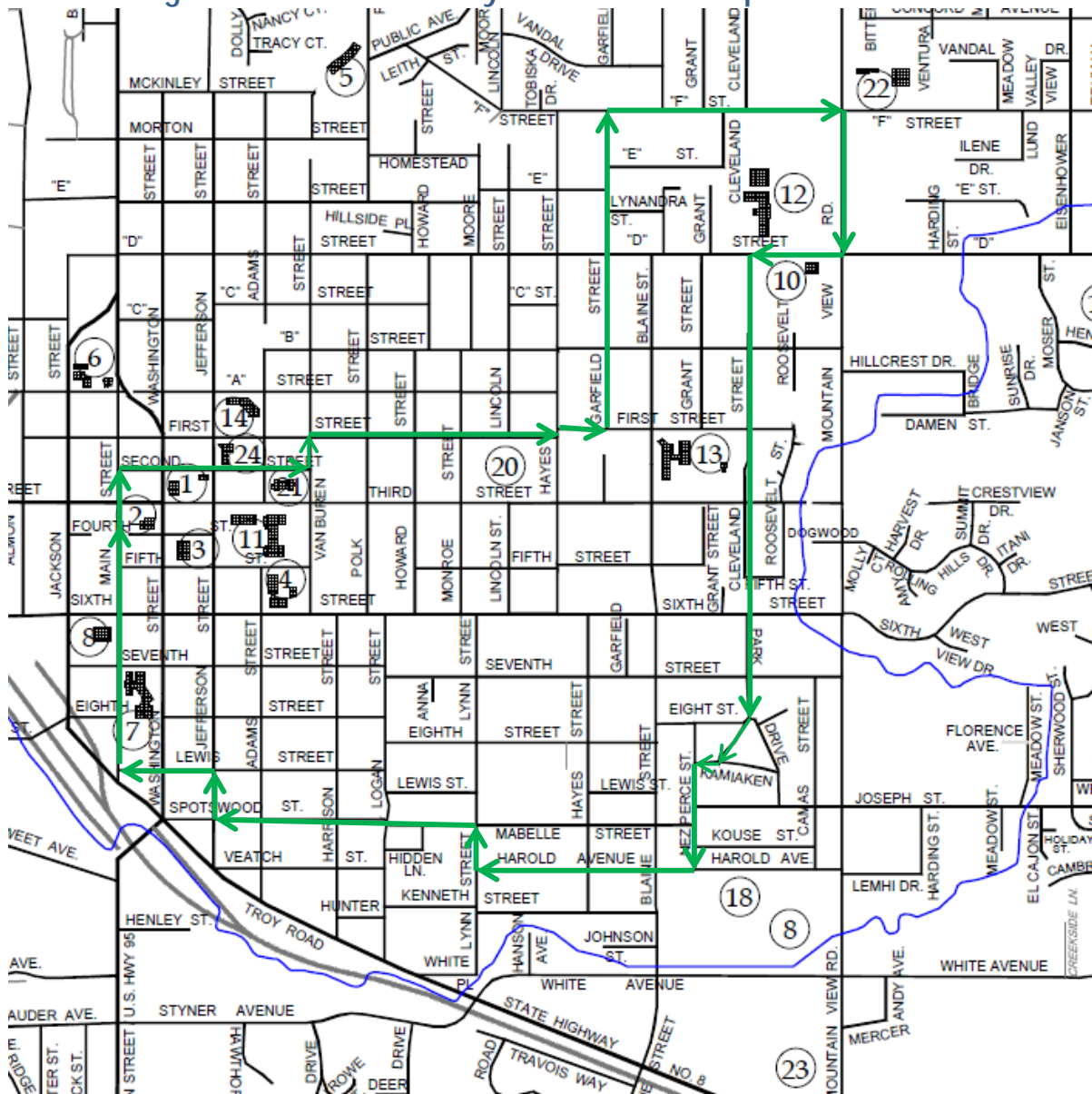


City of Moscow

NEIGHBORHOOD GREENWAY

Red Route

Appendix C - Neighborhood Greenway Assessment Report



City of Moscow

NEIGHBORHOOD GREENWAY

Green Route

Condition Statement Explanation Sheet

As you walk point out evidence for positive conditions, or lack of positive conditions under each of the four assessment topic areas. Leaders, please also take notes on the maps and highlighted areas that are particularly positive or negative for each condition area.

Example Talking Points for sidewalk conditions:

- Discuss presence or absence of sidewalk on both sides of the street
- Point out how the sidewalk is a comfortable width, two people can walk side by side
- Point out sidewalk is heaved, cracked, or broken
- Note the buffers between the sidewalk and traffic (tree strips, etc.)
- Point out any visual obstructions (poles, bushes, low hanging trees)
 - “As we walk I would like to point out the comfortable width of this sidewalk, note how my fellow leader and I can walk side by side”

Example Talking Points for positive intersection conditions:

- Point out present or missing crosswalks.
- Note if the push-to-walk signals are working.
- Discuss how the group felt making their way across the intersection. How would they feel if they were older or differently abled?
 - “As we continue on our assessment I would like you to pay attention to how you feel as you cross the intersection, do you feel that you had adequate time to safely cross the road?”

Example talking points for positive Safety and Driver Behavior conditions:

- Point out positive and negative driving behaviors- obeying traffic signals, yielding to pedestrians, traveling at safe speeds, stopping as required, etc.
- Notice if drivers are not distracted by talking on cell phones or eating while driving.
- Note the speed of the drivers and how it feels safe
 - “In this portion of the walk I would like to point out how the drivers stop at traffic signals and at crosswalks to allow pedestrians to cross”

Example talking points for positive Comfort and Appeal conditions:

- Point out the shade trees, landscaping, and places to rest along the walk.
- Point out the availability or lack of public restrooms facilities nearby.
- Discuss the routes’ appeal- e.g., is free of trash and litter, pleasant landscaping, etc.
 - “Please note the well-maintained landscape along this portion of the route”

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Appendix D

Sidewalks (S)

<i>Please check just one option rating each item:</i>	Great	Fair	Poor
There is continuous sidewalk along the route.			
Comments:			
The sidewalk has well-marked curb cuts making access easy.			
Comments:			
The sidewalk is wide enough for two people to walk comfortably.			
Comments:			
The sidewalk has no obstacles (garbage cans, trees, poles).			
Comments:			
The sidewalk is in good repair (not broken, cracked, or heaved).			
Comments:			
The sidewalk has no visual obstructions (poles, bushes, low hanging trees).			
Comments:			
There is a buffer between the sidewalk and traffic.			
Comments:			
The sidewalk is free of parked cars.			
Comments:			
Overall opinion of sidewalks in this walk survey area.			
Comments:			

Appendix C - Neighborhood Greenway Assessment Report

Safety & Driver Behavior (SD)

<i>Please check just one option rating each item:</i>	Great	Fair	Poor
Drivers obey traffic signals and signs.			
Comments:			
Drivers drive at a safe speed.			
Comments:			
There is a safe amount of traffic on this route.			
Comments:			
Drivers yield to pedestrians.			
Comments:			
Drivers stop behind the crosswalk.			
Comments:			
Drivers are not distracted (using cell phones, texting, eating).			
Comments:			
There are clear safety signs for drivers and pedestrians.			
Comments:			
I felt safe on this walk (not threatened by people or animals).			
Comments:			
Overall opinion of safety and driver behavior in this walk survey area.			
Comments:			

Appendix C - Neighborhood Greenway Assessment Report

Streets & Intersections (SI)

<i>Please check just one option rating each item:</i>	Great	Fair	Poor
Crossing this intersection seems safe.			
Comments:			
The cross walk is well marked.			
Comments:			
The signal gives pedestrians enough time to cross the street.			
Comments:			
The crossing distance of the intersection is good.			
Comments:			
The waiting time for the signal to cross was adequate.			
Comments:			
There are safe curb cuts at this intersection.			
Comments:			
The push- to-walk signal is working.			
Comments:			
Overall opinion of streets and intersections in this walk survey area.			
Comments:			

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Bike Assessment

<i>Please check just one option rating each item:</i>	Great	Fair	Poor
Bike racks are available at destinations.			
Comments:			
The traffic volume feels safe.			
Comments:			
Drivers obey traffic signals and drive safely.			
Comments:			
Drivers are courteous to bicyclists.			
Comments:			
Street signs/traffic signals are clear to cyclists.			
Comments:			
Landscaping and trees are appealing.			
Comments:			
Intersections feel safe to cross.			
Comments:			
Drivers drive at a safe speed.			
Comments:			
The route is easy to ride (grade steepness is ok).			
Comments:			
Overall rating of the bike survey area.			
Comments:			

Appendix C - Neighborhood Greenway Assessment Report

Comfort & Appeal

Please read the item criteria and rate your opinion by placing a dot in the column that best describes the condition green-great, yellow-ok, red-poor.

There are shade trees along the walk.	There is landscaping, grass, flowers, along the walk.
There are places to rest along the walk (benches).	The route is free of trash and litter.
The lawns are well maintained.	Public restrooms are available nearby.
Street lighting is adequate.	Overall rating of comfort and appeal in walk survey area.

Appendix C - Neighborhood Greenway Assessment Report

Appendix E

Mode	Leg	Totals			Streets and Intersections			Sidewalks			Safety & Driver Behavior		
		Great	Fair	Poor	Great	Fair	Poor	Great	Fair	Poor	Great	Fair	Poor
Walk	North Green	0%	87%	13%	0%	75%	25%	0%	86%	14%	0%	100%	0%
Walk	South Green	7%	60%	33%	8%	28%	64%	0%	76%	24%	14%	76%	10%
Walk	North Red	27%	68%	5%	13%	80%	7%	39%	52%	9%	27%	73%	0%
Walk	South Red	15%	42%	43%	38%	25%	38%	8%	46%	46%	0%	56%	44%
Bike	Red	77%	18%	5%									
Bike	Green	31%	56%	13%									

Appendix C - Neighborhood Greenway Assessment Report

Appendix F

Comfort & Appeal Comments

North

There are shade trees along the walk.

- None

There is landscaping, grass, flowers, along the walk.

- None

There are places to rest along the walk.

- “Nice to go by all the parks”
- “Only if divert to parks”

The route is free of trash and litter.

- None

The lawns are well maintained.

- None

Public Restrooms are available nearby.

- None

Street lighting is adequate.

- None

Overall rating of comfort and appeal in walk survey area.

- “2nd and Jefferson Street need to be maintained better, everywhere else was great”
- “High MT Street & Ft. Russell, low Jr. High/Mt. View”

Appendix C – Neighborhood Greenway Assessment Report

South

There are shade trees along the walk.

- “Mtn View needs shade; Park Street is NOT well shaded”
- “Only in the older areas”
- “Some older, would like more places feel too exposed”

There is landscaping, grass, flowers, along the walk.

- “About ½ good and 2/3 not well kept or not enough trees, boring houses”
- “Some areas great, some poorly maintained”

There are places to rest along the walk.

- “Nothing felt like had to keep moving, no parks/grass places to stop, would need to include”

The route is free of trash and litter.

- “Curb runs have gravel and broken stuff drain covers are tough”
- “Gutters could be cleaner in places (do parked cars count as litter?)
- “Mostly ok except areas that looked like student housing”

The lawns are well maintained.

- “Mix, very few places are exceptional, could promote more beautification”

Public Restrooms are available nearby.

- “Nothing public”

Street lighting is adequate.

- None

Overall rating of comfort and appeal in walk survey area.

- “No real continuous route for sidewalks, no safe way to cross at Lewis and Jefferson”
- “Not continuous, wish it connected to a park”
- “Hard to cross from downtown to walk area”

Appendix C - Neighborhood Greenway Assessment Report



Heart of the Arts



Nancy J. Chaney
Mayor

Dan Carscallen
Council President

Tim Brown
Council Vice-President

Wayne Krauss
Council Member

Tom Lamar
Council Member

Sue Scott
Council Member

Walter M. Steed
Council Member

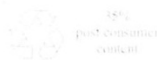


Gary J. Riedner
City Supervisor



City of Moscow, City Hall
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206 East 3rd Street
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July 12, 2012

Ms. Helen Brown
Active Living Task Force Chair
City of Moscow

Dear Helen:

The membership of the Paradise Path Task Force voted unanimously to support the Neighborhood Greenway Assessment Report and Recommendations at their meeting on Tuesday, July 10, 2012.

The Task Force appreciated having you and Jen Pfiffner present the report in person, and explain its importance to the City as it seeks to improve pedestrian and cycling opportunities. All of us look forward to the implementation of the project in the near future, and appreciate the opportunity to comment.

If any additional support or public comment is needed from the Task Force as you move forward with the approval process, please let me know.

Regards,

Margaret Littlejohn, Chair
Paradise Path Task Force

cc: Paradise Path Task Force

Appendix C - Neighborhood Greenway Assessment Report



Heart of the Arts



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July 19, 2012

Ms. Helen Brown
Active Living Task Force
City of Moscow

Dear Helen:

At the July 17 meeting of the Sustainable Environment Commission, the membership voted unanimously to support the recommendations of the Neighborhood Greenway Assessment Report, to work with the city to implement a pilot greenway project this summer.

The SEC would be glad to provide additional testimony in support of this project, should it be needed at a future time.

Sincerely,

Scott V. Fedale, Chair

c: Sustainable Environment Commission

Appendix D - Budget Summary

Date	Task	Type	Payee	Description	Actual
08/19/11	Staff Education	Lodging	Kevin Lilly	Mariott Courtyard - Palmer IBPI Portland	\$ 735.78
08/19/11	Staff Education	Food	Kevin Lilly	Per Diem IBPI Portland	\$ 65.00
08/19/11	Staff Education	Lodging	Kevin Lilly	Mariott Courtyard - Lilly IBPI Portland	\$ 735.78
08/31/11	Staff Education	Food	American West Bank	Travel Expenses - Lilly, Palmer IBPI Portland	\$ 399.50
10/19/11	Staff Education	Registration Fee	Idaho Smart Growth	Portland Bike & Ped Conference	\$ 945.00
	Staff Education	Staff	City of Moscow	Staff Education Staff Support	\$ 121.52
	Staff Education	Staff	University of Idaho	Staff Education Staff Support	\$ 109.32
		Budget:	\$ 3,105.00	Staff Education Total:	\$ 3,111.90
09/08/11	Data Collection	Food	Rosauers	Meeting Refreshments	\$ 20.87
09/13/11	Data Collection	Supplies	Staples	Map Supplies	\$ 32.45
09/13/11	Data Collection	Food	Rosauers	Meeting Refreshments	\$ 17.43
10/03/11	Data Collection	Promotional	Customized Stickers	iCount Stickers	\$ 125.50
10/03/11	Data Collection	Promotional	Customized Stickers	iCount Stickers	\$ 125.50
10/11/11	Data Collection	Food	Moscow Food Co-op	iCount Listening Station Refreshments	\$ 181.62
10/12/11	Data Collection	Food	Rosauers	Meeting Refreshments	\$ 40.61
10/12/11	Data Collection	Supplies	Staples	iCount Clipboards and Supplies	\$ 23.30
10/13/11	Data Collection	Supplies	UPS Store	Tape	\$ 3.39
10/13/11	Data Collection	Food	Wheatberries	iCount Listening Station Refreshments	\$ 37.80
10/14/11	Data Collection	Consultant	Ellen Rouse	Consultant Fee	\$ 112.50
10/21/11	Data Collection	Supplies	OfficeMax	iCount Clipboards and Supplies	\$ 69.70
11/23/11	Data Collection	Supplies	Moscow Building Supply	Storage Tote	\$ 22.99
11/29/11	Data Collection	Consultant	Ellen Rouse	Consultant Fee	\$ 268.75
	Data Collection	Staff	City of Moscow	iCount Staff Support	\$ 2,422.81
	Data Collection	Staff	Univeristy of Idaho	iCount Staff Support	\$ 2,179.50
		Budget:	\$ 3,000.00	Data Collection Total:	\$ 5,684.72

Appendix D - Budget Summary

Date	Task	Type	Payee	Description	Actual
03/15/12	Community Engagement	Food	Rosauers	Meeting Refreshments	\$ 22.87
03/15/12	Community Engagement	Consultant	Ellen Rouse	Consultant Fee	\$ 256.25
03/29/12	Community Engagement	Food	Subway	Meeting Refreshments	\$ 38.55
04/19/12	Community Engagement	Food	Rosauers	Meeting Refreshments	\$ 43.96
05/17/12	Community Engagement	Food	Rosauers	Meeting Refreshments	\$ 102.21
05/03/12	Community Engagement	Consultant	Ellen Rouse	Consultant Fee	\$ 250.00
05/17/12	Community Engagement	Food	Moscow Food Co-op	Event refreshments	\$ 42.58
05/17/12	Community Engagement	Food	Rosauers	Event refreshments	\$ 11.67
05/24/12	Community Engagement	Supplies	Office Depot	Event supplies	\$ 20.06
06/14/12	Community Engagement	Consultant	Ellen Rouse	Consultant Fee	\$ 168.75
06/14/12	Community Engagement	Graphic Design	Amber Sirk	Logo Design	\$ 40.00
	Community Engagement	Staff	City of Moscow	Community Engagement Staff Support	\$ 1,124.06
	Community Engagement	Staff	University of Idaho	Community Engagement Staff Support	\$ 1,011.18
		Budget:	\$ 3,895.00	Community Engagement Total:	\$ 3,132.14
		Budget:	\$ 10,000.00	Actual Project Total:	\$ 11,928.76