

Committee members present were Chairman Craig Nordfelt, Stephen Zollinger, John Millar, Rose Bagley, Carole Mason, Randy Lewis, Randy Schwendiman, Randy Reese, Chris Mann, Lynn Archibald, and Donna Benfield.

There were no corrections on last month's minutes.

Report from Randy Lewis: The new no parking signs on Cornell and College Ave are working very well. The parking on Saturdays and Sundays for the Presbyterian Church has been accommodated.

Report from John Millar on the condition of the streets: The street crews are dealing with the weather conditions. There is no outside money to go towards the cost. The city mostly uses their own crews for snow removal. They were running on about 80 hours of overtime when the weather was bad trying to keep up with the demand.

Planning and Zoning is slowing down. No permits have been filed on the temple yet.

Old Business

Three way stop on Millhollow & 1st N: John Millar said that there is no traffic count as yet. In the last 7 years there have been 2 accidents; 1 this year, and 1 about 4 years ago. He thinks the 2 way stop is good enough. Rose said maybe we should wait until the pedestrian walks are in before any decisions are made concerning this intersection.

John Millar moved to table discussion on the 3 way intersection at Millhollow and 1st N until pedestrian walks are put in.

Carole Mason seconded it.

All were in favor.

Speeding on Hwy 33: John Millar sent Mayor's letter to the state. He hasn't received a reply yet.

Traffic Light on 2nd E by Jack in the Box: John Millar said that they have the contractor, they've purchased the material, the poles should be here on Friday, and that the light should be operating in approximately four weeks. The question was raised whether the lights could be synchronized. There is some concern about the flow of traffic between the two lights. To be synchronized, the lights need to be physically interconnected. The state prioritizes projects to be done; they use Federal dollars to synchronize. Randy Schwendiman suggested a timed sequence. John Millar said that the light on 1st E and Main St was like that last summer, and it was a mess. Randy Lewis wondered at the feasibility of connecting at least the Wal-Mart traffic light and the new light at Jack in the

Box light right away. John Millar said that he would bring up the possibility of synchronizing those 2 lights to the IDT. It all boils down to the availability of money.

Highway 33 through Rexburg is 4 of the top 10 of accident problems with intersections in the state.

Randy Schwendiman fears that 2nd E and Main will be like 17th in Idaho Falls.

Highway 20 is supposed to act as a belt route around Rexburg.

Discussion turned to widening the section of 7th South between 2nd E to 2nd W and putting in snow fences along 7th South. The road was not raised because of the cost and topography. It was pointed out that the street lights between the nursing home and 2nd E are burned out. They are city lights and the city's responsibility. The light on 2nd E is U.P. & L's.

Speed Limit at Jr. High on 1st N: There has been discussion on changing the speed limit to 25 mph. Craig Nordfelt didn't think that would be a good idea because of more pedestrian traffic. Lynn Archibald wondered if school zones could be signed different. Stephen Zollinger informed us that there were no school zones in Rexburg because the City Recreation Department uses schools after hours. It is easier and more cost efficient to have the speed limit at 20 mph all the time.

School zone times would be 7:00 am – 5:00 pm; the same hours as commuting so having the signs with the flashing lights posting different speed limits would be unnecessary.

The northwest corner of the Jr. High has more pedestrian traffic because of Twin Pines and Madison Park apartments in that area. Stephen Z. suggested that a fence be built around the perimeter of school grounds to force pedestrians to use the cross walk.

Chris Mann motioned to table suggestion of the change in speed limit due to the lack of people having a problem with it.

John Millar seconded it.

All were in favor.

Parking & Signage around campus: It was decided to leave the no parking signs up around campus permanently because of how well they were working.

Stephen Z. brought up pedestrian traffic on 7th South. Married students on 5th W 7th S are walking to campus and with the snow they are not staying off the road and backing up traffic. Pedestrian ways need to be maintained and cleared of snow.

Randy Schwendiman thinks P&Z and Traffic Committee should be working together.

The University cleans off the sidewalks from 2nd W up to 2nd E. The city has an ordinance to enforce people to clear their sidewalks of snow. The North side of 7th S was purchased for development but as yet it isn't being developed.

Randy Reese pointed out that at 7th S 5th W the 35 mph sign was knocked over and has not been put back up yet, so it is posted as 25 mph all the way up the hill.

New Business

Donna Benfield took time to present a Traffic Safety Priority List for 2004. She handed out a newspaper article entitled "Rexburg Tackles Growth" written by J. Robb Brady, and compared how we were doing then and how we are doing now. She wants to prioritize what needs are more pressing than others, and to develop an overall plan. She also wants a large map of Rexburg with its transportation plan displayed at each Traffic Safety Meeting.

John Millar has a map of a study being done with Madison County and Sugar City. John doesn't know when the study will be completed. The state is funding the study.

Randy Schwendiman is concerned that 7th South needs to be built up to avoid snow closure on that street.

John Millar is going to have someone from Planning and Zoning come to the Traffic Safety Meetings to update us on new decisions. T.S and P&Z should make decisions together so everyone is more aware of long term plans.

Donna Benfield wants to know how city creates plan of what roads are priorities to be plowed.

John M. said that the roads are plowed in the order of traffic; Main and 2nd E, road to Hospital, 2nd E to 7th S, Pioneer Rd, etc. Residential is done last.

Donna Benfield was concerned that not enough sanding was being done.

John Millar said that there were only 2 sanders and they are going almost full time. Need for more staff; they had temps. working also. There also is a need for something to keep the snow of the North side of 7th South.

Intersection on 2nd W 4th S: John Millar said that a study done on this intersection stated that this intersection does not warrant a traffic light at this time. A National Study said that putting a traffic light where it is not needed will actually increase accidents.

7th S 2nd W is going to need a signal in the future when more apartments are built in that area.

Discussion moved to future major arterials. John Millar stated that we need to get right away for major arterials to avoid splitting residential neighborhoods and avoiding the need for eminent domain.

Craig Nordfelt thinks we need to talk about specific problems. Which ones need to be prioritized.

Randy Schwendiman stated that problems on N 2nd E to Main would be fixed in a few years with the traffic lights being synchronized.

It was decided that the first priority should be 2nd East from Main Street up to 7th S. If temple is built up on the hill, the road will need to be widened and parking completely removed and become a commuter road taking the traffic off of 3rd E. John Millar found the width of the road in the stretch between 1st S and 3rd S is 44 feet wide. The committee felt that a 3 lane road with no parking would be better than a 4 lane road in this area. The stretch south of 3rd S is 52 feet wide so a 4 lane road would work well here.

Craig Nordfelt felt that the second priority should be 4th S 5th W. When all of the apartments are completed in this area, it will be a main concern.

Discussion about a south arterial a 5 lane road with limited access; getting controlling access, limiting intersections, no driveways connecting, etc.

Craig Nordfelt wondered at the chance of buying 500 mechanics and putting the road through there and have Trejo be the crossing. 5th W would run parallel to the railroad tracks going North and South. – Maybe something that needs to go before city council also suggested a signal at Trejo and 5th W.

The third priority Pioneer and Main St is a bad intersection that needs attention. The city has to buy a house (Mrs. Green's home) so that intersection can line up with Airport Road and put in a traffic signal.

The fourth priority is 2nd W and 4th S intersection.

Rose Bagley asked John Millar if he could look at the corner at N 3rd E turning on to Barney Dairy Road. It is a blind corner and maybe needs reflectors for better visibility.

Next meeting at 5:00 pm February 3, 2004.

Meeting was adjourned.