

# City Council “Joint Work Meeting”

January 15, 2015

35 North 1<sup>st</sup> East  
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CITY OF  
**REXBURG**  
America's Family Community

January 15, 2015

**Mayor Richard Woodland**

**Council Members:**

President Sally Smith    Jordan Busby  
Donna Benfield         Jerry Merrill  
Christopher Mann       Brad Wolfe

**City Staff:**

Stephen Zollinger – City Attorney  
Matt Nielson – Finance Officer  
John Millar – Public Works Director  
Val Christensen – Community Development Director  
Scott Johnson – Economic Development Director  
Blair Kay – City Clerk

**5:00 P.M.** Courtesy meal for the Committees

**Mayor Woodland** announced the RPO and Traffic Study Presentation. It started with Envision Madison seeking new options for Rexburg’s growth. The traffic study may get some future grant money from the state.

**Council Members:**

**Attending:** Council Member Mann, Council Member Merrill, Council President Smith, and Mayor Woodland.

**Excused:** Council Member Wolfe, Council Member Busby, and Council Member Benfield.

**Planning and Zoning Commission:**

**Attending:** Chairman Thaine Robinson, Jedd Walker, Cory Sorensen, Mark Rudd, Melanie Davenport, Steve Oakey, and Tisha Flora. **Excused:** Gil Shirley, Bruce Sutherland, Dan Hanna, and Chuck Porter.

**RPO Members:** Madison County; City of Rexburg: Scott Johnson; City of Sugar City; and ITD.

**Presentation:**

**1. Regional Planning Organization (Idaho’s First RPO)**

**A. Rexburg’s Traffic Study presentation by Horrocks Engineers** in conjunction with a Regional Traffic Study: *Horrocks Engineers was selected as the winner of three separate ENR “Best Project” awards in the Intermountain Area (Utah, Montana, and Idaho) for Highways/Bridges, Landscape/Urban Development, and Small Project (Under \$10 Million).*

NOTE: This Regional Planning Organizations’ (RPO) members include Madison County, City of Rexburg, City of Sugar City, and the Idaho Transportation Department. The RPO will begin coordinating with Bannock County’s Metropolitan Planning Organization (MPO), Bingham County’s (MPO), and Bonneville County’s (MPO).

***Transportation Master Plan “Up-Date”***

*“We are in the process of updating the Madison County/ City of Rexburg Transportation Master Plan. A critical component of the process is the development of the projected growth in and around the Rexburg area. From this projected growth, we can more accurately predict the flow of traffic as the city grows. We have worked with city and county personnel thus far to supplement our research in developing the growth patterns and models. In effort to coordinate and collaborate, we would like to discuss our current status and to discuss the alternatives that we see as potential projects for the area.”*

*Kelly Hoopes*

## Rexburg/Madison TMP Master Plan Update

Presented by: Kelly Hoopes & Steven Lord

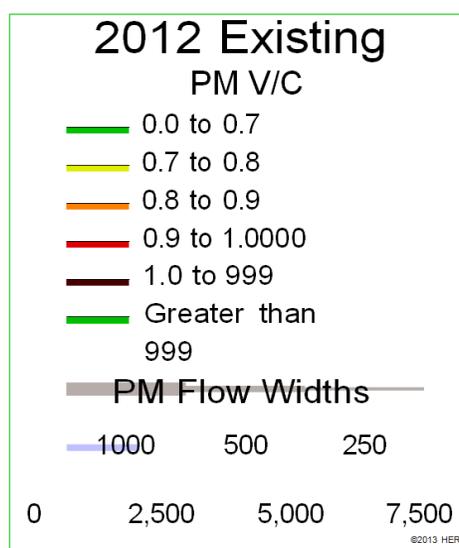
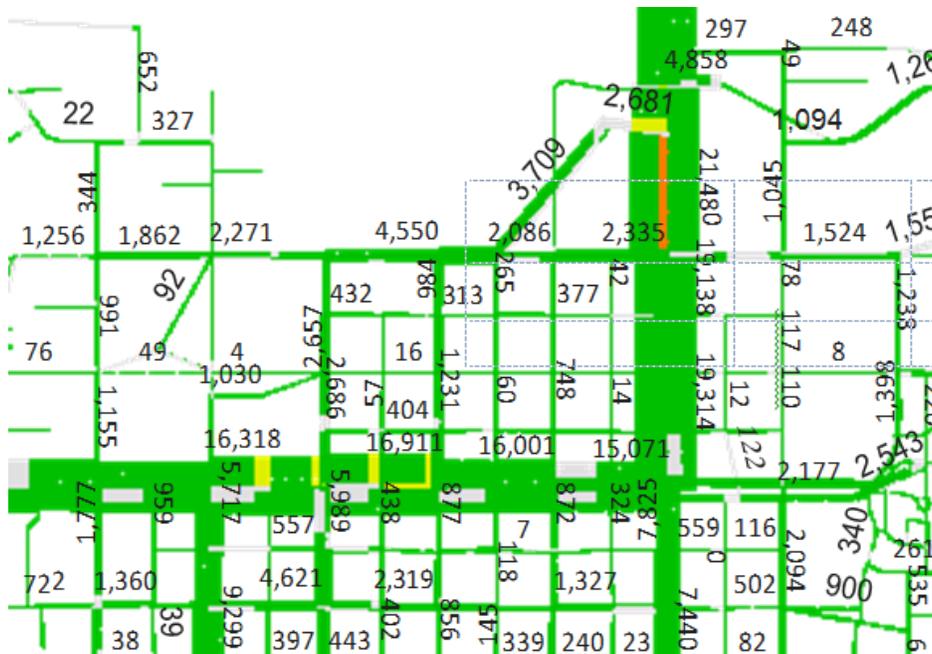
NOTE: This presentation is still in DRAFT mode for discussion at this time. A final proposal will come at a later date after all elements are finalized.

1. Present 2040 Base
2. Present Analyzed Alternatives
3. Review Priority List
4. Discuss Work in Progress
5. Questions

Kelly Hoopes from Horrocks Engineers reviewed the overview of the presentation with an end goal to seek funding for traffic flow improvements. He started with a map of 2012. Part of the study shows how the signals work on a given street. They use the TRANSCAD Software so other cities like Pocatello can merge with this data. The study included where people live, work, etc. As the population grows, 2<sup>nd</sup> East gets more congestion from the University and Hwy 20. Another hot spot is the road to Madison High School by Hwy 20. The next step is to develop a priority list.

### DRAFT 2012 BASE MAP

Mr. Hoopes explained the 2012 Base Map has orange and yellow problem spots. Vehicle counts are from 2014 and the population data is from 2012. On the map, PM/VC refers to a ratio of vehicles to capacity. The orange color is 80% to 90% of capacity on this 2012 Base Map. The yellow areas are 70% to 80% of capacity. The numbers represent where people live, shop, work, and tend to want to travel.



# Draft Priority List to Address Concerns

1. **2<sup>nd</sup> East Operational Improvements**
  - a. Signal Improvements (timing)-**Now**
  - b. Limit Access - **Now**
2. University Signals – (**Likely in next 5 yrs**)
3. **2<sup>nd</sup> East Capacity Improvements (5-Yr)**
  - a. 3<sup>rd</sup> or 4<sup>th</sup> East River Crossing
  - b. Limit left-turns
  - c. Couplet
4. **2<sup>nd</sup> East South Safety Enhancements**
  - a. Intersection Improvements (**5 yrs**)
  - b. Traffic Calming (**5 yrs**)
    - i. Promote Flow to 2<sup>nd</sup> W
    - ii. Signing
    - iii. Bicycle Pedestrian Improvements
5. **2<sup>nd</sup> East (North) – In line with Walmart**
  - a. Improve to 5-Lane
  - b. Signalize Ramps @ IC
6. **University Blvd Capacity Imp**
  - a. Widen to 5-Lanes (**10 yrs**)
  - b. 7<sup>th</sup> South Overpass (**20 yr**)
  - c. Poleline Road Overpass (**20 yr**)
7. **Main St @ US-20**
  - a. Signalize Ramps (**10 yrs**)
  - b. Widen further west thru 3000 W (**20 yrs**)
8. **Moody Rd Overpass**
9. **5<sup>th</sup> West Extension**
10. **East Parkway**
  - a. Preserve Right of Way (**now**)
  - b. Construction (**Beyond 2040**)



| Existing Traffic Volumes with Current Signal Timing |                   |                                 |                  |
|---|-------------------|---------------------------------|------------------|
| Intersection  | Intersection Type | Average Control Delay (sec/veh) | Level of Service |
| 12th West / Main                                    | Signalized        | 21.6                            | C                |
| Airport Rd / Main                                   | Signalized        | 21.7                            | C                |
| 5th West / Main                                     | Signalized        | 7.4                             | A                |
| 2nd West / Main                                     | Signalized        | 30.6                            | C                |
| 1st West / Main                                     | Signalized        | 11.4                            | B                |
| Center St / Main                                    | Signalized        | 12.7                            | B                |
| 1st East / Main                                     | Signalized        | 13.7                            | B                |
| 2nd East / Main                                     | Signalized        | 19.6                            | B                |
| 2nd East / 1st North                                | Signalized        | 28.5                            | C                |
| 2nd East / 2nd North                                | Signalized        | 32.3                            | C                |
| 2nd East / Teton Village                            | Signalized        | 194.5                           | F                |
| Main St / NB Ramp                                   | Unsignalized      | 3.8                             | A                |
| Main St / SB Ramp                                   | Unsignalized      | 3.8                             | A                |
| 2nd East / Walmart                                  | Signalized        | 68.8                            | E                |

| Existing Traffic Volumes with Optimized Signal Timing |                   |                                 |                  |
|---|-------------------|---------------------------------|------------------|
| Intersection  | Intersection Type | Average Control Delay (sec/veh) | Level of Service |
| 12th West / Main                                      | Signalized        | 19.6                            | B                |
| Airport Rd / Main                                     | Signalized        | 21.2                            | C                |
| 5th West / Main                                       | Signalized        | 7.5                             | A                |
| 2nd West / Main                                       | Signalized        | 63.9                            | E                |
| 1st West / Main                                       | Signalized        | 56.3                            | E                |
| Center St / Main                                      | Signalized        | 11.5                            | B                |
| 1st East / Main                                       | Signalized        | 10.7                            | B                |
| 2nd East / Main                                       | Signalized        | 17                              | B                |
| 2nd East / 1st North                                  | Signalized        | 33.5                            | C                |
| 2nd East / 2nd North                                  | Signalized        | 18.1                            | B                |
| 2nd East / Teton Village                              | Signalized        | 31                              | C                |
| Main St / NB Ramp                                     | Unsignalized      | 3.6                             | A                |
| Main St / SB Ramp                                     | Unsignalized      | 4.3                             | A                |
| 2nd East / Walmart                                    | Signalized        | 22.3                            | C                |

**Priority 1:** Optimizing the signaling by improved timing of the lights and limited access (right turn only). This can help in the short term, but will do little for the long term 2040 plan.

**Priority 2:** Signals on University Blvd. This would really help the area.

**Priority 3:** 2<sup>nd</sup> East needs relief. An example would add a 3<sup>rd</sup> East river crossing. (It did not help the situation). The same results would be if 5<sup>th</sup> West had a river crossing. Another solution for 2<sup>nd</sup> East would be to add one way traffic coming and going on 2<sup>nd</sup> East one way south and 3<sup>rd</sup> East one way going north. This would bring down the traffic flow by forcing drivers to use these roads instead of having a choice.

**Priority 4:** 2<sup>nd</sup> East south by the University could add lanes; improve intersections for pedestrians, because there is a high number of pedestrians that use this area to access the University.

**Priority 5:** 2<sup>nd</sup> East north, by the highway interchange, this area is projected to grow and should be improved by 2040 by adding lanes, etc.

**Priority 6:** University Blvd by widening to seven lanes. Melanie asked about foot traffic from the high school. Mr. Hoopes said pedestrian traffic would be considered too. (Extend an overpass over Hwy 20 on 7<sup>th</sup> South; this would be a way to decrease traffic flow without having to increase to 7 lanes). Level service “C” is the norm for

planning. There is a lot of growth projected for the southwest of the city. Another option would be to extend Poleline over Hwy 20 with an overpass.

**Priority 7:** Main Street and US Hwy 20 by signaling the on and off ramps, needs to be done within the next 10 years.

**Priority 8:** Moody Road by adding an overpass on Moody Road over Hwy 20 would draw 5,000 cars but future study needed to see if it merits the investment.

**Priority 9:** Extend 5<sup>th</sup> West over the Teton River. Only 1,500 cars would divert off 2<sup>nd</sup> East.

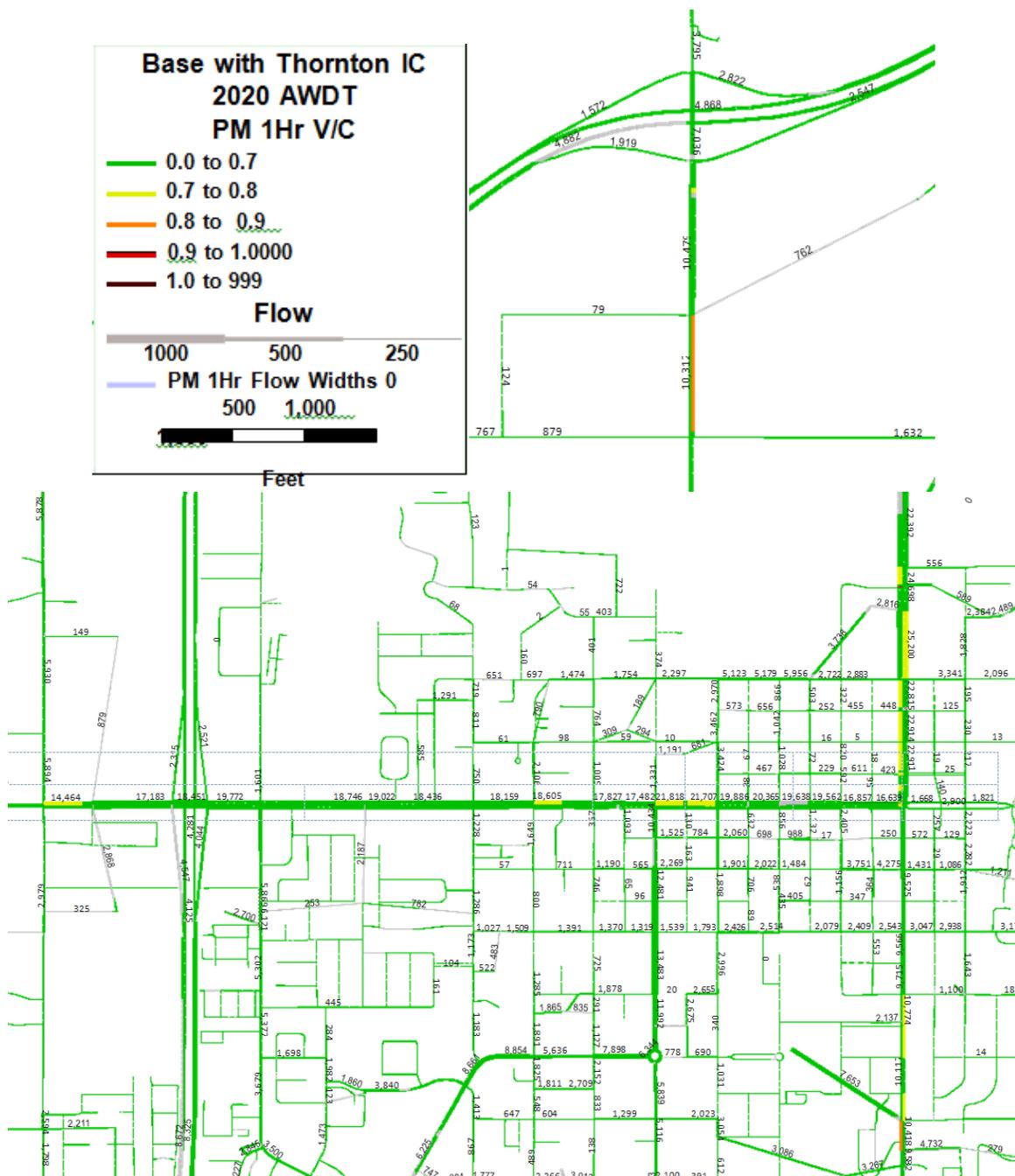
**Priority 10:** East Parkway by taking 4 to 5,000 cars off 2<sup>nd</sup> East but it does not solve the problem and get 2<sup>nd</sup> East out of the black.

**Priority 11:** Investigate combinations and timing of alternatives. A combination of Moody Rd. (5,000 cars) and 5<sup>th</sup> West (1,500 cars) a lot of traffic is moved to these roads but it does not solve the problem at 2<sup>nd</sup> East.

**Mr. Hoopes** indicated ITD still owns and maintains Hwy 20 and US Hwy 33.

Discussion: A master plan will enhance the legislative process for funding.

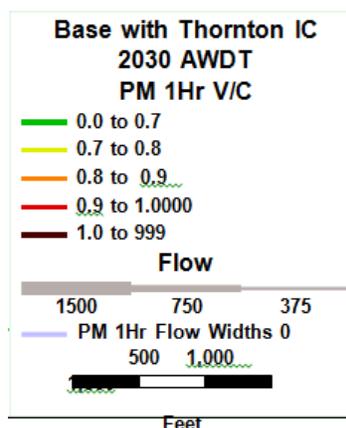
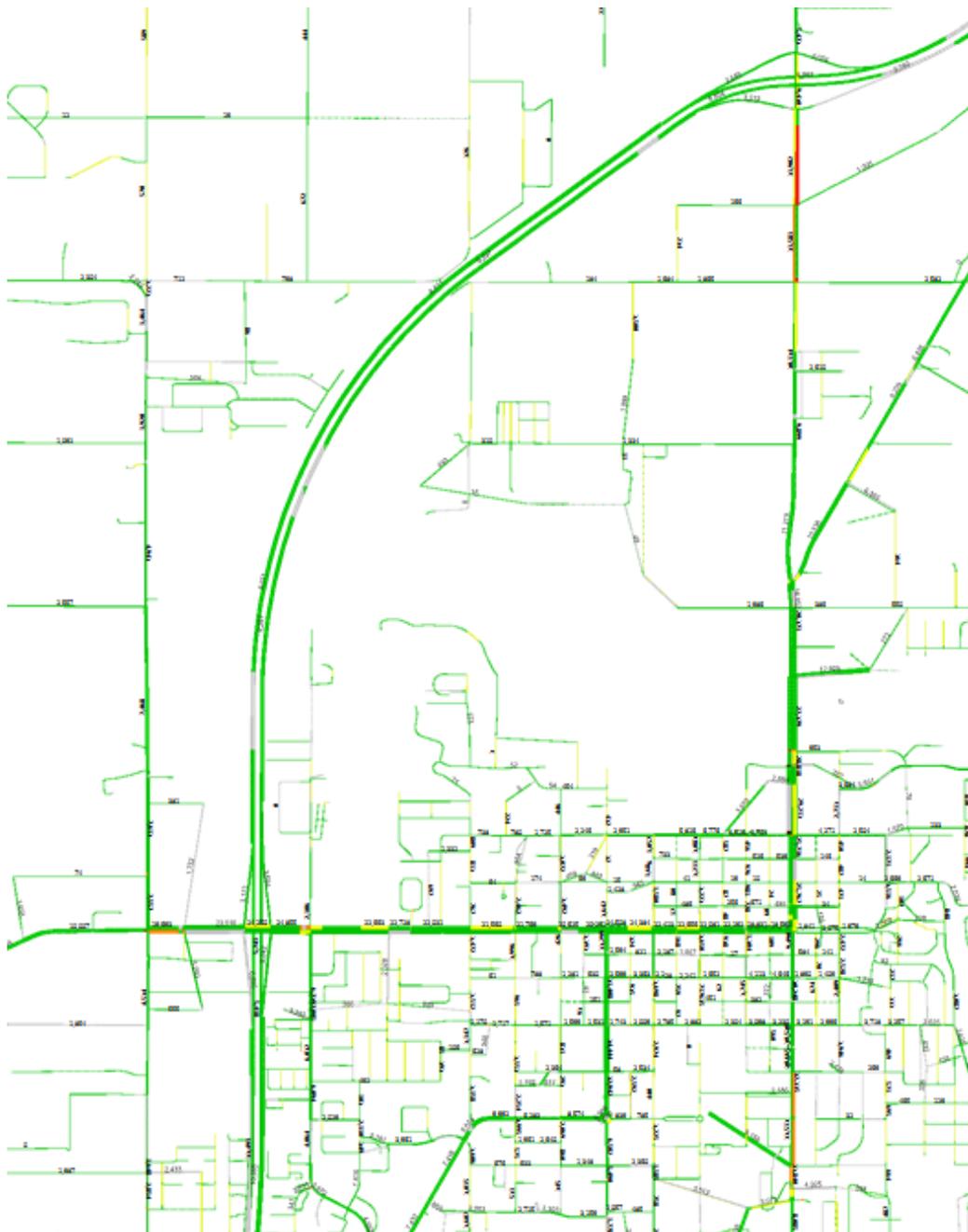
### DRAFT 2020 BASE MAP



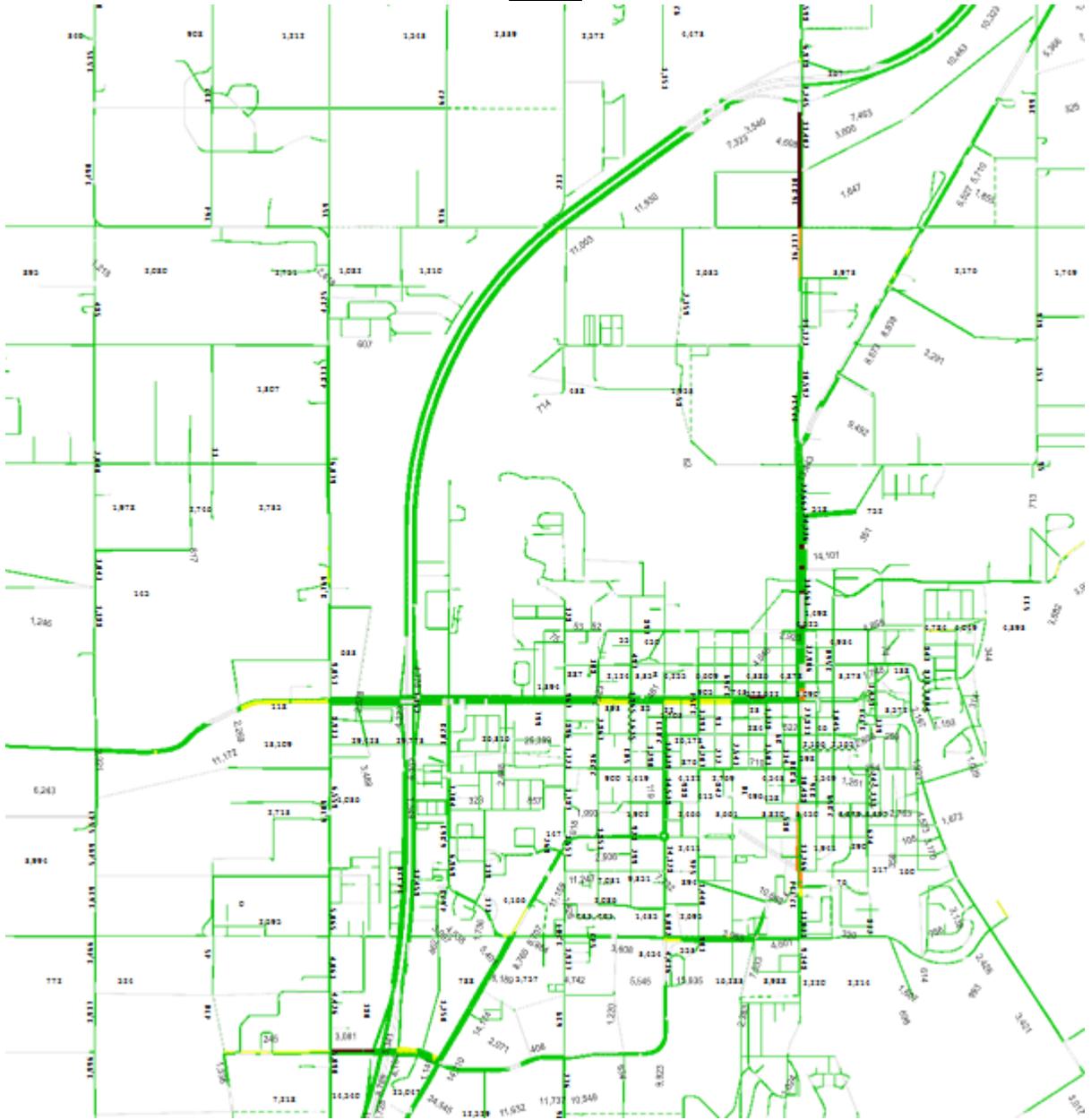
**DRAFT 2030 BASE MAP**

**Mr. Hoopes** indicated they are still studying different options to move traffic off of 2<sup>nd</sup> East, including overpasses over Hwy 20 at Moody Road, Poleline Road, 7<sup>th</sup> South, etc. Other options include widening 2<sup>nd</sup> East, and Hwy 20 Under passes to 7 Lanes. The reconstruction of existing overpasses to 7 lanes would be very expensive; so, other options would be considered first. Stop lights at the overpasses is still being considered too. Extending 3<sup>rd</sup> East, 4<sup>th</sup> East and 5<sup>th</sup> West over the river were also considered; however, the number of cars choosing these routes would not solve the 2<sup>nd</sup> East capacity problem.

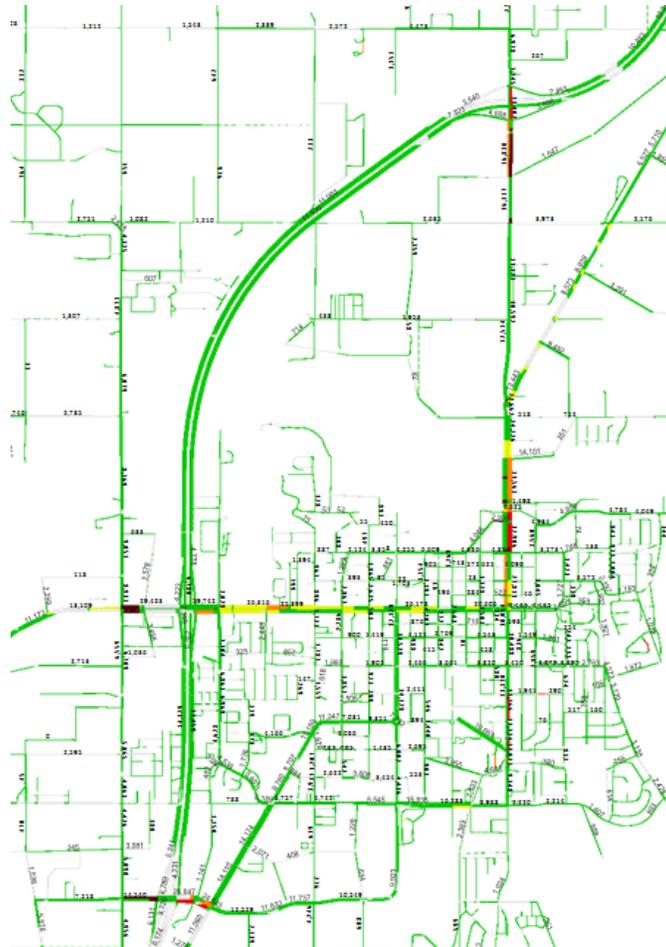
Another traffic flow option would be to have one-way (couplet) traffic on 2<sup>nd</sup> East and 3<sup>rd</sup> East if 3<sup>rd</sup> East was extended over the river; it did not solve the 2<sup>nd</sup> East problem either.



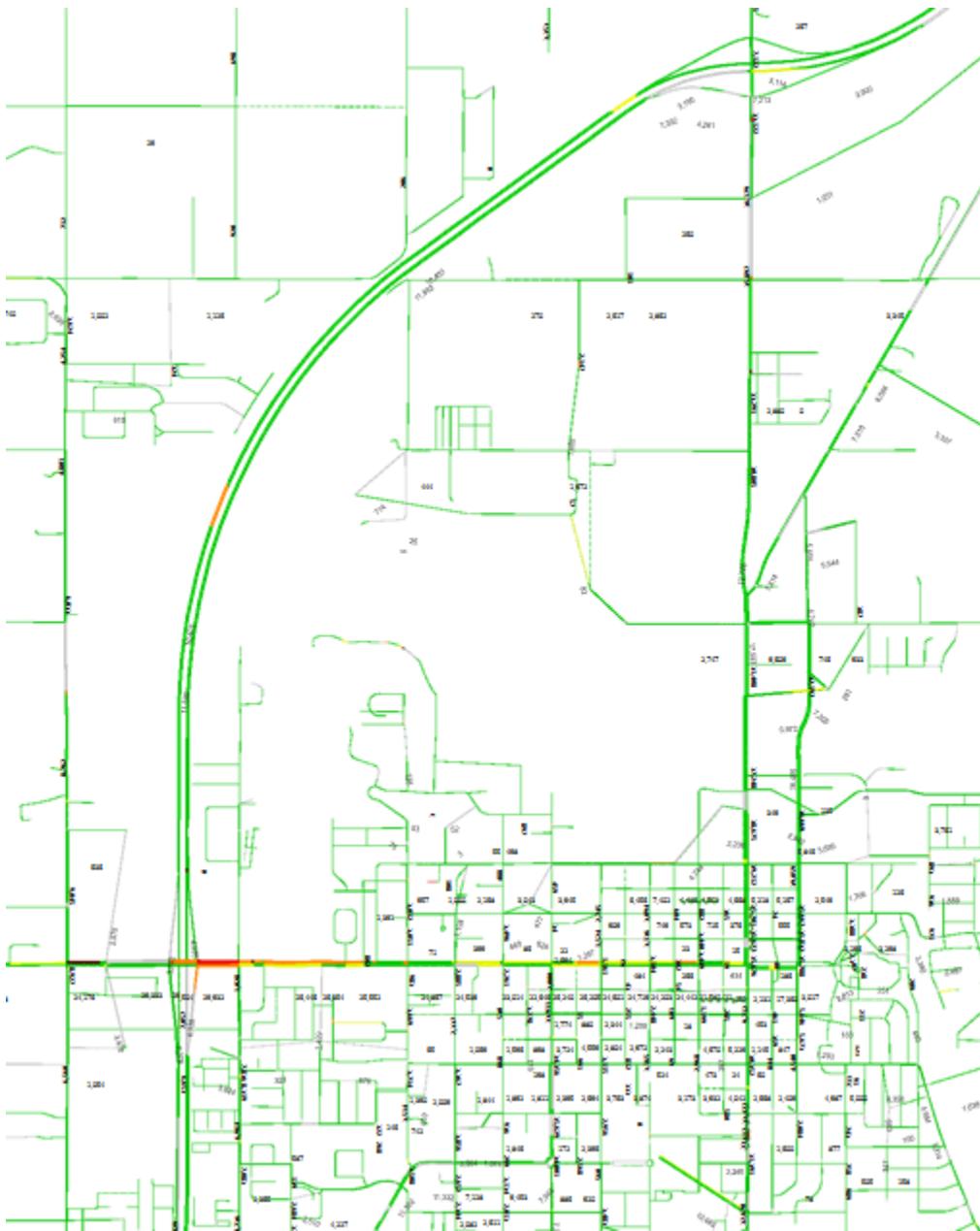
**DRAFT 2040 AM BASE**  
**MAP**



**DRAFT 2040 PM BASE MAP**



# DRAFT 300 E EXTENSION BASE MAP



## Other maps presented included:

- [DRAFT 400 E EXTENSION BASE MAP](#)
- [DRAFT 200E/300E EXTENSION BASE MAP](#)
- [DRAFT 7<sup>th</sup> S EXTENSION BASE MAP](#)
- [DRAFT 2000 S \(POLELINE RD\) EXTENSION BASE MAP](#)
- [DRAFT 2000 N \(MOODY RD\) EXTENSION BASE MAP](#)
- [DRAFT 500 W \(5<sup>TH</sup> WEST\) EXTENSION BASE MAP](#)
- [DRAFT EASTPARKWAY EXTENSION BASE MAP](#)
- [DRAFT COMBINATION OF 2000 N \(MOODY RD\) & 500 W \(5<sup>TH</sup> West\) EXTENSION BASE MAP](#)
- [DRAFT SH-33 \(MAIN ST\) US-20 TO 7-LANES](#)

## Signal Timing Reviewed:

| Future 2040 Traffic Volumes with Current Signal Timing |                   |                                 |                  |
|--|-------------------|---------------------------------|------------------|
| Intersection   | Intersection Type | Average Control Delay (sec/veh) | Level of Service |
| 12th West / Main                                       | Signalized        | 62                              | E                |
| Airport Rd / Main                                      | Signalized        | 182                             | F                |
| 5th West / Main  | Signalized        | 82.5                            | F                |
| 2nd West / Main  | Signalized        | 183.7                           | F                |
| 1st West / Main  | Signalized        | 117.3                           | F                |
| Center St / Main                                       | Signalized        | 156.4                           | F                |
| 1st East / Main  | Signalized        | 173.8                           | F                |
| 2nd East / Main  | Signalized        | 134.6                           | F                |
| 2nd East / 1st North                                   | Signalized        | 129                             | F                |
| 2nd East / 2nd North                                   | Signalized        | 149.1                           | F                |
| 2nd East / Teton Village                               | Signalized        | 252.1                           | F                |
| Main St / NB Ramp                                      | Unsignalized      | 76.6                            | F                |
| Main St / SB Ramp                                      | Unsignalized      | 55.2                            | F                |
| 2nd East / Walmart                                     | Signalized        | 103.3                           | F                |

| Future 2040 Traffic Volumes with Optimized Signal Timing |                   |                                 |                  |
|--|-------------------|---------------------------------|------------------|
| Intersection   | Intersection Type | Average Control Delay (sec/veh) | Level of Service |
| 12th West / Main   | Signalized        | 76.9                            | E                |
| Airport Rd / Main  | Signalized        | 136.3                           | F                |
| 5th West / Main  | Signalized        | 11.7                            | B                |
| 2nd West / Main  | Signalized        | 53.5                            | D                |
| 1st West / Main  | Signalized        | 18.9                            | B                |
| Center St / Main   | Signalized        | 21.7                            | C                |
| 1st East / Main  | Signalized        | 36.9                            | D                |
| 2nd East / Main  | Signalized        | 24.9                            | C                |
| 2nd East / 1st North                                     | Signalized        | 67.1                            | E                |
| 2nd East / 2nd North                                     | Signalized        | 56.7                            | E                |
| 2nd East / Teton Village                                 | Signalized        | 130.9                           | F                |
| Main St / NB Ramp  | Signalized        | 39.6                            | D                |
| Main St / SB Ramp  | Signalized        | 19.2                            | B                |
| 2nd East / Walmart                                       | Signalized        | 54.9                            | D                |

# Work in Progress

1. **2<sup>nd</sup> East Operational Improvements**
  - a. Signal Improvements (timing) - *Synchro Model in progress*
  - b. Limit Access – *Access Mgmt Plan*
2. **University Signals – *Synchro Model to be developed***
3. **2<sup>nd</sup> East Capacity Improvements**
  - a. 3<sup>rd</sup> or 4<sup>th</sup> East River Crossing (*Model Alternatives*)
    - a. Couplet (*Model Alternatives*)
    - b. Added River Crossings only (*Model Alternatives*)
  - b. Innovative Intersections (*Discuss Alternatives*)
4. **2<sup>nd</sup> East South Safety Enhancements**
  - b. Intersection Improvements (*Discuss Alternatives*)
  - c. Traffic Calming (*Discuss Alternatives*)
    - i. Promote Flow to 2<sup>nd</sup> W
    - ii. Signing
    - iii. Bicycle Pedestrian Improvements
5. **2<sup>nd</sup> East (North) –**
  - a. Improve to 5-Lane (*Develop Planning Concept*)
6. **University Blvd Capacity Imp**
  - a. Widen to 5-Lanes (*Develop Planning Concept*)
  - b. 7<sup>th</sup> South Overpass (*Develop Planning Concept*)
  - c. Poleline Road Overpass (*Develop Planning Concept*)
7. **Main St @ US-20**
  - a. Signalize Ramps *Synchro Model in progress*
  - b. Widen further west thru 3000 W (*Develop Planning Concept*)
8. **Moody Rd Overpass (*Discuss Alternatives*)**
9. **5<sup>th</sup> West Extension (*Discuss Alternatives*)**
10. **East Parkway**
  - a. Preserve Right of Way (*summarize existing study*)
11. **Investigate combinations and timing of alternatives.**



**5:30 P.M. – Joint Work Meeting** minutes with City Council and the Planning & Zoning Commission are in the Planning and Zoning minutes.

**Adjournment at 6:45 P.M.**

APPROVED:

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Richard S. Woodland, Mayor

Attest:

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Blair D. Kay, City Clerk