

# Traffic and Safety Committee Meeting

September 23, 2014 Agenda

5:15 PM - City Hall



CITY OF  
**REXBURG**  
America's Family Community

**Mayor Richard Woodland**

**Traffic and Safety Committee Members:**

Rick Robbins-Chairman  
Reed Nielsen-Vice Chair  
Roscoe Orton  
Lyle Wakefield  
Virginia Pratt  
Blake Garner  
Greg Blacker  
Ian Zollinger

Jordon Busby-City Council Liaison  
John Millar – Staff Liaison/Public Works  
Randy Lewis- Staff Liaison/Police Captain  
Doug Barker-University Security Liaison  
Dee Dee Tucker- City Staff/minutes

**1. Roll Call of Traffic and Safety Committee Members**

*Blake Garner been excused.*

**2. Report on Projects:**

**Reports from John Millar on current projects.**

**3. Citizen Report- Jeremy Lamoreaux (see attached emails)**

**4. Review and Approve Minutes:**

a. September 23, 2014 Minutes

**5. Unfinished / Old Business:**

**6. New Business:**

- a. **Bike paths plans for complete routes between main single housing areas to the University.**
- b. **Signage on University Blvd and Yellowstone and also the Temple.**
- c. **Crosswalks of concern**
- d. **1<sup>st</sup> East and 1<sup>st</sup> South**
- e. **1<sup>st</sup> West and 1<sup>st</sup> North**
- f. **Main Street and College Ave**

**7. Open discussion of relevant issues:**

**8. Quadrant Reports**

**9. Adjournment**

**From:** Lamoreaux, Jeremy [<mailto:lamoreauxj@byui.edu>]  
**Sent:** Wednesday, October 29, 2014 11:52 AM  
**To:** Customer Services  
**Subject:** driving and walking conundrum

I live near K-mart and work at the university. I walk to and from work every day. I'm used to the horrible driving here in Rexburg, and am used to having to yield to cars even when I'm in a cross walk, holding a flag, having pushed all the necessary buttons, and have waited until the cross-walk sign is showing. I had accepted that the police will likely never do anything about it (I even had to yield to a police car less than two months ago: he was looking at his computer and didn't even notice me...and I had pushed the flashing-light button at the intersection of 1<sup>st</sup> E, 1<sup>st</sup> N.). In short, I expect that most days I'll have to take some sort of evasive action as a car violates the traffic laws and rushes through a cross-walk (generally speeding) while I'm in the cross walk.

However, two incidents over the past three days have made me really cross and prompted me to write this letter. On Monday night, about 8 pm, I was crossing the crosswalk next to Sticks and Stones with my four daughters (ages 9-15). Between the five of us we had three flags. We waited for all the cars to clear, and started to cross. As we started into the intersection, the light at 1<sup>st</sup> E. and Center turned green. Four cars all came screaming through the light, each of them clearly speeding. We saw them coming, stopped crossing, and each of the cars zipped through the intersection right in front of us. Every driver looked at us, and the last one even yelled at us as he crossed through the intersection.

This morning (probably 30 minutes ago) I was crossing the cross-walk at 1<sup>st</sup> E and Center. I pushed the button, waited, and when the cross signal changed, I started crossing. At the same time a truck coming north and turning West onto center street floored it out of the light, slammed on his breaks (missing me by no more than 3 feet: I had even stopped and backed up because I was sure he wasn't going to stop) and the driver proceeded to yell at me as I finished crossing!

This is completely unacceptable! In a pedestrian/automobile accident, the pedestrian will lose 100% of the time. Sure, there are laws on the books that are meant to protect pedestrians. However, I doubt these laws are enforced with any regularity. I occasionally read about police stings to catch and punish jay-walkers. Are there equal stings to catch and punish drivers that drive through intersections while pedestrians are in crosswalks? There are cameras on many of the lights in town. These cameras are supposedly to help catch stolen cars. Why are these cameras used to protect drivers, but not to protect pedestrians? Why are these cameras not used to catch speeding drivers, or drivers that pass through cross-walks while pedestrians are in them? Would the city rather that we had more drivers and fewer pedestrians?

As you are very well aware, over the past several years there have been a few incidents where people actually died while getting hit by cars in cross-walks. What did the city do? Install more flashy-lights. I appreciate the move, but it doesn't go nearly far enough. The police need to actually punish drivers who, simply by their inattentive (if not outright aggressive and dangerous) driving are threatening the lives of pedestrians. If more action isn't taken, it won't be too long until another fatality is reported in a driver-pedestrian accident: and I guarantee the one dead won't be the driver of the car.

**From:** Shellie Tolman [<mailto:shellie.tolman@rexburg.org>]  
**Sent:** Wednesday, October 29, 2014 12:38 PM  
**To:** Lamoreaux, Jeremy  
**Cc:** Customer Services  
**Subject:** RE: driving and walking conundrum

Hello Jeremy,

Thank you for your email. I am sorry to hear about your close calls. I have forwarded your email to DeeDee Tucker who is over the Traffic and Safety Committee and Chief Turman who is our Chief of Police. They or someone from their office should be contacting you within the next day or two. Thank you for bringing this to our attention.

Shellie Tolman

City of Rexburg  
Customer Service  
208.359.3020 x2302

**From:** Lamoreaux, Jeremy [<mailto:lamoreauxj@byui.edu>]

**Sent:** Wednesday, October 29, 2014 3:02 PM

**To:** Shellie Tolman

**Subject:** RE: driving and walking conundrum

Shellie,

Let me be completely frank with you: over the past few years I've been in contact with the police three times about similar issues. In one instance a police man pulled me over on my bicycle for going through a stop-sign (state and municipal law state that a cyclist is ALLOWED to treat a stop sign like a yield sign when no other cars are coming). I was threatened with a ticket. When I challenged the police officer on the issue, he backed down. I then called the police chief on the issue, and was told, very clearly, that I was probably at fault anyway. The police chief went out of his way to defend his officer. I was completely surprised that a public servant would go out of his way to defend his officer rather than to protect the public from an abuse of power.

Completely shocked.

In another incident, I was accused by an officer of violating the law simply because I had walked toward a cross walk before the light changed. I had not even entered the cross walk! In that case I contacted the police department directly, via e-mail, and never even got a recognition of my e-mail.

Finally, I spoke with a police officer about the prospect of using cameras to fight traffic violations and was told that it would never happen. Furthermore, shockingly, I was told that one option I had was to personally apply for federal funding for our city to have such equipment! Not only was my request essentially scoffed at, but I was told that it was MY responsibility to procure equipment if I wanted it to happen.

So, thank you for your concern, but I will not speak to the police chief, or one of his officers about this issue. I have every doubt that this issue will be dealt with by them unless there is influence from someone other than a citizen. I believe the influence is going to have to come from higher up. Someone in city government will have to actually spear head this or the police station will likely brush it off.

Interestingly, I have had a few good interactions with the police station, but always with the same two guys: one of them is named Erickson, and the other (can't remember his name) he's a bit older and bald.

Jeremy