

Committee members present were Chairman Craig Nordfelt, John Millar, Randy Reese, Carole Mason, Chris Mann, Donna Benfield, Eric Erickson, Cory Rammell, Lynn Archibald, and Stephen Zollinger was present for the first part of meeting.

Megan Otto from the Standard Journal was also present for the meeting.

Correction of minutes 2nd page 'looking at Missoula's and Provo's ordinances as examples to adopt our own'.

Correction of minutes 3rd page 2nd paragraph; had 'conscientious', needs to be 'consensus'.

The streetlight is out on 1st W 3rd S by the Tennis Courts across from the Hart Building.

The lights at 2nd E and Main has a problem with the West bound lane, they don't cycle like they should. John Millar said that he would see if they could adjust the resolution of the cameras to see if that would improve the situation.

Discussion moved to the three way stop at Mill Hollow. John Millar said he hadn't had time to look at this intersection at this time.

The four way at 2nd S 1st E had a preliminary study done on it. The accident history through 1996 – 2002 had 24 reported accidents, an average of 4 a year, which does not meet the minimum, traffic volume from all approaches is 505 per hour, North and South street (minor street) combined vehicle and pedestrian traffic is 269 per hour. They still need more time on this study. There were 8 times when there were delays of 30 seconds or more out of 78 intervals that were monitored. The intersection is not meeting demand for a four way stop yet. John Millar made a motion to look at the intersection in the spring. Randy Reese seconded the motion. All were in favor except Chris Mann who opposed.

There was discussion on the 3 way intersection on Mill Hollow. When more pedestrian traffic is on that road in the future, John Millar wants to look at history for traffic accidents.

John Millar talked to Utah Power about the streets lights on 4th S 3rd W and 3rd S 2nd W to have them change the wattage on these street lights. The light by Taco Time is 150 Watts; it is being changed to 450 Watts (maximum wattage). The old 150 Watt light from Taco Time is being put in at the street light on 4th S 3rd W to replace the 70 Watt bulb that is there now. This should be done before next month.

There was discussion on the double intersection on about 3rd S 2nd W. Pedestrians can be seen in the 1st crosswalk by the light; however, visibility is poor in the crosswalk farther

south. John Millar recommended that we try the more powerful light to see how that would help or if we would need to put in a second street light. Lyn Archibald questioned why the street light on 4th S 3rd W was on the opposite corner of the crosswalk, which is on the east side of the intersection. John Millar said there were more sidewalks on the east side. Cory Rammell asked if the crosswalk flags were made of reflective material. Discussion moved to the feasibility of reflective stickers on the flags, reflectors sewed on the flags, or even reflective tape on the handles. Cory Rammell wanted to have a campaign to encourage people to start using the flags in the crosswalk. Randy Reese was going to find out who was running all the campaigns on campus.

Speeding on Hwy 33 – Mayor’s letter to state John Millar and Deborah are to see that the letter gets done and sent.

The stop light on 2nd E by Arby’s and Jack in the Box – the materials have been ordered and bought; it is estimated that it will be operational by February of March.

New Business

Lyn Archibald brought up 7th S from 2nd W up to 2nd E. In the fall when there are activities going on at the ball fields, the lighting is not a problem. The rest of the time there is not sufficient lighting on that strip of 7th S. He expressed concern about pedestrians in the winter where the land is undeveloped. Joggers and walkers are on the road with no lighting and can’t be seen.

John Millar is going to see why lights are not on from 2nd W up to 2nd E on 7th S. Where the sidewalk ends on 7th S, the land is owned by Bill Henderson. 7th S is not yet complete; 6 months is when they are estimating it should be finished. BYU ID is paying for most of the road. Curb and gutter is going in on the South side. Where the student housing and the Stake Center is will have sidewalk.

John Millar predicted that in 5 years 2nd E 7th S will become one of the busier intersections in town.

Craig Nordfelt moved discussion to new business. Donna Benfield brought up the intersection on 2nd W 4th S. She recently saw 2 close incidents at that intersection. There was some discussion on accidents that involved pedestrians at that intersection. Eventually we will have a signal there in maybe 10 years. There was some discussion on how to make it better. John Millar estimated that it would cost \$200,000 to square it up, get rid of the island, and put in a stop sign. John Millar said that each year he has approx. a half of a million dollars budgeted for construction of streets, but to do this something else will have to suffer. Randy Schwendiman wanted to figure out how to raise money to complete projects that need to be done. It was suggested that each committee member create a priority list of what intersections need to be taken care of for the next meeting. John Millar mentioned that there has to be certain criteria to be met to be able to make changes on an intersection. Craig Nordfelt proposed that the committee members put together a list from their own quadrant and give it to John Millar to do studies on what intersections they feel need attention.

John Millar talked to Idaho Department of Transportation to see if the schedule for synchronizing the lights on 2nd E and Main could be moved up to 2005 instead of 2007. He found that they won't do it until the project comes together that gets rid of the parallel parking on main street. I.D.T. will be meeting with the council on the December 17th to address that issue. I.D.T. wants to buy and develop a parking lot to offset the loss of parking on Main Street. They are looking at two of the best alternatives that they are going to council with. Because of land acquisition, John Millar was not free to disclose the alternatives. This would leave parallel parking on Main Street plus the parking lot the state would develop. John Millar figures that there would only be approx. 16-17 spaces that are lost going from diagonal to parallel.

Donna Benfield brought up other points of discussion. One was to up the speed limit in front of the Junior High by 5 miles per hour on 1st North. John Millar thought that should probably be put on the agenda. Randy Schwendiman suggested having flashing lights with different speed limits while school is in session and one when it is out. John Millar didn't think they would want the speed limit to be higher 25 miles per hour. Eric Erickson said that at Kennedy and Lincoln the speed limit should stay at 20 miles per hour due to the high number of children in those areas. He was not opposed to having the flashing lights in those areas, just to having the speed limit generally raised to 25 mph.

Donna Benfield also brought up the guy (Bill Kunz) who owns the Pawn Shop across from Frontier Pies. He is parking his van to close to the road and it is a visual obstruction to getting on to the street. John Millar said that he would follow up on this and turn it over to Kurt Hibbert.

Donna Benfield also had a \$50.00 check from the Rexburg Civic Club. They had reissued a new check because they never received the check back that they issued us last year, because we never cashed it. She gave that to Deborah who put it in the next day's deposit.

Lyn Archibald brought up one more issue dealing with truck traffic down Main Street. He was wondering about a plan to enforce a truck route to keep them off of residential streets and Main Street. They discussed in future to put a route by the Teton River. John Millar said that the only thing that has been briefly talked about is taking Airport Road and crossing the river in kind of a belt road on the West side. The County is doing a traffic study and that idea will probably be looked at more seriously when the study is done. It would be a long term project. A plan would need to be made for future planning so homes won't be built where the road would need to go and create more costs. John Millar said that a plan has already been created, they are not called truck routes, they are called urban arterials. 7th South and the new connector coming in will be that way; four lanes and limited access. Even through the university, they are only going to allow them access at the intersections.

The next meeting is scheduled for January 6, 2004.