

Twin Falls Traffic Safety Commission Minutes
January 11, 2007

Those Present: Rob Storm, Dave Snelson, Craig Stotts, Mike Sullivan, Don Hall, Bill Kyle, Page Geske, Aaron Wert, and Ron Withers.

Chairman Dave Snelson called the meeting to order at 9:10 a.m.

December 14, 2006, Minutes: Bill Kyle stated that on page four the word seminar should be changed to Seminary. Bill Kyle moved that the December 14, 2006, minutes be approved, with the correction made as mentioned. Rob Storm seconded the motion and the motion carried.

Member List: Everyone went over the Traffic Safety Commission (TSC) Member Information List; corrections and updates were made as needed.

Ordinance Change on School Signs Becoming a Requirement for New Schools: Craig Stotts suggested this item be tabled until he gets further information from Fritz Wonderlich and Tom Courtney. There are some issues with an ordinance that requires new schools to provide changing school signs. When Craig gets the facts on this issue he will e-mail the Commission members and all involved. TABLED

Project List-Long Term:

Safe Kids Grant: Page reported that, because of major pressures at the hospital, she is unable to work on this grant and she decided to focus on the Safe Routes to School project. The Commission decided to try for the Safe Kids Grant next year if it is available.

Page reported on the Safe Routes to School grant. The Letter of Intent (LI) must be turned in by the end of January 2007. A rough draft of the Letter of Intent for Idaho Safe Routes to School Funds was distributed to those present and it was discussed in detail.

Aaron stated they are going to try for more signals because the Environmental Concept Report and Engineering are probably going to cost about the same, no matter how much is applied for. He said it makes more sense to apply for more money. The estimated figure for the Engineering Concept Report and the Environmental Report is about \$30,000 just for those two items. That figure doesn't include any engineering, but does allow the engineering portion of the project to be started.

Aaron talked with several people this morning and found out that Brent Jennings, Traffic Engineer at the Headquarters of Highway Traffic Safety in Boise, is going to try to get as many environmental exemptions on these projects as he can. We still have to plan on doing those reports because we can't count on getting an exemption. We better have the money in the LI or we are going to be short on funds. If we run out of money before the project is completed, the City, as the sponsor, has to come up with the finances to finish the job.

The total amount of funds to be given away was discussed. Page stated she thought it was a little under two-million dollars. Aaron said that, after talking to Brent this morning, the figure of

available funds is probably more like 1.4 million dollars. This is because part of the funds has to be used for the new coordinator and travel expenses for the Committee, etc. Everything has to be paid out of these funds.

Aaron reported that Mark MacNeice stated that the City of Chubbuck just put in some of these signals. Aaron is going to try to get a cost estimate from them. Aaron stated that the figure on the LI is a rough estimate for eight sets of signals, which will cover four locations. The four locations were taken off the Commission's Priority List. They are as follows:

- 300 to 600 Block of Eastland Drive near O'Leary
- 2100 to 2400 Block of Elizabeth Boulevard near O'Leary
- 1800 to 1900 Block of Elizabeth Boulevard near Morningside
- 300 to 400 Block of Blue Lakes Boulevard near Bickel

Aaron stated the \$120,000 on the LI does not include the engineering, the Engineering Concept Report, or the Environmental Report; it is just the cost of the signals. Aaron added the estimate for the engineering is going to tack on another \$60,000 or \$70,000. Aaron stated we are looking at receiving funds from between \$100,000 to \$200,000. He discussed this with Brent Jennings who said the estimate is probably correct. Aaron stated on this LI they just want the total budget right now. We will actually submit the LI for \$190,000 or \$200,000.

Don Hall asked what the sponsor's match will be. Aaron stated there is NO MATCH. Page said it is a reimbursable grant. This means we will have to pay for it up front and, once the project is complete, they will reimburse us for the amount we spent.

Dave asked if we need to seek approval from the Council or has that already been done. Aaron said they have not done that yet. Aaron remarked this is just the LI. The application is the next step. Aaron said he didn't know if there was a commitment yet. If we get to where an application is due, he was sure the City is going to have to sign a document that says they are willing to support this endeavor.

Stotts stated that Page sent him an e-mail regarding some statistics that are needed regarding crashes and citations. He asked if that information is needed for the LI or for the application.

Aaron replied the information is needed for the Safety Problem Prevention portion of the LI. Jackie said it is necessary so they can see what the need is. Stotts stated he has the State Reports. Under State law, we are required to do an impact report on accidents. Stotts stated these reports are for the locations talked about and they spell out the times of day, if there were injuries, and so forth. Stotts stated we have a plethora of citations in those areas, and he will ask records to start working on that because it is labor intensive. Aaron suggested that, if this research causes intense labor, perhaps we should research one year rather than three and we can just estimate from there.

Stotts stated for the last 20 months it won't be that difficult to locate statistics. With our new traffic safety summons, ninety-five percent (95%) of citations have been issued for speeding in school zones. Stotts verified that the statistics need to go to Aaron. Stotts said he would get those

numbers for Aaron by Monday or Tuesday at the latest and he will also provide a stack of Walk-In-Accident Reports.

Aaron stated that he still hasn't received information on what "partner" means (under sponsor on the first page); Aaron will check on that. We can get support letters from the schools. Page stated perhaps it means that we are partnering with other people and they want to see that we are collaborating and working with others. Aaron stated schools are providing crosswalk or crossing guards at some of these locations that are partnering in safety; we could include that information.

The locations where crossing guards are being utilized were briefly discussed. Bill Kyle asked if the fact that the school has representation on this Commission be considered partnering. Aaron stated it maybe.

Aaron stated the very last item on this LI is evaluation. There is supposed to be some evaluation done on this, such as a road count or speed counts before and after the installation, so they can see the impact and effect of the project. Maybe Mike Sullivan and the Engineering Department could do those counts before and after so that we could enter that as a zero budget amount. That is also sponsoring and partnering. Aaron pointed out that there is a column for enforcement. They want to know if there will be any overtime or equipment for enhanced traffic enforcement in school zones. Stotts stated that is part of the Traffic Officers' daily patrol responsibilities.

The Commission discussed the best way to complete the LI. Some members felt we should put in zeros in columns that represented services the City, the Police Department, and Safe Kids will be providing but does not have a monetary value as far as funding requests. Others felt that entering zeros would not be a correct representation. Everyone felt these services would fit into the partnership and match portion of the LI.

Page stated the LI has to be turned in by January 31, 2007. Prospective applicants that have been accepted will be contacted during February 2007. If accepted, a detailed application will have to be submitted by April 16, 2007. Announcements will be made in May 2007, and the project could begin in June 2007 while the children are out of school.

Aaron stated that, with engineering to be considered, it may not be as soon as June. It could be June of 2008. If the Commission is notified of approval, the funds will be delegated and available for three years. However, if an Environmental Report is necessary, it will be another nine months. Aaron advised that if an environmental exemption is granted, installation may be able to start in the fall of 2007. If an exemption is not granted, it could be multiple years. This is according to federal requirements.

Dave asked who makes the determination on the environmental. Aaron said the determination can only be made by the FHWA. We are going to request it, but they don't have to accept it.

We still will have to go through all the other submittals. However, we will probably be able to skip the preliminary designer review. We will still have to do the Concept Report and then the PSME submittal. We will probably have to go through ITD advertising, which takes 180 days once it is submitted.

Bill Kyle inquired who makes the decision on the final design review State or Federal. Aaron stated that a lot of people have input on it, including both state and federal, but the final decision comes from the state.

Ron Withers stated all this sounds good so far.

Dave thanked Aaron and Page for their presentation. The Commission expressed appreciation for their efforts.

Once again, the need for a grant that covers high schools was mentioned. Members discussed personal experiences at the Twin Falls High School, of kids stepping off in front of them and not being able to see the students as they are coming from seminary. The speed limit in front of the High School is 20 mph.

Stotts reiterated that jay walking tickets are being written. Students have been advised of these tickets and their responsibilities as pedestrians via morning announcements, School Resource Officers, the newspaper and word of mouth.

Trucks on Blue Lakes Boulevard: Dave stated a discussion was held on Tuesday morning at the Transportation Committee meeting in regard to trucks on Blue Lakes. Gary Blick, who sits on the Transportation Board, again requested that the “No Trucks on Pole Line” sign be taken off Blue Lakes. He feels that someone should not be ticketed for driving down a road that we just spent 27 million dollars to build. The City’s stance is that they don’t want trucks on Washington because it only has a thin overlay. It was also requested that the sign we discussed removing should be replaced with a sign designating Blue Lakes as the truck route. There is some opposition to that by merchants who don’t want trucks on Blue Lakes. Dave feels that Blue Lakes is not the place for trucks because of the wear and tear on the Boulevard. Dave also stated it would be a lot easier to rebuild Washington than it would Blue Lakes.

Bill Kyle stated Jackie wants to keep trucks off of Washington because it will be beat up, but that street has been beat up for 35 years. It has had pot holes filled here and there, and it is probably in better shape now than it has been in the last 20 years. It looks like the project of rebuilding Washington Street is going to be moved up to 2009. This means that it would be switched with the plans to renovate Blue Lakes from Falls to Pole Line. Originally the plan to rebuild Blue Lakes was scheduled for 2009 and the Washington Street project for 2011. There is no confirmation that these plans have been switched, but everything points in that direction. If Washington Street is going to be rebuilt in 2009, what difference does it make if trucks go down Washington and it does start to breakup for the next year or two? It is going to get totally rebuilt anyway.

Aaron stated that things change. An example is Phase I of Washington Street was supposed to be done in 2006, but now it’s not even on the radar. Bill Kyle inquired what is Phase I. Aaron stated it is from Shoup to Filer. The plans were done and the project was supposed to happen in 2006. However, some of the paperwork wasn’t exactly done so they pulled the funding. Now it is in PD, which means it is still on the program but there is no funding allocated.

The discussion continued without resolution. Topics discussed were:

- Right-of-way acquisitions being completed and not being completed
- Phase I project and it's lack of paperwork completion
- Concern about the north end of Washington where the overlay was
- Possible delay of Washington and/or Blue Lakes projects
- Delays could result in another \$200,000 overlay on Washington
- State Highways are generally truck routes
- There is validity on both sides

Dave mentioned that, in the interest of time, we must move on.

New Business:

The Annual James A. Mildon Traffic Safety Award: Craig reported that we are two awards behind. The due date for nominations is January 19, 2007. This is so we can get it on the Council Agenda and can present the award on January 29, 2007, or possibly in February. Everyone agreed on this. Typically, the Chairman of the Twin Falls Traffic Safety Commission has presented these awards at Council. As of today, no nominations have been received. It is possible that Dave will not be in town on that day. In that event, the Co-chair or Craig Stotts could present the Award. The plaque is in Linda's office at the police station

Nomination of officers was discussed briefly. It was decided officers may be nominated. It was thought that Matt Hicks was selected in 2005 and a crossing guard from Sawtooth School was selected in 2006. Craig is going to check on that issue so we will know how many we need to nominate.

Dave stated for the record that we are one award behind. Stotts stated that sounds right. If somebody was awarded this last year, we only need one. Dave stated that he thought John Wilson presented.

It was also decided that e-mailing nominations to Stotts would be the easiest.

Dave asked if there was any more new business.

Terms of Office: Linda Reid mentioned that the completion of several members' term of office is quickly approaching. She received an e-mail from Gretchen Scott stating that we have someone interested in being considered for the Commission. A copy of the e-mail was given to Chairman Snelson. Everyone looked at the Member Information Sheet and five members' terms will be completed in June of 2007. Page stated that it looks like her term has already expired. Don said that happened to him when he was on the Commission. Don Hall added we need to take a close look at this because the City Council is very concerned about all the Commissions. They want to make sure that they are all similar in the sense that we stagger people and guidelines are being followed. Craig Stotts is going to look into term limits, by-laws and ordinances so the Commission is complying with the rules and regulations of the City.

The Traffic Studies the Commission Reviewed Last Meeting: Don Hall stated all the traffic studies that were presented to the Commission last meeting went to the City Council with your recommendations. The Council looked at them very closely and they felt there wasn't closure on a few of them. Canyon Springs Road is used heavily for exercise and has a speed limit of 35 mph. Jackie is looking into signage for that road to address pedestrian issues. Signage needs to convey that pedestrians don't have the full right-of-way but that drivers need to watch for foot traffic. We know when the speeders are going through there because a Traffic Speed Study was done. Don wanted to update the Commission on the fact that we are still looking at those studies, especially on the Canyon Springs Road. We are working with the City Engineering Department.

Letter of Support: Aaron reported that Mark MacNeice gave ITD a list of safety improvement recommendations for Lincoln and Bickle Schools. Most of the recommendations have to do with striping, shortening the school zone and reducing the speed limit. Aaron said there is a possibility that they may reduce the speed limit to 20 mph. Bulb bounces (mini islands on the sides of the road) was also suggested. These are used to get the kids further into the intersection so they can be seen. Aaron stated that he would like to send a letter of support to the ITD regarding implementing MacNeice's recommendations. A letter might give a little more push to get those things done next spring.

Page stated that when Mark came to Twin Falls, before the Safe Routes to School event, he made certain observations for improvement. We then invited ITD in and ITD pretty much said we don't need to do anything here. Page stated that was very frustrating. Page agreed that Aaron's suggestion of a letter of support might help ITD in their decision on Mark's recommendations. There are some simple things that can be done to make it safer for people and kids, such as stop bars to show people where to stop and stagger the cars so that they can see the crossing. Rob Storm stated Mark was there with his expertise; hopefully they will listen and support his recommendations. Aaron will e-mail the list to the Commission when he gets it and he will bring it to the next meeting for this Commission to peruse. Dave asked if the members could look at the list before the meeting so a decision can be made on the letter of support at the Commission's next assembly.

Dave Snelson stated that the next meeting will be February 8, 2007. Chairman Snelson adjourned the meeting at 10:00 a.m.

Respectfully submitted by:

LINDA L. REID
Department Specialist

Twin Falls Traffic Safety Commission Minutes
February 8, 2007

Those Present: Rob Storm, Dave Snelson, Mike Sullivan, Don Hall, Page Geske, Jackie Fields, Joshua R. Baird, Ron Withers, Rebecca Duke, Bill Kyle, Craig Stotts.
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Chairman Dave Snelson called the meeting to order at 9:00 a.m.

January 11, 2007, Minutes: Rob Storm moved that the January 11, 2007, minutes be approved. Page Geske seconded the motion and the motion carried.

Joshua Baird from Riedesel Engineering sat in for Aaron Wert. Everyone introduced themselves.

The Annual James A. Mildon Traffic Safety Award: Craig reported that after some research, it was determined that we are current on the award, and only one person needs to be selected for 2006-2007. Craig announced that the two nominees for the James A. Mildon Traffic Safety Award are Con Paulos and Trooper Chris Glenn.

The candidates were discussed and it was unanimous that both men qualify for the award. Everyone agreed that choosing between the two nominees was going to be extremely difficult. The Commission considered giving the award to both candidates. The group decided against that idea, as they didn't want to set a precedent for future years when two or three qualified people are selected. After the discussion, Trooper Chris Glenn was selected.

Rob Storm reported that Trooper Glenn will be out of the area for five more weeks. Rob requested postponing Glenn's recognition until he returns to Twin Falls. Everyone agreed. When Chris returns, Stotts will get the presentation put on the City Council Agenda. Craig reported that Con Paulos will be notified that he was nominated for this award. Stotts stated that in the past they have been given a certificate for their contributions. Stotts will get a certificate made for Con and he will take care of ordering and paying for the plaque for Trooper Glenn. Stotts stated he hopes we receive more nominations next year. Craig feels there are a lot of people out in the community that aren't being recognized.

Ordinance Change on School Signs Becoming a Requirement for New Schools: Craig read part of the information he received from Fritz Wonderlich and Tom Courtney on an ordinance change: "The Council can't decide that flashers should be installed, and then order the School District to pay for it. On the other hand, the School District can come to the Council and request that flashers be installed, and the Council could approve that, contingent upon the School District constructing or paying for the construction. The third possibility is that the School District needs a special use permit for a new school. P & Z could require flashers as conditions of approval." Stotts said they also mentioned that the City Council wouldn't want to be bound by an ordinance in every case. In the event that the Council wants the School District to pay for these costs, they don't need an ordinance to make that happen.

Craig stated this entity is supposed to be a sounding board for these types of things and it doesn't seem like that happened with this last school. Jackie Fields replied that they are not done with the new high school yet. They are just starting to talk with the Engineering Staff about where we would like to have signs. Mike Sullivan is going to work on those issues. When Mike and Jackie

are satisfied, they intend to have a discussion with the Police Department and then talk with the Traffic Safety Commission. They haven't moved fast enough to exclude the Commission.

Dave Snelson stated at the Transportation Committee (TC) meeting he mentioned that the Commission is trying to get an ordinance on flashing school signs becoming a requirement for new schools. TC member Gary Blick, who sits on the State Transportation Board, thought that was a great idea. He said he wished there was something like that statewide. He talked about the new school in Dietrich. He said they no sooner had the school built and they wanted the State to do all the signage.

Dave stated he would like to discuss this issue with our legislators during a conference call at the Chamber on Friday. Dave said we are not going to get anything accomplished this year, but, if we start that ball rolling, perhaps next year we could get one of the legislators to sponsor a bill to that effect.

Jackie said even if a bill doesn't go, an administrative policy through the State could work. A policy that says, "You are going to plan on some progressive signing for any school that you bond," and that would achieve the goal.

Dave stated it looks like we are going in the right direction on this particular project. We are, generally, all on the same page.

Dave asked Jackie if, in the discussion on the school signs, they indicated if the devices are funded. Jackie stated "They are not telling us what funding they have, so we are doing our typical engineering staff thing. We are telling them what we think should be there and they will tell us if it becomes an insurmountable problem."

Bill Kyle stated that in prior discussions, when the representatives from the school district office were here, they indicated that they had budgeted for signing. However, he was not certain that they had the amount allocated to accommodate the new flashing signs that was requested.

Jackie agreed. She felt that they have regular signs that say slow down from 7:00 a.m. to 4:00 p.m., with no flashing device. We will have to wait and see; they may have cost savings somewhere else.

Ron Withers reported that in the meetings he has attended, they have been very guarded as to what funds are available. Where they haven't started the project, it's very difficult to put any kind of dollar amount on anything. It is a massive project and, with construction costs fluctuating, they are not able to comment on even part of the bond. The bulk of the money is for the new high school, but there are about a dozen other projects throughout the district, renovations, upgrades, and so on.

Jackie feels that Scott Strubar would have put a healthy contingency on the bond, just to take care of inflation and extra expenses. The cost for the expensive signs is minor on the grand scheme of things. We are looking at a five million dollar school. The \$3,000 cost for signs falls into the contingency category.

Bill Kyle asked if the Commission should stop trying to take this to the City Council for some sort of ordinance. Craig said yes based on what he has received back from Fritz and Tom. Craig

stated he would send everyone a copy of the e-mail. Bill stated that basically, the Commission should pursue it through Jackie's department.

Project List-Long Term: The Safe Routes to School Grant-Page reported that Josh has been pretty much the work force behind the grant writing. Josh is working for Redisel Engineering and is doing his (EIT) engineering training with them.

Josh reported that the Letter of Intent has been turned in. It was due on January 31, 2007. We are supposed to hear if we made the initial cut sometime in March. After we make the first cut, they will thin it down a bit more. Josh said 5.1 million dollars was applied for out of less than two million dollars that was in the budget. There are going to be quite a few applicants that will not receive funds. It was thought that only a few people would apply and there would be a lot of money available. Looking through the list, it appears like we are about in the middle as far as the money we are expecting. We will have to wait and see how it goes from here. Josh stated Page is on the board and he asked her if she has some meetings coming up.

Page said their Statewide Advisory Meeting for Safe Routes to Schools will be held next Thursday in Boise. She reported that they will be spending the entire day going through the 44 applications and then they will make the cuts. She stated she didn't know how she fits into that whole process because she has a conflict of interest. She said she told them that she wouldn't even be on the board if it meant our project wouldn't get funded. They told her it shouldn't be a problem.

Dave stated that Aaron indicated that there are a lot of applicants that have not done their ground work, such as engineering, because they didn't know they had to do it. That might eliminate some, so we still might have a very good chance.

Josh stated that of the \$110,000 applied for, \$50,000 will be for engineering. Josh feels they did a good job of putting together a cost estimate that is reasonable; one that will allow the project to get finished as anticipated.

Page said she thought we might know if we made the cut by our next meeting. It was reiterated that no match was required for this grant; it is one hundred percent (100%) reimbursable. Bill Kyle thanked Page and Josh for the time involved and for getting the Letter of Intent done in a timely fashion. Everyone agreed.

Members' Term of Office: Each member's term dates were discussed. Under Code 2-1-1 Limitation of Eligibility, it states: "No person shall be eligible to serve more than two consecutive full terms upon any advisory Commission of the City and the Twin Falls Housing Authority." A term is two-years. Craig reported that he talked with Tom Courtney about most of the members' terms ending at the same time. Tom said this is not an uncommon problem, but we want to try to avoid that. One way to resolve that issue is to stagger the terms. Appoint some people to two-year terms and others to a one-year term. Try to stagger them so we won't have a mass exodus of people at the same time. The Council is involved in selecting members and approving extended terms. It was determined that Page's first, two-year, term has ended. Jackie reported that the Mayor and Council want to move all of the start dates to March.

It was agreed that the Commission will move the expiration and new start date of terms to March 2007. The Commission will also stagger some members to a two-year term and others to a one-year term so that not everyone leaves their position at the same time.

Don Hall stated he was reading through Ordinance Five which deals with the Traffic Safety Commission and all it says is a two-year term. Don Hall wondered why the ordinance doesn't say two, two-year terms.

It was determined that, of the seven voting members, no one is in their second term except Page, who is five months over her first term.

Mike Mathews' term was discussed. His term will officially expire March 2007. The Commission does not know if Mike still wants to commit to being a member, as he has not attended meetings for some time. If he doesn't want to participate, we will have an open membership in March of 2007. Dave Snelson volunteered to contact Mike to see if he is interested in serving for a one-year term. Dave is going to stress that participation is a requirement. If he wants to stay, he needs to commit.

Jackie Fields stated that part of the selection criteria has to do with attendance. Dave stated we have struggled sometimes to get a quorum.

Jackie stated there are seven members; maybe we can have three one-year terms and four two-year terms to get started. Jackie asked who would be willing to commit to another one-year term. Everyone was willing to be reinstated for one or two years as needed and everyone present wanted to stay on the Commission.

Bill Kyle stated that Dave is a permanent member. Stotts stated the Chamber of Commerce has a permanent position on the Commission, but someone else can represent the Chamber.

If Mike chooses not to commit to another year, we will only have one new appointee. If Mike Mathews doesn't want to accept a new term, we will talk to the Council about having an interviewing committee for the one position and we will recommend everybody else for their new terms on a Council agenda item. If Mike does want to commit for one year, his name will be added, along with the other members to be presented before the Council.

Jackie made a list of the members and their term extensions.

	<u>New Term Begins</u>	<u>Term Extended</u>	<u>Term ending Date</u>
Page Geake	March – 2007	1 year	March – 2008
Bill Kyle	March – 2007	2 years	March – 2009
Mike Mathews	March – 2007 (pending)	1 year	March – 2008
Dave Snelson	March – 2007	2 years	March – 2009
Rob Storm	March – 2007	1 year	March – 2008
Aaron Wert	March – 2007	2 years	March – 2009
Ron Withers	March – 2007	2 years	March – 2009

Priority List – No School Zone Signs: Stotts reported that on the School Zone Priority list there are five areas where there were no signs for school zone and he wanted to know if we could get signs put in those areas.

Mike Sullivan reported that a while back he went out to address those particular issues and he discovered a lot of deficiencies with our school signs. He has been studying the Manual on Uniform Traffic Control Devices (MUTCD). It is a federal guideline, and it has a specific section on the requirements of school zone signs. He wanted to get an understanding of what they required. Then he went out to each school and mapped out what was there and what changes he thinks need to be made. He has them all done at this point. He still needs to get with Jackie to get approval on what he has proposed. Then we can go ahead with drawing up work orders and get them to Bruce and his crew and start cleaning this up.

Jackie asked if those recommendations include everything that was on Craig's list. Mike answered in the affirmative. Bill Kyle asked if Mike would provide a summary of his proposals to the Commission at the next meeting. Mike stated that he would. Dave thanked Mike for his work and stated he is looking forward to seeing that document.

Xavier Charter School: Ron Withers opened a brief discussion on the Xavier Charter School that is scheduled to open either in the fall of 2007 or 2008. The location was thought to be on North College near the Optical Center, on the corner of North College and Fillmore. Ron Withers stated it is going to be a kindergarten through eighth grade initially, but eventually it could expand to a high school.

Jackie stated they are going to be seeking a Special Use Permit for it, which will put us in a position where we can talk about signage. Public schools are not the only ones that need Special Use Permits to operate, so they should be applying here soon.

Truck and Trailer Ordinance: Craig reported on a proposed request to change the Twin Falls City Code that regulates parking trucks, trailers and inoperative vehicles on City streets. Craig made sure everyone had a handout of the issues in question. This is a huge problem for the Twin Falls Police Department and it burns up a lot of manpower and man hours. Craig stated the Police Department handled approximately 1300 calls regarding parking problems last year. That is basically what a fulltime officer would handle in a year. Those calls included vehicles that were abandoned and improperly parked, and all trailers parked on the City streets. The existing code is somewhat confusing and outdated. Stotts has met with Fritz and they discussed how to change the current Ordinance. This Ordinance was written in the 50s. It was amended or changed in 1973. In that length of time, some things have obviously changed. One of the changes is the weight limitation on vehicles. The current code states you can't have more than a half-ton capacity automobile with trailer attached. We now have passenger-size pickups that are ¾-ton. Officers don't necessarily tag or ticket ¾-ton pickup trucks that are parked and go against this code. Another big issue is campers, motor homes, trailers, and utility vehicles parked on the street. It is an issue for the street sweepers and is a safety issue in regards to not being able to see at intersections. Stotts had one of the officers go out and, within an hour, he came back with twenty or thirty pictures of these problems. Craig talked about a power point that he plans on showing the City Council when he presents the completed proposal. He is presenting this issue to the Commission in hopes that they will support this proposal and to see if they had any suggestions or criticisms.

Jackie stated the way it manifests itself in engineering is that people come in and want us to put up "no parking on the streets" signs and they want re-striping that we can't fit in legally.

Craig stated there are certain subdivisions that have covenants that don't allow the parking of these types of vehicles on the street or in their driveways; they have to be behind fenced areas. The part of town where the officer took the pictures does not have that type of covenant; however, it still falls under the City Code. Fritz re-structured this ordinance. Stotts asked everyone to note the areas that Wonderlich crossed out. The proposed ordinance now states that no person shall park a truck (excluding pickups), motor homes, or trailers of any type upon any City street or alley located in the residential district. Craig feels that takes care of a lot of our issues. We crossed out unused and the issue with that is that some people go out of town on vacation and they park their car on the street for a week. It runs, it is legally parked, it is registered, and the registration is current; they are just out of town so we wanted to take the "unused" portion of the code out. The inoperative section we want to leave in because that is a big deal. We have cars that are broken down and they use the street as their garage.

There was a conversation about living in motor homes. The Commission was informed that you can't legally live in your motor home with it sitting in your driveway or on the street.

Stotts stated that, with motor vehicles or travel trailers that are parked on the street, the Police have to tag the trailer or motor home then wait for 24 to 48 hours before we can go back. If it has not been moved, we can have it towed. This falls into the abandoned vehicle category because it is not being moved regularly. We want a code that says you can't park trailers and your boat on the city street, unless you are loading or unloading.

Stotts stated, in most sections of the City, it is legal for citizens to move their trailers onto their own property or their driveways and they don't have to enclose them behind a fence. Stotts stated it is the newer sections of town that have covenants against parking trailers in driveways and that require these vehicles or trailers to be fenced.

Stotts stated that our position is if we go on a complaint and they are loading or unloading, we are fine with that. It is the ones that are parked there for days and days that are a problem.

Bill Kyle asked about contractors that are doing home reconstruction, remodeling, or repairs, where a big truck and or maybe a trailer that houses their equipment is there for a week or two or three. How is that handled? Stotts stated we've had issues where they have had those big huge dumpsters parked on the street, because of a remodel on a house, and we have made them move it on the owner's property.

Jackie stated you may have the contractors at the ordinance reading saying, "Hey give us a couple of days, we can't get into some driveways with the dumpster trailer and we've got to have it when we're tearing off an old roof."

Bill Kyle said, particularly in the older part of town, some homes don't even have driveways. Bill Kyle stated I just wanted to bring this up because that is going to become an issue. Every one of these contractors has to protect their materials and their supplies. They buy these enclosed trailers, lock up all their tools and supplies for the night so they don't get stolen, and they're not going to want to pull those things back and forth, every hour or every day.

Don Hall said if they have a huge trailer on the presidential streets and it is parked there for a week or a month doing a remodel, it becomes a safety issue. Sometimes those streets are one-lane streets because of those kinds of things. There have to be some regulations.

Bill Kyle said he hopes that the Police Department would have enough discretion to work with folks in the neighborhood if there were issues.

Dave asked if enforcement is predominately complaint driven. Stotts said ninety-five percent (95%) of it is. I don't have my officers go out and write tickets on the street if a car is parked the wrong way. If a citizen calls, then we go out and address it. However if they see something that is obviously a safety concern, they will take care of it.

Craig Stotts stated that he knows there will be concerns and questions as to whether the Police are going to start towing these left and right. The Police Department is going to have to communicate with the citizens on these issues. We are going to issue warning citations, have press releases and things of that nature. KMVT is really good about covering stories of this type. Once we have done that for a certain amount of time, we will start issuing citations or towing those trailers. We always make an effort to contact the registered owner according to City Ordinance.

Stotts stated he would like to have the Commission's approval of the ordinance change and to see if there are any concerns or additions.

Suggestions from the Commission:

- Bring the contractors into the loop so that issues could be worked out before passing an ordinance. They may bring to light something we are not thinking of that would really be a hindrance to their profession.
- It would be a good idea for you to appear and be on the agenda for the Magic Valley Builders' Association. They're an advocate. They would have some ideas and it may be a central place you could go. They meet regularly and Marianne Barker knows when they meet.

Dave asked if there was any other new business.

Speed Limit on Pole Line: Rob Storm stated that there are mixed speed limits on Pole Line Road. The 45 mph speed limit was discussed at length. It was agreed that from Target to the east side of the Mall is 45 mph. Rob stated that if you are on Blue Lakes and you turn onto Pole Line you go from 35 mph to what you assume is another 35 mph zone, because it is not posted. This results in a mix of traffic speeds. It was agreed that if that is true, it needs to be posted better. Mike Sullivan is going to check into that issue.

Complaint from a Citizen: Bill Kyle reported on a complaint he received from an associate that has a business on Blue Lakes Boulevard. The complaint was that semis stop in the right-hand lane and sometimes in the middle lane and the drivers get out of their trucks and go into a business to purchase something. Bill stated he received this complaint about three weeks ago. The citizen sees this all the time. He says they pull up and they block the driveways and park there for 35 minutes sometimes. He has called the City and nothing ever happens. He says it happens time and time again and he is just getting fed up with it. Bill Kyle told the citizen that he was certain that is illegal. He suggested that he call the Police and they would come out and ticket the offender. He said they haven't so far; nobody will bother. Bill stated he has seen this

happen. He has seen them go into the drug store at Walgreens across from his place. Rob Storm said that is illegal and they will get ticketed for that.

Stotts stated that he has ticketed a driver for parking his truck in the lane of traffic and going into a store to do some shopping. Stotts is going to send out a reminder to all officers that, if they get calls regarding this issue, they are to take appropriate action. Stotts stated he will send out an e-mail and then send everybody a copy.

Don Hall explained that, when the complaining party called, it was probably a time when all the officers were on other calls. Hall stated he doesn't think that the officers ignore those calls.

Bill said the associate's comment to him was that he has had that issue on numerous occasions and nothing has ever been done about it. Bill said he just brought it up because it was brought up to him and it is a traffic safety issue. Rob Storm reminded everyone that this does not just happen here in town; we get it everywhere, in Jerome, Wendell, and all over.

No other new business was mentioned. The next Traffic Safety Commission meeting will be March 8, 2007. Chairman Snelson adjourned the meeting.

Respectfully submitted by:

Linda L. Reid
Department Specialist

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Twin Falls Traffic Safety Commission Minutes
March 8, 2007

Those Present: Rob Storm, Mike Sullivan, Craig Stotts, Don Hall, Aaron Wert, Dave Snelson, Jackie Fields, and Page Geske.

Chairman Dave Snelson reported that a quorum was not present. He stated that we can't officially call the meeting to order, but we can go over a few informational items.

James A. Mildon Award: Craig Stotts showed the Commission the plaque that is to be presented to Chris Glenn. Rob Storm will keep the Commission informed on Glenn's progress. Stotts also showed the Certificate of Excellence that will be given to Con Paulos. Dave Snelson and Mayor Clow still need to sign the certificate. Craig reported that the names of both Chris Glenn and last year's recipient, Richard Ellorieta, have been engraved on the large plaque that will be displayed in the Police Department's lobby. Dave stated he, as the Chair, is supposed to present this award. Dave asked Rob Storm and Craig Stotts if they wanted to be a part of the presentation. They both stated they would. Dave thanked Craig for taking care of the plaques and the certificate. Rob Storm reported it will be another five weeks before Glenn's house is completed and he returns home.

Project List Long-Term School Flashing Signs - Safe Routes to School Grant: On the Safe Routes to School Letter of Intent, Aaron heard that everyone must complete applications. Aaron added he thought they would have filtered out some people with the Letters of Intent. The grant time frame was briefly discussed. Aaron said it will be at least a year to get the engineering through if we don't get a waiver. He wasn't sure when we would get the go ahead.

The e-mail that Craig sent the Commission regarding flashing signs was briefly discussed. It showed that we are not the only community that has changing sign issues. Craig stated that he brought that article, and Dave asked if a school flashing sign is a speed limit sign with a light on it or are they talking about the ones that change? Craig said he didn't know, but the ones that he has seen on Broadway in Boise are just flashing. Aaron said most of the signs don't change; when the light is flashing, the speed limit is in effect.

Jackie joined the meeting. Aaron reported that the applications are due to arrive this Monday. Page joined the meeting.

Dave stated that we now have a quorum and we will officially call the meeting to order and go over a couple of items.

February 8, 2007, Minutes:

Rob Storm moved that the February 8, 2007, minutes be approved. Dave Snelson seconded the motion and the motion carried.

Dave briefly went over the **Jim Mildon Traffic Safety Award** for Jackie and Page and informed them that the Commission was discussing the Project List-Long Term, Item C on the Agenda.

State Advisory Meeting: Page reported that she did not attend the State Advisory Meeting last Thursday. She stated that she talked to Josephine yesterday and she said 44 Letters of Intent were received. There is less than \$2 million and over \$5 million is being requested. Everyone that turned in a Letter of Intent will get an application.

Dave asked Page if she knew what the applications look like. Page said they sent her a copy of the application, but on the top of it was a note saying she could not share this information with anybody. She felt it was put there because they knew that she is on this Commission, and she has a conflict of interest. Dave stated we should stop and think about what we can do if we don't get the grant. Is there any way to move forward? Jackie said we can go ahead; it is just going to be a slow process. Some of these signs for schools can be slipped into our budget process and see if they make it. It's tough competition on the streets budget, but we could still go for it. Page stated she feels we have a very good chance and Aaron agreed. Page stated she is supposed to attend two days' worth of meetings in May. Jackie stated the applications are due April 16, 2007.

New High School Signs: Jackie reported that Mike Sullivan has been working on signing for the new high school. Every time he considers doing something at the high school, he thinks about being consistent everywhere and then budget issues enters into the mix. Mike is still struggling through those issues.

Engineering is trying to figure out how to best maintain flashing lights that stop flashing at certain times.

Pedestrian Refuge Islands: Refuge islands were discussed at length. Jackie asked the school district for their opinion as to whether pedestrian refuge islands on Filer are needed; the school district was rather evasive. It makes a difference for them at the new high school because the school district will owe the City more right-of-way if they put these in. The school district is going through a platting process and a safety requirement means that they need to give us four or five more feet of right-of-way in localized areas so that we can fit in pedestrian refuge islands and still have a street that is four lanes wide. We need to make up our minds quickly on what we want to do. Jackie said the right-of-way would be in the middle, where you want these bump-outs.

The locations of the pedestrian refuge islands discussed were on Sparks and North College, and Parkview and North College. Sparks is where the bike lane is and Parkview goes into the neighborhood. Sparks is the entrance to the high school. Again, if we do put them in here, the road doesn't fit. So we either accept congestion or have two-lane, extra-wide sections in there, which isn't really good for keeping speed down, or we ask the school district for a little more right-of-way to fit these islands in.

At the new high school, the Mormon Church is trying to get the Seminary placed so kids won't have to cross the street; they can just walk across the grounds. In that case, we probably should question our original position of having pedestrian refuges on North College. Maybe we should re-evaluate our needs. Jackie stated she doubts that kids that are taking a class at CSI are going to walk there, but, if they did, they have a sidewalk to walk up to a regular signaled intersection

at North College. It won't be signalized this year but someday it will be. Jackie stated that she is starting to reconsider pedestrian refuges.

Dave asked if statistically they reduce incidents, or are they just a warm fuzzy kind of thing like the orange flags. Jackie stated on Filer they work really well. The roadway is restricted and it feels tight and really uncomfortable when you go through there. The parking lot is right on top of the road and the kids are shooting out. With a refuge in the middle, it kind of makes you uncomfortable and that actually helps keep the speed limit down to 20 mph.

Don Hall stated when coming off of Frontier to go east on Falls, a person had to be really careful because people used that as a merge lane. Now they can't do that. It works tremendously well for the safety of those pedestrians. Don Hall stated that he thinks that islands are very effective for safety, for slowing people down, and there is a refuge to go to. People do not always stop when pedestrians go into the intersection.

Jackie said you are not supposed to be using center turn lanes as merge lanes. Craig Stotts in a case he lost in court, the judge said that on Blue Lakes, it has to do with signage. People use that left turn lane as a merge lane all the time. Don Hall said, he doesn't think we even enforce that any more because we lose them. Rob Storm added that the law is vague. Jackie stated a person from the transportation department told her that you can't pull out onto a state highway into it. Don Hall stated that in Twin Falls it is a merge lane.

Dave stated on Falls the danger is that there are two lanes going each way. When a car stops to let a pedestrian cross, the vehicle in the other lane cannot see the pedestrian and doesn't realize what is going on, and if a person steps, it creates a dangerous situation. Dave stated he has seen that happen several times. Jackie stated that is a compelling argument for sticking at least one refuge in at this location. Sparks ends up being the entry way for the school, so maybe the idea that nobody is going to stop will do it, but it means a larger right-of-way take for the school district.

Don Hall said there is no turn lane; it is only a four lane, Jackie agreed. Jackie stated we have not finished our conversations about whether or not you really needed to have a turn lane. Jackie said it's possible we really don't want a turn lane because we want congestion. Congestion is a way to slow people down in school speed zones. Jackie said she could continue the conversation about a pedestrian island there. Jackie reported she was presenting this issue to get feed back.

Aaron asked if it is two lanes each way or one lane each way. Jackie intends to stripe it as a four lane. If it is striped as a one lane, then people would be wiggling in and around and it's going to get messy. The public would feel like they can go a lot faster than they can. Jackie added that she can ask them to bump-out at Sparks for sure.

The school campus ends at Parkview. The area just beyond the campus (five acres) is going to be sold. Mitch would like to get this area for a park, but Jackie didn't know if that could be accomplished. The City is going to take the north two acres for a Regional P. I. Station. Don Hall asked if that is where the seminary is going to be located. Jackie said no, there is a lot at Cheney and Parkview they would like to have so the children wouldn't have to cross the street.

Dave asked Jackie what a Regional P. I. Station is. Jackie said it is a Pressurized Irrigation Facility that will cover 400 acres. It has one pond and one set of pumps and takes care of four to six subdivisions.

The pedestrian island discussion continued. Jackie added that she could make an executive decision and delete them and not do a right-of-way acquisition, but she thought she would come and talk with the Commission. Dave asked Jackie if she needed an official endorsement from this Commission. Jackie said no, she just wanted the Commission's opinion. Don Hall asked if we have a consensus on that. Everyone was in favor of the pedestrian islands. Dave thanked Jackie for that information.

Terms of Office: Dave Snelson reported that he spoke with Mike Matthews, and Mike indicated that he would like to stay on the Commission. Mike added, "It's whatever works for the Commission." Dave stated that he emphasized the importance of attendance and Mike said he would do his best. Mike Matthews was not at this meeting. Craig Stotts asked if Mike was still pending. Jackie stated it doesn't sound like it unless everyone thinks he should be. Rob asked if the City Council appoints, and/or removes someone from the Commission. Jackie said they are. Rob asked if the Commission members have any input. Jackie said yes. Rob Storm recommended taking Mike Matthews off the Commission; even after talking with him, he still is not here. Rob asked if it requires a motion to take Mike Matthews off and open nominations for another position.

Mike's first two-year, term ended March 2007. Don Hall stated all the members except for Mike Matthews are being reinstated to the Commission. It can be explained to the Council that we are going to open one slot for a new member.

Aaron moved that the Traffic Safety Commission is to put out an official call for a new member and they want to go through the formal process. Rob seconded that motion. The motion carried unanimously. Don asked if a motion needs to be made to extend the rest of the Commission. Jackie stated she will just indicate that the members were fine with the new term they received.

It was reported that there may be one or two people interested in joining the Commission at this time and there might be others that would like to participate. Dave suggested giving the new member a two-year term and Dave volunteered to take the one-year term. Jackie said it could be done either way. Aaron stated it makes sense to make the open slot a two-year term. Dave agreed and added it takes a little while to get a feel for what is going on.

Jackie stated she has prepared an agenda item to send to the Council regarding the new terms. She put in the item that Page Geske's first term expired September 2006. The Commission would like to renew her term and the remaining members will have their terms extended either one or two years as shown on the list. She will amend the agenda item to cover Mike Matthews not being reinstated, Dave Snelson's new term changed, and officially opening a call for a new member for a two-year term. Jackie said she would also add that most of the members have a good attendance record. The Mayor and the Council are the ones that will actually make a determination. Jackie will run the agenda item past Tom Courtney and Mayor Clow and, if all goes well, she will put this item on the agenda for March 19, 2007. Dave asked Jackie if she

would leave him a list and let him know when that meeting is scheduled. Jackie said she would give the Commission a call so can attend the Council meeting if they'd like to. Don Hall stated it is nice when members of a Committee come to the meeting when they are being reassigned. Council members would also like to say thank you for your service in a public forum.

The selection process was discussed. Dave stated he would contact Mike Matthews to inform him of the Commission's decision.

Transportation Master Plan Committee: Jackie reported that the City is updating the Transportation Master Plan and typically there is a committee selected for that. The committee can be anyone they want as a group. Jackie stated that she was informed that the members of the Transportation Master Plan Committee would be comprised of everyone on the Comp Planning Committee. The Mayor and the City Manager feel we would have a really good overlap by having the Comp Planning Committee members participate on the Transportation Master Plan Committee (TMPC). Jackie stated that the TMPC needs a few more people and she is going to approach the Council with that need. She is going to request someone from the Traffic Safety Commission, as a traffic safety liaison, a person from ITD, and a Highway District person. Jackie stated she hasn't done that yet. Jackie stated that, when all the members are selected, there should be approximately 30 people on the TMPC.

The goal is to have the meetings during the lunch hour with the Comp Planning group, or they may have evening meetings. For the Comp Planning people, it would be a two-hour commitment instead of one. Jackie stated that she hasn't approached any of the Comp Plan members to see if that would be too much for them. Jackie said that she may be back next month asking if anyone from the Commission would like to participate on the TMPC.

Two Federally Funded Projects: Jackie reported that the City has two projects that are federally funded and they are trying to get contracts in place. The contracts, that must go to the Idaho Transportation Department, are past the due. The projects are:

- Update the Transportation Master Plan.
 - Complete the design of Washington Street North from near Filer to Pole Line.
1. In order to fit all the federal rules, a contract must be set in place.
 2. A consultant must do an estimate on how much time they think they are going to spend.
 3. The sponsor (which is the City) must do an estimate on how much we think we are going to spend.
 4. Both parties will then sit down and look at the numbers and negotiations will take place until they come to an agreement on what is fair and reasonable and then a contract is placed.
 5. The contract will go before the City Council for their approval.
 6. The contract will then be sent to the State. After the Transportation Administration accepts the contract, the State will issue us authority to spend money.
 7. It has already been bid, so once the authority is given from the State, we are off and running.

Truck and Trailer Ordinance: Stotts reported that he hasn't attended a Builders Association meeting yet. Stotts apologized for not sending out the e-mail sooner regarding trucks parking in the middle lanes on Blue Lakes. Jackie stated we are tentatively meeting with the Builders Association on the 19th of March so, if that meeting actually happens, it may be a good opportunity to discuss this issue. Stotts asked where the meeting is going to be held. Jackie said she wasn't sure.

Stotts was excused from the meeting at 10:00 a.m.

Priority List of School Zone Proposals: Mike reported that he has visited all the schools and has listed the signs that need something done. He is in the process of putting together work orders and he is about a third of the way through. There are a total of 15 schools that need sign changes, additions, deletions, etc. There are approximately eight school crosswalks that have problems. There are about 160 signs that need to be installed, either new assemblies or just adding placards on them. Some have to be deleted and some have to be relocated because the sequence is wrong. Mike stated that he will put together a report that would explain more as far as which signs we are talking about and what the changes are.

The purpose of the Priority List for School Zones was discussed. Everyone agreed that it was a needs list for the flashing school signs. Everyone agreed the Commission has already identified the schools for the grant. Jackie said then it will just become a part of our working documents.

Un-Mandated Resolution: Dave asked if it would be possible for this Commission to require or strongly suggest that a school include signs in their initial proposal when going for a bond or levy. Dave inquired if it would be wrong to have them pay for their own signage. Jackie said that is a good idea Dave. We are all in this together and it all has to do with tax payer's money.

Dave asked if there was any other new business. Our next meeting is April 12, 2007. Dave thanked everyone for coming. The meeting was adjourned at 10:10 a.m.

Respectfully submitted by:

LINDA L. REID
Department Specialist

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Twin Falls Traffic Safety Commission Minutes
April 12, 2007

Those Present: Rob Storm, Craig Stotts, Rebecca Duke, Bill Kyle, Page Geske, Ron Withers, Dave Snelson, Aaron Wert, and Mike Sullivan

Co-Chairman Bill Kyle called the meeting to order at 9:10 a.m. and announced that a quorum was present.

March 8, 2007, Minutes: Rob Storm moved that the March 8, 2007, minutes be approved as presented. Page Geske seconded the motion and the motion carried.

Jim Mildon Traffic Safety Award: Rob Storm reported that Chris Glenn is in town and he is staying at a local hotel until his house is completed. It was decided that Craig Stotts will prepare an agenda item for the City Council meeting scheduled for Monday, April 23, 2007. Rob telephoned Chris during the meeting and Glenn confirmed that date would work for him. Dave Snelson, Rob Storm and Craig Stotts will take part in presenting the award. Bill Kyle encouraged the Commission members to attend the ceremony, to show support for this award and Chris Glenn. The Council meeting will be April 23, 2007, at 5:00 p.m. at the City Council Chambers.

Craig stated that he has been in contact with Jim Mildon's family and they are eager for the award to be presented, even though they do not know who the recipient will be.

Meeting Location Mix Up: Dave Snelson, Aaron Wert, and Mike Sullivan joined the meeting. There was a mix up in the meeting location and they had been waiting in a conference room at City Hall.

Bill Kyle briefly went over the business previously discussed and turned the meeting over to Chairman Snelson.

Project List- Safe Routes to School Grant: Aaron reported that the engineering portion of the application for the Safe Routes to Schools grant was determined to be ineligible. Aaron added more signals to the application to make up the difference. It is hoped Safe Routes to School will relax some of the regulations for engineering. Aaron reported that \$100,000 is for infrastructure (signals and installations) and \$5,000 is for an educational program (to notify everyone of the new signals). It was asked how the Commission will finance the engineering portion of the project. Aaron stated that he talked with Jackie about that and this is why they went with the additional signals. If they don't relax the regulations, the City might as well put the signals in themselves with those fees and we won't have to jump through federal hoops.

Aaron stated if they relax the regulations then the engineering might be \$15,000 - \$20,000. The Commission will then see if the City will pick up that cost for \$100,000 worth of signals.

Dave Snelson said that, with or without the grant, it looks like we have a project. Aaron stated it looks more feasible with the grant if the engineering regulations are relaxed.

Bill asked Aaron why he and Jackie think the rules will be relaxed in this situation. Aaron stated that he talked with Terry McAdams at the District Headquarters of ITD. Terry said that is what they are trying to do. McAdams has the best grasp of what is really happening here with the amount of money that is available and the regulations that are in place. What they would like to do is get a waiver of the environmental and concept reports. Hopefully, that is what will happen. Otherwise, there is going to be a lot of money that won't get spent on those applications when they find out how much it is going to cost or they are going to get into something that is going to cost a lot of money.

Bill thanked Aaron for doing all the work on this grant and everyone agreed that Aaron has done a good job.

Pedestrian Refuges: Mike reported that he was not sure if Jackie has heard anything from the school district regarding the pedestrian refuges. It was decided to add this topic to the agenda for next month's meeting.

Term of Office for Members: Chairman Snelson contacted Mike Matthews and told him about the Commission's decision not to reinstate him. Dave told Mike that he could reapply for membership if he wished. Mike Matthews said he wouldn't be interested because of his schedule and he apologized for not being able to make it to the meetings. Dave inquired if there is a letter or something the Commission sends to members whose term has ended. It was reported that nothing had been done in the past.

Everyone approved of the schedule as it stands. Aaron reported that, at the March 26, 2007, Council meeting, everyone except Mike Matthews was approved for their extended term of office as presented on the list. Linda is to check with Jackie to see if the call for a new member was put out. Dave thanked everyone for being so congenial and cooperative regarding this issue.

Mike Sullivan's Report on School Signs: Mike summarized all the signing that needs to be changed. Mike and the Engineering Department have put together a work order and the Street Department is proceeding with upgrading or updating the school signing to the current MUNCI regulations.

Beacons: Mike distributed a packet that showed the school signing changes, beacon estimates and a proposed beacon list. One estimate is from Cascade and they seem pretty expensive compared to more basic units. It was asked if these beacons were solar units. Mike stated it is optional on one of the signs. The remote control device bid came in with solar and the other one Mike broke it down to either line voltage or solar.

Aaron reported that he talked with a Chubbuck City Engineer about the solar units. They went with solar beacons because the city crews could install the units. No wiring was required. Mike reported that he talked with Bill from El Tec and Bill (El Tec's representative) is going to come out on May 3, 2007, and give a demonstration of the solar remote control unit.

The remote solar school beacon was discussed.

- The beacons can be remotely accessed from a lap top or a PC.
- Example: Topeka, Kansas has 86 units and from one office they can all be set. If a problem develops, it can be resolved at that location. It would save a lot of man hours in maintenance and operations.

- Presently Balanced Rock goes out once a year and programs them and does whatever maintenance needs to be done. Balanced Rock charges about \$30 per unit.
- With the remote control and paging system, it is about the same cost.
- If a city only has two or three beacons, it's probably not real attractive; but if you have a lot of them like Topeka, that could change the picture.
- We have eight sets of beacons in this application, which would be 16 units.

The difference between changeable and flashing beacons was discussed.

- Mike stated one unit was \$3,000 more, per post, to actually put a changeable speed sign in.
- It was agreed that it would be nice to have the changeable speed signs at some locations.
- Some Companies do have the LED signs with the changeable speeds.
- El Tec only produces the solar units; they could get the changeable ones upon demand.
- Mike is still checking on some prices.

Rebecca asked who pays for the maintenance. Mike stated the City pays. Dave asked if it would be the City's expense if an LED panel goes out. Mike stated that at this time it is. That is one of the issues brought up; should this be put on the schools.

Bill Kyle asked if it makes sense to have exactly the same style and design throughout the City or would a mix be appropriate. Bill Kyle said he didn't think we have to put the Cadillac version in every location, but it might be very appropriate in certain high-speed, high-traffic areas. Mike stated these are some of the things they are looking at.

Craig inquired if they have the flip signs like we have on Falls. Mike stated those are obsolete. Bill Kyle said LED's have a really long life. Dave thanked Mike for his report. Mike stated we would probably get more compliance with traffic if they were in a 35 mph zone or at the new high school where there is a 45 mph speed limit over on Washington. We would only have a certain period of the day where they actually have to slow down

Bill asked where we go from here. Mike stated we are on hold with the beacons until we hear from Page and Aaron on their grant project. Dave asked Aaron and Page when they would expect an answer. Aaron stated by August 1st of this year.

It was agreed the Commission members would take home the packets Mike Sullivan brought to peruse for future discussion. Mike stated next time he will have more information after El Tec shows us how this signal works.

It was decided, when Mike Sullivan finds out the exact date, time, and location of the El Tec demonstration, he will notify Linda Reid and she is to contact the Commission members.

Center Lane on Blue Lakes: Discussion was held as to whether the center lane on Blue Lakes is a merge or turn lane. Craig Stotts stated people consider that a merge lane, but, in fact, it is a left turn lane only. Stotts stated years ago he lost a citation in court because of a signage issue. It is not signed and everybody uses it to merge; therefore, in the court's eyes, it's a free lane. Bill Kyle asked, how law enforcement treats that. Stotts replied, "We really don't take a strong stance on enforcement." A common sense type of approach is taken. Dave asked if that was in the driver's manual. Craig said it is.

Trucks Parking in the Lane of Traffic: Bill Kyle reminded the Commission of a local businessman that was having problems with trucks parking in the lane of traffic on Blue Lakes Boulevard. This issue was discussed a couple of meetings ago. Craig sent out an e-mail notifying officers of this problem. Bill Kyle sent the businessman a copy of Craig's e-mail so he would understand that communications were going to the officers and that this issue is something that they should be concerned about. Bill reported that he spoke with that same individual the week of April 8, 2007. Bill said the businessman's name is Rob Corbin, and he took great delight in reporting to Bill that recently he observed a truck pull over in the right-hand lane of Blue Lakes Boulevard (between Falls and Pole Line.) The driver parked his truck in the right-hand lane and went across the street to Kentucky Fried Chicken. The trucker was gone approximately 12 to 14 minutes. He came back to his truck, got into his cab, and sat right there and ate his meal while parked in the lane of traffic. While this was happening, the businessman called the police department to report this incident. The dispatchers told him they would send somebody right out. The trucker was there for another 10 or 12 minutes and a cruiser went by and took no action. Mr. Corbin stated that it seemed obvious the people in dispatch didn't even call it out. Craig Stotts said he would take care of it. Bill expressed how frustrating this is. Mr. Corbin brought the problem to Bill, and Bill reported to the Commission. Craig put out his e-mail and Bill reported that back to Mr. Corbin. It then happened again. It maybe that someone in dispatch doesn't recognize that this is something we are wanting them to move on.

Craig Stotts said he will check into this again. Craig asked several questions to narrow down when the call was made.

Bikers Riding in the Park: Page Geske reported on a similar situation in which she feels that dispatch didn't send anybody. Page reported that she was at Thompson Park and a group of people on motorcycles came and were riding through the Park. There were hundreds of people and there were toddlers on tricycles. Page called dispatch to tell them about the bikers and to say she didn't think this was safe. Dispatch must not have sent anybody out because she was there a long time and never saw a police officer. Page said she understands that if there was a shooting or something they probably wouldn't be able to send someone.

Craig Stotts stated that if you call in, it is supposed to be dispatched. Now whether the officer drove by Thompson Park and didn't observe them there, he didn't know. Craig asked Page several questions to help him locate and look into the call.

- Did she call it in? Yes, but she didn't leave her name.
- How long ago was that? It was in the last couple of weeks when the weather was nice.
- Were the motorcycles there the whole time? They were and they were literally riding through the paths where people were on bicycles and walking.

Craig stated he will have to research the dispatch log. Craig stated he would check into that issue. Craig explained to Page that she should not be afraid to give her name because it's not given out and then they can follow up on the call with her. If you call anonymously, we have no way of following up to get more information.

Three Traffic Signs: Rob Storm reported that he had three signs that he would like Mike Sullivan to look into.

- At Addison Avenue and Carriage Lane, the 45 mph should be moved to the east of the intersection.
- At Addison Avenue and Hankins Road, right now, it is bifurcated. Going east the speed limit is 45 mph and going west through the intersection it is 60 mph. If that 60 mph sign was moved to the east of the intersection, it would make the whole junction 45 mph.
- At Filer Avenue East and Eastland Avenue, going east there are two lanes; one lane is to go straight through or to turn left. The other one is a right turn only lane, but people miss the signs and they go straight. At this time, the signs are quite a ways to the west. If a “**right lane must turn right**” sign was placed at the signal, it would eliminate that confusion.

Sign Change on Pole Line: It was reported that the signs on Pole Line still have not been changed. Mike stated he talked with Jackie, but she has not decided what to do on that issue. Rob Storm said he noticed that there is a speed counter out there. Craig said there is no signage on Blue Lakes going east bound on Pole Line, so you would assume it is a 25 mph zone; it should be 45 mph. Bill Kyle said if you are going east to west on Pole Line it is posted 45 mph. Mike said Pole Line is all 45 mph.

With no other business pending, Dave announced that the next meeting is to be held on May 10, 2007, in the City Council overflow room. Dave adjourned the meeting at 9:50 a.m.

Respectively submitted by:

LINDA L. REID
Department Specialist

Twin Falls Traffic Safety Commission
October 11, 2007

Those Present: Dave Snelson, Rebecca Duke, William Kezele, Craig Stotts, Page Geske, Mike Sullivan, Rex Warren, Donald Buettner, Dennis Pullin, Aaron Wert

Dave Snelson called the meeting to order at 9:02am. There was not a quorum present.

Rex Warren's concerns were regarding lack of signage on Stadium Blvd from Locust to Eastland. Currently there is a sign reading 25mph coming off Eastland serving as a reminder to motorists that there is a crosswalk at the park. Mr. Warren says motorists are going upwards of 50 mph. He expressed his thanks to everyone for their help and concern in this situation. Speed studies indicate an average speed of 30-35 mph. Jackie, Tom and Mike will look over the study done and make a decision as to what needs to be done.

Craig Stotts stated that approx 100 stops have been made on Stadium blvd, which is a lot considering it's a residential area. Reminder that if it is not posted, mph is 25.

Discussion regarding whether there is signage from Emanuel Lutheran to the high school. Stotts stated it is signed but not a continuous school zone. That is too long of a street to be a school zone.

William Kezele introduced himself and expressed thanks to the police officers and Mike Sullivan for their help with the accident involving his son.

Concerns: Too many near misses. High level of traffic. Awareness-flashing lights? Parking lot entrances, parent drop off, bushes.

Mr. Kezele believes if it's a financial reason as to why flashing lights would not be installed quickly, that shouldn't be an issue.

Mike Sullivan stated 130 kids are crossing in a 30 min period in the am/pm at the Twin Falls High School.

Discussion whether a walking bridge was a possibility. Local contractors offered campaigning other contractors to donate cement. Walking bridge not a good idea...double crosswalk area. Possibility of closing off the entrance to the parking lot cage. Donation possibilities, is there a donation limit from individual persons?

Dennis Pullin has been assigned to the STAR team and will be attending the traffic safety meetings.

Mike - speed studies:

- Orchard – speed study warranted a 35 mph sign on Orchard east & west of Washington. At approx ½ mile before the stop signs at Washington.

Rebecca is to ask Don Hall if a “stand in” voter is legal. Sometimes members have difficulty attending the meetings and the commission cannot vote as needed to allow projects to move forward.

Mike Sullivan is to ask Jackie Fields about private funding for flashing lights/public lights etc.

Adjourned 10:09am

Twin Falls Traffic Safety Commission
Minutes
November 8, 2007

Those present: Rebecca Duke, Mike Sullivan, Robert Storm, Dennis Pullin, Ron Withers, Don Hall, Page Geske & Aaron Wert.

Don Hall called the meeting to order at 9:00 am.

Signage on Stadium Blvd from Locust to Eastland Blvd. Speed studies indicated higher speeds.

Recommendation: Change the speed limit from 25 mph to 30 mph. Crosswalk to be put just east of Candy Cane Park and extend the school zone east past Candy Cane Park.

Members were opposed to changing the speed limit to 30 in a residential area with a park.

Rebecca motioned that we extend the school zone to the east side of Candy Cane Park and for a crosswalk to be put in on the east side of park as well as the speed limit remain at 25 mph. Rob Storm seconded the motion and the motion carried.

Last meeting members discussed whether “stand in” voters were legal when appointed members were unable to attend a meeting. Rebecca spoke to Fritz Wonderlich and he said that only members appointed by the Mayor and City Council Members were allowed to vote.

Mike Sullivan relayed that Jackie Fields had said to him that anyone could donate monies to help fund projects such as school flashing beacons. Although we are unsure as to where those individuals would send the funds.

Speed Studies:

1. **Washington Street North:** Determine the correct speed limit for Federation Way in the Canyon Trails Settlers Ridge area.

Recommendation: From North College Rd to Pole Line should be posted 45 mph. From Pole Line to the sharp curve at the canyon rim should be posted 45 mph and then posted 35 after the curve as it turns into Federation Way. Eastbound on Federation Way also posted 35 until the curve turning into Washington St then posted 45 mph until Pole Line.

Rob Storm motioned to follow the City’s recommendation and Aaron Wert seconds the motion and it carries.

2. **Stadium Blvd from Eastland Dr to Hankins Rd.:** Clarify and post the speed limit.

Recommendation: Post Stadium Blvd from Eastland to Hankins Rd as a 35 mph speed zone.

Aaron motioned to follow the City's recommendation and Rob Storm seconded, the motion carried.

Speed Studies for stop signs at 7th ave north and Eden as well as Stadium Blvd & Meadowview Ln North were tabled so that members could do a field review before the next meeting.

Page asked that the engineering dept take a look at the intersection of 9th and Eastland by the new Lighthouse school. Increased traffic makes it difficult and dangerous to enter Eastland from 9th ave. Mike said he has spoken with Jackie about it before but doesn't know the outcome. Will have info for next meeting

Members discussed the intersection at Fillmore and North College. Drivers have a hard time turning east onto North College from Fillmore. There are no marked crosswalks for the intersection, making it unsafe for pedestrians. Mike said crosswalks were discussed but no decision yet.

As of this date, only part of the assembly for the beacons at O'Leary Jr High School has been received. Mike will check on the remaining items.

Agenda for December...update for letter of intent for safe routes to school program. Mike will check with Jackie.

Meeting was adjourned at 9:45 am.

Twin Falls Traffic Safety Commission
Minutes
December 13, 2007

Those present: Rebecca Duke, Dave Snelson, Jackie Fields, Page Geske, Mike Sullivan, Stan Visser, Ron Withers & Bill Kyle.

Dave called the meeting to order at 9:00 am

Jackie explained to our group and guests that we have not yet discussed at length the traffic control on Stadium Blvd in Morning Sun.

Stan Visser with the Homeowners Association at Morningsun expressed several concerns.

- Only 1 stop sign from Hankins to the area of the high school.
- 18 wheel trucks using the residential neighborhood as a bypass from 3 commercial lights
- Carriage & Stadium – several accidents, only yield signs no stop signs
- No crosswalks
- School p/u & drop-offs
- Traffic study done at inappropriate time

Don Hall asked if Jason Kelley Park is being used for school activities. Ron Withers stated The Christian Lighthouse has used it but the Twin Falls School District has not. Unsure if Parks and Rec have used it.

The traffic study indicated that 41% of the vehicles were larger than a car/pickup. Mr. Visser said that he has followed the commercial trucks and witnessed them just using the subdivision as a short cut to bypass the stoplights.

Meadowview & Stadium – the fencing at the corner will be fixed according to ordinance. The corner of the fence as far as 80 feet will be taken down to 3 feet. A park, which has been funded already, will go in at the southeast corner of Stadium and Meadowview.

Dave asked if the roads in the residential neighborhood are capable of handling commercial trucking. Jackie said no they are not but the process of putting a weight limit is extensive. Dave asked if city council is capable of putting a sign that said no trucks over say 10,000 lbs. Jackie said she would look into it and ask Fritz. It IS agreeable that deterrent is the answer.

Jackie suggested that we make a recommendation that Jackie spend time to research possible ways to alleviate the truck traffic as well as make a signage plan.

Aaron moved that we recommend that Jackie do the studies to put in stop signs. Bill seconded. All were in favor.

Aaron moved to recommend that Jackie prioritize her time to study and find a solution to the truck traffic. Ron seconded the motion. All were in favor.

Dennis spoke of his meeting with the Magic Valley Builders Assoc. He will email us all with the outcome. We will touch more with it more next month.

Jackie said she DID send in the letter of intent to the safe routes. She thinks we need to get the school district involved to come up with activity plans in addition to just education.

The remaining items on the agenda were tabled until our next meeting due to time restraints.

Jan 10 is our next meeting. Dave called the meeting at 10:12.