



**NOTICE OF PUBLIC MEETING**  
**Monday, September 25, 2023**  
**City Council Chambers**  
**680 Park Avenue, Idaho Falls, ID 83402**  
**3:00 p.m.**

*The public is invited to observe City Council Work Sessions. However, the agenda for Work Sessions does not include an opportunity for public interaction. Seating in the Council Chambers may be limited. All seating is available on a first-come, first-serve basis. The public also may view this meeting via livestream on the City's website at <https://www.idahofallsidaho.gov/429/Live-Stream>.*

*This meeting may be cancelled or recessed to a later time in accordance with law. If you need communication aids or services or other physical accommodations to participate or access this meeting of the City of Idaho Falls, you may contact City Clerk Corrin Wilde at 612-8414 or the ADA Coordinator Lisa Farris at 612-8323 not less than 48 hours prior to the meeting. They can help accommodate special needs.*

**CITY COUNCIL WORK SESSION**

*Times listed in parentheses are only estimates.*

**Call to Order and Roll Call**

**Municipal Services, Idaho Falls Power,  
Public Works**

**Update and Discussion:** City of Idaho Falls Software Strategic Roadmap, with consultants from Whitlock Consulting Group (60)  
*Action Item: Council Direction to Staff (or take other appropriate action)*

**Public Works:**

**Follow-up and Discussion:** Traffic Signal Removal Study and Results (30)  
*Action Item: Council Direction to Staff (or take other appropriate action)*

**Update and Discussion :** Water Tower Construction (15)  
*Action Item: Council Direction to Staff (or take other appropriate action)*

**Mayor and Council:**

**Acceptance and/or Receipt of Minutes**  
*Action Item: To receive recommendations from the Planning and Zoning Commission (5)*

**Mayor and Council Reports:** Calendars, Announcements, Events, Reports, Updates, Concerns, Questions and Discussion (30)  
*Action Item: Council Direction to Staff*

DATED this 22, day of September 2023

A blue ink signature of Jasmine Marroquin, Deputy City Clerk. The signature is stylized and fluid, written in a cursive-like font.

Jasmine Marroquin, Deputy City Clerk

# Public Works

# Public Comment Response Log

## Traffic Signal Removal Study

Idaho Falls Public Works - Engineering Division

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Susan Reeder	N/A	<a href="mailto:Susan_reeder@outlook.com">Susan_reeder@outlook.com</a>	7/28/2023	Dear City of Idaho Falls, Please leave the light on Cliff Street and Yellowstone. I feel that taking out that light would not be a good idea especially with all of the traffic having to go that way during construction. Even when there is no construction this street is used to avoid other traffic bottle necks and I feel there will be more traffic accidents if this light were to be taken out. Thank you Susan Reeder	If the City elects to move forward with the removal of the traffic signal at Yellowstone Ave & Cliff St, it would not occur until after the completion of the Yellowstone Ave & Broadway construction project. Thank you for your feedback.
Susan Reeder	N/A	<a href="mailto:Susan_reeder@outlook.com">Susan_reeder@outlook.com</a>	7/28/2023	To whom it may concern, I use Cliff & Yellowstone street quite often and is one of the best ones to safely get across Yellowstone. This intersection is also being used extensively due to the fact that there is so much construction all over the city. Please don't take this light out it is one of the streets that does not need fixing! Sincerely, David and Susan Reeder	If the City elects to move forward with the removal of the traffic signal at Yellowstone Ave & Cliff St, it would not occur until after the completion of the Yellowstone Ave & Broadway construction project. Thank you for your feedback.
Graham Whipple	N/A		7/28/2023	Idaho Falls City Council and Community Development, This email should be added to the public comment related to the potential removal of traffic signals. Per the public notice, I understand that the public meeting is scheduled for Tuesday August 1st for public comment, however that public comment can also be submitted to this email. I am concerned that the removal of the traffic light at Cliff Street and Yellowstone will further sever the connectivity between the neighborhoods on the east and west sides of the railroad tracks. Although a Pedestrian Hybrid Beacon is being proposed, this is a poor solution for vehicular traffic. When the traffic signal at B Street and Yellowstone was replaced by this kind of PHB, the crossing behavior for pedestrians was greatly improved, however for vehicles this has been a problem intersection ever since a dedicated signal was removed. The Cliff street crossing connects a neighborhood to the library and could benefit from improved systems to facilitate safe crossing, however the signaling system at this intersection is quite responsive when a crossing is requested. For vehicles which need to cross the RR tracks there are time of the day when the Cliff Street crossing is necessary. The sensor system there is very responsive for cars and bicycles - honestly this is one of the most responsive intersections in the entire downtown area for bicycles and cars and it is a very good connection across the railroad tracks. There are several times every day when a train blocks the crossing that aligns with Broadway. This traffic would then be pushed to Cliff street or the D street underpass. The D Street underpass does have a signal (for now) but diverted traffic has difficult merging opportunities along Eastern Avenue. If the signal is removed at Cliff Street a driver would very likely need to step out of the car to activate the PHB, then get back in the car to cross using the PHB initiated signal. I have had to do this on B Street & Yellowstone since the signal was removed. I strongly recommend that consideration be made regarding the change of a functional crossing for the RR and across Yellowstone. These connections are becoming increasingly important as the city matures and we are seeing an increased level of traffic connecting the neighborhoods on each side of the Yellowstone Highway. Respectfully, Graham Whipple	There are no plans to remove the signal at Yellowstone Ave and D St, as signal warrants are met for that intersection. Furthermore, we encourage utilizing Constitution Way as an alternative to the former signal at Yellowstone Ave and B St. Misuse/abuse of the system by activating the pedestrian hybrid beacon for a vehicle driver's benefit when a pedestrian is not present should never be done. Activation of the beacon indicates to drivers that a pedestrian is present and trying to cross the street. Activations without pedestrians present confuse drivers as to the purpose and function of the system, thereby putting pedestrians at greater risk. Thank you for your feedback.
Cinda Hammond	N/A	<a href="mailto:scooterlady@q.com">scooterlady@q.com</a>	7/28/2023	I disagree about removing lights at Cliff St and Yellowstone. It would make it hard to do a left turn at that intersection in the best of times. Cinda Hammond	Thank you for your feedback.

# Public Comment Response Log

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Idaho Falls Public Works - Engineering Division

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Scott Passino	N/A	<a href="mailto:scottpassino@gmail.com">scottpassino@gmail.com</a>	7/28/2023	It is my opinion that the light at Cliff St should stay in place. As more people are moving here the increased traffic will make crossing more dangerous. Thank you, Scott Passino.	The City intends to continue collecting traffic counts as growth occurs on our roadways. If the signal is removed and future safety/volume needs require the reinstallation of the signal at Yellowstone Ave & Cliff St, the City will do so as warranted. Thank you for your feedback.
Shelia Olenichak	N/A	<a href="mailto:sheelee50@gmail.com">sheelee50@gmail.com</a>	7/28/2023	I'm a cyclist rides quite often around town. I used to work on the south part of town and I would cycle from the west side of town just off Broadway to 17th street around 1500 East. The only safe way to get across Yellowstone was to use the Cliff street traffic light. Broadway is not a good option as there is too much traffic and if you take out the light at cliff street then you would be taking chances crossing the road with all the Yellowstone road traffic. Please reconsider not removing this light or put up a safe alternative to that street. Even though I do not use this route daily anymore, I do use it occasionally to get to the East part of town. So many people do appreciate this light and by removing it then it will only make the roads more dangerous with speeders in this town.	For pedestrians and cyclists, the ability to cross Yellowstone Ave at Cliff St via signals would be preserved through the installation of a Pedestrian Hybrid Beacon (PHB), similar to that at Yellowstone Ave and B St. This traffic control device, when activated, requires oncoming vehicles to stop for crossing pedestrians and cyclists. Thank you for your feedback.
Jessica Livesay	N/A	<a href="mailto:jhull@theartmuseum.org">jhull@theartmuseum.org</a>	7/28/2023	To Whom it May Concern: As someone who works in the downtown area, I would greatly appreciate the traffic signal at Yellowstone and Cliff stay in place. Thank you, Jessica Livesay	Thank you for your feedback.
Bill Karoly	N/A	<a href="mailto:billkaroly@gmail.com">billkaroly@gmail.com</a>	7/29/2023	Hi, What would happen to the crossing into the neighborhood on the east side of the tracks at Cliff? We use Cliff to cross Yellowstone on a regular basis and think it would be very inconvenient not having a light there. For that reason, we oppose removing that light for safety concerns. Thanks Bill and Annette KAROLY	The City plans to retain the intersection at Cliff St, preserving access to downtown from the neighborhood in question. This project would only remove the signal, not the intersection. Thank you for your feedback.
William Jenkins	N/A	<a href="mailto:coolhaircuts@gmail.com">coolhaircuts@gmail.com</a>	7/29/2023	Hello, To whom it may concern, as a resident and business owner of Idaho falls I would like to provide my feedback on the propose traffic light changes for the intersections of park and E as well as the intersection at Cliff and Yellowstone. With the relocation of Deseret Industries and the upcoming relocation of Romain's furniture; I feel there is no reason to continue to have a stop light at Park and E, save maybe a light that can be activated by the fire station for when needed for traffic control. However, the intersection at Yellowstone and Cliff Street is very much needed. There are multiple businesses along Cliff, and although volume might not be as high as say Broadway there are many who use that crossing, and would most definitely not be able to get across without a light there. It would also make access to businesses such as Bott Yamaha harder, and all and all make the rail crossing at maple useless. Thank you, William Jenkins,	Public Works has consulted with the Idaho Falls Fire Department regarding the Park/E intersection, and they are in agreement with our plan to remove the signal there. Thank you for stating your reasons for agreeing with that action and for your reasoned comments in opposition to the removal of the signal at Yellowstone/Cliff.
Emma Paulsen	N/A	<a href="mailto:emmapaulsen723@gmail.com">emmapaulsen723@gmail.com</a>	7/30/2023	I think the light at Cliff St and Yellowstone need to stay. That intersection would be almost impossible to get out of without a light, and taking that light would increase accidents at that spot.	Thank you for your feedback.

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Idaho Falls Public Works - Engineering Division

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Deborah Harrison	208-313-9748	<a href="mailto:myotis4242@gmail.com">myotis4242@gmail.com</a>	7/30/2023	Good afternoon, I am writing to encourage the city to keep the traffic light at Cliff and Yellowstone. As a pedestrian and cyclist, I do appreciate it being replaced with a PHB. However, I drive a car too. With current construction, Cliff and Yellowstone traffic light is how I make a left onto Yellowstone or continue to IIFPL/Greenbelt. I regularly use Cliff even without construction. There are no other options for a car to cross Yellowstone from Historic District besides Broadway/Elm. Please reconsider removing this traffic signal. Thank you, Deborah Harrison	If the City elects to move forward with the removal of the traffic signal at Yellowstone Ave & Cliff St, it would not occur until after the completion of the Yellowstone Ave & Broadway construction project. That said, we appreciate your comments regarding the usefulness of the signal even in the absence of construction. Thank you for your feedback.
Lisa Loret	N/A	<a href="mailto:LsLoret@yahoo.com">LsLoret@yahoo.com</a>	7/30/2023	Please do NOT remove the traffic signal at the intersection of Cliff Street and Yellowstone Avenue. At the present with work on the Broadway/Yellowstone intersection and the Pancheri/Yellowstone intersection, it is one of the only ways to get from the west side of the city to the east side of the city. I bet that if you took a traffic volume reading right now you'd find it is necessary and should not be removed. Lisa Loret	If the City elects to move forward with the removal of the traffic signal at Yellowstone Ave & Cliff St, it would not occur until after the completion of the Yellowstone Ave & Broadway construction project. The proposed removal is based on traffic volumes without the construction. Relative short-term construction impacts do not indicate a need for permanent signalization. That said, we appreciate your comments regarding the usefulness of the signal even in the absence of construction. Thank you for
Jerry D Christian	208-522-6793	<a href="mailto:physicalchemist@msn.com">physicalchemist@msn.com</a>	7/31/2023	While removal of the Park and E Street light may be justified, the Cliff and Yellowstone light is an entirely different matter. Yellowstone highway is a busy thoroughfare and Cliff Street is an important crossing for it. We often go that route to get to Boulevard from the west side. Even though the traffic volume may not be extremely high, that is not the real issue. The issue is getting across at all safely in a vehicle. The crossing would be quite risky without a light. Regarding traffic volume, recognize that Idaho Falls traffic is exploding. If one looks and plans to the future, one can expect increased volume and it will be even more crucial to provide safe and efficient travel across Yellowstone at Cliff Street. Minor impedence of traffic is not a real concern relative to no light.	Thank you for your feedback, including your reasoned comments regarding retention of the Yellowstone/Cliff traffic signal.
Danielle Barney	208-351-6104	<a href="mailto:danielle.barney@tax.idaho.gov">danielle.barney@tax.idaho.gov</a>	8/1/2023	I work in the State Office Building located on Shoup. On a regular basis, I cross over Yellowstone on Cliff to get to our State vehicle compound. I feel that removal of the light in this location will significantly impact the safety of State of Idaho Employees going back and forth to access State vehicles to conduct our work. The light at Broadway is an option, but at most times of the business day, traffic is very heavy and making a left hand turn from North Eastern Avenue to access the light at Broadway and Yellowstone is almost impossible and can be dangerous. Monday – Thursday from 3:00 pm to 4:00 pm, this is compounded by vehicles lining up to pick up students from Alturas Charter School. I respectfully ask that the light remain operational Monday – Friday from 7:30 am – 5:30 pm.	Thank you for your feedback, especially your observations regarding the role the Yellowstone/Cliff signal plays in facilitating movement between the state office building and parking compound.
Karen Kufus	N/A	<a href="mailto:RUNNERKEK@GMAIL.COM">RUNNERKEK@GMAIL.COM</a>	8/1/2023	I am in favor of keeping the signal at Cliff/Yellowstone. It provides a safe crossing of Yellowstone and access to the library, bank and several other businesses while avoiding the traffic on Broadway.	Thank you for your feedback.

Idaho Falls Public Works - Engineering Division

Public Comment Response Log

Traffic Signal Removal Study

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Lisa Fischback	208-705-7845	<a href="mailto:lisa@mightymcs.com">lisa@mightymcs.com</a>	8/1/2023	<p>Hi there, I can't attend the public comments meeting so am writing to express concern at removing the signals from E Street and Cliff Street. My business is located on the corner of Park and B Streets and we employ 8+ people. I am at the E Street light several times throughout the week as I come up via the underpass on 'F' and take a left on Park. Plus, without that light it's impossible to get a safe break in traffic to turn right off Shoup onto E. I cross the Cliff Street intersection at least 2+ times a day and same for my husband who works at the firm as well. Living south of town on 49th South that intersection is integral to our downtown commutes. He rides an electric bike to work in the warm months, and his safest bike path is through Stonebrook on Boulevard, taking a left on Maple to Cliff and then rolling to B from there. He says at Broadway it is way too congested and he feels vulnerable crossing there, and A is no longer a safe option.In my eyes, the Cliff Street intersection seems necessary and provides safe movement and crossing of bikes, pedestrians and automobiles. This became even more clear during the recent flooding events that closed 17th Street, D Street, and the Yellowstone underpasses. I would rather wait while the light changes a few minutes on the morning and evening commutes than not have a safe way to cross Yellowstone and the train tracks. Using Maple to Cliff and vice versa is also a viable way for many of us to avoid the often clogged and overused roundabout on Boulevard. And taking Cliff via 13th all the way to Holmes lessens pressure on having to use 17th at Pancheri. Another importance of that light is also feeding drivers trying to reach the library, and Capital Ave to the courthouse, not to mention an entire beauty school complex and manufacturing plant on Basalt making it seem integral to cars coming from the East and South sides of town. For me, the street light on Yellowstone that seems too tight in the flow of traffic is C Street as it only Ts into Yellowstone and doesn't provide access to the other side of the tracks. That's the light I don't understand. I miss using A street several times a week, but Cliff has helped fill that void. Our town is only growing and eliminating safe ways to navigate the downtown corridor is a real concern. Especially for bicyclists and pedestrians. It seems like we need to be thinking of more ways to cross the tracks safely than eliminating them. Thank you for listening to and including these thoughts into the official records during this public commenting period. Sincerely, Lisa F.</p>	Thank you for your detailed, helpful comments regarding reasons you feel the signals proposed for removal should be retained. We appreciate the thoughtful feedback.
Ruth C. Byron	N/A	<a href="mailto:rcbyron1@yahoo.com">rcbyron1@yahoo.com</a>	8/1/2023	<p>Dear City of Idaho Falls Engineers, Both signals need to remain.The light at Cliff and Yellowstone Highway allows for drivers to cross and to make left turns safely. It provides some relief to the heavily traveled and frequently backed up Broadway and Elm Street. It also helps to reduce the speeding on Yellowstone Highway. The light at Park and E St. helps to slow traffic. With the fire station and D91's CTEC building at that intersection, the light provides an extra layer of safety. Sincerely,</p>	Thank you for your feedback regarding these two intersections.



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Idaho Falls Public Works - Engineering Division

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Jeffrey Forbes	(208) 520-0272	<a href="mailto:forbesfiddles@gmail.com">forbesfiddles@gmail.com</a>	8/1/2023	Please do NOT remove the traffic signal at Cliff/Maple and Yellowstone. I understand the rationale for removing some of the unnecessary traffic signals in the downtown area, but I really believe this one should remain. This intersection is much used by patrons of the library, The Art Museum, and others to safely cross the busy Yellowstone/I-15 Business corridor. Cyclists and pedestrians also use Maple/Cliff to reach the Riverwalk pathway, and without this signal to stop the high-speed traffic on Yellowstone, this crossing would be much less safe. I do not believe that this signal represents a serious bottleneck to traffic on Yellowstone, as the signal only activates when the camera detects vehicles on Cliff, or the ped head is pushed. And lastly, if this signal were removed, it will only create more traffic pressure on the already overloaded intersection of Broadway and Yellowstone. Thank you. -Jeff Forbes, 208-520-0272	For pedestrians and cyclists, the ability to cross Yellowstone Ave at Cliff St via signals will be preserved through the installation of a Pedestrian Hybrid Beacon (PHB), similar to that at Yellowstone Ave and B St. This traffic control device, when activated, requires oncoming vehicles to stop for crossing pedestrians and cyclists. Thank you for your feedback.
Sharla Whittekie	N/A	<a href="mailto:sharla.whittekiend@dhw.idaho.gov">sharla.whittekiend@dhw.idaho.gov</a>	8/2/2023	The stoplight on Cliff Street and Yellowstone is essential to myself and my co employees at the Department of Health and Welfare at the State Building. We spend a lot of time here helping the people of Idaho to become self-reliant. It is my responsibility to be on time in the mornings, as every other person in Idaho Falls. Much less it is highly important for me to go home at 5pm or whenever I am finished for the day serving my fellow Idahoans. If this stoplight comes down, I will have a hard time completing these tasks in a timely manner. It will cause me to be late in the morning waiting on traffic and yet again at night going home. Please do not remove it, leave it as is. There really is no reason to take it down that I can think of.	Thank you for your feedback.
Salem Thomas	208-604-8006	<a href="mailto:salem.thomas@dhw.idaho.gov">salem.thomas@dhw.idaho.gov</a>	8/2/2023	I understand you are considering removing the stoplight on Cliff and Yellowstone. I work at 150 Shoup Ave and many of my coworkers use that stoplight multiple times per day. I use it to get straight across Yellowstone so I can use the state cars that are parked in our parking lot across the train tracks. If you were to remove that stoplight we would severely back up the Broadway light (worse than it already is when it is in commission), especially at 5 pm when everyone is trying to get home. Please do not remove that light. Thank you for your time, Salem Thomas	Thank you for your feedback, especially your observations regarding the role the Yellowstone/Cliff signal plays in facilitating movement between the state office building and parking compound.
Trina Dixon	N/A	<a href="mailto:trinadixon1212@yahoo.com">trinadixon1212@yahoo.com</a>	8/2/2023	I travel the Cliff Street & Yellowstone intersection to come and go from work, practically everyday. If the traffic light were removed, I would have to sit and wait, what would seem like an eternity, just to be able to make a left hand turn. Traffic would be flowing so fast that vehicles would never be able to safely cross the street or make left turns. Cars already travel well beyond the posted limits and removing the light would just give drivers more freedom to go faster from Broadway, all the way to 17th street. Kind of like they do on Broadway since the light at Shoup was removed. Residents living in the area east of Yellowstone, some customers of mine, would have a more difficult time getting to downtown and will probably resort to using Elm Street/Broadway instead, resulting in more traffic along Broadway. This might have a negative impact not only on my business but all the businesses downtown, if residents find it too inconvenient to shop downtown. I feel that removing the traffic light might have a negative impact on travel and business in the downtown area. It may seem like a little insignificant issue for some, but for many it is very significant. Please don't remove it. Thank you for hearing me out. Tina Dixon	Thank you for your comments regarding the benefits you feel that the Yellowstone/Cliff signal provides for downtown business.

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Idaho Falls Public Works - Engineering Division

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Amelia Siuda	208-206-8179	<a href="mailto:thesiudas@gmail.com">thesiudas@gmail.com</a>	8/3/2023	Thank you for taking comments. My husband and I use this intersection every day, along with anyone in the lettered streets who need to access Yellowstone. It is hard to imagine that, at least during daylight hours, that this light doesn't get steady enough use to justify its existence. Maybe it needs to be a smarter light if people don't like waiting for local traffic on Park Ave while they cut through town E/W from Yellowstone to the roundabout. Pedestrian traffic is steady, and sadly wheelchair bound neighbors are already challenged with dangerous curb cuts that force them to use the street instead of the inaccessible crosswalks on the north end of the intersection. When we use that intersection, we always have a line of cars trying to turn left on a very short green to E St. Please consider making it better instead of removing it. Thank you,	Thank you for your thoughtful comments regarding the Park/E intersection. We agree that wheelchair access on the north side of the intersection is a significant problem and will be addressing it through an upcoming improvement project along E Street.
Courtney Hernandez	208-535-0399	<a href="mailto:chernandez@downtownidahofalls.com">chernandez@downtownidahofalls.com</a>	8/3/2023	Hello, I work at Idaho Falls Downtown Development Corporation, and we have a couple concerns regarding the removal of the traffic lights. I attended the meeting Tuesday and I was able to get a couple questions answered but I didn't feel like our concerns were heard. Our main concern is pedestrian safety. I know the main goal of removing the traffic light is to move cars more efficiently. However, downtown areas need to prioritize pedestrian safety. Free parking is provided on the East side of Yellowstone Highway that downtown pedestrians need to be able to safely access. Cliff Street is an entry point to downtown, especially right now with the construction at Yellowstone and Broadway. We have noticed at the pedestrian light at B Street, unfortunately, many cars do not adhere to the pedestrian light, and the pedestrian light doesn't stay lit long enough. By taking out the light at Cliff, many drivers will not pay attention to pedestrian or bike traffic. Another concern is the difficulty this will cause drivers attempting to make a left turn onto Yellowstone. We have noticed trying to make a left turn onto Yellowstone from B Street is nearly impossible and this would create the same issue at the Cliff intersection. At one point the abandoned railroad was being considered to be turned into a walking path. If that plan were to advance, how would the removal of the light affect it? Would the railroad tracks be removed? If this light is to be removed, we think a footbridge across Yellowstone needs to be considered to promote and prioritize pedestrian safety. With a foot bridge in place, we also believe more people visiting downtown would park in the free parking lots on the East side of Yellowstone. Thank you for your consideration,	Thank you for your comments. We believe that the proposed pedestrian hybrid beacon (PHB) would meet the pedestrian/bicycle needs if the traffic signal is removed, including need generated by the proposed conversion of the rail corridor to a ped/bike pathway. The PHB would be much better utilized than a pedestrian overpass. Challenges with pedestrian overpasses include their high cost and the reluctance of pedestrians to climb to the height the bridge must be to provide required clearance over the roadway. We're better off providing at-grade pedestrian improvements to help them safely cross than to move the pedestrian crossing up onto a bridge and still have the bulk of pedestrians cross at-grade without the at-grade improvements. This scenario of underutilized pedestrian overpasses has played out over and over again in cities across the country.
Kristi James	N/A	<a href="mailto:kristi.james@dhw.idaho.gov">kristi.james@dhw.idaho.gov</a>	8/4/2023	Hi: I do not believe it is a good idea to get rid of this stoplight due to the amount of traffic from local businesses as well as library traffic that crosses there. In addition, the traffic flow from the State office building and the many employees from Johnson Brothers that cross that intersection many times through the day. The state office building has a car compound that is across the tracks that require travel through that intersection as well as overflow parking for the library and all the above mentioned businesses now that the water tower construction has limited available parking. It is evident from watching the traffic back all the way up Cliff street at certain times of the day now with the Yellowstone traffic limiting the flow. The train blocks that intersection many times a week if not daily is already difficult to navigate with the amount of use the State office workers access that car compound. It all seems to be a recipe for many accidents trying to get across. Thanks,	Thank you for your comments.



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Ernest Jensen	N/A	<a href="mailto:ERNEST.JENSEN.2@GMAIL.COM">ERNEST.JENSEN.2@GMAIL.COM</a>	8/4/2023	Traffic lights. I use both of those lights on a regular work week day. I agree with taking them out bot would appreciate the Beacon system on Yellowstone. Would it be possible to take out the railroad tracks crossing Yellowstone at the same time.	Thank you for your comments regarding the potential signal removals. We are trying work something out with the state and railroad to have the tracks removed.
Dale James	208-530-1285	<a href="mailto:dale.james@dhw.idaho.gov">dale.james@dhw.idaho.gov</a>	8/7/2023	This light saves time and is a safe place if need to cross S. Yellowstone when it is busy. There are a lot of bikers that use Cliff street to cross. It is best for the people That live in this neighborhood to utilize. We need to keep the light there for the people who live and use this part of town. Dale James CMS	For pedestrians and cyclists, the ability to cross Yellowstone Ave at Cliff St via signals will be preserved through the installation of a Pedestrian Hybrid Beacon (PHB), similar to that at Yellowstone Ave and B St. This traffic control device, when activated, requires oncoming vehicles to stop for crossing pedestrians and cyclists. Thank you for your feedback.
Daniel Roper	N/A	<a href="mailto:daniel.roper@dhw.idaho.gov">daniel.roper@dhw.idaho.gov</a>	8/7/2023	I am in full support of removing the light. The less lights we have on that road the better in my opinion.	Thank you for your comments.
Madysen Smith	208-680-3622	<a href="mailto:madysen.smith@dhw.idaho.gov">madysen.smith@dhw.idaho.gov</a>	8/7/2023	To Whom It May Concern, I work at the State office building off of Shoup. I rely on the light on Cliff in order to safely turn left to get to my home in a timely manner. I have tried other ways home at 5 pm and they take too long or are too crowded to navigate safely. I also use this light daily to get to our parking lot across the road. Often times our staff are responding to priority intakes regarding vulnerable children in our area or are working with vulnerable families in the community. We need to access our parking lot across the road as well as exit either direction if needed in a quick manner. If we do not have the light on Cliff St., I could assume the response times will be much longer as well as an increase of traffic jams/accidents across the 4-5 lane highway. It is honestly a shock to me that this light has been put up for debate as the safety of our community is at risk without it. I will not be able to attend the town hall, please read and include this comment in on the topic of the Stop Light on Cliff St. Madysen Smith	Thank you for providing helpful comments regarding the need you see for the Yellowstone/Cliff signal to remain.
Don Gosswiller	N/A	<a href="mailto:DHSJ4344@GMAIL.COM">DHSJ4344@GMAIL.COM</a>	8/7/2023	My wife and I firmly feel the stop light at the Cliff St., and S. Yellowstone Hwy intersection should remain. At your open house you had two posters indicating Project Needs, and Removal Benefits. We disagree with all your reasoning items. We use Blvd to Maple then west through that intersection frequently, to get to the library and other businesses in the Cliff Street/Broadway downtown area. It's our connector street. We use it often enough that we see many other vehicles using the same route. The light at that intersection favors South Yellowstone traffic appropriately. It's only green for Cliff/Maple traffic for a few vehicles to cross or for an occasional pedestrian to cross. We stay away as much as possible from using Elm/Broadway or 17th/Pancheri roads because of traffic delays, even before summer road work. Removing the light will not improve driver experience or safety in our opinion. It will cause additional stress of using Elm/Broadway or 17th/Pancheri to reach or leave that area. If you try to use Capital to reach Broadway or Pancheri at the wrong time of day, either intersection or both, might be blocked by traffic. Saying reduced costs for signal maintenance (\$5400 annually) and improved safety are both bogus reasons for removing the light. If the light is removed there should be no surprise at an increase in accidents at the intersection from people trying to drive through the intersection or make other than right hand turns onto S. Yellowstone either from Cliff or Maple. Don Gosswiller	Thank you for sharing your views on why you feel the Yellowstone/Cliff signal should remain.

# Public Comment Response Log

## Traffic Signal Removal Study

Idaho Falls Public Works - Engineering Division

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Becky Kessinger	208-705-5963	Becky.kessinger@dhw.idaho.gov	8/9/2023	<p>To Whom it may concern, I am one of many state workers located at the state building on Shoup Ave. The traffic light at Cliff St is very essential for the safety of all motorist and pedestrians. This is a very high traffic area, especially before 8 in the morning at lunch time, and at 5 o'clock at night when everyone is getting off work and trying to return home. Also during the day many state workers need to cross Yellowstone Highway to go to and from the state's car compound located across the railroad tracks from the state building. Then throughout the day there are lots of state clients that come and go from the state building. During the daytime South Yellowstone Highway does get a lot of traffic. Without the stoplight it would make it very dangerous to try and dart across such a wide road. Then there is the train that also appears to show up often times around 8 and 5. Also the Vouge Beauty College is located on Cliff St and they have students that are arriving about the same time in the mornings. Besides the state building and the beauty college personnel there are a lot of other business in the vicinity that depend on that the light so they too are able to enter and leave South Yellowstone Highway. Since the construction has begun at that area it has impeded and impacted traffic in a dangerous way. Without out the light it will become a very dangerous intersections which I am sure will result in many accidents and possibly unnecessary fatalities. Our City is growing and the traffic situation is not ideal. I do not find it to be in the best interest of motorists and pedestrians to remove the light. Thank you for your consideration and your time. Becky Kessinger, LSW</p>	Thank you for providing helpful comments regarding the need you see for the Yellowstone/Cliff signal to remain.
Alan Gunn	N/A	<a href="mailto:GUNNAL@AOL.COM">GUNNAL@AOL.COM</a>	8/9/2023	<p>I am writing to provide comments regarding the proposed removal of the traffic signal at Yellowstone Ave and Cliff St. I am opposed to the removal of the traffic signal at Yellowstone Ave and Cliff St based on, but not limited to, the following reasons. 1) The presence of the Yellowstone Ave to the Idaho Falls Public Library, Cliff St business as well as other business on the south side of Broafway, without funneling additional traffic onto an already very busy Broadway. 2) As the city grows, traffic will only continue to increase in the downtown core area and retaining the Yellowstone Ave and Cliff St traffic signal will help alleviate traffic pressure in other areas of downtown. 3)With the previous elimination of the Yellowstone Ave with options for turns in various directions. 4)While traffic volumes at the Yellowstone Ave and Cliff St intersection may currently be below the thresholds contained in the applicable federal manual, good, local public policy shouldn't be purley a numbers game and should take into account what's right and best for the city from a quality of life stand point and not just a numbers or statistical standpoint. 5) The federal manual in question simply provides guidance/guidelines and isn't determinative or regulatory. We should do what's best for our city and our citizens independent of federal guidelines. -Thank you in advance for your careful consideration of this input as well as the other input in opposition to this proposed action which has been presented. Thank you as well to all those in the Engineering Office for their service to our community. Sincerely, Alan Gunn</p>	Thank you for sharing your views on why you feel the Yellowstone/Cliff signal should remain. One point of clarification: the federal Manual on Uniform Traffic Control Devices is actually regulatory, not a guidance document.

Idaho Falls Public Works - Engineering Division

Public Comment Response Log

Traffic Signal Removal Study

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Joan McDonald	208-522-7796	<a href="mailto:jkm1@q.com">jkm1@q.com</a>	8/11/2023	<p>Cliff St. Traffic Signal Removal – comments Side street traffic volumes at the Cliff St. &amp; Yellowstone Hwy has lower than the volume thresholds to justify traffic signals as established in the federal Manual on Uniform Traffic Control Devices. It is my understanding that the Manual on Uniform Traffic Control Devices is a “guideline”. Just because the Manual on Uniform Traffic Control Devices recommends a threshold, it doesn't necessarily mean it is the right recommendation for our community</p> <p>The City of Idaho Falls proposes replacing the Cliff St. traffic signal with a Pedestrian Hybrid Beacon (PHB). As an avid cyclist I object to this replacement. Cliff St. traffic signal is one of the few traffic signal I can change with my bike. It doesn't require me to pull off of the street and hit the pedestrian crossing signal, get back onto the street, and wait for the signal to change. With the Cliff St. traffic signal, I can wait in the traffic lane for the signal to change. I have found PHBs are not as effective as traffic signals. Although, I am very grateful for the PHB installation on First St., I am nervous about using it as I have seen cars blow through a PHB as they are not familiar with their use. Yes, it is an enforcement issue. But Idaho Falls Police Department is under staff and ineffective in enforcement. Until Idaho Falls Police Department can effectively provide the enforcement the City of Idaho Falls needs, do not remove the Cliff St. traffic signal.</p> <p>Removal of the Cliff St. traffic signal will likely increase traffic on Elm St. When the Alturas International Charter School is let out, traffic is heavily congested on Elm St. Elm St. can't handle more traffic.</p> <p>Please do not remove the Cliff St. Traffic Signal. Eric Parker – we had discussed the issue of yellow left turn arrow and pedestrian light conflict. This also applies to right turn and pedestrian light conflict. This notably occurs on the various intersections along Sunnyside. You stated you would look into this issue or inform the appropriate person to address this issue.</p>	Thank you for your detailed, helpful comments regarding why you feel the Yellowstone/Cliff signal should remain. One point of clarification: the federal Manual on Uniform Traffic Control Devices is actually regulatory, not a guidance document.
Tom McDonald	N/A		8/11/2023	<p>Please don't remove the traffic light located at Cliff and Yellowstone because: 1. Removing that light and installing a new pedestrian signal is expensive, and,</p> <p>2. The current traffic light already performs that function better, and,</p> <p>3. It also serves to allow through traffic to proceed in a safe and timely manner, and,</p> <p>4. The current signal only operates when traffic (cars, people, bikes, etc.) activates it, and,</p> <p>5. It also serves to slow traffic down as it approaches downtown, and,</p> <p>6. It's good to have another light between 17th and Broadway/Elm, and,</p> <p>7. It allows pedestrians to cross more safely than a new pedestrian signal would.</p> <p>Those are some of the reasons to keep the current traffic light at Cliff and Yellowstone.</p>	Thank you for providing helpful comments regarding the need you see for the Yellowstone/Cliff signal to remain.

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Public Comment Response Log

Traffic Signal Removal Study

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Ken Durstine	N/A	<a href="mailto:kdurstine@gmail.com">kdurstine@gmail.com</a>	8/11/2023	<p>Re: Maple/Cliff I really like that traffic light, it is the friendliest light in town in that seems to be seldom red in the N-S direction but switches rapidly when there is crossing traffic at Cliff Street. This makes for a fast route for downtown south of Broadway with minimal impact on the highway traffic through town. It is especially significant for bicycles as the light cycles quickly for traffic heading east-west. I don't think vehicle drivers pay as much attention to the cross walk lights such as B street or 1st street. Just this afternoon on 1st street, traffic had stopped and a pickup went through the intersection at full speed. I also like seeing the traffic control lights because I can confirm that the light is red before entering the intersection, something that pedestrian lights usually don't show because of the way the signals are placed relative to the crosswalk.</p> <p>I don't know what costs and benefits are associated with removing a traffic light and installing the pedestrian crossing light are, but I am in favor of leaving the traffic light as is unless there is an overwhelming justification to swap it out.</p> <p>Ken Durstine 896 Linden Drive IF</p>	Thank you for providing helpful comments regarding the need you see for the Yellowstone/Cliff signal to remain.
David L. Sargis	208-681-3674	<a href="mailto:davidsargis42@gmail.com">davidsargis42@gmail.com</a>	8/11/2023	<p>There are several things I would like to bring to your attention. I am concerned about traffic turing South on Oneida from Cliff st to avoid having to stop at Yellowstone Hwy. It happens now and they drive at high speeds down Oneida and turn East on Basalt to Yellowstone very seldom stopping at the Yellowstone Sign. We have employees crossing Oneida St to their cars in the parking lot and it is not safe. I am also concerned about Yellowstone traffic driving at higher speeds, with no traffic light to slow them down, making it more difficult to access or cross S. Yellowstone Hwy. How long has it been since there has been an accident at this intersection? What has been the frequency of accidents in the last few years? I do not recall the last accident on that intersection. I do not have a good feeling about the safety of this intersection without traffic signals. Traffic seems to flow well now. Why not consider turning off these traffic signals for 4 to 6 weeks to observe what will happen before taking them out of service? Since I am retired from Johnson Brothers, I would be willing to talk to you or meet you at your convenience on site to discuss the situation. Thank you, David Sargis</p>	Thank you for providing helpful comments regarding the need you see for the Yellowstone/Cliff signal to remain, especially your insights from years working near the intersection at Johnson Brothers. Your suggestion of testing the removal before taking them permanently out of service is appreciated. If the decision is made to further pursue removal at this intersection, a study to evaluate delay with and without the signal in operation will be considered.
Comment Forms					
Jane Leymaster	208-206-0585	<a href="mailto:janeleymaster@gmail.com">janeleymaster@gmail.com</a>		Cliff St - Driving people from coming downtown - dangerous to pedestrian - drivers don't slow down. E Street CSI College kids driving more traffic!! Bad Move	Thank you for your comments.

# Public Comment Response Log

## Traffic Signal Removal Study

Idaho Falls Public Works - Engineering Division

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Janathan Gallup	208-596-8710	<a href="mailto:jonathan@resinarc hitecture.com">jonathan@resinarc hitecture.com</a>		The existing traffic light at Yellowstone & Cliff St is one of the best most reactive traffic lights to vehicles, bikes and scooters and pedestrians. I would love to see more data and research about the proposed solution. This intersection is a very important connection from a historic residential area to the river and greenbelt. What else can be done to improve pedestrian and cyclist safety at this location? Perhaps more signage and even a difference in materials etc. Please make more data available. What if anything is being done to educate drivers about the new propsed system?	Thank you for your comments regarding the Yellowstone/Cliff intersection. The proposed solution is in line with the traffic volumes that should be present to justify a full traffic signal and the application of the proposed Pedestrian Hybrid Beacon (PHB) per the legally-binding Manual on Uniform Traffic Control Devices. The City has several PHBs in operation with significant educational outreach being done through disseminated public information at time of first implementation and permanent signage on each vehicular approach to the devices.
Dorian Tardiff	818-264-5676	<a href="mailto:atypicalmommy@gmail.com">atypicalmommy@gmail.com</a>		Park & E - that stoplight is useless. Cliff & Yellowstone - as someone who lives only a few blocks from this lights, I can tell you how useful this light is. For one, it is sensed. The light changes according to traffic flow, which during peak times is crucial. It helps alleviate any traffic that may be otherwise directed to busier intersections (i.e. Broadway or 17th). I live on Basalt and there is no left turn on either Basalt or Lava onto Yellowstone. Cliff is a very pertinent and useful intersection for those of us who live in the area. I think the City's proposal complicates things. It essentially fixes something that isn't broken. Removing the stoplight, in my opinion, would create problems where none existed.	Thank you for providing helpful comments regarding the need you see for the Yellowstone/Cliff signal to remain.
Lisa McCullough	208-522-6679	<a href="mailto:mcculloughlisa01@gmail.com">mcculloughlisa01@gmail.com</a>		No, keep light. Cliff is the easiest way out of the library parking lot. Keep the light people do not pay attention to stop signs especially if traveling at 45 mph. No to taking out. Keep the traffic light, you need it to get out if you are at the dmv. Keep both traffic lights, otherwise the traffic on Yellowstone won't stop to visit Idaho Falls - fewer tourists. Has the visitors bureau studied what happens when you have fewer entrances into a town?	Thank you for your comments regarding these two intersections.
Karen McCullough	208-522-6679	<a href="mailto:kmccull826@hotmail.com">kmccull826@hotmail.com</a>		The Cliff St traffic signal is the only way onto Yellowstone when traveling the library. With all the construction in Idaho Falls, taking away lights will make accidents happen.	Thank you for your comments.
Ken Schreck	208-604-2760	<a href="mailto:ken.a.schreck@gmail.com">ken.a.schreck@gmail.com</a>		Thank you for affording the opportunity to review this plan. My questions and concerns regarding the Cliff St crossing have been addressed by the plan, specifically the use of a stop (red) signal for the Yellowstone traffic for pedestrians and bikes crossing on Cliff St is a good alternative to a stop light at this location. no comment on the E Street Plan.	Thank you for your comments and positive feedback regarding the Yellowstone/Cliff intersection.
Keith Skilling	208-351-9302	N/A		Yes, remove traffic light E/Park. No, don't remove traffic light Cliff/Yellowstone. I am a bicyclist who crosses Yellowstone on Maple. I rely on red light to safety cross.	Thank you for your feedback. Please note that for pedestrians and cyclists, the ability to cross Yellowstone Ave at Cliff St via signals will be preserved through the installation of a Pedestrian Hybrid Beacon (PHB), similar to that at Yellowstone Ave and B St. This traffic control device, when activated, requires oncoming vehicles to stop for crossing pedestrians and cyclists.



# Public Comment Response Log

## Traffic Signal Removal Study

Idaho Falls Public Works - Engineering Division

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Nora Paech	208-701-5487	<a href="mailto:norapaech@gmail.com">norapaech@gmail.com</a>		I strongly oppose removing the traffic signal at Yellowstone and Cliff. I use it approx 3 to 4 times a week by foot (often with 4 kids in tow) and similar often by car. My major concern is though for replacing the pedestrian signal. While not neccessarily rational or justified, it makes a huge difference if you cross a major intersection and have to make eveyone stop to walk over (also often doesn't happen) or if your crossing is intergrated in the traffice flow. It will make me head to Broadway instead and I fear that that interestion will become more crowded through it. It will also lead to business of South downtown becoming less accessible. It we consider traffic flow, please also conside pededstrian flow and what we want to encourage and see in our city.	Thank you for your feedback. As you note pedestrian crossing of Yellowstone would be handled through the installation of a Pedestrian Hybrid Beacon (PHB), similar to that at Yellowstone Ave and B St. Your view that crossing at a PHB is less desirable than crossing with vehicular traffic at a typical traffic signal is preferred is one that we had not envisioned. Thank you for sharing that.
"Satisfied IF Citizen"	No info	No info		Those both sound like very reasonable proposals. Particulary persuassive for me is: that neither intersection meet current warrants; and that removal is forecasted to descrease delay. We know that delay increases fuel consumption (bad) and that delay increases emmisions from vehicle exhausted (bad). Thank you for paying attention to these details! We are well-served by engineers who care.	We appreciate the comments.
Jim Pletscher	208-520-5610	<a href="mailto:jimpletshcher@yahoo.com">jimpletshcher@yahoo.com</a>		In favor of removing the two lights (Yellowstone & Cliff, and Park & E)	Thank you for your positive comments regarding proposed signal removal.
Diana Clinger	208-696-1113	<a href="mailto:morrison.diana@gmail.com">morrison.diana@gmail.com</a>		I have some concerns about removing the light at Yellowstone and Cliff. That impacts a good amount of people, espically when schools are in session. Thank you for holding this public forum an listening to our concerns :)	Thank you for taking the time to provide your comments.
Laina M Thomson	208-281-7764	<a href="mailto:lainathomson85@gmail.com">lainathomson85@gmail.com</a>		Park and Ave need better walking and disability access. The walk is hard it drops from the road and a lot of people fall. And is a hazard and the light system or a new system is needed. For eveyone alone this year from January 2023 til August 1 2023 I almost gotten hit 10 times so a new thing is needed.	Thank you for your thoughtful comments regarding the Park/E intersection. We agree that wheelchair access on the north side of the intersection is a significant problem and will be addressing it through an upcoming improvement project along E Street.
Rocky Nichols	208-589-9108	<a href="mailto:rockyjn@yahoo.com">rockyjn@yahoo.com</a>		I would like to keep signal light at Cliff St and Yellowstone because traffic would be going too fast to cross Yellowstone over tracks to Maple. I do use that intersection all the time and without signal lights I don't think it would be safe.	Thank you for your comments regarding the Yellowstone/Cliff intersection.
Mary Wilding	208-589-4005	<a href="mailto:ceumommy@gmail.com">ceumommy@gmail.com</a>		In favor to remove both signals to help the flow of traffic on the cross road of Yellowstone and Park. Check timing John Adams / Hitt Rd between green and red.	Thank you for your positive comments regarding proposed signal removal, and for your tip to look into the timing at 25th East (Hitt)/John Adams.

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No Info	N/A	N/A		Well the cost of maintaining (a light or sign) is higher than I expected, so I understand the why. But I also know that when they changed the one (light) at B and Yellowstone I basically stopped using that road unless I was turning to the right. I expect the same would happen at Cliff. Cars would wait forever for a left turn.	Thank you for providing comments regarding the need you see for the Yellowstone/Cliff signal to remain. Your concern about possibly not being able to make a left turn onto Yellowstone (or go straight) is appreciated. If the decision is made to further pursue removal at this intersection, a study to evaluate delay with and without the signal in operation will be considered.
Roberta Cartmell and Robert Goetsch	208-523-5250	<a href="mailto:robiebob@swcp.com">robiebob@swcp.com</a>		We object to the project of removing the traffic signal at Cliff st & Yellowstone Hwy for the following reasons: 1) more dangerous - traffic will back up and probably some cars will stop and wait on the railroad tracks. 2) Much harder to cross the 4-lane hwy that is Yellowstone - not as safe as with a signal. 3) Will result in more congestion and traffic at the intersection of Broadway and Yellowstone. 4) Increased difficulty and danger will result in decreased traffic to Cliff St businesses. This is our primary route to Cliff St businesses and the library! We need a safe, regulated intersection!	Thank you for the detailed, well-reasoned comments regarding the reasons you feel that the Yellowstone/Cliff signal should not be removed.
Susun McCulla		610 12th St		I oppose the removal of said stop light. 1) The loss will make the access to the business's on Cliff St very difficult. 2) Said stop light causes brief slow downs and slight interruptions on Yellowstone a good thing. 3) The stop light is only activated on an occasional and very period of time. 4) Cliff St is an appropriate route to bussinesses on Westside at the Walmart shopping/business complex, especially for the residences from 17th St to Elm/Broadway on the numbered streets. 5) Access to Cliff St eliminates traveling on 17th St or Elm/Broadway to get downtown. 17th St and Elm/Broadwy are too busy! My husband and I have lived in idaho Falls for 15 years. We see no reason for the removal of the stop light at Cliff St and Yellowstone.	Thank you for the detailed, well-reasoned comments regarding the reasons you feel that the Yellowstone/Cliff signal should not be removed.
Scott A Brown	208-244-8590	<a href="mailto:scottab1965@gmail.com">scottab1965@gmail.com</a>		In my personal observation the traffic light at the insection of Yellowstone and Cliff Street is a much needed tool to keep traffic flowing across Yellowstone sucessfully. There will be major traffic jams going both East and West without this light. Thank you for your consideration. PS. being a long time resident of Idaho Falls. I have been using this stop light since/for as long as I've been driving.....around 1979.	Thank you for your comments regarding the Yellowstone/Cliff intersection.
Paul McFurlene	208-523-2631	<a href="mailto:elyach18@yahoo.com">elyach18@yahoo.com</a>		Reasons to keep light 1) Speed is important. If the light is removed, traffic on Yellowstone will likely be moving at a high rate of speed, especially going from 17th to Broadway. 2) From Broadway south, Yellowstone has a slight curve. Curtis [Cliff?] moves up slightly to the light. Because of the slight curve of Yellowstone, it is hard to distinguish speed from Curtis [Cliff?] looking north or south. 3) Along with speed and the curvature of Yellowstone, there are a variety of distractions along Yellowstone, on both sides, which can infringe on determining speed and the ability to cross the wide intersection of a major highway. 4) Pedestrian safety is key as well. On weekends, families cross here to go downtown. Without a light, crossing the intersection would be very hazardous. Public safety is most important. You cannot put a price tag on safety or discount safety because accidents don't happen at intersections where lights have been removed. This is a major highway intersection with traffic moving at a high rate of speed. Public safety should not be discounted.	Thank you for your feedback. Your point #2 regarding the curvature of Yellowstone at/near this intersction and its potential effect on sight distance is an issue we will evaluate. Regarding, you point #4, please note that for pedestrians and cyclists, the ability to cross Yellowstone Ave at Cliff St via signals will be preserved through the installation of a Pedestrian Hybrid Beacon (PHB), similar to that at Yellowstone Ave and B St. This traffic control device, when activated, requires oncoming vehicles to stop for crossing pedestrians and cyclists.

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Jeff Coward	208-522-8135	N/A		The traffic light at Yellowstone and Cliff / Maple street is the best one in Idaho Falls. It is the only one I am aware of that actually detects bicyclists, and it also has proper timing settings. Once the construction on Yellowstone and Broadway is completed, it will be impossible to cross Yellowstone at this intersection without a light, whether in a car or on foot or on a bicycle. If you had watched Channel 8's coverage of the store, you would have noticed that there is plenty of traffic crossings at this intersection. Replacing this light with one of your flashing yellow pedestrian crossing lights will not enable bicyclists to cross this intersection. The push button for the light will not be placed anywhere where bicyclists can access it without becoming pedestrians. Also, those lights are generally ignored by motorists. I would not expect the flashing yellow lights to be any value at all on Yellowstone. I would not even think of stepping out in front of traffic and expect anyone to stop.	Thank you for your detailed comments. By way of clarification, the City uses two different pedestrian-activated treatments. Rectagular Rapid Flash Beacons (RRFBs) utilize a yellow stutter-flash light system. Examples of these are the crossings of Riverside Dr by the LDS Temple and at Elva St. The other treatment is a Pedestrian Hybrid Beacon (PHB). PHBs utilize standard traffic signal equipment and include yellow and red indications on mast arms requiring vehicles to stop--same as a traffic signal. Examples are the ones on Pancheri by Skyline High School and at the Yellowstone/B St intersection. You seem to be referring to RRFBs in your comment, and we agree that an RRFB would not be an appropriate treatment at this location. What is proposed is a PHB.
				The light at E street and Park ave also sees plenty of traffic, especially at rush hours. If that light were removed, traffic would back up through the roundabout at Memorial drive during peak hours.	
				The \$5,400. per light per year "savings" would be more than offest by the money spent on emergency services due to crashed at these lights. While accident statistics at these intersections are currently low, that is due to the fact that the lights are in place. If they were to be removed, the costs to the public would be mich higher than \$10,800 annual savings, and that is without factoring in the costs of removal and potential re-installation of these lights. I recommend that you keep both of these traffic lights in place. The benefits to the public will more that offset the maintenance costs.	As proposed, the signal at Park/E St would be replaced with a stop sign on Park at it's approach to E St. No stop signs would be installed on E St. Rather, E St would have the right-of-way and there would be no backups on E St associated with the signal removal.
Phone Calls					
Rick Denning	208-523-5983	N/A		Rick called and spoke with me (Eric Parker) on August 1 at about 3 pm. Rick asked that I notate his concerns as he would be unable to submit written comment or attend the meeting. Rick expressed concerns about the impact to his business (Dennings Appliance) that the removal of the signal at Yellowstone and Cliff would have. It is already difficult to get out of the parking lot for his store, not to mention the State building nearby. At peak times, he sees traffic backed up to the point that two or three cycles are needed to get through the intersection as is. He has serious concerns about that timeframe lengthening because of the signal removal. Rick also expressed concerns about not receiving a letter and having to find out about the meeting through the news. He suggested that even though the radius of distribution met legal requirements, next time, the City should expand the radius of notification by letter.	I assume that the signal referred to in this comment ("two or three cycles needed to get through") is the signal at Yellowstone/Broadway. It is unclear how removing the signal at Cliff would make that situation worse. Due to low side street demand, the signal at Cliff is green for Yellowstone traffic a high percentage of the time. Raising that high percentage to nearly 100% should not have a measurable impact to operations at the Broadway intersection.

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Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Joan Chuck Burgert	208-821-7153	N/A	8/1/2023	<p>To the City of Idaho Falls Public Works Department, The Snake River Greenbelt is a gem for the Idaho Falls Community; the Snake River is a scenic river, the Greenbelt lies on major bird migratory routes, and it provides the community with a unique and high quality green space that is utilized by many residents and is one of the best assets that the City owns and operates. Recently, with the overwhelming support of residents, the City designated South Boulevard as a bicycle route. However, for bicyclists and pedestrians south and east of the Yellowstone Highway, the Cliff St. traffic signal is critical for bicyclists and pedestrians to safely cross this major corridor to access the pedestrian and bicycle paths along the Greenbelt. According to a recent report from the Governor's Highway Safety Association (attached article), issued using an analysis of federal gov't data from 2021, pedestrian deaths have increased approximately 77% from 2010 to 2021 while in the same period other traffic fatalities have increased by 25%. Also, this same study showed pedestrian fatalities have been steadily increasing since about 2009. This is a significant difference; we need to ask "Why?" and "How are we able to change these statistics and provide safer crossings for pedestrians/bicyclists to use?" To mitigate this trend, the US DOT through the Bipartisan Infrastructure Law established the new Safe Streets and Roads (SS4A) discretionary program with \$5 billion appropriated over 5 years (2022-2026) that awards grants to counties, cities, towns, transit agencies, MPO's, etc. The purpose of the program supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiative. It is my understanding that the funds are available directly from the federal gov't to cities and local jurisdictions and may be of interest to the City to pursue for continued maintenance of the existing traffic signal @ Cliff Street for the existing safe pedestrian and bicycle crossing. Additional reasons to keep the traffic signal at Cliff Street are the following:</p>	<p>Thank you for your comments. For pedestrians and cyclists, the ability to cross Yellowstone Ave at Cliff St via signals will be preserved through the installation of a Pedestrian Hybrid Beacon (PHB), similar to that at Yellowstone Ave and B St. This traffic control device, when activated, requires oncoming vehicles to stop for crossing pedestrians and cyclists.</p>

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Traffic Signal Removal Study

Date: 9/20/23

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Joan Chuck Burgert (Continued)	208-821-7153	N/A	8/1/2023	<p>1. There is an at grade railroad crossing about 70 feet east of the existing Cliff St. traffic signal. The existing railroad crossing already has crossing gates, planking, curb, gutter &amp; sidewalk. In addition, a preemption sequence exists between the railroad crossing signal and the existing Cliff St. traffic light; i.e., when a train traveling along the tracks crosses the approach circuit, this prompts the existing Cliff St. traffic signal to change, permitting traffic to clear the tracks before the train reaches the crossing. This existing system has performed well and has been “proven reliable” for at least the last 20+years; and “since this system isn’t broken, no fix is needed.” Instead, the City could apply for a grant through the USDOT Safe Streets and Roads (SS4A) program and put about \$200,000 in an escrow account for maintenance of the Cliff St. traffic light for the next 25 years.</p> <p>2. The satisfaction of a warrant or warrants is not in itself justification for signal removal. In addition to meeting a warrant, signal removal should meet perceived safety or operational needs.</p> <p>3. Eligible activities for USDOT's Safe Streets and Roads (SS4A) program includes 1) developing a comprehensive safety action plan; 2) conducting planning, design and development activities for projects and strategies identified in a comprehensive safety action plan; or 3) carry out projects and strategies identified in a comprehensive safety action plan. If a grant from this program is obtained, the City of Idaho Falls would be able to develop a comprehensive safety action plan for the entire downtown area; identify traffic movements, points of conflict and/or congestion, safety concerns, etc. instead of studying a single traffic signal in isolation from the traffic network. The solutions from a comprehensive safety study would be valuable and guide the allocation of infrastructure resources for the City over the next decade.</p>	<p>1. With the presence of the traffic signal, a preemption sequence is required for the RR crossing. That is why said sequence exists. If the traffic signal is removed, then the need for said sequence is eliminated. The lights and gates at the crossing would still function as they always have, there would just not be a need to coordinate a traffic signal.</p> <p>2. Agreed. We believe the signal could be removed and still meet safety and operational needs.</p> <p>3. Thank you for your suggestion to pursue SS4A funds.</p>



Idaho Falls Public Works - Engineering Division

# Public Comment Response Log

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Joan Chuck Burgert (Continued)	208-821-7153	N/A	8/1/2023	<p>4. Motorists have about 2400' (0.5 mile; a considerable distance from the Pancheri Underpass (Intersection of 17th St &amp; the Yellowstone Highway) to the Cliff Street intersection to develop accelerated speeds. In 2010, I was in accident at the Cliff St. intersection when a motorist traveling from the Pancheri Underpass ran the traffic signal at Cliff Street. The officer at the crash site estimated the motorist's speed at 45 mph before impact with my car; the crash employed my airbag and totaled my vehicle. Based on this information, if the Cliff Street traffic signal is removed, there may be more fatalities for cars, pedestrians and cyclists traveling across the Yellowstone Highway from Maple Street to Cliff Street or vice versa. 5. The timing of the Cliff traffic signal can be modified by the City to accommodate varying cross traffic volumes that occur at various times of the day. In summary, I would like the City to keep the Cliff Street traffic signal and send a message to pedestrians and cyclists within Idaho Falls that we care about your safety and will provide you with dedicated, safe bicycle/pedestrian routes throughout the City. Regards, Joan Burgert</p>	<p>4. We're sorry to hear about your 2010 accident. Given the low traffic volumes on Cliff and Maple, the signal rests in green for Yellowstone traffic a majority of the time, meaning that the speeding issue is not anticipated to be different with the signal removed than at present. Note also that the signal did nothing to prevent your crash.</p> <p>5. We work with ITD on the traffic signal timings, with Yellowstone being their route. Once we're able to get fiber connections to all of the State-owned signals we will be able to take a more active role in managing those signal timings.</p>

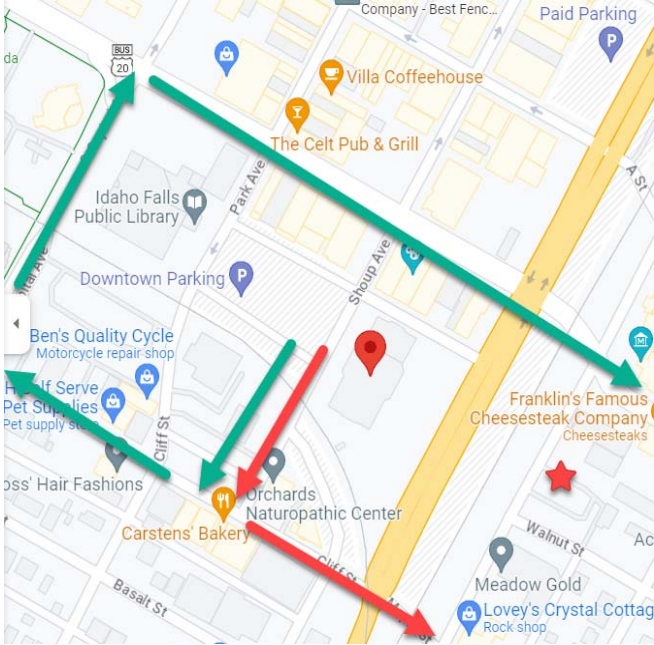
Monica Merrell	208-705-4905	<a href="mailto:Monica.Merrell@dhw.idaho.gov">Monica.Merrell@dhw.idaho.gov</a>	8/1/2023	<p>Good morning, I would like to comment on removing the stoplight at Cliff St and Yellowstone. Please note, I am commenting for myself, not on behalf of the state. Removing the Cliff St light will impact the Health and Welfare clients and the 150 staff that work at the State building. Our car compound is located across Yellowstone Highway on North Eastern Ave, at the red star. The regular path of travel is Shoup to the light at Cliff St to cross Yellowstone, then a left on to North Eastern (red arrows). The next path of travel is to turn right on Shoup onto Broadway and cross Yellowstone to make a right on to North Eastern. However, the light at Should and Broadway has already been removed. The light at Broadway and Yellowstone is only a block away so cars are frequently backed up to the Shoup and Broadway intersection, making a right turn impossible. Broadway is a very busy road, so even at off-peak times of day, it's really a gamble if you will be able to make a quick right or if you are sitting there for several light cycles. The next option is the green arrow path-Shoup to a right turn on Cliff, right on Capital, then catch the light at Broadway for a guaranteed turn onto Broadway, then across Yellowstone to North Eastern. This path is at least 4-times longer and will take more time, impacting our ability to seve our clients in an emergency in a timely manner. Additionally, I think there will be a lot of congestion around the 8am and 5pm hours as employees arrive at work and leave work. This could result in a lot more travel through the narrow downtown streets leading to car-pedestrian conflict. Monica Merrell-Technical Records Specialist II Idaho Department of Health and Welfare</p>	<p>Thank you for the detailed explanation of how you believe removal of the signal a Yellowstone/Cliff would affect your operation. That is helpful information as we further consider any potential removal of that signal.</p>
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Idaho Falls Public Works - Engineering Division

Date: 9/20/23

Public Comment Response Log

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Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
					
After Deadline					
Sheri Poulsen	208-522-2295	<a href="mailto:sheri@ifcpa.com">sheri@ifcpa.com</a>	8/15/2026	<p>To whom it may concern, I think I may have missed the deadline for commenting on the potential removal of the traffic light at Yellowstone Ave and Cliff St but nonetheless I wanted to share my feelings on this matter. My business is located at the end of Cliff St (Cliff and Capital Ave) and I travel through this intersection multiple times a day, five days a week. Removing this stoplight would be detrimental to the traffic patterns for employees and my clients. We use Cliff St to Yellowstone to 17th multiple times a day and removing this light would make dangerous and nearly impossible to us this route given the amount of traffic on Yellowstone during the- especially at peak times during the day. To say there isn't enough traffic at this intersection to warrant a light is completely untrue. Many people attempt left hand turns from Yellowstone onto Cliff and cross Yellowstone at Cliff/Maple street. Furthermore, many pedestrians and bicyclists use the traffic light at this intersection to access downtown. Given the danger to the residents and business owners in this area, I hope you will reconsider this proposed project. Sincerely, Sheri Poulsen, CPA</p>	<p>Thank you for your comments regarding the impact you believe removal of the Yellowstone/Cliff signal could have on your business and your observations of relevant traffic operations. That is helpful. By way of clarification, signal warrants are data-driven and put forth as a matter of law in the Manual on Uniform Traffic Control Devices. It is not a subjective determination. For pedestrians and cyclists, the ability to cross Yellowstone Ave at Cliff St via signals will be preserved through the installation of a Pedestrian Hybrid Beacon (PHB), similar to that at Yellowstone Ave and B St. This traffic control device, when activated, requires oncoming vehicles to stop for crossing pedestrians and cyclists.</p>

Name	Phone (If Provided)	Email (If Provided)	Date Received	Comment	Response
Ralph Frost, School District 91	208-716-0873	<a href="mailto:frosralp@sd91.org">frosralp@sd91.org</a>	9/20/2023	The biggest concern for us on removing the traffic signal at Park & E would be the secondary students that use that intersection to cross E Street to access the bus stop on Capitol between E & F. Those students would come from any apartments south of E Street or east of Park.	We are looking into installing pedestrian improvements at Park & E, either with an upcoming project in the E Street corridor or, if possible, sooner. In addition to ADA upgrades, we are considering some type of enhanced pedestrian treatment to cross E St, such as rectangular rapid flash beacons (RRFBs).
				Another possible concern would be high school traffic now at the CTEC building. Might be risky to take out a signal with that many inexperienced drivers using the area all day. I imagine the high number of high school students coming and going all day wasn't in the study since the building is new. I have Cc'd the director of that facility, Bev Hott, just in case she has any concerns. School buses also use this signal to gain safe access to E Street from the bus loading zone on Park Av.	
				As for Cliff & Yellowstone, if you want input on that one. Not really any student issues on this one but for bus traffic north and south on Yellowstone Ave., all buses will still have to stop if the tracks are not removed or have "EXEMPT" signs put up. Having the signal there helps us because traffic is somewhat prepared to slow down or stop around traffic signals. But if buses are still stopping there for the tracks with no traffic signal there, the general public tends to get very impatient with us. If the railroad people tell you the track will be removed in the future it would be great if "EXEMPT" signs could be installed by the railroad. That sign allows buses to proceed across tracks without stopping.	
					There was considerable vehicular activity at that facility when we did our counts, and with those vehicles volumes were still far below what is needed to justify the signal. We will continue to monitor the traffic situation there to see if additional improvements need to be made with future improvements to the E Street corridor.
					Thank you for bringing the RR crossing issue on Yellowstone to our attention. The tracks running through the intersection are no longer in service (tracks have already been removed at street crossings west of there). We'll work with ITD to see if we can get EXEMPT signs installed.



# Potential Traffic Signal Removals - 2023



**E Street &  
Park Avenue**

**Yellowstone Avenue  
& Cliff Street**



1" = 300'





Potential Traffic Signal Removals - 2023  
E Street/Park Ave and Yellowstone Ave/Cliff St

*Summary of Comments Received*

No. of Comments Received	60
E Street/Park Ave	
For Removal	8
Against Removal	7
No Opinion Expressed	45
Yellowstone Ave/Cliff St	
For Removal	6
Against Removal	51
No Opinion Expressed	3



# Mayor and Council



## MEMORANDUM

**TO:** Honorable Mayor and Council

**FROM:** Wade Sanner, Community Development Services Director

**DATE:** September 6, 2023

**RE:** September 5, 2023, Planning Commission Action

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Planning Commission took the following action during the September 5, 2023, meeting.

1. **PLAT23-020: FINAL PLAT. Sand Creek Estates Division No. 2. Part of the NW ¼ of Section 4, Township 1 North, Range 36 East. Generally located north of Sandpiper Way, east of S 15th E, south of E 49th S, west of Long Cove Drive.** On September 5, 2023, the Planning and Zoning Commission unanimously voted to recommend approval of the final plat to the mayor and City Council as presented.
2. **RZON23-004: REZONE. Rezone 5.26 acres from LC, Limited Commercial to HC, Highway Commercial. NW 57,439 sq ft and the W Center 127,495 sq ft and the 19,708 sq ft of Lot 2, Block 1, Westridge Addition Division NO. 1 and Lot 29, Block 1, Westridge Addition, Division NO. 1 3rd Amended. Located in the SE corner of the intersection of Broadway and Old Butte Road.** On September 5, 2023, the Planning and Zoning Commission unanimously voted to recommend approval of the rezone from LC to HC to the mayor and City Council as presented.

**RECOMMENDED COUNCIL ACTION:** To receive recommendation(s) from the Planning and Zoning Commission pursuant to the Local Land Use Planning Act (LLUPA).