



## NOTICE OF PUBLIC MEETING

Monday, August 22, 2016

CITY COUNCIL CHAMBERS

680 Park Avenue

Idaho Falls, ID 83402

3:00 p.m.

*The public is invited to attend. 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 or program of the City of Idaho Falls, you may contact City Clerk Kathy Hampton at 612-8414 or the ADA Coordinator Lisa Farris at 612-8323 as soon as possible and they will make an effort to accommodate your needs.*

### **SPECIAL MEETING (Council Work Session)**

#### Call to Order and Roll Call

#### Mayor and Council:

- Mayor's Report and Action Items (5)
- Acceptance and/or Receipt of Minutes
- Announcements and Calendar Items (5)
- City Council Reports (10)

#### Municipal Services:

- Approval of FY2016/2017 Fee Resolution
- Approval of FY2016/2017 Appropriation Ordinance

#### Airport:

- Airshow Agreement Discussion (30)

#### Presentation:

- Economic Development Update (35)

#### Municipal Services:

- Review of City Service Delivery Account Write-off Policy (10)

#### Public Works:

- Traffic Signal Removal Study Discussion (40)

### **EXECUTIVE SESSION**

An Executive Session will be held immediately following the conclusion of the agenda items listed above. The Executive Session has been called pursuant to the provisions of:

Idaho Code Section 74-206(1)(c) To acquire an interest in real property which is not owned by a public agency.

DATED this 19<sup>th</sup> day of August, 2016

  
Kathy Hampton  
City Clerk

**IFFD CRC MEETING**  
**MONDAY, July 25, 2016**

The July 25, 2016 Idaho Falls Fire Department (IFFD) Citizen Review Committee (CRC) meeting was called to order at 6:40 PM by Chairman Julie Foster. CRC members in attendance were Stephanie Willoughby, Nancy M. Carlson, and David Haderlie. Steven Besse, Ronald Tallman, and Kathy Nave were unable to attend. A quorum, defined as 50% plus one (1) of the committee members, was established. Also present for a round-table discussion were IFFD Chief Dave Hanneman and Post Register reporter Brian Clark. Nancy Carlson took the meeting minutes.

The minutes of the July 11, 2106 meeting were accepted as distributed.

Chairman Foster provided the committee with a draft copy of our IFFD report incorporating all review area summaries and recommendations as well as updated text based on guidance provided by Mayor Rebecca Casper during our July 13, 2016 meeting with her. Chairman Foster provided each member with written comments prepared by David Haderlie as a starting point for our review. Members also provided suggestions to strengthen the draft report.

Chairman Foster stated that she would incorporate the suggested changes and add an Appendix B - Summary Table of Recommendations. Appendix B will include the bulleted list of recommendations for each of the eight areas reviewed by the CRC. Once Chairman Foster has incorporated suggested changes and added Appendix B, she will send the updated draft to Chief Hanneman for a final review and mark-up by him and his staff.

Prior to adjourning, Brian Clark of the Post Register requested all in attendance provide him with their name and phone number in case he had questions about the discussion.

The July 27, 2016 meeting adjourned at 8:21 PM.

Minutes prepared by IFFD CRC acting Secretary, Nancy M. Carlson.

*N M Carlson*

# **Idaho Falls Sister City Meeting Minutes**

**Monday, July 18th, 2016**

**Members in Attendance:** Janelle Tomchak, Nancy and Jim Thorsen, Clarke Kido, Val Haddon, Kevin and Joan Fuhrman, Bill Toth, Cal and Cindy Ozaki, Dave and Carole Walters, Mike and Jovita Cosens, Mayor Rebecca Casper, Kami Morrison, Cheryl and Ed Zaladonis, Brian and Julie Wartchow, Linda Milam

**Minutes:** Approved with a minor adjustment to the posting of the notice of public meeting

**Treasurer's Report:** Balance \$10,012.65

- \$200 deposit paid for Chico Hot Springs

## **Business:**

- Friendship Garden report: Per Ed Zaladonis, the city and Foresight Security are working to get surveillance and security cameras in the garden. Clark advised that Judy Seydel is requesting the addition of a storage shed. The storage shed would hold tools and other equipment for garden maintenance, so the volunteers do not have to pack all the equipment there and back each day that there is work being done. It was asked if the Sister Cities received any of the funds generated by events held in the garden for maintenance and upkeep, and at this time we do not. Inquiries will be made to see if there would be a way to set up a sub-fund for this very purpose from revenue created by events.
- 35<sup>th</sup> Anniversary Celebration: The main information table will be set up in the Friendship Garden by the flags. The youth delegation is going to hang the koi and assist where needed during the event. The youth delegation will also be making snow cones, using Clarke Kido's snow cone machine, for donations (with proceeds going to their delegation). It has been decided to have 200 water bottles on hand since there is going to be a lot of foot traffic on the river that day. Koi will be hung in the Farmers' Market and bridge, as well as having a member or two set up to promote awareness of our presence in the park and direct people to the main information table. Carole also has large banners that can be used as well. To help garner interest in the event, it was proposed that the youth delegation wear their kimonos and the members of the adult delegation wear their Happi coats. Carole will also check with Melinda of the youth delegation to see if they could bring the bulletins with pictures of exchanges to further show citizens.
- Tokai Visit Preparations: Per Alison, there are seven people signed up for the visit so far. Plans for the Tuesday during the visit are going to be put on hold at this time while more information is gathered on possible activities. If the weather cooperates, it was mentioned that the zoo would be a possibility as well. If not, a tour of the new Melaleuca building would be another. People currently signed up

for homestays are: the Ozakis, the Zaladonis', the Furhmans, Val Haddon, the Thorsens, the Cosens, and the Walters'.

- IFSC Changes and new ordinance: Mayor Casper wanted to clear up any misunderstandings and answer any questions regarding the new changes to the organization. Even though there was some initial confusion, the Mayor insists that she is a supporter and proponent of the Idaho Falls Sister Cities organization. These changes are meant to create a structure for the organization within the city. Concerns were expressed at the wording of the budget section of the ordinance as well as members being residents of the city of Idaho Falls (at this time there are several members that do not meet this requirement). It was agreed to have a meeting solely to discuss concerns and questions regarding this new ordinance on July 25<sup>th</sup> in the City Council Chambers. Members are also strongly encouraged to read through the ordinance and email Carole with any questions or concerns so she can present them to the city.

**There will be an Ordinance meeting on July 25<sup>th</sup> for the sole purpose of reviewing the new Sister Cities Ordinance proposed by the city. Anyone who is interested is encouraged to attend.**

**The next general meeting is August 15<sup>th</sup>, at 7 pm in the City Council Chambers.**

Janelle Tomchak

Secretary, Idaho Falls Sister Cities



## MEMORANDUM

**TO:** Mayor and City Council  
**FROM:** Municipal Services Department  
**DATE:** August 19, 2016  
**RE:** Adoption of 2016-17 Proposed Fees, Including New Fees and Fee Increases

Municipal Services respectfully requests the Mayor and Council approval of the 2016-17 proposed fees including new fees and fee increases. The proposed new fees and fee increases were advertised August 4, 2016 and August 11, 2016 as required by Idaho Code.

The Public Hearing is scheduled for Thursday, August 18, 2016, in the Council Chambers in the City Annex Building located at 680 Park Avenue in Idaho Falls, Idaho.

Respectfully

Pamela Alexander  
Municipal Services Director

**RESOLUTION NO. 2016-**

A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ADOPTING A SCHEDULE OF REVISED FEES FOR SERVICES PROVIDED AND REGULARLY CHARGED AS SPECIFIED BY CITY CODE; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.

WHEREAS, City Council deems it advisable to adopt existing fees set by earlier ordinances and resolutions in one general fee resolution; and,

WHEREAS, Council has passed an ordinance creating permits for Additional Dogs; and

WHEREAS, Council has determined that the revised and new fees included in this Resolution are appropriate and are reasonably related to the purpose for which such fees are charged; and,

WHEREAS, a public hearing was held pursuant to Idaho Code § 63-1311A after which the Council considered input given by the public; and,

WHEREAS, the Council, by this Resolution, desires to amend and update only those fees and charges contained in the Attachment to this Resolution, while continuing and approving of other fee lawfully charges by the City that are contained elsewhere and not within the Attachment to this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF IDAHO FALLS, AS FOLLOWS:

1. That the revised and additional fees are set forth in Fee Changes, Exhibit "A."
2. That the fees set forth in Idaho Falls Fee Schedule – October 2016, Exhibit "B" attached hereto and made a part hereof, be in force and effect in matters relating to fees from and after October 1, 2016;
3. That this Resolution amends all previous Resolutions and Ordinances regarding fees charged by the City concerning the fees that are contained in this Resolution;
4. That any Resolution or provision thereof that is inconsistent with this Resolution is hereby repealed.

ADOPTED and effective this \_\_\_\_ day of \_\_\_\_\_, 2016.

CITY OF IDAHO FALLS, IDAHO

\_\_\_\_\_  
Rebecca L. Noah Casper, Mayor

ATTEST:

\_\_\_\_\_  
Kathy Hampton, City Clerk

(SEAL)

STATE OF IDAHO                    )  
  ) ss:  
County of Bonneville            )

I, KATHY HAMPTON, CITY CLERK OF THE CITY OF IDAHO FALLS, IDAHO, DO HEREBY CERTIFY:

That the above and foregoing is a full, true and correct copy of the Resolution entitled, “A RESOLUTION OF THE CITY OF IDAHO FALLS, IDAHO, A MUNICIPAL CORPORATION OF THE STATE OF IDAHO, ADOPTING A SCHEDULE OF REVISED FEES FOR SERVICES PROVIDED AND REGULARLY CHARGED AS SPECIFIED BY CITY CODE; AND PROVIDING THAT THIS RESOLUTION BE EFFECTIVE UPON ITS PASSAGE, APPROVAL, AND PUBLICATION ACCORDING TO LAW.”

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Kathy Hampton, City Clerk

(SEAL)

EXHIBIT 'A'

CITY OF IDAHO FALLS

**Fee Changes**

NOTICE IS HEREBY GIVEN that the City of Idaho Falls proposes to impose the following new fees and fee increases greater than 5% of such fees collected. The additional fees are necessary to cover increased costs in the City of Idaho Falls.

<b><u>Source of Fees</u></b>	<b><u>Current Fees</u></b>	<b><u>Proposed New Fees</u></b>
<b>IDAHO FALLS POWER</b>		
Commercial Rate – Demand Charge	\$6.25 per KW for all KW, with a minimum demand charge of \$26	\$7.25 per KW for all KW, with a minimum demand charge of \$26
Net Metering Commercial Rate – Demand Charge	\$6.25 per KW for all KW, but in no event less than \$26.00 per month	\$7.25 per KW for all KW, but in no event less than \$26.00 per month
Small Industrial Rate – Demand Charge	\$6.50 per KW for all KW, but if less than 275 KW, \$2,000	\$7 per KW for all KW, but if less than 275 KW a minimum demand charge of \$2,000 per month
Large Industrial Rate – Demand Charge	\$6.50 per KW for all KW, with a minimum demand charge of \$14,000	\$7 per KW for all KW, but if less than 2000 KW with a minimum demand charge of \$14,000 per month
Residential Energy Charges	\$0.0578 per KWH, plus a \$15.00 Monthly Charge	\$0.0578 per KWH, plus a \$16.00 Monthly Charge
Net Metering Residential Rate – Monthly Charge	\$15	\$16
Net Metering Rate – Energy Credit	Average Mid-Columbia Day ahead index price per KWH	Heavy Load Mid-Columbia index price per KWH
Temporary or Construction Electric Service	\$0.0578 per KWH for all energy, plus a \$15.00 Monthly Basic Charge	\$0.0578 per KWH for all energy, plus a \$16.00 Monthly Basic Charge
Power Factor Penalty	Recorded demand x (.0075 x percentage points lagging as determined from simultaneous measurement of KWH hour and KVar h during nay billing period	For those with power factor 85% or lower: Recorded demand + KW/ $\sqrt{(KW^2 + KVar^2)}$
<b>PARKS AND RECREATION</b>		
Ice Rental Fee (Practice)	\$85	\$100
1. Public Skate		
a. Ages 4-12	\$3.25	\$3.50
b. Ages 13 +	\$4	\$4.25
c. Senior	\$3.25	\$3.50
2. 10 Punch Pass		
a. Ages 4-12	\$25	\$28
b. Ages 13 +	\$33.50	\$38
c. Senior	\$25	\$28
3. 30 Punch Pass		
a. Ages 4-12	\$70	\$78



b. Ages 13 +	\$95	\$100
c. Senior	\$70	\$78
4. Ice Skate Rentals/Lessons		
a. Skate Aide	\$1	\$2
b. Ice Skates	\$3.25	\$3.50
c. Ice Skating Lessons	\$45	\$48
d. Ice Skating Lesson with Rentals	\$56	\$59
e. Adult Skating Lesson (Drop in)	\$12	\$13
f. Adult Skating Lesson (Drop in with Rentals)	\$15	\$16
5. Recreation Center		
a. Yearly Businessmen's Basketball Pass (Noon Ball)	\$50	\$75
6. Wes Deist Aquatic Center Fees – 4803		
a. Mermaid Experiences		\$25
7. Taiko Drumming		
a. Beginner	\$60	\$150
b. Advanced	\$72	\$150

## UTILITY DELINQUENT ACCOUNT FEES

Fee for delinquent accounts	\$3 monthly for 60 days past due, 1% additional beyond 60 days	1% on 31-day balance, minimum of \$5
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## POLICE DEPARTMENT

1. Parking Fees		
a. Downtown Unlawful Parking Citation	\$5	\$20
b. Second Unlawful Parking Citation within 30 days of Prior Citation	\$15	\$35
c. Third or subsequent Unlawful Parking Citation within 30 days of Prior Citation	\$30	\$50
d. Any other Violation of the Public Parking Ordinance	\$10	\$20

## FIRE DEPARTMENT

1. International Fire Code Permits and Fees:		
a. Operational Permit Fee	\$50	\$70
b. Construction Permit Fee	\$50	\$70
a. Site Plan Review		\$70
c. Structural Plan Review Fees	\$50 per 5,000 square feet, or portion thereof, up to a maximum of \$500	16% of Building Permit Valuation
d. Fire Alarm Plan Review Fee	\$50 per 100 devices, or a portion thereof, up to a maximum of \$150	\$70 or \$4 per device, whichever is greater
e. Additional acceptance test field inspections	\$65	\$70
f. Fire Sprinkler System Review Fees	\$100	\$140 + \$2.25 a head
g. Fire Pump Review Fee	\$100	\$140
2. Other Inspection and Fees		
a. Target Hazard Operational Permits		\$70 per hour, 1 hour minimum for inspection
b. Commercial Hood inspection		\$70
3. Firework Licensing:		
a. Consumer Fireworks Permit Application Fee	\$50	\$70
b. Consumer Fireworks Wholesale Permit Fee	\$100	\$140
4. Ambulance Service:		
a. Advanced Life Support		
i. Non-Emergency	\$562.38	\$579.25
ii. Resident	\$697.57	\$718.50
iii. Non-Resident	\$892.24	\$919.01
iv. BLS Non-Emergency	\$367.71	\$378.74
v. BLS Emergency – In District	\$594.83	\$612.67
vi. BLS Emergency – Out of District	\$784.09	\$807.61
vii. ALS-2	\$1,005.80	\$1,035.97
viii. Critical Care	\$1,189.65	\$1,225.34
b. Mileage:		

i. BLS Mileage and ALS Mileage – Resident	\$12	\$12.36
ii. BLS Mileage and ALS Mileage – Non-Resident	\$15	\$15.45
c. Treat and Release:		
i. Insurance other than Medicare	\$150	\$154.50
ii. Respond and Evaluate, no other service	\$100	\$103
d. Ambulance Waiting Time	\$140 per hour	\$144.20
e. Empty return leg fee		\$140/hr, 1 hour minimum, Standard mileage rate for non-patient transport.
1. Golf Course(s) Fees – 6001, 6002, 6003, 6004, 6005, 6006		
a. Non-Resident Green Fees		
i. Weekday 9 Holes	\$18.50	\$19
ii. Weekday 18 Holes	\$26.00	\$27
iii. Weekend 9 Holes	\$19.50	\$20
iv. Weekend 18 Holes	\$27.00	\$28
v. Out-of-State 9 Holes	\$19.50	\$20
vi. Out-of-State 18 Holes	\$35	\$36
b. Resident Green Fees		
i. Weekday 9 Holes	\$15.50	\$16
ii. Weekday 18 Holes	\$23	\$24
iii. Weekend 9 Holes	\$16.50	\$17
iv. Weekend 18 Holes	\$24	\$25
c. Resident Season Pass*		
i. First Adult*	\$610	\$628.30
ii. Second Adult*	\$493	\$507.79
iii. First Senior 5-Day*	\$419.50	\$432.09
iv. Second Senior 5-Day*	\$377.50	\$388.83
v. First Senior 7-Day*	\$524.50	\$540.24
vi. Second Senior 7-Day*	\$482.50	\$496.98
vii. Young Adult Pass*	\$388	\$399.64
d. Non-Resident Season Passes*		
i. First Adult*	\$650	\$669.50
ii. Second Adult*	\$530	\$545.90
iii. First Senior 5-Day*	\$461.50	\$426.94
iv. Second Senior 5-Day*	\$414.50	\$581.95
v. First Senior 7-Day*	\$565	\$535.09
vi. Second Senior 7 Day*	\$519.50	\$535.09
e. Golf Cart Rentals		
i. Private Cart Trail Fee per Rider 9 Holes	\$6	\$6.50
ii. Private Cart Trail Fee per Rider 18 Holes	\$12	\$13
iii. 11 Cart Punch Pass	\$62.50	\$64.39
iv. 22 Cart Punch Pass	\$120	\$123.60
f. Single Rider Cart Pass Annual	\$862.50	\$888.38
g. Two Rider (Family) Cart Pass Annual	\$1,068.50	\$1,100.59
h. Cart Pass 1 Rider 1 Course Annual	\$724.43	\$123.60

## LIBRARY

Easy Reader Case		\$10 per case
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## MUNICIPAL SERVICES DEPARTMENT

1. Dog Licensing and Control:		
a. Additional Dog License Fee		\$90
b. Dog License Appeal Fee		\$111

## Public Works – Wastewater Division Service Fees

1. Sewer Main Connection Charge, per front foot of property owned upon street or public right-of-way within which a sewer main is located	\$20	\$22
2. Monthly Non-Metered Residential Wastewater Rates:		
a. Single Family Dwellings, including condominium units and mobile homes (excluding separate apartment units within such dwelling), per dwelling or unit	\$21.66, plus \$16.27 for each additional dwelling unit	\$21.70
b. Duplex, per dwelling or unit		\$21.70

c. Apartment Unit (tenant pays bill), per unit		\$16.30
3. Monthly Non-metered Commercial Wastewater Rates:		
a. Category 1 (Commercial Apartment Buildings where landlord pays bill) per apartment unit		\$16.30
b. Category 2 (Bar, Church, Gym, Office Space, Retail, Salon, Shop, Warehouse), per business		\$21.70
c. Category 3 (Big Box Retail, Car Sales, Convenience Store, Day Care, Fast Food, Medical Office), per business		\$39.40
d. Category 4 (Hall, Restaurant), per business		\$57.60
e. Category 5 (Grocery Store, Hotel or Rest Home with 20 rooms or less), per business		\$107.50
f. Category 6 (Hotel or Rest Home with more than 20 rooms), per business		\$623.75
g. Single Family Dwellings, including condominium units and mobile homes	\$21.66 plus \$16.27 for each functionally separate apartment located in such dwelling	See new categories above
h. Large multi-family dwelling unit	\$16.27 for each functionally separate dwelling unit	See new categories above
i. Small multi-family dwelling unit	\$21.66 for each functionally separate dwelling unit	See new categories above
j. Mobile home court	\$21.66 plus \$16.27 for each occupied space	See new categories above
k. Commercial buildings and professional offices	\$6.49 per each 1,000 square feet of floor space	See new categories above
l. Laundromats	\$10.82 per washing machine upon the premises	See new categories above
m. Barber or beauty shop	\$3.46 for each sink	See new categories above
n. Hotels, motels, boarding houses	\$6.92 for each room	See new categories above
o. Restaurants and fast-food establishments	\$57.56	See new categories above
p. Secondary schools, colleges, and universities	\$11.42 per each 50 enrolled students or fraction thereof	\$11.45 per each 50 enrolled students or fraction thereof
q. All other non-metered customers	\$21.66 per each fully enclosed stricter connected to the publicly operated waste water treatment and collection works	See new categories above

<b>Public Works – Water Division Service Fees</b>		
1. Water Main Connection Charge, per front foot of property owned upon street or public right-of-way within which a water main is located	\$35	\$36.75
2. Non-metered Monthly Water Rate – Single Family Dwellings and Mobile Homes (excluding separate apartment units within such dwelling), per dwelling or unit	\$25.20	See new category below
3. Non-metered Monthly Water Rate – Apartment Unit per unit	\$18.94	See new category below
4. Non-metered Monthly Water Rate – Apartment Unit occupied by Landlord or Manager	\$25.20	See new category below
5. Monthly Non-metered Residential Water Rates:		
a. Single Family Dwellings and Mobile Homes (excluding separate apartment units within such dwelling), per dwelling or unit		\$18.65
b. Duplex, per dwelling or unit		\$18.65
c. Apartment Unit (tenant pays bill), per unit		\$15.00
6. Monthly Non-metered Commercial Water Rates		
a. Non-metered Monthly Water Rate – Office Buildings, Banks, Bowling Alleys, Lodges, Markets per each 1,000 square feet of area or fraction thereof	\$7.55	See new category below

b. Non-metered Monthly Water Rate – Laundromat – per machine	\$12.56	See new category below
c. Non-metered Monthly Water Rate – Travel trailer court	\$25.20 plus \$18.94 per occupied trailer space	See new category below
d. Non-metered Monthly Water Rate – Barber or Beauty Shop, each bowl	\$4.27	See new category below
e. Non-metered Monthly Water Rate – Hotel, motor hotel, motel, or rooming house, per room	\$8.02	See new category below
f. Non-metered Monthly Water Rate – Restaurant and Fast-Food Establishment	\$66.96	See new category below
g. Category 1 (Commercial Apartment Buildings where landlord pays bill) per apartment unit		\$15.00
h. Category 2 (Bar, Church, Gym, Office Space, Retail, Salon, Shop, Warehouse), per business		\$26.50
i. Category 3 (Big Box Retail, Car Sales, Convenience Store, Day Care, Fast Food, Medical Office), per business		\$33.10
j. Category 4 (Hall, Restaurant), per business		\$87.50
k. Category 5 (Grocery Store, Hotel or Rest Home with 20 rooms or less), per business		\$126.00
l. Category 6 (Hotel or Rest Home with more than 20 rooms), per business		\$262.50
7. Seasonal Irrigation Service, per customer, landlord, tenant or agent	\$20.95 Annually	See new category below
8. Monthly Non-metered Residential Irrigation Water Rate:		
a. Single Family Dwellings and Mobile Homes, per dwelling or separately owned landscape parcel		\$10.00
b. Duplex, per dwelling or unit		\$5.00
c. Apartment Unit (tenant pays bill), per unit		\$2.50
9. Seasonal Irrigation Service , Non-metered, Non-residential property With lawn or cultivated area measuring more than 1/20th an acre-per acre or Fraction thereof	\$117.11 Annually	See new category below
10. Monthly Non-metered Commercial Irrigation Water Rate (All Commercial Categories plus Private Parks, Privately Maintained Common Area or Parcel), per 100 square feet of calculated landscape area		\$0.16
11. Metered Monthly Water Service Rate	\$Minimum monthly metered charge (as indicated below) plus \$0.66 per each 1,000 gallons, or any fraction thereof, in excess of 12,000 gallons per month, subject to the minimum monthly charge	See new base and volumetric rates below
12. Monthly Base Metered Water Rate, per size of water meter:		
a. 5/8" Meter	\$25.20	\$26.50
b. 3/4" Meter	\$25.20	\$26.50
c. 1" Meter	\$25.20	\$26.50
d. 1 1/4" Meter	\$33.48	\$35.25
e. 1 1/2" Meter	\$41.88	\$44.25
f. 2" Meter	\$50.15	\$53.00
g. 3" Meter	\$58.56	\$61.75
h. 4" Meter	\$83.63	\$88.25
i. 6" Meter	\$167.28	\$168.10
j. 8" Meter	\$250.78	\$265.00
13. Monthly Metered Water Volumetric Rate, per each 1,000 gallons used:		\$0.66
14. DEQ Water Quality Assessment Fee	\$3 Annually	See new rate below
15. Monthly Idaho DEQ Water Primacy Fee (All Non-metered and Metered Categories), per dwelling, unit, business, or metered connection		\$0.25
16. Outside of City Billing Rates		200% of Metered Rates or Non-metered Rates as Set Forth Above for City Residents

### Public Works – Sanitation Division Service Fees

1. Minimum 30 C. Y. Uncompacted Container Monthly Charge (with NO pick-up)	\$52.50	See new category below
2. Monthly Commercial and Industrial Charges:		

a. Large Uncompacted Container:		
i. Base Charge		\$35.70

EXHIBIT 'B'

CITY OF IDAHO FALLS

FEE SCHEDULE

Police Department.....	2
Fire Department .....	2
Municipal Services Department .....	3
Licensing .....	3
City Officer and Employee Bonds .....	5
Idaho Falls Power.....	5
Electrical Service Fees .....	5
Public Fiber Optic Network Fees .....	6
Public Works Department .....	6
Wastewater Division Service Fees .....	6
Water Division Service Fees .....	7
Sanitation Division Service Fees .....	8
Street Division Fees .....	9
Utility Delinquent Account Fee .....	9
Engineering Division Fees .....	9
Parks and Recreation Fees .....	9
Airport Department.....	16
Community Development Services Department.....	16
Library .....	20

## POLICE DEPARTMENT

1. Public Parking Fees:	
a. Downtown Resident Parking Permit	\$15
b. Downtown Unlawful Parking Citation	\$20
c. Second Unlawful Parking Citation within 30 days of Prior Citation	\$35
d. Third or subsequent Unlawful Parking Citation within 30 days of Prior Citation	\$50
e. Unlawful Parking in a Spot Designated for Persons with Disabilities	\$50
f. Any other Violation of the Public Parking Ordinance	\$20
g. Violation of Snow Removal Ordinance	\$45
2. Abandoned Vehicle Reclamation – Processing Fee	\$15
3. Fingerprint Background Check Fee:	
a. Public Conveyance Operator	\$45
b. Taxi Operator	\$45
c. Courtesy Vehicle Operator	\$45
d. Child Care Worker Certification	\$45
e. On-Site Non Provider Certification	\$45
f. Door-To-Door Solicitors	\$45
g.	

## FIRE DEPARTMENT

2. International Fire Code Permits and Fees:	
a. Operational Permit Fee	\$70
b. Construction Permit Fee	\$70
c. Fine for Failure to Comply with Stop Work Order	\$300
d. Life Safety License	\$125
e. Violation of License Requirement Fine	\$300
f. Site Plan Review	\$70
g. Structural Plan Review Fees	16% of Building Permit Valuation
h. Fire Alarm Plan Review Fee	\$70 or \$4 per device, whichever is greater
i. Additional acceptance test field inspections	\$70
j. Fire Sprinkler System Review Fees	\$140 + \$2.25 a head
k. Fire Pump Review Fee	\$140
l. Alarm Response Fee	Maximum \$150
m. Mitigation Reimbursement Fees	Posted fee schedule
3. Other Inspection and Fees	
a. Inspections outside of normal business hours (minimum 2 hour charge)	\$70 per hour or hourly cost to City, whichever is greatest
b. Re-inspection Fees	\$70 per hour or hourly cost to City, whichever is greatest
c. General inspection fee (including, additional plan review required by changes, additions, or revisions to plan) (minimum one-half hour charge)	\$70 per hour or hourly cost to City, whichever is greatest
d. Target Hazard Operational Permits	\$70 per hour, 1 hour minimum for inspection
e. Commercial Hood Inspection	\$70
4. Firework Licensing:	
a. Consumer Fireworks Permit Application Fee	\$70
b. Consumer Fireworks Wholesale Permit Fee	\$140
5. Ambulance Service:	
a. Advanced Life Support	
i. Non-Emergency	\$562.38
ii. Resident	\$697.57
iii. Non-Resident	\$892.24
iv. BLS Non-Emergency	\$367.71
v. BLS Emergency – In District	\$594.83
vi. BLS Emergency – Out of District	\$784.09
vii. ALS-2	\$1,005.80
viii. Critical Care	\$1,189.65
b. Mileage:	
i. BLS Mileage and ALS Mileage – Resident	\$12
ii. BLS Mileage and ALS Mileage – Non-Resident	\$15
c. Treat and Release:	
i. Insurance other than Medicare	\$150
ii. Respond and Evaluate, no other service	\$100
d. Ambulance Waiting Time	\$140 per hour
e. Empty return leg fee	\$140/hr, 1 hour minimum, Standard mileage rate for non-patient transport.

# MUNICIPAL SERVICES DEPARTMENT LICENSING

1. Liquor by the Drink:	
a. Liquor by the Drink Annual License Fee	\$562.50
b. Transfer of Liquor by the Drink License	\$100
c. Liquor Catering Permit	\$20
2. Beer:	
a. Beer Annual On or Off Premises Consumption License	\$200
b. Annual Bottled or Canned Beer Off Premises Consumption License	\$50
c. Transfer of Annual On or Off Premises Consumption License	\$100
d. Transfer of Annual Bottled or Canned Beer Off Premises Consumption License	\$25
e. License for Beer Sold or Donated for Benevolent, Charitable, or Public Purposes	\$20
f. Multiple-Event License for Beer Sold or Donated for Benevolent, Charitable, or Public Purposes	\$20
g. License for Wine and Beer Sold or Donated for Benevolent, Charitable, or Public Purposes	Not to Exceed \$20
3. Building Contractors:	
a. Class A License	\$200
b. Class B License	\$200
c. Class C License	\$200
d. Class D License	\$125
e. Out of State Reciprocity License	\$50
f. In-State Reciprocity License	\$0
g. Late Renewal or Reinstatement of License Fee	\$75
h. Inactive Contractor's License Fee	\$100
i. Employee of non-reciprocal contractor continuing education course costs	\$50
j. Reciprocal contractor continuing education course cost	\$100
4. Public Right-of-Way Contractors:	
a. Public Right-of-Way Contractor's License Fee	\$50
b. Public Right-of-Way Work Bond	\$5,000
5. Wine:	
a. Annual Retail Wine License	\$200
b. Annual Wine-By-The-Drink License	\$200
c. License for Wine Sold or Donated for Benevolent, Charitable, or Public Purposes	\$20
d. Multiple-Event License for Wine Sold or Donated for Benevolent, Charitable, or Public Purposes	\$20
e. License Transfer Fee	\$100
f. License for Wine and Beer Sold or Donated for Benevolent, Charitable, or Public Purposes	Not to Exceed \$20
6. Private Patrol Services:	
a. Private Patrol Person Bond	\$1,000
b. Private Patrol Service Bond	\$2,000
c. Private Patrol Service License	\$100
d. Private Patrol Service License renewal	\$50
e. Private Patrol Person License	\$50
f. Private Patrol Person License renewal	\$25
7. Lawn Sprinkler and Water Conditioner Installers	
a. Lawn Sprinkler Contractor License	\$100
b. Water Conditioner/Water Softener Installer License	\$100
c. Water Condition/Water Softener/Law Sprinkler License renewal	\$35
8. Itinerant Merchants, Mobile Food Vendors, Door-to-Door Salesmen:	
a. Idaho Falls Resident Itinerant Merchant's License	\$25
b. Bonneville County Resident – Itinerant Merchant Investigation Fee	\$25
c. Outside of Bonneville County, Idaho Resident – Itinerant Merchant Investigation Fee	\$50
d. Outside of the State of Idaho – Itinerant Merchant Investigation Fee	\$250
e. Itinerant Merchant's Bond	\$1,000
f. Mobile Food Vender's License	\$20
g. Door-To-Door Solicitors	\$20
9. Pawnbroker's License	\$50
10. Secondhand Precious Metals Dealer License	\$30
11. Secondhand Storekeeper License	\$30
12. Scrap Dealer License	\$50
13. Adult Businesses:	
a. Fine – Operating without a valid permit	\$300
b. Application Fee	\$100
c. Annual Permit Fee	\$100



d. Sexually Oriented Business Employee License	\$100
e. License Renewal	\$25
14. Burglary and Robbery Alarms:	
a. Third False Alarm Public Nuisance Alarm System Permit	\$100
b. Fourth False Alarm Public Nuisance Alarm System Permit	\$200
c. Fifth False Alarm Public Nuisance Alarm System Permit	\$300
d. Sixth False Alarm Public Nuisance Alarm System Permit	\$400
e. Seventh and Subsequent False Alarm Public Nuisance Alarm System Permit	\$500
15. Dog Licensing and Control:	
a. Unneutered Dog and Cat License	\$12
b. Neutered Dog License	\$6
c. Duplicate Tag Fee	\$1
d. Non-Commercial Kennel License	\$50
e. Commercial Kennel License	\$50
f. Impound Daily Fee	\$22
g. Boarding Fee	\$19
h. Additional Dog License Fee	\$90
i. Dog License Appeal Fee	\$111
16. Day Care Licensing:	
a. Family Child Care License	\$75
b. Group Child Care License	\$150
c. Child Care Center	\$225
d. Child Care Worker Certification	\$20
e. On-Site Non-Provider Certification	\$20
17. Sign Licensing:	
a. Sign Contractor's License	\$25
b. Sign Contractor's Bond	\$1,000
c. Sign Erection Fee	\$60
d. Electric Sign Fee	\$30
e. Structural Plan Review Fee	\$30
18. Bus Stop Bench Permit Fee	\$10
19. Bus Stop Bench Permit Extension Fee	\$5
20. Bus Stop Bench Renewal Fee	\$5
21. Trees and Shrubbery:	
a. Private Tree Service Company License Fee	\$25
b. Fine for the Violation of the Provisions of Chapter 9 – Trees and Shrubbery	\$100
22. License Denial Appeal Filing Fee	\$50
23. Emergency Medical Services Licensing:	
a. EMS Class I Annual License	\$500
b. EMS Class II Annual License	\$500
c. EMS Class III Annual License	\$250
d. EMS Class IV Annual License	\$250
e. Attendant – Ambulance Driver License	\$25
24. Identification Badges:	
a. Public Conveyance Operator	\$8.00
b. Taxi Operator	\$8.00
c. Courtesy Vehicle Operator	\$8.00
d. Door-To-Door Solicitors	\$8.00
25. Civic Auditorium:	
a. Commercial:	
i. Performance Using Touring Performers (Admission)	
1. Main Performance	Greater of 10% or \$750.00
2. Each Matinee	Greater of 10% or \$300.00
ii. Performance Using Touring Performers (No Admission)	
1. Main Performance	\$300.00
2. Each Matinee	\$175.00
iii. Performance Using Area Performers (Admission)	
1. Main Performance	Greater of 10% or \$500.00
2. Each Matinee	Greater of 10% or \$200.00
iv. Performance Using Area Performers (No Admission)	
1. Main Performance	\$300.00
2. Each Matinee	\$175.00
v. Meetings	
1. Main Session	\$750.00
2. Each Additional Session	\$300.00
b. Non-Profit:	
i. Performance Using Touring Performers (Admission)	
1. Main Performance	Greater of 10% or \$500.00
2. Each Matinee	Greater of 10% or \$200.00
ii. Performance Using Member as Performers (Admission)	
1. Main Performance	\$300.00

2. Each Matinee	\$175.00
iii. Performance Using Members as Performers (No Admission)	
1. Main Performance	\$175.00
2. Each Matinee	\$100.00
iv. Meetings for Organizations	
1. Main Session	\$300.00
2. Each Additional Session	\$150.00
The Lessee is entitled to occupy eight (8) consecutive hours prior to performance at no additional charge on the day of performance. Any additional time will be based on charges in Paragraph IV.	
c. Bookings/Reservation Deposit Fees:	
i. 1 Day	\$100.00
ii. 2 Days	\$200.00
iii. 3 or More Days	\$300.00
Deposit will apply towards the facility rental fee. Refunds will be made if performance dates are cancelled 90 days prior to date of first reservation.	
d. Additional Fees:	
i. Additional Rehearsal Time and Setting Stage (First Three Hours)	\$90.00
ii. Each Additional Hour	\$15.00
A minimum charge of three hours wages is required for all personnel listed above. All personnel must have a fifteen (15) hour notice of cancellation of their services or lessee will be required to pay at least the minimum charge. The cost of labor in arranging the stage must be paid by the lessee. The lessee may furnish its own labor for stage hands, box office manager, ticket takers, and ushers. Sound and lighting personnel will be furnished by the lessor but wages will be paid by lessee.	

### CITY OFFICER AND EMPLOYEE BONDS

1. Building Inspectors (Blanket Bond):	\$5,000
2. City Engineer	\$1,000
3. Clerk	\$5,000
4. Controller	\$5,000
5. Deputy Treasurer	\$5,000
6. Director of Municipal Services	\$5,000
7. Fire Chief	\$1,000
8. Mayor and City Clerk Office Employees (Blanket Bond)	\$5,000
9. Police Chief	\$2,000
10. All other Police Officers or Employees	\$1,000
11. Purchasing Agent	\$1,000
12. Street Superintendent	\$1,000
13. Treasurer	\$5,000
14. Water Superintendent	\$2,000

### IDAHO FALLS POWER ELECTRICAL SERVICE FEES

1. Meter Service Installation Fee	\$50
2. Meter Accuracy Test	\$50
3. AMI Opt Out - Monthly Charge	\$6.41
4. Tampering Reconnection Fee	\$200
5. First Electric Disconnect Fee	\$25
6. Any Subsequent Disconnect Fee within 12 Months of Preceding Disconnect Order	\$50
7. Line Extension for Single Family Home (per lot)	\$1,100
8. Line Extension for Multi-Family Housing (per family unit)	\$600
9. Line Extension for Commercial	Actual Cost
10. Secondary Service Connection (per Service)	\$100
11. Maximum Security Deposit for Non-12-Month-Consecutive Residential Customer	\$300
12. Maximum Security Deposit for Non-12-Month-Consecutive Commercial or Industrial Customer	\$1,000
13. Commercial Rate - Base Energy Charge	\$0.0350 per KWH
14. Commercial Rate - Power Cost Adjustment	\$0 per KWH
15. Commercial Rate - Demand Charge	\$7.25 per KW for all KW, with a minimum demand charge of \$26 per month
16. Net Metering Commercial Rate - Base Energy Charge	\$0.0350 per KWH
17. Net Metering Commercial Rate - Power Cost Adjustment	\$0 per KWH
18. Net Metering Commercial Rate - Demand Charge	\$7.25 per KW for all KW, with a minimum demand charge of \$26 a month
19. Small Industrial Rate - Energy Charge	\$0.0340 per KWH
20. Small Industrial Rate - Power Cost Adjustment	\$0 per KWH

21. Small Industrial Rate – Demand Charge	\$7 per KW for all KW, but if less than 2,000 KW a minimum demand charge of \$14,000 per month
22. Large Industrial Rate – Energy Charge	\$0.0340 per KWH
23. Large Industrial Rate – Power Cost Adjustment	\$0 per KWH
24. Large Industrial Rate – Demand Charge	\$7 per KW for all KW, with a minimum demand charge of \$14,000
25. Large Single Load Rate	Negotiated Rate
26. Residential Energy – Base Energy Charges	\$0.0578 per KWH
27. Residential Energy – Monthly Service Charge	\$16.00
28. Residential – Power Cost Adjustment	\$0 per KWH
29. Surge Arrestor – Residential	\$4 per month
30. Surge Arrestor - Commercial	\$7 per month
31. Net Metering Residential Rate – Monthly Charge	\$16
32. Net Metering Residential Rate – Base Energy Charge	\$0.0578 per KWH
33. Net Metering – Power Cost Adjustment	\$0
34. Net Metering Rate – Energy Credit	Heavy Load Mid-Columbia index price per KWH
35. City Street Light Energy Charge	\$0.0725 per KWH
36. Security Lighting Energy Charges – Monthly Rate – 100 W	\$17.50
37. Security Lighting Energy Charges – Monthly Rate – 200 W	\$20
38. Security Lighting Energy Charges – Monthly Rate – 400 W	\$26.50
39. Security Lighting Installation Fee	\$150
40. Temporary or Construction Electric Service – Base Energy Charge	\$0.0578 per KWH
41. Temporary or Construction Electric Service – Monthly Service Charge	\$16
42. Temporary Service Installation Charge	One time charge of \$150. The charge is \$750 if a transformer is required.
43. Power Factor Penalty	For those with power factor 85% or lower: Recorded demand + $KW/\sqrt{(KW^2 + KVar^2)}$

### PUBLIC FIBER OPTIC NETWORK FEES

1. Fiber Optic Disconnection Fee	\$100
2. Subsequent Disconnection Fee within 12 Months of Prior Disconnection	\$250
3. Maximum Security Deposit	\$4,000
4. Backbone Service Fee, per single pair fiber, per month	\$1,340
5. New Customer Connection Fee per Connection	\$100
6. Construction Costs	Actual Costs
7. Distribution Engineering Fee per Drop	\$100
8. Monthly Distribution Access Fee	\$25
9. Cost Sharing Payments or Credits	Actual Costs

### PUBLIC WORKS DEPARTMENT WASTEWATER DIVISION SERVICE FEES

1. Wastewater Service Connection Fees:	
a. Single Family Dwelling Wastewater Fee, per sewer service connection	\$1,023.00
b. Mobile Home Courts or Mobile Home Subdivision Fee, per mobile home space	\$1,023.00
c. Motel, Hotels, Boarding Houses, Travel Courts Fee:	
i. Per Sewer Service Connection	\$1,023.00
ii. Plus per room or trailer space used independently for human habitation	\$60.00
d. Apartment Houses, Duplexes, Condominiums and similar Living Units Connection Fee:	
i. Per Sewer Service Connection	\$1,023.00
ii. Plus per living unit in excess of 1 unit	\$342.00
e. Commercial Buildings Connection Fee:	
i. Per Sewer Service Connection	\$1,023.00
ii. Plus per plumbing fixture in excess of 4 fixtures	\$34.20
2. Sewer Main Connection Charge, per front foot of property owned upon street or public right-of-way within which a sewer main is located	\$22.00
3. Monthly Non-metered Residential Wastewater Rates:	
a. Single Family Dwellings, including condominium units and mobile homes (excluding separate apartment units within such dwelling), per dwelling or unit	\$21.70
b. Duplex, per dwelling or unit	\$21.70
c. Apartment Unit (tenant pays bill), per unit	\$16.30
4. Monthly Non-metered Commercial Wastewater Rates:	

a. Category 1 (Commercial Apartment Buildings where landlord pays bill) per apartment unit	\$16.30
b. Category 2 (Bar, Church, Gym, Office Space, Retail, Salon, Shop, Warehouse), per business	\$21.70
c. Category 3 (Big Box Retail, Car Sales, Convenience Store, Day Care, Fast Food, Medical Office), per business	\$39.40
d. Category 4 (Hall, Restaurant), per business	\$57.60
e. Category 5 (Grocery Store, Hotel or Rest Home with 20 rooms or less), per business	\$107.50
f. Category 6 (Hotel or Rest Home with more than 20 rooms), per business	\$623.75
5. Monthly Non-metered School Wastewater Rates:	
a. Elementary Schools, per 50 students or fraction thereof	\$9.00
b. Junior High Schools, High Schools, Colleges, and Universities, per 50 students or fraction thereof	\$11.45
6. Monthly Metered Wastewater Rates:	
a. Base Charge	\$3.39
b. Plus per each 1,000 gallons of metered water	\$2.10
7. Outside of City Billing Rates	110% of Metered Rates or Non-metered Rates as Set Forth Above for City Residents
8. Industrial Rates for Certain Users:	
a. Ingredion Incorporated:	
i. Flow	\$0.6080 per 1,000 Gallons
ii. BOD	\$0.5308 per Pound
iii. TSS	\$0.3570 per Pound
b. Busch Agricultural Resources:	
i. Flow	\$0.4280 per 1,000 Gallons
ii. BOD	\$0.5308 per Pound
iii. TSS	\$0.3570 Per Pound
9. County and City Rates:	
a. Iona Bonneville Sewer District	\$2.04 per 1,000 Gallons
b. City of Ucon	\$1.56 per 1,000 Gallons
c. City of Ammon	\$2.04 per 1,000 Gallons
10. Violation Fees:	
a. Violation of Wastewater Code Fee	\$1,000.00
b. Civil Fine for Wastewater Code Violation	\$1,000.00
c. Misdemeanor Penalty – Criminal Fine for Willful or Negligent Violation of Wastewater Code	\$1,000.00
d. Misdemeanor Penalty – Criminal Fine for Willful or Negligent Introduction of any Substance into POTW, which causes Injury or Damage	\$1,000.00
e. Misdemeanor Penalty – Criminal Fine for Knowingly Making False Statement in Any Wastewater Permit Application	\$1,000.00
11. Maximum Informant Reward	\$1,000.00
12. Septic Haulers Annual License:	\$100.00
Septic Hauler Dumping fees (based on truck tank capacity, not quantity hauled)	
a. 0 ≥ 500 Gallons	\$41.25
b. 501 ≥ 1000 Gallons	\$82.50
c. 1001 ≥ 1500 Gallons	\$123.75
d. 1501 ≥ 2000 Gallons	\$165.00
e. 2001 ≥ 2500 Gallons	\$206.25
f. 2501 ≥ 3000 Gallons	\$247.50
g. 3001 ≥ 3500 Gallons	\$288.75
h. 3501 ≥ 4000 Gallons	\$330.00
i. 4001 ≥ 4500 Gallons	\$371.25
j. 4501 ≥ 5000 Gallons	\$412.50
k. 5001 ≥ 5500 Gallons	\$453.75
l. 5501 ≥ 6000 Gallons	\$495.00
13. Maximum Fine for Violation of Wastewater Code	\$1,000.00
14. Maximum Penalty for Violation of Wastewater Code	\$1,000.00
15. Culvert/Pipe Clean Outs	Actual Costs
16. Jet-Vac Truck Usage	Actual Costs

### WATER DIVISION SERVICE FEES

1. Water Service Connection Fees:	
a. 1" Service Connection	\$1,312.00
b. 1.5" Service Connection	\$2,624.00
c. 2" Service Connection	\$5,248.00
d. 4" Service Connection	\$20,992.00
e. 6" Service Connection	\$47,232.00
f. 8" Service Connection	\$82,656.00

2. Water Main Connection Charge, per front foot of property owned upon street or public right-of-way within which a water main is located	\$36.75
3. Service Call Charge	Actual Cost
4. Water Disconnection/Reconnection Fee (charged per service call)	\$25.00
5. Monthly Non-metered Residential Water Rates:	
a. Single Family Dwellings and Mobile Homes (excluding separate apartment units within such dwelling), per dwelling or unit	\$18.65
b. Duplex, per dwelling or unit	\$18.65
c. Apartment Unit (tenant pays bill), per unit	\$15.00
6. Monthly Non-metered Commercial Water Rates:	
a. Category 1 (Commercial Apartment Buildings where landlord pays bill) per apartment unit	\$15.00
b. Category 2 (Bar, Church, Gym, Office Space, Retail, Salon, Shop, Warehouse), per business	\$26.50
c. Category 3 (Big Box Retail, Car Sales, Convenience Store, Day Care, Fast Food, Medical Office), per business	\$33.10
d. Category 4 (Hall, Restaurant), per business	\$87.50
e. Category 5 (Grocery Store, Hotel or Rest Home with 20 rooms or less), per business	\$126.00
f. Category 6 (Hotel or Rest Home with more than 20 rooms), per business	\$262.50
7. Monthly Non-metered School Water Rates:	
a. Elementary Schools, per 50 students or fraction thereof	\$11.10
b. Junior High Schools, High Schools, Colleges, and Universities, per 50 students or fraction thereof	\$13.95
8. Monthly Non-metered Residential Irrigation Water Rate:	
a. Single Family Dwellings and Mobile Homes, per dwelling or separately owned landscape parcel	\$10.00
b. Duplex, per dwelling or unit	\$5.00
c. Apartment Unit (tenant pays bill), per unit	\$2.50
9. Monthly Non-metered Commercial Irrigation Water Rate (All Commercial Categories plus Private Parks, Privately Maintained Common Area or Parcel), per 100 square feet of calculated landscape area	\$0.16
10. Monthly Non-metered School Irrigation Water Rate, per acre or fraction thereof	\$10.25
11. Monthly Base Metered Water Rates, per size of water meter:	
a. 5/8" Meter	\$26.50
b. 3/4" Meter	\$26.50
c. 1" Meter	\$26.50
d. 1-1/4" Meter	\$35.25
e. 1-1/2" Meter	\$44.25
f. 2" Meter	\$53.00
g. 3" Meter	\$61.75
h. 4" Meter	\$88.25
i. 6" Meter	\$168.10
j. 8" Meter	\$265.00
12. Monthly Metered Water Volumetric Rate, per each 1,000 gallons used:	\$0.66
13. Monthly Idaho DEQ Water Primacy Fee (All Non-metered and Metered Categories), per dwelling, unit, business, or metered connection	\$0.25
14. Outside of City Billing Rates	200% of Metered Rates or Non-metered Rates as Set Forth Above for City Residents

### SANITATION DIVISION SERVICE FEES

1. Monthly Residential Sanitation Charge:	
a. Cart or Hand-load Container:	
i. Weekly Pickup	\$9.45
ii. Additional Cart, Weekly Pickup (3-Month Minimum Billing)	\$9.45
b. Shared Commercial Container	\$9.45
2. Additional Cart City Delivery Fee (Patron Pickup No Fee)	\$30.00
3. Monthly Commercial and Industrial Charges:	
a. Cart or Hand-load Container:	
i. Weekly Pickup	\$9.45
ii. Additional Cart, Weekly Pickup (3-Month Minimum Billing)	\$9.45
b. 1 ½ C. Y. Container:	
i. Base Charge	\$30.66
ii. Per Weekly Pickup	\$10.08
c. 3 C. Y. Container:	
i. Base Charge	\$35.81
ii. Per Weekly Pickup	\$13.86
d. 4 C. Y. Container:	
i. Base Charge	\$38.43
ii. Per Weekly Pickup	\$17.64

e. Large Uncompacted Container:	
i. Base Charge	\$35.70
ii. Per Solid Waste Pickup	\$141.75
iii. Per Construction Waste Pickup	\$164.85
f. Large Compacted Container:	
i. Per Solid Waste Pickup	\$129.15

### STREET DIVISION FEES

1. Candlesticks and Base replacement	\$50 Each
2. A-Frame replacement	\$65 Each
3. Cones replacement	\$50 Each
4. Sign and Stand replacement	\$300 Each
5. Emergency service/accident support (traffic control & sweeping)	Actual Costs
6. Patching/surface repair	Actual Costs

### UTILITY DELINQUENT ACCOUNT FEE

2. Fee for delinquent accounts	1% on 31-day balance, minimum of \$5
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### ENGINEERING DIVISION FEES

1. Subdivision Inspection Fees (Schedule based on the estimated total public improvement costs)	<p>If improvement costs are equal to or less than \$100,000, then 4% of improvement costs.</p> <p>If improvement costs are greater than \$100,000 but less than or equal to \$500,000 then \$4,000 plus 1% of improvement costs over \$100,000.</p> <p>If improvement costs are greater than \$500,000, then \$8,000 plus .5% of improvement costs over \$500,000.</p>
2. Right-of-Way Permit Fee	\$50 per permit

### PARKS AND RECREATION FEES

3. Sandy Downs – 2702	
a. Admission:	\$1
i. Parking:	\$1
ii. Parking (Event Holder)	\$1
iii. Parking (Events)	\$5
iv. RV Parking Monthly	\$150
v. RV Parking Daily	\$10
b. Rentals Daily:	
i. Grandstand Cleaning Deposit (Each Event \$100 non-refundable)	\$500
ii. Grandstand/Arena	\$700
iii. Fire Pit	\$20
iv. Arena	\$100
v. Water Truck (with operator)	\$200
vi. Tractor (with operator)	\$200
c. Rodeo Setup/Takedown	\$300
d. Stall Arena:	
i. Stall Daily (24 Hour)	\$10
ii. Stall Monthly	\$45
iii. Tack Room Monthly	\$20
iv. Horse Walker Monthly	\$20
v. Horseback Riding Permit Annual	\$20
4. Parks Rental – 2703	
a. Shelters/Decks Daily:	
i. Application Fee (Non-Refundable)	\$50
ii. Small Shelter	\$75
iii. 6 Hour Blocks for Shelter Rental Full Day (Two Blocks) (8am to 2pm and 2pm to 8am)	\$125
iv. Band Shell	\$200
v. Multi-Purpose Shelter (Per Event)	\$300
vi. Sportsman's Island Deck Area	\$75
vii. Sportsman's Park Reservations	\$500
viii. Jenson Overlook Deck Area	\$50

ix.	Memorial Drive Vendor Half-Pad	\$50
x.	Memorial Drive Vendor Full Pad	\$100
xi.	Taylors' Rock Garden (Four Hour Block)	\$100
b.	Rentals:	
i.	Picnic Table (6 Tables)	\$50
ii.	Additional Picnic Table	\$5
iii.	Trash Cans (Each)	\$4
iv.	Volleyball Set Deposit	\$10
v.	Water Spigot Deposit	\$75
vi.	Bleacher (per Unit)	\$40
vii.	Fencing (Up to 200 Feet)	\$100
viii.	Additional Fencing (Beyond 200 Feet)	\$50.20 per foot
ix.	Canopy (15' X 15')	\$75
x.	Canopy (20' X 40')	\$250
c.	Banners (Set of 10)	\$150
i.	Additional Banner(s) (Each)	\$12
d.	Special Event/Cleaning Deposit (Over 100 People \$100 non refundable)	\$500
e.	Memorials	
i.	Memorial Bench	\$600
ii.	Remembrance Tree	\$400
5.	Weed Control – 2705	
a.	Tractor with Operator (Hour)	\$100
b.	Hand Work per Operator (Hour)	\$35
c.	Enforcement Administration Fee (Per Lien)	\$100
d.	Lien Placement Fee (Per Lien)	\$25
6.	Idaho Falls Raceway – 2706	
a.	Admission	\$1
b.	Parking	\$5
c.	Parking (Event Holder)	\$1
d.	Parking (Events)	\$1
e.	Parking RV Daily	\$10
f.	Practice Rider/Driver	\$20
g.	Practice Rider 10 Punch Pass	\$150
h.	Practice Season Pass	\$250
i.	Event Rental	\$500
j.	Concession Booth Rental (Event)	\$100
7.	Horticulture/Forestry – 2707	
a.	Tree Trimming/Removal Permit	\$10
b.	Arborist (Hour)	\$50
c.	Lift Truck with Operator (Hour)	\$100
d.	Hand Work per Operator (Hour)	\$35
e.	Enforcement Administration Fee (Per Lien)	\$100
f.	Lien Placement Fee (Per Lien)	\$25
8.	Activity Center – 2708	
a.	Small Rental (East and West Rooms 2 Hour Minimum)	\$15
b.	Large Rental (South Room 2 Hour Minimum)	\$20
c.	Large Reception Rental (3 Hour Minimum or \$175 a Day)	\$35
d.	Kitchen Rental (1/2 Day \$50.00)	\$90
e.	Cleaning Deposit/Maintenance/Damage Fee For Large Rentals	\$200
9.	Cemetery – 2901	
a.	Burial	
i.	Saturday Burial	\$200
ii.	After 4:30 p.m. Burial	\$200
iii.	Opening/Closing Adult/Child	\$325
iv.	Opening/Closing Infant	\$200
v.	Opening/Closing Cremation	\$125
b.	Disinterment:	
i.	Disinterment Adult/Child	\$800
ii.	Disinterment Infant	\$320
iii.	Disinterment Cremation	\$125
c.	Burial Spaces:	
i.	Adult/Child Up-Right Section	\$500
ii.	Adult/Child Fielding Flat Section	\$400
iii.	Infant (Under 1 Year)	\$200
d.	Niche Wall	
i.	Niche Wall Top	\$400
ii.	Niche Wall Middle	\$300
iii.	Niche Wall Bottom	\$200
e.	Niche Wall Parkhurst	
i.	Niche Wall Top	\$350
ii.	Niche Wall Middle	\$400

iii. Niche Wall Bottom	\$350
iv. Memorial Wall Per Line (East and West Side)	\$125
v. Perpetual Grave Space Fee	\$175
vi. Cemetery Plot Ownership Certificate Fee	\$10
vii. Deed Transfer Fee (\$10 for one \$40 max)	\$10 - \$40
10. Tautphaus Park Zoo – 2704	
a. Admission	
i. Regular Admission – Adult	\$7.50
ii. Regular Admission – Child (4-12 Years)	\$4.50
iii. Regular Admission – Senior (62+)	\$6
iv. Regular Admission – 3 and under	Free
v. Educational/Group – Adult	\$6.50
vi. Educational/Group – Child (4-12 Years)	\$4
vii. Educational/Group – Senior (62+)	\$5
viii. Educational/Group – 3 and under	Free
ix. Non-Tax Group – Adult	\$6.17
x. Non-Tax Group – Child (4-12 Years)	\$3.81
xi. Non-Tax Group – Senior (62+)	\$4.75
xii. Non-Tax Group – 3 and under	Free
xiii. City Rate – Adult	\$5.50
xiv. City Rate – Child (4-12 Years)	\$3.50
xv. City Rate – Senior (62+)	\$5
xvi. City Rate – 3 and under	Free
xvii. Local and Global Conservation Fund	\$0.50 per admission
b. Teacher Summer Continuing Education Classes (2 day class, 16 hours program)	\$75
c. Zumba in the Zoo and Yoga on the Green (Classes twice per week during open season)	\$5
d. Program Fees:	
i. 45 Minute Class – Tots	\$12 or \$10 for member
ii. 60 Minute Class – K through 2 <sup>nd</sup>	\$15 or \$12 for member
iii. 90 Minute Class – 3 <sup>rd</sup> through 5 <sup>th</sup>	\$20 or \$16 for members
iv. 3 Hour Class – 6 <sup>th</sup> through 8 <sup>th</sup>	\$25 or \$20 for members
v. 3 Hour Class – Week-long (7-9 Years)	\$85
vi. 3 Hour Class – Week-long (7-9 Years) Members	\$70
vii. 7 Hour Class – Week-long (10-12 Years)	\$140
viii. 7 Hour Class – Week-long (10-12 Years) Members	\$115
ix. Behind the Scenes Tours	\$30
x. Behind the Scenes Tours Members	\$25
xi. Overnight Safari	\$55
xii. Overnight Safari Members	\$45
xiii. Group Overnight Safari	\$50
xiv. Group Overnight Safari Members	\$40
xv. Junior Zoo Crew	\$105
xvi. Junior Zoo Crew Members	\$85
xvii. Late Pick-up Fee	\$5 every 15 minutes
xviii. Penguin Feeding Program (Fee for Fish to Feed Penguins)	\$3
xix. Keeper for a Day	\$100
e. Rental Fees	
i. Tent (2 Hour Minimum)	\$75 an hour
ii. Tent (Additional Hours)	\$35 an hour
iii. After Hours Fee (2 Hour Minimum)	\$150 an hour
iv. Animal Encounter Show	\$35
v. Animal Interaction (1 Person, 2 Animals, 30 Minutes)	\$35
vi. Costume Character Appearance (1/2 Hour)	\$35
vii. Tent (10' X 10')	\$25
viii. Tent (20' X 40')	\$100
ix. Wagon/Stroller Rental	\$5
f. Parties and Gatherings:	
i. Birthday Package (only 10 a.m. or 2 p.m.)	\$88
ii. Daytime Event	\$147
iii. Private Evening Event	\$482
iv. Off Season Birthday Party	\$70
g. Penguin Interaction:	
i. Adult	\$20
ii. Child (4-12)	\$10
iii. Group Discount (6 or more people)	20% Discount
h. Volunteer Led Programs:	
i. Onsite Tours (Max 25 People)	\$15
ii. Offsite Outreach (40 people or more)	
1. Within Districts No. 91 and No. 93 (Non-Profit)	\$20



2. Within Districts No. 91 and No. 93 (Profit)	\$30
3. Outside Districts No. 91 and No. 93 (30 Mile Radius)	\$35
4. Any Group Between 30 and 50 Mile Radius of Zoo	\$45
5. Any Second Program on the Same Day as First	\$20
iii. Assembly Programs (40 – 100 People)	
1. Within Districts No. 91 and No. 93 (Non-Profit)	\$65
2. Within Districts No. 91 and No. 93 (Profit)	\$80
3. Outside Districts No. 91 and No. 93 (50 Mile Radius)	\$80
4. Assembly Programs (Over 100 People)	\$100
i. Staff Led Programs:	
i. 50-100 Miles	\$100
ii. 101-150 Miles	\$150
iii. 151-200 Miles	\$200
iv. Additional Programs Fees (Same Day up to 3)	\$50
v. Per Mile Fee (Round Trip Mileage)	\$0.50 a Mile
11. Recreation – 4801, 4802, 4806	
a. Temporary Concession Permit (One Day Per Site/Per Stand)	\$15
b. Special Event Dispensing Permit	\$50 plus 3% of Gross Sales on Dispensing
c. Ice Arena	
i. Ice Rental Fee	
ii. Ice Rental Fee (Practice)	\$100
iii. Ice Rental Fee (Tournament)	\$130
iv. Public Skate	
1. Ages 4-12	\$3.50
2. Ages 13 +	\$4.25
3. Senior	\$3.50
v. Stick, Shoot, and Freestyle	
1. Youth	\$4
2. Adult	\$5.25
3. Senior	\$4
vi. 10 Punch Pass	
1. Ages 4-12	\$28
2. Ages 13 +	\$38
3. Senior	\$28
vii. 30 Punch Pass	
1. Ages 4-12	\$78
2. Ages 13 +	\$100
3. Senior	\$78
viii. Annual Pass	
1. Ages 4-12	\$245
2. Ages 13 +	\$310
3. Senior	\$245
ix. Ski Rental for Youth	\$5
d. Ice Skate Rentals/Lessons	
i. Skate Aide	\$2
ii. Ice Skates	\$3.50
iii. Ice Skating Lessons	\$48
iv. Ice Skating Lesson with Rentals	\$59
v. Adult Skating Lesson (Drop in)	\$13
vi. Adult Skating Lesson (Drop in with Rentals)	\$16
vii. Power Skating and edge control clinic	\$15
e. Special Event Admission	
i. Laser Light Skate Night	\$5
ii. Halloween Party	\$5
f. Recreation Center	
i. Day use fee @ Rec Center – Youth/Senior	\$2
ii. Day use fee @ Rec Center - Adult	\$3
iii. 10-punch pass @ Rec Center – Youth/Senior	\$18
iv. 10-punch pass @ Rec Center – Adult	\$25
v. Year pass @ Rec Center – Youth/Senior	\$100
vi. Year pass @ Rec Center - Adult	\$125
vii. Yearly Businessmen's Basketball Pass (Noon Ball)	\$75
g. Fitness Class / 4801	
i. Youth/Seniors	\$3.75
ii. Adult	\$4.50
iii. 10-punch – Youth/Seniors	\$28
iv. 10-punch – Adults	\$38
h. Basketball	
i. Basketball Skills	\$33
ii. Summer Camp	\$63

iii.	Jr. League Summer	\$45
iv.	Jr. League Fall	\$45
v.	Jr. League Winter	\$45
vi.	Adult League Summer	\$380 Team
vii.	Adult League Fall	\$425 Team
viii.	Adult League Winter	\$425 Team
ix.	Alumni Tournament	\$225 Team
x.	Hispanic League	\$375 Team
xi.	Women's League	\$375 Team
i.	Softball/Baseball	
i.	Adult Men's Slow-Pitch Fall	\$515 Team
ii.	Fast Pitch Girls	\$515 Team
iii.	Adult Softball Men's League	\$790 Team
iv.	Adult Softball Comp Co-Ed Fall	\$600 Team
v.	Adult Softball Co-Ed	\$515 Team
vi.	Bobbie Sox Softball	\$40
vii.	Knothole Baseball	\$40
j.	Flag Football	
i.	Youth	\$40
ii.	Adult	\$450
k.	Soccer	
i.	Men's Soccer League	\$55
ii.	Clinics 12 U	\$50
iii.	Clinics 10 U	\$50
iv.	Clinics 8 U	\$35
l.	Tennis Lessons	\$20
m.	Tennis Camp	\$10
n.	Volleyball	\$30
o.	Co-ed Sand Volleyball	\$300
p.	Taiko Drumming	\$150
q.	Dance Lessons	\$35
r.	Running Program	\$43
s.	Preschool Gym	
i.	Single Child	\$1
ii.	Family	\$2
t.	Lil' Sports Programs	
i.	Lil' Sports Programs	\$35
ii.	Science Workshops	\$125
iii.	Dirt Bike Clinic	
1.	Youth	\$75
2.	Adult	100
u.	Cyclocross Bike Races	
i.	Great Pumpkin Cross	\$20
ii.	Blue Goose	\$20
v.	Breakfast with Santa	\$8
w.	Daddy Daughter Date	\$50
x.	Dinner and a Movie	\$30
y.	Skateboard Programs	
z.	Skateboard Competition	\$15
aa.	Fishing Buddies Clinic	\$30
bb.	Fishing Clinic	\$38
12.	Wes Deist Aquatic Center Fees – 4803	
a.	Membership Fees	
i.	1-Month Senior	\$40
ii.	3-Month Senior	\$105.50
iii.	6-Month Senior	\$189
iv.	1-Year Senior	\$280
v.	1-Month Adult	\$45
vi.	3-Month Adult	\$118
vii.	6-Month Adult	\$211
viii.	1-Year Adult	\$312
ix.	1-Month Couple (Couple is 2 People from the Same Household)	\$78.50
x.	Month Couple	\$213
xi.	6-Month Couple	\$312
xii.	1-Year Couple	\$400
xiii.	1-Month Family (Family is up to 5 people in the Same Household)	\$113
xiv.	3-Month Family	\$245
xv.	6-Month Family	\$400
xvi.	1-Year Family	\$668
xvii.	1-Month Family Add-On (Add 1 Extra Person to Family Pass, must live in Same Household)	\$17.50

xviii.	3-Month Family Add-On	\$23
xix.	6-Month Family Add-On	\$34
xx.	1-Year Family Add-On	\$56
b.	Punch Cards (10-Time Punch Cards for Lap and Public Swims and Fitness Classes)	
i.	Adult Everything Punch Card	\$38
ii.	Senior/Child (62 + and 12 and Under) Everything Punch Card	\$25
c.	Daily Fees	
i.	Adult (13 +)	\$4
ii.	Senior/Child (62 + and 12 and Under)	\$3.50
iii.	Pre-School (3 & Under) – Swim Diaper Included	\$2
d.	Fitness Classes Daily	
i.	Adult (13 +)	\$4.50
ii.	Senior/Child (62 + and 12 and Under)	\$3.75
e.	Birthday Parties	\$66
f.	Group Rates (Pre-Arranged Groups Only)	
i.	10-19 in Group	\$3
ii.	20-29	\$2.75
iii.	30 +	\$2.50
g.	Facility Rentals	
i.	Up to 50 Swimmers (Per Hour)	\$120
ii.	Up to 100 Swimmers (Per Hour)	\$130
iii.	Up to 150 Swimmers (Per Hour)	\$180
iv.	Up to 200 Swimmers (Per Hour)	\$230
v.	Up to 250 Swimmers (Per Hour)	\$290
vi.	Up to 300 Swimmers (Per Hour)	\$360
vii.	Up to 350 Swimmers (Per Hour)	\$420
viii.	Up to 400 Swimmers (Per Hour)	\$480
ix.	Wading Pool Only (During Hours the Main Pool is Already Open)	\$50
x.	Wading Pool Only (During Hours the Main Pool is Not Open)	\$60
xi.	Room Rental	\$7.50
h.	Lessons	
i.	Full Size Lessons (8 Days)	\$40
ii.	Half Size Lessons (8 Days)	\$74
iii.	Private (One ½ Hour Class)	\$18
iv.	Semi-Private (One ½ Hour Class)	\$24
i.	Schools	
i.	School Group Lessons	\$3.50
ii.	High School PE Classes	\$1.50
iii.	High School PE Aerobics	\$3
iv.	Discount Nights (Monday and Junior High Night and Wading Pool and YMCA and Schools (Field Trips)	\$2
j.	Kayaking	
i.	Open Boat	\$6.50
ii.	Group Instructor Fee	\$7.50
k.	Triathlons	\$20
l.	Late Fees for Programs (for those who register after the deadline)	\$5
m.	Daily Themed Programs	\$15
n.	Fitness Challenge	\$10
o.	Lane Rentals (USA/High School/Non-Profit)	\$11
p.	Swim Team Fees	
i.	Rental (for a 4 Hour Session with set up and take down) per person, whichever is more	\$300 or \$3
q.	High School Swim Team Fees	
i.	High School Swim Team Dual Meets (Per Team Per Hour)	\$120
ii.	High School Regional Meets	\$3
iii.	Junior High Swim Team	\$130
r.	Swim Team Sessions (8 Weeks) 4 times a year New Format Sessions (8 Week Sessions) 4 times a year	
i.	3 Days per Week (Practices)	\$125
ii.	2 Days per Week	\$90
iii.	1 Day per Week	\$55
iv.	Add on an Additional Day Session	\$35
s.	Multi-Family Program Discounts	
i.	(Discounts are for multi-family members living in the same household signing up for the same program – first person is regular price)	
ii.	2 <sup>nd</sup> Person	5% Discount
iii.	3 <sup>rd</sup> or More	10% Discount
t.	Scouting	\$10
i.	Scout Classes	

ii.	1 <sup>st</sup> and 2 <sup>nd</sup> Class & Cub Scout Aqua Badges	\$7.50
iii.	Snorkeling and Scuba	14.50
iv.	Lifesaving Merit Badge, First Aid Merit Badge	\$24.50
u.	Mermaid Experiences	\$25
13.	Golf Course(s) Fees – 6001, 6002, 6003, 6004, 6005, 6006	
a.	Non-Resident Green Fees	
i.	Weekday 9 Holes	\$19
ii.	Weekday 18 Holes	\$27
iii.	Weekend 9 Holes	\$20
iv.	Weekend 18 Holes	\$28
v.	Out-of-State 9 Holes	\$20
vi.	Out-of-State 18 Holes	\$36
b.	Resident Green Fees	
i.	Weekday 9 Holes	\$16
ii.	Weekday 18 Holes	\$24
iii.	Weekend 9 Holes	\$17
iv.	Weekend 18 Holes	\$25
c.	Make-Up Green Fees	
i.	Make-Up One	\$7.25
ii.	Make-Up Two	\$3
iii.	Make-Up Three	\$1
d.	Resident Season Pass*	
i.	First Adult*	\$628.30
ii.	Second Adult*	\$507.79
iii.	First Senior 5-Day*	\$432.09
iv.	Second Senior 5-Day*	\$388.83
v.	First Senior 7-Day*	\$540.24
vi.	Second Senior 7-Day*	\$496.98
vii.	Young Adult Pass*	\$399.64
e.	Non-Resident Season Passes*	
i.	First Adult*	\$669.50
ii.	Second Adult*	\$545.90
iii.	First Senior 5-Day*	\$426.94
iv.	Second Senior 5-Day*	\$581.95
v.	First Senior 7-Day*	\$535.09
vi.	Second Senior 7 Day*	\$535.09
f.	Junior Season Pass*	
i.	Full-Time Junior*	\$220
ii.	Part-Time Junior*	\$150
g.	Resident Punch Passes	
i.	Punch 19-9 Hole	\$143.84
ii.	Punch 10-18 Hole	\$211.50
iii.	Punch 20-9 Hole	\$272
iv.	Punch 20-18 Hole	\$399.50
h.	Non-Resident Punch Passes	
i.	Punch 10-9 Hole	\$171
ii.	Punch 10-18 Hole	\$238.50
iii.	Punch 20-9 Hole	\$323
iv.	Punch 20-18 Hole	\$450.50
i.	Locker	
i.	Locker Fee Yearly	\$190.44
ii.	Locker Fee	\$14.43
j.	Medical Cart Usage Fee Yearly	\$199.94
k.	Driving Range	
i.	Small Bucket	\$4
ii.	Large Bucket	\$5.50
iii.	Small Bucket 10 Punch Pass	\$34
iv.	Large Bucket 10 Punch Pas	\$46.75
l.	Short Course	
i.	Green Fees	\$4
ii.	Punch Pass	\$34
iii.	Yearly Pass (75)	\$84
iv.	Yearly Pass (115)	\$126
m.	Golf Cart Rentals	
i.	Golf Cart Per Rider 9 Holes	\$6.25
ii.	Golf Cart Per Rider 18 Holes	\$12.50
iii.	Private Cart Trail Fee per Rider 9 Holes	\$6.50
iv.	Private Cart Trail Fee per Rider 18 Holes	\$13
v.	11 Cart Punch Pass	\$64.39
vi.	22 Cart Punch Pass	\$123.60
n.	Single Rider Cart Pass Annual	\$888.38

o. Two Rider (Family) Cart Pass Annual	\$1,100.59
p. Cart Pass 1 Rider 1 Course Annual	\$123.60
q. Club Rental 9 Holes	
i. High End Clubs	\$20
ii. Standard Clubs	\$7.95
iii. Push Cart	\$3
r. Club Rental 18 Holes	
i. High End Clubs	\$30
ii. Standard Clubs	\$10
iii. Push Cart	\$5
* All Season Pass Categories, are be subject to an additional \$1 per round USER FEE. Pass Holders will have the option to avoid this per round USER FEE by paying an annual USER FEE of \$60 per Pass Holder.	

## AIRPORT DEPARTMENT

1. Landing Fee	\$1.30 per 1,000 pound gross weight
2. Fuel Flowage Fee	\$0.05 per each gallon of aviation fuel dispensed into any general aviation aircraft
3. Passenger Facility Charge	\$4.50

## COMMUNITY DEVELOPMENT SERVICES DEPARTMENT

1. Erosion Control	
a. Initial Erosion Control Contractors Certificate	\$50
b. Erosion Control Contractors Certificate Renewal	\$25
c. Erosion Control Plan Permit – Plans less than One Acre	\$50
d. Erosion Control Plan Permit – Plans One Acre or More	\$100
2. Print and Digital Data Costs	
a. Paper	
i. Zoning Map – 36" X 50"	\$6
ii. Street Map – 36" X 36"	\$5
iii. Street Map – 24" X 24"	\$3
iv. Subdivision Map – 42" X 36"	\$5
v. Aerial Map – 36" X 48"	\$12
vi. Aerial Map – 36" X 36"	\$9
vii. Aerial Map – 24" X 36"	\$6
viii. Print (Per Print More than 5) – 8.5" X 11" or 8.5" X 14"	\$0.50
ix. Print (Per Print More than 5) – 11" X 17"	\$1
x. Custom Size Print	\$0.50 per Square Foot
xi. Custom Size Aerial Print	\$1 per Square Foot
b. Mylar	
i. Custom Size Print	\$1 per Square Foot
ii. Custom Size Aerial Print	\$2 per Square Foot
c. Digital Data	
i. CD	\$1 per Disk
ii. DVD	\$2 per Disk
d. Shipping and Handling (US Postal Service)	
i. Envelope	\$2
ii. CD-Mailer	\$2
iii. Map Tube	\$10
3. Subdivision Fees	
a. Site plan review and processing (review of civil site plans other than single-family residence)	\$300
b. Site plan resubmittal (review of civil site plans not completed after 3 reviews)	\$100
c. Preliminary Plat Review and Processing Fee (review of preliminary plats)	\$500
d. Preliminary plat resubmittal (review of preliminary plats not completed after 3 reviews)	\$150
e. Final Plat Review and Processing (review of final plats)	\$500 + \$15 per lot
f. Final plat resubmittal (review of final plats not completed after 3 reviews)	\$150 + \$5 per lot
g. Zoning compliance report (researching historical land uses of properties)	\$50
h. Advertising fee (fee to cover cost of legal advertisement for public hearings)	\$50
i. Improvement drawings review and processing (review of improvement drawings)	\$350
j. Improvement drawings resubmittal (review of improvement drawings not completed after 3 reviews)	\$150
k. Utility reviews – non-franchise (review of non-franchise utility improvement plans)	\$20
l. Iona Bonneville Sewer District reviews (review of sewer improvement drawings with Sewer District)	\$50

m. Vacation (Review and processing of applications to vacate right-of-way, easements, and other public utilities)	\$350
n. Appeals (Appeal decisions by Board or Adjustment or Planning Commission)	\$150
4. Annexation Fees	
a. Bridge and Arterial Streets Fee	\$100 per required parking space
b. Surface draining fee per square foot of assessable land	\$0.0075
5. Application Fees	
a. Variance Application	\$350
b. Rezoning Application	\$550
c. Planned Transition Zone Application	\$550
d. Comprehensive Plan Amendment	\$250
e. Conditional Use Permit (Either Planning Commission or City Council)	\$225
f. Conditional Use Permit (Both Planning Commission and City Council)	\$325
g. RSC-1 Zone Site Plan Review	\$150
h. Planned Unit Development	\$300
6. Residential Building Permit Fee Valuation Table	
Valuation Range	
\$1 to \$499	\$27.44
\$500 to \$999	\$61.19
\$1,000 to \$9,999	\$120.38
\$10,000 to \$19,999	\$149.97
\$20,000 to \$29,999	\$179.57
\$30,000 to \$39,999	\$209.17
\$40,000 to 49,999	\$238.77
\$50,000 to \$ 59,999	\$268.37
\$60,000 to \$69,999	\$297.97
\$70,000 to \$79,999	\$327.56
\$80,000 to \$89,999	\$357.16
\$90,000 to \$99,999	\$386.76
\$100,000 to \$104,999	\$416.36
\$105,000 to \$109,999	\$445.96
\$110,000 to \$114,999	\$475.55
\$115,000 to \$119,999	\$505.15
\$120,000 to \$124,999	\$534.75
\$125,000 to \$129,999	\$564.35
\$130,000 to \$134,999	\$593.95
\$135,000 to \$139,999	\$623.55
\$140,000 to \$144,999	\$653.14
\$145,000 to \$149,999	\$682.74
\$150,000 to \$154,999	\$712.34
\$155,000 to \$159,999	\$741.94
\$160,000 to \$164,999	\$771.54
\$165,000 to \$169,999	\$801.13
\$170,000 to \$174,999	\$830.73
\$175,000 to \$179,999	\$860.33
\$180,000 to \$184,999	\$897.33
\$185,000 to \$189,999	\$920.05
\$190,000 to \$194,999	\$942.77
\$195,000 to \$199,999	\$965.49
\$200,000 to \$204,999	\$988.20
\$205,000 to \$209,999	\$1,010.92
\$210,000 to \$214,999	\$1,033.64
\$215,000 to \$219,999	\$1,056.36
\$220,000 to \$224,999	\$1,079.08
\$225,000 to \$229,999	\$1,101.80
\$230,000 to \$234,999	\$1,124.52
\$235,000 to \$239,999	\$1,147.23
\$240,000 to \$244,999	\$1,169.95
\$245,000 to \$249,999	\$1,192.67
\$250,000 to \$254,999	\$1,215.39
\$255,000 to \$259,999	\$1,238.11
\$260,000 to \$264,999	\$1,260.83
\$265,000 to \$269,999	\$1,283.55
\$270,000 to \$274,999	\$1,306.27
\$275,000 to \$279,999	\$1,328.98
\$280,000 to \$284,999	\$1,351.70
\$285,000 to \$289,999	\$1,374.42
\$290,000 to \$294,999	\$1,397.14
\$295,000 to \$299,999	\$1,419.86
\$300,000 to \$304,999	\$1,442.58
\$305,000 to \$309,999	\$1,465.30

\$310,000 to \$314,999	\$1,488.01
\$315,000 to \$319,999	\$1,510.73
\$320,000 to \$324,999	\$1,533.45
\$325,000 to \$329,999	\$1,556.17
\$330,000 to \$334,999	\$1,578.89
\$335,000 to \$339,999	\$1,601.61
\$340,000 to \$344,999	\$1,624.33
\$345,000 to \$349,999	\$1,647.04
\$350,000 to \$354,999	\$1,669.76
\$355,000 to \$359,999	\$1,692.48
\$360,000 to \$364,999	\$1,715.20
\$365,000 to \$369,999	\$1,737.92
\$370,000 to \$374,999	\$1,760.64
\$375,000 to \$379,999	\$1,783.36
\$380,000 to \$384,999	\$1,806.07
\$385,000 to \$389,999	\$1,828.79
\$390,000 to \$394,999	\$1,851.51
\$395,000 to \$399,999	\$1,874.23
\$400,000 to \$404,999	\$1,896.95
\$405,000 to \$409,999	\$1,919.67
\$410,000 to \$414,999	\$1,942.39
\$415,000 to \$419,999	\$1,965.10
\$420,000 to \$424,999	\$1,987.82
\$425,000 to \$429,999	\$2,010.54
\$430,000 to \$434,999	\$2,033.26
\$435,000 to \$439,999	\$2,055.98
\$440,000 to \$444,999	\$2,078.70
\$445,000 to \$449,999	\$2,101.42
\$450,000 to \$454,999	\$2,124.13
\$455,000 to \$459,999	\$2,146.85
\$460,000 to \$464,999	\$2,169.57
\$465,000 to \$469,999	\$2,192.29
\$470,000 to \$474,999	\$2,215.01
\$475,000 to \$479,999	\$2,238.73
\$480,000 to \$484,999	\$2,260.45
\$485,000 to \$489,999	\$2,283.16
\$490,000 to \$494,999	\$2,305.88
\$495,000 to \$499,999	\$2,328.60
\$500,000 to \$1,000,000	\$2,604.77 for the first \$500,000 valuation, plus \$3.81 for each additional \$1,000 or fraction thereof
\$1,000,001 to Beyond	\$4,520.67 for the first \$1,000,000 valuation, plus \$2.43 for each additional \$1,000 or fraction thereof
7. Commercial Building Permit Fees Valuation Table:	
Valuation Table	
Total Valuation up to \$800	\$27.44
Total Valuation up to \$900	\$29.46
Total Valuation up to \$1,000	\$31.72
Total Valuation up to \$1,100	\$33.99
Total Valuation up to \$1,200	\$36.26
Total Valuation up to \$1,300	\$40.79
Total Valuation up to \$1,400	\$40.79
Total Valuation up to \$1,500	\$43.05
Total Valuation up to \$3,000	\$74.58
Total Valuation up to \$4,000	\$80.44
Total Valuation up to \$5,000	\$97.77
Total Valuation up to \$6,000	\$103.10
Total Valuation up to \$7,000	\$115.57
Total Valuation up to \$8,000	\$126.90
Total Valuation up to \$9,000	\$137.09
Total Valuation up to \$10,000	\$149.56
Total Valuation up to \$11,000	\$160.89
Total Valuation up to \$12,000	\$172.22
Total Valuation up to \$13,000	\$183.55
Total Valuation up to \$14,000	\$194.88
Total Valuation up to \$15,000	\$205.88
Total Valuation up to \$16,000	\$218.67
Total Valuation up to \$17,000	\$230.00
Total Valuation up to \$18,000	\$242.46
Total Valuation up to \$19,000	\$252.66

Total Valuation up to \$20,000	\$263.99
Total Valuation up to \$21,000	\$276.45
Total Valuation up to \$22,000	\$287.78
Total Valuation up to \$23,000	\$297.98
Total Valuation up to \$24,000	\$310.44
Total Valuation up to \$30,000	\$362.56
Total Valuation up to \$31,000	\$370.49
Total Valuation up to \$32,000	\$377.29
Total Valuation up to \$33,000	\$387.49
Total Valuation up to \$34,000	\$395.42
Total Valuation up to \$35,000	\$404.48
Total Valuation up to \$36,000	\$411.28
Total Valuation up to \$37,000	\$419.21
Total Valuation up to \$38,000	\$429.41
Total Valuation up to \$39,000	\$437.34
Total Valuation up to \$40,000	\$444.14
Total Valuation up to \$41,000	\$454.33
Total Valuation up to \$42,000	\$462.26
Total Valuation up to \$43,000	\$470.20
Total Valuation up to \$44,000	\$479.26
Total Valuation up to \$45,000	\$487.19
Total Valuation up to \$46,000	\$495.12
Total Valuation up to \$47,000	\$504.19
Total Valuation up to \$48,000	\$512.12
Total Valuation up to \$49,000	\$520.05
Total Valuation up to \$50,000	\$529.11
For total valuation between \$50,001 and \$100,000	\$529.11 for the first \$50,000 valuation, plus \$5.55 for each additional \$1,000 or fraction thereof
For total valuation between \$100,001 and \$400,000	\$8201.00 for the first \$100,000 valuation, plus \$4.26 for each additional \$1,000 or fraction thereof
For total valuation between \$500,001 and \$1,000,000	\$2,604.77 for the first \$500,000 valuation, plus \$3.81 for each additional \$1,000 or fraction thereof
For total valuation of \$1,000,000 and beyond	\$4,520.67 for the first \$1,000,000 valuation, plus \$2.43 for each additional \$1,000 or fraction thereof
<b>8. New Residential Buildings and Additions Valuation Multiples</b>	
i. Dwelling Unit Valuation	\$85 per Sq. ft
ii. Finished Basement Total Valuation	\$20 per Sq. ft.
iii. Unfinished Basement/Wood Frame Garage	\$10 per Sq. Ft
<b>9. Commercial Permits Fees:</b>	
a. Commercial Electrical Wiring Permit	1.5% of first \$20,000 of wiring costs, plus 0.75% of wiring costs in excess of \$20,000 (Wiring Costs include the total costs of any and all equipment, materials, and labor for installation governed by the National Electrical Code.
b. Commercial Mechanical Permits	1.5% of the first \$20,000 plus \$0.75% of amounts over \$20,000 of bid amount. The bid amount includes total costs of all equipment, materials, and labor for installation governed by the Uniform Mechanical Code.
c. Commercial Plumbing Permit Fees	1.5% of first \$20,000 plus 0.75% of amounts over \$20,000 of bid amount. The bid amount includes total costs of all equipment, materials, and labor for installation governed by the Uniform Plumbing Code.
d. Commercial Re-Roofing Permit Fee	1% of first \$20,000 of roofing costs, plus .79% of the costs in excess of \$20,000 (Maximum Fee \$3,000)
<b>10. Residential Permit Fees:</b>	
a. Residential Electrical Permits	\$5.32 for each electrical service branch circuit, hot tub, spa; plus \$21.52 for each swimming pool.
b. Residential Mechanical Permit Issuance	\$4.64 Unit Fee per installation or relocation of each mechanical unit



c. Residential Plumbing Permit Fees:	
i. Unit Fee for each Plumbing	\$4.64 Unit Fee per installation or relocation
ii. Unit Fee for each Gas Piping System	\$4.64 Unit Fee per installation or relocation of each gas piping system
d. Residential Re-Roofing Permit	1% of valuation; Minimum fee of \$27.44 Maximum fee of \$100
e. Signs, Outline Lighting Systems or Marquees:	
i. Non Electric Sign	\$60
ii. Electric Sign	\$90
iii. Structural Review if over 30 feet	\$30
iv. Billboard	\$150
v. LED Message Center	\$150
11. Other Inspections and Fees (covers residential and commercial buildings, plumbing, mechanical, and electrical):	
a. Permit Issuance Fee (For Issuing Each Permit)	\$27.44
b. Inspections outside of normal business hours (Minimum 2 hour charge)	\$70.00 per hour or hourly cost to City, whichever is greatest
c. Re-inspection Fees (Section 305.8)	\$70.00 per hour hourly cost to City, whichever is greatest
d. Inspection for which no fee is specifically indicated (minimum one-half hour charge)	\$70.00 per hour hourly cost to City, whichever is greatest
e. Additional plan review required by changes, additions, or revisions to plan (minimum one-half hour charge)	\$35 per hour hourly cost to City, whichever is greatest
f. Residential Combination Mechanical Electrical Plumbing (MEP)	\$0.08 per sq ft. total
g. Residential Combination Energy Code	\$50

## LIBRARY

1. Overdue Fine	\$0.25 per day per item
2. Maximum Overdue Fine	\$5 per item
3. Lost Item	Original retail cost or library's replacement cost, whichever is less
4. Lost or Damaged Barcode	\$1
5. Lost or Damaged RFID Tag	\$1
6. Lost or Damaged Jacket Cover	\$2
7. Lost or Damaged DVD Out of Set	\$19 per DVD if able to be ordered separately otherwise must pay the cost to replace entire set
8. Lost or Damaged CD Out of Set	\$10 per CD if able to be ordered separately otherwise must pay the cost to replace entire set
9. Lost or Damaged Cassette Out of Set	\$10 per cassette if able to be ordered separately otherwise must pay the cost to replace entire set
10. Lost or Damaged Artwork on CD or DVD	\$2
11. Lost or Damaged Case for CD or DVD	
a. 1 to 14 sleeves	\$7
b. 16-30 sleeves	\$11
c. CD/DVD/VHS case single	\$2
d. Cassette Case	\$3
12. Torn Page in Book	\$2
13. Lost or Damaged Spine Label	\$1
14. Lost Individual Booklet from an Easy Reader Set	\$5
15. Processing Fee for Lost or Damaged Items	\$5
16. Lost or Damaged Magazine	Cover Price of the Magazine, no Processing Fee Assessed
17. Lost Library Card	\$0.50
18. Out of County Card Fee	\$62.54
19. Meeting Rooms:	
a. Bonneville County Non-Business Groups	\$15 first hour, \$10 each hour or part thereof after
b. All Other Groups	\$40 first hour, \$20 each hour or part thereof after
c. Cleaning Fee	Actual cost to clean and repair the room (Maximum fee of \$50)
d. Non-Refundable Food Fee	\$50
20. Copies and Printing	
a. Black and White	
i. One sided 8.5 by 11 inch copy	\$0.10 per page
ii. Two sided 8.5 by 11 inch copy	\$0.25 per page
iii. One sided 8.5 by 14 inch copy	\$0.15 per page

iv. Two sided 8.5 by 14 inch copy	\$0.30 per page
v. One sided 11 by 14 inch copy	\$0.20 per page
vi. Two sided 11 by 14 inch copy	\$0.40 per page
b. Color	
i. One sided 8.5 by 11 inch copy	\$0.25 per page
ii. Two sided 8.5 by 11 inch copy	\$0.50 per page
iii. One sided 8.5 by 14 inch copy	\$0.30 per page
iv. Two sided 8.5 by 14 inch copy	\$0.60 per page
v. One sided 11 by 14 inch copy	\$0.50 per page
vi. Two sided 11 by 14 inch copy	\$1 per page
21. Obituary look up on microfilm	\$5.00 per obituary



## MEMORANDUM

**TO:** Mayor and City Council  
**FROM:** Municipal Services Department  
**DATE:** August 19, 2016  
**RE:** Adoption of 2016-17 Fiscal Budget

Attached is a copy of the proposed annual 2016-17 fiscal year budget that was tentatively approved on July 28, 2016 by the Mayor and Council and has been advertised as required by Idaho Code.

Municipal Services respectfully requests the adoption of the 2016-17 fiscal year budget in the amount of \$195,194,467 and the attached appropriation ordinance, appropriating the monies to and among the various funds.

Respectfully

Pamela Alexander

Municipal Services Director

ORDINANCE NO.

THE ANNUAL APPROPRIATION ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, FOR THE PERIOD COMMENCING OCTOBER 1, 2016 AND ENDING SEPTEMBER 30, 2017, APPROPRIATING AND APPORTIONING THE MONIES OF SAID CITY TO AND AMONG THE SEVERAL FUNDS OF SAID CITY AND DESIGNATING THE PURPOSE FOR WHICH SAID MONIES MAY BE EXPENDED; SPECIFYING THE AMOUNT OF MONEY PAID BY PROPERTY TAX TO BE APPROPRIATED TO SAID FUNDS; AND PROVIDING WHEN THE ORDINANCE SHALL BECOME EFFECTIVE

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF IDAHO FALLS, IDAHO:

SECTION 1. The revenue of the City of Idaho Falls received during the fiscal period beginning October 1, 2016 and ending September 30, 2017 (hereafter the "Fiscal Period") derived from taxes levied therefore is apportioned to the several funds as follows:

General Levy	\$ 21,684,064
Fire Retirement	400,791
Liability Insurance	636,966
Total General Fund	<u>22,721,821</u>
Recreation Fund	663,791
Library Fund	1,846,697
Streets Fund	3,698,792
Fire Station Capital Fund	401,524
Municipal Capital Improvement Fund	740,024
Total Property Taxes	<u><u>\$ 30,072,649</u></u>

SECTION 2. From the revenues of the Street Fund collected within the Fiscal Period and any uncommitted fund balance in the Street Fund, the sum of \$9,114,300 is apportioned to the Street Fund.

SECTION 3. From the revenues of the Recreation Fund collected within the Fiscal Period and any uncommitted fund balance in the Recreation Fund, the sum of \$1,972,028 is apportioned to the Recreation Fund.

SECTION 4. From the revenues of the Library Fund collected within the Fiscal Period and any uncommitted fund balance in the Library Fund, the sum of \$3,382,620 is apportioned to the Library Fund.

SECTION 5. From the revenues of the Airport Passenger Facility Charge Fund collected within the Fiscal Period and any uncommitted fund balance in the Airport Passenger Facility Charge Fund, the sum of \$ -0- is apportioned to the Airport Passenger Facility Charge Fund.

SECTION 6. From the revenues of the Municipal Equipment Replacement Fund collected within the Fiscal Period and any uncommitted fund balance in the Municipal Equipment Replacement Fund, the sum of \$2,012,000 is apportioned to the Municipal Equipment Replacement Fund.

SECTION 7. From the revenues of the Idaho Falls Power (IFP) Public Purpose Fund collected within the Fiscal Period and any uncommitted fund balance in the IFP Public Purpose Fund, the sum of \$1,246,217 is apportioned to the IFP Public Purpose Fund.

SECTION 8. From the revenues of the Business Improvement District Fund collected within the Fiscal Period and any uncommitted fund balance in the Business Improvement District Fund, the sum of \$50,000 is apportioned to the Business Improvement District Fund.

SECTION 9. From the revenues of the IFP Rate Stabilization Fund collected within the Fiscal Period and any uncommitted fund balance in the IFP Rate Stabilization Fund, the sum of \$ -0- is apportioned to the IFP Rate Stabilization Fund.

SECTION 10. From the revenues of the Golf Fund collected within the Fiscal Period and any uncommitted fund balance in the Golf Fund, the sum of \$2,588,895 is apportioned to the Golf Fund.

SECTION 11. From the revenues of the Self-Insurance Fund collected within the Fiscal Period and any uncommitted fund balance in the Self-Insurance Fund, the sum of \$2,300,000 is apportioned to the Self-Insurance Fund.

SECTION 12. From the revenues of the Sanitary Sewer Capital Improvement Fund collected within the Fiscal Period and any uncommitted fund balance in the Sanitary Sewer Capital Improvement Fund, the sum of \$650,000 is apportioned to the Sanitary Sewer Capital Improvement Fund.

SECTION 13. From the revenues of the Municipal Capital Improvement Fund collected within the Fiscal Period and any uncommitted fund balance in the Municipal Capital Improvement Fund, the sum of \$500,000 is apportioned to the Municipal Capital Improvement Fund.

SECTION 14. From the revenues of the Street Capital Improvement Fund collected within the Fiscal Period and any uncommitted fund balance in the Street Capital Improvement Fund, the sum of \$6,300,000 is apportioned to the Street Capital Improvement Fund.

SECTION 15. From the revenues of the Bridge and Arterial Street Fund collected within the Fiscal Period and any uncommitted fund balance in the Bridge and Arterial Street Fund, the sum of \$220,000 is apportioned to the Bridge and Arterial Street Fund.

SECTION 16. From the revenues of the Water Capital Improvement Fund collected within the Fiscal Period and any uncommitted fund balance in the Water Capital Improvement Fund, the sum of \$1,200,000 is apportioned to the Water Capital Improvement Fund.

SECTION 17. From the revenues of the Surface Drainage Fund collected within the Fiscal Period and any uncommitted fund balance in the Surface Drainage Fund, the sum of \$60,000 is apportioned to the Surface Drainage Fund.

SECTION 18. From the revenues of the Traffic Light Capital Improvement Fund collected within the Fiscal Period and any uncommitted fund balance in the Traffic Light Capital Improvement Fund, the sum of \$925,000 is apportioned to the Traffic Light Capital Improvement Fund.

SECTION 19. From the revenues of the Parks Capital Improvement Fund collected within the Fiscal Period and any uncommitted fund balance in the Parks Capital Improvement Fund, the sum of \$159,500 is apportioned to the Parks Capital Improvement Fund.

SECTION 20. From the revenues of the Fire Capital Improvement Fund collected within the Fiscal Period and any uncommitted fund balance in the Fire Capital Improvement Fund, the sum of \$4,783,206 is apportioned to the Fire Capital Improvement Fund.

SECTION 21. From the revenues of the Airport Fund collected within the Fiscal Period and any uncommitted fund balance in the Airport Fund, the sum of \$9,276,020 is apportioned to the Airport Fund.

SECTION 22. From the revenues of the Water and Wastewater Fund collected within the Fiscal Period and any uncommitted fund balance in the Water and Wastewater Fund, the sum of \$34,231,000 is apportioned to the Water and Wastewater Fund.

SECTION 23. From the revenues of the Sanitation Fund collected within the Fiscal Period and any uncommitted fund balance in the Sanitation Fund, the sum of \$4,944,400 is apportioned to the Sanitation Fund.

SECTION 24. From the revenues of the Ambulance Fund collected within the Fiscal Period and any uncommitted fund balance in the Ambulance Fund, the sum of \$6,934,580 is apportioned to the Ambulance Fund.

SECTION 25. From the revenues of the IFP Fund collected within the Fiscal Period and any uncommitted fund balance in the IFP Fund, the sum of \$56,562,189 is apportioned to the IFP Fund.

SECTION 26. From all other revenues of the City of Idaho Falls collected within the Fiscal Period and the uncommitted fund balance in the General Fund, the sum of \$45,782,512 is apportioned to the General Fund.

SECTION 27. From the monies apportioned to the General Fund, the sum of \$45,782,512 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 28. From the monies apportioned to the Street Fund, the sum of \$9,114,300 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 29. From the monies apportioned to the Recreation Fund, the sum of \$1,972,028 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 30. From the monies apportioned to the Library Fund, the sum of \$3,382,620 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 31. From the monies apportioned to the Airport Passenger Facility Charge Fund, the sum of \$ -0- is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 32. From the monies apportioned to the Municipal Equipment Replacement Fund, the sum of \$2,012,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 33. From the monies apportioned to the IFP Public Purpose Fund, the sum of \$1,246,217 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 34. From the monies apportioned to the Business Improvement District Fund, the sum of \$50,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 35. From the monies apportioned to the IFP Rate Stabilization Fund, the sum of \$ -0- is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 36. From the monies apportioned to the Golf Fund, the sum of \$2,588,895 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 37. From the monies apportioned to the Self-Insurance Fund, the sum of \$2,300,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 38. From the monies apportioned to the Sanitary Sewer Capital Improvement Fund, the sum of \$650,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 39. From the monies apportioned to the Municipal Capital Improvement Fund, the sum of \$500,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 40. From the monies apportioned to the Street Capital Improvement Fund, the sum of \$6,300,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 41. From the monies apportioned to the Bridge and Arterial Street Fund, the sum of \$220,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 42. From the monies apportioned to the Water Capital Improvement Fund, the sum of \$1,200,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 43. From the monies apportioned to the Surface Drainage Fund, the sum of \$60,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 44. From the monies apportioned to the Traffic Light Capital Improvement Fund, the sum of \$925,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 45. From the monies apportioned to the Parks Capital Improvement Fund, the sum of \$159,500 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 46. From the monies apportioned to the Fire Capital Improvement Fund, the sum of \$4,783,206 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 47. From the monies apportioned to the Airport Fund, the sum of \$9,276,020 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 48. From the monies apportioned to the Water and Wastewater Fund, the sum of \$34,231,000 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 49. From the monies apportioned to the Sanitation Fund, the sum of \$4,944,400 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 50. From the monies apportioned to the Ambulance Fund, the sum of \$6,934,580 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 51. From the monies apportioned to the IFP Fund, the sum of \$56,562,189 is appropriated for all expenditures lawfully permitted to be made from such Fund.

SECTION 52. This ordinance shall be in full force and effect from and after its passage, execution and publication in the manner required by law.

PASSED BY COUNCIL AND APPROVED BY THE MAYOR THIS 22nd DAY OF AUGUST, 2016.

\_\_\_\_\_  
REBECCA CASPER, MAYOR

STATE OF IDAHO        )

ss

COUNTY OF BONNEVILLE        )

I, Kathy Hampton, City Clerk of the City of Idaho Falls, Idaho do hereby certify: That the above and foregoing is a full, true and correct copy of the Ordinance entitled "THE ANNUAL APPROPRIATION ORDINANCE OF THE CITY OF IDAHO FALLS, IDAHO, FOR THE PERIOD COMMENCING OCTOBER 1, 2016 AND ENDING SEPTEMBER 30, 2017, APPROPRIATING AND APPORTIONING THE MONIES OF SAID CITY TO AND AMONG THE SEVERAL FUNDS OF SAID CITY AND DESIGNATING THE PURPOSE FOR WHICH SAID MONIES MAY BE EXPENDED; SPECIFYING THE AMOUNT OF MONEY PAID BY PROPERTY TAX TO BE APPROPRIATED TO SAID FUNDS; AND PROVIDING WHEN THE ORDINANCE SHALL BECOME EFFECTIVE" and that such ordinance was passed by the City Council and approved by the Mayor on the 22nd day of August, 2016.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said City.

(Seal)

\_\_\_\_\_  
KATHY HAMPTON, CITY CLERK



**EXTREME BLUE THUNDER AIR SHOW 2017 PARTNERSHIP  
AGREEMENT BETWEEN IDAHO FALLS, IDAHO  
AND IDAHO FALLS AIRSHOW, INC.**

EXTREME BLUE THUNDER AIR SHOW 2017 PARTNERSHIP AGREEMENT  
BETWEEN CITY OF IDAHO FALLS, IDAHO AND IDAHO FALLS AIRSHOW INC.,  
(hereinafter "Agreement"), is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2016, by  
and between the City of Idaho Falls, Idaho, a municipal corporation of the State of Idaho, P.O.  
Box 50220, Idaho Falls, Idaho 83405 (hereinafter "CITY"), and Idaho Falls Airshow, Inc., an  
Idaho 501(c)(3) non-profit organization, 2000 International Way, Idaho Falls, Idaho 83402  
(hereinafter "AIR SHOW").

WITNESSETH:

WHEREAS, CITY desires to support the Idaho Falls Regional Airport ("IFRA"), the U.S.  
Military, interested citizens and aviation in general; and

WHEREAS, one of the ways to do that includes partnering with the air show at IFRA; and

WHEREAS, AIR SHOW put on the very successful Extreme Blue Thunder Air Show in 2010,  
which drew approximately 40,000 people to the event; and

WHEREAS, such a number of people utilized hotels, restaurants, transportation, and other CITY  
amenities; and

WHEREAS, AIR SHOW has organized an air show which will occur for several days in July of  
2017; and

WHEREAS, CITY and AIR SHOW anticipate similar participation for the Extreme Blue  
Thunder Air Show 2017; and

WHEREAS, CITY in exchange for partnership exposure participation and recognition set out  
in this Agreement, commit resources to AIR SHOW for the Extreme Blue Thunder Air Show  
2017.

NOW THEREFORE, BE IT AGREED, FOR AND IN CONSIDERATION OF THE MUTUAL  
COVENANTS AND PROMISES BETWEEN THE PARTIES HERETO, AS FOLLOWS:

A. CITY agrees as follows:

1. To provide Idaho Falls Police Department services in the amount of forty-nine  
thousand three hundred sixty-seven dollars (\$49,367).

2. CITY agrees to provide Idaho Falls Fire Department services in the amount of fifteen thousand five hundred dollars (\$15,500).
3. CITY agrees to provide Idaho Falls Public Works Department services in the amount of twenty-one thousand twelve dollars (\$21,012).

B. AIR SHOW agrees as follows:

1. AIR SHOW shall prominently feature CITY as a partner of the Extreme Blue Thunder Air Show 2017.
2. AIR SHOW shall prominently place the CITY logo in the program, on signage and other appropriate publications.
3. AIR SHOW shall place an ad in the official program to highlight the CITY.
4. AIR SHOW shall provide access to VIP tent at show center both show days.
5. AIR SHOW shall provide tickets to the VIP/Private event
6. AIR SHOW shall provide general admission tickets for both show days.

C. This Agreement may be modified by the mutual written consent of both parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the date indicated above.

ATTEST:

“CITY”

City of Idaho Falls, Idaho

By \_\_\_\_\_  
Kathy Hampton, City Clerk

By \_\_\_\_\_  
Rebecca L. Noah Casper, Mayor

“AIR SHOW”

By  \_\_\_\_\_  
Russell Johnson, Board Chair

STATE OF IDAHO )

) ss.

County of Bonneville )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2016, before me, the undersigned, a notary public for Idaho, personally appeared Rebecca L. Noah Casper, known or identified to me to be the Mayor of the City of Idaho Falls, Idaho, the municipal corporation that executed the foregoing document, and acknowledged to me that she is authorized to execute the same for and on behalf of said City.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

\_\_\_\_\_  
Notary Public of Idaho

Residing at: \_\_\_\_\_

My Commission Expires: \_\_\_\_\_

(Seal)

STATE OF IDAHO )

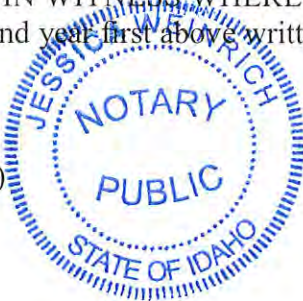
) ss:

County of Bonneville )

On this 18 day of August, 2016, before me, the undersigned, a notary public, in and for said State, personally appeared Russell Johnson, known or identified to me to be the Board Chair of Idaho Falls Airshow, Inc., an Idaho non-profit organization, and whose name is subscribed to the within instrument and acknowledged to me that she is authorized to execute the same for and on behalf of said organization.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(Seal)



Jessica Welch  
\_\_\_\_\_  
Notary Public of Idaho

Residing at: Idaho Falls, ID 83402

My Commission Expires: October 11, 2019



## **CITY SERVICE DELIVERY ACCOUNT WRITE-OFF POLICY**

---

- I.     **SUBJECT:**   City Service Delivery Account Write-Off Policy
- II.    **PURPOSE:**   To document the process for requesting City Council to review and approve writing-off uncollectible accounts.
- III.   **DEFINITIONS:**
- a.    “City service delivery account.” An account based upon an agreement between the City and a recipient of City services, including water, sewer, solid waste, sanitation, electricity, or public fiber optic.
  - b.    “Oral Contract.” A contract, obligation, or liability not founded upon an instrument of writing. Statute of limitation: four (4) years.
  - c.    “Uncollectible account.” An account where no payments have been made.
  - d.    “Write-off.” The process of reducing an amount owed on a service delivery city account.
  - e.    “Written contract.” A contract, obligation, or liability founded upon an instrument of writing. Statute of limitation: five (5) years.
- IV.    **PROCESS:**
- In coordination with the City Department holding the City service delivery account (pursuant to an oral or written contract), the Municipal Services Department will submit a memorandum to the Mayor and City Council for authorization to write off accounts as uncollectible where:
- a.    no payment has been posted to the account within a four-year/five-year period. In the event a payment is made, within the four-year/five-year period, the account may be considered collectable for an additional four-year/five-year period;
  - b.    the City’s contracted collections agency determines that the account is uncollectible;
  - c.    The account is in the name of a deceased person with no known estate;
  - d.    the Finance Division or Department Director recommends an account write-off (in whole or part) because of hardship, uncollectability, payment schedule, difficulty of collection, or another business reason;
  - e.    the Ambulance Account Review and Management Committee recommends write-off pursuant to the City collections policy for that Committee.



# IDAHO FALLS TRAFFIC SIGNAL REMOVAL STUDY

ITD PROJECT No. A013(134), ITD KEY No. 13134

WORK SESSION DISCUSSION  
AUGUST 22, 2016



City of Idaho Falls

Idaho Transportation Department

Six Mile Engineering, PA



**Traffic Signal Removal Study**  
**Project # 0-00-00-0-TRF-2013-27**

**Removal Recommendation Summary**

<b>Intersection</b>	<b>Public Comment Summary</b>	<b>Major Street Average Daily Traffic</b>	<b>Recommendations</b>
Broadway & Lindsay Blvd	<ul style="list-style-type: none"> <li>* 12 commenters favored removal, 5 against, 4 not sure</li> <li>* Some concern about losing signalized pedestrian crossing</li> </ul>	~22,000 veh/day	<ul style="list-style-type: none"> <li>* Remove traffic signal</li> <li>* Remove marked crosswalks across Broadway</li> <li>* Install stop sign on Lindsay approach</li> </ul>
Broadway & Shoup Ave	<ul style="list-style-type: none"> <li>* 8 commenters favored removal, 13 against, 7 not sure</li> <li>* Most common concern is about losing signalized pedestrian crossing</li> </ul>	~13,000 veh/day	<ul style="list-style-type: none"> <li>* Remove traffic signal</li> <li>* Remove marked crosswalks across Broadway</li> <li>* Install stop sign on Shoup approach</li> </ul>
Yellowstone Ave & A St Yellowstone Ave & B St	<ul style="list-style-type: none"> <li>* A St: 10 commenters favored removal, 15 against, 0 not sure</li> <li>* B St: 9 commenters favored removal, 15 against, 2 not sure</li> <li>* Significant concern about losing signalized crossing for pedestrians and bicyclists</li> <li>* Good pedestrian access is vital to promote utilization of parking lots by the railroad</li> </ul>	~18,000 veh/day	<ul style="list-style-type: none"> <li>* Remove completely the signal at A St</li> <li>* Remove signal equipment for minor street approaches at B St</li> <li>* Convert signal equipment controlling Yellowstone traffic at B St to HAWK signal</li> <li>* Remove marked crosswalks across Yellowstone at A St</li> <li>* Install stop signs on minor approaches at both intersections</li> </ul>
17th St & June Ave	<ul style="list-style-type: none"> <li>* 10 commenters for removal, 16 against, 3 not sure</li> <li>* Most common concern is losing signalized egress from the neighborhood to the northwest of the signal</li> <li>* Concern about not being able to make left turns onto either 17th or Holmes during peak periods</li> </ul>	~27,000 veh/day	<ul style="list-style-type: none"> <li>* Remove traffic signal</li> <li>* Remove marked crosswalks across 17th St</li> <li>* Install stop signs on the June Ave and ShopKo parking lot approaches</li> </ul>
17th St & Ponderosa Dr	<ul style="list-style-type: none"> <li>* 4 commenters favored removal, 36 against, 3 not sure</li> <li>* Access to/from business on south side of 17th</li> <li>* Need for school busses to cross 17th St</li> <li>* Convenience of access for the neighborhoods</li> </ul>	~27,000 veh/day	<ul style="list-style-type: none"> <li>* Remove traffic signal</li> <li>* Remove marked crosswalks across 17th St</li> <li>* Install stop signs on the Ponderosa Dr approaches</li> <li>* Mitigate sight distance obstruction due to parked cars on the southwest corner of the intersection</li> </ul>



## MEMORANDUM

To: Chris H Fredericksen, P.E., Public Works Director

From: Kent J. Fugal, P.E., PTOE, City Engineer

Date: August 19, 2016

Subject: **Traffic Signal Removal Study**  
**Project # 0-00-00-0-TRF-2013-27**  
**Engineering Recommendation Regarding Potential Removal –**  
**Broadway/Lindsay Blvd Intersection**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site. A total of 70 responses were received via comment forms, email messages, hard copy mail, or voice mail prior to, at, or following the open house. A compilation of that public input and City staff responses to the same is attached.

For the Broadway/Lindsay Blvd intersection, there was significant public support for removing the signal (12 commenters for removal, 5 against, 4 not sure). The most common concern expressed by the public was losing the signalized pedestrian crossing. However, field observations indicate that pedestrian crossing volumes are very low. Also, the lack of a roadway continuing south from this intersection means that pedestrian trip origins/destinations on the south side of Broadway are generally some distance east or west of the intersections, making the signals at Utah Ave (~300' west) and at River Pkwy (~400' east) good alternatives for pedestrian crossings.

Lindsay Blvd has the lowest side street traffic volumes of any of the 12 total intersections initially evaluated as part of this study—dramatically below the volumes needed to justify the signal under any of the MUTCD signal warrants. The connection of Utah Ave to Lindsay Blvd north of Broadway (25 years ago) made Utah Ave the primary connection to Broadway from points north, eliminating the need for a traffic signal at the Lindsay Blvd intersection. Removing the signal would improve traffic operations for the approximately 22,000 vehicles per day using Broadway.

The Engineering Division and the Idaho Transportation Department recommend that the traffic signal at the Broadway/Lindsay Blvd intersection be removed, together with the marked crosswalks across Broadway, and that it be replaced with a stop sign on the Lindsay Blvd approach. No additional mitigation is required.

Attachments



# VICINITY MAP



1" = 200'

SIGNAL REMOVAL STUDY  
IDAHO TRANSPORTATION DEPARTMENT  
CITY OF IDAHO FALLS



MEMORANDUM

To: Chris H. Fredericksen, P.E., Public Works Director

From: Kent J. Fugal, P.E., PTOE, City Engineer

Date: August 19, 2016

Subject: **Traffic Signal Removal Study**  
**Project # 0-00-00-0-TRF-2013-27**  
**Engineering Recommendation Regarding Potential Removal –**  
**Broadway/Shoup Ave Intersection**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site. A total of 70 responses were received via comment forms, email messages, hard copy mail, or voice mail prior to, at, or following the open house. A compilation of that public input and City staff responses to the same is attached.

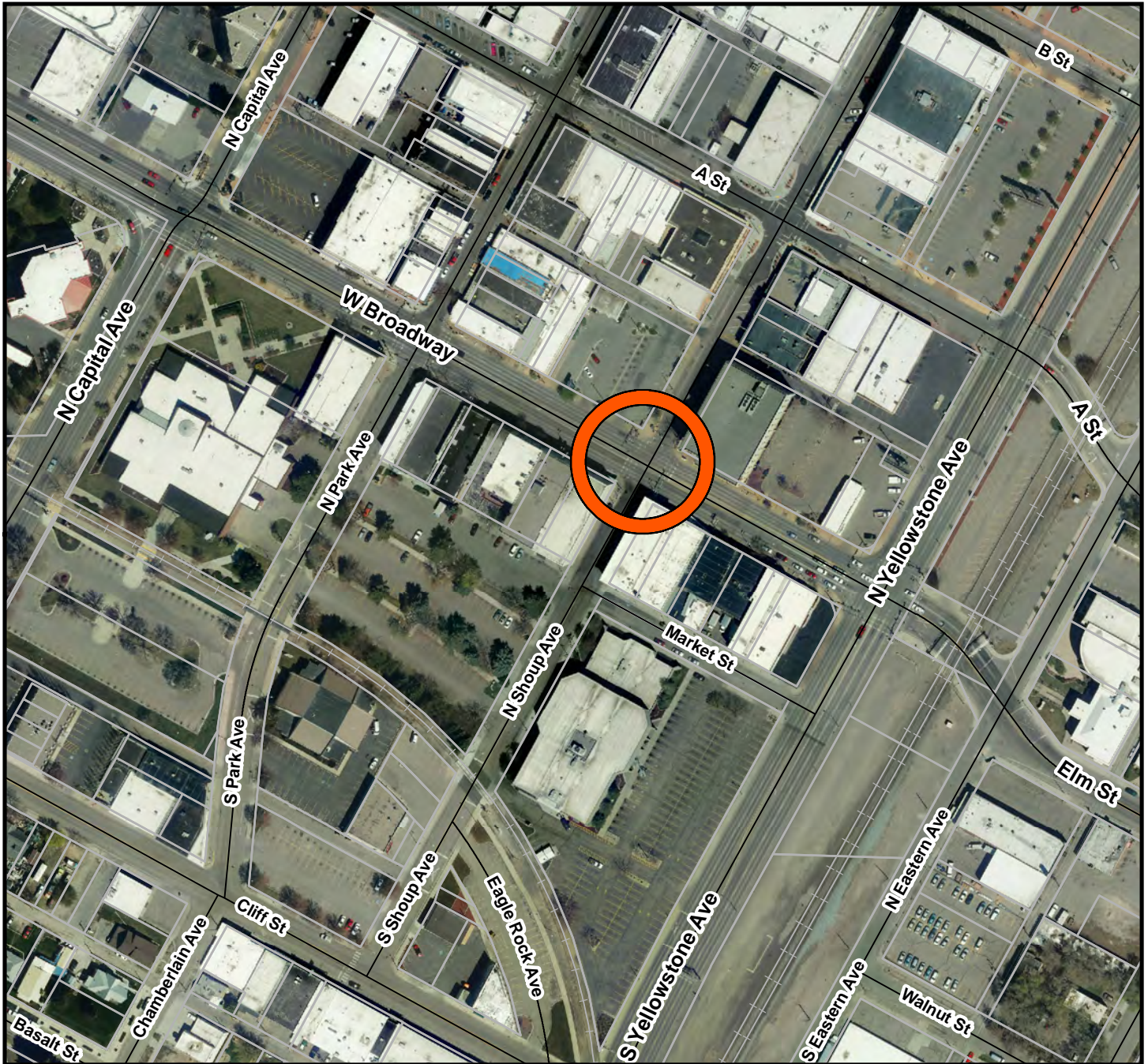
For the Broadway/Shoup Ave intersection, the public generally favored retaining the signal (8 commenters for removal, 13 against, 7 not sure). The most common concern expressed by the public was losing the signalized pedestrian crossing. While field observations reveal that pedestrian crossing volumes do not meet the pedestrian signal warrant, there is significant pedestrian crossing activity. However, the signals at Park Ave (~300' west) and at Yellowstone Ave (~300' east) are in close proximity and provide good alternatives for pedestrian crossings.

Shoup Ave has very low side street traffic volumes—dramatically below the volumes needed to justify the signal under any of the MUTCD signal warrants. The short distances to the adjacent signals at Park and at Yellowstone result in the Shoup signal inhibiting traffic operations and progression on Broadway, which carries over 13,000 vehicles per day, without providing commensurate benefits.

The Engineering Division and the Idaho Transportation Department recommend that the traffic signal at the Broadway/Shoup Ave intersection be removed, together with the marked crosswalks across Broadway, and that it be replaced with a stop sign on the Shoup Ave approach. No additional mitigation is required.

Attachments

# VICINITY MAP



1 " = 200 '

SIGNAL REMOVAL STUDY  
IDAHO TRANSPORTATION DEPARTMENT  
CITY OF IDAHO FALLS





## MEMORANDUM

To: Chris H Fredericksen, P.E., Public Works Director

From: Kent J. Fugal, P.E., PTOE, City Engineer

Date: August 19, 2016

Subject: **Traffic Signal Removal Study**  
**Project # 0-00-00-0-TRF-2013-27**  
**Engineering Recommendation Regarding Potential Removal –**  
**Yellowstone Ave/A St and Yellowstone Ave/B St Intersections**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site. A total of 70 responses were received via comment forms, email messages, hard copy mail, or voice mail prior to, at, or following the open house. A compilation of that public input and City staff responses to the same is attached.

For both the Yellowstone Ave/A St and Yellowstone Ave/B St intersections, the public generally favored retaining the signals (A St: 10 commenters for removal, 15 against, 0 not sure; B St: 9 commenters for removal, 15 against, 2 not sure). The most common concern expressed by the public was losing the signalized crossing for pedestrians and bicycles. While field observations reveal that pedestrian crossing volumes do not meet the pedestrian signal warrant at either intersection, there is significant pedestrian and bicycle crossing activity. With the parking lots along the railroad east of Yellowstone, good pedestrian access across Yellowstone is a priority.

The Yellowstone/A and Yellowstone/B intersections have the highest side street traffic volumes of the six intersections where removal tests and delay studies were conducted. Neither intersection meets the 8-hour MUTCD signal warrant—the warrant under which signals are most commonly justified—but they both marginally meet the 4-hour warrant. However, ITD would like to remove the signals due to their significant negative impacts to traffic on Yellowstone Ave, which carries approximately 18,000 vehicles per day. The short distances to the adjacent signals at Broadway and at Constitution result in the A St and B St signals inhibiting traffic operations and progression on Yellowstone without providing the level of benefit that would offset those impacts.

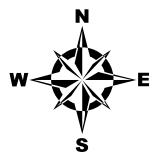
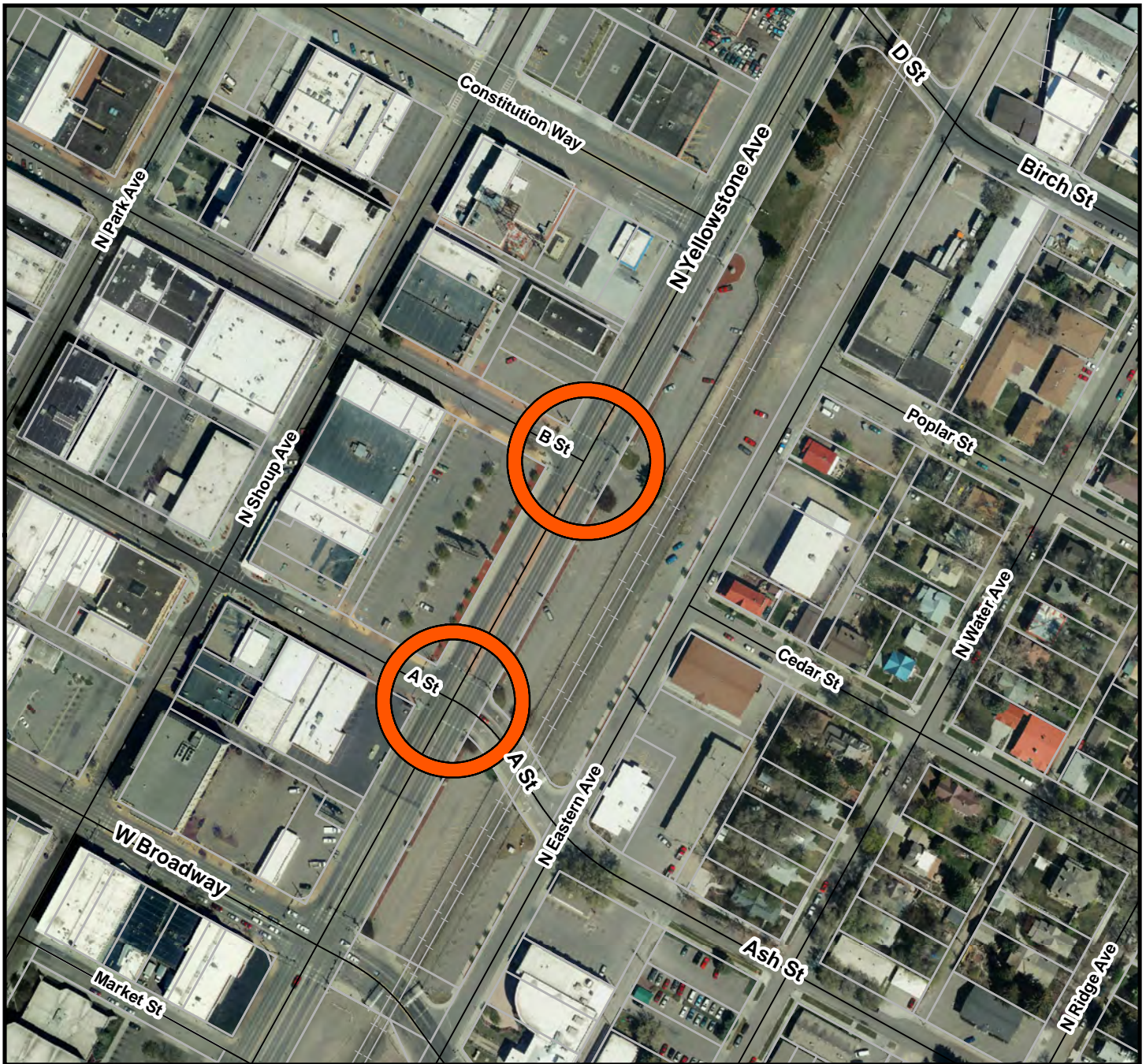
The Engineering Division and the Idaho Transportation Department recommend the following:

- Complete removal of the traffic signal at the Yellowstone Ave/A St intersection,
- Removal of the signal equipment for the minor street approaches at the Yellowstone Ave/B St intersection,

- Conversion of the signal equipment controlling Yellowstone traffic at B St to a Pedestrian Hybrid Beacon (HAWK signal) to accommodate pedestrian and bicycle crossing,
- Removal of the marked crosswalks across Yellowstone at A St, and
- Placement of stop signs on the A St and B St approaches.

#### Attachments

# VICINITY MAP



1 " = 200 '

SIGNAL REMOVAL STUDY  
IDAHO TRANSPORTATION DEPARTMENT  
CITY OF IDAHO FALLS





## MEMORANDUM

To: Chris H Fredericksen, P.E., Public Works Director

From: Kent J. Fugal, P.E., PTOE, City Engineer

Date: August 19, 2016

Subject: **Traffic Signal Removal Study**  
**Project # 0-00-00-0-TRF-2013-27**  
**Engineering Recommendation Regarding Potential Removal –**  
**17<sup>th</sup> St/June Ave Intersection**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site. A total of 70 responses were received via comment forms, email messages, hard copy mail, or voice mail prior to, at, or following the open house. A compilation of that public input and City staff responses to the same is attached.

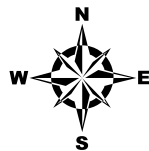
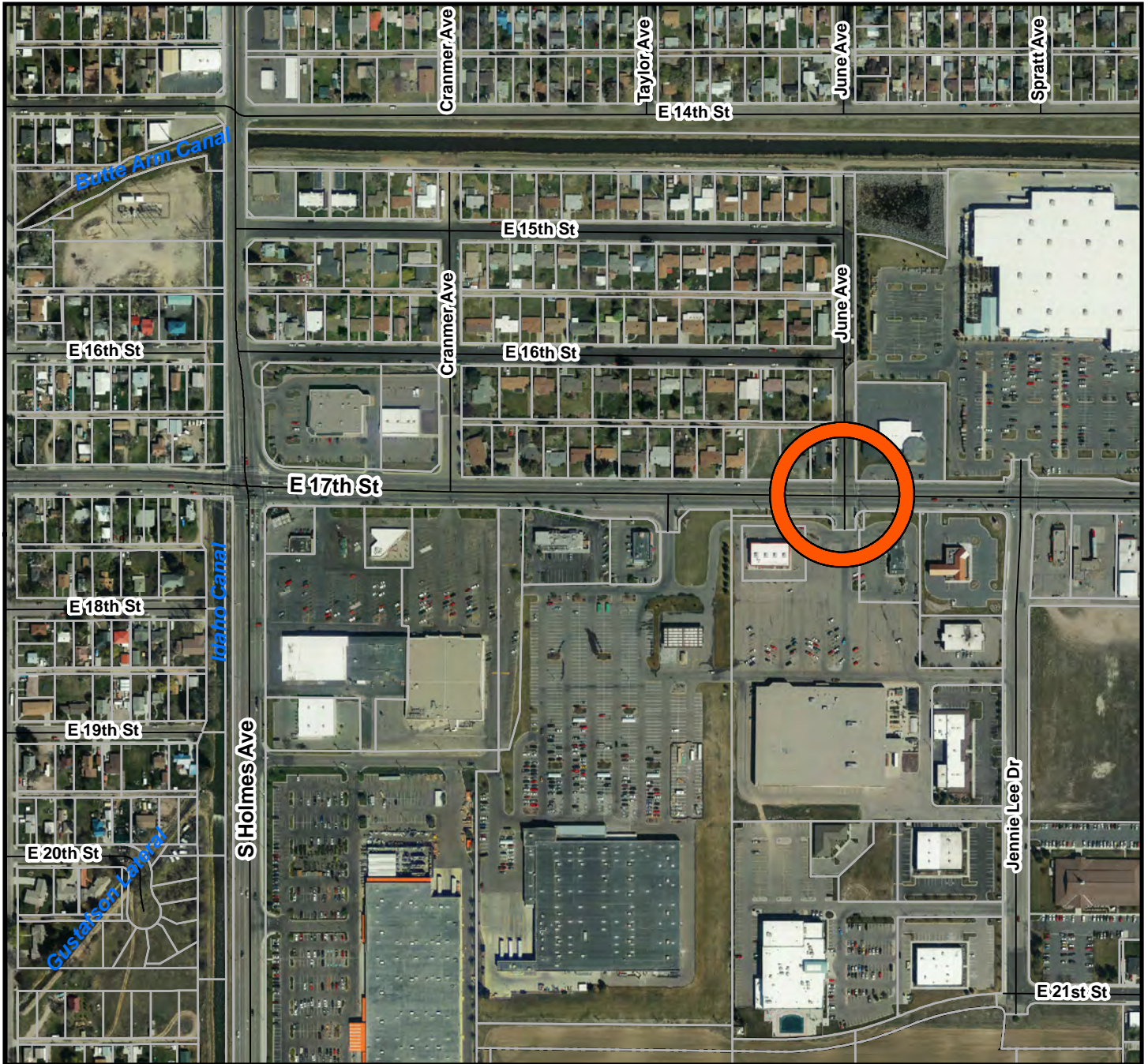
For the 17<sup>th</sup> St/June Ave intersection, the public generally favored retaining the signals (10 commenters for removal, 16 against, 3 not sure). The most common concern expressed by the public was losing signalized egress from the neighborhood to the northwest of the intersection (the area bounded by 17<sup>th</sup> St, June Ave, the Idaho Canal, and Holmes Ave). Commenters noted that unsignalized left turns onto either 17<sup>th</sup> St or Holmes Ave are very difficult during peak traffic periods.

June Ave has very low side street traffic volumes—dramatically below the volumes needed to justify the signal under any of the MUTCD signal warrants. The signal inhibits traffic operations and progression on 17<sup>th</sup> St, which carries approximately 27,000 vehicles per day, without providing commensurate benefits. Signalized pedestrian crossing (for the neighborhood to access shopping on the south side of 17<sup>th</sup> St) is provided at Holmes Ave (west side of the neighborhood) and at Jennie Lee Dr (~450' east of June Ave). During peak periods, it is acknowledged that drivers may sometimes need to make right turns from the minor approaches due to lack of opportunity to turn left—a condition that also exists at many other unsignalized intersections along 17<sup>th</sup> St and other arterial roadways throughout Idaho Falls (and throughout cities everywhere that are of comparable size to Idaho Falls or larger).

The Engineering Division recommends that the traffic signal at the 17<sup>th</sup> St/June Ave intersection be removed, together with the marked crosswalks across 17<sup>th</sup> St, and that it be replaced with stop signs on the June Ave and ShopKo parking lot approaches. No additional mitigation is required.

Attachments

# VICINITY MAP



1 " = 400 '

## SIGNAL REMOVAL STUDY

## CITY OF IDAHO FALLS



## MEMORANDUM

To: Chris H Fredericksen, P.E., Public Works Director

From: Kent J. Fugal, P.E., PTOE, City Engineer

Date: August 19, 2016

Subject: **Traffic Signal Removal Study**  
**Project # 0-00-00-0-TRF-2013-27**  
**Engineering Recommendation Regarding Potential Removal –**  
**17<sup>th</sup> St/Ponderosa Dr Intersection**

A public open house was held on June 28, 2016 to present the results of the engineering analysis and solicit public input regarding the potential removal of various traffic signals in Idaho Falls. Open house attendees were invited to submit comments to the City on comment forms that were provided. Information and comment forms were also posted on the City web site. A total of 70 responses were received via comment forms, email messages, hard copy mail, or voice mail prior to, at, or following the open house. A compilation of that public input and City staff responses to the same is attached.

For the 17<sup>th</sup> St/Ponderosa Dr intersection, the public strongly favored retaining the signals (4 commenters for removal, 36 against, 3 not sure). The most common concerns expressed by the public were business access, especially for those that are adjacent to the intersection on the south side of 17<sup>th</sup> St, the need for school busses to cross 17<sup>th</sup> St due the proximity of elementary schools and routing of busses to/from Idaho Falls High School and bus parking at that site, and the convenience of access for the neighborhoods on either side of 17<sup>th</sup> St. Concern was also expressed about sight distance on the northbound approach to the intersection due to vehicles in the parking lot on the southwest corner that park in a manner that encroaches on the sidewalk or otherwise obstruct clear visibility of approaching eastbound traffic on 17<sup>th</sup> St.

Ponderosa Dr has somewhat higher side street traffic volumes than those at June Ave, Lindsay Blvd, or Shoup Ave, but they are still dramatically below the volumes needed to justify the signal under any of the MUTCD signal warrants. The signal inhibits traffic operations and progression on 17<sup>th</sup> St, which carries approximately 27,000 vehicles per day, without providing commensurate benefits. School bus access to and crossing of 17<sup>th</sup> St can be accomplished by routing busses through the existing signals at St. Clair Rd and Jennie Lee Dr, or Holmes Ave. Neighborhood traffic can also utilize the other traffic signals or, when necessary at times during peak periods, make right turns onto 17<sup>th</sup> St. Signalized pedestrian crossing is provided at Jennie Lee Dr.

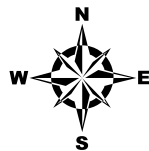
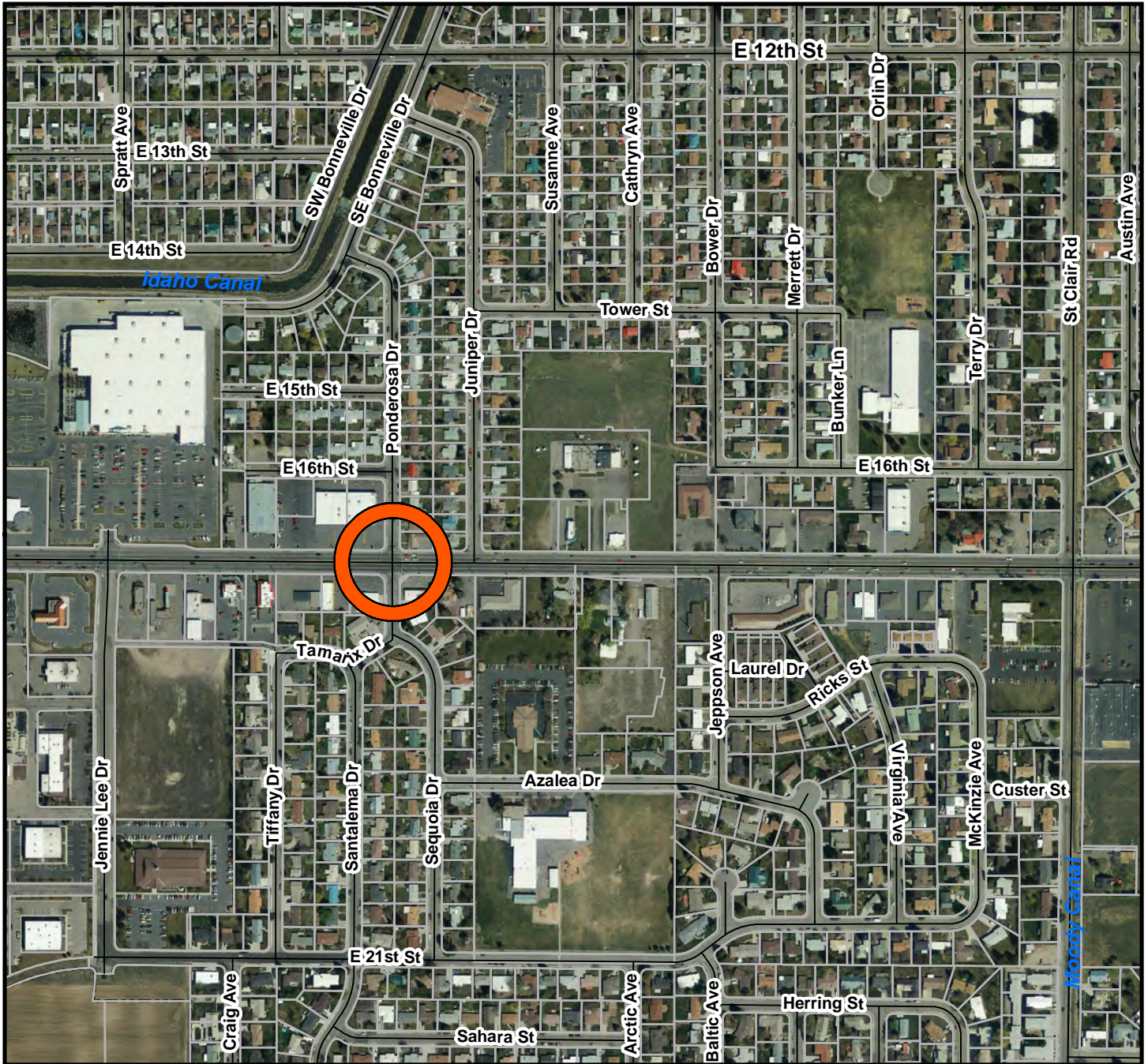
The Engineering Division recommends that the traffic signal at the 17<sup>th</sup> St/Ponderosa Dr intersection be removed, together with the marked crosswalks across 17<sup>th</sup> St, and that it be replaced with



stop signs on the Ponderosa approaches. A mitigating measure that will be required is to address parking in the lot on the southwest corner to eliminate the sight distance obstruction. That mitigation would need to include elimination of any parking stalls that are located within the clear view triangle established by ordinance, and would preferably also include installing parking blocks to keep drivers from inadvertently encroaching into the right-of-way when parking their vehicles. Increased police enforcement of parking regulations may also be necessary.

#### Attachments

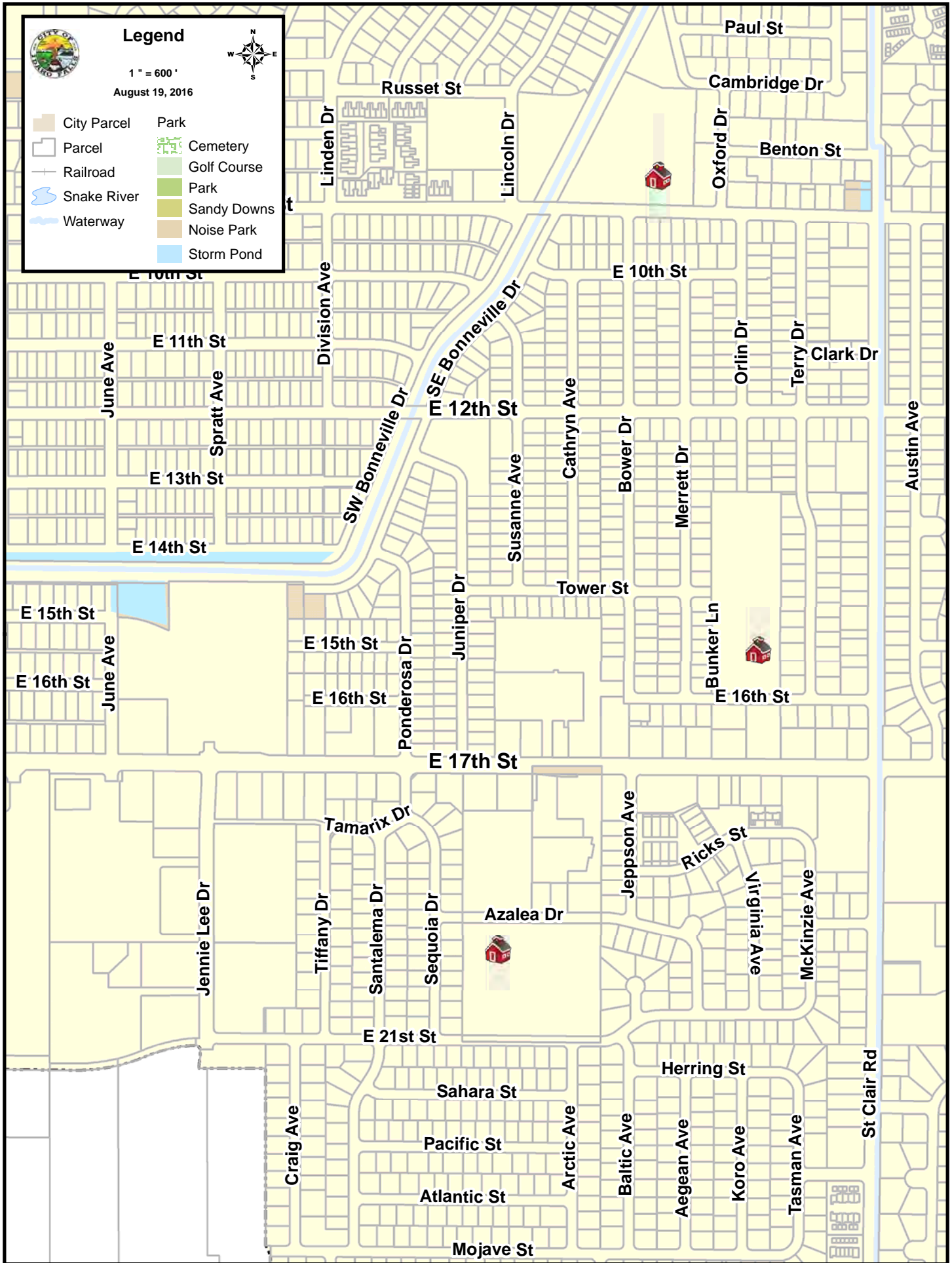
# VICINITY MAP



1 " = 500 '

## SIGNAL REMOVAL STUDY

## CITY OF IDAHO FALLS



**Legend**

1" = 600'

August 19, 2016



- City Parcel
- Parcel
- Railroad
- Snake River
- Waterway
- Park
- Cemetery
- Golf Course
- Park
- Sandy Downs
- Noise Park
- Storm Pond



Traffic Signal Removal Study, Idaho Falls  
ITD Project No. A013(134) Key No. 13134  
**DRAFT Public Involvement Meeting Summary**

Meeting Date, Time and Location

June 28, 2016 (4:00 p.m. to 6:00 p.m.) at Idaho Falls City Council Chambers, 680 Park Avenue, Idaho Falls, Idaho

Staff Attendance

City of Idaho Falls: Chris Canfield, Kent Fugal, Yvona Gunderson, Grant Campbell, Bruce Lawrence, Robert Cox  
Idaho Falls Power: Mark Reed, Bruce Scholes  
ITD District 6: Jason Minzghor, Ben Burke  
Six Mile Engineering: Larry White, Leah Kelsey

Meeting Overview

The public involvement meeting was conducted on June 28, 2016, at the Idaho Falls City Council Chambers, 680 Park Ave. in Idaho Falls, Idaho to discuss the traffic removal study and the potential removal of six (6) traffic signals (June and 17<sup>th</sup>, Ponderosa and 17<sup>th</sup>, Lindsay and Broadway, Shoup and Broadway, A and Yellowstone, and B and Yellowstone). Two 15-minute presentations were given by City staff at 4:30 p.m. and 5:30 p.m.

The official public notice for the meeting published on June 22, 2016, in the Post Register, which is the official Public Notice publication in Bonneville County.

A total of forty-eight (48) people signed-in at the public involvement meeting.

Summary of Traffic Signal Removal Responses

A total of thirty-one (31) comment forms distributed on or after the Public Involvement Meeting (PIM) were received. Table 1 summarizes the tabulated responses to Question 1 on the PIM comment form.

**Table 1. Responses from PIM Comment Form Question 1**

Traffic Signal	In favor of removal?			Total
	Yes	No	Not Sure	
June and 17 <sup>th</sup>	6	12	3	21
Ponderosa and 17 <sup>th</sup>	2	18	3	23
Lindsay and Broadway	11	3	4	18
Shoup and Broadway	5	6	7	18
A and Yellowstone	7	10	0	17
B and Yellowstone	6	9	2	17

Thirty-nine (39) additional comments we received before and after the PIM via e-mail or U.S. mail, totaling 70 comments received. Table 2 summarizes the tabulated responses from the additional 39 comments. The responses to the signal removal were marked as yes or no when the respondent's comment clearly indicated that they were in favor of removing or retaining a traffic signal.

**Table 2. Responses from Additional Written Comments**

Traffic Signal	In favor of removal?			Total
	Yes	No	Not Sure	
June and 17 <sup>th</sup>	4	4	0	8
Ponderosa and 17 <sup>th</sup>	2	18	0	20
Lindsay and Broadway	1	2	0	3
Shoup and Broadway	3	7	0	10
A and Yellowstone	3	5	0	8
B and Yellowstone	3	6	0	9

Table 3 summarizes the combined tabulated responses from the PIM comment form and written comments received before and after the PIM.

**Table 3. Total Responses (PIM Comment Form and Additional Written Comments)**

Traffic Signal	In favor of removal?			Total
	Yes	No	Not Sure	
June and 17 <sup>th</sup>	10	16	3	29
Ponderosa and 17 <sup>th</sup>	4	36	3	43
Lindsay and Broadway	12	5	4	21
Shoup and Broadway	8	13	7	28
A and Yellowstone	10	15	0	25
B and Yellowstone	9	15	2	26

#### Summary of Written Comments

Comments were collected from through July 8, 2016. A total of 70 written comments regarding the project were collected during the comment period. All of the comments received at the meeting, via e-mail and through U.S. mail are included in this summary report. Below are the transcribed verbatim comments from the forms and emails.

Comments	Responses
<p><b>1 Mary Klinger, 1946 Tiffany Dr., 529-0156</b></p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>#1 question = WHY! Four corners of retail. Foot traffic to select shops. Large residential area will have no controlled egress. Entrance to Edgemont Elementary. Access and egress to I.F. High School via 9<sup>th</sup> and 12<sup>th</sup>. School buses. Because of retail on corners almost impossible to make a safe left turn.</p> <p><i>General comments:</i></p> <p>\$4,000± for a savings for the city? Worth it? 14 seconds not worth a life. What about cross traffic? Should be retained. Hope traffic signal timing is corrected on Jennie Lee or there will be a backup on Jennie Lee. Will increase Craig Avenue short cut.</p>	<p>The traffic counts on this signal trigger the analysis for operational and safety evaluation.</p> <p>The cost analysis is a subsidiary benefit noted. The study is to evaluate the operational characteristics.</p> <p>It is noted and agreed that the cross traffic will likely reduce due to traffic using other preferred/signalized intersections. Signal timing and needs at these locations will be evaluated for adjustment.</p>
<p><b>2 Ralph Frost, Director of Transportation, Idaho Falls School Dist. 91, <a href="mailto:frostralp@d91.k12.id.us">frostralp@d91.k12.id.us</a>, 525-7580</b></p> <p><i>(In a letter to the City delivered at the PIM)</i></p> <p>During the study that you conducted by disabling traffic control devices at some intersections throughout Idaho Falls we tried to run our bus routes as normally as possible so we could feel the impact of those tests. I spoke with my staff that drive those routes and our opinions and concerns are below.</p> <ul style="list-style-type: none"> <li>For all of the intersections that you tested on Broadway between Capital and Yellowstone Hwy and all of the intersections on Yellowstone Hwy between Broadway and D Street: these had no effect on the safety of our routes. We also feel it would help school bus traffic flow by eliminating some of those traffic signals.</li> <li>For the intersection at June St. and 17th: that one would cause a little inconvenience for us. We have routes that service the neighborhood behind Wal-Greens and exit on June St. to travel east on 17th St. While the traffic signal was disabled the drivers reported it was very difficult and sometimes scary to try and turn</li> </ul>	<p>Thank you for your comments and willingness to reroute if needed. It is acknowledged that other signals will get better utilized as they may receive more cross street traffic via the removal of the signals studied.</p> <p>We are working on a project to replace the 12<sup>th</sup> street bridge and remove the weight restriction noted. The design is scheduled to start this fall with an anticipated reconstruction season of 2020.</p>

Comments	Responses
<p>left from June onto 17th St. If this one was removed we could reroute if needed.</p> <ul style="list-style-type: none"> <li>For the intersection at Ponderosa and 17th St.; that intersection would be a nightmare for buses if the traffic signal was removed. That is a major north/south thoroughfare for school buses getting to/from Edgemont elementary, Bunker elementary, Linden Park elementary, Idaho Falls High School and our main bus lot. It is also the best alternate route when trying to avoid Holmes, Woodruff or 17th St. during the peak traffic times or avoiding traffic accidents on the main roads. We request that this traffic signal not be removed!</li> <li>If it is decided that one of the lights on 17th Street need to be eliminated we would strongly request that it be the one at June St.</li> </ul> <p>Please keep in mind that we can't use 12th Street between Holmes and Woodruff because of the weight limits that have been posted on the canal bridge.</p>	
<p>3 <b>Sunshine Aguilar, 1545 S. Holmes Ave., <a href="mailto:sunshine_aguilar@hotmail.com">sunshine_aguilar@hotmail.com</a>, 557-8318</b></p>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p>This stop light is the only option to exit our subdivision during rush hour. I have sat at 16<sup>th</sup> and 15<sup>th</sup> St and Holmes for more than 5 minutes to exit (left turn) during rush hour. Give us access to Jennie Lee if June signal must go.</p> <p><i>Ponderosa and 17<sup>th</sup>: Not Sure</i></p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Yes</i></p> <p><i>A Street and Yellowstone: Yes</i></p> <p><i>B Street and Yellowstone: Yes</i></p>	<p>The spacing of this intersection as well as many others along the corridor is not ideal for the left turn movement onto 17<sup>th</sup> during peak periods. Alternate routes or movements (i.e. right turn) are an option during these times.</p> <p>The reason that the access to the Jennie Lee signal is not there is by request of the neighborhood to restrict "cut thru" traffic trying to access the commercial development (Lowe's) through the neighborhood from Holmes. Access to Jennie Lee would also be problematic because it requires "cutting through" a private parking lot.</p>

Comments	Responses
<p><i>General comments:</i></p> <p>June Street should be re-opened to two way traffic vs. funneling traffic into Lowes. When Holmes was built, the subdivision was informed that June St. was the primary access in and out. Give us access to the Jennie Lee signal if June's signal must go.</p>	
<p><b>4 Patricia (Patty) Bellin, 890 8<sup>th</sup> St, <a href="mailto:bellin@cableone.net">bellin@cableone.net</a>, 680-4231</b></p>	
<p><i>June and 17<sup>th</sup>: Yes</i></p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>I believe removal will make it very inconvenient for neighborhood residents.</p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p>Questionable.</p> <p><i>A Street and Yellowstone: No</i></p> <p><i>Need to look at pedestrian and bicycle traffic.</i></p> <p><i>B Street and Yellowstone: No</i></p> <p>Need to look at pedestrian and bicycle traffic. Nearly impossible to cross around 5pm.</p> <p><i>General comments:</i></p> <p>My biggest concerns are Yellowstone and A and B Streets. Removal of these signal is counterproductive to a pedestrian and bicycle friendly community. Downtown business and the city have encouraged employees to park on the other side of Yellowstone and removal of walk signals will make it inconvenient and unsafe!</p>	<p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<p><b>5 JennieLee Stahn, Chesbro Music, 327 W. Broadway, <a href="mailto:jennielee@chesbromusic.com">jennielee@chesbromusic.com</a>, 932-1208</b></p>	



Comments	Responses
<p><i>Shoup and Broadway: Not Sure</i></p> <p>Pedestrians and bicyclists would be greatly negatively affected. That is the most used intersection for pedestrians on downtown Broadway.</p>	<p>Pedestrians and bicyclists will still be allowed to cross, though we recognize that it will likely be more difficult. Additional signalized crossings are located just 300' away from this intersection both east and west at Yellowstone and at Park Ave.</p>
<p><b>6 Grace C. Kelsey, Alexandra's, 310 West Center St., Shelley, ID 83274, <a href="mailto:grakels22@yahoo.com">grakels22@yahoo.com</a>, 569-9977</b></p>	
<p><i>Lindsay and Broadway: Yes</i></p>	<p>Thanks for the comment.</p>
<p><b>7 Fred Endow, 255 B St., #315, <a href="mailto:fredendow56@gmail.com">fredendow56@gmail.com</a>, 604-0725</b></p>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p>I like to use that light to go south off 17<sup>th</sup> when I am shopping at businesses on the south side of 17<sup>th</sup>.</p> <p><i>Ponderosa and 17<sup>th</sup>: Not Sure</i></p> <p><i>Lindsay and Broadway: Not Sure</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p><i>A Street and Yellowstone: Yes (If B is kept)</i></p> <p><i>B Street and Yellowstone: No</i></p> <p>If A and B are closed it will be difficult to cross the street to the parking lot. Also hard to turn north. Also more diversity in the area due to new loft apartments.</p>	<p>June: Traffic volumes and analysis suggest that adequate gaps exist to make left turn movements into the businesses without the signal.</p> <p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<p><b>8 Robert Ryan McRae, 1425 Ponderosa Dr., <a href="mailto:RyanMcRae2001@live.com">RyanMcRae2001@live.com</a>, 932-5403</b></p>	
<p><i>June and 17<sup>th</sup>: Yes</i></p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>The bus with our kid go through that light every week day and only way to get out on 17<sup>th</sup>.</p> <p><i>Lindsay and Broadway: Yes</i></p>	<p>Thank you for the comments. Various roadways connect to 17<sup>th</sup> Street in the vicinity of this intersection, including at the signalized intersections with St. Clair Rd and Jennie Lee Dr. The school district may choose to reroute the busses to an alternate route (such as St. Clair) if this signal is removed.</p>

Comments	Responses
<p><i>Shoup and Broadway: Yes</i></p> <p><i>A Street and Yellowstone: Yes</i></p> <p><i>B Street and Yellowstone: Yes</i></p>	
<p><b>9 Alyssa J. McRae, 1425 Ponderosa Dr., <a href="mailto:alyssa.m2282@gmail.com">alyssa.m2282@gmail.com</a>, (208)201-5650</b></p>	
<p><i>June and 17<sup>th</sup>: Not Sure</i></p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>Would create too much traffic backup and it near impossible to enter 17<sup>th</sup> Street, especially during the school year. Very high traffic area!!</p> <p><i>Lindsay and Broadway: Not Sure</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p><i>A Street and Yellowstone: Yes</i></p> <p><i>B Street and Yellowstone: Yes</i></p>	<p>Various roadways connect to 17<sup>th</sup> Street in the vicinity of this intersection, including at the signalized intersections with St. Clair Rd and Jennie Lee Dr. The study was done during the school session and even with that traffic the volumes were far too low to warrant a signal.</p>
<p><b>10 Robert Bower, 2015 South Boulevard, <a href="mailto:rbower@yellowstoneplace.com">rbower@yellowstoneplace.com</a>, 523-2217</b></p>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p><i>The neighborhood is already mostly locked up. Shopko will suffer, so will Lowe's.</i></p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>Pedestrian traffic must be maintained.</p> <p><i>Lindsay and Broadway: No</i></p> <p><i>Sometimes Broadway is impossible to get on from some intersections without lights.</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p><i>A Street and Yellowstone: No</i></p>	<p>June: Traffic volumes and analysis suggest that adequate gaps exist to make left turn movements into the businesses without the signal.</p> <p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p> <p>The City is working with the area Connecting our Community plan to enhance bicycle and pedestrian routes.</p>

Comments	Responses
<p><i>Traffic to Colonial Theater, etc.</i></p> <p><i>B Street and Yellowstone: Not Sure</i></p> <p><i>General comments:</i></p> <p>The city needs to recognize the needs of it's "neighborhood" residents. Individual people count too. The option for foot traffic and young people with bikes to cross 17<sup>th</sup> should be considered. Turn lanes will turn into acceleration lanes (for left turners). Wait times are already excessive to cross or get on 17<sup>th</sup>. We need "smart" left turn options.</p>	
<p><b>11 Joshua Liebe, 570 E. 15<sup>th</sup> St., <a href="mailto:drummerboyjill@yajoo.com">drummerboyjill@yajoo.com</a>, 520-1816</b></p>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p>I have kids and I walk to Shopko using that light for (safety). How will I get to Shopko without using 17<sup>th</sup> with all my kids.</p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p><i>General comments:</i></p> <p>During your study at rush hour we could not get out onto 17<sup>th</sup> St. I did not dare try to walk to Shop-ko using that intersection at all, for fear of my kids getting hit by cars. I use June and 17<sup>th</sup> stop light all the time because I can't get out onto Holmes when school is getting out for the day.</p>	<p>Signalized crossings will still be available at St Clair, Jennie Lee, and Holmes.</p>
<p><b>12 Nancy Daniels, 634 E. 15<sup>th</sup> St., 523-1383</b></p>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p>See attached.</p> <p><i>(In a letter originally sent to ITD and the City on May 13, 2016 and updated for the PIM)</i></p> <p><u>AN ACCIDENT WAITING TO HAPPEN!!</u> OR Why the traffic light at June &amp; 17<sup>th</sup> should stay</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>This study was due to an operational evaluation of the signals and the traffic corridor. The study did show the results of the signals being removed in the conditions with no detrimental effect.</p>

Comments	Responses
<ol style="list-style-type: none"> <li>1. This will hurt the businesses on the south side of 17th Street (Shopko, Verizon, Sport Clips, GNC, and Thai Kitchen. Customers going west on 17<sup>th</sup> Street won't be able to make a left into this area. Right now (with the light operating), about the only time you can turn is either on the green arrow or after the light turns yellow. You are lucky to have one vehicle at a time get thru on one light change.</li> <li>2. Turning left out of this area is equally as difficult. If this light is removed, the traffic coming from the east may ease up when the Lowe's (Jennie Lee) light turns red. It does not stop the traffic coming from the other direction. There is a constant stream of traffic. There is the regular 17th Street traffic, the people making a left or right turn off Holmes onto 17th, plus the traffic coming out of the businesses to the west.</li> <li>3. Going in and out of the side entrance from Jennie Lee is not an option. The next time you have to drive thru a parking lot to get to where you are going, count the number of times you are almost hit by someone else. It's more than you think. People don't seem to care if they are driving in the correct direction in the parking lanes although it is quite obvious which way they should be going. Many times they don't even stop when there is a stop sign to allow pedestrians going from their cars to the store to cross safely.</li> <li>4. This will, also, hurt the businesses on the north side of 17th Street (Buck-Miller-Hann Funeral Home and Lowe's. There is absolutely no other viable option for the people who go to the funeral borne. They already are grieving and having enough problems let alone have the frustration of not being able to get in and out of the parking lot.</li> <li>5. Lowe's will, also, be affected because June is the street their trucks use to go to and from the store.</li> <li>6. Pedestrians and bike riders will not be able to cross 17th Street at June. They will need to go to Lowe's (Jennie Lee) or Holmes to cross.</li> </ol>	

Comments	Responses
<p>7. Residents of our subdivision have only 2 ways to get out. The options are to turn onto Holmes from either 15th Street or 16th Street. It is almost impossible to make a left onto Holmes. Making a right isn't that much easier. Sometimes the traffic is backed up from 12th Street to 15th Street or beyond. (This has become extremely bad since Holmes was made into one lane each way- bad decision on the city's part.) This option is not practical. You would have to turn right on Holmes, right on 12th Street right on SE Bonneville to Ponderosa, right on 17th Street, left at Lowe's (Jennie Lee), and right into Shopko's parking lot to shop at any of the stores on the south side of the street.</p> <p>8. Our only other option to get to 17th Street is from June. If you need to go east to go to work, shopping, doctor appointments, etc. you must turn left. This will be virtually impossible if the light is removed. The traffic coming from the east may ease up due to the traffic light at Lowe's (Jennie Lee). However, it will not slow down from the west. We will need to cut through Lowe's parking lot on a regular basis to get to that traffic light to turn left or go straight. Have you tried that lately? It is not the best solution because it is a problem itself. It will be an increased risk for the people walking in the lot due to the increased traffic. I was, also, under the impression that to go from one road to another you are not supposed to cut through a parking lot to achieve the route you are driving if you are not shopping there.</p> <p>9. The residents of this subdivision aren't the only ones who use this intersection. Many people cut thru here to avoid 17th &amp; Holmes and to go the wrong way on our ONE WAY Street. This isn't any safer than not having a traffic light.</p> <p>10. The light at June is synchronized to change at the same time the one at Lowe's (Jennie Lee) changes. Therefore, you are never stopped at both lights. The amount of waiting time for the light to turn green for those waiting at June is much longer than the time it is actually green. In other words, we have to wait longer for the light to change green for those entering 17th Street than we have to get through the light. The waiting time is 3-4 minutes versus 1 minute or less to get through. We are the only ones who have a</p>	

Comments	Responses
<p>long delay time. The drivers on 17th Street don't. It does not interfere with the flow of traffic. I have found the traffic moves quite well. I very seldom get stopped by traffic lights. If you want to see a bad flow of traffic, try out 17th and Yellowstone going west. It is a nightmare. Another good test is driving down Broadway. You get stopped at almost every light. Now that is traffic not moving well. Synchronizing these lights would be more beneficial.</p> <p>11. This study will prove absolutely nothing. Of course it will look like the traffic light isn't needed. How many of us will actually go thru there if the light isn't working? I know I won't. It will be impossible to make a left or go straight. The four days for this study will only accomplish one thing--it will be a total disruption for everyone involved including the businesses. You should be promoting businesses-not hurting them. I'm sure some people may not know about this study so you may actually get a "crash history" from it. How many crashes will it take? Just because people have a license doesn't mean they drive responsibly or pay attention.</p> <p>12. You need a cost analysis? WHY?? You can save the money and lives by not having the study. This is just another example of how Idaho Falls wastes money. The operation of one traffic light does not compare to the other money that has been needlessly spent. I could spend hours on that. You are willing to place a monetary value on one traffic light but not on the safety and lives of the residents or helping businesses to survive. You have already hurt businesses by constantly building up layer upon layer when the roads are resurfaced instead of grading them down first. There are many places where you cannot get in and out of the parking lots without having your car bottom out. I know of many who avoid supporting these businesses for that reason. You have, also, hurt our homes and businesses when we are in a flood type situation. By having the roads built up, (since the sewers can't handle much water or aren't kept clear-a city fail) the water has no place to go except into the businesses or homes. The extreme build up, also, makes it take longer and harder for snow removal equipment to clean the streets in a fast and efficient manner. Their equipment</p>	

Comments	Responses
<p>isn't curved to go over a dome-it's straight. This was another bad decision on the city's part (along with the bad snow removal).</p> <p>The enclosed 3 pages were taken to the Public Works Department in response to the (possible) removal of the traffic light at June &amp; 17<sup>th</sup> Street. This page was not given to them. After additional observation of the traffic in this area, I am led to believe the decision has already been made to take out the traffic light. How is this "study" being made?? I haven't seen anything that shows this is being done (ie-a person observing the situation, a camera, or something to be documenting information). It appears as though you are just getting people oriented to not having the light here.</p> <p>Some additional problems have been observed that were not included in the original 3 pages.</p> <ol style="list-style-type: none"> <li>1. In turning left onto 17<sup>th</sup> Street from either direction, the drivers waiting to turn left off 17<sup>th</sup> Street are a major problem. Special attention must be given to those left turners. It is very easy to pull out when there is an opening in the traffic without paying attention to the left turners who may, also, be turning at the same time. Also, those who are turning left off 17<sup>th</sup> Street are only watching the oncoming traffic and not watching the traffic waiting to make a left onto the street. Let's face it. Drivers are impatient and distracted by their phone or something else. They don't pay as much attention as they should to what they are doing.</li> <li>2. Some drivers on June just want to cross 17<sup>th</sup> Street to the businesses on the other side without having to turn onto 17<sup>th</sup> Street and then having to turn off a block later and vice versa. How does that increase the flow of traffic?</li> <li>3. This intersection has way too much going on to not have a light. There must have been a reason to put it here originally. <b>WHY IS IT SO NECESSARY TO TAKE IT OUT NOW??</b> There weren't as many businesses located in this area at the time it was installed. Because there are more now, it will be hurting both the businesses and the people who want to shop there. This traffic</li> </ol>	

Comments	Responses
<p>light doesn't only benefit a few people. It benefits everyone and their safety.</p> <p>4. No one has taken into consideration that this traffic light is the only option the people living in this area have to make a left turn. Holmes is out of the question. There are no side streets to give us access to a better alternative to go east. In other words we must travel farther to our destination which will, also, take us longer.</p> <p>I believe this information is your "study" in a nutshell. You did not need to do anything else. Going to the people who are affected is yow- best "study". For some reason, we don't count. However, we should!! We are just nameless, faceless people who you use to accomplish some agenda. You either aren't from Idaho Falls or you don't drive this area very often. Maybe both.</p> <p>The only conclusion I can come up with is <b>AN ACCIDENT WAITING TO HAPPEN!!</b></p> <p><b>DON'T MAKE ANOTHER MISTAKE!!</b></p> <p>1. How many people do you know of who actually make a left turn onto 17<sup>th</sup> Street without a traffic light? Believe me- there are very few. If they do, they just make matters worse than a traffic light. They block one or more lanes of traffic while they wait to merge in. There are still accidents at traffic lights so your chances of having an accident are even greater without a light. This is especially true when making a left turn.</p> <p>2. I have only concentrated on the light at 17<sup>th</sup> and June because I am not qualified to know whether or not the others are needed. I will leave that up to those who live and/or work in those areas. They are the best judges because they deal with it. If they feel the lights are needed, I am behind them 100%. A "study" which consists of who knows what is not a qualifier.</p> <p>3. There is an interesting side note on this official "study" that was done by "the City of Idaho Falls, in partnership with the Idaho Transportation Department". After taking a letter to the Public Works Department, I sent a letter to the Idaho Transportation</p>	



Comments	Responses
<p>Department. Several days later I received a letter from Ben Burke, District Six Traffic Engineer for the Idaho Transportation Department. He said a copy of his letter to me along with my letter were being forwarded to Public Works. Because this was not a State Highway, it was under the jurisdiction of Idaho Falls. My questions are-was a study done, who did it, were the consequences taken into consideration, and who is telling the truth?</p> <p>4. The "study" was conducted from Monday, May 9 through Thursday, May 12. It did not include Friday and Saturday which are two of the busiest days. I would like to know how the "study" was done. There was nothing visible indicating something was going on.</p> <p>5. One factor that is looked at is the length of time it takes to make a left turn. That can vary depending on the day of the week, the time of day, and the amount of traffic. It doesn't stay the same. You, also, have no way of knowing the response time of a driver. Some drivers prefer more distance between their vehicle and another one. Therefore, they may take longer to turn. You will have to wait to turn with or without a traffic light. That is a given. However, that is not the problem. Safety is the most important along with the ability to get out of this area.</p> <p>6. The residential area between Holmes and June is not very large. However, we are almost like a little island. We only have 3 ways to get out and 2 to get in. It's even hard to turn left onto Holmes. Therefore, we go to the traffic light on June to turn right to go west on 17<sup>th</sup> Street. We don't have any other options to get to another traffic light to make turning easier. Lowe's stops us on the east and the canal stops us on the north. We, also, have other challenges getting out. There are people continually breaking the law by coming through the wrong way at the "Do Not Enter" sign. There are others who block our exit by parking in this one lane out only. These challenges could possibly affect our property values. Who is going to buy here if you can't even get out? If I didn't already live here, I wouldn't buy in this area.</p>	

Comments	Responses
<p>7. If no one used this light, I could understand the reasoning to remove it. The residents of this area aren't the only ones to use it. Lowe's trucks, other delivery/service trucks going to Lowe's, Lowe's customers, Buck-Miller-Hann Funeral Home, all the businesses to the south, and all the drivers wanting to avoid 17<sup>th</sup> and Holmes.</p> <p>8. There will be more vehicles on Jennie Lee waiting to turn left at the Lowe's light if more people start using that exit from the businesses on the south. That means the light will have to stay green longer to accommodate that traffic. The delay will be even longer. If not, the lines will be longer. Where is the improvement?</p> <p>9. Why not remove Lowe's light or the one at Walmart and Hitt Road (possibly shared with Ammon)? Of course not (although the one at Walmart isn't even a street. It is an exit from EITC and an exit from a business area). Those businesses are too big. Why inconvenience them? Let's just hurt the little guys.</p> <p>10. The timing of the lights seems to change occasionally. Sometimes it is better than others. It still beats Broadway and 17<sup>th</sup> and Yellowstone. Try those sometime. Look at those lights to improve the flow.</p> <p>11. The city gets so many things wrong. Way too much money is spent needlessly on things we don't need. At this rate, the spending is quickly turning us into a "little Detroit". You can't keep a traffic light to make it easier and safer for the residents, but you can spend \$600,000 for tourism signage and millions of dollars to put in fiber optics (which evidently the private sector doesn't believe is cost effective or necessary). The splash park, another necessity. How much does it cost to run the water through it and the loss of water through evaporation-not to mention the cost to clean the water. I was under the impression that water conservation is a priority. This does not benefit everyone. It is basically for the children. Their entertainment is the responsibility of their parents not the city. Tell me how many seniors benefited from this. By the way--how much was it for the "City of Idaho Falls logo"? That was really needed. I can hardly wait for the</p>	

Comments	Responses
<p>community college. That should be a very interesting debacle. Wait until those traffic problems hit. This traffic light costs nothing compared to any of these!!</p> <p><b>DON'T MAKE ANOTHER MISTAKE!!</b></p> <p><i>(Signatures of Nancy Daniels, Joshua Liebe, Virginia Liebe and Tina Welker included on the bottom of the last sheet)</i></p>	
<p><b>13 Kaybri and Tina Welker, 1495 Juniper Dr., <a href="mailto:lostwoutu@gmail.com">lostwoutu@gmail.com</a>, 524-9134</b></p>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p>Already partially closed to traffic for people living here because of Lowe's. Access to Holmes dangerous.</p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>Vision clearance for crossing restricted by floral shop and by big box. Dangerous for pedestrians crossing. Cars gun engines in impatience. Reduce speed limit.</p> <p><i>General comments:</i></p> <p>Noticed cars do not pay attention to pedestrians and would gun engines in impatience when a minor and handicapped person were in crosswalk (at time lights were off).</p> <p>Cannot exit onto Holmes from 15<sup>th</sup> and 16<sup>th</sup> across 3-4 lanes of traffic. June is the only other exit out. Restricted access from Jennie Lee housing edition due to street configuration. Do not consider pedestrian traffic. Skywalks?</p>	<p>June: These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Ponderosa: Speed limits will be evaluated under a different context. The sight distance problem with parked cars will be evaluated.</p> <p>Skywalks could be an alternative to consider, however they are generally cost prohibitive.</p>
<p><b>14 Donetta Fife, Grand Teton Chiropractic, 1220 E. 17<sup>th</sup> St., <a href="mailto:gqcbillingdept@gmail.com">gqcbillingdept@gmail.com</a>, 529-1919</b></p>	
<p><i>June and 17<sup>th</sup>: Yes</i></p> <p>There are several routes to take in this area to get on and off 17<sup>th</sup>.</p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p>	<p>Ponderosa: The study reflects that a signal isn't warranted here. U turns are something we consider with intersection design based on anticipated demand and the ability to provide for the space required for them.</p>

Comments	Responses
<p>Our business was very negatively affected when the light was closed. Patients had difficulty getting in and out of the parking lot. People were doing U-turns to achieve the direction they needed to go.</p> <p><i>General comments:</i></p> <p>What is the possibility of incorporating a U-turn lane so people can safely cross traffic and change direction safely, like they do in Utah?</p>	
<b>15 Shirley Gooden, 1200S. Sunrise Circle, <a href="mailto:shirgood@aol.com">shirgood@aol.com</a>, 351-1879</b>	
<p><i>June and 17<sup>th</sup>: Not Sure</i></p> <p><i>Ponderosa and 17<sup>th</sup>: Yes</i></p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p><i>A Street and Yellowstone: No</i></p> <p>I am a pedestrian at that crossing 2 x a day. Need to cross at 5 pm.</p> <p><i>B Street and Yellowstone: Not Sure</i></p> <p><i>General comments:</i></p> <p>Concerns about A St. and Yellowstone strictly for pedestrian usage.</p>	<p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<b>16 Ken Moore, 148 9<sup>th</sup> St.</b>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p><i>Lindsay and Broadway: Not Sure</i></p> <p><i>Shoup and Broadway: No</i></p> <p><i>A Street and Yellowstone: No</i></p> <p><i>B Street and Yellowstone: No</i></p>	<p>Your comment is noted. The study reflects that signals are not warranted at these locations.</p> <p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>

Comments	Responses
<b>17 Tim Franklin, Hopkins Roden, 428 Park, <a href="mailto:TimFranklin@hopkinsroden.com">TimFranklin@hopkinsroden.com</a>, 523-4445</b>	
<p><i>A Street and Yellowstone: No</i>          Unsafe for pedestrians. Hinders traffic into and out of downtown.</p> <p><i>B Street and Yellowstone: No</i>          Unsafe for pedestrians. Hinders traffic into and out of downtown.</p>	<p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<b>18 Barbra Frank, 1225 Wicklow Ct., <a href="mailto:barbstevefrank@gmail.com">barbstevefrank@gmail.com</a>, 523-3775</b>	
<p><i>June and 17<sup>th</sup>: Yes</i>          I use this intersection to cross 17<sup>th</sup> as a bicyclist. It is not necessary.</p> <p><i>Ponderosa and 17<sup>th</sup>: Not Sure</i></p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Yes</i></p> <p><i>A Street and Yellowstone: Yes</i>          Please at least one [A Street/B/Street]! Plus, add a ped x-ing light.</p> <p><i>B Street and Yellowstone: Yes</i>          Please at least one [A Street/B/Street]! Plus, add a ped x-ing light.</p> <p><i>General comments:</i>          I would like to see Riverside Drive go on a road diet. The week the pylons were up to [reduce] southbound traffic to one lane for a short section was perfect! (Good idea)</p> <p>Consider removing light at Cliff St. and Yellowstone.</p> <p>Where traffic lights removed, put in blinking yellow lights.</p> <p>In downtown area where traffic lights removed, add pedestrian x-walk lights.</p>	<p>Thank you for your comments.</p> <p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p> <p>General: as we go forward we will note these comments to evaluate what can be done.</p>

Comments	Responses
<b>19 Suketu Gandhi, 2117 Darah St., <a href="mailto:gandhi@g.com">gandhi@g.com</a></b>	
<p><i>Lindsay and Broadway: No</i></p> <p>I use this intersection to walk. Crossing street means extra walking distance. Traffic is certainty and walk sign gives additional safety.</p> <p><i>Shoup and Broadway: No</i></p> <p>I use this frequently. I would like to cross Broadway quickly. Making right turn on Shoup and Broadway is impossible without red light. Traffic is there when I use this intersection.</p> <p><i>General comments:</i></p> <p>I walk and drive on Shoup and Broadway. I can't make right turn most of the time due to traffic. I wait for green signal to make right turn. I also walk to go to and from library and swimming pool. I came about reaching at quickly. Traffic light gives me patience to wait. If I don't see the traffic signal/walk sign, then I will not wait for a long time to cross. People don't observe the safety issue. They are on cell phone and don't pay attention. Thus keeping signal/walk sign is a safety issue for pedestrians. Same goes to Lindsay and Broadway. This is true in summer season.</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<b>20 Wilda Birch, 735 E. 15<sup>th</sup> St., 522-5305</b>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p>I live in Martin addition <u>with only 1 entrance</u> and if you remove this stop light we will never be able to go left because of traffic to exit our exit will just be busy Holmes.</p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p>	<p>June: These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<b>21 Lois Cherry, 724 E. 15<sup>th</sup> St., 522-0766</b>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p>The light is needed for left turns onto 17<sup>th</sup> from our area.</p>	<p>June: These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are</p>

Comments	Responses
<p><i>General comments:</i></p> <p>This light for people in the Martin Addition, 15<sup>th</sup> and 16<sup>th</sup> streets.</p>	<p>available.</p>
<p><b>22 James Ward, 1825 Sequoia, 521-1502</b></p>	
<p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>Silver control box blocks view of east bound traffic.</p>	<p>Thank you for your comment. We will evaluate sight impediments that may create a safety concern here. The box is the traffic signal controller and would be removed along with the signal.</p>
<p><b>23 Roger Hunt, 1195 E. 16<sup>th</sup> St., <a href="mailto:R.Hunt@yahoo.com">R.Hunt@yahoo.com</a>, 360-2517</b></p>	
<p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>This intersection IS Used for school bus route. High school students and parents use this to cross 17<sup>th</sup> to take them to school. School kids walking use this to cross safely. Due to poor knowledge for the trucker coming to Lowe's, they end up coming down this road, then back track to find the trucker entry back on June Ave. Families riding bikes use this intersection to cross safely with little children. 17<sup>th</sup> and Ponderosa is the first road east of Holmes Ave. that can get you past the canal and back to 17<sup>th</sup> to cross the road.</p> <p><i>Lindsay and Broadway: Yes</i></p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<p><b>24 Joe Bellin, 890 8<sup>th</sup> St., <a href="mailto:bellin@cableone.net">bellin@cableone.net</a>, 680-5555</b></p>	
<p><i>June and 17<sup>th</sup>: Yes</i></p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Not Sure</i></p> <p><i>A Street and Yellowstone: No</i></p> <p><i>B Street and Yellowstone: No</i></p>	<p>Pedestrians and cyclists are accommodated at other crossing locations or, in the case of Yellowstone, would be accommodated with a new pedestrian signal at B Street. It is our intent to work alongside the Connecting Our Community Plan for pedestrians and cyclists as we plan, design and maintain the City Transportation system.</p>

Comments	Responses
<p><i>General comments:</i></p> <p>Removal of lights is not helping people who do not drive. Walkers and bicyclists will be severely impacted.</p>	
<p>25   <b>Jane Smith, 351 A St., <a href="mailto:janelsmith.jsl@gmail.com">janelsmith.jsl@gmail.com</a>, 206-0585</b></p>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p><i>Lindsay and Broadway: Not Sure</i></p> <p><i>Shoup and Broadway: No</i></p> <p><i>A Street and Yellowstone: No</i></p> <p>Cars cannot get into downtown. People parking on Yellowstone by the track cannot get across Yellowstone to get to businesses where they work!</p> <p><i>B Street and Yellowstone: No</i></p> <p>Cars cannot get into downtown. People parking on Yellowstone by the track cannot get across Yellowstone to get to businesses where they work!</p> <p><i>General comments:</i></p> <p>You cannot get onto Yellowstone when there is traffic! You sit and wait. This is not the 50's or 60's. More car traffic. You are encouraging people to go shop the mall or Ammon. Ammon is not taking out lights, they are putting lights in! You remove lights, speeds increase and more accidents occur. Pedestrians were not considered in this survey. (Only traffic!)</p> <p>During the holidays – traffic on 17<sup>th</sup> is horrible! Customers have said, is the City trying to ruin downtown and send all shopping elsewhere!</p> <p>If Yellowstone Hwy is so busy why even consider taking out light. No one can get in or out of downtown!</p>	<p>These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p> <p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<p>26   <b>Lynn Smith, 565 1<sup>st</sup> St., <a href="mailto:lsmith@umdata.com">lsmith@umdata.com</a>, 716-0318</b></p>	



Comments	Responses
<p><i>June and 17<sup>th</sup>: No</i></p> <p>Traffic on 17<sup>th</sup> is too fast anyway – removal of lights will only speed up traffic.</p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>Traffic on 17<sup>th</sup> is too fast anyway – removal of lights will only speed up traffic.</p> <p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: No</i></p> <p>Traffic backs up past Shoup from Broadway quite frequently.</p> <p><i>A Street and Yellowstone: No</i></p> <p>How do people park west of Yellowstone and cross to the east side.</p> <p><i>B Street and Yellowstone: No</i></p> <p>How do people park west of Yellowstone and cross to the east side.</p> <p><i>General comments:</i></p> <p>How things changed so much, from when the study was done to put in the lights. It seems to me that the City is spending money like water to make someone look good, ie. stupid traffic studies that don't take into consideration pedestrians. Stupid changes to the city logo that say nothing about I.F. Most of these studies and revamps are done out of town or out of state when there are IF capabilities.</p>	<p>Removal of the lights <i>may</i> increase the speed of the traffic in this area, however a successful corridor will have a consistent and safe operational speed by which traffic can flow smoothly. Too many signals that cannot be efficiently timed or spaced can lead to aggressive driver behavior.</p>
<p><b>27 Jeff Coward, 1100 Cranmer Ave.</b></p>	
<p><i>June and 17<sup>th</sup>: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.</p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.</p> <p><i>Lindsay and Broadway: No</i></p>	<p>These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p> <p>General: While we would like to reduce traffic where we can, all indicators tend to show general increases in traffic volumes.</p>

Comments	Responses
<p>Intersection not usable during 7am-11pm hours without a signal.  <i>Shoup and Broadway: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.  <i>A Street and Yellowstone: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.  <i>B Street and Yellowstone: No</i></p> <p>Intersection not usable during 7am-11pm hours without a signal.  <i>General comments:</i></p> <p>If you are thinking of removing <u>any</u> of these traffic signals, then you should also plan to close the affected side street entrances onto the main streets, since they will not be useable during normal 7 am – 11 pm hours without the signals. Instead of attempting to save drivers on the main streets 1-3 minutes of travel time per trip, you should instead be researching ways to reduce the volume of traffic on these main streets so that all streets can remain useful.</p>	
<b>28 No contact information provided</b>	
<p><b>General comments:</b></p> <p>There are way!! Too many lights in this town! Please remove at least 50% of the lights. And make the speed limit on 17<sup>th</sup> 60 mph. All other streets should be a moderate 55 mph (including residential). Please consider allowing parking along I-15 both sides of each lane, and for goodness sake bring that section back to 80 mph.</p>	<p><b>Our focus is on the signal study of the intersections listed.</b></p>
<b>29 Penni Englert, <a href="mailto:penni@ifsymphony.org">penni@ifsymphony.org</a></b>	
<p>(An email to Mayor Rebecca Casper)</p> <p>Hi-</p>	<p>We have recently completed a timing evaluation/adjustment study with ITD on the Yellowstone signals. This corridor is a challenge to have consistent efficient timing due to the vicinity of the railroad adjacent to it and the close spacing between traffic signals. Other influences that affect signal timing</p>

Comments	Responses
<p>Since we already have a dialogue going on, and I won't be able to make the meeting regarding the street lights...let me just say.</p> <p>The lights on Broadway &amp; A &amp; B could be timed a little better and they would be fine. Removing them completely would be accidents waiting to happen.</p> <p>The other lights -- I don't use so much, but the above mentioned two, I use every day.</p>	<p>is pedestrian patterns to be accommodated as well as emergency vehicle detection/adjustment.</p> <p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<b>30 Roxane L. Mitro, Alderson Krast &amp; Mitro Architects, P.A., 379 A St., <a href="mailto:rox@akm-arch.net">rox@akm-arch.net</a>, 522-4030</b>	
<p><i>(An email to Brad Cramer, Director, Community Development Services)</i></p> <p>Brad,</p> <p>Are you running the town meeting tonight about the traffic lights on Yellowstone and Broadway? I will not be able to attend, but want to share some comments with you.</p> <p>Broadway at Shoup would probably make the traffic flow better – except at 5:00 when Shoup where the public day parking is located = trying to leave downtown by way of Broadway.</p> <p>Yellowstone and A is a different story. This is a dangerous intersection both in your car and on foot. Yellowstone cars either don't stop or block the intersection or just plain run the light – can't tell you how many times that I've almost been hit. When the train is going thru...it can take up to 20 minutes to get across Yellowstone around 5:00 pm. Most the time people cross illegally – since the walk buttons either don't work (the one on the southeast corner has been broken for at least 3 months and maybe more) or are controlled by the train. It doesn't encourage use of that public parking for City workers.</p> <p>This intersection need some serious study from a car and pedestrian point of view.</p>	<p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<b>31 Cindy Logan, 365 Gustafson Dr., <a href="mailto:clogan@idahosupreme.com">clogan@idahosupreme.com</a>, 681-1224</b>	

Comments	Responses
<p><i>(An email to Kathy Hampton, City Clerk)</i></p> <p>Dear Kathy Hampton, Idaho Falls City Council and the Idaho Transportation Department,</p> <p>I am a resident of Idaho Falls residing at 365 Gustafson Drive 83402.</p> <p>I drive the streets of Idaho Falls daily and hope you will consider my opinion regarding the removal of certain traffic lights as stated below.</p> <p>17<sup>th</sup> Street and June Avenue: Please leave this light in place. There are no traffic signals to facilitate entering or leaving the parking lots associated with Shopko, Sam's Club, Albertsons or Hastings and during the traffic study found myself stuck there. Once, I made a right turn to continue eastward on 17<sup>th</sup> Street so that I could make a left turn onto Ponderosa Drive. But if you go ahead and remove that signal too, I'll be out of luck!</p> <p>Broadway/ Shoup Avenue: Perhaps it might move traffic faster to remove this signal.</p> <p>Broadway/Lindsay Boulevard: Please leave this signal in place. Believe it or not, people actually want to cross Broadway to continue northward on Lindsay Boulevard without making a mad dash across Broadway. The same holds true for going in the reverse direction, and even to make right or left turns onto either street. Please leave this one alone.</p> <p>17<sup>th</sup> and Ponderosa Drive: Perhaps it would be OK to remove this signal if you leave the 17<sup>th</sup> Street and June Avenue signal in place for orderly entrance/exit from a huge shopping area.</p> <p>Yellowstone Avenue/B Street: I believe it might improve traffic flow to remove either this signal or the Yellowstone Avenue/A Street signal, but not to remove both of them, as there is a need for these signals during weekday business hours. How about turning those Downtown and Yellowstone avenue traffic signals to flashing warning lights during the evening/night hours and on the weekends?</p> <p>Respectfully submitted for your consideration. Thank you.</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<p>32 Virginia Rasmussen, <a href="mailto:muffcat3@gmail.com">muffcat3@gmail.com</a></p>	

Comments	Responses
<p>Referring to the traffic light at Ponderosa and 17th Street.</p> <p>I strongly urge you not to remove this light.</p> <p>Leaving the Jenny Lee housing area crossing 17th or making a turn is impossible to see oncoming cars going East, due to the cars in the parking lot at the businesses/ obstructing the view. Extremely unsafe.</p> <p>We need to cross 17th street to Ponderosa on a daily bases.</p> <p>We live on the corner of 21st and Santalema. Since there has been a through access to the Jennie Lee Drive traffic light, the traffic has increased so much and makes it dangerous to back out of the driveway. This traffic will only increase by the removal of the traffic light. Making it more difficult and dangerous.</p> <p>21st and Santalema is also a crossing street for the children going to school at Edgemont. I would hate to see this increase of traffic harming a child.</p>	<p>These comments and concerns are noted. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p> <p>Sight obstructions at the intersections will be evaluated as suggested.</p>
<p><b>33 Tammy Theiler, Hopkins Roden Crockett Hansen &amp; Hoopes, PLLC, 428 Park Ave., <a href="mailto:tammytheiler@hopkinsroden.com">tammytheiler@hopkinsroden.com</a>, 523-4445</b></p>	
<p><i>(Attached to email sent to Idaho Falls Public Works)</i></p> <p><i>Shoup and Broadway: No</i></p> <p><i>A Street and Yellowstone: No</i></p> <p>Removal of this light(s) would create a safety hazard for myself and several other pedestrians (downtown employees and others) who park in lots paralleling the tracks along Yellowstone. If the light(s) are removed, and alternate signal for pedestrians must be installed to provide safe crossing for pedestrians.</p> <p><i>B Street and Yellowstone: No</i></p> <p>Removal of this light(s) would create a safety hazard for myself and several other pedestrians (downtown employees and others) who park in lots paralleling the tracks along Yellowstone. If the light(s) are removed, and alternate signal for pedestrians must be installed to provide safe crossing for pedestrians.</p>	<p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>

Comments	Responses
<p><i>General comments:</i></p> <p>The movement of trains typically coincide with lunch hour/end of work day traffic at Yellowstone and "A". The light at "A" St. and Yellowstone does not change to green if there is a train at the crossing. This creates a safety hazard for pedestrians trying to cross Yellowstone at "A" St. to access their parked vehicles in the lot paralleling the tracks. Lunch time and end of work day traffic on Yellowstone are busy with very little break in traffic flow and a person can sometimes wait 5-10 minutes for traffic to clear for a safe crossing.</p>	
<p>34 Kathryn Youngberg, <a href="mailto:kathryn.youngberg1102@gmail.com">kathryn.youngberg1102@gmail.com</a></p>	
<p>To whom it may concern,</p> <p>I was reading in the newspaper this morning about the lights being taken out. One in particular concerns me very much. I work for the Grand Teton Chiropractic and the cross roads we are located at are 17th street and Ponderosa. I am not sure you understand why this traffic light is so important to this particular area. There are many businesses in this area and taking it out can greatly affect all of us. We could lose clients and customers because it would not only be hard to get into the businesses but it would be even harder for people to get out onto 17th street. I think the lights should be kept. What would be better is to just time the lights better so that traffic could run more smoothly. I don't want you to take away our light because I don't want any of us to lose any business because of a light.</p>	<p>Thank you for your comment. Timing the signals to run smoothly is complicated by the number and spacing of traffic signals in the corridor. That is one of the principal reasons for considering the removal of the unwarranted signals, such as the one at Ponderosa.</p>
<p>35 Dr. James C. Gardner, DC, Grand Teton Chiropractic, 1220 E. 17<sup>th</sup> St., <a href="mailto:gtchiro@hotmail.com">gtchiro@hotmail.com</a>, 529-1919</p>	
<p>Hello,</p> <p>I am the owner of Grand Teton Chiropractic, P.C. at 1220 East 17th Street--near the intersection of Ponderosa and 17th street. I've mailed a letter to several people at the city--but the letters were all returned. So, I'll attach my letter to this email for you to read the in-depth reason I'm against changing the light or removing it.</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>Basically, my patients and I had a terrible time getting an opportunity to turn left into my parking lot because THERE IS NO BREAK IN TRAFFIC for long stretches of time. One of my elderly patients, a Korean vet, couldn't turn left into my parking area for 10 minutes because of oncoming traffic! That is ridiculous. I also experienced this problem during the "study" or trial of no lights being used. It is also the light that makes it possible to turn west onto 17th street from my parking space.</p> <p>Perhaps other lights are worth taking down or stopping, <b>but not the one at Ponderosa and 17th--it must stay as it is.</b> Please read the attached letter for a more detailed explanation of my views and the negative effects on my business that would be created.</p> <p>Please feel free to contact me at 208-529-1919.</p> <p><i>(Attached letter to Kent Fugal)</i></p> <p><u>RE: Removal of stop light at Ponderosa Drive and 17<sup>th</sup> Street</u></p> <p>Dear Mr. Fugal:</p> <p>I'm concerned about the City of Idaho Falls taking out the stop lights at the intersection of 17<sup>th</sup> and Ponderosa Drive with signs stating "Signal under study for removal." Although I can appreciate the city trying to lessen the amount of lights on 17<sup>th</sup> street, the idea of removing this light is a mistake. I believe there is a good chance that there will be even more accidents at or near businesses in this location without a stop light.</p> <p>Additionally, I've had several patients who have complained about turning into my office parking lot while traveling west on 17<sup>th</sup> because there is <u>NO BREAK IN TRAFFIC</u>, even on the first day after the "study" began. One patient just told me that he sat in the turning lane for 10 minutes before he had time to turn into my parking lot—all due to no breaks in the traffic pattern heading east on 17<sup>th</sup> Street. I know how my patients feel because following my lunch break today, I had to wait in the turning lane for at least 3 minutes before I quickly turned into the parking lot with very little room to spare and irritated/uncourteous drivers in the eastbound traffic letting me know about it. I'm sure this will be a major negative issue for many of my patients, particularly the older patients, staff and myself.</p>	

Comments	Responses
<p>The potential exists for my business to be adversely affected as a result of patients feeling unsafe about getting into and out of my parking lot because of the traffic pattern being uninterrupted by the light at 17<sup>th</sup> and Ponderosa Drive. I don't think you intend for this consequence, but I have to wonder about the long-term negative ramifications of this light being decommissioned.</p> <p>In behalf of my patients, my staff and myself, I adamantly oppose the light at 17<sup>th</sup> and Ponderosa Drive being removed! Please do not remove this light! Opening up 17<sup>th</sup> street to more cars speeding between lights will not benefit us.</p> <p>Please feel free to use my letter and voice in this matter to represent the silent business owners around me who are not yet affected, or aware of the potential negative impact of the light being removed.</p> <p>I look forward to hearing a response from you regarding this issue.</p> <p>Sincerely,</p>	
<p><b>36 Bill Serrano, 1988 Malibu Dr., <a href="mailto:serrbill@hotmail.com">serrbill@hotmail.com</a>, 569-3726</b></p>	
<p>These are my thoughts on the recent trial period of removing some of the street lights on 17th street. I present two different thoughts for removing the lights.</p> <p>Presently the speed limit is 40 mph. The existing street lights creates a gap in the traffic. Removing the street lights allows a longer portion of 17th street to be a continuous lane of fast moving traffic. There would be fewer openings in the 17th street traffic for those motorists entering 17th from a side street. Even with the present few openings created by the existing traffic lights it is dangerous for motorists to enter 17th from the side streets. In summary, if the speed limit remains at 40 mph then the traffic lights should remain in use to create the necessary gaps in the traffic. (Speed bumps would help but no one wants them on a main artery.)</p> <p>If the speed limit were reduced to 30 or 35 mph and the street lights were removed, this slower speed would allow more safe access for side street</p>	<p>Thank you for your comments. Removal of the lights may increase the speed of the traffic in this area, however a successful corridor will have a consistent and safe operational speed by which traffic can flow smoothly. Too many signals that cannot be efficiently timed or spaced can lead to aggressive driver behavior.</p>



Comments	Responses
<p>motorists to 17th street. In summary, if the street lights were removed then the speed limit should be reduced to 30 but no more than 35 mph.</p> <p>Remember the speed limit on Woodruff in front of Smith's grocery is 35 mph which is a safe speed and everyone gets to their destination in time.</p> <p>Thank you for allowing me my input.</p>	
<b>37 Katie Jennings, <a href="mailto:katie@chesbromusic.com">katie@chesbromusic.com</a>, 932-1218</b>	
<p>To Whom It May Concern:</p> <p>I am writing to you concerning the light on Shoup and Broadway. It is my understanding that, due to your study, you will be removing that light. When that study took place, everyone was aware of it and went the other way. If that light is not there, the cars attempting to turn left or go straight will not be able to. There is too much traffic on Broadway for a person to try to do either of those things. Also, many times, the cars travelling on Broadway are going way too fast. I believe that the removal of that light will cause more accidents. Perhaps a better solution would be to adjust the timing on the lights- as that seems to be the real problem.</p> <p>Thank you for your time and efforts to improve Idaho Falls.</p>	<p>Thank you for your comment. You are correct in that the study recommends that the signal on Shoup should be removed. This corridor is a challenge to have consistent efficient timing due to the vicinity of the railroad adjacent to it and the close spacing of traffic signals. Other influences that affect signal timing is pedestrian patterns to be accommodated as well as emergency vehicle detection/adjustment.</p>
<b>38 Christine Garner, Alternative Health Clinic, 1210 E 17<sup>th</sup> St., <a href="mailto:alternativehealth@onewest.net">alternativehealth@onewest.net</a></b>	
<p>I am against the removal of the stoplight at this location. We have a business, Alternative Health Clinic, at 1210 E 17th Street.</p> <p>Even with the stoplight there we have many accidents at that part of the street. And a delayed time at the lights just to cross over 17th. I am sure that you have the stats that indicate the accidents that occur at that intersection. We have seen many.</p> <p>During your testing time it made our parking lot much more dangerous due to the people taking a shortcut through our parking lot. We have 14 parking places and many times they are filled totally. During the time you had the stoplights covered I was just about hit just backing out of my parking place by someone cutting through our parking area. Normally,</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes that are available.</p>

Comments	Responses
<p>most people who take the short cut are not driving as quickly as they were during that period just to get to 17th street.</p> <p>If the stoplights were to be removed I believe that the possibility of more accidents would occur at that intersection.</p> <p>I would think that stores such as Shopko who have quite a few options of leaving that area would probably not experience the dangers that the removal of the light at 17th and Ponderosa would. We and our patients already have hard enough times getting out to 17th street.</p> <p>I am asking to please reconsider the removal of the stoplight at 17th and Ponderosa.</p> <p>Thank you.</p>	
<b>39 Julie Oliver, Shaddow Domain LLC, 341 W. Broadway, <a href="mailto:jpedersen@ida.net">jpedersen@ida.net</a>, 552-5036</b>	
<p>I would like to voice my concern regarding possible removal of the traffic light at the corner of Shoup and Broadway.</p> <p>I believe that this light facilitates a large amount of pedestrian traffic. This is not only a concern for downtown businesses but is also a safety concern.</p> <p>As a second point, turning left from Shoup to Broadway at that light is already time consuming and I feel that the loss of that light would make a left turn, at certain times during the day, fairly impossible.</p> <p>Thank you for the opportunity to voice my concerns,</p>	<p>These comments are noted. While it may be "inconvenient" due to the removal of the signal, safe alternate routes are available.</p>
<b>40 Debbie Young, <a href="mailto:youngd@dhw.idaho.gov">youngd@dhw.idaho.gov</a>, 528-5900</b>	
<p>I work at the Health &amp; Welfare building on Shoup Ave., and live off 1st street so this impacts me every day. On those days that the train is blocking Cliff St. (for hours) and we cannot turn onto Yellowstone, (because of traffic) we use the Shoup Ave. (To go the North) Even with the light there people sometime block it but it does clear up. It is hard to go down Capital and Memorial because of the 5 O'clock traffic there and it</p>	<p>Thank you for your comment. We reflect your desire for an efficient operational transportation network. While this study recommends the removal of the signal, we will make sure safe alternate routes are available to get around.</p>

Comments	Responses
<p>just adds more traffic. When the train is not there we went through the residential are on the number streets, to get to the other side of town. Causing the residents major traffic on their streets. I think it would cause the businesses on Shoup Ave. a great lose also. We, here at the building, do business down Shoup Ave. and sometimes have a limited amount of time to do it. And the fastest way would be down Shoup Ave and Broadway.</p> <p>Everyone is in a hurry to get home after work (as all of you should know) and I think taking the light on Shoup and Broadway would just hinder the traffic, especially the big truck and semi using that route. People get frustrated and make bad judgments and cause wrecks.</p> <p>Thank you.</p>	
<p>41 Judy Johnson, <a href="mailto:judyj@quickcheck.net">judyj@quickcheck.net</a>, 520-0071</p>	
<p>To Whom it May Concern,</p> <p>I can understand the need to keep the flow of traffic moving on 17th Street. But, keeping in mind safety issues I must voice my opinion about the removal of the light on 17th Street and Ponderosa.</p> <p>The light on this intersection (17th and Ponderosa) should not be removed. The buses for District 91 use Ponderosa to transport our city's youth to and from school. Edgemont is located in the Jenny Lee Addition and there are some children that walk to school and use and depend on the light to safely cross 17th Street. The buses are slow moving vehicles from a dead stop and pose a danger to the children on the buses and the traffic on 17th if there is no light to stop the flow of traffic while they are trying to turn left or go straight across 17th Street.</p> <p>Another issue with removal of the light is that motorists cannot see past the vehicles that are parked in the parking lots of the businesses. The motorists have to literally pull out past the crosswalks onto 17th Street so they can see past the vehicles parked at the businesses. This is not safe! Let alone illegally blocking the crosswalk to any pedestrian that might be trying to cross Ponderosa while the vehicle is waiting to get across 17th or turn left.</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Thank you for your observation of sight concerns as well. We will evaluate the sight safety concerns and address them where we can.</p> <p>Our intent is to provide for a safe network through town. We will evaluate the study for "cut through" traffic scenarios and work with the property owner to mitigate these circumstances that may develop as a result.</p>

Comments	Responses
<p>The last issue I need to address is what happened when you did your 4 day study. When you covered the lights it turned the parking lot where Quik Check, Liberty Tax, and Alternative Health are located into a road. Motorists would get impatient and drive through our parking lot to use the the driveway as an alternative access to 17th Street. This puts our customers at risk. Especially the clients at Alternative Health. Some of their clients are older people with health issues that affect their ability to walk. They can't just jump out of the way of a vehicle coming through the parking lot at 25 or 30 miles per hour because the motorist is too impatient to wait their turn at the intersection.</p> <p>I have worked for Quik Check for 20 years in this location and have witnessed numerous wrecks on the 17th and Ponderosa intersection. Without the light you are inviting more accidents to happen. I hope not at the risk of our children on a bus or a child trying to cross 17th with the use of an orange flag. There was an incident about 2 months ago where a young man on his electric scooter was crossing 17th Street and was hit by a car. Luckily he was not killed. Can you imagine what might have happened to this young man if there had no been a light and the truck was doing 50 ran the light and hit him? There is also a speeding issue on 17th Street. There is a need for lights to slow them down.</p> <p>Perhaps if the light didn't stay red so long on Ponderosa and let the flow of traffic on Ponderosa build up so badly the light wouldn't stop the flow on 17th that long.</p> <p>I can understand the removal of the light at Shopko Plaza (17th and June). There is really no need for this light where there are several different ways to get into that shopping plaza.</p>	
<b>42 Marie Cutler, 729 E. 16<sup>th</sup> St., <a href="mailto:wm.cutler@hotmail.com">wm.cutler@hotmail.com</a></b>	
<p>My name is Marie Cutler. I live at 729 East 16th St. I am writing this letter along with 5 other neighbors.</p> <p>PLEASE KEEP THE STOP LIGHT ON JUNE AND 17TH ST.</p> <p>The only other entrance and exit that we have is on Holmes, and it is a challenge if we want to turn South.</p>	<p>These comments and concerns are noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>There are several elderly people in the neighborhood and we need at least one stop light to get in and out of the subdivision.</p> <p>While the stop light was down people were going in Lowe's parking lot and using their stop light ( which I'm sure they weren't thrilled with )</p> <p>With the traffic coming from Shopko, Sprint, GNC health, Sport Clips, Thai Kitchen, Hong Kong, and whatever will be going into the old Wendy's building this will be a hazardous condition that will result in many accidents.</p> <p>ONCE AGAIN PLEASE DONT GET RID OF THE JUNE AND 17TH STOP LIGHT!!!!!!</p> <p>Thank you for your consideration.</p>	
<p>43    <b>Stacey Mc Fadden, <a href="mailto:otrstacey91@gmail.com">otrstacey91@gmail.com</a></b></p>	
<p>The worst stop light in town is that worthless one in downtown directly in front of Bott Yamaha.</p> <p>That things garbage</p>	<p>Unfortunately that light wasn't listed in the signals to study for removal. It may be included in a future study.</p>
<p>44    <b>Kathleen Logue, <a href="mailto:cassielogue@gmail.com">cassielogue@gmail.com</a></b></p>	
<p>I tried to get to Imperial Cleaners and could not cross there. No one would let me in so I had to drive down the street and find a place to turn in so I was on the other side of the street so I could turn in to the cleaners. I told the dry cleaner lady it was impossible and she said when she goes home now she has to drive the back way to Woodruff so she could get home. That is ridiculous.</p> <p>I hope they keep a light there as it will save accidents and easy to get across. I am older so I drive mostly the ways that are easier for me to get places.</p> <p>I appreciate your consideration in this matter.</p> <p>Thank you</p>	<p>Thanks you for your comment. It is noted. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p><b>45 Wendy Roberts, Grand Teton Chiropractic, 1220 E. 17<sup>th</sup> St., <a href="mailto:wensar1275@aol.com">wensar1275@aol.com</a></b></p> <p>To Whom It May Concern:</p> <p>In response to your article, "Turning Out The Lights" in the Post Register of June 22, 2016, I implore you, please do NOT turn off the traffic light at Ponderosa and 17th Street.</p> <p>I have been employed for nearly three years at Grand Teton Chiropractic (approximately 100' from the aforementioned intersection.) Not only have there been accidents at that location, traffic is heavy and travels fast. In the last few months, there were two serious accidents within one week. It's very difficult getting out of our driveway, often times having to wait an extended amount of time while allowing traffic to pass. By taking out the light, I feel strongly that it will become even more hazardous.</p> <p>I pray you will take heed to my request in not removing the traffic light located at Ponderosa and 17th Street.</p> <p>Respectfully submitted,</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<p><b>46 Laurel and Gay Willis, <a href="mailto:willisg@cableone.net">willisg@cableone.net</a>, 529-0962</b></p> <p>City Engineer Kent Fugal</p> <p>Since we cannot come to your open house, we want to comment on the traffic lights situation. We live near 17th St. and use it on a daily basis. We noticed that the traffic lights were dark during the study. We feel that the traffic lights on 17th St. are needed. Our big concern is the difficulty of getting onto 17th St. without a traffic light, especially when turning left onto 17th. We also observed pedestrians waiting, waiting and finally just dashing across 17th St. when there was a lull in traffic. Perhaps this type of incident is the reason the traffic lights were originally installed. We wonder if the reason the city is considering removing these lights is to ensure the flow of traffic. We feel the traffic flows well without a lot of stops and starts because the lights on 17th St. are timed to encourage good traffic flow. The biggest problem regarding the traffic is the length of wait at corners like St. Clair and 17th to cross 17th. Several other intersections</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Your observation about the Starbucks approach is observed at other locations as well. We are working on an access control spacing project along 17<sup>th</sup> that will help remove some of these turning conflicts that are too close to signalized intersections.</p>

Comments	Responses
<p>are called "the eternal traffic light" because it takes so long to cross or to make left hand turns on 17th.</p> <p>One other traffic concern we have is the bottleneck in front of the new Starbucks on 17th and Jennie Lee. Because the Starbucks gets much more business than prior businesses in that location, the traffic turning in there has greatly increased since it opened. When we are trying to turn left at the light on Jennie Lee, several cars are also trying to turn left into Starbucks' parking lot. Because the entrance to Starbucks is so close to the intersection, there's not always room to squeeze in front of the Starbucks turning cars to get into the Jennie Lee left-hand turning lane safely. One solution to this problem would be to have the only entrance/exit for Starbucks on Jennie Lee.</p> <p>Thank you for inviting comments.</p>	
<p><b>47 Steven and Patsy Atkinson, 1034 Mojave St., <a href="mailto:satki@cableone.net">satki@cableone.net</a></b></p>	
<p>Concerning the proposed removal of the traffic light at 17th and Ponderosa:</p> <p>I read their isn't that much traffic using this intersection? We in the Jenny Lee subdivision disagree. This intersection controls the cross 17th street traffic to get from Jenny Lee to the area north of 17th street, to 12th street, 9th street, John Adams, and 1st street. I use it often to travel down Ponderosa and S.E. Bonneville to reach the high school or post office or the church and credit union on 1st street instead of joining in the Holmes Avenue parade. It is dangerous during the day or even early evening to try to make a left turn or to cross 17th street without this traffic signal. Off course there were no problems when you covered the lights, everyone in the neighborhood knew to avoid the intersection without traffic control and we knew it would soon be over. Without a light at this intersection we will have to use St. Clair or Homes to cross busy, high speed, 17th street. Without this light even using Jenny lee Drive then 17th to reach Ponderosa requires making a left on 17th street without a light. It will require patience.</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>



Comments	Responses
So, without a light at 17th and Ponderosa, you might as well install a barrier in the median, for crossing 17th street will require courage.	
48 Rita Mora-Mena, <a href="mailto:laritz111@yahoo.com">laritz111@yahoo.com</a>	
<p>To Whom It May Concern:</p> <p>Thank you for this opportunity to express an opinion in regards to the removal of traffic lights in the city. Specifically, I am writing about the removal of the traffic light of Shoup Avenue and Broadway. I am an employee of the Dept.of Health and Welfare, office located on the Shoup Avenue. I am one of the tens of workers who daily have to be out in the community, visiting homes and other agencies in town. The traffic light in question is critical to us, when our work takes us to the west part of town or to the Interstate 15 and Hwy. 20 North or across Broadway into downtown. This light allows us to make a left turn into Broadway or to go across Shoup and without it, we would have to find alternate routes, which in turn, means longer travel time. Most times during the workday, the traffic on Broadway is quite heavy and without this traffic light, making a left turn into Broadway from Shoup is almost impossible. At times, like rush hour, even turning right from Shoup into Broadway, is quite difficult even with the light in place. It is also my impression that most of the business on the other side of Shoup, like banks, restaurants, shops,etc., will be negatively impacted by the elimination of this traffic light, too. Please, reconsider the decision to remove this traffic light and understand that this decision will have a negative impact for DHW employees like me and to other community members as well. Thank you for your attention and consideration of this opinion.</p> <p>Respectfully,</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p>
49 Carrie Crom, <a href="mailto:cromc@ida.net">cromc@ida.net</a>	
Good morning. My name is Carrie Crom and I would like to give you my opinion about the traffic light project. My recommendation would be to leave the one functioning at 17th and Ponderosa. The traffic light that can be removed with little impact would be the one exiting the Shopko parking	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts</p>

Comments	Responses
<p>lot. There are two alternatives for getting to 17th, you can go out east end of the Shopko parking lot and use the light by Lowes. You can also cut through the Albertson's parking lot and use the light at 17th and Holmes. Thanks for taking input on this decision.</p>	<p>observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<p>50 <b>Dianne McLeod</b>, <a href="mailto:mcleodd@dhe.idaho.gov">mcleodd@dhe.idaho.gov</a></p>	
<p>This e-mail is in regards to the proposed removal of the traffic light on Shoup and B Street.</p> <p>I work at the state building on Shoup. The light on Shoup and Broadway is vital at 5:00pm. Traffic is backed up with people leaving the state parking lot and the city parking lot across from the building. Sometimes you will sit through many light changes due to the number of people trying to get onto Broadway.</p> <p>During the study period, no one used the light on Shoup and the other streets around our building backed up. Cliff was backed up and Capitol was backed up. When we are unable to turn right on Broadway off Shoup, I will cross over and get on to Yellowstone via B Street.</p> <p>You cannot turn right because of the cars lined up on Broadway that will stop in the intersection as the light turn's red on Broadway and Yellowstone. This makes it impossible to turn left or cross Broadway also.</p> <p>I would believe removing the light on B Street would make it difficult for the people working in town to cross Yellowstone to their vehicles in the parking lot on the east side of Yellowstone Ave.</p> <p>Please before you make a decision to remove the light, I would suggest someone observe or video the traffic at 5:00pm week days on Shoup and Broadway.</p> <p>Thank you for the opportunity to voice my opinion concerning the removal of the designated traffic lights.</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>Your recommendation to further observe or video the intersection is noted. We will evaluate this closely with any traffic change implemented.</p>
<p>51 <b>Ryan Farnsworth</b>, <a href="mailto:refasu@gmail.com">refasu@gmail.com</a></p>	

Comments	Responses
<p>My name is Ryan Farnsworth. I've lived in the Jennie Lee addition off 17th for 3 years. I endorse removal of the 2 traffic lights on 17th near shopko and Lowes that were covered up for several days each. It will clear congestion and make the street safer for pedestrians and cars both.</p>	<p>Thank you for your comment.</p> <p>The study recommends removal of the light based on the traffic counts observed.</p>
<p>52 <b>Ann Delmastro, <a href="mailto:jor75ann@cablone.net">jor75ann@cablone.net</a></b></p>	
<p>I was unable to attend the open house regarding the traffic lights and hope information will be posted on the city website.</p> <p>I wish to make some comments. I work downtown part time, mostly from mid January to mid April and some in the fall. I park in the lot by the railroad tracks between A and B streets. There are times of the day (noon and afternoon rush hour especially) when it would be very difficult for a pedestrian to cross Yellowstone Ave without a light. A suggested remedy to walk to Broadway or Constitution has its own dangers to pedestrians. During the winter sidewalks are icy, slippery, covered with snow that hides underlying ice. It is quite possible to fall and break a bone. I would suggest that if you are determined to remove those 2 lights that you turn them into blinking lights instead so pedestrians can push the appropriate buttons and be able to cross Yellowstone safely. I would think that the safety of its citizens and visitors should be the primary concern of the city rather than keeping traffic flowing all too quickly!</p> <p>I would request that I be kept informed of the city council's decision</p> <p>Thank you</p>	<p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p> <p>Safe traversable sidewalks are an important part of our transportation system. We will evaluate these and work with Idaho Falls Police Department to enforce snow removal as we see concerns arise.</p>
<p>53 <b>Alex Siqueiros, 1575 12<sup>th</sup> St., <a href="mailto:alexicesq@gmail.com">alexicesq@gmail.com</a>, 612-8530</b></p>	
<p>Kent,</p> <p>Attached are my comments from the June 28th public meeting. I am submitting my comments as a citizen of Idaho Falls, not as an employee of BMPO.</p> <p>I live on 12th Street, drive to work at 7:00 a.m. four days a week heading west from St. Clair to Skyline. The traffic isn't bad that time of day but</p>	<p>Thank you for your comments.</p>

Comments	Responses
<p>when I return home headed east between 4:30 and 5:00 p.m., I turn left at Holmes. I will not drive between Holmes and St. Clair that time of day because of the traffic.</p> <p>I attended, recorded and typed the minutes of the Planning Commission meetings during the time the June/17th Street signal was being considered. If I remember right, the Planning Commission recommended the signal not be installed. The signal was not warranted and the only people happy about that signal was ShopKo and the June Subdivision residents.</p> <p>Thanks!</p> <p><i>(Attached to email sent to Idaho Falls Public Works)</i></p> <p><i>June and 17<sup>th</sup>: Yes</i></p> <p>This location did not warrant a signal when it was first installed. It's too close to the Jennie Lee signal and never should have been approved. The then City Council gave in to the residents of the adjacent subdivision to appease them and look good in the eyes of the citizens (keep their votes).</p> <p><i>Ponderosa and 17<sup>th</sup>: Yes</i></p> <p>The Ponderosa, Jennie Lee and June signals are all too closely spaced. As long as the Jennie Lee signal remains, both the June and Ponderosa signals should be removed.</p> <p><i>Lindsay and Broadway: Yes</i></p> <p>This signal serves very few people and is not needed.</p> <p><i>Shoup and Broadway: Yes</i></p> <p>Broadway traffic backs up through this signal at peak hours and especially when a train is on the tracks. I don't think it would be missed much if it was removed.</p> <p><i>A Street and Yellowstone: Yes</i></p> <p><i>B Street and Yellowstone: Yes</i></p>	
<p>54    <b>Deborah Harrison, 272 10<sup>th</sup> St., <a href="mailto:myotis@cableone.net">myotis@cableone.net</a>, 313-9748</b></p>	

Comments	Responses
<p>Hello, I would like to comment on the removal of traffic signals.</p> <p><u>17th and Ponderosa</u>: I use this light several times a week as a motorist. It is so difficult to make a left turn on 17th and this light is so helpful. I also use this light as a pedestrian and cyclist to cross 17th and would like the push-button to be maintained.</p> <p><u>Yellowstone traffic signals and access to river and downtown</u>: I use these lights as a motorist and a pedestrian/cyclist. I would ask you maintain the lights as pedestrian push-buttons. Crossing Yellowstone/Broadway is daunting for a person not in a car and a clear easy pathway to the River Walk/Downtown area is important for quality of life and downtown revitalization.</p> <p>Thank you,</p>	<p>Thank you for your comments.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p> <p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<b>55 Paul Allen and Judy Johnson, Quik Check, <a href="mailto:ladygoldseeker@msn.com">ladygoldseeker@msn.com</a></b>	
<p>To whom it may concern:</p> <p>My name is Paula Allen I all writing to you concerning the traffic removal study. The light that I am having most of the issue with is the one at 17th and Ponderosa, I work right near this intersection. With the amount of accidents that happen at this intersection I think it would be very un wise to remove this signal. I have noticed since your study was concluded, the light is actually cycling now, instead of making Ponderosa wait forever. This I do believe is the reason for so many accidents, because Ponderosa is rushing trying to catch the light, and people on 17th are used to the light remaining green for them, and never expect it to be red. Thank you for taking the time to read this email. And I'm hoping this helps with the study.</p> <p>Sincerely,</p>	<p>Thank you for your comment.</p> <p>We monitor the function of the lights for efficient progression where we can. Signal spacing, pedestrian usage and emergency vehicle use present challenges to the efficient timing of the corridor.</p>
<b>56 Greg Crockett, Hopkins Roden Crockett Hansen &amp; Hoopes, PLLC, 428 Park Avenue, <a href="mailto:gregcrockett@hopkinsroden.com">gregcrockett@hopkinsroden.com</a>, 523-4445</b>	
<p>IF/ENG....I support your proposal to remove the six traffic signals still being studied. I am concerned about pedestrian traffic across Yellowstone. Many people who work downtown use the R/R right-ofway all</p>	<p>A &amp; B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>

Comments	Responses
day parking. Yellowstone is busiest at about 5:00pm when people are going to their cars. What about ped. Signals like the one on Channing in front of the hospital??	
57 <b>D. Hall, <a href="mailto:dthall74@gmail.com">dthall74@gmail.com</a></b>	
I ride my bike to work 5 days a week. I use both the signal on B street and Yellowstone, and the one on Ponderosa and 17th street. Please leave those signals in.	A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.
58 <b>Lary S. Larson, Esq., Hopkins Roden Crockett Hansen &amp; Hoopes, PLLC, 428 Park Avenue, <a href="mailto:larylson@hopkinsroden.com">larylson@hopkinsroden.com</a>, 523-4445</b>	
<p>City of Idaho Falls:</p> <p>If the decision is made to remove the stoplights at the Yellowstone and A Street intersection, please make some provision for pedestrians to cross Yellowstone at that location. I have been working downtown for 35 years, and regularly park in the parking lot on the east side of Yellowstone. The pedestrian crossing lights are critical for pedestrian safety, in my opinion. If you don't make provision for downtown workers to park in the lot and cross Yellowstone on foot, then they will stop parking in that lot, and there won't be enough parking space for them in the other locations downtown. Yellowstone and B is in the same situation. At least keep pedestrian crossing lights at one or the other. Thanks.</p>	A & B St: We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.
59 <b>Tonja Snow, 1544 S. Woodruff, <a href="mailto:snowajnot@yahoo.com">snowajnot@yahoo.com</a>, <a href="mailto:snowtonj@d91.k12.id.us">snowtonj@d91.k12.id.us</a></b>	
<p><i>(Attached to email sent to Idaho Falls Public Works)</i></p> <p><i>June and 17<sup>th</sup>: Not Sure</i></p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>Only good access of traffic and school busses coming and going from Edgemont Elementary.</p>	<p>Ponderosa: The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p> <p>We will work with the school district regarding potential rerouting of some of their busses if the signal is removed.</p>

Comments	Responses
<p><i>Lindsay and Broadway: Yes</i></p> <p><i>Shoup and Broadway: Yes</i></p> <p><i>A Street and Yellowstone: Yes</i></p> <p><i>B Street and Yellowstone: Yes</i></p>	
<p><b>60 Luann Crane, 2804 Sapphire Dr., Ammon, ID 83404, <a href="mailto:cluannr@hotmail.com">cluannr@hotmail.com</a></b></p>	
<p><i>(Attached to email sent to Idaho Falls Public Works)</i></p> <p><i>Ponderosa and 17<sup>th</sup>: No</i></p> <p>General comments:</p> <p>I am the Office Manager at Northwest Title Loans. Located at 1160 East 17th St, Just East of the signal at Ponderosa. When ever myself or any of my staff need to Travel East on 17th, make a left turn across traffic, we use that light. Because of the heavy, fast moving traffic it is the safest way for us &amp; our customers to make that turn. My other concern is, we already have many fender benders near Harbor freight. Traffic moves so fast it is hard for customers to turn into business without getting rear ended. The light at Ponderosa does help to slow traffic a little, or pay more attention as they may need to stop. We hear the screech of tires. (vehicles trying to stop) Daily. Our View of the Street makes us aware these are due to vehicles trying to Cross Traffic, &amp; vehicles following too close or moving to fast to slow when the vehicle in front tries to turn off 17th into business. Please do not remove this light. Customers of the surrounding business, &amp; People from the Housing Development behind us, Use that light as a Safe way to Enter &amp; Exit 17th Street.</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be “inconvenient” due to the removal of the signals, safe alternate routes are available.</p> <p>The crashes you reference on 17<sup>th</sup> St are not likely to increase due to removal of the signal. Allowing drivers to take their focus off of the signal and instead focus on the traffic up ahead may actually help to decrease these crashes.</p>
<p><b>61 Paul B Rippel, Hopkins Roden Crockett Hansen &amp; Hoopes, PLLC, 428 Park, Ave., <a href="mailto:paulrippel@hopkinsroden.com">paulrippel@hopkinsroden.com</a>, 523-4445</b></p>	
<p><i>(An email to Kami Morrison, Executive Assistant to the Mayor)</i></p> <p>Dear Ms. Morrison:</p>	<p>Thank you for your comments.</p> <p>We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street. We have considered putting it mid-</p>



Comments	Responses
<p>I received an email from a friend with the City's slide/power point presentation on traffic light removal, but it did not have the comment form, so if this email should go to someone else, please forward it to them.</p> <p>My comments are simple. Accommodating pedestrians and their safety is paramount. I don't remember the last time a pedestrian won out in a collision with a motor vehicle.</p> <p>If the City can turn the lights at Yellowstone and A and B into pedestrian-only lights, I feel the lights currently for traffic crossing the RR tracks at A and into downtown or leaving B onto Yellowstone could be eliminated. Thus, I envision the lights governing Yellowstone traffic to stay green unless activated for pedestrian crossing.</p> <p>I can also see the potential to put the pedestrian crossing in the middle of the block between A and B with a signal - maybe just moving one of the existing ones there and eliminating the others.</p> <p>Thank you for considering these comments.</p> <p>Very truly yours,</p>	<p>block, as you suggest, but we already have the signal infrastructure to install it an one of the intersections and that is also where drivers expect to encounter pedestrians.</p>
<b>62 Katie Matlock, Northwest Title Loans, <a href="mailto:katie.matlock6478@gmail.com">katie.matlock6478@gmail.com</a></b>	
<p>Ponderosa and 17th</p> <p>Not in favor of removal.</p> <p>A) Daily</p> <p>B) use signal to turn from side street to the major street.</p> <p>C) vehicle</p> <p>It takes a long time to get across with a light here. I took an alternate route all together when you temporarily removed the light! Please for safety risks alone, don't remove the light!</p> <p>Thank you,</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>
<b>63 Karen Hayes, Tiffany Dr., <a href="mailto:nmbr1_mom@yahoo.com">nmbr1_mom@yahoo.com</a></b>	

Comments	Responses
<p>Good morning. I wanted to throw in my opinion about the traffic removal at the intersection of 17th and Ponderosa. I live on the south side of 17th in the neighborhood behind that light. My family (of three drivers) found it difficult and dangerous to get through that intersection with no light. Looking east, there is a big gray box at that corner that makes it a blind corner. Further, people park in the lots on the east and west side of the side of the intersection. When cars are parked there, it is impossible to see oncoming traffic, it is blind both ways. So to see, you have to creep out, I found myself practically in the intersection just to see around the cars. Please do not remove this light. Thank you for your consideration.</p>	<p>Thank you for providing your concerns about the sight distance. The big gray box on the east corner is the traffic signal controller, which would be removed with the signal. We will work to address the problems with vehicles obstructing sight lines to the west.</p>
<p>64 <b>Dean A. Groetzinger, PMP, Allegheny Science &amp; Technology, 2275 W. Broadway, Suite B, <a href="mailto:dgroetzinger@alleghenyst.com">dgroetzinger@alleghenyst.com</a>, 528-0550</b></p>	
<p>Please consider the following:</p> <p>Between 11:00 PM and 6:30 AM, change the Traffic Lights on streets entering a main thoroughfare so that the Lights on the main thoroughfare do not change to Red for only one vehicle on the street entering a main thoroughfare – particularly for vehicles going straight or turning right. An example is vehicles entering Sunnyside from S. Boulevard or Rollendet, etc. Actually this could be applied during the day as well.</p> <p>Make the Left Turn Green Lights last longer than they currently do. This accommodates the fact that many drivers turning left continue to sit at the Light/do not move for much of the time the Light is Green.</p> <p>Do away with the Left Turn on Green (when traffic allows) and extend the length of time the Green arrow is on. Many drivers just do not understand or are too distracted to grasp this concept. In general, the Left Turn on Green is not long enough for any Lights.</p> <p>Time the Lights on main thoroughfares so that IF you are doing the posted speed limit the Lights remain Green. Most Lights do not allow for the amount of time that it takes for drivers to achieve the posted speed limit. That is, many drivers continue to sit at the Light/do not move after the Light turns Green (mostly to ensure someone is not running the Red Light) because they are inattentive/distracted.</p>	<p>We hired an experienced engineering firm that has been developing traffic signal coordination plans for a number of agencies for many year to perform our latest traffic signal timing update. To the extent it's feasible to do so, they have implemented the suggestions you make. The biggest difficulty arises from the many unwarranted traffic signals that create poor signal spacing, which disrupts traffic progression.</p> <p>I assume your last comment refers to Rollandet. We are working on a plan to replace the longstanding practice of changing the speed limit seasonally with a single year-round speed limit. We hope to implement that soon.</p>

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<p>Consider proposed changes/improvements to the Traffic Lights from the standpoint of how they may reduce a driver's frustration behind the wheel when driving.</p> <p>Please have an experienced and objective individual program the Lights.</p> <p>Related: Stop changing/moving Speed Limit signs without notice.</p> <p>Thanks,</p>	
<b>65 Sara Jensen, 5<sup>th</sup> St., <a href="mailto:minibead@msn.com">minibead@msn.com</a></b>	
<p>I know this is past the deadline, but I thought I'd send in a note.</p> <p>I walk every day from my house on 5th Street to the greenbelt. The cross walks I use the most are at A St., B St., and D St.. I notice that most cars turning onto Yellowstone from Broadway, or coming down Yellowstone from the north speed up well above 25 mph. I think removing all the lights would be a bad idea.</p> <p>I also know that a lot of thought went into the pedestrian railroad crossing at B St. and believe that light should remain.</p> <p>My preference would to be to leave things as they are, but have the light set to change when a pedestrian pushes the button. That way they can safely cross the highway.</p> <p>Thank you for all your hard work making downtown such a wonderful place to walk!</p>	<p>Thank you for your comments.</p> <p>We agree that it's important to provide for pedestrian crossing of Yellowstone. We will work with ITD on this route to consider/evaluate a Pedestrian activated signal (similar to what we put up on Pancheri north of Skyline High School last year) at B Street.</p>
<b>66 Jan Argyle, <a href="mailto:mnjargyle@gmail.com">mnjargyle@gmail.com</a></b>	
<p>Hello. I live in the Jennie Lee addition in Idaho Falls, and am writing about the traffic light at 17th and Ponderosa.</p> <p>I use this traffic light daily, when I am out and about, to get across 17th Street. Even though this light takes a long time to turn green, it is so helpful to have a place to cross that busy street that is close to my home and allows me to travel in and out of my neighborhood without weaving</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available.</p>

Comments	Responses
<p>through side streets, and without waiting in long lines to get across, as with the light at 17th and St. Clair.</p> <p>It was hard to have this light blotted out during your testing period, and a hassle and inconvenient to have to find alternate routes out of the neighborhood during that time. Crossing 17th at that intersection during busy times without a light wasn't really even considered.</p> <p>I know of at least one family on the north side of 17th whose daughter uses that light to cross 17th as she walks to Edgemont Elementary.</p> <p>So I am writing to ask that you please leave this light as it is, and not remove it. Myself and many of the neighbors I have talked with who also were dismayed at the blackout would be really grateful.</p> <p>Thank you ~</p>	
<p><b>67 Steve Cannon, 1120 Azalea, <a href="mailto:scannon@kidk.com">scannon@kidk.com</a></b></p>	
<p>Hello!</p> <p>Steve Cannon here; with a comment about the possible removal of the traffic signal at Ponderosa &amp; 17th Street. I live next to Edgemont Elementary School, and watch the traffic come and go each school day. School buses, vans carrying students to and from day-care facilities, private vehicles and commercial vehicles all use the traffic signal at 17th Street and Ponderosa to access 17th Street.</p> <p>Without that signal, those vehicles from both the neighborhood and the school wait a Very long time at the intersection of Ponderosa and 17th Street for a chance to turn both right or left onto 17th Street. The frustration level is obvious on the faces of the drivers, as well as the passengers, at the delay involved in trying to access 17th Street.</p> <p>The alternative for those vehicles and drivers moving in and around Edgemont Elementary, without the traffic signal at Ponderosa and 17th Street, is either the signal at 17th Street and Jennie Lee, or the signal at 17th Street and St. Clair. Both these access points for 17th Street is a long way from the school and the neighborhood.</p>	<p>Thanks for the comments.</p> <p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available. We will work with the school district to reroute busses as needed if the signal is removed.</p>

Comments	Responses
<p>I do have a bit of expertise with traffic control; I've been a volunteer member of the Idaho Falls Police Department for 16 years, helping IFPD with traffic situations such as the 4th of July fireworks. I would urge your recommendation that the traffic signal at 17th Street and Ponderosa be left functioning.</p> <p>Many Thanks!</p>	
<b>68 Kimberly Jackuchan, Thai Kitchen, 17<sup>th</sup> St., <a href="mailto:solisk6388@mbc.edu">solisk6388@mbc.edu</a></b>	
<p>To Whom It May Concern,</p> <p>My name is Kimberly Jackuchan and my family owns the Thai Kitchen restaurant located on 17th street in front of Shopko. The reason for this email is to simply comment on the possibility of removing the traffic signal located right in front of the Shopko area. In my opinion, it would not be beneficial to remove that traffic signal as it would make it difficult for people to enter and leave the businesses in that area. More specifically, turning left onto 17th from the parking area can be quite dangerous as 17th is a heavily utilized street. Not only do people from Shopko and our business building use that traffic light, but also people from Sams Club and other business utilize it in order to turn left and right in a more safe and secure manner. Thank you very much for your time and consideration.</p> <p>Sincerely,</p>	<p>The study recommends removal of the light based on the traffic counts observed. While it may be "inconvenient" due to the removal of the signals, safe alternate routes are available. In your particular case, the signal at Jennie Lee Drive could be used to help with those times when left turns at June are difficult to make.</p>
<b>69 Felicity Hansen, 1575 Juniper Dr., <a href="mailto:hansenfelicity@yahoo.com">hansenfelicity@yahoo.com</a></b>	
<p>Dear Sir or Madam,</p> <p>My name is Felicity Hansen. I live at 1575 Juniper Dr. I live 1 block away from the traffic signal at 17th and Ponderosa. From a vehicular standpoint, I have no issues with you removing the traffic signal. I don't think it would affect my ability to pull onto 17th street safely. BUT I am not writing to you based on a vehicular standpoint. I have several neighbors that send their children to school at Edgemont Elementary. These children walk to school every day and have to cross 17th street. Right now they walk to the stop</p>	<p>Thank you for your comment. We recognize the concern associated with crossing 17<sup>th</sup> Street at any non-traffic signal controlled locations. However, we feel that the existing signals at St. Clair Road and Jennie Lee Drive will provide adequate pedestrian accommodation to cross 17<sup>th</sup> Street.</p>

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<p>light and wait for the cross walk. They do this twice a day, every day during the school year. Several of my neighbors and I go to church at the building across the street from Edgemont. We walk on Sundays to and from church. Our teenagers walk there and back on Tuesday nights. Our 8 - 12 year olds walk there and back on Wednesdays for scouts and Thursdays for achievement day activities. At least 3 to 4 times a week I use that cross walk to get across 17th street and so many of my neighbors use it about the same. If you were to remove that traffic signal then we would either have to go half a mile to get to the St. Clair stop light and then come right back, or half a mile to get to the Jennie Lee Dr. stop light and then back. I can easily see our young children not wanting to go that extra distance and deciding to try and run across traffic and that could cause an accident. I also have neighbors that will use that cross walk to ride their bikes to Community Park. My children and I have done that many more times than I can count. There are other people that use that cross walk for various other purposes besides the ones I have listed.</p> <p>I am asking that as you consider whether or not to take out these traffic lights, you consider not only the vehicular standpoint, but the pedestrian stand point as well. I am in favor of keeping the light at Ponderosa because I utilize it so much as a pedestrian. If the light was taken out, I would be forced to drive my car more because crossing 17<sup>th</sup> by foot or bike to get over to the other side would be unsafe.</p> <p>Thank you for your consideration. Please feel free to contact me with any questions you have concerning what I have written.</p>	
<b>70 Brandi Newton, Executive Director, Idaho Falls Arts Council, 498 A. St., <a href="mailto:bnewton@idahofallsarts.org">bnewton@idahofallsarts.org</a>, 522-0471x110</b>	
<p>To Whom It May Concern:</p> <p>I am writing to express our deep concern about the proposed removal of traffic lights at the intersection of Broadway and Shoup in downtown Idaho Falls.</p> <p>Since ARTitorium on Broadway opened in August of 2014, over 30,000 children and families have visited the facility. Many school groups, daycares, and families use the crosswalk at Shoup and Broadway to come to ARTitorium. We believe that the removal of the traffic light here will</p>	<p>Thank you for your comment. We recognize the importance of walkability to the downtown and want to encourage growth in the area. We feel that the pedestrian accommodation provided at Yellowstone/Broadway and Park/Broadway will provide adequate mobility to address this particular concern if the signal is approved for removal at Shoup Avenue.</p>

Comments	Responses
<p>cause great potential danger to the large number of pedestrians crossing Shoup. This is of particular concern when many of these pedestrians are children. Additionally, the disrupted pedestrian experience will result in a negative economic impact on both the ARTitorium and the businesses surrounding us.</p> <p>I hope that you will review this decision not only with respect to traffic flow, but also with consideration of pedestrian experience and safety.</p> <p>Sincerely,</p>	