

## **Notes on Intersection Subcommittee meeting 1/22/2025 5:32pm; Cate Huisman's house and Zoom**

Present: Cate, Julie, Jen; Molly on Zoom

Findings of subcommittee members after researching previous meeting topics:

-Julie established a point of contact at ITD, with whom she discussed the possibility of reducing speed limit from 35mph to 25mph down the busier stretch of Hwy 2 (from Dover intersection to Boyer). He appears to think the current speed limit on the stretch from federal building to Dub's already is 25mph.

*Before next subcommittee meeting*, Julie will re-contact and explore the potential that ITD expectations don't match facts on the ground, possibly by including photographs of current signage. If corridor is mis-signed, subcommittee will likely recommend that Ped-Bike committee approach the city for potential corrections.

-Molly conducted more research on curb/curb radii standards and recommendations. Various sources (Institute of Traffic Engineers document/ID State (Pocatello) professor) stress importance of tighter curb radii to slow traffic transitions and promote pedestrian safety. Curb radii recommendations vary by rural vs urban traffic patterns and priorities; ASHTO standards are typically for city/heavy traffic. PROWAG stresses that "accessible" sidewalks need consistent ramps at intersections, and in both directions of potential movement. Angle of approach is particularly crucial for directing & steering ADA traffic (ie wheelchair users, who may have poor neck mobility, and blind pedestrians). Standardized curb radii standards are needed city-wide. 12ft radii paired with curb ramps would be a strong start in promoting pedestrian safety.

*Before next subcommittee meeting*, Molly will finish drafting a motion for the Ped-Bike committee to recommend that the city return to 12ft standard (as previously used) and put curb ramps in each direction at intersections, including directions or crossings that "aren't used yet" or are low usage. By installing low-use curb ramps during construction projects, the city will save money on future retrofitting as pedestrian patterns develop and change.

-Jen was unable to get her assigned research done due to personal matters.

*Before next subcommittee meeting*, Jen will contact a city staff person to learn which Hwy 2 intersections will be remodeled by the city in the near future (of particular interest for the Intersections subcommittee are the Boyer/2 intersection; and upcoming First Ave project). Jen will also look into data on pedestrian lead times for dangerous intersections, and/or prohibiting unprotected left turns for the same.

-Cate brought in a street-level observation that the paint has already worn off part of the crosswalk(s) at Boyer & Hwy 2. Her findings on the effectiveness of pedestrian signs on edge of city were mixed. She also noted that there may be signs on/around Boyer already that may not be terribly effective. She posits that the R turn lanes (particularly southbound) at the Boyer/Hwy 2 intersection are the most dangerous: when lights turn green, right-turning cars often don't fully stop or yield, meaning pedestrians have to watch behind themselves quite carefully as they step out into their crosswalk. While a pedestrian lead time might help, she suggests it could also be a detriment if it simply gives pedestrians more time to be fully in the lane (and more easily hit by distracted/inattentive right-turning drivers, increasing likelihood of a car strike).

*Before next subcommittee meeting*, Cate will continue to explore the topic of pedestrian signs further (are there signs that pedestrians can activate as they cross, similar to RRFB

installations?). She will also contact the city to encourage the repainting of the Boyer/Hwy 2 intersection crosswalks as soon as season/weather permits. She will also better explore the technical process of subcommittees adding a motion to the Ped-Bike agenda (timeframe required, etc).

#### Miscellanea:

-Julie mentioned community chatter: members of the public are questioning why Fifth Ave crossings (across 4-5 lanes) don't merit RRFB installations (like those at Oak/Fifth and Church/Fifth). There was discussion on the history of designated City Beach routes as laid out in the MMTP maps, particularly with children's safety in mind.

-Molly will email Jason Welker before next subcommittee meeting to inquire how Third Ave limited entry/exit on new city parking lot design will affect/be effected by Farmer's Market? Should temporary barriers be used during market hours to protect Oak St pedestrians (ie enforcing only R turn in/L turn exit during market hours)?

-Questions the subcommittee hopes to further explore in regards to the Boyer/Hwy 2 intersection:

—>Feasibility of moving Boyer/2 crossing areas closer to the corners, so that pedestrians are more visible to drivers and have less distance to cross.

—>Feasibility of including crossing islands in future redesigns of the intersection.

—>Instituting turn protections optimized for pedestrians (ie no right turn on red; moving left turns to protected-only; etc).

Agreed to meet next on March 27 at 7:30am at Cate's house.

Adjourned 6:28 pm. Jen took notes.