

TRAFFIC CONTROL BOARD MINUTES
December 11, 2019

APPROVED January 22, 2020

MEMBERS PRESENT: Jerry Dunning, Dan Brooks, Lt. Brian Korell, John Armstrong, Sondra Baker

MEMBERS ABSENT: Nicole Cromwell

STAFF SUPPORT: Dakota Martonen, Erin Claunch, Mike Dotson

GUESTS: None

BUSINESS MEETING:

Call to order: Jerry Dunning called the meeting to order at 12:12 pm in the conference room of the Public Works Building, 2224 Montana Avenue.

Minutes: Motion by Dan Brooks for approval of the July 2019 minutes. Seconded by John Armstrong. Motion carried on a voice vote.

OPEN PUBLIC COMMENT: None

STAFF REPORTS:

Erin updated the board on Capital Improvement Projects (CIP) Fiscal year 2021-2025. See the attachments for projects happening during fiscal year 2021-2025.

BOARD REPORTS:

- Lora discussed the Planning Department projects. These projects included the Wayfinding sign project, Inner Belt Loop Corridor Study, Tour Map Trail and Bike map update which includes a mobile app. The Planning Division will starting new projects starting next year by submitting Requests For Proposals for the following projects: 5th Ave N corridor feasibility study, Downtown Traffic Study Public Participation Plan, and a Scooter/Bike Share feasibility/implementation study.

OLD BUSINESS:

1. Monad & 19th/20th Street West realignment: Preliminary traffic analysis showed that the current configuration at the intersections will handle the traffic demand with acceptable Levels of Service into the year 2035. As such, the project has been put on hold. This will also allow the City to analyze new traffic patterns due to the opening of the new traffic signal at Monad Road & Daniel Street.

NEW BUSINESS:

1. Sondra asked about looking into West High traffic getting into and out of the school for students and buses. Due to the proximity to 24th Street West, providing additional ingress/egress points may be the only viable solution. This would involve creating a new driveway along school property. Sondra will talk with the school district's facilities manager to determine the feasibility.
2. Sondra brought up sidewalk issues on the far west end (specifically 56th Street West, south of Grand Avenue) and the Heights (specifically Barrett Road, east of Bench Boulevard). She would like to know why are there not connected routes to the new middle schools. Erin explained that sidewalks/trails were installed along lots within City limits. There are a lot of various sections around the schools that are County lots. The City is not allowed to spend funding outside of City limits.

Items for Future Agendas

1. Official reelection for president and vice president on the board
2. Road and lane rentals
3. Residential intersections

ADJOURNMENT:

The meeting was adjourned at 1:14 pm.

Traffic Control Board

December 11, 2019

Fiscal Year 2020 - July 1, 2019

- **Signal**
- **Wicks - Access to Hawthorne**
- **Radford Square - SB**
- **King Ave E - (Inboard to Archard)**
- **PAVER - Chippewa/Overlay**
- **Signals**
 - Grand and Virginia
 - S 24th and Overland
 - King W and 34th
- **Enhanced Crossings**
 - Shiloh Road
 - Barnett Road at trail
 - Rimrock and Arvin
 - Lake Elm and Milton
- **Sidewalk Project**
 - Anson - Hilltop to Nutter
 - 11th Ave N - 27th to 22nd
 - N 24th - Lewis to Broadwater

Capital Improvement Plan FY21-FY25 Road Projects

- **Hallowell - (FY 20/21)**
- **12th Street West (FY21 - 5yr)**
- **Inner Bull Loop (Phase I FY 22)**
- **Malloway Road - (FY 22/23)**
- **36th St W - (FY 23/24)**
- **Broadwater - (FY 24/25)**
- **Wicks Lane - (FY25)**

Capital Improvement Plan FY21-FY25 Sidewalk/Trail/Bike Boulevard Projects

- **6th Ave Multuse (FY 24 - dependent on MDT)**
- **Bike Boulevards**
 - FY 21 Lyman Ave/Ave D/Ave C/9th Ave
 - FY 24 24th Street W/Arvin
 - FY 25 2nd and 3rd Bike Lanes downtown
- **Pedestrian Crossing of Expo**
- **Annual Intersections**
- **Annual Missing Sidewalk Program**
- **Annual ADA Project**
- **Annual Gravel Streets**
- **Annual Pedestrian Crossings**
- **Annual PAVER**

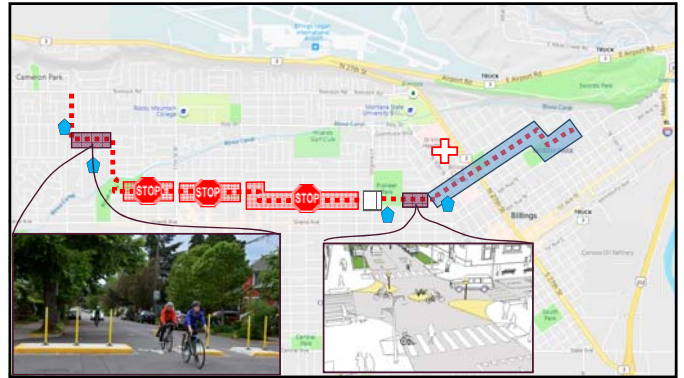
Bike Boulevards

► Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

But what does this look like??



Volume & Speed Control



QUESTIONS???