



CITY OF STANLEY

Town Hall Meeting Minutes

April 15, 2024

5:00 P.M.

Call to Order: (Mayor Botti)

Mayor Botti calls the meeting to order at 5:05PM

Roll Call: Mayor Botti (Present), Councilmember Cardoso (Present), Councilmember Hernandez (Present), Councilmember Gadwa (Present), Councilmember Cron (Absent, arrived at 5:09pm)

Also present for the City: Clare Vergobbi, City Clerk; Kimberly Peters, Maintenance and Building Manager; Jen Hayes, City Clerk/Treasurer.

Present from the community: Russell Clark, Ken Carlsen, Adam Marvel, Hannah Stauts, Jocelyn Plass, Levi Mitchell, Amanda Brady, Geoff Shroeder.

Present for ITD: Jesse Barrus, Dakota Morgan, Douglas Yearsley, Courtney Salmon, Bryan Burbank.

City Business:

- Approval of General Contractor plan for subcontractors camping on school property during school construction—**action item**.
 - The School submitted a written request and supplementary information related to the request for subcontractors to camp on School property during construction, as requested by the City on 4/11/24.
 - Councilmember Gadwa wants the subcontractors to check in with the City periodically so that we're sure that they are sticking to the terms of the agreement.
 - Mayor Botti says the City will move the access road that is currently on the property, but first wants to confirm that the road will be affected. Amanda Brady answers that it will, and the access road will need to be moved.
 - Councilmember Gadwa motions to approve with the understanding that subcontractors will check in with the City periodically. Councilmember Cardoso seconds. All in favor, none opposed. Councilmember Cron joined the meeting at 5:09pm and was present for the vote.
- Schedule budget workshop dates for May and June—**action item**.
 - The first budget workshop will take place at 10:00 AM on June 13.

Mayor Botti announces that there will be a Town Hall meeting soon to discuss the workforce housing development and the details of funding and timelines. At this time, the City does not yet have the funds and is awaiting instruction from the appropriations committee and HUD.

Idaho Transportation Department engineers will present the results and recommendations from their analysis of traffic problems along Highways 21 and 75.

Jesse Barrus introduces ITD and their report. They have not finished their full report and analysis, but they have some of the analysis completed and some of the proposed solutions and want to share with the community to get feedback and more information before producing the final report. They fully plan and commit to implement some, if not all, of these improvements this year.

ITD Traffic Engineer Bryan Burbank shares details from the report in a PowerPoint highlighting potential improvements for SH 21 and SH 75. Many factors were included in the analysis, including traffic volumes, current driver speeds, crash history, pedestrian volume, striping, and current signage. The PowerPoint he shares maps potential changes based on those conversations, a traffic analysis carried out in October 2023, and reports from state traffic officers and sheriffs.

Suggested improvements include upgraded speed feedback signs, bike and pedestrian specific signs, better striping through town and updates to include a left turn center lane and right turn lane through the center of town to reduce the number of drivers speeding up in town to pass, flashing beacon "stop ahead" warning sign before the stop sign at the T intersection, a new crosswalk marked between Mountain Village and the Merc with pedestrian activated flashing beacons, parking restrictions and adequate nighttime lighting near crosswalk, a two direction large arrow sign at the T intersection, enhanced intersection lighting, flashing lights on the T intersection stop sign, more parking space along the east side of Wall Street, decreasing the speed in town to 25 from Riverwear to the T intersection, possible speed feedback signs on SH 75, possible bike and pedestrian pathways along the highway, and decreasing the speed on SH 75 to 45 for a stretch rather than it going from 35 to 55. Please see attached maps for visuals of these improvements and their locations. Many of these changes are proven traffic calming methods. ITD estimates that once these are in place, drivers will feel an increased need to drive slower through town. In terms of a timeline, most suggested changes could take place within the year. Some improvements, including the installation of new speed limit signs, the two-direction arrow sign, and the installation of pedestrian and bike warning signs, should be done within the year, the re-striping and addition of lanes should be done this summer as part of a larger re-striping projects in the area, and they hope to get the crosswalk installed sometime this year. Other recommendations such as intersection lighting and flashing beacons will be considered after further analysis.

Jesse notes that many options have been considered for the area and most of those discussed today are simple to implement. They are working on a change order related to a chip sealing project at Galena Summit this summer, which is how they prefer to change striping (rather than grinding down old lines and repainting new ones—old ones tend to come through still and can be confusing to drivers. Instead they'll grind it down, apply chip seal, and then repaint), and they could add Stanley to the chip seal project that's already happening this summer.

Council Comments:

Councilmember Cardoso:

- Notes that there is broad community support for extending the 25mph zone at least to the intersection with Niece Avenue, and has heard from Lower Stanley residents that they would like to be included in the analysis and improvement plans. They would like to see a 25mph zone through Lower Stanley and to get rid of the 45 mph speed zone between Stanley and Lower Stanley. He has also heard frustration about vehicle parking along SH 21, which gets too crowded in the summer.
- The City Clerk shares some email comments from residents that echo those sentiments and also request a speed check sign in Lower Stanley and more parking restrictions and signage for large vehicles like buses and RVs.
- Jesse says that this original analysis was not extended to Lower Stanley, but they can extend it further in future analysis and look into it a bit before the final report.

Councilmember Gadwa:

- Opposed to more flashing lights since the City has already received complaints for the flashing lights on the speed feedback signs in town. They also might interfere with Dark Sky Reserve regulations.
- Also opposed to a "stop ahead" sign on SH 21 before the T intersection because, if the speed limit is changed to 25 mph there, people will already be going slow and ready to stop and the town is already sign heavy.
- Also opposed to a crosswalk, especially with blinking lights on it. The proposed location will only serve traffic between Mountain Village properties. She doesn't believe anyone would walk all the way to crosswalk from anywhere else in town, but will just cross the road wherever they are, which won't alleviate the problem.
- In favor of the pedestrian and bike awareness signs and reducing the speed to 25mph through town, and agrees that speed zone should go at least to Niece Avenue if not further.
- Councilmember Cardoso asks Councilmember Gadwa to clarify if she means she thinks the current proposed crosswalk location should be moved, or if another should be added to the plan. Councilmember Gadwa confirms that she doesn't want any crosswalk at all because she doesn't

believe that people will use them. She especially doesn't want flashing beacon crosswalk indicators because we do not need more flashing lights.

- Jesse clarifies that those flashing lights are pedestrian activated, only flashing when pedestrians hit buttons to cross the highway. They will not be flashing constantly. Councilmember Gadwa replies that she still does not want them and thinks people will ignore the crosswalk and the flashing lights.

Councilmember Hernandez:

- Agrees that the 25mph needs to be extended all the way through town, because everyone picks up speed going out of town. She does like the idea of the flashing pedestrian crosswalk, they have them in the Wood River Valley and they work well down there. She thinks there should be another at either the Wall Street or Niece intersection so there are more places to cross.
- Jesse asks if that is where the Stanley to Redfish trail will come out. No, the path will connect through to Wall Street.

Councilmember Cron:

- Notes that both of those streets access the old town where there are small businesses, hotels, and events, and agrees that the 25mph zone should therefore extend to Niece and potentially beyond.
- Open to another crosswalk and thinks that if it's done well the lit-up crosswalks could be okay. He is not in favor of anything blinking consistently.
- Councilmember Cardoso says that he is also in favor of another crosswalk crossing into the old town area. He does not want there to be a perception that a crosswalk is only helping one business or area of town, but feels like it is a safety issue.

Mayor Botti:

- There will be more traffic coming into town related to the Stanley/Redfish trail. The trail will connect on Wall Street coming down Airport Road. The City has to think about what that traffic will do once they reach 21.
- If recreators are parked at the City lot they will have to cross 21 at some point, and there are no sidewalks in town to accommodate increased pedestrian and bike traffic coming through town. Some kind of sidewalks or pathways to manage people walking along 21 needs to be considered as part of this plan.
 - Jesse agrees and says that that was part of the analysis—some type of sidewalk or shoulder path to run along 21 in town is one of the recommended improvements. They would partner with the City on where would be a good place for those paths and looking for funding sources. He knows of funding sources for those kinds of projects. Mayor Botti says he would be interested in that in the future. He asks if such a pathway would be on the right of way or off, and Jesse replies that ITD typically doesn't like that kind of thing on the right of way by highways, so they would be looking for other alternatives.

Public Comments:

Russell Clark:

- Asks about flashing lights and wonders if there are radar activated ones that wouldn't flash constantly. Jesse says yes, there are radar detected lights but ITD doesn't really use them, but can look into it.
- Russell asks if there must be a "stop ahead" sign at that location. Not necessarily, that was a guidance that doesn't have to be followed. There could be no "stop ahead" sign, but that is the location where it makes sense to have one if there is one. Jesse also notes that there have been people who have blown that stop sign and ended up in the river—according to their data it happened twice last year, so that was the reason for having flashing lights, the double arrow, and the stop ahead sign at the T intersection.
- Councilmember Cardoso asks about rumble strips rather than flashing lights. Jesse says they are a possibility, but rumble strips are very noisy and would likely cause more disruption and complaints than flashing lights.
- Russell says the sidewalk and crosswalk are needed as shown by Mountain Village, but believes there should be a second one at the Wall Street intersection due to the traffic from the Stanley to Redfish trail. Also strongly supports expanding the 25mph speed zone at least to Niece and

preferably past Valley Road as there are additional hotels and businesses in that direction and pedestrians on the road there.

- Russell asks about the speed study, but that he only noticed one spot in town where the study was taken. What was the 85th percentile there (the 85th percentile speed is the speed at or below which 85 percent of drivers travel a road segment and is considered the safe and reasonable speed for road and traffic conditions at that road segment). Bryan answers that it was 35mph where they tested it. They tested right by the speed feedback signs.
- Jesse notes that their data recommended that they don't lower the speed limit through town. He also notes that the industry is starting to move away from the 85th percentile being the main data point used to determine speed limits and is also looking at crash data, pedestrian volume, etc. They want to lower it in this area because the crosswalk is there, there are high volumes of pedestrians, and people are slowing down to the stop sign at the T intersection anyway. That is why they didn't extend it further, but they will consider it especially if another crosswalk is added.
- The speed limit should be 55mph past Stanley Lake Road based on traffic patterns and how many people have homes in that direction. It should be 55mph going south past Buckhorn Bridge because of the traffic volumes at Redfish Lake, the ranger station, and migratory paths of animals. Redfish Lake has a stopping sight distance issue. There should not be the 35-45-35 section between Stanley and Lower Stanley and a more consistent speed would be better, that area is a safety concern. Russell appreciates that part of the report recommended updated speed feedback signs as the ones we have now are out of date.
- Jesse replies that they did look at sight distances and the sight distance in town and at the Redfish intersection do meet standards. Current crash numbers do not warrant changes, but they can't measure near misses and he recognizes there are a lot of those.

Gary Gadwa:

- Highway 21 used to be 55mph and there were fewer animal and vehicle collisions; same with Highway 75. He agrees that it should be 55 to Buckhorn and Stanley Lake and that the entire stretch between Stanley and Lower Stanley should maintain 35mph. He believes the best place for another crosswalk would be Wall Street to the fire station. Agrees that it makes sense to have a crosswalk at Mountain Village too. Gary agrees that the 25mph speed zone should go at least to Niece, preferably to Benner. Gary would prefer we don't have more flashing lights but agrees that there needs to be a large arrow sign at the T intersection. He does not feel we need a flashing "stop ahead" sign if people are already slowed to 25mph there.
- Russell notes that there is reasoning for the "stop ahead" sign even with a lowered speed limit because of the downgrade of the road in that spot, especially for larger vehicles or heavy equipment.

Hannah Stauts:

- Agrees that the 25mph zone should extend west on 21 as well as north through town on 75. Most businesses in that part of town use backup parking onto the highway, so it is a safety concern when people are going 35 or above through town. High volume of vehicles plus raft buses, trailers, and RVs cause congestion and dangerous conditions. People coming into town and leaving on that part of the highway tend to be going over 35 (in part due to the 45mph section), and most people accelerate once they turn onto highway 75 thinking they're back on a regular highway, and there are no speed feedback signs so nobody pays much attention to how fast they're going. Based on parking dynamics and how close the businesses are to the highway she would encourage extending the 25mph zone through that section of 75, and at the very least having a speed feedback sign as people are coming into Stanley from that direction.

Jocelyn Plass:

- Rational for the very abbreviated 25mph speed zone—it's so short it's just a second when already slowing down for the stop sign, so why just that stretch? How many yards is it?
 - Jesse isn't sure how many yards, but says that that decision was based on the 85th percentile analysis that suggests the speed not change in the rest of town, but they saw that area as an opportunity for a slower speed due to the proposed crosswalk and the stop sign. They want people to slow down before getting to the crosswalk and be prepared to stop if needed. Based on the 85th percentile, the speed should not change on Highway 21 at all.

- Hannah clarifies that they did the 85th percentile speed test in only one spot, by the speed feedback signs in October 2023. Hannah asks if the fact that testing by the speed feedback signs would have affected drivers' speeds, given they could see if they needed to slow down. Would the study have been the same if not done by the speed feedback sign? Bryan acknowledges that yes, often speed feedback signs can decrease people's speeds but it does not affect the average driver's speeds too drastically.
 - Adam Marvel is concerned that much of the language being used is general and an analysis like this should not be generalized if they are making so many decisions off of it.
 - Bryan says that the speed tests were done there because that is where he got permission from ITD traffic to do the analysis and it was determined that the speed feedback signs would not significantly change driver behavior enough to alter the data.
- Jocelyn wants another crosswalk at Wall Street and for the 25mph speed zone to go further west on Highway 21. The site where she was almost run over was on Highway 75, around the corner from Mountain Village, and so she feels that the 25mph zone should extend through town on Highway 75 too.
- Jesse notes that signs themselves don't change behavior. Other measures also have to be put in place, which is where other traffic calming measures come in.

Adam Marvel:

- Asks deputy Levi Mitchell how many people have been pulled over in the 65-35 mph speed zone on 21 in the last week. The deputies have pulled over 10. This is in April, one of our quietest seasons. Based on the exponential increase in traffic during the summer season, there will be an equal increase in numbers of people breaking the law. There are people speeding, so why is ITD not willing to change the speed limit to lower the number of people speeding and instead willing to put more of a burden on law enforcement?
- talked to Wade Allen, a district 6 ITD traffic engineer, and looked at the data with him. Wade agreed that Highway 21 in particular has a high level of reported accident rates that warrant a look at the speed limit there.
- They had discussed doing a speed study further out of town on Highway 21, but that wasn't conducted by ITD.
- ITD collected their data during two heavy slack seasons, October and April. This study and the results that have come from it are not a holistic view of the problem. In another town, a commercial zone would be taken as a whole area rather than cut up with different speed limits in different spots, but ITD did not consider Stanley's commercial zone in this study because it is so spread out. The commercial zone goes up a half mile on Highway 75 through Lower Stanley, goes down four miles to Redfish Lake and the Fish Hatchery, and goes out to Stanley Lake. When there is only one reading taken in a certain spot in town and those readings become the basis for the traffic study and recommendations as a whole, it's not an accurate representation of traffic flows and patterns.
- What about consideration of different recreational vehicles like trailers and RVs going 65mph versus a regular car or truck?
- Adam suggests that they look at the entirety of the commercial zone and rather than picking one small point to test look and test the entirety of the area and produce a plan that shows more than a small 25mph zone and a few more signs that may or may not work but rather considers the flow of people and traffic in the high season. Then ITD can help make this area a fluid traffic zone based on real traffic patterns and where people are coming from. This analysis is a point in time analysis in the off season and not appropriate to build a plan off of.

Hannah Stauts:

- What is the ITD process is to change speed limits? Do you need to have data of a certain type and at certain points, or does a community have the right to decide what they want?
 - Jesse answers that a traffic analysis is required and decisions must be made off the data there. Cities do not have the right to choose speed limits. It used to be decided by legislation, but now ITD can use data and engineering to make informed decisions. They can do more speed tests at different spots and look at a larger area and are happy to do so before making their final report. He notes that ITD analyses rarely show that speeds should be lowered because then people just tend to go faster than the posted speed, increasing the

rate of speeding and breaking the law. Speed signs don't change behavior without additional measures and law enforcement.

- Jocelyn asks wouldn't it reduce by how much they are breaking the law? Does it not still decrease the overall speed people are travelling at?
- Jesse says it gets worse and puts more of a burden on law enforcement because there are more infractions. The rationale for speed limits is the 85th percentile, what 85 percent of drivers are going. Speed limits are meant to slow down or speed up the remaining 15% to match that 85th percentile speed. That's why they base speed limits off that so heavily.
- Adam says they should put up a traffic control rumble strip or do an analysis further out on Highway 21, and he is sure that the average speed would be far above the posted speed limit.
- Jesse says ITD is not arguing that fact. But in fact, if the 85th percentile showed an average speed above 35, that would suggest raising the speed limit rather than lowering it because most people are traveling faster and this suggests the safe and reasonable speed for the road would be higher than 35.

Geoffery Shroeder:

- Per Idaho State statutes setting speed limits is based on traffic investigations and speed studies, so ITD is limited by this and required data points. However, they are not limited to *only* the recommendations based on those studies. Based on the 85th percentile there was initially no 25mph speed zone at all, but that was amended based on the other factors they take into consideration. No law forbids ITD from reducing speed limits and the fact that they are considering other factors besides the 85th percentile shows in their proposal.

Councilmember Cardoso:

- Clarification on data points: does lowering the speed limit means infractions increase or avg speed increases?
 - Infractions increase and speeds do tend to decrease. People will always tend to go the speed they feel is reasonable and prudent, regardless of speed limits. So putting a speed limit that doesn't make sense for the road may have an effect for a short amount of time, but it will then creep back up based on what people feel safe doing unless another measure is put in place like a calming measure or enforcement.
- Cardoso asks if people making infractions still tend to be going slower than they would have been before. Jesse says he can't confirm that, it's conjecture.
- Adam asks why calming measures couldn't just be extended to the edge of town on Highway 21 if they're already going in elsewhere to create a longer 25mph zone. Can those calming measures be an option for the entire commercial area?
 - Jesse says they can look further out and do more analyses. The original ask was for the town zone of Highways 21 and 75 and they can look at other areas in the future. Changing the striping all through town serves as a traffic calming measure to slow people down as they come into town. They can look at further calming measures but he is unsure what they would look like.

Hannah Stauts:

- Is additional data needed to extend the 25mph zone on both Highway 21 and 75?
- Jesse replies that he thinks the Highway 21 zone could be pushed but that reducing the speed on Highway 75 would be more difficult since it is classified as a through highway.

Adam Marvel:

- Is there further rational besides it being a through highway for the speed limit on Highway 75 not to be reduced? It is already down to 25mph, so why couldn't it go down more?
 - Jesse isn't sure if there are other reasons or what the data was at the time when they set the limit to 35. They can always do another study.

Councilmember Gadwa:

- When they put in the speed feedback signs in town and further out on Highway 21, people who lived out by the sign noticed a significant change in speeds and that people tended to hit the brakes when they saw the first sign. It does have a calming effect. She observed the same thing at the community building.

- The commercial zone of the town needs to be taken in consideration and an analysis done in October is not accurate to the real traffic patterns in town. It should be done in July and in more than one spot for an accurate picture of the type of traffic problems the town has.

Mayor Botti:

- Hears consensus that this analysis and plan is a start, but not enough.
- A combination of measures need to be taken—not just speed limits, but also calming devices, how to manage pedestrians and bikers on the highways, etc.
- There are a lot more people coming to Stanley now, big events that draw crowds in the summer, and the addition of the trail means a lot more bike and pedestrian traffic. How can we channel all of those people into less risky behavior when they are interacting with automobiles?
- Lowering speed limits by itself doesn't solve the problem, but there are a lot of people who obey posted speeds. Even if some obey it, that is a benefit. Slowing traffic down has tradeoffs, but that combined with the fact that people are crossing the state highway wherever they want right now or using it as a sidewalk, means that all of these mitigation measures are needed in order to channel people and cars. All factors work together to achieve a better traffic system.
- ITD plans to start this project this summer to see if it affects anything. Then they can move forward with further analyses and data in a wider zone considering the effects of the changes.
- Jocelyn asks about trailhead parking in the city lot and suggests that the turning lane extend slightly farther to reach to the city lot.
- Mayor Botti mentions that if people do park at the city lot then they will walk up to cross the highway to access the trail at Wall Street, which is another reason for a crosswalk there.
- Jesse notes that ITD is willing and open to look at modified traffic control for big events and are happy to work with the City on that.

Russell Clark:

- What is the functional classification of Highway 21 where it goes through town? What was the original design speed for the road and clear zone requirements? Jesse will look both of those up and come back with that information.
- According to the Streets and Roads Design Handbook, operating speed of the 85th percentile is the most frequently used data for setting speed limits. What other data is used? Jesse replies that they are the other factors they have mentioned such as crash history, pedestrians, and others.
 - Bryan notes that most of that data and further analysis of it are in the report that will be published and presented after this meeting, which should be ready in a matter of weeks, a couple of months at most.
- Russell wonders if Highway 21 was originally designed for 25mph and was updated to 35mph. If that is the case, does that mean current fences and telephone poles and some buildings are encroaching on the clear zone? How would that effect having sidewalks or pathways? He notes that is why ITD doesn't want those in the right of way, because then if they change the speed limit again they don't have to adjust all the sidewalk placements.
 - Jesse says that current infrastructure may be encroaching on the clear zone, with the exception of telephone and electrical poles which are allowed in the right of way. Current setbacks may be based on a design speed not currently reflected in the speed limits.
- Kimberly says that Highway 21 is classified as a minor arterial highway.

Mayor Botti says the City will remain in close communication with ITD on near future actions and what needs to be done this summer.

Adjournment:

Mayor Botti adjourns the meeting at 6:30.

Steve Botti, Mayor

ATTEST: _____
Clare Vergobbi, City Clerk

Date

STANLEY TRAFFIC IMPROVEMENTS

35 mph Zone
Speed Feedback Signs
Locations and Height
Adjustment

Rapid Flashing Beacon
Crosswalk Indicator
Signs on Both sides of Road
Faces both directions of Traffic
Now High Visibility Crosswalk

Additional
Bicycle and Pedestrian Signage

25 mph Zone

Additional
Updated
Lighting
and Two-Way
Arrow

Over-Speed Blanking
Strip Ahead and Stop Sign

45 mph to have more
gradual reduction
in speed

Additional
Bicycle and Pedestrian Signage

See Turn Bay
Detail Map

