

MINUTES OF THE REGULAR COUNCIL MEETING 11/22/2022

Mayor Sean Simmons
6:00 p.m.

Pledge of Allegiance

Council Members: Doug Donner, Jennifer Dunaway, Shannon Schrader, Mark Swayne, Josh Tilley and Mike Gladhart

Staff: Administrator-Ryan Smathers, Clerk Treasurer-Donna Wilson, Building Official-Todd Perry, Water/Wastewater Supervisor-Michael Martin, Fire Chief-Bart Jones and Police Chief-Vince Frazier

Guests: Loretta Stout, Tina Lauria, John Watson - J-U-B Engineering, Alan Schumacher, LJ Reece, Shelly Donner and Helen Clark

Media: Nancy Butler

MINUTES

Councilmember Schrader made a MOTION to approve the Regular Council Meeting Minutes as written on October 25, 2022. Councilmember Swayne seconded the motion and it passed with a roll call vote resulting in all ayes.

BILLS AND CLAIMS

Councilmember Donner made a MOTION to approve the regular bills plus the additional bills and the payroll dated November 19, 2022. Councilmember Schrader seconded the motion and it passed with a roll call vote resulting in all ayes.

PETITIONS, APPLICATIONS, APPEALS AND COMMUNICATIONS

Traffic Study Michigan Avenue and State Hwy 7 Discussion – John Watson J-U-B Engineering-
J-U-B is completing a traffic study at the intersection of Michigan Avenue and State Hwy 7. It is a unique intersection that it is State Hwy and ITD in their jurisdiction. This study was funded through Blue Cross. Administrator Smathers reported that Blue Cross funded this because they feel that's a central hub for pedestrians and bicycles. That was one of the focuses of this was to make safer pedestrian crossings. John stated that they started doing the study approximately six months ago. They met with ITD and received some of their input on the intersection, got some data from them, took traffic counts and then started plugging through the traffic analysis. Where they are now is they have a draft and has not been set to ITD yet. It was sent to Administrator Smathers and wanted to get input and feedback from the City prior to sending it to ITD. They
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would like to give them a preference as to what the City would like. Not necessarily a recommendation, but a preference. The project is still a long ways away as it would have to be incorporated into the ITD funding cycle. They would need to figure out how to fund it, so it isn't something that's imminent. This is really the first step and somewhat unique. Usually ITD does their own traffic studies. With the funding that the City was awarded the City is doing the study in ITD format the way they would do it. John wanted to through a little bit of it, just some of the technical aspects, broad scale information. They looked at the existing level of service at the intersection 2022 traffic counts. Right now the worst leg is operation at a level of service - C. Level of service is a measurement of how well traffic is flowing through a facility. A - means free flowing, no obstructions, down to F - means really no movement at all. In an urban setting, which this is classified as the breaking point is a level of service - D. So, D is generally looked at as an acceptable level of service in an urban setting. E and F are when action items need to be taken. So existing conditions level services - C and that's the primary delay is the left turns coming off of Riverside. They look at the future which is usually 23 years in advance. Taking a growth factor of 1.1% which is relatively conservative, that is based on ITD growth rates that are established. At that growth rate then gets the future condition at a level of service - F. There is also a traffic warrant analysis which is key in determining whether a signal is warranted or not. And with that analysis, proof that the signal is warranted. There are several conditions for that. With taking that information they look at some alternatives to study what the future condition would look like with these alternatives implemented. One alternative that they didn't carry forward is a full roundabout. What they implemented is a mini roundabout. A full roundabout usually has some sort of raised surface that is usually landscaped, but the ideas of it is to keep traffic from seeing that viewpoint of the street ahead and making them aware and divert that alternative was just too massive, so the alternative is a mini roundabout. The second alternative was a traffic signal. The third alternative was a three way stop, which actually worked really well. The all way stop control was operating at level of service - B and C, the mini roundabout was level of service - A all the way around and the traffic signal depending on the movement was operating at A and B. All three met the level of service. Pedestrian access was looked at through each of the alternative intersections on the layout. In the stop controlled option, refuge islands for people to cross one lane at a time and to be able to safely cross each of the options. One of the tricky things on the roundabout option is the proximity to the railroad. That will have to be embedded fairly heavily with the railroad on how to mitigate their operations as well. All options will need to be discussed with the railroad as well. This is early stages of development, so there is a lot of coordination and approvals. Ultimately it is ITD's facility so they're going to have the say. But it will be good to have the City's input on how to approach them with these alternatives. Councilmember Swayne inquired based on the growth analysis of 23 years, if in the last 50 years there hasn't been much growth, is that what it is based on? Where would the growth occur? John stated that they just take the 1.1%, not a specific area. Typically they don't see much growth on this area as what is generally projected, but it is not a good practice to downplay that either. They want to be conservative and that they don't miss something if growth does happen. Councilmember Dunaway stated that we need to consider that there was one pedestrian, because people don't feel like it is safe to cross so they don't use it. Also the time of year played a part, but it's very unsafe. John stated that when the counts were taken it isn't representative of the peak time. Dunaway stated that even in June or July we're going to see a small number of pedestrians, but if we allow them that safe place to cross, they're finding other

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alternatives that are slightly safer. So we definitely need to have that. Councilmember Swayne inquired on the impact this would have on Mrs. C's or any business on that corner. Whatever business that has been there, it has always added a huge traffic complication to that intersection. John stated that they took that into account and built in a mini approach into that business with a roundabout. You can't put a driveway approach and a roundabout, it doesn't work. You basically have to put in another splitter island, just like it would be a public street. Councilmember Gladhart inquired about the big trucks that would have to make the corner with a roundabout, would they be about to drive over the middle of it? John stated that the trucks could drive over the middle of it. This would be solid concrete and they could off track into that. In the estimates for construction they assumed rebuilding that all in concrete pavement because the turning traffic in there is murder on asphalt, so they just assumed that it would be all rebuilt with concrete construction of the roundabout and the phasing would be very tricky. The estimates were right around \$380,000 that put a pretty hefty contingency in there for the always stop control. Majority of those costs are building in that free running right turn lane on the Northern side, plus all the pedestrian islands. That is where the majority of those costs are associated with. The roundabout was about \$2.1 million and the signal was about \$1.5 million. Councilmember Tilley inquired if the City is not responsible for any of the cost or is it all ITD. John stated it would be ITD. Mayor Simmons inquired in a situation like this, is there any idea of what ITD would want to do? John stated that he did not know. In the initial meeting that they didn't lay down in regards to say. Administrator Smathers stated that ITD was somewhat shocked that the City had the study done for them, which was in a good way in a positive way. They know there's an issue there and a current sinkhole forming there. Councilmember Schrader stated that he assumes that ITD will choose the least expensive option. John stated that is not necessarily true. They look at it as a whole. The least expensive is putting up an all way stop intersection. That may not be what they look at is in the best interest of the traveling public. Studies have been done that roundabouts are the safest type of intersections. Signals you get a lot of rear end collisions and when accidents happen in a roundabouts they typically are side impact and happen at lower speeds. You get property damage, but the severe injury accidents are great reduced. After much discussion with regards to the large trucks, fifth-wheels, campers and such, the council has come to a conclusion that their preference to take back to ITD would be to have a roundabout first and a stop light second

DEPARTMENTAL REPORTS

Administrator-Administrator Smathers stated that in regards to the discussion of the fire pit or fireplace in the park, he didn't get a direction on that. If we can fit it in the budget would the council be for it or against it? Smathers also stated that there may be some savings in other areas of the budget that might cover it. No interviews have been scheduled yet for the part-time position, but will be working on getting interviews set up. Mayor Simmons signed the final request for the BlueCross funds, which is for the bike repair station. This will give the City two stations, one located at the bike park and one in the main park. The stations are equipped with tools, stand and an air pump. The mountain bike group is really growing. It is exciting to see. They have a lot of buy in, they've got the Corps of Engineers on board. They're working, meeting every month and growing fast. It looks like the park is the main hub for a lot it, so they can park, unload, use the City of Orofino Regular Council Meeting held 11/22/2022

restrooms and then go for a long ride. Councilmember Swayne would like if one of the group members could come to one of the council meetings and explain what they envision for plans. Smathers received an email from BlueCross that they are planning some sort of a celebration in the Spring. Hopefully all of the projects will be buttoned up by then. Still waiting on the exercise equipment from the high school shop, the bicycle park and tennis court with Josh Steiner. Councilmember Donner inquired about the intersection of Hwy 7, Dent Bridge Road and Brown, is it being worked on? Smathers stated that the City has had conversations with J-U-B Engineering, but are on a hold pattern with the FLAP Grant that is part of Dent Bridge Road. The whole grant keeps getting pushed around date wise so that would be the time to do that intersection. That project is set for 2024-25. It keeps getting pushed back, but they keep getting more funding. It is in the works.

Clerk Treasurer-Clerk Treasurer Wilson reported with the changes she is just keeping pretty busy.

Building Official-Building Official Perry reported that Planning & Zoning had a meeting and they talked about ADU's (Additional Dwelling Units) and also discussion on different types of housing standards like duplexes, triplexes and trying to find a solution to the housing problems. Some communities are allowing ADU's in existing neighborhoods. It is a good answer for some problems with them, but they create additional problems. They will continue to talk about the pros and cons, if the property has enough room for an ADU. Sometimes converting part of a garage into a dwelling unit for rent. Prior to the meeting, one of the members were driving around Brown and Kalaspo and noticed that there is a parking problem. The question was asked about whose property is between the curb and the sidewalk? Perry stated that is the City's right away. That person made the comment about taking that out and making more parking. Perry and Smathers looked at the area and realized there is a lot of City right away where it could be expanded and in some places on both sides. Consider parking on both sides of the road, but don't want it to look like Michigan Avenue because it would rally increase the speed of the traffic. There is a lot of opportunities to create more parking. Will continue to look at it and come up with some ideas and they could be presented to the council in the Spring and the City could provide funding in the next year's budget.

Public Works-Public Works Supervisor Miller reported the contractor that won the bid for the CIP is scheduled to come on November 30th. They will be here for three days to do some pre-cleaning on the 18 inch line in the RV park (weather permitting). Miller stated that he will be out for surgery and off for a week, then will resume light duty work to catch up on some items. He is confident in his staff to complete anything that may come up while he is out. Trying to keep up with the leaf pick up, which are on Tuesdays and Fridays or schedule permitting.

Police-Police Chief Frazier reported the department is staying fairly busy. Dealing with any internal complaints that have come in, the parking or speeding issues. Officers are attempting to address those as they come in. Dealing a lot with the school incidences. They have a good working relationship, very positive. Teams coming together and doing some team building, they're moving in a positive direction. Still getting in the occasional applications floating in, but will probably wait till after the first of the year before doing a big push. Would like to have a good crossbreed

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to make sure they are getting the right people. Had some signs made for events going on in the City. Better to have the bigger visible signs that can be seen to help get people off the streets for the festivities like lumberjack days, the car show and things of that nature. This is just one more item to get the public notified ahead of time.

Water/Wastewater - Water/Wastewater Supervisor Martin reported routine operations maintenance. Still have a handful of people buying water from the faucet at the Wastewater Treatment Plant. They may have to buy water all winter long, they have no source at home. They are keeping an eye on the intakes, the ice doesn't seem to be gaining too much ground.

Fire-Fire Chief Jones reported for the month of November there have been three fire calls and nine rescue calls. The departments training really paid off on the last fire call. There were 11 people on that call. What would have typically a four hour fire, it was contained in two hours. The weather was terrible, so to get people's interest when it is freezing outside to go get soaked and frozen. It is very tough. Interest in the department is huge. The cadet program is doing pretty good. The department has room for a couple more firefighters, one more adult and one more cadet. Mayor Simmons inquired about receiving the new rescue tool. Chief Jones stated that the battery Kettering spreaders should be coming December 2nd. This will be a game changer when you don't have all those moving parts that could fail. They have the same or better PSI as the hydraulic pumps. The department is still continuing to get vehicles from Kyle Latham. He continues to keep rotating them out.

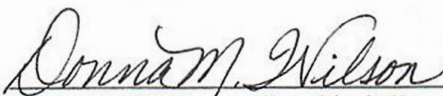
PUBLIC COMMENT

Loretta Stout gave Thanks to Chief Jones' crew. She could see the fire from her house and wanted to say Thank you and that they did an amazing job. Chief Jones reported that the Department was able to contain the fire to just that structure. They are really taking ownership of their department.

ADJOURNMENT

At 7:00 p.m., Councilmember Dunaway made a MOTION to adjourn. Councilmember Tilley seconded the motion and it passed unanimously.

ATTEST:


Donna M Wilson, City Clerk Treasurer


Sean Simmons, Mayor