



City of Twin Falls

Transportation Master Plan

Technical Advisory Committee

CAC Meeting #3 Results

Monday, March 10, 2008

(Committee Comments shown in red italics)

10 a.m. to Noon

Twin Falls Parks and Recreation Office
136 Maxwell (Near Rock Creek)

I. Welcome, Introductions and Opening Remarks (Mike Pepper)

Purpose of the meeting:

- *To provide an update on the status of the plan development*
- *To present updated transportation system goals*
- *To present and discuss desired future conditions and improvement alternatives*

Attendance

- **Committee**
 - Tony Hughes
 - George Ambrose
 - Wiley Dobbs
 - Ron Yates
- **City Staff**
 - Jackie Fields, City Engineer
 - Chuck Collins, Assistant City Engineer
 - Lee Glaesman
- **Consultant Team**
 - Kyle Comer, Civil Science
 - Rob Ramsey, Civil Science
 - Matt Riffkin, InterPlan
 - Mike Pepper, KMP Planning

II. Planning Process Status

- Primary goal of the TMP process: *To identify the capital facility improvements, pavement management plan and supporting policies to meet the Twin Falls transportation facility needs for the next 25-30 years*
- Where we are in the process – Mike explained the status of the planning process, and next steps that follow this meeting

III. Transportation System Goals

- Review of updated system goals

IV. Existing Conditions Review

- Roadway system classification / connectivity
 - *Add N. College from Blue Lakes to Locust as a collector on the Existing Classification Map.*
- Level of Service
 - *Pole Line Rd. L.O.S. is from 2006 prior to completion of Twin Falls Alternative Stage 1 project completion.*
 - *Verify typical section of road used in model. Update the model to reflect full build out of Pole Line Rd. for the public meeting*
- Intersection hot spots

- Washington Street
 - *What is the status of No Washington after the new school opens?*
 - *Will there be a 20 mph school zone on No Washington? (City is trying to avoid speed reduction if possible.)*
 - *The new school will be set back off of Washington. Accesses to the school will be from N. College.*
 - *Signal at No. College and No. Washington will help traffic in this area*
 - *Washington reconstruction schedule needs to be moved up if possible to be completed in advance of the new school opening and accommodate school traffic.*
- *No. College Signals*
 - *Signals at both Cheney and Fillmore on No. College may be too many in this area - This requires additional study*
- *Review the intersection of Locust and Pole Line to see if a future signal is needed at this location.*
- Specific roadway deficiencies in the existing roadway system were discussed and will be included as part of the final plan recommendations

V. **Future Conditions at 2030 with no build of improvements**

- Roadway system classification / connectivity
 - *Fillmore extension*
 - *Show as impacted by future development*
 - *Minimize alignment changes in this section.*
 - *Lacking a north/south connection west of Washington. Options include:*
 - *Extend Grandview to Addison- a structure will be needed to cross Rock Creek Canyon*
 - *Extend Wendell to Addison by connection to Martin.*
 - *Need to identify future roadway connections / extensions and designate and preserve corridors as appropriate*
- Level of Service was presented for the future roadway system with no improvements
- Intersection hot spots were presented – without priority order

VI. **Short Term – Pre-planned Projects**

- Capital Improvement Projects as identified by the City were presented, along with a description of their relationship to the planning process and transportation plan recommendations

VII. **Long-term Desired Future Conditions at 2030 with improvements**

- The long-term desired future conditions of the system at 2030 were presented and discussed including the following elements;
 - General roadway classification changes
 - General Level of Service changes
 - General intersection function changes
 - *Improving valley gutter at Falls and Sparks will address issues at this location.*
 - *Bus traffic on Sparks between schools.*
 - *Updated street cross sections and standards were presented*
 - *Sections*
 - *Allow 2 Ft. additional back of sidewalk for fire hydrants and power poles.*
 - *Widen truck routes to 116' total R/W width.*
 - *“Landscape” area, hardscape vs. “soft”/drainable” (i.e. rocks, pavers, etc.) Concern with landscape maintenance and water supply.*
 - *Consider maintaining “landscaped area” as asphalt at road grade- Separate from roadway lane with striping.*
 - *Resolves sight distance and water issues*
 - *Improves bike safety*
 - *Collectors*
 - *Develop 2 options for collector street standards:*
 - *3 lane with bike lanes with center turn lane*
 - *4 lane without bike lanes*
 - Bike / Pedestrian system changes

- Falls Ave.: cannot remove bike lanes due to previous commitment and use of federal money to create bike lanes.
- Bike Lanes / Routes
 - Dead ends are not desirable (Locust Street-Cheney to Pole Line, Elizabeth Blvd.- East End)
 - Connect bike path from Falls to Locust and from Falls to Madrona.
 - Extend Harrison Street path to low line canal.
 - Include an east/west path on Pheasant Rd. from west of Grandview to Harrison Street.
 - Need more east/west connections
 - Additional bike lane comments from the committee are welcome after the meeting: fax, e mail, etc.
- Note: the “On Street” bicycle / pedestrian system will be planned as part of the Transportation Master Plan
- “Off Street” as bicycle / pedestrian system will be planned as part of the Comprehensive Plan

VIII. Improvement Alternatives

- The range of improvement options were presented in 3 groups; A) The City’s Capital Improvement Plan related to the Impact Fees, B) the Capital Improvement Plan plus the projects outlined in Alternative #1 and C) the Capital Improvement Plan plus the projects in Alternative #2 – Refer to the handouts mailed to the Committee prior to the meeting (these are the revised versions issued approximately one week prior to the meeting.)
- A) 2030 with City Capital Improvement Plan (CIP) Projects
 - Leave all the CIP projects on list for public comment
 - Re-evaluate Kimberly Rd. for needed number of lanes: 4 lanes or 5?
 - Add the intersection improvement projects presented at the meeting to this alternative
- B) 2030 with CIP plus Alternatives #1
 - Alternatives #1 projects include improvements to Washington Blvd and changing the 2nd Avenues to two-way streets and re-routing US 30
- C) 2030 with CIP plus Alternatives #2
 - Alternative #2 projects include improvements to Hankins, Cheney, Grandview and Falls Ave.
 1. These are projects designed to “get the red out” – improve level of service at 2030
- The Citizen Committee Consensus for their desired alternative to be included in the plan recommendations is as follows:
 - Include the City’s Capital Improvement Plan projects
 - Blend Alternative #1 (removal of US 30 off 2nds) with #2 to “get the red out”.
 - Adjust costs estimates
 - Include financing alternatives to improve Locust and Fillmore
 - Include the intersection hot spot improvement projects
 - Include activities that address deficiencies
 - Include the list of signal improvements

IX. Preliminary Supporting Policies

- The Committee recommended that the following policies be addressed as part of the final plan recommendations
 - Pedestrian safety
 - Arterial widening to include accel / decel lanes
- The committee also discussed the possible closure of the angled streets located in the townsite. Comments were received as follows:
 - Don’t close 9th, 4th, & 6th
 - Assess how local streets function in interior

- Curb radius- address curb radius on arterial roads to accommodate truck turning movements

X. Plan Implementation

- Application of the plan to the street system – presentation of steps – no comments received

XI. Next Steps

- Gather comments from the TAC / combine with CAC comments
- Refine alternatives to draft recommendations
- Develop complete list of policies
- Develop funding strategies
- Public Mtg. – April 14th - tentative

Thanks for your continued participation!

Please join us at the public meeting in April