



Twin Falls Transportation Master Plan

TAC, CAC, and GTFTAC Meeting Minutes

Date: September 10 / 11, 2007

Project Number:
06137

Project Name:
Twin Falls Transportation Master Plan

I. Attendance

- TAC
- CAC
- GTFATC

II. Welcome, Introductions, and Opening Remarks.

Mike Pepper opened the meeting with introductions and discussed the purpose of the meeting which is to introduce the Twin Falls Transportation Master plan process, steps, schedule, and roles of the City, Technical Advisory Committee (TAC), Citizen Advisory Committee (CAC), Consultant Team, and Idaho Transportation Department (ITD). The meeting included presentation and discussion of existing conditions and preliminary local plans review and a brief discussion of the data collection and pavement management system work program. Finally, an important part of this first round of meetings was the identification of the committee's (TAC, CAC and Greater Twin Falls Area Transportation Committee (GTFATC) initial issues and concerns regarding Twin Falls transportation system.

III. Overview of the Planning Area and Process.

Mike and Kyle discussed the project background and development and planning area description. They explained the Transportation Master Plan process, scope of work, and schedule. They also outlined the primary goal of the Twin Falls Master Plan process which is to identify the capital facility improvements, pavement management plan and supporting policies to meet the Twin Falls transportation facility needs for the next 20 years.

IV. Roles and Responsibilities.

Mike discussed the important roles that the City of Twin Falls, CAC, TAC, ITD, and the consultant team will play in the development of the Transportation Master Plan. Each separate group will contribute a vital part to help bring about the completion of this new Master Transportation Plan that meets both the functional requirements of the City's transportation system and the needs of its users.

V. Public Involvement Plan Highlights.

Mike talked about the plan element highlights and the planned schedule of events and opportunities.

VI. Plan Goals and Objectives.

Mike discussed the specific goals and objectives of the Plan with the committee members.

Transportation System Goals from the Committees

- *Need a balance between public needs and engineered solutions.*
 - *Consider project impacts to the public needs*
 - *Consider public needs/ impacts to roadway system needs and changes*
- *Improved connectivity of both roadways and bike/ped systems throughout the City.*
- *Adjust State standards to meet City needs as appropriate and feasible.*
- *Plan for future Right of Way needs (setbacks, etc...)*
- *Provide the TAC and CAC with a good understanding of alternatives and technical issues to assist them in understanding and developing final recommendations.*
- *Don't get distracted with inappropriate options. What works in one area does not necessarily work in all areas.*
- *Provide connectivity between the city and county planning, roadway systems and needed improvements*
 - *Rural vs. City standards. County based on 1 mile roads, city using 1 mile roads as arterials and 1/4 mile roads as collectors.*
 - *Coordinate- Plan accordingly*
 - *Falls E/W*
 - *Blue Lakes South*
 - *Addison East, etc...*
 - *Alignment*

VII. Basic Existing Conditions.

Kyle and Mike informed attendees about current data collected and future data collection efforts, the preliminary local plans summary, the Comprehensive Plan Coordination status, and general issues or concerns that have been raised thus far through stakeholder interviews and other system investigation.

VIII. Pavement Management System Work Program.

Kyle discussed the data collection and program schedule for the Pavement Management System Work Program and explained the relationship of the pavement management system to the capital improvement plan and overall system improvement and management.

IX. Comments and Recommendations.

Mike opened the floor for any comments or recommendations that anyone might have regarding the issues and concerns they have for the City's transportation system. Following is a list of the items that were discussed as well as integration of comments that Mike has received to date as part of personal stakeholder interviews with several community members:

Safety

(Twin Falls Transportation Safety Committee Issues need to be added)

- In/thru School Zones and School Routes.
 - Perrine & Morningside areas are particularly problematic.
- Flash lights, etc... should be utilized in these school zones.
- 2nd street in Front of Schools and Downtown.
 - Plan & schedule improvements in this area.
- Lack of Sidewalks.
 - South of Twin Falls (Old Town area) lacks sidewalks.
 - West of Falls also lacks sidewalks.
 - Either there is discontinuity in the sidewalks or the existing sidewalks are in poor condition.
- Open Canals at Crossings.
 - Requires fencing or additional bussing for safety of children.
 - Harmon Park is an example.
- High Speeds in Residential Areas and 2nd streets.
 - Lack of Traffic Calming.
- Pedestrian Safety Improvements Needed.
 - Require new developments to provide pedestrian safety.
 - Develop a Design Criteria for “walk friendly” devices. Need to address compliance and identify a degree of pedestrian responsibility.

Traffic Congestion

Problem Areas:

- ✓ Washington Street
- ✓ Blue Lakes (Don't re-create)
- ✓ Locust
- ✓ North College
- ✓ Filer
- ✓ Falls
- ✓ Madrona
- ✓ Eastland – Addison to Kimberly
- ✓ President Streets – Filmore and Harrison
- ✓ Addison West

Anticipate Alternate Routes that traffic will use to avoid congestion areas.

Evaluate bypasses to reduce congestion through downtown.

Trucking/Overall Regional Circulation

- Lack of workable truck accesses from North to South (I-84 to South Twin Falls, US 93, etc.).
 - Washington Street should be improved to accommodate these trucking needs. (alignment, radii, ballast)
 - Signage also needs to be improved.
- East and West truck access to Twin Falls is difficult.
 - Kimberly Rd. to Minidoka and 2nd streets are currently used by trucks as an East/West access as well as using other roads on the south edge of town.
 - Excessive use is causing damage to the roads.
- There is a desire to move trucks out of town that don't need to run through town.

- There is a shared desire by ITD, the City and the Downtown property/business owners to relocate US 30 off the 2nd Avenues to improve safety and the function of downtown, as well as enhance and clarify the east/west truck route on US 30 through the City..
- Southeast improvements should be implemented per the Southeast Corridor Plan to ease problems.
- Remember that some trucking into the City is necessary to bring goods into the City.

Bike/Pedestrian

- Review impacts to North College in meeting college expansion needs.
- Need bike and pedestrian facilities West of CSI on Washington Street.
- Lack of pedestrian facilities city wide, including main arteries.
 - How should existing sidewalks be maintained?
 - There should be a consistency in sidewalk standards.
 - Should big trees be removed to maintain sidewalks?
 - Should sidewalks be on both sides and in all residential areas?
- Bike paths along city roads should consider impacts to parking.

Congestion/Traffic Flow

- Blue Lakes needs more protected left turns. The unprotected left turns are unsafe and cause delays along Blue Lakes Blvd.
- Blue Lakes Blvd. needs to have restrictions on truck traffic.
- Lack of transit options to assist in reducing traffic volumes.
- Improve signal coordination to improve traffic flow.

Trucking Safety

- Intersection Geometrics should accommodate truck traffic movements.
- Effective truck routes.
 - Provide routes around city for trucks passing through. Provide routes through city with improvements for trucks delivering to or from Twin Falls.
 - Must consider costs early in developing plan for implementations of individual projects.
- Increase in truck weight limits (105,000 lbs) results in additional wear to existing roads.
- Identify feasible alternatives (i.e. where do roundabouts really work?)
- Separate “ideal” from what “makes sense”. Avoid overbuilding structure when it is not immediately needed.
- Identify future Right of way needs with this plan for acquisition purposes.
 - Acquire Right of Way at a cheaper rate.
- Evaluate role of public transit in the Transportation Master Plan.
- Access- balance property owner needs with traffic needs. (i.e. Pole Line)
- Predict future traffic patterns- where does the traffic really go?
- Respect private property rights with balance to the city needs.
 - Fillmore extension
 - North/South Corridor
- Roadway classification system connectivity.
- Consistency in landscaping required for major thoroughfares

- Set landscaping standards by road rather than land use.
- How do we retrofit the existing landscaping?
- High Cost to retrofit the existing landscape.
- Effective pavement management program and maintenance.
 - Keep up with the maintenance needs.
 - Evaluate Design Standards etc... to provide adequate roads.
 - Consider Maintenance as equally important to new improvements.
 - Consider impacts of “today’s” decisions and improvements on future maintenance.
- Code enforcement for parking and landscaping in intersection sight triangles.
- Identify locations for Fast vs. Slow speeds.
 - Also as applies to design standards.
- Consider coordination between roadway design and traffic control. I.e. Canyon St. behind Dell, traffic calming, consider legal impacts.
- Integrate other infrastructure projects into program to assist in avoiding schedule conflicts and damage to new roads.

Transit:

- Fixed route designation to places to pick up riders.
- Should there be a pullout for public transit or should it stop in the travel lane to pick up/drop off?
- Move from demand to route system.
- Twin Falls may meet urban status thus requiring transit service (MPO Status)
- Develop Standards. (Benches, pockets, ROW, etc...) to accommodate transit operations.

Specific Areas of Concern:

- 3300/3700 intersection
 - Sight distance issues.
 - Is a signal warranted?
 - Coordinate with street classification and connectivity.
- Valley Gutters crossing major roads causes traffic to slow and creates confusion with side road users.
- Pavement Cracking and failing throughout portions of town.
- Poor intersection visibility- landscaping impacting sight distances. Driveways also have sight distance issues. Need to enforce code related to sight distance triangle.
- Economics
 - Keep truck routes available that provide access to and from I-84 within a 5-10 minute time frame.
 - Traffic/pedestrian interface in downtown and 2nd streets.
 - Crossings are not adequate and are dangerous.
 - 2nd streets are too wide to cross safely at uncontrolled crossings.
- Interface with Rock Creek Canyon
 - Need additional roads crossing the Canyon to improve access to south end of town.
- Make improvements to provide a “walk friendly” community.
- Educate public on sidewalk maintenance responsibility. Sidewalk and curb and gutter are on public right of ways but are to be maintained by private ownership.
 - Expect some congestion which acts as a traffic calming device.

- Funding
 - Evaluate performance contracting as an option.
 - City currently evaluating impact fees for funding option.
 - Property Owner participating in reducing project costs by donating or discounting right of way costs.
- Access- Evaluate code requirements and enforcement (i.e. Blue Lakes Blvd.)
- Consider more than 20 year horizon. Evaluate right of way and arterial needs in 30 to 40 year basis.
- Address impacts from increase of truck weights to 129,000 lbs. on Eastland and 2nd streets.
- Need to address substandard railroad crossing and pavement on Eastland.
- Funding- consider impact fees
- Minimize sprawl to reduce impacts to county roads.
- Separate retail traffic from industrial traffic where possible.
- Relocate state highway related traffic off city streets.

X. Next Steps.

Mike concluded the meeting by informing those present of the next steps in the Master Plan process.

- Existing Conditions and Data Gathering will be completed
- Public Workshop #1 is scheduled for Monday, Oct 15th
- City Council Work Session #1 will be held Monday, Oct. 15th
- TAC Meeting #2 will be held on Tuesday, Oct. 16th
- Draft goals will be developed for the transportation system and coordination with comprehensive plan to understand future land use projections.