



Twin Falls City Council Agenda

Monday, March 7, 2022, 5:00 PM

Council Chambers
203 Main Avenue East- Twin Falls, Idaho

Members: Ruth Pierce, Christopher Reid, Craig Hawkins, Nikki Boyd, Shawn Barigar, Jason Brown, Spencer Cutler

- 1) CALL MEETING TO ORDER/CONFIRMATION OF QUORUM
- 2) PLEDGE OF ALLEGIANCE
- 3) PROCLAMATIONS
 - a) **PRESENTATION:** Girl Scout Week
- 4) CONSENT CALENDAR
 - a) **ACTION ITEM:** Request to approve City Council 2022 February 28 Minutes
By: Erin Parrish, Executive Assistant
 - b) **ACTION ITEM:** Request to approve Accounts Payable from February 24 to March 2, 2022.
By: Amy Luna, Finance Administrative Assistant
 - c) **ACTION ITEM:** Request to approve the Wells Fargo Credit Commercial Card for January 2022
By: Amy Luna, Finance Administrative Assistant
 - d) **ACTION ITEM:** Consideration of a request to approve the Annual Western Days and Western Days Parade special event application.
By: Lou Coronado, Sergeant, Twin Falls Police Department, Craig Kingsbury, Chief of Police
 - e) **ACTION ITEM:** Request to approve the Annual Mother's Day Fiesta and Cinco de Mayo event.
By: Lou Coronado , Sergeant, Twin Falls Police Department, Craig Kingsbury, Chief of Police
 - f) **ACTION ITEM:** Consideration of a request to approve the "Twin Falls Old Town Criterium."
This event is scheduled to be held on Saturday, June 25, 2022, from 10 am to 7 pm. Friday setup for the event will begin at 5:00 p.m. Takedown of the event equipment will occur on Saturday, June 25th at 9:00 p.m.
By: Lou Coronado , Sergeant , Twin Falls Police Department, Craig Kingsbury, Chief of Police
 - g) **ACTION ITEM:** Approval of the Findings of Fact and Conclusions of Law:
Sun West Subdivision No. 2, a PUD Final Plat
Calistoga Springs Subdivision No. 2 Final Plat
By: Jonathan Spendlove, Planning and Zoning Director
- 5) ITEMS OF CONSIDERATION

- a) **ACTION ITEM:** Request to adopt Ordinance #2022-008 to vacate a portion of platted Right of Way for property located on Hill View Drive, adjacent to lot 3 and 4, Block 1 of the Lakewood Subdivision.

By: Lisa Strickland, City Planner

- b) **ACTION ITEM:** Request to adopt Ordinance #2022-002 to update TFCC 6-1-1 to clean up amendments to IFC.

By: Shayne Nope, City Attorney, Tim Lauda, Fire Marshal

- c) **ACTION ITEM:** Request to approve the Road Safety Audit for Filer Avenue.

By: Erin Steel

6) GENERAL PUBLIC INPUT

7) ADVISORY BOARD REPORT/ANNOUNCEMENTS

8) PUBLIC HEARINGS

9) ADJOURNMENT

Any person(s) needing special accommodations to participate in the above-noticed meeting could contact Josh Palmer (208) 735-7312 at least two working days before the meeting. Si desea esta información en Español, por favor llame a Josh Palmer al teléfono (208) 735-7312.

Public Input Procedures

1. Individuals wishing to provide public input regarding matters relevant to the City of Twin Falls shall:
 - Wait to be recognized by the Mayor or Chairman
 - Approach the microphone/podium
 - State their name, and whether they are a resident or property owner in the City of Twin Falls, and proceed with their input.
2. The Mayor or Chairman may limit input to no less than two (2) minutes. Individuals are not permitted to give their time to other speakers.

Public Hearing Procedures for Zoning Requests

1. Prior to opening the first Public Hearing of the session, the Mayor or Chairman shall review the public hearing procedures.
 2. Individuals wishing to testify or speak before the City Council or Planning & Zoning Commission shall wait to be recognized by the Mayor or Chairman, approach the microphone/podium, state their name, and then proceed with their comments. Following their statements, they shall write their name and address on the record sheet(s) provided by the staff. The staff shall make an audio recording of the Public Hearing.
 3. A City Staff Report shall summarize the application and history of the request.
 4. The Applicant, or the spokesperson for the Applicant, will make a presentation on the application/request (request). No changes to the request may be made by the applicant after the publication of the Notice of Public Hearing. The presentation should include the following:
 - A complete explanation and description of the request.
 - Why the request is being made.
 - Location of the Property.
 - Impacts on the surrounding properties and efforts to mitigate those impacts.
 5. Applicant is limited to 15 minutes, unless a written request for additional time is received, at least 72 hours prior to the hearing, and granted by the Mayor or Chairman.
 6. The City Council or Planning & Zoning Commission may ask questions of staff or the applicant pertaining to the request.
 7. The general public will then be given the opportunity to provide their testimony regarding the request. The Mayor or Chairman may limit public testimony to no less than two (2) minutes per person.
 - Individuals are not permitted to give their time to other speakers.
 - However, five (5) or more individuals that received written notice of the public hearing may appoint, by written petition, a spokesperson. The written petition must be received at least 72 hours prior to the hearing and must be granted by the Mayor or Chairman. The spokesperson shall be limited to 15 minutes.
 - Written comments, including e-mail, received by 12:00 p.m. on the date of the hearing shall be either read into the record or displayed to the public on the overhead projector.
 8. Following the Public Testimony, the applicant is permitted five (5) minutes to respond to Public Testimony.
 9. Following the Public Testimony and Applicant's response, Council or Commission members, as recognized by the Mayor or Chairman, shall be allowed to question the Applicant, Staff or anyone who has testified. Responses shall be limited to answering the questions asked. The Mayor or Chairman may limit the time permitted for the answer.
 10. The Mayor or Chairman shall close the Public Hearing. The City Council or Planning & Zoning Commission shall deliberate on the request. Deliberations and decisions shall be based upon the information and testimony provided during the Public Hearing. Once the Public Hearing is closed, additional testimony from the staff, applicant or public is not allowed. Legal or procedural questions may be directed to the City Attorney.
- * Any person not conforming to the above rules may be prohibited from speaking. Persons refusing to comply with such prohibitions may be asked to leave the hearing and, thereafter removed from the room by order of the Mayor or Chairman.

Office of the Mayor
City of Twin Falls, Idaho

Proclamation

Girl Scout Week

WHEREAS, Girl Scouts of the United States of America observes the One Hundred Tenth Anniversary of its founding on March 12, 2022; and

WHEREAS, since 1912, Girl Scouts of America has helped girls discover themselves, their passions and their talents through education, entrepreneurship, outdoor activities and community service;

WHEREAS, Girl Scouts provides a valuable K-12 curriculum that enhances knowledge through experiential learning;

WHEREAS, Girl Scouting is an important path for girls to become strong, self-reliant, productive and confident women;

WHEREAS, Girl Scouts of Silver Council delivers the Girl Scout program to K-12 girls throughout southern Idaho;

WHEREAS, Girl Scouting is an investment in tomorrow's leadership in Idaho; and

WHEREAS, Girl Scout Week will be celebrated in our state from March 6-12, 2022;

NOW, THEREFORE, I, Ruth Pierce, Mayor of Twin Falls, do hereby proclaim the week of March 6-12 as Girl Scout Week.

In witness whereof, I have hereunto set my hand
and caused this seal of the City of Twin Falls to
be affixed.

Mayor Ruth Pierce

Attest: _____
Erin Parrish, Deputy City Clerk

Date: March 7, 2022



Date: Monday, March 7, 2022
To: Honorable Mayor and City Council
From: Lou Coronado, Sergeant, Twin Falls Police Department

ACTION ITEM

Request:

Request to approve the Annual Mother's Day Fiesta and Cinco de Mayo event.

Time Estimate:

Staff requests this item be placed on the consent calendar.

Background:

Rosa Paiz has submitted a Special Event Application for the Annual Mother's Day Fiesta and Cinco de Mayo celebration. The date of the event will be Sunday, May 8, 2022, commencing at 12:00 p.m. and concluding at 8:00 p.m.

This event will feature live music performed by various bands in the band shell as well as pre-recorded music starting at 12:00 p.m. and ending at 8:00 p.m. There will also be a variety of food vendors in the park.

There will be alcoholic beverages served as part of this event. The organizers will set up a beer garden for the consumption of these beverages. Identifications will be checked, and wrist bands will be issued to legal drinkers. Alcoholic beverages will only be allowed in the beer garden.

The Twin Falls Police Department's Administrative Staff recommends that four (4) sworn law enforcement personnel provide security from 4:00 p.m. until 8:00 p.m. Rosa Paiz has arranged for Twin Falls County Sheriff's Deputies to provide the security.

While it is possible that the live band and recorded music may become a noise disturbance issue for the residential neighborhood near the City Park, we have had very few complaints in past years. Should the amplified sound become an issue, the Patrol Supervisor will be advised to contact Rosa Paiz regarding noise complaints. The Staff recommends that the on-duty Supervisor be given the authority to order event organizers to mitigate the sound of amplified music. If the noise complaints become habitual, the Patrol Supervisor shall be granted the authority to order the music to be terminated.

There were minimal calls for Police service during the Mother's Day Fiesta and Cinco de Mayo events in the past.

The organizer recognizes that this event is approved contingent upon current COVID 19 regulations and recommendations. The City of Twin Falls reserves the right to cancel or postpone this event for the safety of participants and the citizens of Twin Falls. If this event is approved, the organizer will take all required precautions to safeguard those attending the event and may be required to implement additional safety measures as deemed necessary by Twin Falls City Staff.

Approval Process:

Consent of the Council.

Budget Impact:

Ms. Paiz has requested that Twin Falls Sheriff's Reserve Deputies provide the security for the event; therefore, there will be no budget impact to the City of Twin Falls.

Regulatory Impact:

Approval of this request will allow the applicant to proceed with the event as scheduled. Given the success of previous years' events, the Staff has approved the use of four (4) Twin Falls County Sheriff's Deputies for security for this event from 4:00 p.m. until 8:00 p.m.

History:

N/A

Analysis:

N/A

Conclusion:

This Special Events Application has been approved by several relevant City Staff members and the Twin Falls Police Department Staff. It is recommended that this request be approved by the City Council as presented.

Attachments:

None



Date: Monday, March 7, 2022
To: Honorable Mayor and City Council
From: Lou Coronado, Sergeant

ACTION ITEM

Request:

Consideration of a request to approve the “Twin Falls Old Town Criterium.” This event is scheduled to be held on Saturday, June 25, 2022, from 10 am to 7 pm. Friday setup for the event will begin at 5:00 p.m. Takedown of the event equipment will occur on Saturday, June 25th at 9:00 p.m.

Time Estimate:

Staff requests this item be placed on the consent calendar.

Background:

Terry Patterson has requested exclusive use of city streets, including Main Avenue from Eden Street West to Idaho Street East, Hansen Street East from Main Avenue East to 2nd Avenue East, 2nd Avenue East and North from Hansen Street East to Eden Street North and Eden Street North from Main Avenue West to 2nd Avenue West.

These street closures will create a circuit that begins on Main near the Downtown Commons, travels southeast on Main, northeast on Hansen, northwest on 2nd Avenue, southwest on Eden, and southeast on Main again.

There will be approximately 8 individual races of varied lengths sanctioned by USA Cycling, Inc. These races are spaced approximately 15-20 minutes apart with each race taking 30 to 60 minutes. This will be a closed course with crossings on the course supervised by volunteers at approximately every block. Barricades will be in place both on the inside and outside of the course to keep pedestrian traffic from interfering with the racers.

The event organizers have contracted with Road Work Ahead for road closures and detours. This traffic plan has been approved by the Twin Falls Police Department and ITD for the closure of state highways included in the racecourse.

The individual vendors that will participate in this event will have booths set up around the commons area and they will be selling alcohol through their respective businesses.

There will be amplified live music as well as amplified sound during the races. The event organizer will provide portable toilets and additional trash containers for the event.

The event organizer has provided the required certificate of liability insurance and has paid the special event application fee.

Several relevant city Staff members have met and discussed this event and the event has been presented to the Special Events Committee with no issues noted.

The Twin Falls Police Department will provide security for the racecourse, the beer garden and the

surrounding areas. It is anticipated that adequate staffing would require approximately \$5,200 in police overtime. This amount was not included in the police overtime budget for this year. Since Twin Falls City is a co-sponsor for the event, the Twin Falls Police Department will take care of the overtime needed for this event.

Approval Process:

Consent by the City Council.

Budget Impact:

\$ 5,200 for police overtime and security at event.

Regulatory Impact:

N/A

History:

N/A

Analysis:

N/A

Conclusion:

This Special Events Application has been approved by several relevant City Staff members and the Twin Falls Police Department Staff. It is recommended that this request be approved by the City Council as presented.

Attachments:

None



BEFORE THE CITY COUNCIL OF THE CITY OF TWIN FALLS

In Re:	)	
	)	
<u>Final Plat</u> Application,	)	FINDINGS OF FACT,
	)	
<u>Sun West Subdivision No. 2, a PUD</u>	)	CONCLUSIONS OF LAW,
Gerald Martens	)	
Applicant(s).	)	
	)	AND DECISION

This matter having come before the City Council of the City of Twin Falls, Idaho on February 28, 2022 for consideration of the final plat of the Sun West Subdivision No. 2, a PUD, approximately 11.94 (+/-) acres to develop 9 lots located at the 1500-1600 blocks of Washington Street North, and the City Council having heard testimony from interested parties, having received written Findings from the Planning and Zoning Commission and being fully advised in the matter, now makes the following

FINDINGS OF FACT

1. Applicant has requested approval of the final plat of the Sun West Subdivision No. 2, a PUD, approximately 11.94 (+/-) acres to develop 9 lots located at the 1500-1600 blocks of Washington Street North.
2. The property in question is zoned C-1 PUD pursuant to the Zoning Ordinance of the City of Twin Falls. The property is designated as College of Southern Idaho/Mixed Use in the duly adopted Comprehensive Plan of the City of Twin Falls.
3. The existing neighboring land uses in the immediate area of this property are: to the north, Commercial/Pole Line Road; to the south, Commercial/Cheney Drive; to the east, Undeveloped; to the west, Commercial/Washington Street North.
4. The City Engineering Office has reviewed the final plat and has approved the proposed street accesses and public utility extensions, subject to availability of such services at the time of development. The developer will pay all costs of public improvements, including but not limited to streets, curb gutter and sidewalks, sewer, water and pressurized irrigation systems. The proposed development includes dedication of additional right-of-way in compliance with the Master Street Plan.

Based on the foregoing Findings of Fact and the regulations and standards set forth below, the City Council hereby makes the following

CONCLUSIONS OF LAW

1. The final plat of the Sun West Subdivision No. 2, a PUD, approximately 11.94 (+/-) acres to develop 9 lots located at the 1500-1600 blocks of Washington Street North is in conformance with the objectives of the zoning ordinance and the policy for developments in Twin Falls City Code §10-1-4. Specifically, the land can be used safely for building purposes without danger to health or peril from fire, flood or other menace, proper provision has been made for drainage, water sewerage and capital improvements including schools, parks, recreation facilities, transportation facilities and improvements, all existing and proposed public improvements conform to the Comprehensive Plan.

2. The final plat is in conformance with the Comprehensive Plan as required by Twin Falls City Code §10-12-2.3(H)(2)(a).

3. Public services are currently available to accommodate the proposed development, as required by Twin Falls City Code §10-12-2.3(H) (2) (b). Public services may not be available at the time of development, depending upon the speed of development of this and other subdivisions and the ability of the City to obtain additional water and/or sewer capacity.

4. The development of streets, sewer, water, irrigation, dedication of park land and other public improvements at the cost of the developer will not adversely affect any capital improvement plan and will integrate with existing public facilities, as required by Twin Falls City Code §10-12-2.3(H)(2)(c).

5. There is sufficient public financial capability of supporting services for the proposed development, as required by Twin Falls City Code §10-12-2.3(H)(2)(d).

6. There are no other health, safety or environmental problems associated with the proposed development that were brought to the City Council's attention, per Twin Falls City Code §10-12- 2.3(H)(2)(e).

7. The final plat is in conformance with the Preliminary Plat. Based on the foregoing Conclusions of Law, the Twin Falls City Council hereby enters the following

DECISION

The request for approval of the final plat of the Sun West Subdivision No. 2, a PUD, approximately 11.94 (+/-) acres to develop 9 lots located at the 1500-1600 blocks of Washington Street North is hereby granted, subject to final technical review by the City Engineer's Office and subject to the conditions which are attached as "Exhibit No. A", and incorporated by

reference as though fully set forth herein. The applicant shall comply with all applicable requirements of the Adopted Standard Drawings, the Zoning Ordinance, and the City Code of the City of Twin Falls.

MAYOR - TWIN FALLS CITY COUNCIL

DATE

"EXHIBIT NO. A"

1. Subject to final technical review by the City Engineering Department and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.



BEFORE THE CITY COUNCIL OF THE CITY OF TWIN FALLS

In Re:	)	
	)	
<u>Final Plat</u> Application,	)	FINDINGS OF FACT,
	)	
<u>Calistoga Springs No. 2 Subdivision</u>	)	CONCLUSIONS OF LAW,
<u>Gerald Martens</u>	)	
Applicant(s).	)	
	)	AND DECISION

This matter having come before the City Council of the City of Twin Falls, Idaho on Monday, February 28, 2022 for consideration of the final plat of the Calistoga Springs No. 2 Subdivision, approximately 8.7(+/-) acres, to develop 16 lots for residential development located at the 500-600 block of Orchard Drive, and the City Council having heard testimony from interested parties, having received written Findings from the Planning and Zoning Commission and being fully advised in the matter, now makes the following

FINDINGS OF FACT

1. Applicant has requested approval of the final plat of the Calistoga Springs No. 2 Subdivision, approximately 8.7(+/-) acres, to develop 16 lots for residential development located at the 500-600 block of Orchard Drive.
2. The property in question is zoned R-4 pursuant to the Zoning Ordinance of the City of Twin Falls. The property is designated as Town Neighborhood in the duly adopted Comprehensive Plan of the City of Twin Falls.
3. The existing neighboring land uses in the immediate area of this property are: to the north, Religious Facility/Orchard Dr.; to the south, Vacant; to the east, Vacant/Residential; to the west, Vacant.
4. The City Engineering Office has reviewed the final plat and has approved the proposed street accesses and public utility extensions, subject to availability of such services at the time of development. The developer will pay all costs of public improvements, including but not limited to streets, curb gutter and sidewalks, sewer, water and pressurized irrigation systems. The proposed development includes dedication of additional right-of-way in compliance with the Master Street Plan.

Based on the foregoing Findings of Fact and the regulations and standards set forth below, the City Council hereby makes the following

CONCLUSIONS OF LAW

1. The final plat of the Calistoga Springs No. 2 Subdivision, approximately 8.7(+/-) acres, to develop 16 lots for residential development located at the 500-600 block of Orchard Drive is in conformance with the objectives of the zoning ordinance and the policy for developments in Twin Falls City Code §10-1-4. Specifically, the land can be used safely for building purposes without danger to health or peril from fire, flood or other menace, proper provision has been made for drainage, water sewerage and capital improvements including schools, parks, recreation facilities, transportation facilities and improvements, all existing and proposed public improvements conform to the Comprehensive Plan.

2. The final plat is in conformance with the Comprehensive Plan as required by Twin Falls City Code §10-12-2.3(H)(2)(a).

3. Public services are currently available to accommodate the proposed development, as required by Twin Falls City Code §10-12-2.3(H) (2) (b). Public services may not be available at the time of development, depending upon the speed of development of this and other subdivisions and the ability of the City to obtain additional water and/or sewer capacity.

4. The development of streets, sewer, water, irrigation, dedication of park land and other public improvements at the cost of the developer will not adversely affect any capital improvement plan and will integrate with existing public facilities, as required by Twin Falls City Code §10-12-2.3(H)(2)(c).

5. There is sufficient public financial capability of supporting services for the proposed development, as required by Twin Falls City Code §10-12-2.3(H)(2)(d).

6. There are no other health, safety or environmental problems associated with the proposed development that were brought to the City Council's attention, per Twin Falls City Code §10-12- 2.3(H)(2)(e).

7. The final plat is in conformance with the Preliminary Plat. Based on the foregoing Conclusions of Law, the Twin Falls City Council hereby enters the following

DECISION

The request for approval of the final plat of the Calistoga Springs No. 2 Subdivision, approximately 8.7(+/-) acres, to develop 16 lots for residential development located at the 500-600 block of Orchard Drive is hereby granted, subject to final technical review by the City Engineer's Office and subject to the conditions which are attached as "Exhibit No. A", and incorporated by reference as though fully set forth herein. The applicant shall comply with all applicable requirements of the Adopted Standard Drawings, the Zoning Ordinance, and the City Code of the City of Twin Falls.

MAYOR - TWIN FALLS CITY COUNCIL

DATE

"EXHIBIT NO. A"

1. Subject to final technical review by the City Engineering Department and Zoning Officials to ensure compliance with all applicable City Code requirements and standards.



Date: Monday, March 7, 2022
To: Honorable Mayor and City Council
From: Lisa Strickland

ACTION ITEM

Request:

Request to adopt Ordinance #2022-008 to vacate a portion of platted Right of Way for property located on Hill View Drive, adjacent to lot 3 and 4, Block 1 of the Lakewood Subdivision.

Time Estimate:

Aproximately five (5) minutes for presentation and questions.

Background:

On November 9, 2021, the Planning and Zoning Commission recommended approval of this request. On December 6, 2021, the City Council conducted a Public Hearing on this item. At the conclusion of the Public Hearing and deliberation, the City Council approved the vacation request.

Approval Process:

In order to enact this ordinance today, Council would need to suspend the rules and place it on third and final reading by title only.

Budget Impact:

N/A

Regulatory Impact:

Approval of this request will remove the limitation, or entitlement, for the specific area, as described on the plat or in other recorded documents. This area will become private property, and subject to current rules and regulations for taxes, zoning code compliance, and development.

History:

N/A

Analysis:

N/A

Conclusion:

As directed by Council, staff has prepared an ordinance to finalize the process.

Attachments:

1. O-2022-008 Hill View Dr Vacation ord

ORDINANCE NO. O-2022-008

AN ORDINANCE OF THE MAYOR AND THE CITY COUNCIL OF
THE CITY OF TWIN FALLS IDAHO, **VACATING** A PORTION OF
THE **PLATTED RIGHT OF WAY** DESCRIBED BELOW.

WHEREAS, Jerry and Brenda Naylor have made application for vacation of a portion of Hill View Drive, adjacent to Lot 3 and 4, Block 1 of Lakewood Subdivision; in the City of Twin Falls; and

WHEREAS, the City Planning & Zoning Commission for the City of Twin Falls, Idaho, held a Public Hearing as required by law on the 9th day of November, 2021, to consider the vacation of the platted Right of Way below described; and,

WHEREAS, the City Planning & Zoning Commission has made recommendations known to the City Council for Twin Falls, Idaho; and,

WHEREAS, the City Council for the City of Twin Falls, Idaho, held a Public Hearing as required by law on the 6th day of December, 2021.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF TWIN FALLS, IDAHO:

SECTION 1. The following described platted Right of Way is hereby VACATED:

"Exhibit A" - Legal Description

SECTION 2. That title to the real property by this ordinance vacated be deeded to the property owner herebelow described and that deeds be issued to the persons named below:

NAME: Jerry and Brenda Naylor
ADDRESS: 937 Carriage Lane North, Twin Falls, ID 83301
PROPERTY: The property described in "Exhibit A"

SECTION 3. That the City Clerk immediately upon the passage and publication of this Ordinance as required by law certify a copy of the same and deliver said certified copy to the County Recorder's Office for indexing and recording, in the same manner as other instruments affecting the title to real property, as required by Idaho Code 50-1324(2).

PASSED BY THE CITY COUNCIL

_____, 20____

SIGNED BY THE MAYOR

_____, 20____

Mayor

ATTEST:

Deputy City Clerk

PUBLISH: Thursday, _____, 20____

Exhibit A

Legal Description

Portion of Hill View Drive to be Vacated

Twin Falls, Idaho

Being a portion of Hill View Drive as shown on that certain map entitled "Lakewood Subdivision", recorded June 1, 1960, as Instrument No. 0000-493904 in the office of the County Recorder of Twin Falls County, more particularly described as follows:

Beginning at a point on the East Right-of-Way Boundary of said Hill View Drive, said point being the Southwestern corner of Lot 3, Block 1 as shown on said map and being the REAL POINT OF BEGINNING; Thence, along said East Right-of-Way Boundary, North $00^{\circ}12'00''$ West 250.00 feet;

Thence, leaving said East Right-of-Way Boundary, North $89^{\circ}50'00''$ West 40.00 feet to a point on the West Right-of-Way Boundary of said Hill View Drive;

Thence, along said West Right-of-Way, South $00^{\circ}12'00''$ East 250.00 feet to a point on the Westerly prolongation of the South Boundary of said Lot 3;

Thence, along said prolongation, South $89^{\circ}50'00''$ East 40.00 feet to said REAL POINT OF BEGINNING. Containing approximately 10,000 square feet.

End of
Description



Date: Monday, March 7, 2022
To: Honorable Mayor and City Council
From: Shayne Nope

ACTION ITEM

Request:

Request to adopt Ordinance #2022-002 to update TFCC 6-1-1 to clean up amendments to IFC.

Time Estimate:

5 Minutes

Background:

This item was presented and approved on January 24, 2022. However, the summary was not published within 30 days of passage; therefore, the Ordinance is being presented again. No changes have been made.

Title 6, Chapter 1 incorporates the International Fire Code ("IFC"). A few portions of the IFC are not as well suited for the State of Idaho or the City of Twin Falls. This ordinance mirrors state administrative rules modifying portions of the IFC.

Approval Process:

Unless rules are suspended, ordinances must be read at three separate meetings. A simple majority is required for approval. The ordinance will become effective once published within 30 days of passage by the council.

Budget Impact:

N/A

Regulatory Impact:

This ordinance will allow the City to implement and enforce the modifications of the IFC.

History:

N/A

Analysis:

N/A

Conclusion:

Staff recommends the approval of the Ordinance.

Attachments:

1. 2022 - Ordinance Repeal and Replace - City Code - 6-1-1 - Fire Code

ORDINANCE NO. 2022-002

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, REPEALING AND REPLACING TWIN FALLS CITY CODE TITLE 6, CHAPTER 1, FIRE CODE; PROVIDING FOR AN EFFECTIVE DATE; AND PROVIDING FOR PUBLICATION BY SUMMARY.

WHEREAS, the City of Twin Falls wishes to incorporate the most current International Fire Code (“IFC”) into its City Code.

WHEREAS, some modifications to the IFC are necessary for the implementation and enforcement of the IFC in the City.

WHEREAS, publication by summary is an effective and more economical option to printing the entire ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF TWIN FALLS, IDAHO:

SECTION 1: That Twin Falls City Code Title 6, Chapter 1, is repealed and replaced as follows:

**“Title 6
Public Safety
Chapter 1
Fire Code**

6-1-1 Adoption of Code

6-1-2 Enforcement

6-1-3 Modifications of Requirements

6-1-1 Adoption of the Code

The International Fire Code as now or hereinafter amended, is adopted as the official code of the city together with the following amendments. The most current addition adopted by the State of Idaho shall prevail.

One copy of the fire code shall be kept in both the Fire Chief’s and Fire Marshal’s office.

A. Department of fire prevention, Section 103.2 Appointments, International Fire Code

Delete the following language in Section 103.2 of the International Fire Code “... and the fire official shall not be removed from office except for cause and after full opportunity to be heard on specific and relevant charges by and before the appointing authority.”

B. General Authority and Responsibility, Section 104.1, International Fire Code.

Add the following second paragraph to Section 104.1, General, International Fire Code.

1. Fire Marshal's Authority. The Fire Marshal is authorized to administer and enforce this code. Under the Fire Marshal's direction, the fire department is authorized to enforce all ordinances of the jurisdiction pertaining to:
 - a) The prevention of fires.
 - b) The suppression or extinguishment of dangerous or hazardous fires.
 - c) The storage, use and handling of hazardous materials.
 - d) The installation and maintenance of automatic, manual, and other private fire alarm systems and fire-extinguishment equipment.
 - e) The maintenance and regulation of fire escapes.
 - f) The maintenance of fire protection and the elimination of fire hazards on land and in buildings, and other property, including those under construction.
 - g) The maintenance of means of egress; and
 - h) The investigation of cause, origin and circumstances of fire and unauthorized release of hazardous materials, for authority related to control and investigation of emergency scenes see Section 104.11.

C. Permits Requisite, Section 105.1.1, International Fire Code.

Delete "required permit" from the last sentence of Section 105.1.1 of the International Fire Code and add "a permit if required by the authority having jurisdiction."

D. Violation Penalties, Section 110.4 International Fire Code.

In the first sentence of Section 109.4 of the international Fire Code, delete "[SPECIFY OFFENCE], punishable by a fine of not more than [AMOUNT] dollars, or by imprisonment not exceeding [NUMBER OF DAYS], or both such fine and imprisonment" and add the word "misdemeanors".

E. Section 202 International Fire Code.

1. Driveway. Add "Driveway. A vehicular ingress and egress route that services no more than four (4) single family dwellings, not including accessory structures." Four would allow contractors to build two duplexes or a triplex using the less resistive fire access road requirements. I feel 5 could allow for fire access that is too long and could cause issues in gaining access to all the buildings."
2. Fire Station. Add "Fire Station, A building, or portion of a building that provides, at a minimum, all weather protection for fire apparatus. Temperature inside the building used for the purpose need to be maintained at or above thirty-two (32) degrees."

F. CHAPTER 5 FIRE SERVICE FEATURES. Make the following changes within Chapter 5 of the International Fire Code

1. Section 501

- a) To Section 501.3 after the phrase, Construction documents for proposed, add the word "driveways".

501.3 Construction documents for the proposed fire apparatus access, including driveways, location of fire lanes, security gates across fire apparatus access roads and/or driveways and

construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction.

b) To Section 501.4 Where fire apparatus access roads, add the words “and/or driveways.”

2. Section 502. Definitions

a) To section 502, add the following word “DRIVEWAY and the word Fire Station.”

3. Section 503

a. To section 503, add the following definition, “FIRE STATION, A building, or portion of a building that provides, at a minimum, all weather protection for fire apparatus. Temperatures inside the building used for this purpose must be maintained at above thirty-two (32) degrees Fahrenheit.”

b. To section 503 add the words, “AND DRIVEWAYS” to the section heading.

c. Section 503 Fire Apparatus Access Roads and Driveways.

i. To section 503.1.1 add the following sentence, “Driveways need to be provided and maintained in accordance with Sections 503.1.1 through 503.1.3.”

503.1.1 Buildings and Facilities. Approved fire apparatus access roads shall be provided for every facility, building or portion of a building within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Driveways need to be provided and maintained in accordance with Section 503.1.1 through 503.1.3.

d. Add the following section, “503.7 Driveways. Need be provided when any portion of an exterior wall of the first story of a building is located more than 150 feet (45720mm) from a fire apparatus access road. Driveways will provide a minimum unobstructed width of 20 feet (3658mm) and a minimum unobstructed height of 13 feet 6 inches (4115mm). Driveways in excess of 150 feet (45720mm) in length need to be provided with turnarounds. Driveways in excess of 200 feet (60960mm) in length and less than 20 feet (6096mm) in width may require turnouts in addition to turnarounds.”

e. Add the following section, “503.7.1 Limits. A driveway cannot serve in excess of four single family dwellings or a combination thereof.

a. Example two duplexes or a triplex and a single-family dwelling.

f. Add the following section, “503.7.2 Turnarounds. Driveway turnarounds need to have an inside turning radius of not less than 35 feet (9144mm) and an outside turning radius of not less than—50 feet (13716mm). Driveways that connect with an access road or roads at more than one point may be considered as having a turnaround if all changes of direction meet the radius requirements for driveway turnarounds.”

g. Add the following section, “503.7.3 Turnouts. Where line of sight along a driveway is obstructed by a man-made or natural feature, turnouts need to be located as may be needed by

the fire code official to provide for safe passage of vehicles. Driveway turnouts will be of an all-weather road surface at least 12 feet (3048mm) wide and 40 feet (9144mm) long.”

h. ADDRESS NUMBERS

- a. Buildings shall have approved address numbers, or approved building Identification placed in a position that is plainly legible, visible from the street or frontage road fronting the property and of a contrasting color, Light on Dark, or Dark on Light. (IFC 505.1).
- b. Address size is based on distance from center of the street to the building: up to 50 ft. is 4 in., 51 to 100 ft. is 6 in., 101 to 150 ft. is 8 in., 151 to 200 ft. is 10 in. and greater than 200 ft. is 12 in.
- c. If 12 in. letters are not visible from the street or frontage road an address sign shall also be installed at the entrance from the street or frontage road. The sign shall be white with 4” Black numbers.
- d. In an effort to be consistent with other buildings being built in the area, address numbers must be placed on the upper right side of the building that faces the street, or as agreed upon by the City of Twin Falls Fire Marshal.
- e. 4” suite lettering (of a contrasting color) shall be placed at the top of the main entry door. Suite numbers shall start on the left (as you look at the store front) and increase as you move right.
- f. A fully visible temporary address sign shall be posted on all construction sites and remain in place until the permanent address is in place.
- g. Add the following section, “503.7.7 Security Gates. Where security gates are installed, they need to have an approved means of emergency operation. The security gates and emergency operation will be maintained operational at all times.”
- h. Add the following section, “503.7.8 Surface. “Driveways need to be designed and maintained to support 75,000 pounds and will be surfaced to provide all weather driving capabilities.”

G. Reference to Appendix, International Fire Code.

1. When this code references the appendix, the provisions of the appendix shall not apply unless specifically incorporated by reference. The following appendixes of the International Fire Code are incorporated by reference:
 - a) Appendix B, Fire Flow Requirements for Buildings.
 - b) Appendix C, Hydrant Location and Distribution.
 - c) Appendix D, Fire Apparatus Access Roads.
 - I. To Section D101.1 Scope, add the following sentence “Driveways as described in section 503.7 through 503.11 are not subject to the reequipments of this appendix.
 - II. To Section D103.2 add the words and/or Driveways after the word road.
 - d) Appendix E, Hazard Categories.
 - e) Appendix F, Hazard Ranking.
 - f) Appendix G, Cryogenic Fluids Weight and Volume Equivalents.
 - g) Appendix I, Fire protection systems- Noncompliant conditions.

6.1.2 Enforcement

The power and duties of the bureau of fire prevention wherever mentioned in said fire code shall be vested in the Fire Marshal of the city.

6-1-3 Modifications of Requirements

(A) Authority To Grant Modification: The city council may authorize in specific cases such modification of the terms of the international fire code as adopted as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of the provisions of the code would result in unnecessary hardship. Modifications shall not be granted on the grounds of inconvenience or profit, but only where strict application of the provisions of the international fire code as adopted would result in unnecessary hardship.

(B) Hearing Requirement: The city council, prior to modifying the requirements of the international fire code as adopted, shall conduct a hearing at which interested persons shall have an opportunity to be heard. Property owners adjoining the parcel under consideration shall be notified of the time and place of the hearing, along with a summary of the proposal, at least ten (10) days prior to the hearing unless such notice is waived by all such adjoining property owners.

(C) Application: A modification of the terms of the international fire code as adopted shall not be granted by the city council unless and until a written application for a modification is submitted to the city council containing:

1. Name, address, and phone number of applicants.
2. Legal description of the property.
3. Description of modifications requested.
4. A narrative statement, documentation, and technical support data demonstrating that the building site conforms to all the following standards:
 - (a) Special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures, or buildings.
 - (b) A literal interpretation of the provisions of the international fire code as adopted would deprive the applicant of rights commonly enjoyed by other properties under the terms of the international fire code as adopted.
 - (c) Granting the modification requested will not confer on the applicant any special privilege that is denied by the international fire code as adopted to other lands, structures or buildings.

A modification shall not be granted unless the city council makes specific findings of fact based directly on the particular evidence presented to it which support conclusions that the above-mentioned standards and conditions have been met by the applicant.

(D) Modifications Limited: A resolution of the city council modifying the requirements of the international fire code as adopted is not and shall not be construed as modifying any requirements imposed by the state or federal governments.”

SECTION 2: That Ordinance No. 2022-002 shall be in full force and effect immediately following its passage, approval and publication, as provided by law.

SECTION 3: That a summary of Ordinance No. 2022-002 be published as follows:

**“SUMMARY OF
TWIN FALL CITY ORDINANCE NO. 2022-002”**

Section 1 of the ordinance repeals and replaces Twin Falls City Code Title 6, Chapter 1. That code incorporates the International Fire Code into Twin Falls City code. The following is a brief explanation of each portion of the new Chapter.

6-1-1: This section incorporates the International Fire Code (“IFC”) into Twin Falls City code, with specific modifications.

6-1-1 (A): Modifies how a Fire Marshal can be removed from office.

6-1-1 (B): Clarifies the authority of the Fire Marshal.

6-1-1 (C): Modifies IFC 105.1.1 relative to required permits.

6-1-1 (D): Modifies the Penalties section.

6-1-1 (E): Adds language to the definition of “Driveway” and “Fire Station.”

6-1-1 (F): Modifies Chapter 5 of the IFC, including changes to “Driveways,” “Fire Stations,” and regulations related to Address Numbers.

6-1-1(G): Incorporates specific Appendices of the IFC.

6-1-2: Authorizes the Fire Marshal to enforce the IFC in Twin Falls.

6-1-3: Authorizes the City Council to make modifications to the Fire Code requirements and outlines the modification approval process.

Section 2 of the ordinance makes the ordinance effective immediately following its passage, approval, and publication.

Section 3 of the ordinance authorizes the ordinance to be published in summary.

The foregoing summary is true and complete and provides adequate notice to the public of the principal provisions of the ordinance.

The full text of Ordinance No. 2022-002 is available at Twin Falls city hall.


Shayne Nope, City Attorney”

PASSED BY THE CITY COUNCIL on March ____, 2022.

SIGNED BY THE MAYOR on March ____, 2022.

MAYOR

ATTEST:

CLERK

PUBLISHED: _____



Date: Monday, March 7, 2022
To: Honorable Mayor and City Council
From:

ACTION ITEM

Request:

Request to approve the Road Safety Audit for Filer Avenue.

Time Estimate:

10-15 Minutes

Background:

In January of 2019, the City applied for and was awarded a Local Highway Safety Improvement Project (LHSIP) funded by the Local Highway Technical Assistance Council (LHTAC). This program is a federally funded program aimed at eliminating Fatal and Serious Injury crashes on roadway systems. These funds can be used for various safety-related projects that can reduce the number of crashes in the area identified. These projects can be systemic or single-site safety projects.

Eligibility is based on qualifying crashes over the past five-year period. To qualify, the potential location had to have at least one fatal or serious injury (Type A) crash in the previous 5 years. Working in conjunction with the public works and the police departments, Filer Avenue between Washington Street and Eastland was selected as an area of concern. This corridor sees an unusual number of accidents. There were 179 accidents during the previous five years (2016-2020). While none of these were fatal, the number of crashes was alarming. While evaluating these accidents, there was no distinguishable pattern or reason for the number of crashes. As such, we determined a Road Safety Audit (RSA) would help identify potential reasons for these crashes. LHTAC awarded the City of Twin Falls a \$50,000 LHSIP grant to complete this audit.

The RSA is a formal safety performance examination of an existing road by an independent audit team. The RSA team considers the safety of all road users, qualitatively estimates and reports on road safety issues and opportunities for safety improvement. This audit occurred on November 8-10, 2021. The audit team consisted of 7 individuals with different perspectives on safety and road users.

The RSA team completed a field drive-through and walk-through of the corridor. The team observed morning and evening traffic, school operations, intersection operations and made general observations of the safety issues along the corridor. Overall, the audit team was very happy with the corridor. The RSA team provided a report summarizing the safety concerns and potential remedies for any identified safety issues.

Recommendations in this report are non-binding and require no commitment from the City or other stakeholders. General recommendations for the corridor are broken into three categories (High, Medium, and Low) based on each treatment's potential to reduce the frequency and severity of future crashes. All information can be found in the Filer Avenue Road Safety Audit Report.

Approval Process:

A majority approval vote by Council members will approve this report.

Budget Impact:

No budget impact.

Regulatory Impact:

This report complies with the Strategic Plan, focus area 4 Accessible Community (AC). AC2.1 "The City will continue to improve the condition and operation of its streets.

History:

NA

Analysis:

NA

Conclusion:

To complete the project, LHTAC requires the governing body to approve the report. City staff recommends approval of the Filer Avenue Road Safety Audit.

Attachments:

1. 220204 Twin Falls Filer Avenue RSA Report_FINAL
2. Vicinity Map

ROAD SAFETY AUDIT REPORT

FILER AVENUE
TWIN FALLS, IDAHO

FEBRUARY 2022

PREPARED FOR:

CITY OF TWIN FALLS



TWIN FALLS Idaho
People Serving People

Erin Steel, PE

LOCAL HIGHWAY TECHNICAL
ASSISTANCE COUNCIL



Amanda LaMott, PE



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EXECUTIVE SUMMARY

The City of Twin Falls identified the Filer Avenue corridor between Washington Street N and Eastland Drive N as a potential study area for a road safety audit (RSA), a process that considers the safety of all road users, finds and reports on road safety issues, and identifies opportunities for safety improvements. They were awarded funding for the RSA through the Local Highway Safety Improvement Program (LHSIP) administered through the Local Highway Technical Assistance Council (LHTAC).

Filer Avenue is an east/west collector that serves commercial, residential, and school oriented traffic. Traffic volumes on Filer vary depending on location within the corridor. Filer has an Annual Average Daily Traffic (AADT) of approximately 7,000 vehicles per day depending on location in the corridor.

The RSA team noted many positives within the Flier Avenue corridor and want to recognize the things the City of Twin Falls has done well.

- The corridor has quality signs that look well maintained.
- Pavement markings have been properly installed and are in good condition, including stop bars at signalized intersection crosswalks, which is uncommon and is a significant safety benefit.
- Most intersections have at least some lighting.
- Signal operations seem to be working for the traffic volumes at intersections.
- Vehicles are driving at appropriate operating speeds and the City's zone maintenance program appears to be keeping the streets in pretty good shape.

Recommendations in this report are non-binding and require no commitments from the City or other stakeholders. General recommendations for the corridor include:

- Fixed objects close to Filer Avenue are a safety risk if hit by drivers. They should be reviewed for potential removal, relocation, or shielding.
- Stop signs at stop-controlled intersections could have retroreflective post sleeves installed to improve visibility.
- Sight distance limitations were identified at several of the intersections. Property and/or vegetation interfere with drivers' ability to see oncoming traffic. Adding painted stop bars at the desired stop location (i.e., maximum sight distance for side street motorists) and vegetation maintenance could mitigate this issue.
- Side streets at many of the unsignalized intersections cross over a steeper than optimal grade at Filer Avenue. This causes drivers to proceed across Filer Avenue at very low speeds

which increases the time they are exposed to mainline traffic within the intersection. Grade improvements could improve this issue.

- To address misaligned signal heads and skewed intersection geometry, and to provide additional information about proper lane use, near-side lane use control signs (in some cases installed on the back on signal heads on mast arms) could be added.
- Sign heights should be verified or updated where needed to be a minimum of 7 feet from the ground to the bottom of the sign.
- Access management and access management policy should be evaluated along the corridor. Some access points are too close to intersections which leads to illegal left turning movements across double-double yellow lines and/or left turns in heavy traffic.
- Some pedestrian crossing signs are missing accompanying diagonal down arrow plaques.

INTRODUCTION

The City of Twin Falls identified the Filer Avenue corridor between Washington Street N and Eastland Drive N as a study area for this RSA. A typical RSA considers the safety of all road users, qualitatively estimates and reports on road safety issues and opportunities for safety improvements. The City then procured grant funding through the Local Highway Technical Assistance Council (LHTAC) to proceed with the RSA. This report documents the findings of the RSA and provides recommendations for improvements along the corridor. Recommendations in this document are non-binding but serve as a guide for potential improvements the City of Twin Falls could pursue. Figure 1 shows the RSA study area along Filer Avenue which has a 30 mph speed limit except in the school zone around Twin Falls High School which has a 20 mph speed limit by time of day.

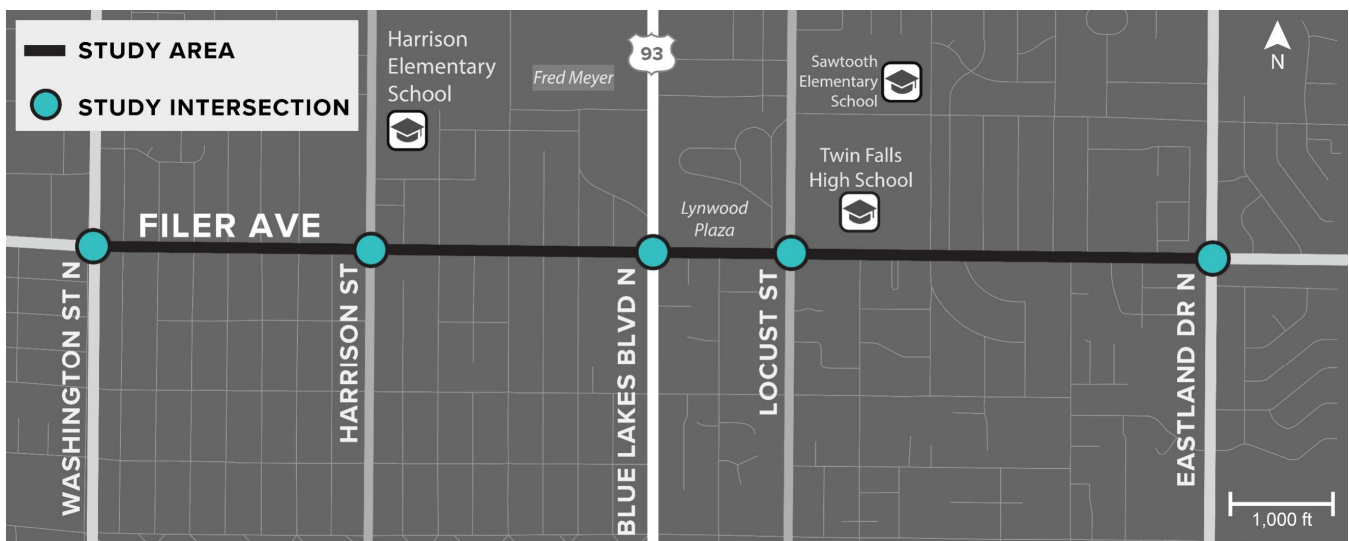


FIGURE 1: FILER AVENUE ROAD SAFETY AUDIT STUDY AREA

RSA PROCESS

The RSA process consists of eight steps per Federal Highway Administration (FHWA) guidance. Those steps include:

1. Identify project or road in service to be audited
2. Select RSA team
3. Conduct a pre-audit meeting to review project information
4. Perform field observations under various conditions
5. Conduct audit analysis and prepare report of findings
6. Present audit findings to project owner/design team

7. Project owner/design team prepares formal response
8. Incorporate findings in the project when appropriate

The Filer Avenue RSA team (Figure 2) included local representatives as well as individuals from outside of Twin Falls. The local team members brought their experience on the roadway which provides useful background information on safety, operations, and the general feel of the corridor. The outside representatives brought a fresh set of eyes to the corridor to identify issues that may be missed by locals due to their familiarity with the area. The RSA team included the following members:

- Two consultants (DKS Associates): Matt Ricks and Brian Chandler
- Representative of the Twin Falls Fire Department: Tim Lauda
- Representative of the Twin Falls Police Department: Lou Coronado
- Representative from LHTAC: Amanda LaMott
- Local FHWA representative: Lance Johnson
- City of Twin Falls Engineer: Erin Steel



FIGURE 2. TWIN FALLS FILER AVENUE RSA TEAM

Team members (Left to Right): Tim Lauda, Lou Coronado, Brian Chandler, Amanda LaMott, Lance Johnson, Erin Steel, and Matt Ricks

The RSA team met with City staff to complete the pre-RSA meeting and review project information on November 8, 2021 at Twin Falls City Hall. DKS explained the RSA process and purpose to the team and presented safety data. The team then reviewed the corridor and went over what to expect for the field review and wrap-up meeting.

On November 9, 2021, the RSA team completed a field drive-through and walk-through of the corridor. The team observed morning and evening traffic, school operations, intersection operations, and made general observations of safety issues along the corridor.

On November 10, 2021, the RSA team presented the findings of the field review to City of Twin Falls staff via an in-person meeting and PowerPoint presentation (Figure 3). The presentation highlighted what the City is currently doing well, safety issues along the corridor, and made recommendations for improvements to the corridor.

The following sections present field observations, photos, and a description of safety issues for the intersections and roadway segments within the study area. Also presented are potential remedies for any identified safety issues.



FIGURE 3. RSA FINDINGS PRESENTATION

SAFETY DATA

The Filer Avenue corridor has had 179 crashes over the past five years (2016-2020) with 73 resulting in personal injury. There were no fatal crashes on the study corridor during the analysis period.

The most common crash types and attributes included the following:

- 81% occurred at intersections
- 53% of crashes were angle or head-on-turning
- 23% of crashes were rear-end
- 22% occurred in dark, dusk, or dawn conditions
- 12% of crashes occurred on roads covered in water, ice, snow, or slush
- 7% involved a pedestrian or bicyclist

There were not common or obvious behavioral contributors (e.g., impaired driving, speeding, inattention) identified in the crash report database.

The most common locations for crashes along the corridor occurred at these five intersections:

- Washington St - 25
- Blue Lakes Blvd - 25
- Locust St - 15
- Filmore St - 13
- Eastland Dr - 12

INTERSECTION OF FILER AVENUE AND WASHINGTON STREET N

INTERSECTION ISSUES

The intersection of Filer Avenue and Washington Street N currently operates with split signal phasing for eastbound and westbound traffic (e.g., the entire eastbound approach [left, through, and right vehicles] is green while the westbound approach is red and vice versa). Figure 4 shows an example of the westbound signal heads which show a green indication, the eastbound signal heads have a red indication.



FIGURE 4: SPLIT PHASING FOR EASTBOUND/WESTBOUND APPROACHES

If intersection geometry allows, intersections typically operate more effectively if split phasing is not used since some movements from the eastbound and westbound approaches can proceed concurrently.

In addition to the split phasing, the inner lane for the eastbound and westbound approaches is a shared left and through movement. Since the movement is shared, the signal head gives an indication for both movements. The left turn indication is a protected arrow while the through

indication is a green ball (indicating a permitted movement). There could be some confusion from drivers not knowing if they are allowed to complete a through movement since the indication also shows a protected left turn. That confusion may have prompted some of the signs that are currently on the mast arms telling drivers to “PROCEED ON GREEN”. There is also a “RIGHT TURN ON RED” sign on the mast arms at the intersection. Neither of these signs are typical messages for regulatory signs. These signs are shown in Figure 5.



FIGURE 5: MAST ARM SIGNS

Some driveway access points are located near the intersection. The location of the access can be an issue for left turning vehicles into the driveway and left turning vehicles from the driveways due to intersection queues or vehicles traveling along streets.

Intersection approaches on Filer Avenue widen to two lanes in each direction just before the intersection. After a vehicle proceeds through the intersection, these two lanes quickly drop to one, forcing vehicles to merge into the single remaining lane. This causes additional merging movements for vehicles which can lead to vehicle conflicts. Some drivers may avoid the merge by driving in the through/left lane, causing lane imbalances which can be detrimental to operations.

FILER AVENUE AND WASHINGTON STREET N: RECOMMENDATIONS

The RSA team recommends City staff remove signage like “RIGHT TURN ON RED” and “PROCEED ON GREEN” as they upgrade intersection infrastructure. Those signs could be removed when this intersection is upgraded in the near future since the City was awarded a Federal-Aid Urban funding grant. The split phasing should also be removed if the geometry of the intersection allows.

As part of the intersection upgrade, the number of approach lanes and pockets should undergo a traffic analysis to determine needed pocket lengths and lane assignment. A potential layout could

be a left turn pocket and a through/right lane for the eastbound and westbound approaches as shown in Figure 6. Adding a left turn lane can reduce injury crashes at an intersection by 25-43%.¹

Having a single through lane would remove the need for the receiving lane that drops on the far side of the intersection, removing the need for vehicles to merge after going through the intersection. This will be analyzed as part of the intersection design of the Federal-Aid Urban project.



FIGURE 6: POTENTIAL LAYOUT FOR EASTBOUND/WESTBOUND APPROACHES AT FILER AVE/WASHINGTON ST

ROADWAY SEGMENT FROM WASHINGTON STREET N TO HARRISON STREET

ROADWAY ISSUES

This section of roadway typically has sidewalk on the north side of the street only. This sidewalk has utility poles which block most of the walkable area as shown in Figure 7 on the next page. There is also a general lack of American Disability Act (ADA) ramps for eastbound and westbound pedestrians who walk along Flier Avenue, crossing the side streets.

¹ FHWA CMF Clearinghouse ID 444. Srinivasan, R., B. Lan, and D. Carter. Report No. FHWA/NC/2013-11. North Carolina Department of Transportation. Raleigh, North Carolina. (October 2014).



FIGURE 7: UTILITY POLES IN SIDEWALKS

There are street lighting gaps noticeable during dark conditions. Unsignalized intersections typically have at least one street light but the uniformity of lighting between those intersections is poor. More uniform light can make pedestrians feel safer on sidewalks, provide better visibility for drivers, and deter crime.

There are currently no pedestrian crossings between the north and south sides of the street. Since the distance between Washington Street N and Harrison Street is about ½ mile, some pedestrians may be crossing without a marked crosswalk in this section.

The corridor also has some fixed objects near the traveled way on Filer Avenue. Some of these objects are concrete which, if hit by a vehicle, could cause injuries.

SEGMENT FROM WASHINGTON STREET N TO HARRISON STREET: RECOMMENDATIONS

Sidewalk could be added on the south side of Filer Avenue. If a major project occurs on the corridor, utility poles could be moved or lines could be moved underground so existing sidewalks are not blocked. In addition to adding sidewalk, additional pedestrian crossings of Filer Avenue could be added between Washington Street N and Harrison Street. The additional crossings would improve connectivity of the street network for pedestrians, and installing high-visibility crosswalks can reduce vehicle pedestrian crashes by 40%.²

² FHWA CMF Clearinghouse ID 280. Chen, L., C. Chen, and R. Ewing. "The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience." Washington, DC, 2012.

This area has roadway width to implement other improvements like bike lanes (Figure 8) or a road diet. The type of bike lanes would need to be determined through the City's Bicycle Master Plan and community feedback. In similar existing conditions, the addition of bicycle lanes has shown an overall reduction in all crashes of 21% by calming vehicle traffic and providing bicyclists with a designated lane for travel.³

If bike lanes are not desired on this roadway, sidewalks could be extended into the traveled way as an option instead of needing to acquire right-of-way from property owners or move utility poles.



FIGURE 8: EXAMPLE BIKE LANES

Fixed objects near the roadway should be removed, relocated, or shielded where feasible. Removing or relocating fixed objects outside the clear zone can reduce all crashes by 38%.⁴

Street lighting should be assessed to verify proper lighting levels and uniformity. Research shows a functional relationship (i.e., a mathematical formula) of crash reduction depending on existing illuminance.⁵ For example, increasing luminance from low (< 0.2 fc) to medium (≥ 0.2 fc and < 1.1 fc) showed a reduction in nighttime crashes of 52%.⁶

³ FHWA CMF Clearinghouse ID 618. Avelar, R., K. Dixon, S. Ashraf, A. Jhamb, and B. Dadashova. "Development of Crash Modification Factors for Bicycle Lane Additions While Reducing Lane and Shoulder Widths" Report No. FHWA-HRT-21-013. Federal Highway Administration, Office of Safety Research and Development. McLean, Virginia. (2021).

⁴ FHWA CMF Clearinghouse ID 72. Hovey, P. W. and Chowdhury, M., "Development of Crash Reduction Factors." 14801(0), Ohio Department of Transportation, (2005)

⁵ FHWA CMF Clearinghouse ID 490. Wang, Z., P. Lin, Y. Chen, P. Hsu, S. Ozkul, and M. Bato. "Safety Effects of Street Illuminance on Roadway Segments in Florida". Presented at the 96th Annual Meeting of the Transportation Research Board, Paper No. 17-05438, Washington, D.C., (2017).

⁶ FHWA CMF Clearinghouse ID 462. Wang, Z, F. Wei, P. S. Lin, P. P. Hsu, S. Ozkul, J. Jackman, and M. Bato. "Safety Effects of Street Illuminance at Urban Signalized Intersections in Florida," Presented at the 96th Annual Meeting of the Transportation Research Board, Paper No. 16-6376, Washington, D.C., (2017).

INTERSECTION OF FILER AVENUE AND HARRISON STREET

INTERSECTION ISSUES

This intersection is currently all-way stop controlled with a static flashing red beacon on span wires over the intersection. General understanding of best practices in traffic safety indicated that static flashers do not provide a safety benefit or disbenefit. The RSA team observed pedestrians and bicyclists traveling through the intersection (Figure 9). The intersection serves as a connection between residents and the nearby Harrison Elementary School.

The pavement currently has rutting issues on Filer. Additionally, this intersection has pavement rutting and grades from the crown of the pavement to storm gutters the cause northbound and southbound traffic to proceed slowly through the intersection.

Some pedestrian curb ramps are missing and there is only one street light at the intersection which does not light up all quadrants. Vegetation at the intersection can block driver vision when looking for gaps to proceed through the intersection (Figure 10).



FIGURE 9: FILER AVE/HARRISON ST INTERSECTION



FIGURE 10: VEGETATION GROWTH CAN BLOCK DRIVER VIEW

FILER AVENUE AND HARRISON STREET: RECOMMENDATIONS

Replace overhead static flasher with RRFB. Overhead intersection flashers that operate in “static” mode (i.e., the lights flash all the time, not in relation to an input) have not been shown to improve roadway safety. A recent TTI report stated, “overhead flashing beacons do not greatly affect the occurrence of crashes positively or negatively.”⁷

There is some anecdotal evidence that shifting driver attention from the roadway itself to the flasher overhead could distract them from other road users. The RSA team recommends removing this flasher or replacing with a Rectangular Rapid Flashing Beacon (RRFB) treatment to support pedestrian and bicyclists crossing Flier Avenue to and from school. RRFBs have been shown to reduce pedestrian-involved crashes by 47%.⁸

Improve crosswalk markings near schools. The crosswalks are currently marked, but ladder crossing markings could improve visibility and longevity of the crosswalk paint. The ladder markings can be aligned in such a way that vehicle tire avoid driving over the paint which reduces wear on the paint markings. Figure 11 shows an example of a ladder crosswalk marking, which can reduce pedestrian-related crashes by 40%.⁹



FIGURE 11: LADDER CROSSWALK MARKING STYLE

- **Pilot Installations.** The RSA team recommends pilot installations of ladder-style markings at crosswalks near schools, then assessing the benefits to determine if citywide implementation is appropriate.

Improve pavement conditions. To address pavement rutting at the intersection, the City should consider pavement treatment to remove the rutting and provide a smoother, higher-friction surface for motorists.

⁷ Geedipally, Srinivas, et al, “Safety Effectiveness of Intersection Center-mounted Overhead Flashing Beacons,” Texas DOT IAC 58-0XXIA001: Safety Analysis in Support of Traffic Operations, Texas A&M Transportation Institute, College Station, TX, 2020

⁸ FHWA CMF Clearinghouse ID 487. Zegeer, C., et al, “Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments”, National Cooperative Highway Research Program, Research Report 841, Washington, D.C., 2017.

⁹ FHWA CMF Clearinghouse ID 280. Chen, L., C. Chen, and R. Ewing. “The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience.” Presented at the 91st Annual Meeting of the Transportation Research Board, January 22-26, Washington, DC, 2012.

ADA curb ramp improvements should be considered. Street lighting should be analyzed and improved so all quadrants of the intersection have sufficient light (12% reduction in nighttime crashes).¹⁰ Vegetation should be trimmed and maintained so it does not block drivers from seeing pedestrians, bicyclists, or other vehicles. Stop bar paint markings should be maintained or installed where missing.

Pavement maintenance is needed to repair rutting and address the grade issues across the intersection.

Since this location is close to an elementary school, a crossing guard may be considered and coordinated with the school (the school district typically provides crossing guards). Further study may be warranted to determine the level of pedestrian and bicycle use due to the elementary school.

Additionally, the stop signs could be fitted with reflective post sleeves. These sleeves (shown in Figure 12) are relatively inexpensive and increase the visibility of the signs in both daylight and at night. These could be piloted on Filer Avenue and then expanded to other parts of the City.

- **Pilot Implementation.** While the retroreflective post sleeve treatment is introduced at this all-way stop-controlled intersection, the RSA team recommends installing this at 2-way stop-controlled intersections along Filer Avenue as an initial pilot. After a review period to assess any installation, maintenance issues, and general feedback on benefits, the City should consider broader implementation along Filer Avenue and other roads.



FIGURE 12: EXAMPLE STOP SIGNS WITH POST SLEEVES

¹⁰ FHWA CMF Clearinghouse ID 163. Donnell, E.T., R.J. Porter, and V.N. Shankar. "A Framework for Estimating the Safety Effects of Roadway Lighting at Intersections." *Safety Science*, Vol. 48(10), pp. 1436-1444, 2010.

ROADWAY SEGMENT FROM HARRISON STREET TO BLUE LAKES BOULEVARD

ROADWAY ISSUES

This roadway segment has some of the same issues as the segment between Washington Street N and Harrison Street. There are gaps in the sidewalk, street lighting gaps, and fixed objects near the traveled way (Figure 13). Fixed object crashes do not appear to be a significant issue in the crash data, but their proximity to Filer Avenue is still a safety concern to consider.



FIGURE 13: FIXED OBJECTS NEAR TRAVELED WAY

At the Fillmore Street intersection, there is crosswalk with no ramps. This intersection also has pavement rutting and steep grades from the crown of the pavement to storm gutters the cause northbound and southbound traffic to proceed slowly through the intersection. Grade issues at side streets are not uncommon for a large portion of Filer Avenue.

SEGMENT FROM HARRISON STREET TO BLUE LAKES BOULEVARD: RECOMMENDATIONS

Gaps in sidewalks should be filled in. Fixed objects should be removed, relocated, or shielded (38% crash reduction).¹¹

Street lighting should be analyzed and improved to reach an adequate lighting level and uniformity (52% reduction in nighttime crashes).¹²

The intersection of Filer Avenue and Fillmore Street should have ADA ramps installed. Rutting and grading issues should also be addressed.

¹¹ FHWA CMF Clearinghouse ID 72. Hovey, P. W. and Chowdhury, M., "Development of Crash Reduction Factors." 14801(0), Ohio Department of Transportation, (2005)

¹² FHWA CMF Clearinghouse ID 462. Wang, Z, F. Wei, P. S. Lin, P. P. Hsu, S. Ozkul, J. Jackman, and M. Bato. "Safety Effects of Street Illuminance at Urban Signalized Intersections in Florida," Presented at the 96th Annual Meeting of the Transportation Research Board, Paper No. 16-6376, Washington, D.C., (2017).

INTERSECTION OF FILER AVENUE AND BLUE LAKES BOULEVARD (US 93)

INTERSECTION ISSUES

The operation of this intersection is shared by ITD and the City of Twin Falls. ITD maintains the pavement. Since both agencies play a role in the performance of the intersection, quality coordination between the two agencies is needed to maintain pavement, update signal timing, or make modifications to other intersection infrastructure. Having both agencies involved with the operation and maintenance can cause delays to improvements.

This intersection has nearby access issues which can lead to risky left turn movements to and from both Filer Avenue and Blue Lakes Boulevard (e.g., gas station driveways, Starbucks driveway onto Filer Avenue). The Starbucks driveway roadway paint lines are a double-double yellow line which is meant to restrict vehicles from crossing it (see Figure 14). Drivers still make the left turn out of the Starbucks parking lot across the restrictive paint lines.



FIGURE 14: STARBUCKS DRIVEWAY ONTO FILER AVENUE

This is a heavily traveled intersection that experiences left turn conflicts and has a history of related crashes. Some of the signal heads are misaligned over their respective lanes. The RSA team also identified a streetlight out on the northwest corner during their evening field review. Crosswalk paint markings were faded, as seen in Figure 14 above, and there is pavement rutting on Blue Lakes Boulevard.

FILER AVENUE AND BLUE LAKES BOULEVARD (US 93): RECOMMENDATIONS

For access management, tough curb with delineators could be installed to help prevent drivers making restricted or undesirable left turns. The curb/delineators could be installed on the westbound approach and the southbound approach which have the most apparent access issues near the intersection. Delineators by themselves are often not enough of an impediment to making restricted left turns and can be run over by drivers. The addition of tough curb is generally sufficient to discourage drivers from running over the delineators. An example of tough curb with delineators is shown in Figure 15.



FIGURE 15: TOUGH CURB WITH DELINEATORS

The intersection currently has permissive flashing yellow arrow and protected green arrow operations for each approach to the intersection. During times of heavy traffic or by time of day, the permissive left turns could be “turned off” and only protected green arrow turns allowed. This would limit left turn and through movement interactions; this reduces left-turn crashes by 99%

during the times the signal operates in protected-only mode.¹³ Traffic analysis would be needed to verify an acceptable level of operations could be achieved with protected-only left turn operations. Northbound and southbound left turn stop bars on Blue Lakes Boulevard could also be shifted back a few feet to give left turners from Filer Avenue onto Blue Lakes Boulevard an easier turning radius.

Misaligned northbound signal heads on Blue Lakes Boulevard should be realigned and centered over their respective lanes. Crosswalk markings should be repainted and rutting issues addressed in the pavement. Ladder crosswalks could be considered at this intersection as well (40% reduction in pedestrian-related crashes).¹⁴ Maintenance of this intersection should be coordinated between ITD and the City.

Additional signing on mast arms giving drivers information about left turns could also be provided at this intersection. An example sign is shown in Figure 16.

A separate RSA along Falls Avenue may need to be coordinated with ITD and the City to review safety needs and potential improvements along the ITD corridor.



FIGURE 16: LEFT TURN SIGNAL SIGNING EXAMPLE

¹³ FHWA CMF Clearinghouse ID 22. Harkey, D.L., et al. NCHRP Report 617: Accident Modification Factors for Traffic Engineering and ITS Improvements, NCHRP, Transportation Research Board, Washington, DC, 2008.

¹⁴ FHWA CMF Clearinghouse ID 280. Chen, L., C. Chen, and R. Ewing. "The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections - Lessons from a New York City Experience." Presented at the 91st Annual Meeting of the Transportation Research Board, January 22-26, Washington, DC, 2012.

ROADWAY SEGMENT FROM BLUE LAKES BOULEVARD TO LOCUST STREET

ROADWAY ISSUES

This stretch of roadway has similar access management issues to some of the roadway segments already discussed with access points located too close to intersections. At the Filer Avenue and Elm Street N intersection, the stop sign for northbound Elm Street drivers is too short. The pedestrian crossing across Filer Avenue does not have a curb ramp on the north side of Filer. The double-double yellow line paint markings on Filer near Elm Street are striped too far into the intersection, making an eastbound left turn into the commercial driveway an illegal movement. Figure 17 below highlights these issues.



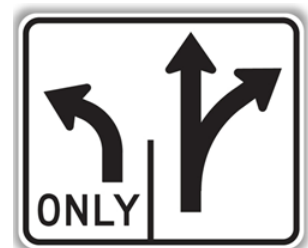
FIGURE 17: FILER AVENUE AND ELM STREET N ISSUES

Approaching the intersection of Filer Avenue and Locust Street N, the eastbound inner (left-most) lane turns into a left turn only lane without sufficient warning for motorists. This change can cause drivers to merge to the right lane late to continue through at Locust Street N, which may result in sideswipe conflicts.

SEGMENT FROM BLUE LAKES BOULEVARD TO LOCUST STREET: RECOMMENDATIONS

Access management should be considered along this stretch to prevent unwanted movements from driveways near intersections. The double-double yellow line near Elm Street N could be ground off and repainted so it does not protrude into the intersection. An ADA ramp could be installed at Elm Street N on the north side of Filer Avenue. The stop sign for Elm Street N should also be raised to meet City and other applicable standards.

For the eastbound approach to Locust Street N, there is an existing lane use sign near the intersection (Figure 18). A similar sign should be placed farther west in advance of where the solid white lane line begins. The sign could be placed near the New Covenant United Reformed Church access or



**FIGURE 18:
EXISTING LANE USE
SIGN NEAR LOCUST
STREET N
INTERSECTION**

closer to Elm Street N. The roadway east of Elm Street N could be rechannelized to force drivers to merge right into a single travel lane near the New Covenant United Reformed Church access. This is a more expected driving pattern for approaching motorists, and then a left turn pocket at Locust Street N could be striped.

INTERSECTION OF FILER AVENUE AND LOCUST STREET N

INTERSECTION ISSUES

The intersection of Filer Avenue and Locust Street N has a skew issue (misalignment of the intersection legs) on the northbound and southbound approaches. This requires drivers to not follow a straight path through the intersection which can result in some confusion on proper lane use. The southbound signal heads are not aligned over the southbound approach lanes (Figure 19). The misalignment of the signal heads can cause southbound drivers approaching the intersection to not know which lane is the through lane for the intersection (the through signal head location makes the right turn pocket seem like the through lane).



FIGURE 19: INTERSECTION SKEW AND MISALIGNMENT OF SOUTHBOUND SIGNAL HEADS

The sight distance for the eastbound and westbound right turn movements is insufficient. This is due to the property on the southeast quadrant of the intersection for the westbound approach, the property and vegetation on the northwest quadrant for the eastbound approach (see Figure 20), and partially to the intersection skew. The eastbound right turn on red is restricted due to the poor sight distance.



FIGURE 20. LOCUST ST SIGHT DISTANCE RESTRICTION IN NORTHWEST CORNER

The eastbound and westbound left turn are controlled by permissive green balls (Figure 21). These are less effective than flashing yellow arrow control. The northeast corner streetlight was out at the time of the RSA field visit.



FIGURE 21: PERMISSIVE GREEN BALL LEFT TURN CONTROL

The westbound approach channelization directs drivers into the rightmost through lane (there are two through lanes and a left turn pocket on this approach). Since drivers are directed by upstream channelization to the right through lane, there is a large shift for left-turning drivers to enter the left turn pocket, which makes the taper length feel insufficient (Figure 22).

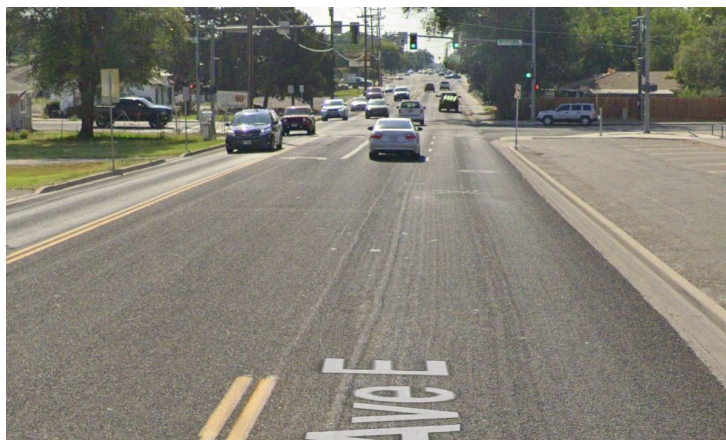


FIGURE 22: WESTBOUND APPROACH CHANNELIZATION AT LOCUST STREET N

FILER AVENUE AND LOCUST ST N: RECOMMENDATIONS

Ultimately, the sight distance for the westbound and eastbound right turns should be improved by lowering fencing in the drivers' line of sight, trimming and maintaining vegetation, and/or managing property blockage of sight at the intersection (injury crash reduction of 48%).¹⁵ Another solution could be installing right turn arrows to restrict right turns on red until the sight distance issues can be addressed (Figure 23). Green ball indications for left turns at the intersection could be replaced with flashing yellow arrow signal heads, reducing crashes by approximately 50%.¹⁶



FIGURE 23: EXAMPLE RIGHT TURN ARROW SIGNAL HEAD

¹⁵ FHWA CMF Clearinghouse Study ID 14. Elvik, R. and Vaa, T., "Handbook of Road Safety Measures." Oxford, United Kingdom, Elsevier, (2004)

¹⁶ FHWA CMF Clearinghouse Study ID 422. Simpson, C.L. and S.A. Troy. "Safety Effectiveness of Flashing Yellow Arrow: Evaluation of 222 Signalized Intersections in North Carolina". Presented at the 94th Annual Meeting of the Transportation Research Board, Paper No. 15-1593, Washington, D.C., (2015).

The misaligned heads for the southbound approach would require a new mast arm and likely a new pole to get the heads centered over their lanes. Additional signing could be a temporary mitigation that does not require replacing the pole. A lane control sign could be installed for the southbound left turn on the back of the mast arm behind the signal head (Figure 24).



FIGURE 24: EXAMPLE LEFT TURN LANE CONTROL SIGN

The westbound approach could be rechannelized to direct drivers into the inner through lane. Then the shift to the left turn pocket or the curbside through lane would not be as dramatic. Existing taper lengths could likely be maintained with this change (see Figure 25).



FIGURE 25: RECHANNELIZATION OF WESTBOUND APPROACH

TWIN FALLS HIGH SCHOOL FRONTAGE

ROADWAY ISSUES

The parking area on the northside of Filer Avenue near Twin Falls high school has several issues that may confuse drivers. Starting near Locust Street N, there is an access very close to the intersection. There is a bus loading only sign just east of the diagonal parking. Old diagonal parking lines can still be seen in the bus loading zone east of the current diagonal parking (see Figure 26); this sends a confusing message, since parking appears to be allowed beyond that sign in the lot to the west. Figure 26 shows these issues on an aerial.

Buses unload in their designated area and have a sharp skew which affects their ability to see traffic when they leave the parking lot (also shown in Figure 27). This parking area and the campus exit just east of it are restricted to right turn only by a sign. That restriction is frequently ignored by drivers.

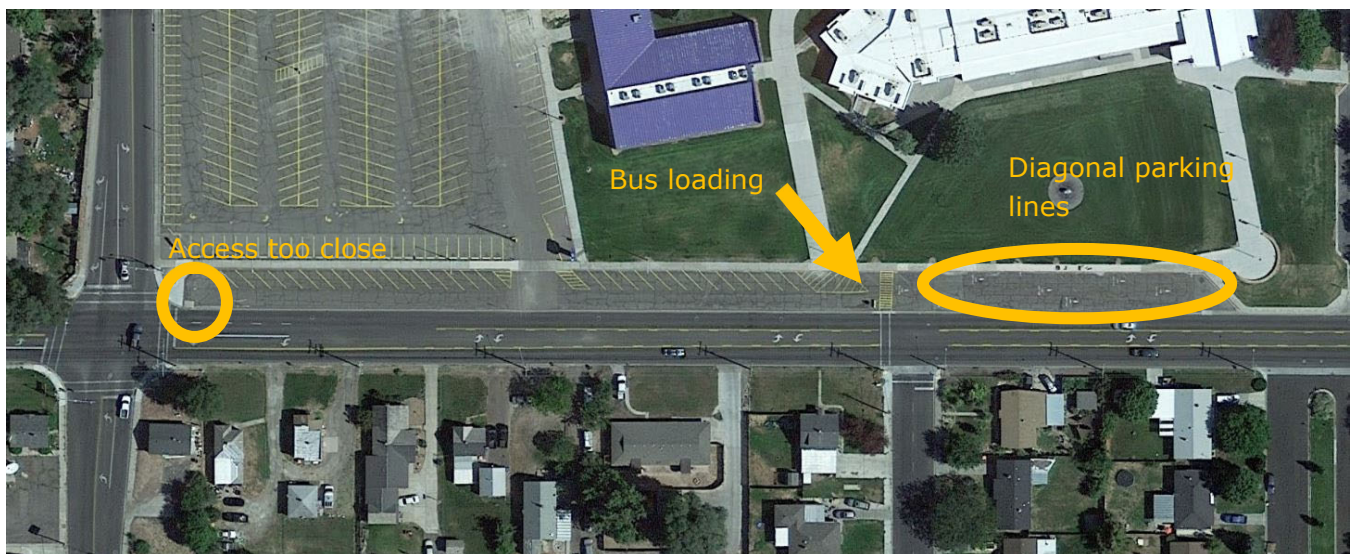


FIGURE 26: TWIN FALLS HIGH SCHOOL FRONTAGE ISSUES



FIGURE 27: BUS LOADING ONLY SIGN NEAR DIAGONAL PARKING

The southside of the roadway lacks sidewalks and the RSA team saw several students walking in the roadway (see Figure 28). While observing traffic before the beginning of school, the RSA team saw drivers stop at the midblock crosswalk to yield for pedestrians and drop off student who exited the left side of the car in the middle of the roadway.



FIGURE 28: STUDENT WALKING IN ROADWAY

The midblock crosswalk is very busy before school, after school, and every time classes change since students walk to and from the seminary building located south of Filer Avenue. The existing LED signs require a push-button for activation, which students rarely used during the team's observation (Figure 29).¹⁷ When students cross the street, they typically do so as individuals or in small groups. The spacing of the groups does not allow vehicles to proceed since they must yield for pedestrians. This caused traffic to backup, especially in the morning period. The RSA team observed backup of 10 or more vehicles during the before-school drop-off time period.



FIGURE 29: STUDENTS CROSSING TO SEMINARY BUILDING

¹⁷ The team also experienced the push button working intermittently. Sometimes pushing it turned on the LEDs, but other times it did not.

Figure 30 shows westbound vehicles backed up from the crosswalk past Madrona Street in the morning when school is starting. The queuing on the street can be a safety issue that leads to rear end crashes and the aforementioned students exiting vehicles along Filer Avenue, sometimes out the left side of the vehicle in the middle of the street.



FIGURE 30: WESTBOUND VEHICLE BACKUP IN THE MORNING WHEN SCHOOL STARTS

TWIN FALLS HIGH SCHOOL FRONTAGE: RECOMMENDATIONS

Figure 31 provides a summary of RSA team recommendations at and near Twin Falls High School.

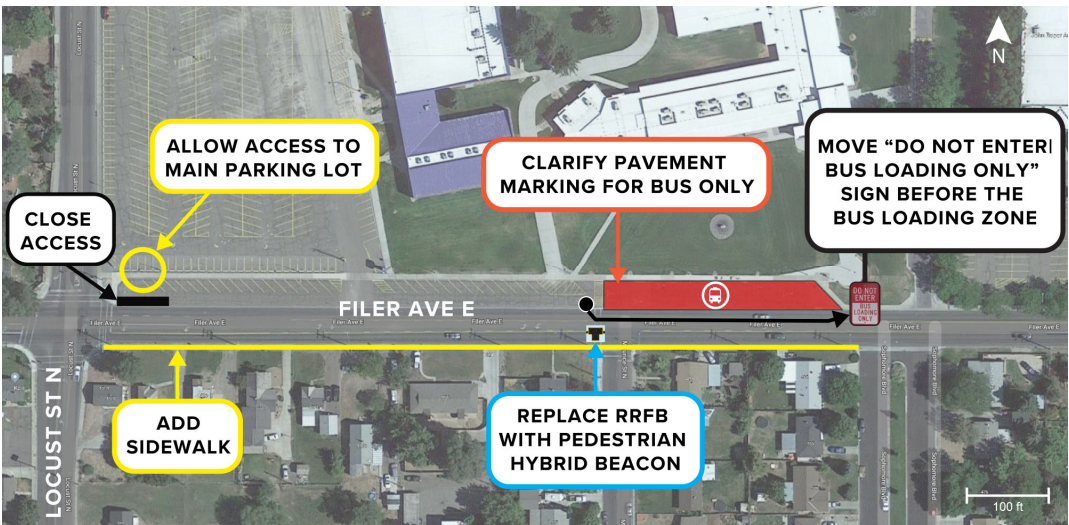


FIGURE 31: POTENTIAL TREATMENTS NEAR TWIN FALLS HIGH SCHOOL

The access management strategy for the diagonal parking lot next to Filer Avenue should be reviewed. Left turns out of the parking lot could be restricted during peak times and allowed at other times of the day. Additional signing informing drivers to not make those left turns could be installed. For the access point east of the bus drop off, a concrete median that does not allow southbound left turns could be installed. Improved bus drop-off signing should be considered to make the bus loading zone clear. The diagonal parking lines that can be seen in the bus loading zone should be removed.

The west-most driveway access from the parking lot that is very close to Locust Street N should be closed, which would require a change to the parking lot to allow vehicles in the curbside parking area to enter the larger parking lot before exiting the school property.

Sidewalks should be added on the south side of Filer Avenue to reduce the frequency of students walking in the roadway, which can reduce the risk of pedestrian-vehicle crashes resulting in fatalities or serious injuries by 59%.¹⁸ A pedestrian hybrid beacon (PHB) should be considered for the crosswalk (see Figure 32). The beacon will provide a few advantages over the current crossing:



FIGURE 32: EXAMPLE PEDESTRIAN HYBRID BEACON

- A PHB crossing will be more visibly marked to increase conspicuity for pedestrians crossing the road, and PHBs have been shown to reduce vehicle-pedestrian crashes by 56%.¹⁹
- A PHB can be timed more like a traffic signal. It will help clump students together in groups when they cross, which will provide gaps for vehicles to proceed along Filer Avenue. The queue shown in Figure 30 will be less likely to form. The school and seminary could coordinate on training for the students on how to use the crossing.
- This location would likely qualify for an LHTAC grant to install the beacon since it provides access to high school facilities and would likely also serve the nearby elementary school.

¹⁸ FHWA CMF Clearinghouse Study ID 515. Alluri, Priyanka, et al. "Statewide Analysis of Bicycle Crashes." Florida Department of Transportation (May 2017).

¹⁹ FHWA CMF Clearinghouse Study ID 487. Zegeer, C., et al. "Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments", National Cooperative Highway Research Program, Research Report 841, Washington, D.C., 2017.

SEGMENT FROM TWIN FALLS HIGH SCHOOL TO EASTLAND DRIVE N

ROADWAY ISSUES

This section of Filer Avenue had minimal issues. The traveled way is wide here so there is potential for higher speeds, but the RSA team did not observe higher speeds from drivers in this section. Vegetation is overgrowing the roadway/sidewalks in a few places on the north side of Filer Avenue (Figure 33). On the south side, ADA ramps do not exist for side street crossings, the utility poles and irrigation boxes are close to the road and could be fixed objects for motorists who depart the roadway (see Figure 34) Some utility poles also block sidewalk access.



FIGURE 33 (LEFT): VEGETATION OVER THE ROADWAY ALONG FILER AVENUE

FIGURE 34 (RIGHT): LACK OF ADA RAMPS, FIXED OBJECT, AND UTILITY POLE BLOCKING SIDEWALK

SEGMENT FROM TWIN FALLS HIGH SCHOOL TO EASTLAND DRIVE N: RECOMMENDATIONS

Speed feedback signs could be installed to inform drivers if they are speeding. These would be more beneficial in the westbound direction as they approach Twin Falls high school. Vegetation should be maintained and controlled so it does not interfere with roadway users. On the south side, consider reducing the height of the irrigation boxes to reduce the impact of a vehicle striking the structure. Move the utility poles or widen the sidewalks toward the street to provide better pedestrian access and reduce the risk of a fixed object crash (removing or relocating fixed objects outside the clear zone can reduce all crashes by 38%).²⁰

²⁰ FHWA CMF Clearinghouse ID 72. Hovey, P. W. and Chowdhury, M., "Development of Crash Reduction Factors." 14801(0), Ohio Department of Transportation, (2005)

Retrofit the pedestrian crossings with ADA curb ramps for both directions (north-south and east-west).

There is adequate cross section to consider bicycle lanes, additional pedestrian treatments (e.g., wider sidewalks, median pedestrian refuge islands), and/or a road diet (i.e., reconfiguration of lanes, lane width reduction). Bicycle lanes can provide an overall reduction in all crashes of 21% by calming vehicle traffic and providing bicyclists with a designated lane for travel.²¹

INTERSECTION OF FILER AVENUE AND EASTLAND DRIVE N

INTERSECTION ISSUES

This intersection had relatively few issues. There is lighting on only two of the intersection legs (Figure 35). There are “No Parking” signs near the intersection on some approaches but not all.



FIGURE 35: LIGHTING ON SOUTHERN AND WESTERN LEGS

²¹ FHWA CMF Clearinghouse ID 618. Avelar, R., K. Dixon, S. Ashraf, A. Jhamb, and B. Dadashova. "Development of Crash Modification Factors for Bicycle Lane Additions While Reducing Lane and Shoulder Widths" Report No. FHWA-HRT-21-013. Federal Highway Administration, Office of Safety Research and Development. McLean, Virginia. (2021).

The northeast corner was designed for future widening which results in a long pedestrian crossing and a “catch spot” for debris (Figure 36).



FIGURE 36. NORTHEAST SIDEWALK AND PEDESTRIAN CROSSING

FILER AVENUE AND EASTLAND DRIVE N: RECOMMENDATIONS

Street lighting could be improved with luminaires installed on all approaches. Ladder crosswalks could be installed here as well. Research shows a functional relationship (i.e., a mathematical formula) of crash reduction depending on existing illuminance.²² For example, increasing luminance from low (< 0.2 fc) to medium (≥ 0.2 fc and < 1.1 fc) showed a reduction in nighttime crashes of 52%.²³

The northeast corner could be modified to reduce the length of the crossing which could reduce pedestrian exposure and improve signal operations. Since the curb line was designed with future widening in mind, this change could be made with pavement marking and delineation.

²² FHWA CMF Clearinghouse ID 490. Wang, Z., P. Lin, Y. Chen, P. Hsu, S. Ozkul, and M. Bato. "Safety Effects of Street Illuminance on Roadway Segments in Florida". Presented at the 96th Annual Meeting of the Transportation Research Board, Paper No. 17-05438, Washington, D.C., (2017).

²³ FHWA CMF Clearinghouse ID 462. Wang, Z, F. Wei, P. S. Lin, P. P. Hsu, S. Ozkul, J. Jackman, and M. Bato. "Safety Effects of Street Illuminance at Urban Signalized Intersections in Florida," Presented at the 96th Annual Meeting of the Transportation Research Board, Paper No. 16-6376, Washington, D.C., (2017).

SUMMARY AND CONCLUSION

The RSA team identified many positive operational and safety-related aspects along the Filer Avenue corridor. The City has installed quality signs that look well maintained. Pavement markings have been properly installed and are in good condition, including stop bars at signalized intersection crosswalks, which provide a safety benefit to pedestrians. Most intersections have at least some lighting. Signal operations seem to be working for the traffic volumes at each signalized intersection. Vehicles are driving at appropriate operating speeds and the City's zone maintenance program appears to be keeping the streets in pretty good shape.

Recommendations in this report are non-binding and require no commitments from the City or other stakeholders. General recommendations for the corridor include the following in three priority categories (High, Medium, and Low) based on each treatments potential to reduce the frequency and severity of future crashes. Prioritization also considers cost and feasibility (e.g., moving utility poles) to some degree, but the primary criterion is effectiveness at improving safety.

High Priority

- **Washington Street N Intersection.** Remove extraneous signing and modify Filer Avenue's eastbound and westbound lane configurations.
- **Sidewalk In-fill.** Add sidewalk along Filer Avenue to accommodate pedestrians at the following segments:
 - From Washington Street N to Harrison Street
 - In front of the High School
- **High-Visibility Crosswalks.** Install ladder-style crosswalks and stop bars (where appropriate) at pedestrian crossings, starting with locations near schools (high school frontage, Harrison St crossing).
- **Stop Sign Retroreflective Post Sleeves.** Post sleeves and increase the visibility of the signs in both daylight and at night. Start with 2-way stop locations along Filer Avenue.
 - **Fixed Object Removal, Relocation, and Modification.** Those that are reasonable to move or relocated should be reviewed for potential removal, relocation, or shielding. Examples include removing vegetation, modifying irrigation boxes.
- **Blue Lakes Boulevard to Locust Street**
 - Restripe the "double-double-yellow" in this segment for eastbound left-turn movements.
 - Improve eastbound signing and channelization to support road users approaching Locust Street.

- **Filer Avenue and Locust Street Signalized Intersection**
 - Improve intersection sight distance.
 - Modify left-turn signals from green ball to flashing yellow arrow. Consider a protected-permissive left turn.
 - Add lane use control signing
 - Rechannelize pavement marking for westbound road users.
- **High School Frontage.** Replace the current RRFB with a Pedestrian Hybrid Beacon and add sidewalk in-fill on the south side of Filer Avenue.

Medium Priority

- **Assess Lighting.** Conduct a street lighting assessment to verify proper lighting levels and uniformity, and then install luminaire in-fill as appropriate.
- **New Pedestrian Crossings.** Add new pedestrian crossings at appropriate locations (e.g., segment between Washington Street N and Harrison Street)
- **ADA Improvements.** Install ADA-approved curb ramps at every currently-marked pedestrian crossing and any new crossings.
- **Pavement Condition Improvements.** To address pavement rutting at several intersections, consider pavement treatment to remove the rutting and provide a smoother, higher-friction surface for motorists.
- **Access Management.**
 - **Blue Lakes Boulevard Intersection:** Install tough curb and delineators west of the intersection on Filer Avenue (near the Starbuck's).
 - **Segment from Blue Lakes Boulevard to Locust Street:** Manage access to driveways along this segment
- **Filer Avenue and Harrison Street:** Replace overhead flasher with an RRFB, clear vegetation, and install improved intersection lighting.
- **High School Frontage.** Modify pavement marking and signing for bus loading and parking. Close access nearest the Locust Street N intersection.

Low Priority

- **Other Fixed Objects.** More difficult-to move fixed objects, like utility poles, should be considered for relocation as part of major projects in the future.
- **Bicycle Lanes.** Consider bicycle facilities consistent with the City's Bicycle Master Plan and community feedback. For example, the segment between the high school and Eastland Drive N has adequate width to consider bicycle lanes.
- **Blue Lakes Boulevard Signal.** Coordinate with ITD regarding signalized intersection recommendations at Filer Avenue and Blue Lakes Boulevard.
 - Left-turn signal phasing
 - Additional signing
 - Signal head alignment adjustments with lanes
 - Ladder-style crosswalk markings
- **Filer Avenue and Locust Street Signalized Intersection.** Lengthen pole for southbound approach to realign signal heads above the appropriate lanes.
- **Speed Feedback Signs** at some locations (e.g., east of Twin Falls High School).
- **Additional Intersection Lighting** at the Eastland Drive N intersection.

The RSA team identified two other issues to review and consider:

High School Pedestrian Crossing. The pedestrian crossing at the Twin Falls High School is heavily used before school, after school, and throughout the day as students cross to attend seminary each period. The crossing should be upgraded from its current push-button LED flashers to a pedestrian hybrid beacon crossing or something similar. The City could apply for an upcoming Local Highway Technical Assistance Council (LHTAC) grant to upgrade the crossing. The pedestrian and vehicle volumes, coupled with this being a school location, should result in a competitive grant application.

Bicyclist and Pedestrian Accommodations. The Filer Avenue corridor has wide lanes which could be repurposed to accommodate bike lanes and/or pedestrian improvements. The street is classified as a collector, but nearby schools serve as motivators to keep vehicle speeds low. With low speeds comes an opportunity to use Filer as a bicycle facility. Connectivity to existing or planned bike facilities should be considered. The bike facility could be a cycle track, buffered bike lanes, or painted bike lanes depending on space available and feasibility. If bike lanes are not desired on Filer Avenue, there is still room to take some of the traveled way to expand sidewalks or other pedestrian facilities (e.g., median refuge islands).

