



## Twin Falls Transportation Master Plan Agenda

Monday, March 19, 2018, 9:30 AM

203 Main Ave E  
Special Meeting

**Members:** Brady Dickinson, Blaine Patterson, Cindy Schmidt, Dane Higdem, James Pennington, John Howard, Kevin Grey, Sarah Harris, Shawn Barigar, Travis Rothweiler

- 1) Confirmation of Quorum/Call Meeting to Order
- 2) Consent Calendar
  - a) Approval of minutes for the January 22, 2018 meeting
- 3) Items for Discussion
  - a) Sidewalk Field Review
  - b) Sidewalk Prioritization
  - c) Draft Bike Plan
- 4) General Input/Announcements - Public/Staff
- 5) Upcoming Meeting(s)
- 6) Adjournment

Any person(s) needing special accommodations to participate in the above-noticed meeting could contact Lisa A. Jones (208) 735-7267 at least two working days before the meeting. Si desea esta información en español, llame Leila Sanchez (208) 735-7287.



## Twin Falls Transportation Master Plan Minutes

Monday, January 22, 2018, 11:30 AM

**Members Present:** Cindy Schmidt, Dane Higdem, John Howard, Kevin Grey, Sarah Harris, Travis Rothweiler

**Members Absent:** Brady Dickinson, Blaine Patterson, Dane Higdem, James Pennington, Shawn Barigar

**Staff Present:** Fields, Vitek, Baird, Williamson

**Facilitator:** Rob Ramsey

- 1) Confirmation of Quorum/Call Meeting to Order  
Confirmation and meeting called to order at 11:40am  
Jackie then discussed with the committee meaning of deliberation
- 2) Consent Calendar
  - a) Approval of Minutes from December 19, 2017  
Minutes were approved by the committee
- 3) Items for Discussion
  - a) Sidewalk Strategic Plan and Typical Roadway Sections  
Rob had a discussion with the committee regarding the Sidewalk Strategic Plan.  
Rob reviewed with the committee what the current standards are for our roadway systems.  
Jackie discussed with the committee what the current code for planning is.  
Rob had a discussion with the committee the configuration of collector roads.
  - b) Application of Sidewalk Standards  
Rob had a discussion with the committee the lack of connectivity of sidewalks, the City of Twin Falls identified about 1.3 million linear feet of sidewalks that needs repaired, replace or installed for both sides of the street. This is a rough estimate.  
Rob had a discussion with the committee about what it would take to have all sidewalks detached, which is being encouraged by the strategic plan committee. The committee members discussed their concerns regarding the sidewalk issues. The message from the committee seem to be that they would like to leave the current standards as it stands, Jackie will provide feedback to the strategic plan committee.
  - c) Sidewalk Zone Maintenance or Sidewalk Values  
Rob had a discussion with the committee two potential options for addressing these sidewalks, either through zone maintenance or through establishing a sidewalk value priority list.  
Separate the City into zones and identify potential sidewalk work in the zone and then determine sidewalk work to be performed in the zone base on the budget that is available.

The other alternative is a sidewalk value system. This is where we repair sidewalks using a sidewalk priority list. In that list we identify potential sidewalk citywide, and then we use that priority list and the budget to identify what is going to be priority.

d) Bike Paths

We will discuss at our next meeting

4) General Input/Announcements - Public/Staff

5) Upcoming Meeting(s) 03-19-18

6) Adjournment

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## Sidewalk Value Priority List

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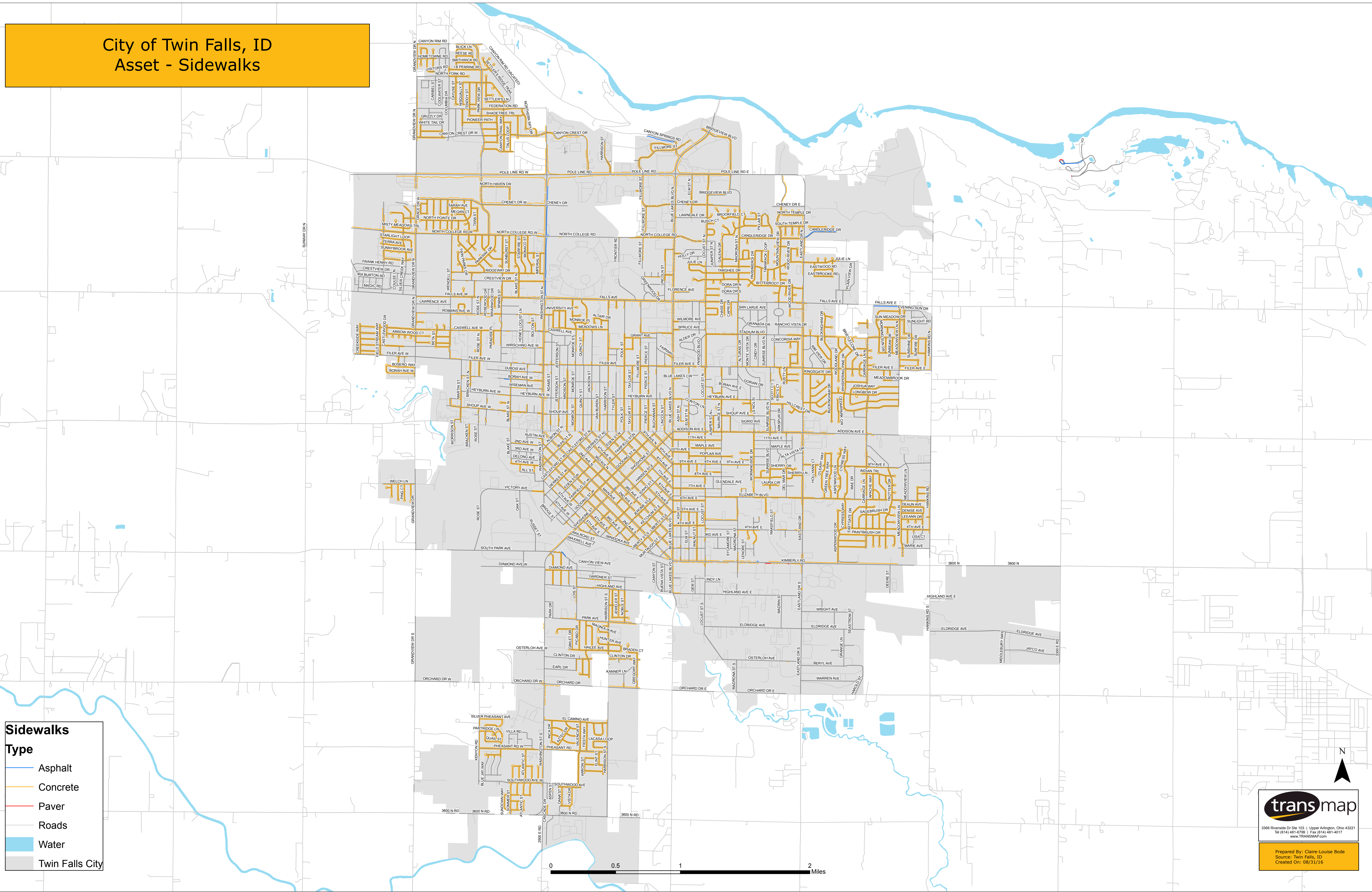
### Sidewalk Value Priority List

The City of Twin Falls is seeking guidance in how to best evaluate and identify sidewalk maintenance and construction opportunities in addressing the sidewalk needs for the City. Below is a Sidewalk Value Prioritization list that the City currently uses to evaluate and identify sidewalk maintenance and construction projects. Please review the list in preparation for our meeting as we will discuss if this list should be used and if changes should be made to the prioritization order or if items should be removed or added:


1. ADA Ramps – Upgrading existing ADA Ramps at intersections to meet current ADA requirements.
2. Zone Maintenance – Addressing sidewalk and ADA Ramps in preparation for scheduled road maintenance (mill/inlay/overlay/reconstruction).
3. Pedestrian Accident Locations – Address sidewalk and ADA Ramps at these locations when warranted.
4. Economically Feasible Opportunities – When no additional Right-of-way, utility relocation, or extensive work/cost is required.
5. School Zones – within the immediate vicinity of a school.
6. Government/Trail Facilities – Within the immediate vicinity of a Government or trail facility
7. Extended areas radially or in grid patterns from schools, government, or trails – Addressing sidewalks and ADA Ramps when progressing away from these types of facilities.
8. ADA Connectivity – addressing ADA sidewalk compliance between intersections including driveway approaches.
9. Sidewalk Connectivity – addressing areas where there are no existing sidewalks.

# City of Twin Falls, ID Asset - Sidewalks

- Sidewalks**
- Type**
- Asphalt
  - Concrete
  - Paver
  - Roads
  - Water
  - Twin Falls City



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Prepared By: Claire-Louise Bode  
Source: Twin Falls, ID  
Created On: 08/31/16

**Twin Falls Master Transportation Plan**  
**City of Twin Falls**  
**Community Discussion Meeting**  
**Bike Paths**  
April 18, 2017

- Falls Avenue – Washington to Grandview is well lit and has lots of space for bike traffic. Feel very safe riding in this section.
- Path needs to be attractive – Need to change how we think about bike paths. Path needs to be interesting and cool to attract users. Will require a commitment to spend money developing the bike path.
- Separated Path – Separated bike path is the safest path.
- Limit stops on bike path – Most of the bike paths have lots of stop signs. It is easier to bike on busier roads because there are fewer stops.
- Shared Paths – normally located adjacent to busy streets. Traffic does not anticipate bikes to be using the paths and traffic does not look for bikes crossing accesses.
- Approach Conflicts – Lots of close calls at approaches when traffic is accessing the approach. Drivers not looking for bikes on adjacent paths. Need to limit approaches if using shared path.
- Street Crossings – Current bike paths intersect major arterial routes with no signal nearby to assist with crossing the arterial. Recommend on demand crossing signals at these locations.
- Ride experience – Recommend paths be located to enhance the riding experience. Place paths along tree lined streets rather than in desolate sections.
- Destination – Recommend paths be located to provide access to destination sites such as the Canyon Rim, Mall, etc.
- Safety – Bike Paths need to provide safety for users – families, students, bike commuters.
- Complete Streets – Use complete street scenario to address bike paths
- Compress sidewalks – Recommend compressing sidewalks to 4' width and providing on street bike path instead of shared path.
- Signing – Improve Bike Path signing so that traffic is aware of bike path.
- Arterial Bike Path Routes – Recommended two north/south routes and 2 east/west routes. Then generate spurs from the looped system to the destinations.
- Education – Need to promote bike awareness to drivers.
- Loop System – Recommend generating a looped system around town. Discussed a smaller looped system in the center of town and a future looped system on the outskirts of town.
- Separated Paths – Discussed shared pathways being separated a distance from the traffic or having a solid separation such as a curb from traffic.

**From:** [Jackie Fields](#)  
**To:** [Blaine Patterson](#); [Brady Dickinson](#); [Cindy Schmidt](#); [Dane Higdem](#); [James Pennington](#); [John Howard](#); [Kevin Grey](#); [Rob Ramsey](#); [Sarah Harris](#); [Shawn Barigar](#); [Travis Rothweiler](#)  
**Cc:** [Lori Williamson](#); [Jon Caton](#); [Dean Littler](#); [Mark Thomson](#); [r Ramsey@civilscience.com](mailto:r Ramsey@civilscience.com); [Brenda Hughes](#); [Craig S. Kingsbury](#); [Dennis Magill](#); [John Kapeleris](#); [Kathy Minard](#); [Ken Wiesmore Jr.](#); [Matt Hicks](#); [Nikki Boyd](#); [Randall Watson \(rwillywatson@msn.com\)](#); [Robin Hite](#); [Ryan Bowman](#); [Ryan Howe](#); [Warren, Ted](#); [Jesse Schuerman](#); [Josh Baird](#)  
**Subject:** bike map draft for priority  
**Date:** Monday, February 5, 2018 4:41:24 PM  
**Attachments:** [draft bike priority map.pdf](#)  
[Draft Bike Facilities TF.PDF](#)

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Folks – I have been struggling with clearly showing a map that prioritizes work areas together with the proposed routes. I finally gave up. the attached map “draft for priority” shows 3 different options. The draft bike facilities map (2MB) is an old version that generally shows the work done by Dennis Bowyer’s public involvement efforts, In 2014.

- We could work on adding bike facilities by zone (the large color blocks). Advantage: everyone gets something sooner. Disadvantage: bike ways may remain incomplete for several 8 year cycles.
- We could work on adding bike facilities by section (the red lines that are arterial roadways). Advantage: Each mile-section chosen is completed before other City work in this area occurs. Disadvantage: bike ways that tie into the work may not complete for an indeterminate amount of. Some folks may feel that their neighborhood isn’t receiving enough priority and will lobby for their own special interest. If a person is waiting their turn, so to speak, they might recognize that they will wait for 10-15 years. (This is not necessarily longer than any of other options but it sure is obvious).
- We could work on addition bike facilities by the arbitrary thick black line that somewhat parcels the work into thirds. Advantage: this might complete some larger sections of bike way. Disadvantage: the last zone will wait a long time. The beneficiaries may not be the entire community but only those using that 1/3 of the city roads for transit.

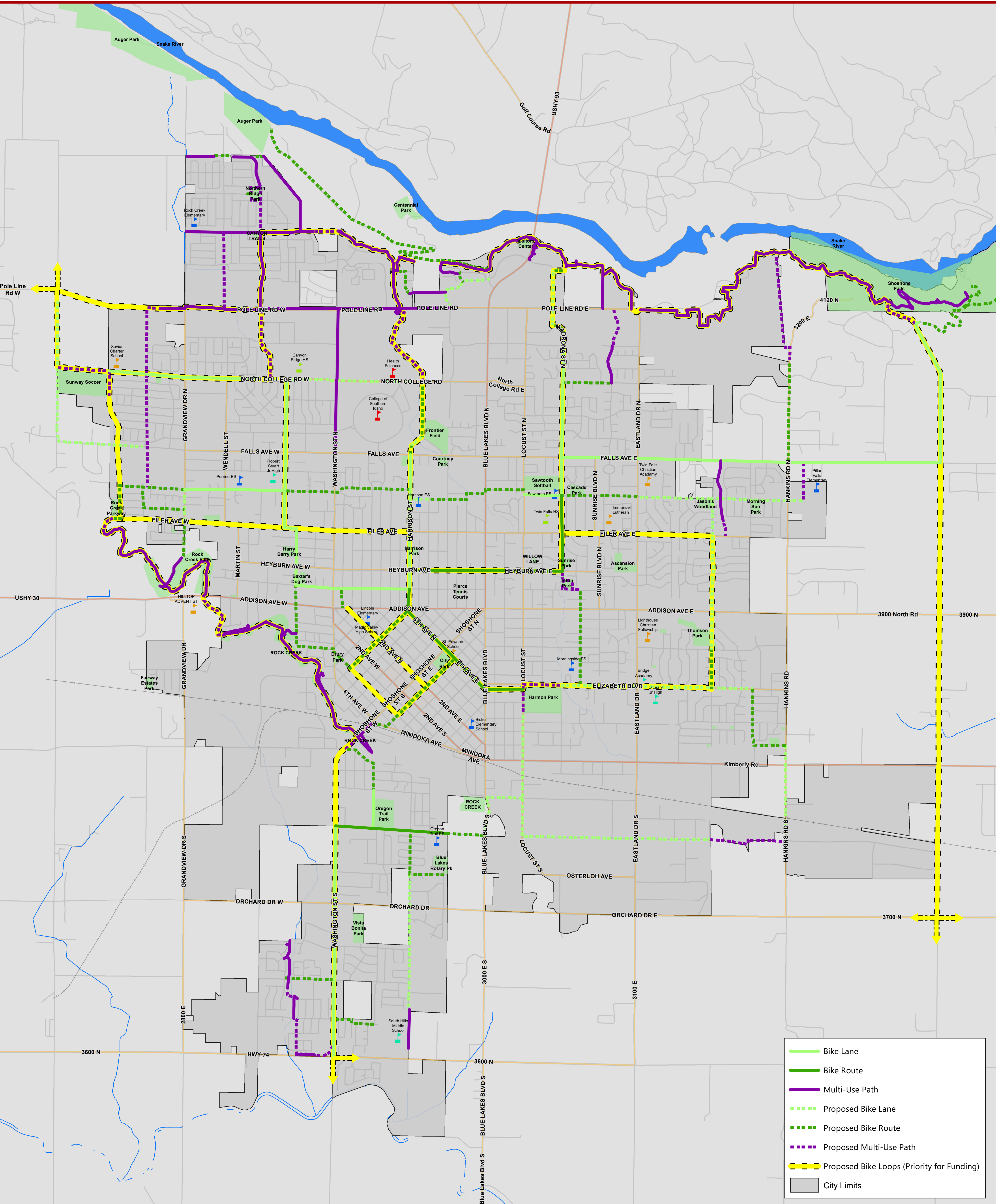
We should talk about this at the next steering committee meeting. I am sharing this with the Traffic Safety Commission, and, although it isn’t directly related to their focus, will bring any feedback to the next meeting.

jackie.



# Draft - City of Twin Falls Bicycle Facilities Map

Date: 7/12/2017

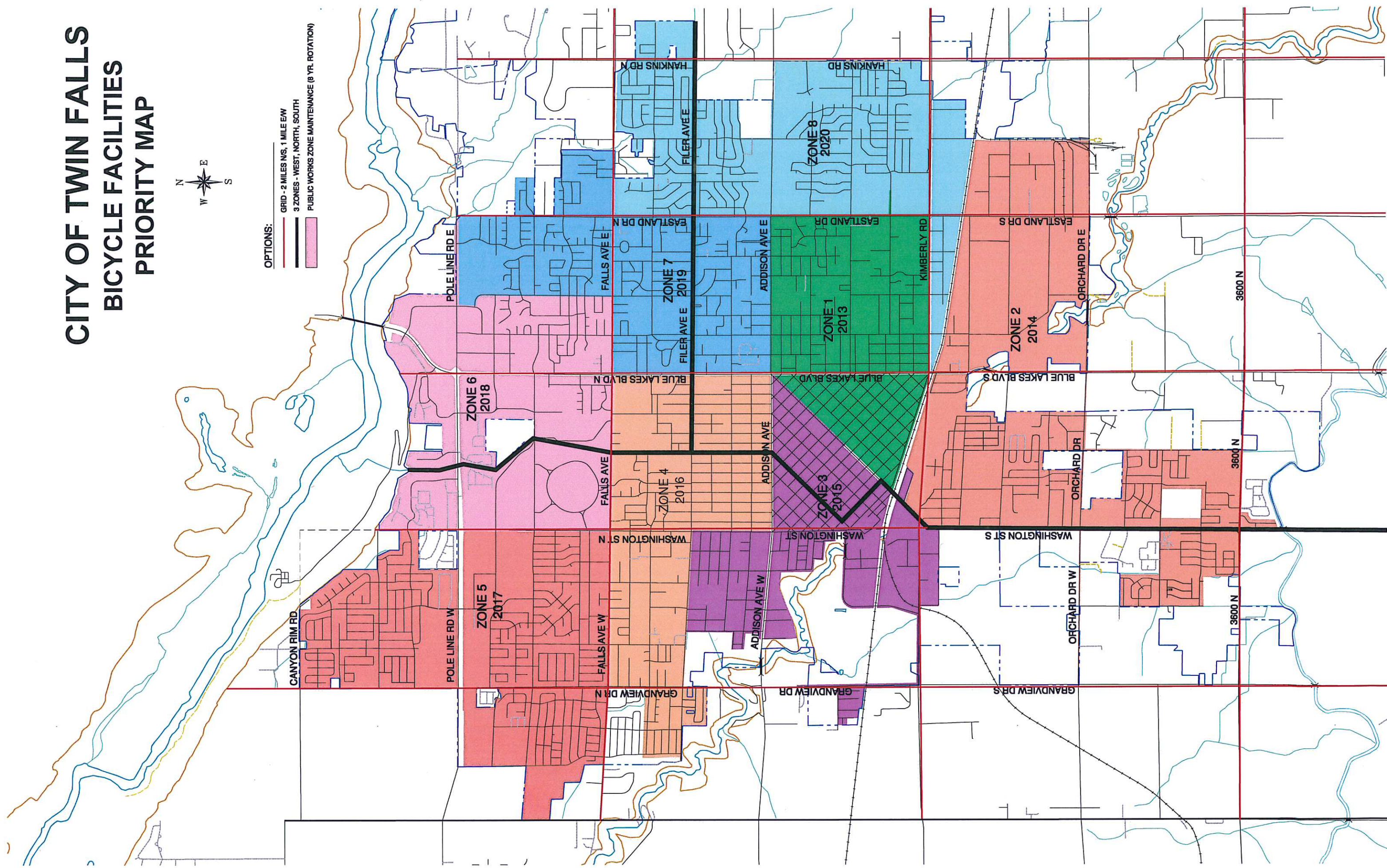


- Bike Lane
- Bike Route
- Multi-Use Path
- Proposed Bike Lane
- Proposed Bike Route
- Proposed Multi-Use Path
- Proposed Bike Loops (Priority for Funding)
- City Limits

# CITY OF TWIN FALLS BICYCLE FACILITIES PRIORITY MAP



- OPTIONS:**
- GRID - 2 MILES NS, 1 MILE EW
  - 3 ZONES - WEST, NORTH, SOUTH
  - PUBLIC WORKS ZONE MAINTENANCE (8 YR. ROTATION)






# CITY OF TWIN FALLS

## BICYCLE FACILITIES

### PRIORITY MAP



**OPTIONS:**

-  GRID - 2 MILES NS, 1 MILE EW
-  3 ZONES - WEST, NORTH, SOUTH
-  PUBLIC WORKS ZONE MAINTENANCE (8 YR. ROTATION)

