



## Twin Falls Transportation Master Plan Agenda

Monday, October 29, 2018, 11:30 AM

### Special Meeting Notice

203 Main Ave E.  
Twin Falls, ID. 83301

**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) **ACTION ITEM:** Approval of Meeting Minutes from 09-24-2018
- 3) Items for Discussion
  - a) **DISCUSSION:** Capital Improvement Plan
  - b) **DISCUSSION:** Typical Sections
  - c) **DISCUSSION:** Truck Routes
- 4) General Input/Announcements - Public/Staff
- 5) Upcoming Meeting(s)  
11-26-2018
- 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.

### **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 address, 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 and Zoning shall wait to be recognized by the Mayor or Chairman, approach the microphone/podium, state their name and address, 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. 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.
  4. 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.
  5. A City Staff Report shall summarize the application and history of the request.
  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.
    - Five or more individuals, having received personal public notice of the application under consideration, may select 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, shall be either read into the record or displayed to the public on the overhead projector.
    - Following the Public Testimony, the applicant is permitted five (5) minutes to respond to Public Testimony.
  8. Following the Public Testimony and Applicant's response, the hearing shall continue. The City Council or Planning & Zoning Commission, as recognized by the Mayor or Chairman, shall be allowed to question the Applicant, Staff or anyone who has testified. The Mayor or Chairman may again establish time limits.
  9. The Mayor or Chairman shall close the Public Hearing. The City Council or Planning and 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.



## **Twin Falls Transportation Master Plan Minutes**

Monday, September 24, 2018, 11:30 AM

203 Main Ave E  
Twin Falls, ID. 83301

**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**

Quorum confirmed and the meeting was called to order around 11:53 am

### **2) Consent Calendar**

- a) Approval of Meeting Minutes from 06-25-18  
Minutes were approved by the committee.

### **3) Items for Discussion**

- a) Capital Improvement Plan  
Steve Anderson, discussed with the Committee the Capital Improvement plan. He discussed several projects and then there was a question about cost estimates for the projects. Steve gave a brief overview of the cost estimates for these projects.  
A question was asked about widening Minidoka and the answer was yes they would widen Minidoka all the way to Kimberly Road.  
Jackie also explained that we have a southeast alternate report that shows some possibilities as that as an improvement.
- b) Maintenance Plan  
There was a discussion with the committee on the maintenance plan.  
Jackie asked the committee how they would like to proceed?  
John commented that this is talking dollars today not dollars in the future.  
Jackie went on to explain and talked a bit about inflation, and yes John's comment is true.  
Mayor Barigar made a general statement about the number.  
Sarah questioned the current subdivision process and the standards the developer has to abide by.  
Mayor Barigar personally thinks maybe middle of the road. Cindy stated she agrees with the mayor.
- c) Typical Sections  
Discussion was held on the cross sections and collectors.  
This will be discussed in more detail at our next meeting.
- d) Truck Routes  
Jackie showed a road map of the truck routes that Dean had put together several years ago.  
There was some discussion about this. We will talk further at our next meeting.

### **4) General Input/Announcements - Public/Staff**

**5) Upcoming Meeting(s)**

a) October 22, 2018

**6) Adjournment**

Meeting was adjourned at 1:04 pm.

| Capital Improvement Projects - Twin Falls TMP                                                                                                                                          |                                 |                 |                    |                                                                                                                  |                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------------|--------------------|------------------------------------------------------------------------------------------------------------------|-------------------------|
| Project #                                                                                                                                                                              | Roadway                         | From            | To                 | Improvement                                                                                                      | Estimated Cost          |
| 1                                                                                                                                                                                      | Blue Lakes Blvd                 | Addison Ave     | Park Ave           | Re-stripe to 3-lane cross-section (Reduce center lane width up to 1ft)                                           | \$ 16,884.00            |
| 2                                                                                                                                                                                      | Blue Lakes Blvd                 | Park Ave        | Orchard Dr         | Re-stripe to 3-lane cross-section                                                                                | \$ 3,530.00             |
| 3                                                                                                                                                                                      | Falls Ave                       | Madrona         | Eastland Dr        | Re-stripe to 3-lane cross-section                                                                                | \$ 5,690.00             |
| 4                                                                                                                                                                                      | Falls Ave                       | Eastland Dr     | Hankins Rd         | Widen to 5-lane cross-section                                                                                    | \$ 1,895,981.00         |
| 5                                                                                                                                                                                      | Addison Ave                     | Eastland Dr     | Hankins Rd         | Widen to 5-lane cross-section                                                                                    | \$ 985,773.00           |
| 6                                                                                                                                                                                      | Bridgeview Blvd                 | US-93           | Pole Line Rd       | Add turn pockets at accesses                                                                                     | \$ 8,696.00             |
| 7                                                                                                                                                                                      | Cheney Rd                       | Fillmore        | Madrona St         | Widen to 3-lane cross-section (Reduce center lane width up to 1 ft)                                              | \$ 211,028.00           |
| 8                                                                                                                                                                                      | Eastland Dr                     | Stadium Blvd    | Addison Ave        | Widen to 5-lane cross-section                                                                                    | \$ 808,841.00           |
| 9                                                                                                                                                                                      | Eastland Dr                     | 4th Ave         | Kimberly Rd        | Widen to 5-lane cross-section                                                                                    | \$ 524,265.00           |
| 10                                                                                                                                                                                     | Filer Ave                       | Grandview Dr    | Martin St          | Widen to 3-lane cross-section                                                                                    | \$ 320,935.00           |
| 11                                                                                                                                                                                     | Fillmore St                     | North College   | Falls              | Connect Fillmore between North College Rd and Falls Ave - 3-lane cross-section                                   | \$ 1,241,398.00         |
| 12                                                                                                                                                                                     | Fillmore St                     | Falls           | Addison Ave        | Widen to 3-lane cross-section                                                                                    | \$ 222,636.00           |
| 13                                                                                                                                                                                     | Grandview Dr                    | Canyon Rim Rd   | Pole Line Rd       | Wide to 3-lane cross-section; add 3-lane approaches to NB / SB sides of Grandview Dr / Pole Line Rd intersection | \$ 274,875.00           |
| 14                                                                                                                                                                                     | Locust St                       | Filer Ave       | Highland Ave       | Widen to 3-lane cross-section                                                                                    | \$ 229,819.00           |
| 15                                                                                                                                                                                     | Martin St                       | Filer Ave       | Addison Ave        | Widen to 3-lane cross-section                                                                                    | \$ 203,783.00           |
| 16                                                                                                                                                                                     | Pole Line Rd                    | Bridgeview Blvd | Mountainview Drive | Widen to 5-lane cross-section                                                                                    | \$ 1,068,729.00         |
| 17                                                                                                                                                                                     | Washington Street South (SH-74) | Highland Ave    | Orchard Dr         | Widen to 5-lane cross-section                                                                                    | \$ 2,402,202.00         |
| 18                                                                                                                                                                                     | Washington Street South (SH-74) | Orchard Dr      | 3600 South         | Re-stripe to 3-lane cross-section                                                                                | \$ 11,234.00            |
| 19                                                                                                                                                                                     | Blue Lakes Blvd                 | Perrine Bridge  | Pole Line Rd       | Widen to 7-lane cross-section                                                                                    | \$ 456,276.00           |
| 20                                                                                                                                                                                     | Washington St / 6th / Minidoka  | Addison Ave     | Blue Lakes Blvd    | Widen to 5-lane cross-section                                                                                    | \$ 4,649,574.00         |
| 21                                                                                                                                                                                     | North College                   | Blue Lakes Blvd | Fillmore St        | Widen to 4 lanes                                                                                                 | \$ 690,048.00           |
| 22                                                                                                                                                                                     | Hankins Rd.                     | Hankins         | Addison Ave        | Add turn lanes on Hankins Rd. at Addison Ave. Intersection (4 Lanes)                                             | \$ 772,797.00           |
| 23                                                                                                                                                                                     | Hankins Rd.                     | Hankins         | Kimberly Rd        | Add turn lanes on Hankins Rd. at Kimberly Rd. Intersection (5 Lanes)                                             | \$ 919,392.00           |
| 24                                                                                                                                                                                     | Eastland Dr                     | Eastland Dr     | RR Underpass       | Widen Railroad Bridge and underpass to provide 5 lanes                                                           | \$ 3,562,115.00         |
|                                                                                                                                                                                        |                                 |                 |                    | <b>Total of all Projects</b>                                                                                     | <b>\$ 21,486,501.00</b> |
| 1 Costs shown are for the widening of the cross section only. We assume the existing cross section is in good condition and does not require reconstruction.                           |                                 |                 |                    |                                                                                                                  |                         |
| 2. It is assumed that no Right-of-Way will be taken for restripe projects. Projects requiring Right-of-Way for widening will only be taken to 2' behind the sidewalk in this estimate. |                                 |                 |                    |                                                                                                                  |                         |
| Hales Engineering, August 2018                                                                                                                                                         |                                 |                 |                    |                                                                                                                  |                         |

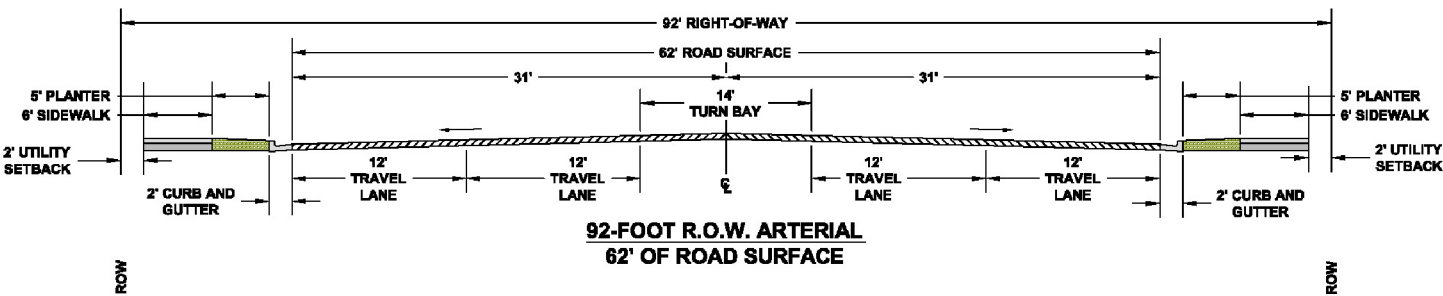
# Twin Falls City

## 2008 Transportation Master Plan

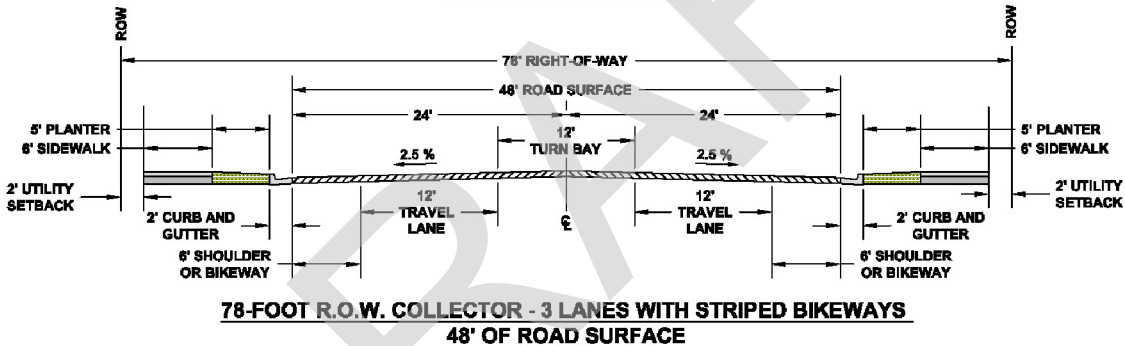
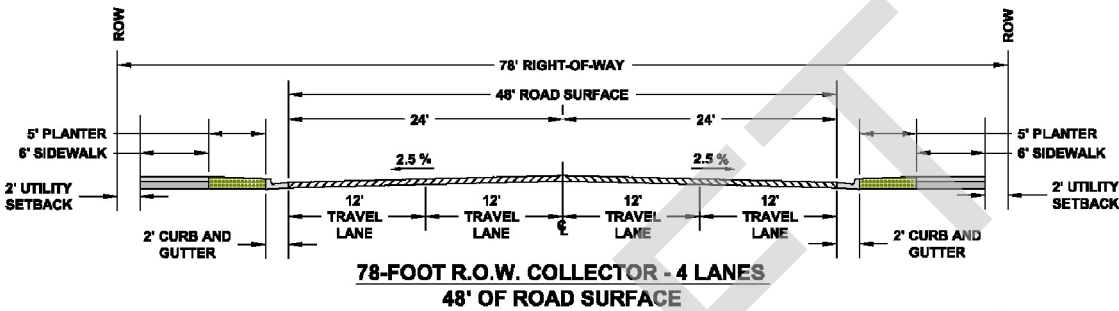
### Proposed Cross Sections



#### PROPOSED ARTERIAL CROSS SECTIONS



#### PROPOSED COLLECTOR CROSS SECTIONS



#### LOCAL ROAD CROSS SECTION NO CHANGE PROPOSAL FROM EXISTING STANDARD

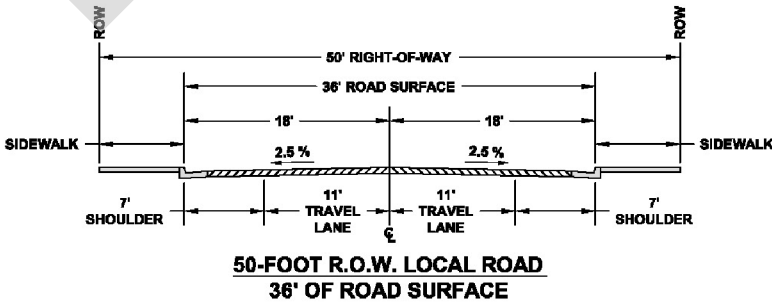
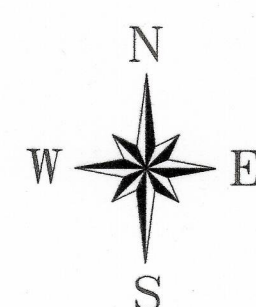


Figure  
14  
Proposed  
Cross Sections

Truck Routes

CITY OF TWIN FALLS IDAHO  
N.T.S.



Scale: 1 inch = 1 mile  
Area of Impact

| STREET INDEX |               |               |               |               |               |               |               |               |               |               |               |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| A            | Adams St      | Adams St      | Adams St      | Adams St      | Adams St      | Adams St      | Adams St      | Adams St      | Adams St      | Adams St      | Adams St      |
| B            | Baker St      | Baker St      | Baker St      | Baker St      | Baker St      | Baker St      | Baker St      | Baker St      | Baker St      | Baker St      | Baker St      |
| C            | Camden St     | Camden St     | Camden St     | Camden St     | Camden St     | Camden St     | Camden St     | Camden St     | Camden St     | Camden St     | Camden St     |
| D            | Danforth St   | Danforth St   | Danforth St   | Danforth St   | Danforth St   | Danforth St   | Danforth St   | Danforth St   | Danforth St   | Danforth St   | Danforth St   |
| E            | East St       | East St       | East St       | East St       | East St       | East St       | East St       | East St       | East St       | East St       | East St       |
| F            | Fair St       | Fair St       | Fair St       | Fair St       | Fair St       | Fair St       | Fair St       | Fair St       | Fair St       | Fair St       | Fair St       |
| G            | Green St      | Green St      | Green St      | Green St      | Green St      | Green St      | Green St      | Green St      | Green St      | Green St      | Green St      |
| H            | Hill St       | Hill St       | Hill St       | Hill St       | Hill St       | Hill St       | Hill St       | Hill St       | Hill St       | Hill St       | Hill St       |
| I            | Industrial St | Industrial St | Industrial St | Industrial St | Industrial St | Industrial St | Industrial St | Industrial St | Industrial St | Industrial St | Industrial St |
| J            | Jackson St    | Jackson St    | Jackson St    | Jackson St    | Jackson St    | Jackson St    | Jackson St    | Jackson St    | Jackson St    | Jackson St    | Jackson St    |
| K            | Kennedy St    | Kennedy St    | Kennedy St    | Kennedy St    | Kennedy St    | Kennedy St    | Kennedy St    | Kennedy St    | Kennedy St    | Kennedy St    | Kennedy St    |
| L            | Lake St       | Lake St       | Lake St       | Lake St       | Lake St       | Lake St       | Lake St       | Lake St       | Lake St       | Lake St       | Lake St       |
| M            | Main St       | Main St       | Main St       | Main St       | Main St       | Main St       | Main St       | Main St       | Main St       | Main St       | Main St       |
| N            | North St      | North St      | North St      | North St      | North St      | North St      | North St      | North St      | North St      | North St      | North St      |
| O            | Oak St        | Oak St        | Oak St        | Oak St        | Oak St        | Oak St        | Oak St        | Oak St        | Oak St        | Oak St        | Oak St        |
| P            | Park St       | Park St       | Park St       | Park St       | Park St       | Park St       | Park St       | Park St       | Park St       | Park St       | Park St       |
| Q            | Queen St      | Queen St      | Queen St      | Queen St      | Queen St      | Queen St      | Queen St      | Queen St      | Queen St      | Queen St      | Queen St      |
| R            | River St      | River St      | River St      | River St      | River St      | River St      | River St      | River St      | River St      | River St      | River St      |
| S            | South St      | South St      | South St      | South St      | South St      | South St      | South St      | South St      | South St      | South St      | South St      |
| T            | Town St       | Town St       | Town St       | Town St       | Town St       | Town St       | Town St       | Town St       | Town St       | Town St       | Town St       |
| U            | Union St      | Union St      | Union St      | Union St      | Union St      | Union St      | Union St      | Union St      | Union St      | Union St      | Union St      |
| V            | Village St    | Village St    | Village St    | Village St    | Village St    | Village St    | Village St    | Village St    | Village St    | Village St    | Village St    |
| W            | Washington St | Washington St | Washington St | Washington St | Washington St | Washington St | Washington St | Washington St | Washington St | Washington St | Washington St |
| X            | West St       | West St       | West St       | West St       | West St       | West St       | West St       | West St       | West St       | West St       | West St       |
| Y            | York St       | York St       | York St       | York St       | York St       | York St       | York St       | York St       | York St       | York St       | York St       |
| Z            | Zion St       | Zion St       | Zion St       | Zion St       | Zion St       | Zion St       | Zion St       | Zion St       | Zion St       | Zion St       | Zion St       |

State Highway Weight Limits  
City Streets 80,000 weight limit - thru traffic  
City Streets 105,000 weight limit - thru traffic  
All other City Streets 64,500 weight limit - thru traffic