



Urban Renewal Agency Agenda

Monday, January 13, 2020, 12:00 PM

Council Chambers
203 Main Avenue East- Twin Falls, Idaho

Members: Dexter Ball, Perri Gardner, Suzzane Cawthra, Rudy Ashenbrener, Cindy Bond, Andy Hohwieler, Doug Vollmer

- 1) Confirmation of Quorum/Call Meeting to Order
- 2) Consideration of Amendment(s) to the Agenda
- 3) Consent Calendar
 - a) **ACTION ITEM:** Request to approve 1) Minutes for December 9, 2019 meeting; 2) December 2019 Financial Report; 3) January 2020 Accounts Payable.
By: Lorrie Bauer, Recording Secretary
- 4) Reports/Updates
 - a) Executive Director's Report by Nathan Murray
 - b) **PRESENTATION:** Traffic Study Results for 2nd Avenue East & West - Lewis Venard, with H.W. Lochner Engineering, will present the findings of the study.
By: Jesse Schuerman, Staff Engineer
- 5) Items of Consideration
 - a) **ACTION ITEM:** Presentation and possible Consideration of a request to accept a response to the Request for Proposal to develop Agency owned property at 215 Shoshone St. South.
By: Nathan Murray, Executive Director
 - b) **ACTION ITEM:** Discussion and possible Consideration of a request to adopt a Property Management Policy.
By: Nathan Murray, Executive Director
- 6) General Input/Announcements - Public/Staff
- 7) Upcoming Meeting(s)
 - a) Monday, February 10, 2020 at 12:00 p.m.
- 8) Adjournment

Any person(s) needing special accommodations to participate in the above-noticed meeting could contact Lorrie Bauer (208) 735-7313 at least two working days before the meeting. Si desea esta información en español, llame Leila Sanchez (208) 735-7287.



Urban Renewal Agency Minutes

Monday, December 9, 2019, 12:00 PM

Council Chambers
203 Main Avenue East- Twin Falls, Idaho

Members: Dexter Ball, Perri Gardner, Suzzane Cawthra, Rudy Ashenbrener, Cindy Bond, Andy Hohwieler, Doug Vollmer

1) Confirmation of Quorum/Call Meeting to Order

Present: Rudy Ashenbrener, Dexter Ball, Suzzane Cawthra, Andy Hohwieler, Cindy Bond, Doug Vollmer (*left the meeting prior to Item 5c*)

Absent: Perri Gardner

Staff Present: Nathan Murray, Executive Director; Jesse Schuerman, Engineer; Lorrie Bauer, Recording Secretary, Brent Hyatt, Assistant Finance Officer; Nikki Boyd, City Council Liaison; Don Hall, County Commissioner; Meghan Conrad, Attorney

Chair Bond called the meeting to order at 12:02 PM. A quorum was present.

2) Consideration of Amendment(s) to the Agenda

None.

3) Consent Calendar

- a) Request to approve 1) Minutes for November 13, 2019 meeting; 2) November 2019 Financial Report; 3) December 2019 Accounts Payable.

MOTION: Andy Hohwieler moved to approve the consent calendar. Suzzane Cawthra seconded the motion. Roll call vote showed all members present voted. Approved 6 to 0.

4) Reports/Updates

- a) Executive Director's Report

Nathan Murray shared updates:

- 1) The new revenue allocation area will be before the council next Monday, December 16, with our legal advisement attending to assist. He invited the Board to attend.
- 2) A lot of good comments have been heard in regards to the parade that took place last Friday. The contribution of lights, as well as assistance from our maintenance crew for improvements to properties, was much appreciated.
- 3) Brent Hyatt, our financial advisor, will be retiring in January 2020.

5) Items of Consideration

- a) Discussion about Agency owned properties.

Showing a map of properties owned by the Agency, as well as other entity owned properties within RAA

4-1, Nathan Murray shared that collectively, the Agency has 14.66 acres. Three areas towards Rock Creek comprise the largest areas which are approximately half of the owned property. He explained the properties by themselves are not significant or valuable, but they could be parts of other projects. Five properties are parking lots.

The Agency does not have a formal disposition policy other than what is outlined in state code. Murray's predecessor, Phil Kushlan, drafted a disposition policy that has never been adopted. Discussion ensued. Open space was suggested for the Rock Creek properties.

Meghan Conrad, special counsel for the agency, spoke as to what the disposition process entails as governed by Statute 50-2011. Don Hall, County Commissioner, shared that the county owns property to the east of the Agency's Rock Creek property (east of Blue Lakes) that could someday be developed as open space. (*Microphone issues.*) Meghan added that at the end of the life of a project area, there is the ability for the agency to retain parcels so long as that parcel has an additional revenue source beyond TIF to support its management and operation.

A disposition policy will be discussed at future meetings.

- b) Consideration of a request to accept a response to the Request for Proposal to develop Agency owned property at 215 Shoshone St. South.

Nathan Murray shared the responses to the RFP. Three responses were received:

- 1) Peter Candy & Paul Kenny of Sun Valley, Idaho submitted a non-monetary offer to acquire the property; they would like to include this piece of property in a future development they are looking to do on Lots 18-30 of the same block for a 90 unit residential complex, approx. \$8M. They do not own the lots at this time. Their request was that the Agency hold on to the property and work with them in the future;
- 2) Tyler Davis Jeffers of Summit Creek Capital submitted a letter stating we shouldn't sell the property unless there was a compelling development proposal; and
- 3) Todd Blass of 102 Main LLC offered to purchase the lots for \$33,750 for the purpose of developing a private parking lot, approximately 27 spaces, for current and future tenants of the building he owns at 102 Main Avenue South.

Two options: 1) accept a submittal, or 2) choose none of them. Nathan invited all three parties to attend this meeting, but no one attended. Discussion ensued.

MOTION: Dexter Ball moved to defer a decision for 60 days while the staff has conversations with the responding parties as to their intent. Andy Hohwieler seconded the motion. Roll call vote showed all members present voted. Approved 4 to 1. Rudy Ashenbrener abstained. Nathan added the responders will be invited to make presentations at the next meeting.

Commissioner Doug Vollmer left the meeting.

- c) Consideration of a request to sign Resolution No. 2019-09 approving the First Amendment to the Disposition & Development Agreement relating to the 160 Main Avenue South development.

Nathan Murray explained that in the original agreement, we asked the developer to provide financial

information by the end of November. The developer contacted staff prior to that date and stated they were worked through a number of design issues which would affect their cost so they asked for an extension to January 31st. Staff recommends granting the extension. Meghan Conrad stated that a number of milestones were set in the Schedule of Performance including preliminary evidence of financing, towards the beginning, so we could make sure the development will occur as contemplated before the property is conveyed. The First Amendment impacts the extension under 4.1 which allows the submission to be made on or before January 31, 2020, as well as the termination provision, was extended to March 2020 which allows the development team to terminate the agreement if they find the project is economically or financially not doable. The Resolution formalizes the change to the DDA. Discussion ensued.

MOTION: Rudy Ashenbrener moved to approve Resolution No. 2019-09 approving the First Amendment to the Disposition & Development Agreement relating to the 160 Main Avenue South development. Suzzane Cawthra seconded the motion. Roll call vote showed all members present voted. Approved 5 to 0.

- d) Consideration of a request to adopt changes to the Bylaws of the Urban Renewal Agency of the City of Twin Falls.
Nathan Murray explained the request. Potential changes to the Bylaws were shared at the last meeting and no substantial comments have been received. Staff asked to approve the draft as submitted.
Discussion ensued.

MOTION: Rudy Ashenbrener moved to approve the changes to the Bylaws as set forth. Andy Hohwieler seconded the motion. Roll call vote showed all members present voted. Approved 5 to 0.

6) General Input/Announcements - Public/Staff

None.

7) Upcoming Meeting(s)

- a) Monday, January 13, 2020 @ 12:00 p.m.

8) Adjournment

The meeting adjourned at 01:15 PM.

Lorrie Bauer, Recording Secretary

Urban Renewal Agency of the City of Twin Falls, ID
Profit & Loss
December 2019

	Dec 19
Ordinary Income/Expense	
Income	
Investment Income	6,955.84
Property Taxes	289,087.64
Rental Income	1,333.33
Total Income	297,376.81
Gross Profit	297,376.81
Expense	
RAA 4-1	
City Property Expense	
Commons (129 Hansen) & Main	5,079.99
Bowyer Park (122 4th Ave S)	10.33
Total City Property Expense	5,090.32
Downtown Art	6,522.50
Youth Ranch (160 Main Ave S)	153.84
Total RAA 4-1	11,766.66
Legal Expense	1,146.01
Meeting Expense	382.66
Miscellaneous	150.00
Prof. Dev.\Training	500.00
Property Tax Expense	60.84
Total Expense	14,006.17
Net Ordinary Income	283,370.64
Net Income	283,370.64

Urban Renewal Agency of the City of Twin Falls, ID
P&L Over (Under) Budget - YTD
October through December 2019

	Oct - Dec 19	Budget
Ordinary Income/Expense		
Income		
Investment Income	25,693.86	65,100.00
Property Taxes	296,053.47	8,027,512.00
Rental Income	4,000.00	15,996.00
Total Income	325,747.33	8,108,608.00
Gross Profit	325,747.33	8,108,608.00
Expense		
RAA 4-1		
City Property Expense		
Commons (129 Hansen) & Main	8,525.63	
Bowyer Park (122 4th Ave S)	20.66	
Total City Property Expense	8,546.29	
Downtown Art	8,247.50	
Youth Ranch (160 Main Ave S)	306.85	
Other Properties/Projects	1,150.00	
RAA 4-1 - Other	0.00	1,638,715.00
Total RAA 4-1	18,250.64	1,638,715.00
RAA 4-3 (Chobani)		
Debt Pay. (Chobani) Interest	0.00	1,604,911.00
Debt Pay. (Chobani) Principal	0.00	2,118,863.00
Total RAA 4-3 (Chobani)	0.00	3,723,774.00
Bond Trustee Fees	0.00	5,000.00
Community Relations & Website	0.00	500.00
Debt Payments - Interest	0.00	800,123.00
Debt Payments - Principal	0.00	2,895,000.00
Dues and Subscriptions	4,950.00	4,500.00
Insurance Expense	6,797.00	6,800.00
Legal Expense	1,146.01	30,000.00
Management Fee	0.00	208,000.00
Meeting Expense	490.92	2,500.00
Miscellaneous	150.00	500.00
Office Expense	0.00	500.00
Prof. Dev.\Training	500.00	2,500.00
Professional Fees	3,500.00	10,000.00
Property Tax Expense	60.84	
Total Expense	35,845.41	9,328,412.00
Net Ordinary Income	289,901.92	-1,219,804.00
Other Income/Expense		
Other Income		
Transfers In	0.00	150,000.00
Transfers Out	0.00	-150,000.00
Total Other Income	0.00	0.00
Net Other Income	0.00	0.00
Net Income	289,901.92	-1,219,804.00

Urban Renewal Agency of the City of Twin Falls, ID
P&L Over (Under) Budget - YTD
October through December 2019

	\$ Over Budget	% of Budget
Ordinary Income/Expense		
Income		
Investment Income	-39,406.14	39.5%
Property Taxes	-7,731,458.53	3.7%
Rental Income	-11,996.00	25.0%
Total Income	-7,782,860.67	4.0%
Gross Profit	-7,782,860.67	4.0%
Expense		
RAA 4-1		
City Property Expense		
Commons (129 Hansen) & Main		
Bowyer Park (122 4th Ave S)		
Total City Property Expense		
Downtown Art		
Youth Ranch (160 Main Ave S)		
Other Properties/Projects		
RAA 4-1 - Other	-1,638,715.00	0.0%
Total RAA 4-1	-1,620,464.36	1.1%
RAA 4-3 (Chobani)		
Debt Pay. (Chobani) Interest	-1,604,911.00	0.0%
Debt Pay. (Chobani) Principal	-2,118,863.00	0.0%
Total RAA 4-3 (Chobani)	-3,723,774.00	0.0%
Bond Trustee Fees	-5,000.00	0.0%
Community Relations & Website	-500.00	0.0%
Debt Payments - Interest	-800,123.00	0.0%
Debt Payments - Principal	-2,895,000.00	0.0%
Dues and Subscriptions	450.00	110.0%
Insurance Expense	-3.00	100.0%
Legal Expense	-28,853.99	3.8%
Management Fee	-208,000.00	0.0%
Meeting Expense	-2,009.08	19.6%
Miscellaneous	-350.00	30.0%
Office Expense	-500.00	0.0%
Prof. Dev.\Training	-2,000.00	20.0%
Professional Fees	-6,500.00	35.0%
Property Tax Expense		
Total Expense	-9,292,566.59	0.4%
Net Ordinary Income	1,509,705.92	-23.8%
Other Income/Expense		
Other Income		
Transfers In	-150,000.00	0.0%
Transfers Out	150,000.00	0.0%
Total Other Income	0.00	0.0%
Net Other Income	0.00	0.0%
Net Income	1,509,705.92	-23.8%

Twin Falls Urban Renewal Agency - January 2020 Accounts Payable

<u>Check #</u>	<u>Date</u>	<u>Paid Amount</u>	<u>Name</u>	<u>Account</u>	<u>Fund</u>	<u>Memo</u>
4007	12/10/2019	252.78	Lorrie Bauer	Meeting Expense	General	Lunch for 20191113 Meeting / #165276
4008	12/10/2019	150.00	Lorrie Bauer	Miscellaneous	General	Gift Card for Board Members
4009	12/10/2019	2,763.50	Lytle Signs, Inc.	Downtown Art	Rev Alloc 4-1	Wraps for Utility Box Project / #98642
4010	12/11/2019	500.00	Rosa Cruz	Downtown Art	Rev Alloc 4-1	Replacement check for #3987 (Art for 2019 Wrap)
4011	01/09/2020	51.64	City of Twin Falls	Commons (129 Hansen) & Main	Rev Alloc 4-1	Water & Sewer / #130529 2019-12
4011	01/09/2020	1,242.00	City of Twin Falls	Commons (129 Hansen) & Main	Rev Alloc 4-1	Skate Sharpener
4011	01/09/2020	95.16	City of Twin Falls	Office Expense	General	Checks & Envelopes for General Checking Account
4012	01/09/2020	892.50	Elam & Burke	Legal Expense	General	Washington St S Fees for Nov 2019 / #182973
4012	01/09/2020	747.50	Elam & Burke	Legal Expense	Rev Alloc 4-1	160 Main Ave Fees for Nov 2019 / #182972
4012	01/09/2020	67.50	Elam & Burke	Legal Expense	General	Professional Fees for Nov 2019 / #182971
4013	01/09/2020	4,000.00	H.W. Lochner, Inc.	Professional Fees	Rev Alloc 4-1	Traffic Study - 2nd Aves / #16209-4
4013	01/09/2020	8,500.00	H.W. Lochner, Inc.	Professional Fees	Rev Alloc 4-1	Traffic Study - 2nd Aves / #16209-2
4014	01/09/2020	88.75	Idaho Power	Youth Ranch (160 Main Ave S)	Rev Alloc 4-1	Power - 160 Main Av / #9168 2019-12
4014	01/09/2020	238.99	Idaho Power	Commons (129 Hansen) & Main	Rev Alloc 4-1	Power - 129 Hansen / #0226 2019-12
4014	01/09/2020	11.00	Idaho Power	Bowyer Park (122 4th Ave S)	Rev Alloc 4-1	Power - 122 4th Av S / #2228 2019-12
4015	01/09/2020	9.79	Intermountain Gas Company	Youth Ranch (160 Main Ave S)	Rev Alloc 4-1	Gas - 160 Main Av/ 30001 2019-12
4015	01/09/2020	142.30	Intermountain Gas Company	Commons (129 Hansen) & Main	Rev Alloc 4-1	Gas - 129 Hansen / 12375 2019-12
4016	01/09/2020	97.95	PMT	Commons (129 Hansen) & Main	Rev Alloc 4-1	Broadband Services / #858403-2 2020-01
4017	01/09/2020	1,070.57	Times News	Legal Expense	General	Washington St S Plan - Pub Hrg Notice / #94857
4018	01/09/2020	1,750.00	Westerra Real Estate Group	Youth Ranch (160 Main Ave S)	Rev Alloc 4-1	Parking Lot Analysis (2nd & Hansen) / #111
4019	01/09/2020	208,000.00	City of Twin Falls	Management Fee	General	Management Fee for FY2019-2020
4019	01/09/2020	64,000.00	City of Twin Falls	Repairs and Maintenance	Rev Alloc 4-1	Maintenance Agreement (w/Parks) for FY2019-2020
4020	01/09/2020	68,300.00	REG Contracting	2nd Ave Parking Lot (Goold)	Rev Alloc 4-1	2nd Ave N Parking Lot Imp/Construction - #2002



Date: Monday, January 13, 2020

To: Urban Renewal Agency of the City of Twin Falls

From: Nathan Murray, Executive Director

Executive Director's Report by Nathan Murray

- Washington Street South Urban Renewal Plan
- 160 Main Ave S

Attachments:

None



Date: Monday, January 13, 2020
To: Urban Renewal Agency of the City of Twin Falls
From: Jesse Schuerman, Staff Engineer

PRESENTATION

Request:

Traffic Study Results for 2nd Avenue East & West - Lewis Venard, with H.W. Lochner Engineering, will present the findings of the study.

Time Estimate:

30 minutes

Background:

The Urban Renewal Agency selected H.W. Lochner to do a Traffic Study on the 2nd Avenues. The Traffic Consultant met with Stakeholders and gathered crash and traffic count data to determine roadway design options that could help the roadway better serve the stakeholders and downtown community.

Professional Engineer, Lewis Venard, will present the findings and potential roadway cross-sections to the public and Urban Renewal for discussion and a future recommendation.

Attachments include the draft study and slides for his presentation.

Staff is asking that the Board identify which alternatives they prefer, and what level of priority they give it as a potential project.

Approval Process:

No formal action is needed as this is still a discussion item. Staff is asking for direction from the Board as to the preferences and timing for proposed alternative designs.

Budget Impact:

N/A

Regulatory Impact:

N/A

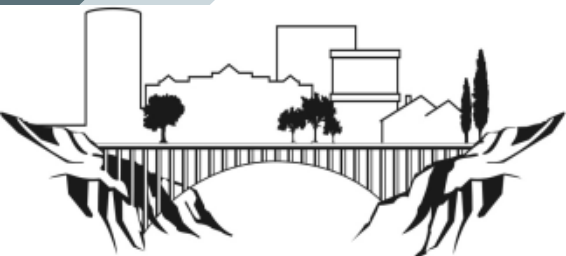
Conclusion:

Future projects and development proposals may dictate further involvement by the Board, and necessitate Board action for submission of future permitting requests to ITD.

Attachments:

1. 2nd Avenues Presentation
2. Second Avenue East and West Report DRAFT2

Second Avenues East and West Concept Study

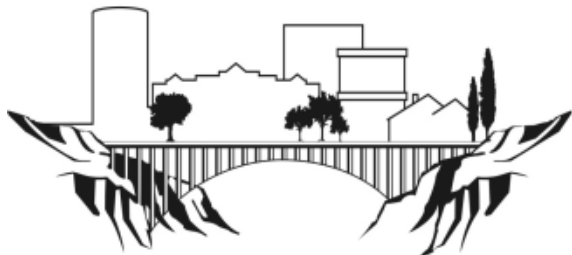


THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS

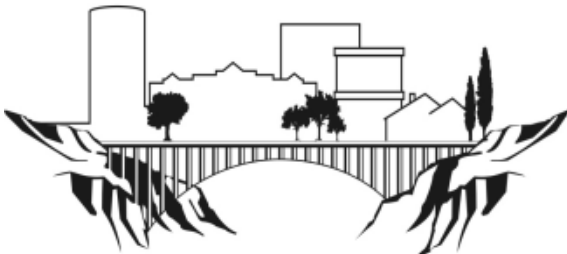
LOCHNER

Study Goals

- Calm traffic
- Improve pedestrian safety

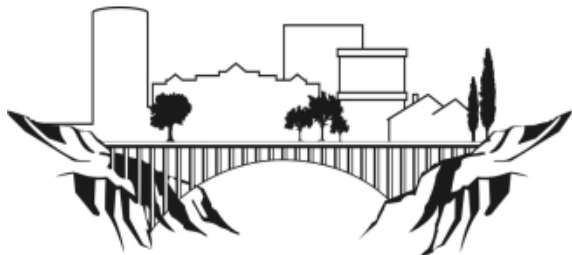
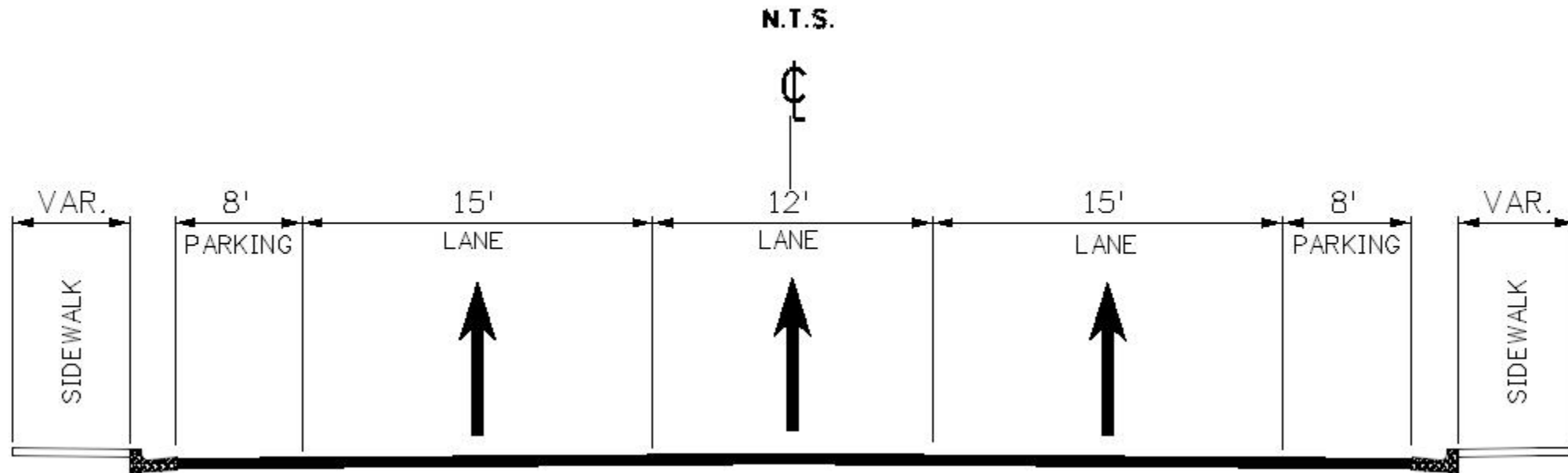


Study Area

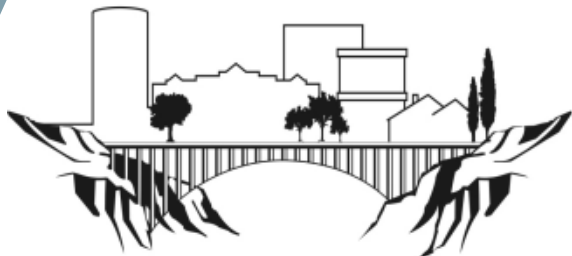


THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS

Existing Layout



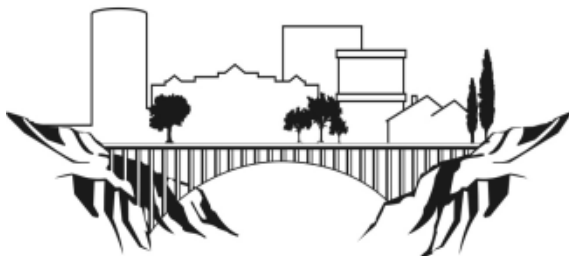
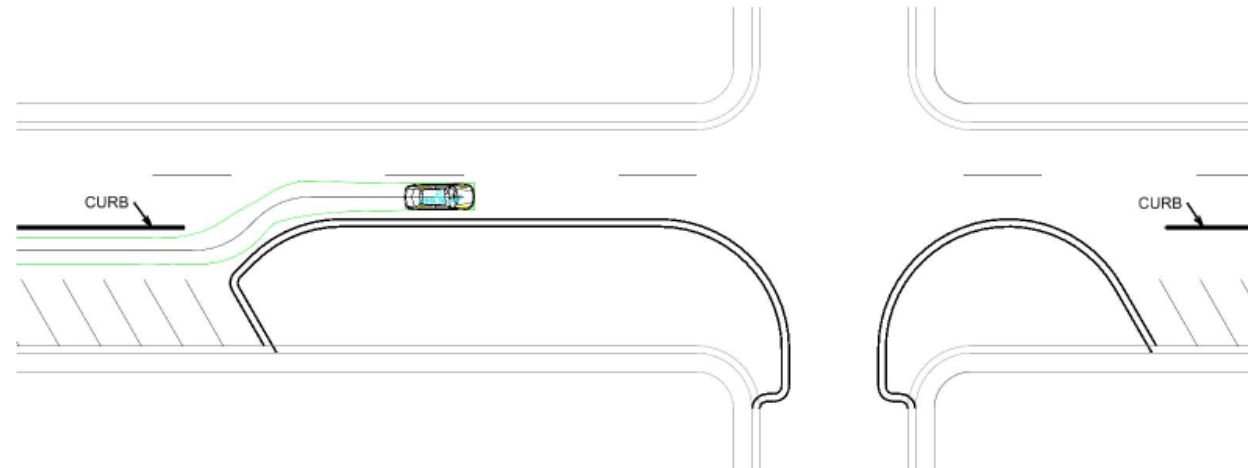
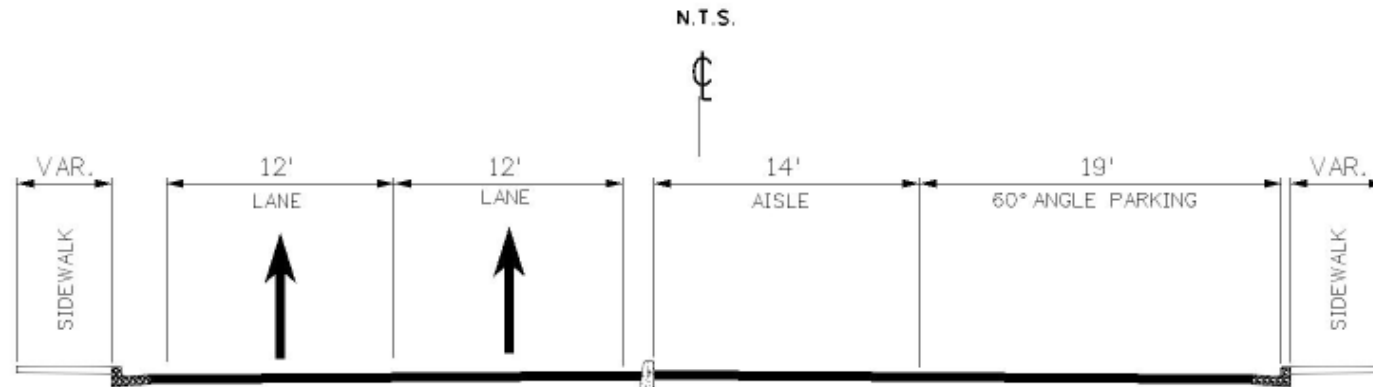
Alternatives



THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS

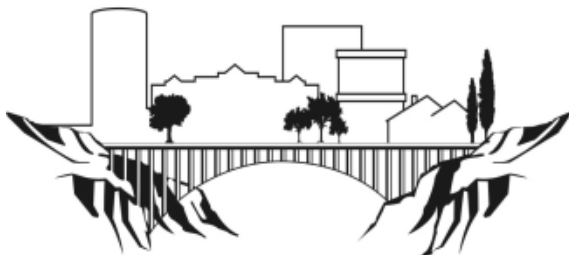
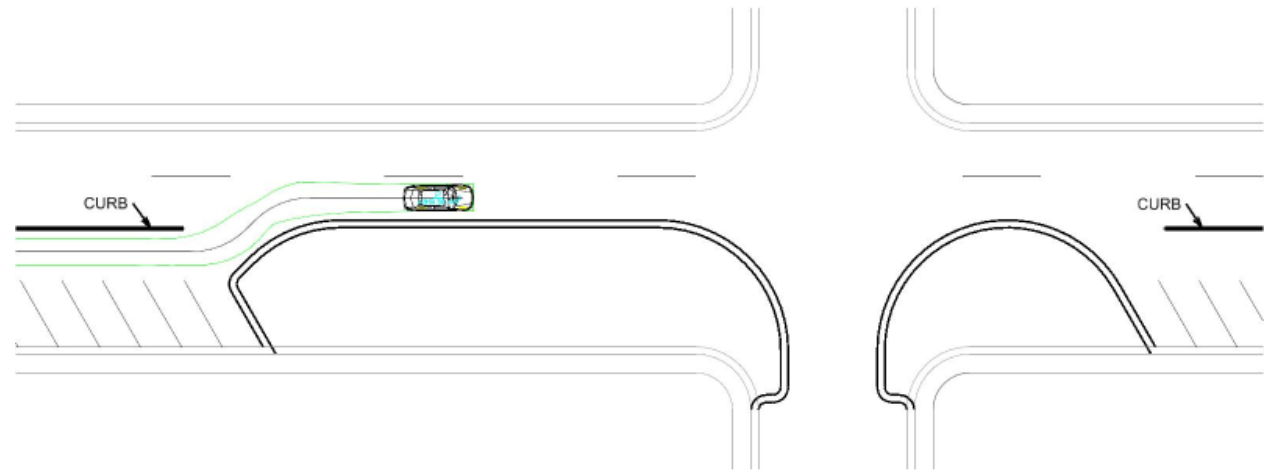
LOCHNER

Separated Angle Parking



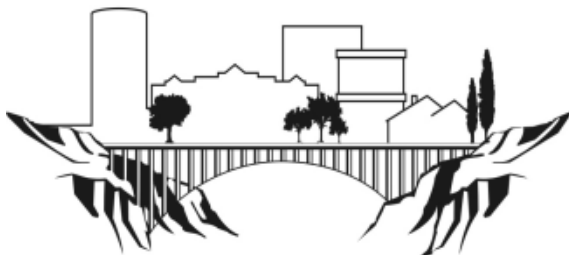
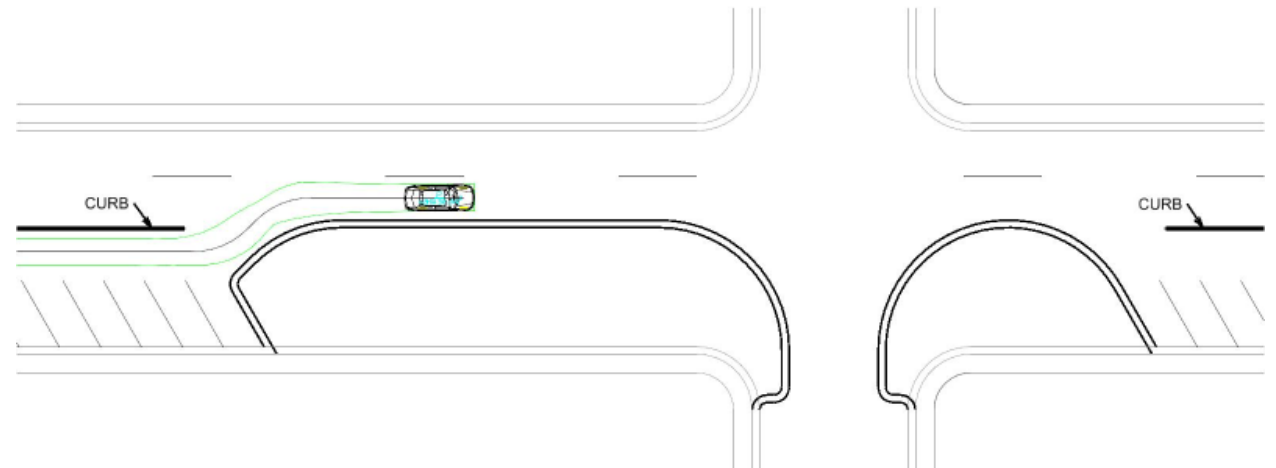
Separated Angle Parking

- Advantages
 - Traffic calming
 - Slight increase in number of parking spaces
 - Relatively lower cost

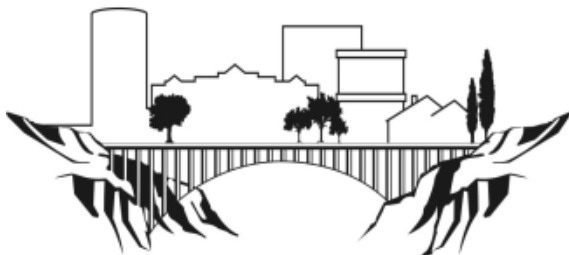
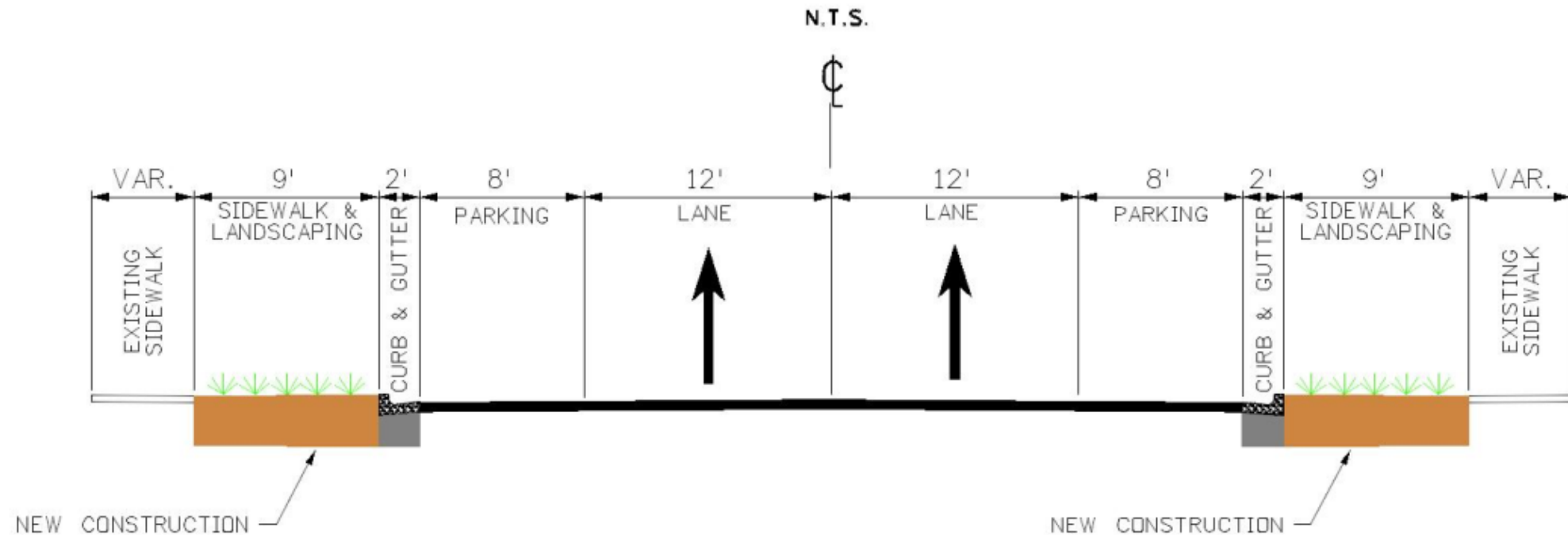


Separated Angle Parking

- Disadvantages
 - Lower vehicle capacity
 - Parking only on one side of street
 - Traffic directly adjacent to sidewalk on one side

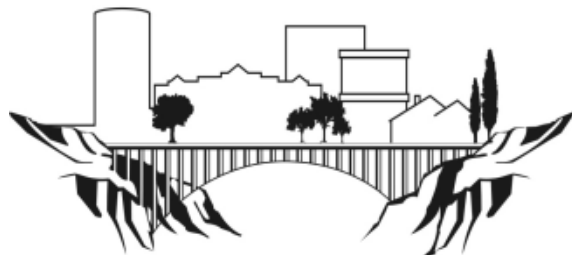


Wider Sidewalks and Landscaping

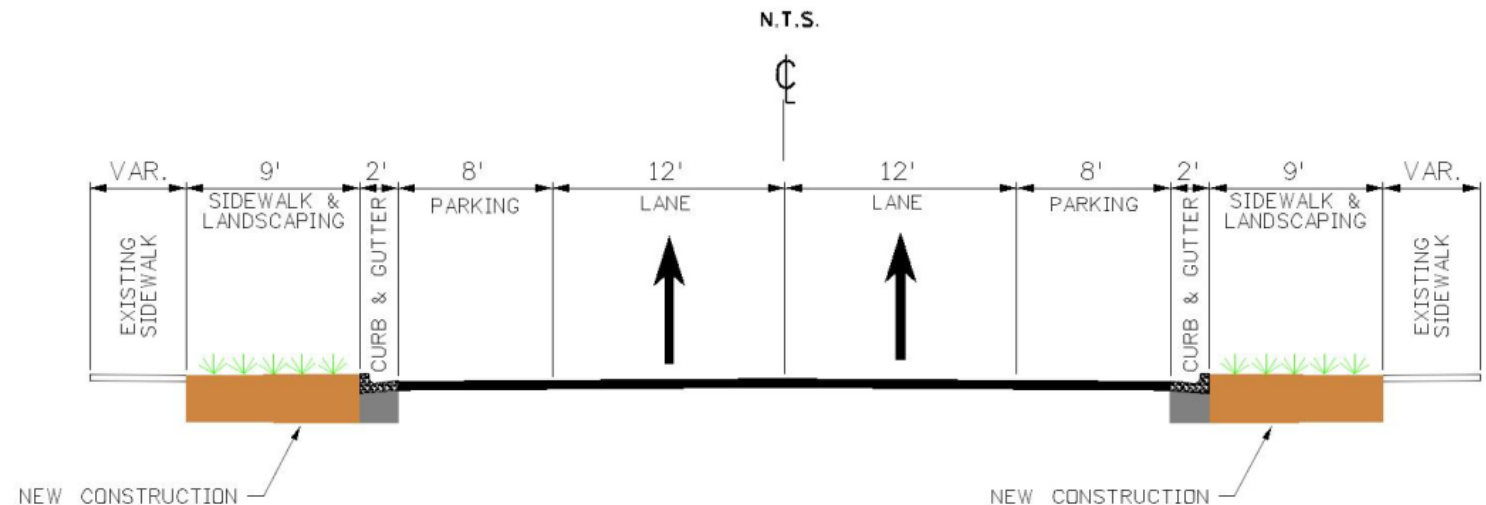


Wider Sidewalks and Landscaping

- Advantages
 - More pedestrian friendly environment
 - Enhanced business opportunities
 - Reduced runoff
 - Snow storage
 - Traffic calming



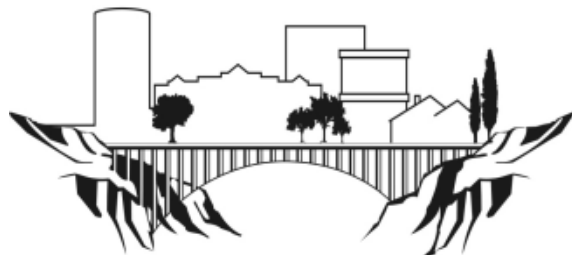
THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS



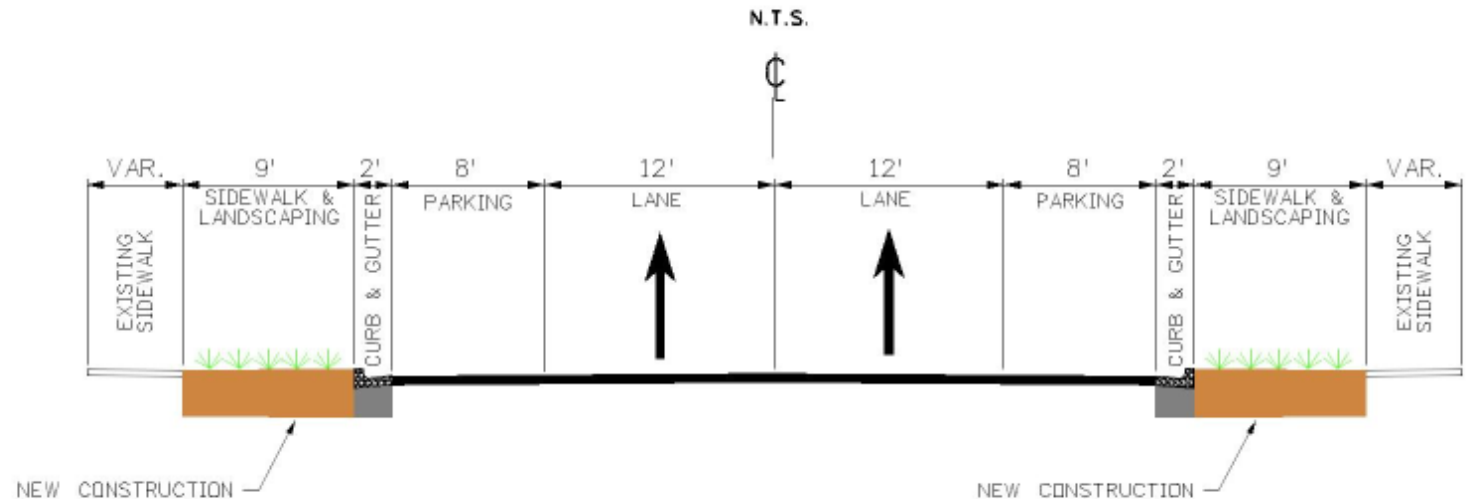
LOCHNER

Wider Sidewalks and Landscaping

- Disadvantages
 - Lower vehicle capacity
 - Relative cost
 - No additional parking

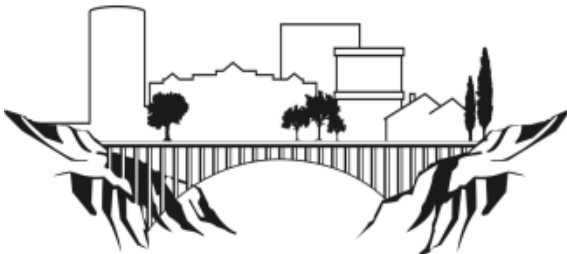
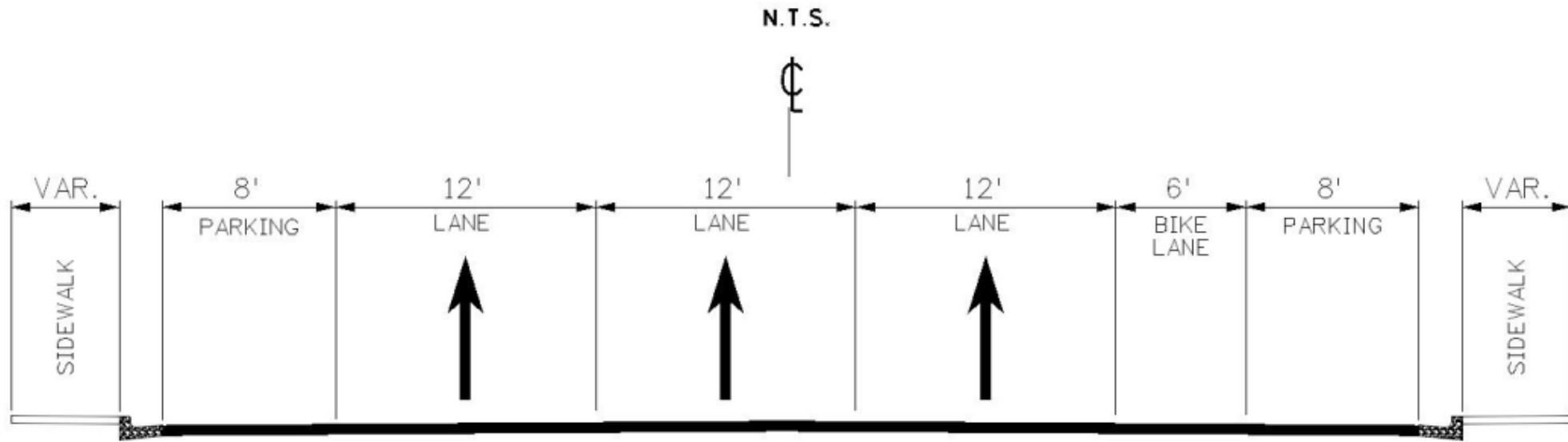


THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS



LOCHNER

Three Lanes with Bike Lane

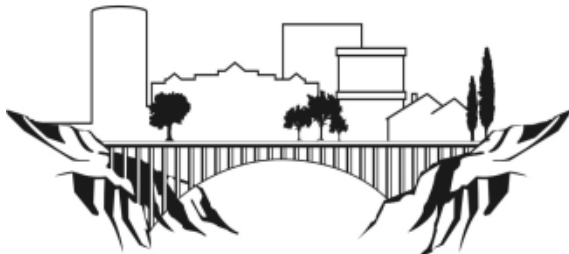
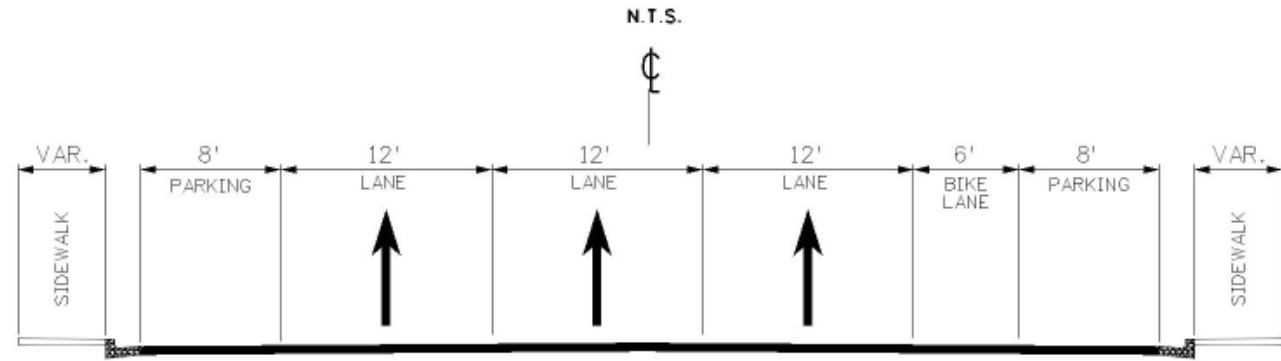


THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS

LOCHNER

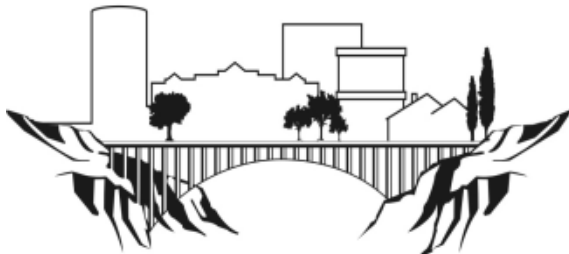
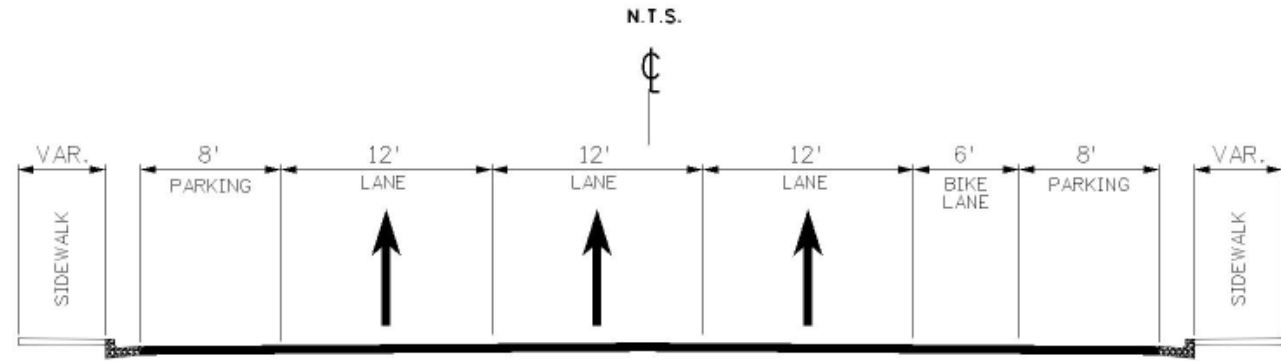
Three Lanes with Bike Lane

- Advantages
 - More bicycle friendly environment
 - Relatively low cost
 - Maintains existing vehicle capacity

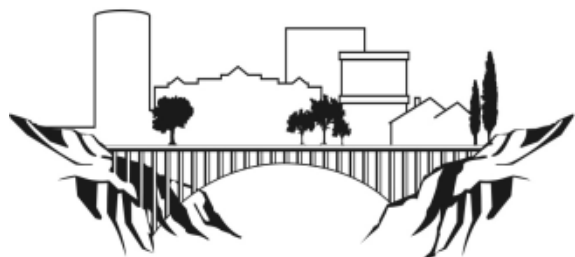
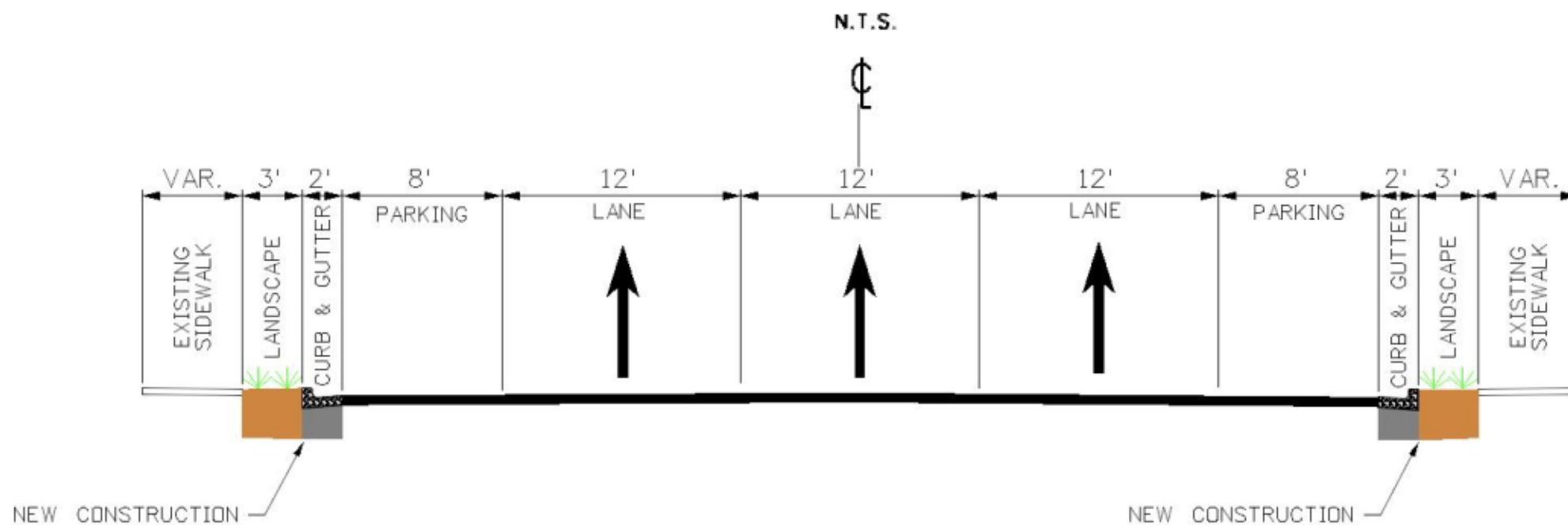


Three Lanes with Bike Lane

- Disadvantages
 - Little improvement to pedestrian environment
 - No additional parking

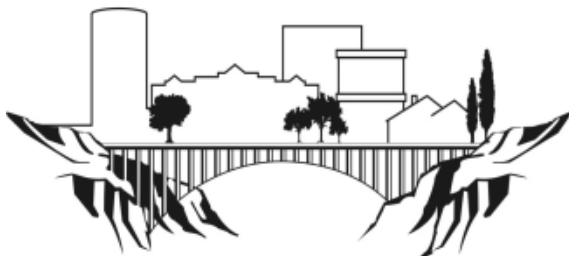


Three Lanes with Landscaping

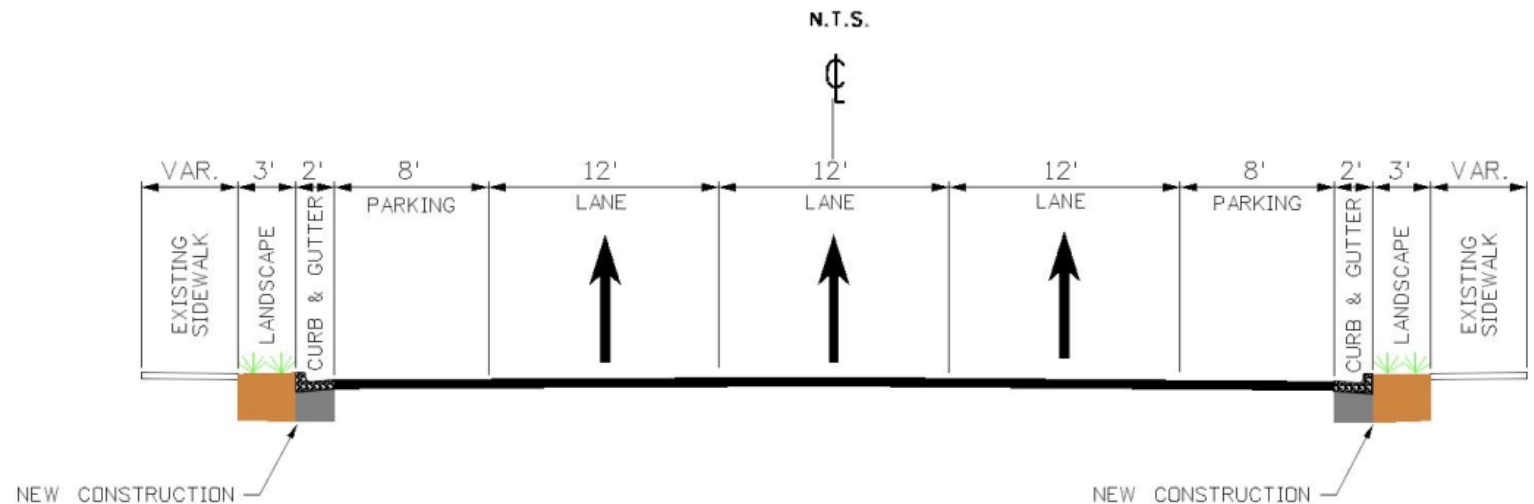


Three Lanes with Landscaping

- Advantages
 - More pedestrian friendly environment
 - Maintains existing vehicle capacity
 - Reduced runoff
 - Snow storage



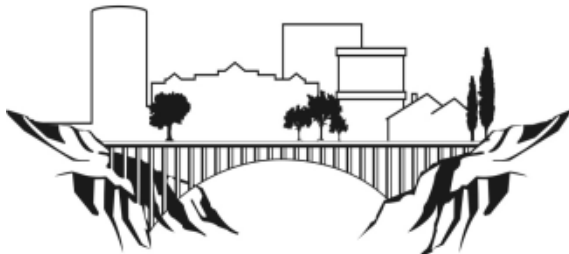
THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS



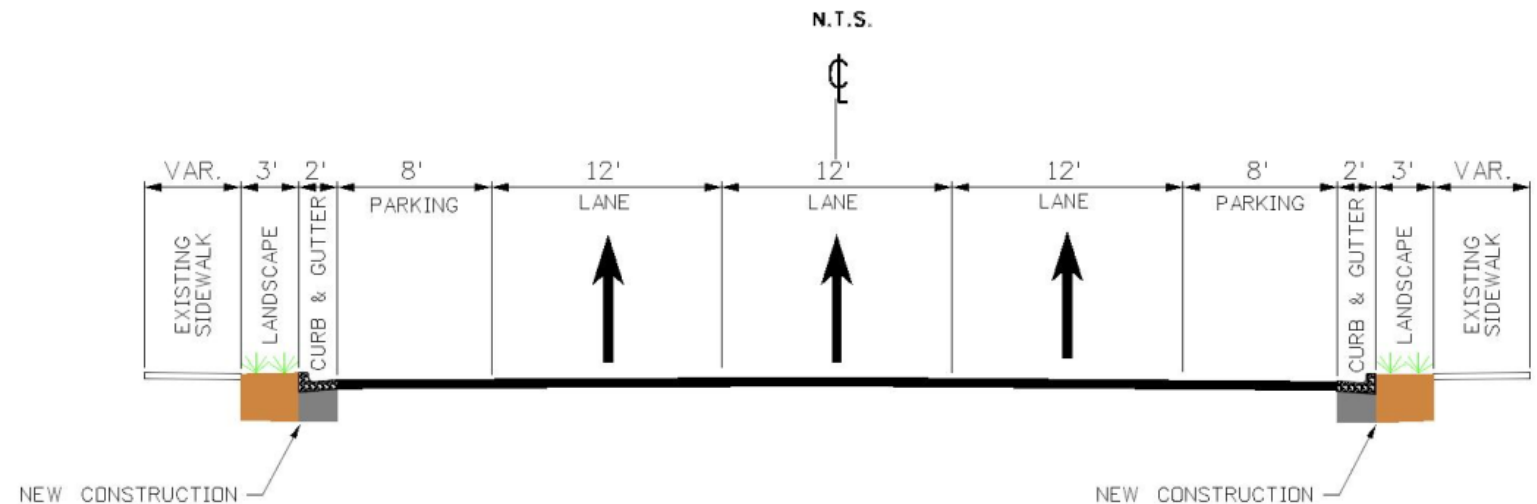
LOCHNER

Three Lanes with Landscaping

- Disadvantages
 - Little to no traffic calming
 - No additional parking
 - Relative cost

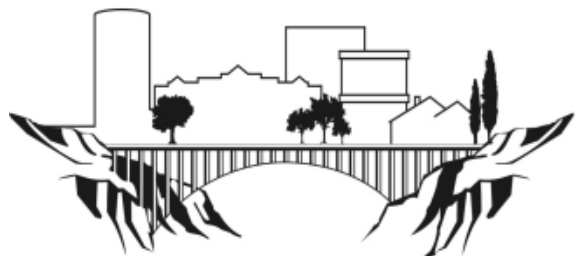
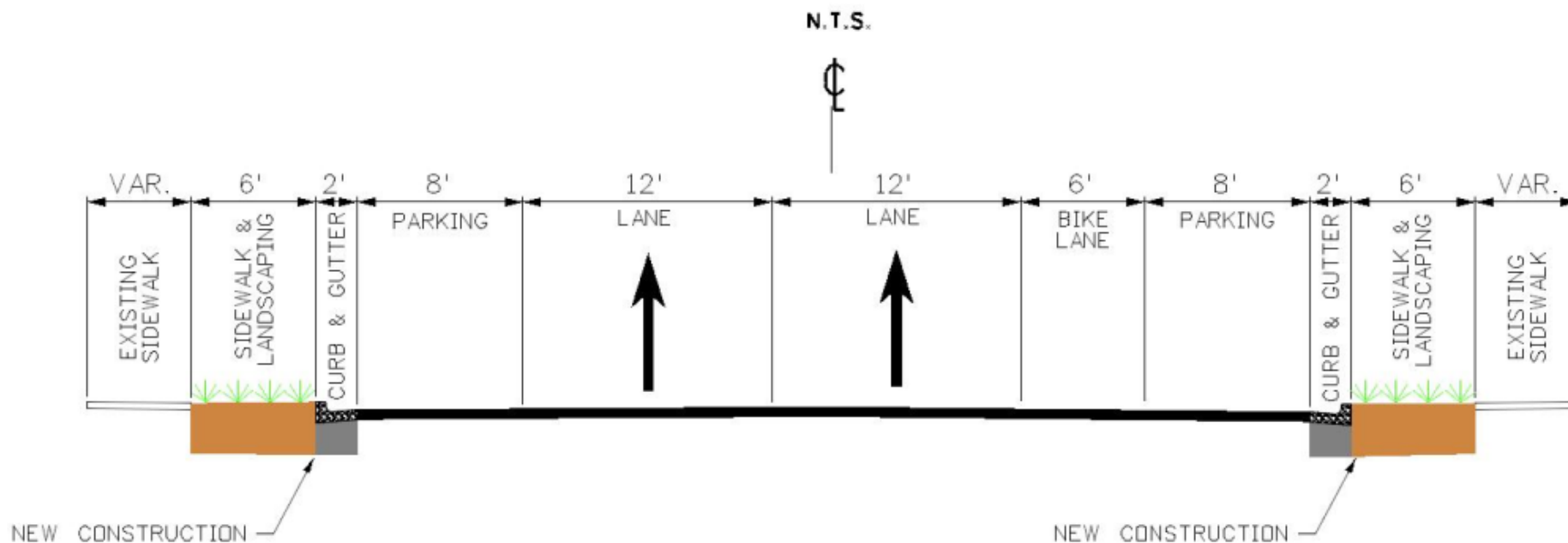


THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS



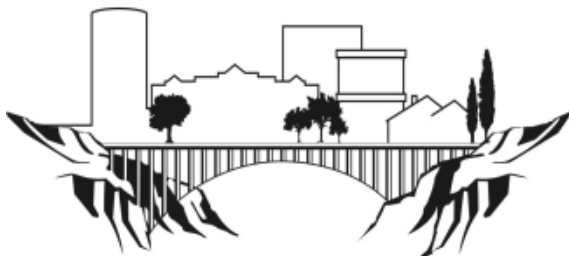
LOCHNER

Bike Lane and Landscaping

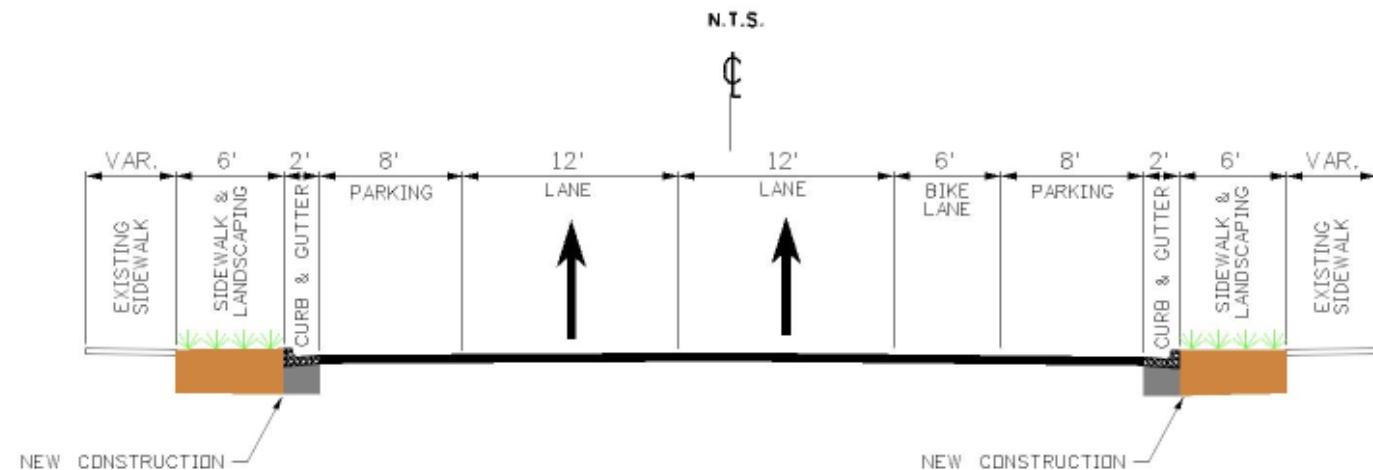


Bike Lane and Landscaping

- Advantages
 - More pedestrian friendly environment
 - More bicycle friendly environment
 - Enhanced business opportunities
 - Reduced runoff
 - Snow storage
 - Traffic calming



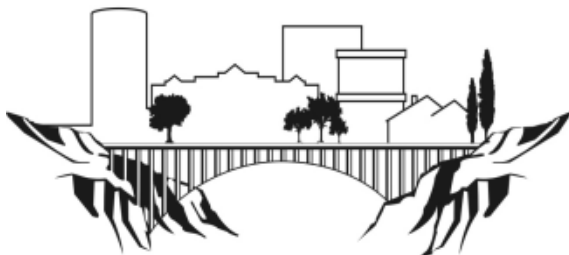
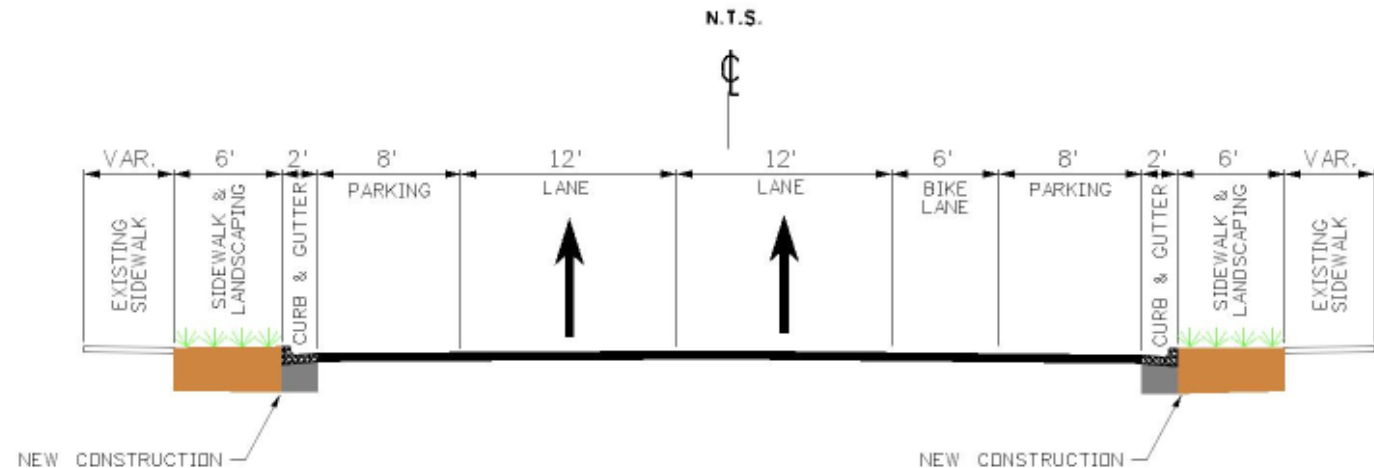
THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS



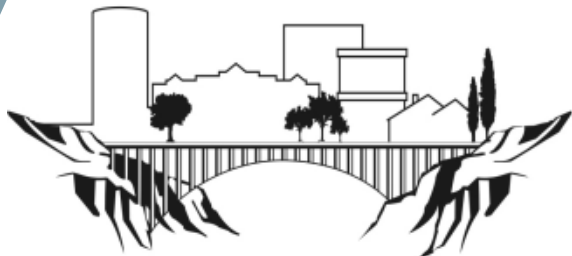
LOCHNER

Bike Lane and Landscaping

- Disadvantages
 - Lower vehicle capacity
 - Relative cost
 - No additional parking



Results



THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS

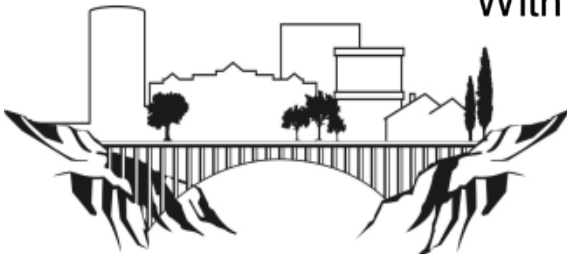
LOCHNER

Results

2039 3 Lane				
Intersection	AM		PM	
	Delay (sec.)	LOS	Delay (sec.)	LOS
2nd Ave W & Shoshone Street	18.5	B	17.4	B
2nd Ave E & Shoshone Street	16.6	B	23.1	C
2nd Ave W & Fairfield Street	9.4	A	9.8	A

2039 2 Lane				
Intersection	AM		PM	
	Delay (sec.)	LOS	Delay (sec.)	LOS
2nd Ave W & Shoshone Street	24.7	C	26.2	C
2nd Ave E & Shoshone Street	14*	B*	23.3*	C*
2nd Ave W & Fairfield Street	12	B	12.4	B

* With right turn pocket on 2nd



Second Avenues East and West - DRAFT

Concept Study



Prepared for:

Twin Falls Urban Renewal Agency



Prepared by:

LOCHNER

12/4/19

Table of Contents

1 Study Area 1

2 Existing Conditions 2

3 Stakeholder Involvement 4

4 Alternatives 4

5 Traffic Analysis..... 9

6 Next Steps..... 10

Attachment A. Traffic Counts and Analysis

List of Figures

Figure 1. Project Area 1

Figure 2. Crash Type 2

Figure 3. 2nd Avenue North 3

Figure 4. Existing 2nd Avenue (Both Directions) 3

Figure 5. Separated Angle Parking..... 5

Figure 6. Separated Angle Parking Plan View 5

Figure 7. Wider Sidewalks and Landscaping..... 6

Figure 8. Three Lanes with Bike Lane 6

Figure 9. Three Lanes with Landscaping 7

Figure 10. Two Lanes with Bike Lane and Landscaping 8

Figure 11. Bulb-Outs with Bike Lane..... 9

List of Tables

Table 1. 2012-2017 Crash Summary..... 2

Table 2. Existing Operations 9

Table 3. 2039 Operations 10

Table 4. 2039 Two Lane Operations 10

1 Study Area

1.1 Study Area

The Twin Falls Urban Renewal Agency desires to calm traffic and improve pedestrian safety on Second Avenue East and North from Idaho Street East (Third Street East) to Seventh Street North (Lincoln Elementary School), and on Second Avenue West and South from Eden Street West to Idaho Street (Third Street South). **Figure 1** shows the project area. The Urban Renewal Agency selected Lochner to develop this study.



Figure 1. Project Area

2 Existing Conditions

2.1 Land Use

Land use along the 2nd Avenues is a mix of retail, parking, multi-family residential, single-family residential, a VA clinic, Magic Valley High School, Lincoln Elementary School, the Times News, a Post Office, a hotel, and some apparently vacant land. It should be noted that almost every block in the study area has a parking lot on at least one side. On-street parking is not time restricted, and was very available during the site visit, which was conducted mid-week during normal business hours.

2.2 Safety / Crash History

Crash data was obtained from the LHTAC website, with 2012-2017 as the most recent five years of available crash data for the project area, for all crash types and transportation modes. Of the 65 total crashes within the project limits, there were no fatalities, but a relatively high percentage of injury crashes.

Table 1. 2012-2017 Crash Summary

Total Crashes	65
Property Damage Crashes	33
Injury Crashes	32
Fatal Crashes	0
Percent Injury and Fatal Crashes	49%
Pedestrian or Bicycle Crashes	6

Crash types are summarized in **Figure 2**. The majority of the crashes are intersection-related.

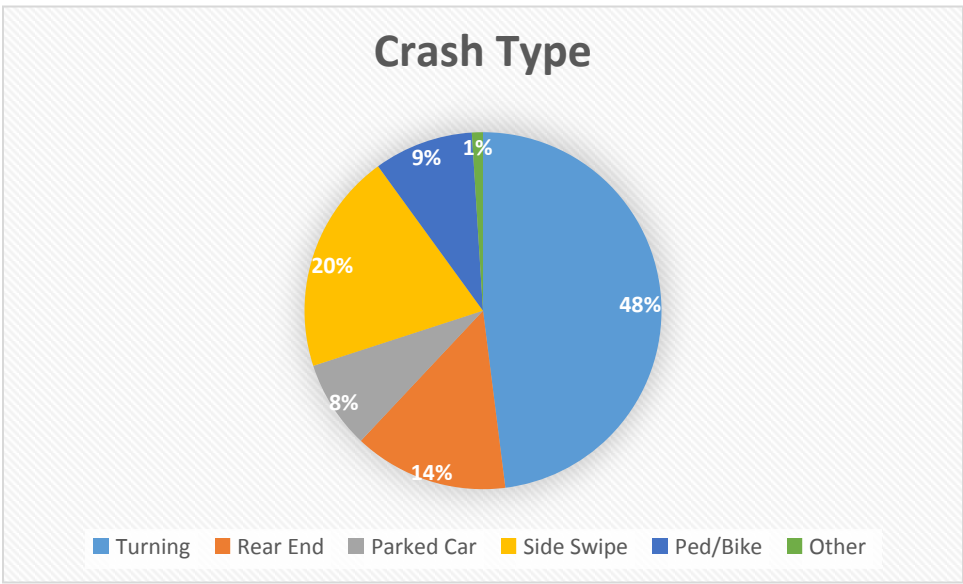


Figure 2. Crash Type

2.3 Roadway / Traffic

2.3.1 Roadway

The roadway sections of both directions of 2nd Avenue are the same, and they are consistent over the length of the study limits. 2nd Avenue is three lanes wide in each direction, with on-street parallel parking on both sides (Figure 3).



Figure 3. 2nd Avenue North

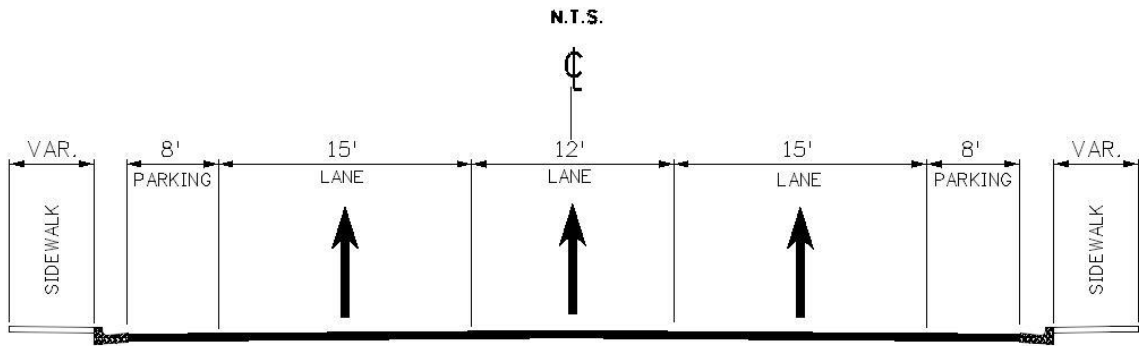


Figure 4. Existing 2nd Avenue (Both Directions)

Figure 4 shows the dimensions of the existing roadways. Parking is generally not striped within the study area. Where it is striped, parking spaces are approximately eight feet wide (not including the gutter).

2.3.2 Traffic

Traffic data was obtained from turning movement counts performed on April 3, 2019. Existing AM and PM peak traffic volumes can be found in **Attachment A**.

Based on Synchro analysis of the existing signalized intersections using Highway Capacity Manual (HCM) methodology, the 2nd Avenue West & Shoshone Street intersection currently operates at Level of Service (LOS) B, the 2nd Avenue East & Shoshone Street intersection operates at LOS B, and the 2nd Avenue West & Fairfield Street intersection operates at LOS A.

2.4 Bike/Ped

2nd Avenues East and West currently have attached sidewalks on both sides for the entire length of the study area. Sidewalk widths vary from five feet up to ten feet from block to block, and sometimes change mid-block. Some of the study area intersections have curb ramps that appear to have been updated to meet current ADA standards, but most of the intersections have outdated ramps.

2nd Avenues East and West currently have no bike lanes within the study area. These streets are not currently planned to have bike lanes added according to Twin Falls' 2014 Bicycle Facilities Map.

2.5 Transit

There are currently no fixed route transit stops on 2nd Avenues East and West in the study area.

2.6 Utilities, Irrigation, and Lighting

Utilities identified along 2nd Avenues East and West include power, storm drainage, water, and gas. Some study area intersections also have irrigation boxes on the corners. Both roadways have street lighting on both sides for the entire length of the study area.

3 Stakeholder Involvement

On July 25, 2019, a meeting was held to discuss concerns that have been raised within the study area, and to gather input from stakeholders. Several different opinions were expressed, and often they were in direct conflict with one another. The alternatives presented in the next section of this report will attempt to address each of the various concerns, although due to the differing objectives, no single alternative will be able to address all of the concerns simultaneously.

4 Alternatives

4.1 Two Lanes with Separated Angle Parking

Several participants in the stakeholder involvement meeting expressed an interest in angled parking, similar to what was recently implemented along Main Street. However, both the Idaho Transportation Department and the Twin Falls Police Department expressed strong opposition to vehicles backing out of parking spaces into adjacent travel lanes due to capacity and safety concerns. A compromise solution that was proposed by the Police Department would be to have angled parking and an aisle that are physically separated from the travel lanes. **Figure 5** below shows one possible example of what that could look like. Dimensions shown for the parking are similar to what was implemented on Main Street.

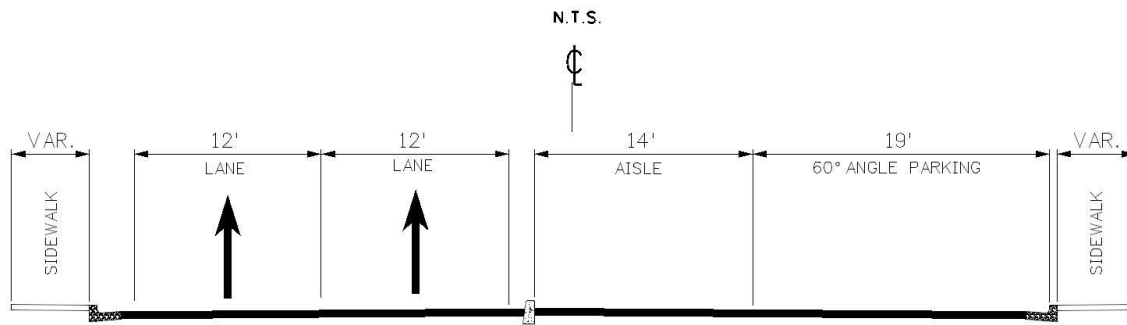


Figure 5. Separated Angle Parking

This section could also be mirrored to provide parking on the left instead of on the right. The total amount of parking would only increase slightly with this arrangement. The existing parallel parking on both sides can accommodate approximately eight vehicles per one hundred feet of roadway length, while the one side angled parking could accommodate nine to ten vehicles per one hundred feet. Sidewalk bulb-outs would reduce the length of curb available to parking.

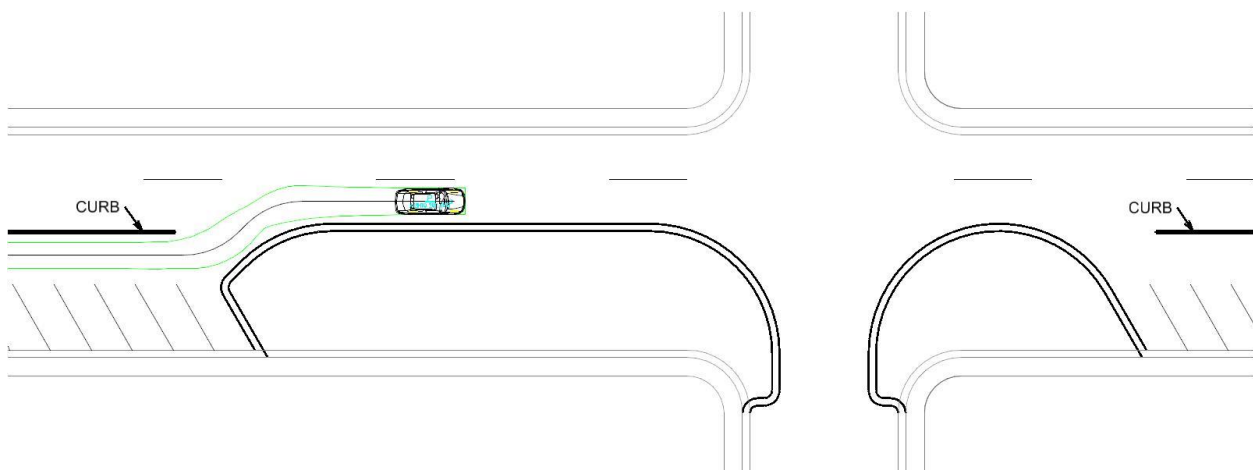


Figure 6. Separated Angle Parking Plan View

Advantages: Traffic calming, slight increase in number of parking spaces, relatively lower cost

Disadvantages: Lower vehicle capacity, parking only on one side of street, traffic directly adjacent to sidewalk on one side

4.2 Two Lanes with Wider Sidewalks and Landscaping

Several stakeholders also expressed an interest in transforming these *roads* that primarily move traffic into *streets* that attract people and activity. Wider sidewalks with landscaping was identified as a tool to help accomplish this goal. AASHTO has noted that wider sidewalks “can be used to enhance local businesses along corridor[s] by providing outside areas for showcasing merchandise or providing seating for outside diners” (Source: NCHRP 15-78 [Anticipated]). Additional landscape areas can reduce

impervious surface area and provide infiltration for reduction of storm water runoff. They can also double as snow storage areas in winter. City staff has indicated that landscape areas would likely be planted with low maintenance, very low water usage xeriscaping. **Figure 6** shows how much space could be added for sidewalk and landscaping with the removal of a travel lane. The dimensions shown assume a five foot wide existing sidewalk. Where existing sidewalks are wider than five feet, up to nine feet of width could be added to the existing width on both sides. Sidewalk bulb-outs would be included at intersections to shorten pedestrian crossing distances.

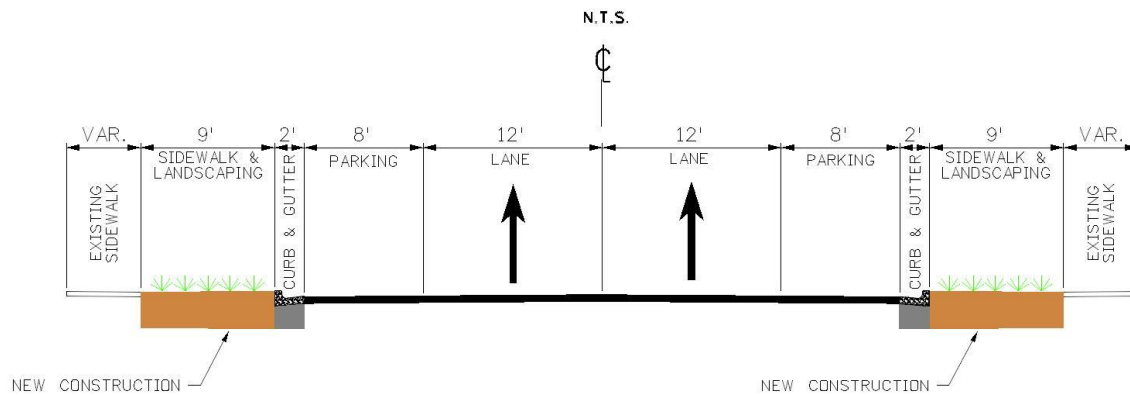


Figure 7. Wider Sidewalks and Landscaping

Advantages: More pedestrian friendly environment, enhanced business opportunities, reduced runoff, snow storage

Disadvantages: Lower vehicle capacity, relative cost, no additional parking

4.3 Three Lanes with Bike Lane

At least one stakeholder expressed an interest in adding a bike lane to the Second Avenues. This could be accomplished by re-striping to reduce the width of the outside lanes. Sidewalk bulb-outs would be included at intersections to shorten pedestrian crossing distances. Bulb-outs would comprise the bulk of the cost for this option.

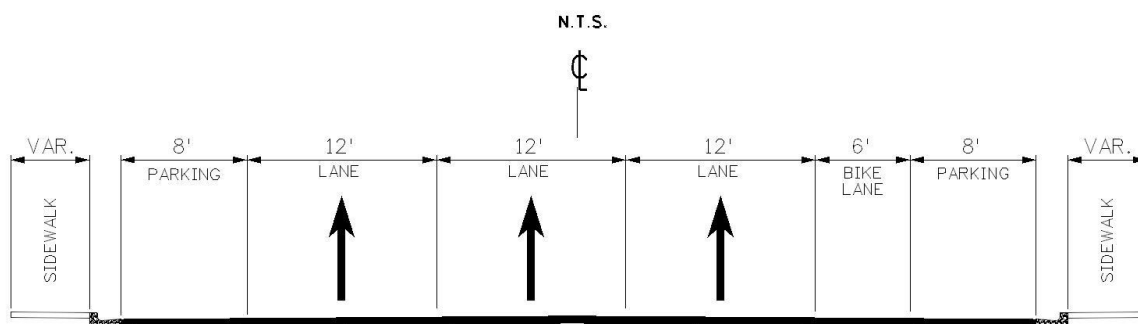


Figure 8. Three Lanes with Bike Lane

Advantages: More bicycle friendly environment, relatively low cost, maintains existing vehicle capacity

Disadvantages: Little improvement to pedestrian environment, no additional parking

4.4 Three Lanes with Landscaping

This option reduces the widths of the outside lanes to provide three foot wide landscape strips on both sides. As in alternative 4.2, new landscape areas would utilize xeriscaping. This alternative would provide some of the same advantages as 4.2, such as improved pedestrian environment, reduced runoff, and snow storage, but to a lesser extent.

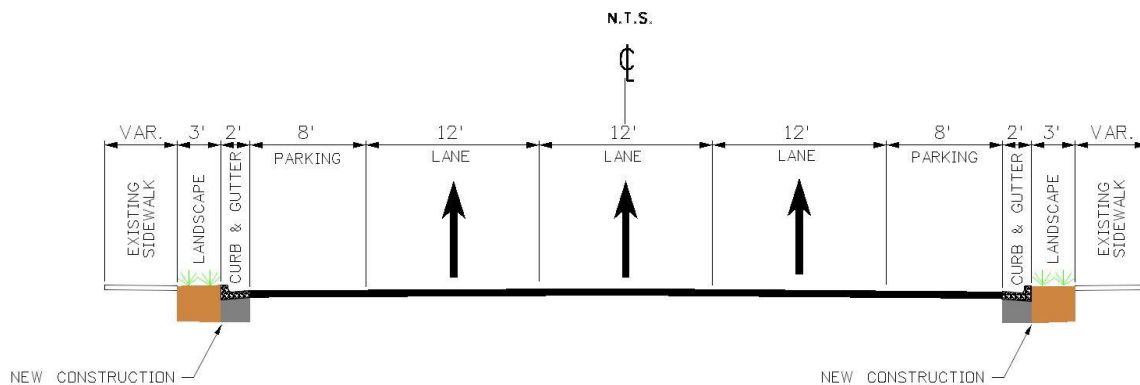


Figure 9. Three Lanes with Landscaping

Advantages: More pedestrian friendly environment, reduced runoff, snow storage, maintains existing vehicle capacity

Disadvantages: Relative cost, no additional parking, little to no traffic calming

4.5 Two Lanes with Bike Lane and Landscaping

This alternative removes a vehicle travel lane to add a bike lane and landscaping on both sides. Sidewalk bulb-outs should be used at intersections and in advance of turn lanes to prevent vehicles from driving in the bike lane when parking is unoccupied.

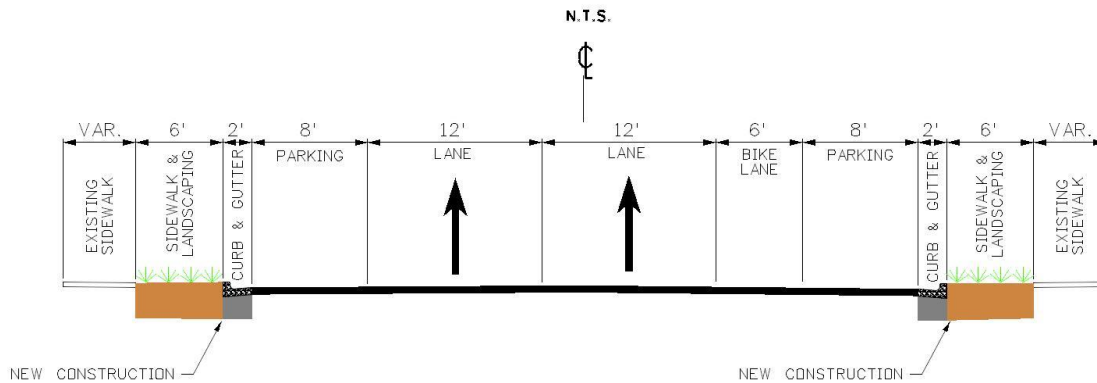


Figure 10. Two Lanes with Bike Lane and Landscaping

Advantages: Pedestrian friendly, bike friendly, traffic calming, reduced runoff, snow storage

Disadvantages: Relative cost, no additional parking, reduced vehicle capacity

4.6 Sidewalk Bulb-Outs (All Alternatives)

Regardless of which alternative stakeholders prefer, Twin Falls desires to add sidewalk bulb-outs at intersections to reduce pedestrian crossing distances, calm traffic, and increase pedestrian safety. In Idaho, crosswalks at intersections do not need to be marked to be legally considered a crosswalk. Idaho law defines a crosswalk as “that part of a highway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway.” The Federal Highway Administration has published a study that concluded that marked crosswalks alone are not expected to reduce pedestrian crashes (Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations, 2005). Marked crosswalks do help people with low vision find their way across intersections, however.

Police expressed concerns that parked cars can block the view of oncoming cars on the main road from intersecting side street traffic. Sidewalk bulb-outs should be long enough to prevent cars from parking within the intersection sight distance triangles for the 35 MPH posted speed of the Second Avenues.

For the Two Lanes with Separated Angle Parking alternative, parked cars will be outside of the sight triangle. However, exits from the parking areas into the travel lanes will essentially function like driveways, so there should be some separation from downstream intersections to avoid confusion. One hundred feet of separation between parking exits and intersections is recommended. Parking entrances can be placed closer to intersections.

Existing parallel parking is prohibited within 30' of intersections. However, based on AASHTO's recommended 335' of intersection sight distance for 35 MPH, parking should actually be prohibited within 110' of intersections where one-way traffic is approaching from the left, and 130' of intersections where one-way traffic is approaching from the right. With 12' outside lanes in place of the existing 15' lanes, those numbers go up to 160' and 180', respectively. Prohibiting parking that far from intersections is not standard practice for most agencies, but could be considered since police have

identified sight distance as a concern. Sidewalk bulb-outs could be constructed to provide the recommended sight distance.

With a 6' bike lane, sidewalk bulb-outs would only need to extend 60' from the intersection to provide adequate sight distance where one-way traffic is approaching from the left.

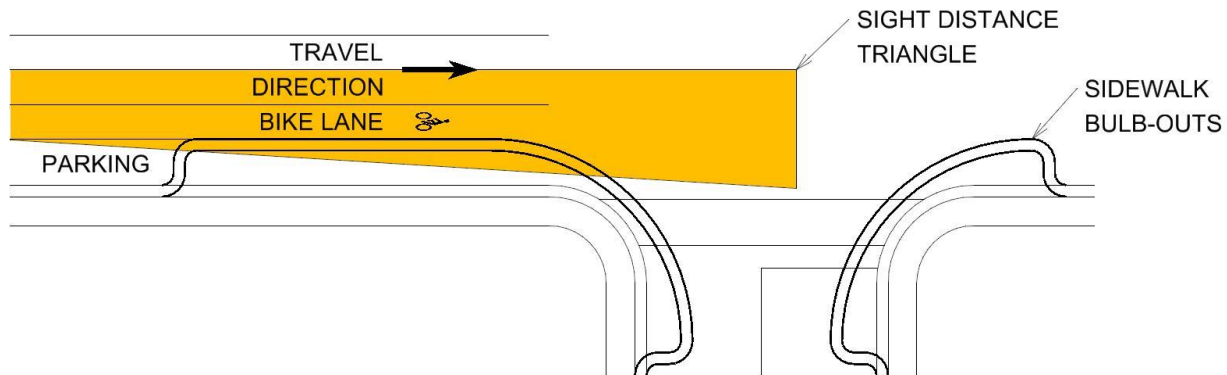


Figure 11. Bulb-Outs with Bike Lane

5 Traffic Analysis

5.1 Traffic

The existing three-lane sections on the Second Avenues currently function well during the peak hours.

Table 2 below summarizes delay and level of service (LOS) for the signalized intersections. All other intersections along the Second Avenues within the study area are stop controlled on the minor streets, so there is essentially no delay on the major streets.

Table 2. Existing Operations

Existing				
Intersection	AM		PM	
	Delay (sec.)	LOS	Delay (sec.)	LOS
2nd Ave W & Shoshone Street	16	B	14.7	B
2nd Ave E & Shoshone Street	14.9	B	17.6	B
2nd Ave W & Fairfield Street	8.6	A	9.2	A

In 20 years, the Second Avenues are still expected to be operating well. Traffic projections were provided by ITD. All movements were factored up by the same amount. Traffic analysis results are included in this document as Attachment A. It should be noted that future volumes are actually shown in the "Adj Flow Rate, veh/h" rows highlighted in the reports.

Table 3. 2039 Operations

2039				
Intersection	AM		PM	
	Delay (sec.)	LOS	Delay (sec.)	LOS
2nd Ave W & Shoshone Street	18.5	B	17.4	B
2nd Ave E & Shoshone Street	16.6	B	23.1	C
2nd Ave W & Fairfield Street	9.4	A	9.8	A

With reduction to two lanes, as shown in some of the alternatives, intersections are still expected to perform well. **Table 4** summarizes operations with two travel lanes. It should be noted that a right turn lane from northwest bound Second Avenue E to northeast bound Shoshone Street should be preserved to keep that intersection running smoothly in the future. One hundred feet of storage length for the right turn lane will more than handle expected queues.

Table 4. 2039 Two Lane Operations

2039 2 Lane				
Intersection	AM		PM	
	Delay (sec.)	LOS	Delay (sec.)	LOS
2nd Ave W & Shoshone Street	24.7	C	26.2	C
2nd Ave E & Shoshone Street	14	B	23.3	C
2nd Ave W & Fairfield Street	12	B	12.4	B

5.2 Parking

In 2015, Kittleson & Associates completed an *Existing and Future Transportation Conditions and Parking Assessment* technical memorandum. The memo concluded that “there is currently sufficient parking on-street and in the surface parking lots” in downtown. This generally matches what was observed during the field work for this concept study. On the day the field work was conducted, there were available spots in the parking lots, and very few vehicles were parked on-street.

6 Next Steps

The stakeholder group should meet again to review the proposed alternatives and decide on a preferred alternative.

Attachment A Traffic Counts and Analysis

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Shoshone St / 2nd Ave S&W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Shoshone St & 2nd Ave S&W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 1

Groups Printed- General Traffic

	Shoshone Street From Northeast				2nd Avenue (South) From Southeast		Shoshone Street From Southwest				2nd Avenue (West) From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	37	9	0	46	0	0	2	33	0	35	1	81	3	0	85	166
07:15 AM	56	8	0	64	0	0	7	77	0	84	6	92	10	0	108	256
07:30 AM	59	7	0	66	0	0	8	100	0	108	8	148	13	0	169	343
07:45 AM	91	19	0	110	0	0	7	133	0	140	16	164	17	1	198	448
Total	243	43	0	286	0	0	24	343	0	367	31	485	43	1	560	1213
08:00 AM	97	10	0	107	0	0	11	92	0	103	12	118	25	0	155	365
08:15 AM	67	18	0	85	0	0	9	88	0	97	14	108	23	0	145	327
08:30 AM	48	14	0	62	0	0	6	78	0	84	6	65	23	0	94	240
08:45 AM	46	12	0	58	0	0	15	85	0	100	5	72	27	0	104	262
Total	258	54	0	312	0	0	41	343	0	384	37	363	98	0	498	1194

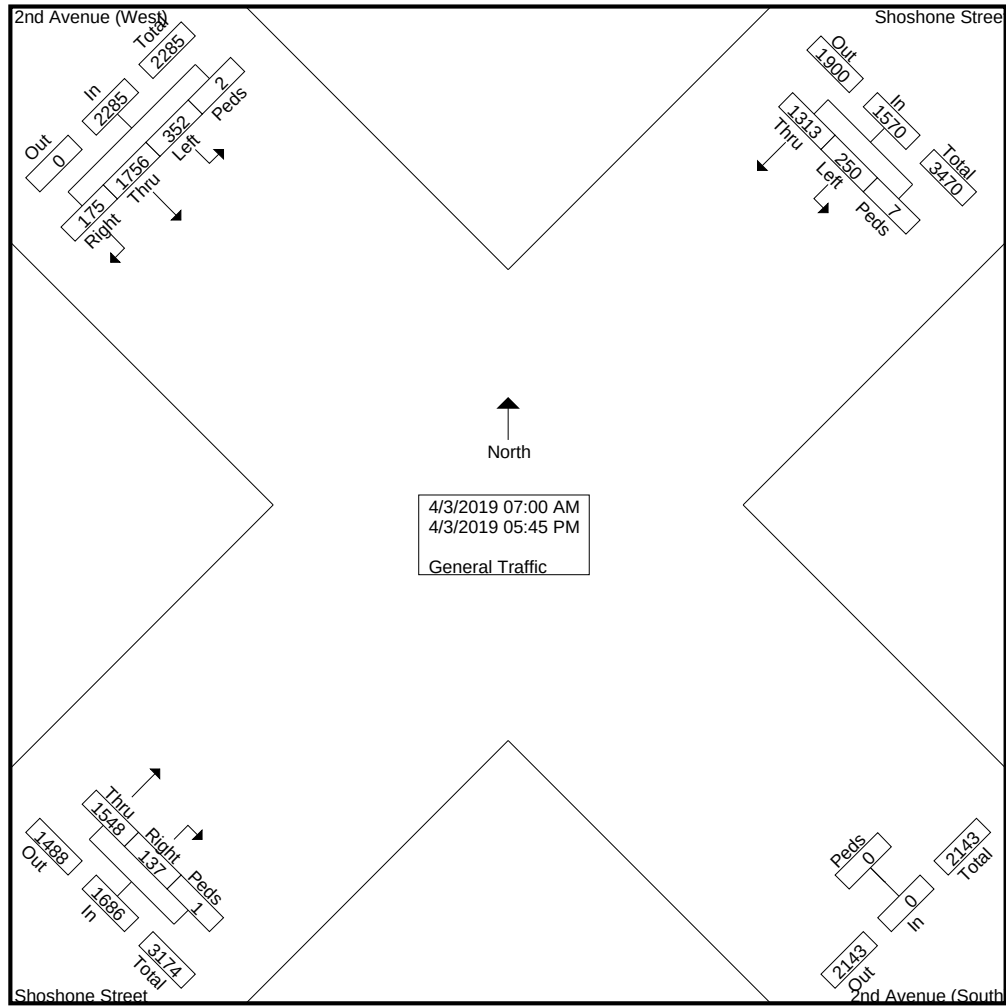
04:00 PM	103	22	0	125	0	0	8	109	0	117	11	103	29	0	143	385
04:15 PM	91	16	0	107	0	0	13	88	0	101	16	132	27	0	175	383
04:30 PM	95	12	0	107	0	0	8	125	0	133	17	103	15	1	136	376
04:45 PM	97	25	7	129	0	0	15	103	0	118	10	116	33	0	159	406
Total	386	75	7	468	0	0	44	425	0	469	54	454	104	1	613	1550
05:00 PM	96	21	0	117	0	0	11	152	1	164	11	118	25	0	154	435
05:15 PM	116	14	0	130	0	0	6	100	0	106	14	130	33	0	177	413
05:30 PM	108	21	0	129	0	0	8	99	0	107	15	128	27	0	170	406
05:45 PM	106	22	0	128	0	0	3	86	0	89	13	78	22	0	113	330
Total	426	78	0	504	0	0	28	437	1	466	53	454	107	0	614	1584
Grand Total	1313	250	7	1570	0	0	137	1548	1	1686	175	1756	352	2	2285	5541
Apprch %	83.6	15.9	0.4		0		8.1	91.8	0.1		7.7	76.8	15.4	0.1		
Total %	23.7	4.5	0.1	28.3	0	0	2.5	27.9	0	30.4	3.2	31.7	6.4	0	41.2	

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Shoshone St / 2nd Ave S&W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Shoshone St & 2nd Ave S&W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 2



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014

Intersection: Shoshone St / 2nd Ave S&W

City, State: Twin Falls, Idaho

Control: Signalized

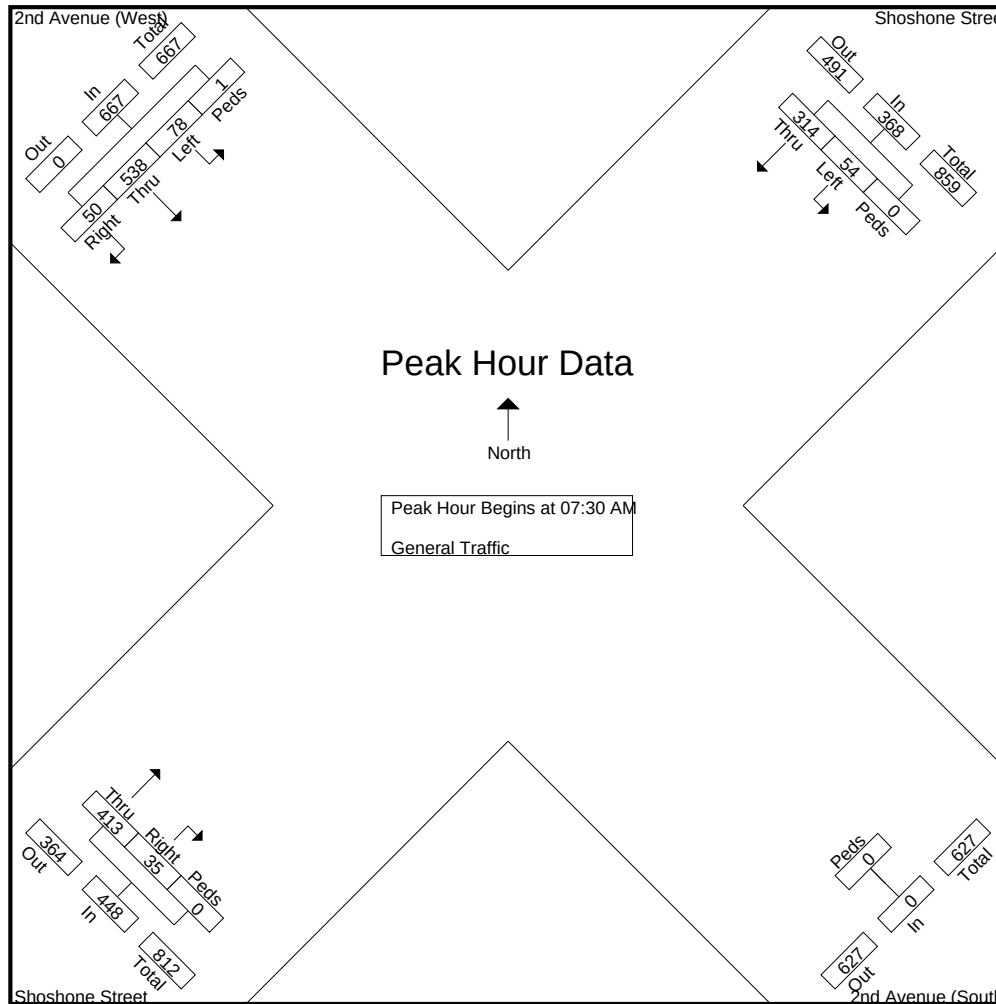
File Name : Shoshone St & 2nd Ave S&W

Site Code : 00000000

Start Date : 4/3/2019

Page No : 3

	Shoshone Street From Northeast				2nd Avenue (South) From Southeast		Shoshone Street From Southwest				2nd Avenue (West) From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	59	7	0	66	0	0	8	100	0	108	8	148	13	0	169	343
07:45 AM	91	19	0	110	0	0	7	133	0	140	16	164	17	1	198	448
08:00 AM	97	10	0	107	0	0	11	92	0	103	12	118	25	0	155	365
08:15 AM	67	18	0	85	0	0	9	88	0	97	14	108	23	0	145	327
Total Volume	314	54	0	368	0	0	35	413	0	448	50	538	78	1	667	1483
% App. Total	85.3	14.7	0		0		7.8	92.2	0		7.5	80.7	11.7	0.1		
PHF	.809	.711	.000	.836	.000	.000	.795	.776	.000	.800	.781	.820	.780	.250	.842	.828



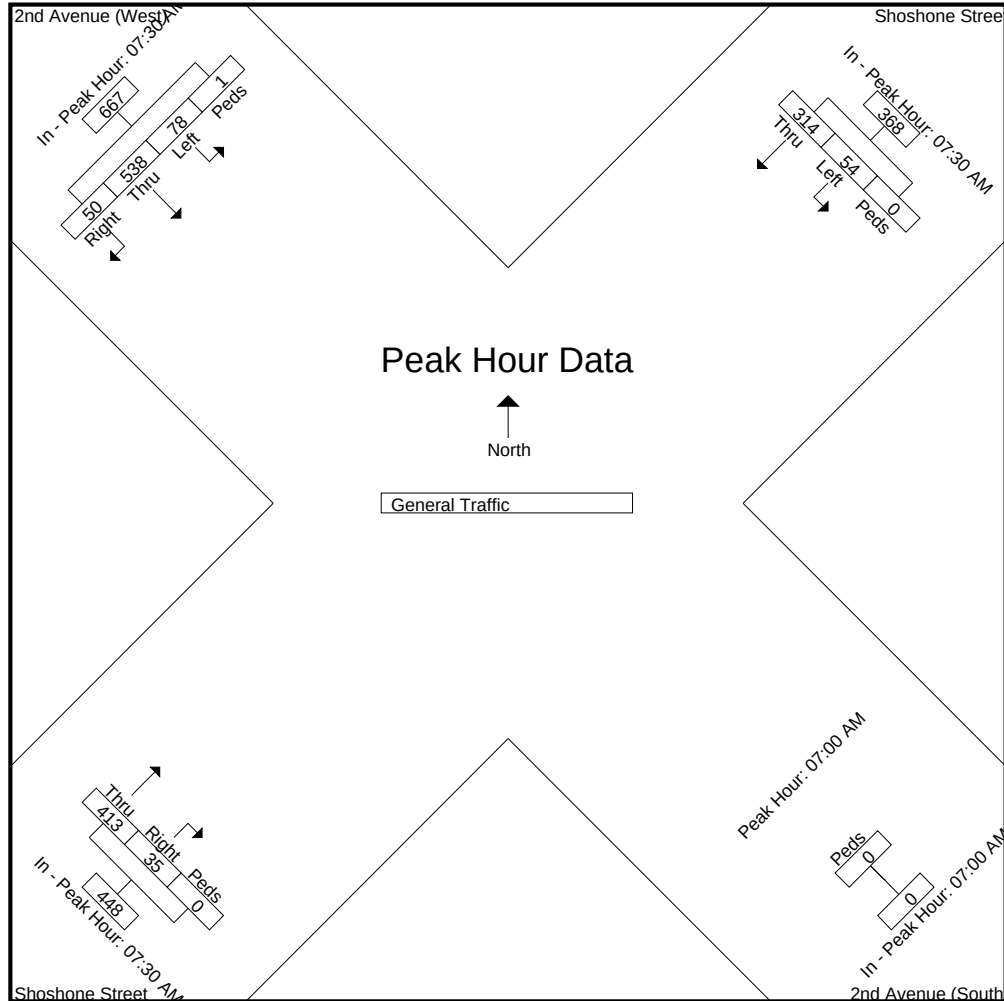
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Shoshone St / 2nd Ave S&W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Shoshone St & 2nd Ave S&W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 4

	Shoshone Street From Northeast				2nd Avenue (South) From Southeast		Shoshone Street From Southwest				2nd Avenue (West) From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:30 AM				07:00 AM		07:30 AM				07:30 AM					
+0 mins.	59	7	0	66	0	0	8	100	0	108	8	148	13	0	169	
+15 mins.	91	19	0	110	0	0	7	133	0	140	16	164	17	1	198	
+30 mins.	97	10	0	107	0	0	11	92	0	103	12	118	25	0	155	
+45 mins.	67	18	0	85	0	0	9	88	0	97	14	108	23	0	145	
Total Volume	314	54	0	368	0	0	35	413	0	448	50	538	78	1	667	
% App. Total	85.3	14.7	0		0		7.8	92.2	0		7.5	80.7	11.7	0.1		
PHF	.809	.711	.000	.836	.000	.000	.795	.776	.000	.800	.781	.820	.780	.250	.842	



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014

Intersection: Shoshone St / 2nd Ave S&W

City, State: Twin Falls, Idaho

Control: Signalized

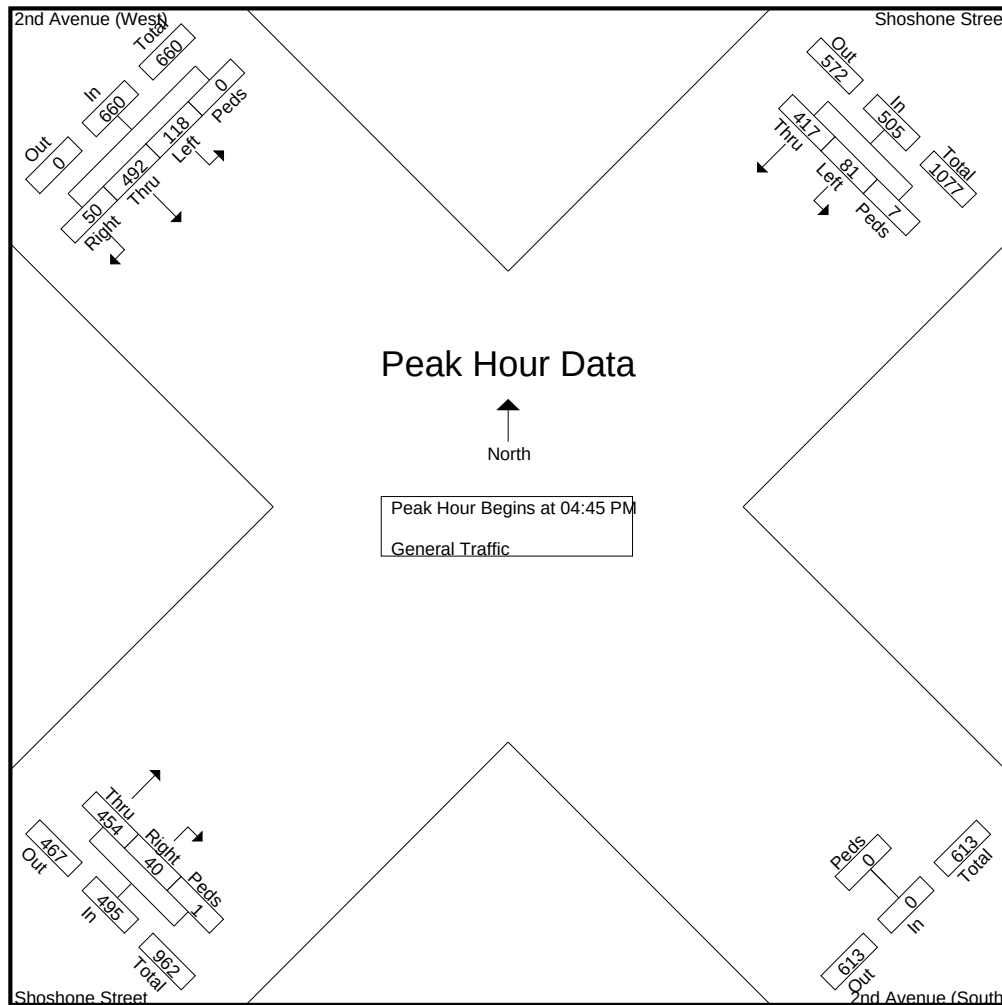
File Name : Shoshone St & 2nd Ave S&W

Site Code : 00000000

Start Date : 4/3/2019

Page No : 5

	Shoshone Street From Northeast				2nd Avenue (South) From Southeast		Shoshone Street From Southwest				2nd Avenue (West) From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																
04:45 PM	97	25	7	129	0	0	15	103	0	118	10	116	33	0	159	406
05:00 PM	96	21	0	117	0	0	11	152	1	164	11	118	25	0	154	435
05:15 PM	116	14	0	130	0	0	6	100	0	106	14	130	33	0	177	413
05:30 PM	108	21	0	129	0	0	8	99	0	107	15	128	27	0	170	406
Total Volume	417	81	7	505	0	0	40	454	1	495	50	492	118	0	660	1660
% App. Total	82.6	16	1.4		0		8.1	91.7	0.2		7.6	74.5	17.9	0		
PHF	.899	.810	.250	.971	.000	.000	.667	.747	.250	.755	.833	.946	.894	.000	.932	.954



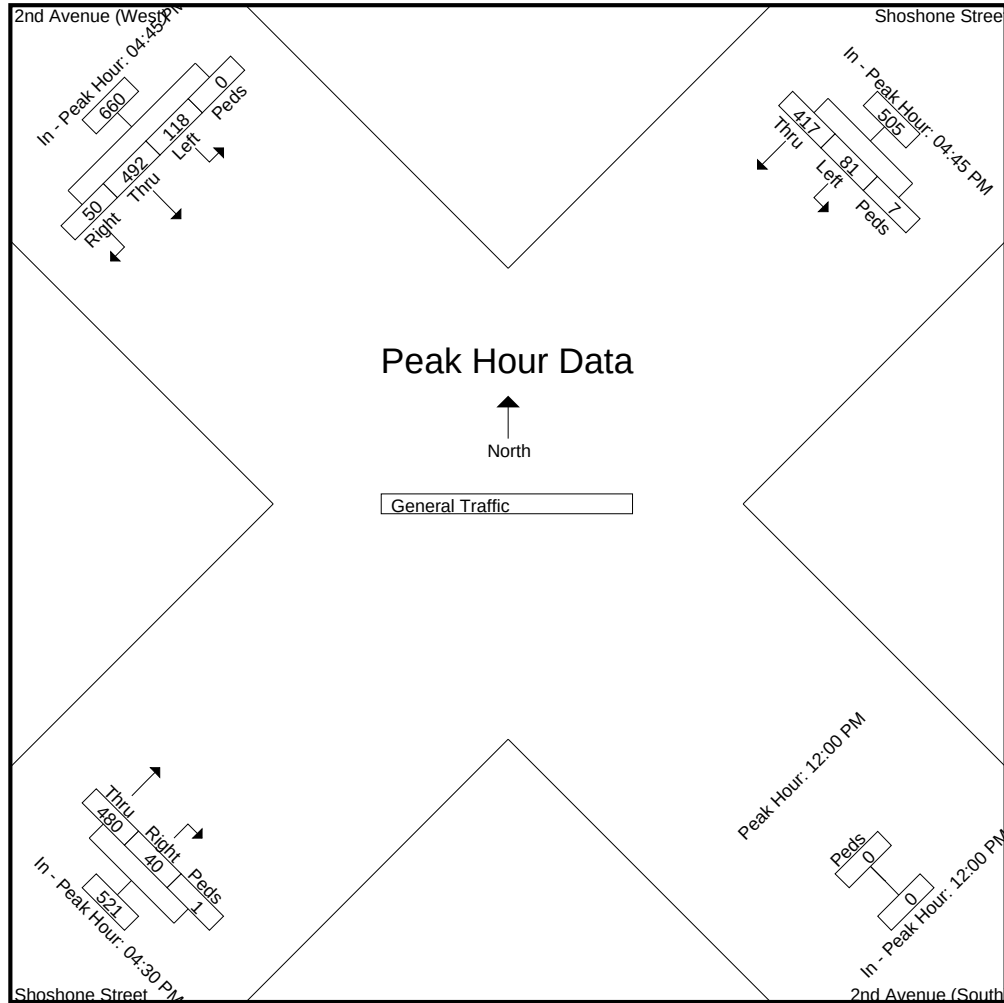
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Shoshone St / 2nd Ave S&W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Shoshone St & 2nd Ave S&W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 6

	Shoshone Street From Northeast				2nd Avenue (South) From Southeast		Shoshone Street From Southwest				2nd Avenue (West) From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:45 PM				12:00 PM		04:30 PM				04:45 PM					
+0 mins.	97	25	7	129	0	0	8	125	0	133	10	116	33	0	159	
+15 mins.	96	21	0	117	0	0	15	103	0	118	11	118	25	0	154	
+30 mins.	116	14	0	130	0	0	11	152	1	164	14	130	33	0	177	
+45 mins.	108	21	0	129	0	0	6	100	0	106	15	128	27	0	170	
Total Volume	417	81	7	505	0	0	40	480	1	521	50	492	118	0	660	
% App. Total	82.6	16	1.4		0		7.7	92.1	0.2		7.6	74.5	17.9	0		
PHF	.899	.810	.250	.971	.000	.000	.667	.789	.250	.794	.833	.946	.894	.000	.932	



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014

Intersection: Shoshone St / 2nd Ave S&W

City, State: Twin Falls, Idaho

Control: Signalized

File Name : Shoshone St & 2nd Ave S&W

Site Code : 00000000

Start Date : 4/3/2019

Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Shoshone St / 2nd Ave N&E
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Shoshone St & 2nd Ave N&E
Site Code : 00000000
Start Date : 4/3/2019
Page No : 1

Groups Printed- General Traffic

	Shoshone Street From Northeast				2nd Avenue East From Southeast					Shoshone Street From Southwest				2nd Avenue North From Northwest		
Start Time	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Int. Total
07:00 AM	6	48	0	54	8	43	4	0	55	38	1	1	40	0	0	149
07:15 AM	10	50	2	62	8	73	9	0	90	80	9	0	89	1	1	242
07:30 AM	7	63	0	70	7	98	8	0	113	79	22	0	101	0	0	284
07:45 AM	14	106	0	120	12	103	11	0	126	96	46	2	144	0	0	390
Total	37	267	2	306	35	317	32	0	384	293	78	3	374	1	1	1065
08:00 AM	17	97	1	115	16	76	13	0	105	93	21	1	115	2	2	337
08:15 AM	13	97	0	110	19	74	13	0	106	86	13	2	101	2	2	319
08:30 AM	17	63	1	81	12	99	9	0	120	86	19	2	107	2	2	310
08:45 AM	13	65	0	78	14	98	10	0	122	89	19	1	109	1	1	310
Total	60	322	2	384	61	347	45	0	453	354	72	6	432	7	7	1276

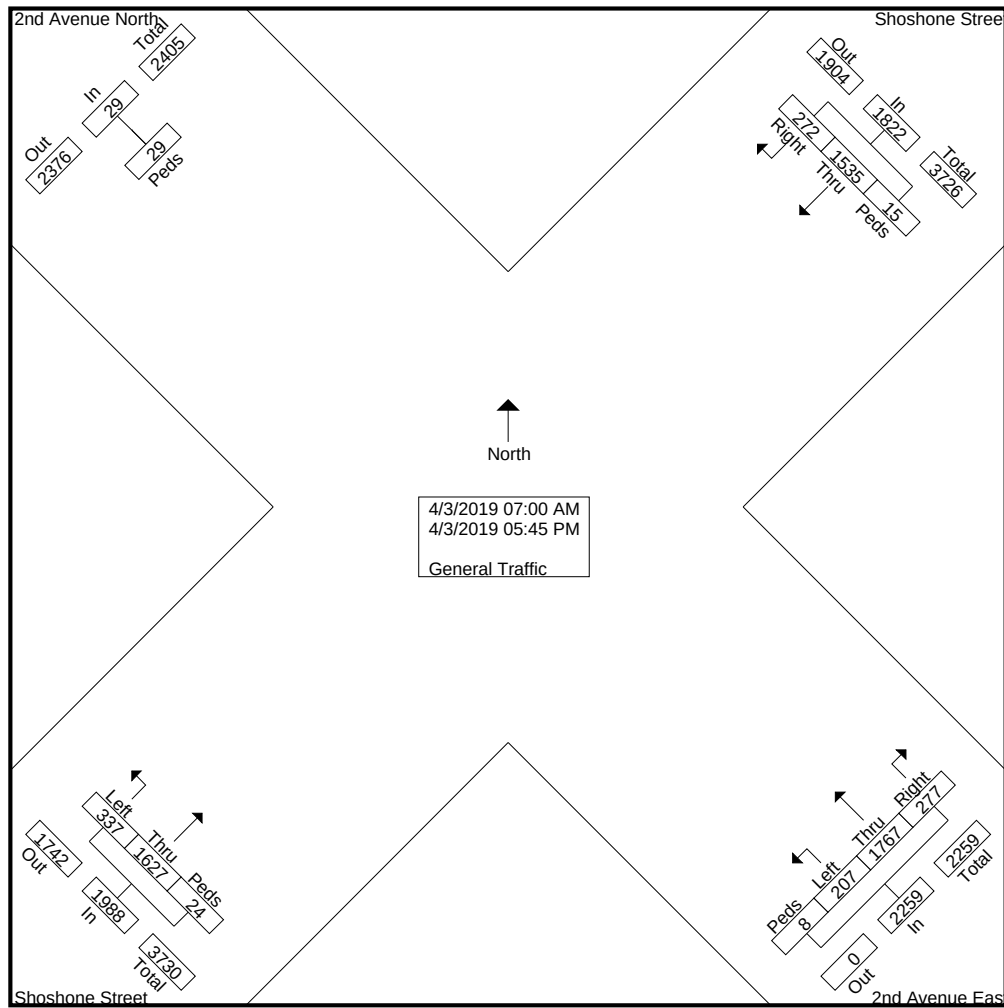
04:00 PM	22	110	0	132	33	124	25	0	182	121	22	2	145	3	3	462
04:15 PM	26	112	0	138	14	125	16	0	155	108	18	0	126	1	1	420
04:30 PM	22	102	0	124	21	132	15	1	169	137	31	1	169	2	2	464
04:45 PM	21	109	1	131	26	129	16	0	171	113	24	2	139	2	2	443
Total	91	433	1	525	94	510	72	1	677	479	95	5	579	8	8	1789
05:00 PM	29	138	2	169	29	202	19	0	250	167	30	4	201	1	1	621
05:15 PM	27	142	3	172	23	163	11	4	201	147	22	3	172	3	3	548
05:30 PM	8	117	3	128	20	136	12	2	170	96	21	2	119	4	4	421
05:45 PM	20	116	2	138	15	92	16	1	124	91	19	1	111	5	5	378
Total	84	513	10	607	87	593	58	7	745	501	92	10	603	13	13	1968
Grand Total	272	1535	15	1822	277	1767	207	8	2259	1627	337	24	1988	29	29	6098
Apprch %	14.9	84.2	0.8		12.3	78.2	9.2	0.4		81.8	17	1.2		100		
Total %	4.5	25.2	0.2	29.9	4.5	29	3.4	0.1	37	26.7	5.5	0.4	32.6	0.5	0.5	

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Shoshone St / 2nd Ave N&E
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Shoshone St & 2nd Ave N&E
Site Code : 00000000
Start Date : 4/3/2019
Page No : 2



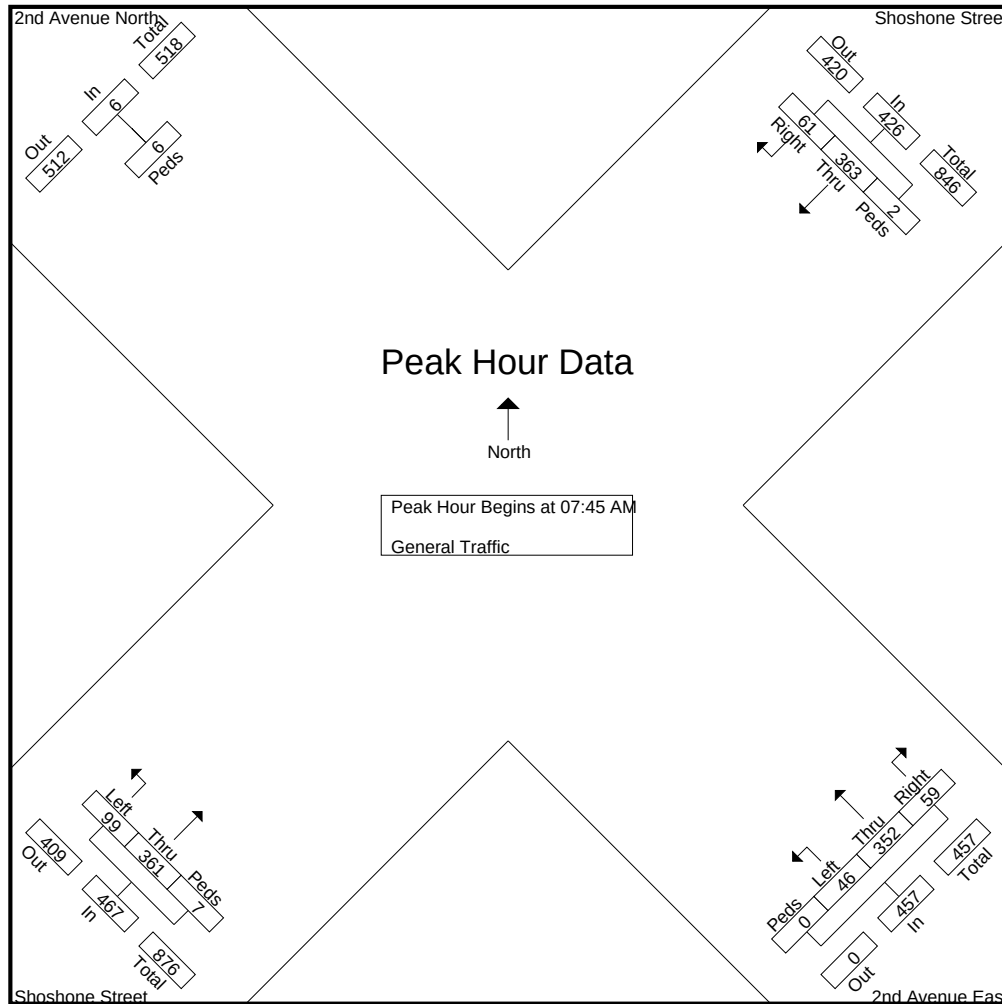
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Shoshone St / 2nd Ave N&E
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Shoshone St & 2nd Ave N&E
Site Code : 00000000
Start Date : 4/3/2019
Page No : 3

	Shoshone Street From Northeast				2nd Avenue East From Southeast					Shoshone Street From Southwest				2nd Avenue North From Northwest		
Start Time	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:45 AM																
07:45 AM	14	106	0	120	12	103	11	0	126	96	46	2	144	0	0	390
08:00 AM	17	97	1	115	16	76	13	0	105	93	21	1	115	2	2	337
08:15 AM	13	97	0	110	19	74	13	0	106	86	13	2	101	2	2	319
08:30 AM	17	63	1	81	12	99	9	0	120	86	19	2	107	2	2	310
Total Volume	61	363	2	426	59	352	46	0	457	361	99	7	467	6	6	1356
% App. Total	14.3	85.2	0.5		12.9	77	10.1	0		77.3	21.2	1.5		100		
PHF	.897	.856	.500	.888	.776	.854	.885	.000	.907	.940	.538	.875	.811	.750	.750	.869



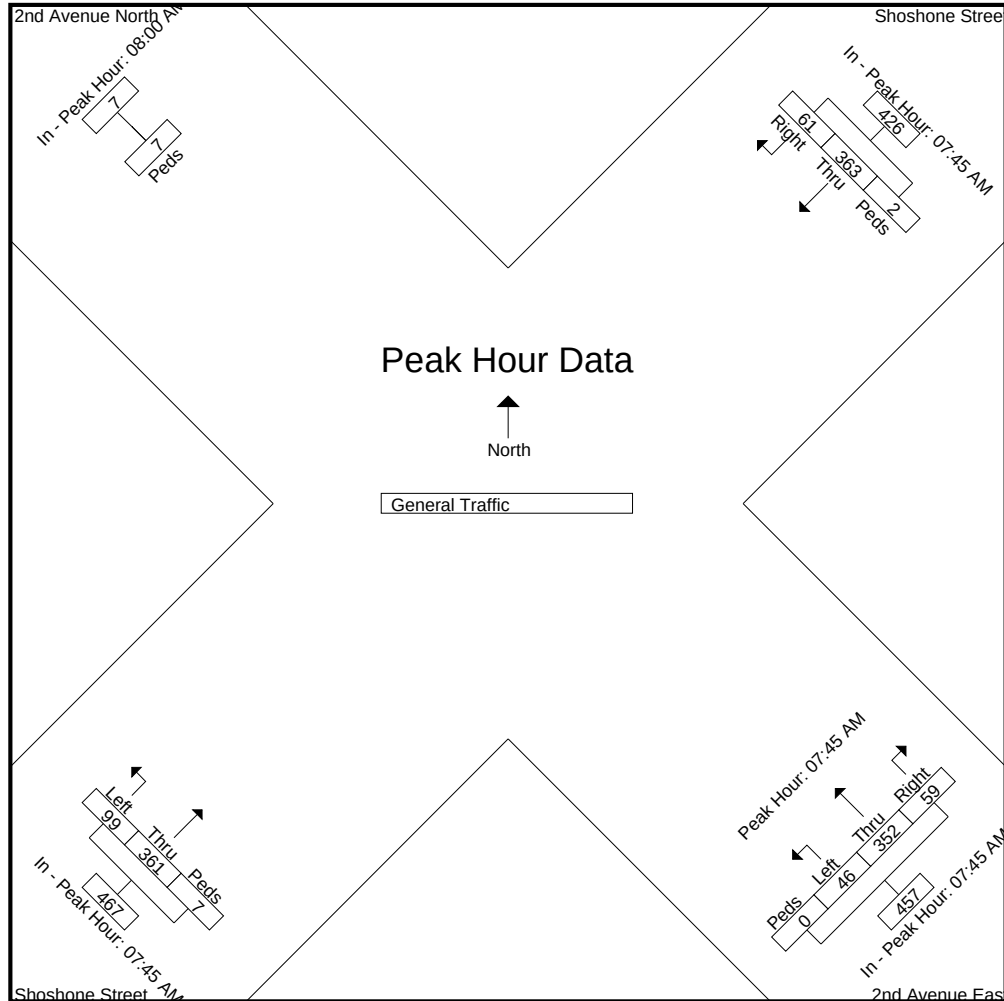
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Shoshone St / 2nd Ave N&E
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Shoshone St & 2nd Ave N&E
Site Code : 00000000
Start Date : 4/3/2019
Page No : 4

	Shoshone Street From Northeast				2nd Avenue East From Southeast					Shoshone Street From Southwest				2nd Avenue North From Northwest		
Start Time	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:45 AM				07:45 AM					07:45 AM				08:00 AM		
+0 mins.	14	106	0	120	12	103	11	0	126	96	46	2	144	2	2	
+15 mins.	17	97	1	115	16	76	13	0	105	93	21	1	115	2	2	
+30 mins.	13	97	0	110	19	74	13	0	106	86	13	2	101	2	2	
+45 mins.	17	63	1	81	12	99	9	0	120	86	19	2	107	1	1	
Total Volume	61	363	2	426	59	352	46	0	457	361	99	7	467	7	7	
% App. Total	14.3	85.2	0.5		12.9	77	10.1	0		77.3	21.2	1.5		100		
PHF	.897	.856	.500	.888	.776	.854	.885	.000	.907	.940	.538	.875	.811	.875	.875	



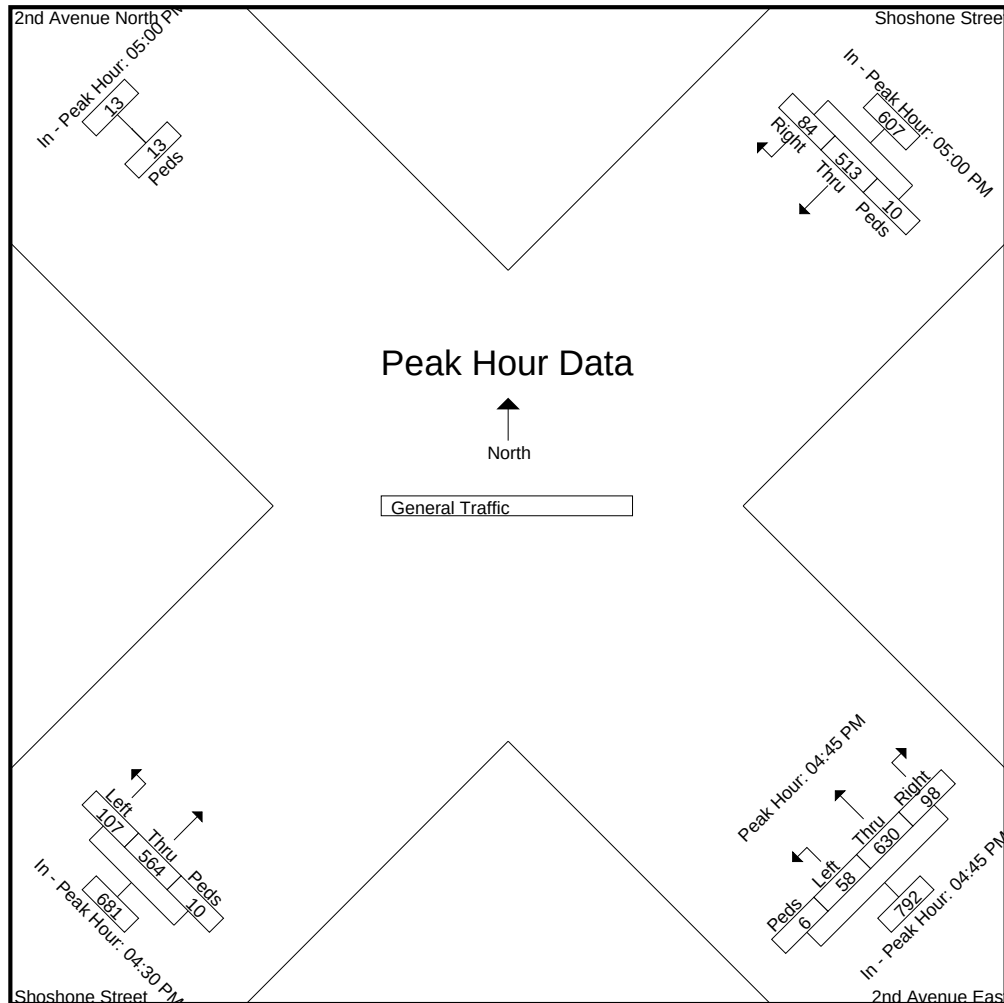
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Shoshone St / 2nd Ave N&E
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Shoshone St & 2nd Ave N&E
Site Code : 00000000
Start Date : 4/3/2019
Page No : 6

	Shoshone Street From Northeast				2nd Avenue East From Southeast					Shoshone Street From Southwest				2nd Avenue North From Northwest		
Start Time	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	05:00 PM				04:45 PM					04:30 PM				05:00 PM		
+0 mins.	29	138	2	169	26	129	16	0	171	137	31	1	169	1	1	
+15 mins.	27	142	3	172	29	202	19	0	250	113	24	2	139	3	3	
+30 mins.	8	117	3	128	23	163	11	4	201	167	30	4	201	4	4	
+45 mins.	20	116	2	138	20	136	12	2	170	147	22	3	172	5	5	
Total Volume	84	513	10	607	98	630	58	6	792	564	107	10	681	13	13	
% App. Total	13.8	84.5	1.6		12.4	79.5	7.3	0.8		82.8	15.7	1.5		100		
PHF	.724	.903	.833	.882	.845	.780	.763	.375	.792	.844	.863	.625	.847	.650	.650	



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014

Intersection: Shoshone St / 2nd Ave N&E

City, State: Twin Falls, Idaho

Control: Signalized

File Name : Shoshone St & 2nd Ave N&E

Site Code : 00000000

Start Date : 4/3/2019

Page No : 7

Image 1



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Fairfield St / 2nd Ave W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Fairfield St & 2nd Ave W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 1

Groups Printed- General Traffic

	Fairfield Street From Northeast				2nd Avenue W From Southeast		Fairfield Street From Southwest				2nd Avenue W From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	4	0	5	0	0	1	1	0	2	2	89	1	0	92	99
07:15 AM	1	2	0	3	0	0	0	0	0	0	3	128	4	0	135	138
07:30 AM	2	2	1	5	0	0	2	0	0	2	1	155	0	0	156	163
07:45 AM	4	5	0	9	0	0	0	1	0	1	5	226	5	1	237	247
Total	8	13	1	22	0	0	3	2	0	5	11	598	10	1	620	647
08:00 AM	2	3	0	5	0	0	0	3	0	3	0	138	7	0	145	153
08:15 AM	1	1	0	2	0	0	1	2	0	3	2	142	4	0	148	153
08:30 AM	4	8	0	12	1	1	0	1	0	1	2	91	2	1	96	110
08:45 AM	1	4	1	6	0	0	2	1	0	3	4	106	0	1	111	120
Total	8	16	1	25	1	1	3	7	0	10	8	477	13	2	500	536

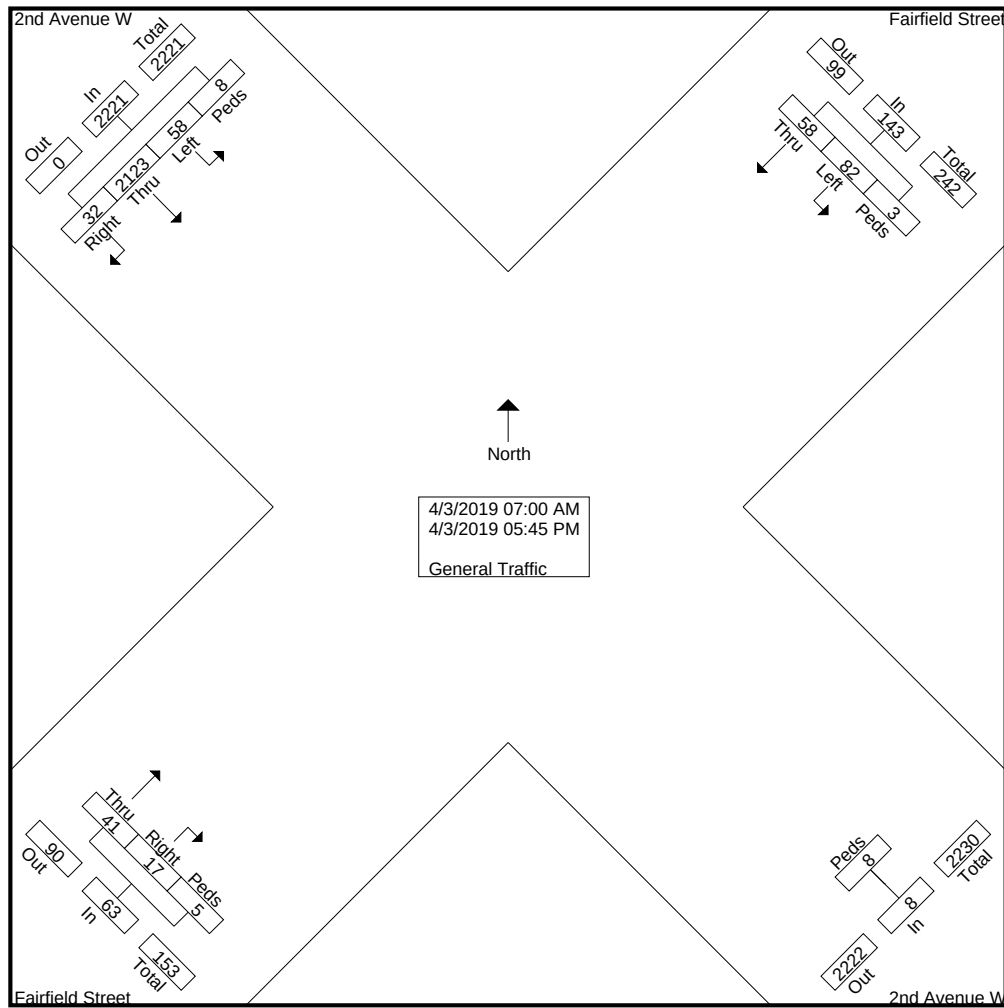
04:00 PM	4	5	0	9	1	1	3	1	2	6	2	139	6	1	148	164
04:15 PM	4	3	0	7	3	3	1	7	2	10	1	141	5	2	149	169
04:30 PM	5	7	0	12	3	3	1	1	0	2	3	127	3	1	134	151
04:45 PM	10	3	0	13	0	0	3	1	0	4	3	119	5	0	127	144
Total	23	18	0	41	7	7	8	10	4	22	9	526	19	4	558	628
05:00 PM	6	10	1	17	0	0	1	5	1	7	0	135	2	1	138	162
05:15 PM	5	12	0	17	0	0	0	3	0	3	1	137	7	0	145	165
05:30 PM	3	5	0	8	0	0	2	7	0	9	1	144	5	0	150	167
05:45 PM	5	8	0	13	0	0	0	7	0	7	2	106	2	0	110	130
Total	19	35	1	55	0	0	3	22	1	26	4	522	16	1	543	624
Grand Total	58	82	3	143	8	8	17	41	5	63	32	2123	58	8	2221	2435
Apprch %	40.6	57.3	2.1		100		27	65.1	7.9		1.4	95.6	2.6	0.4		
Total %	2.4	3.4	0.1	5.9	0.3	0.3	0.7	1.7	0.2	2.6	1.3	87.2	2.4	0.3	91.2	

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Fairfield St / 2nd Ave W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Fairfield St & 2nd Ave W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 2



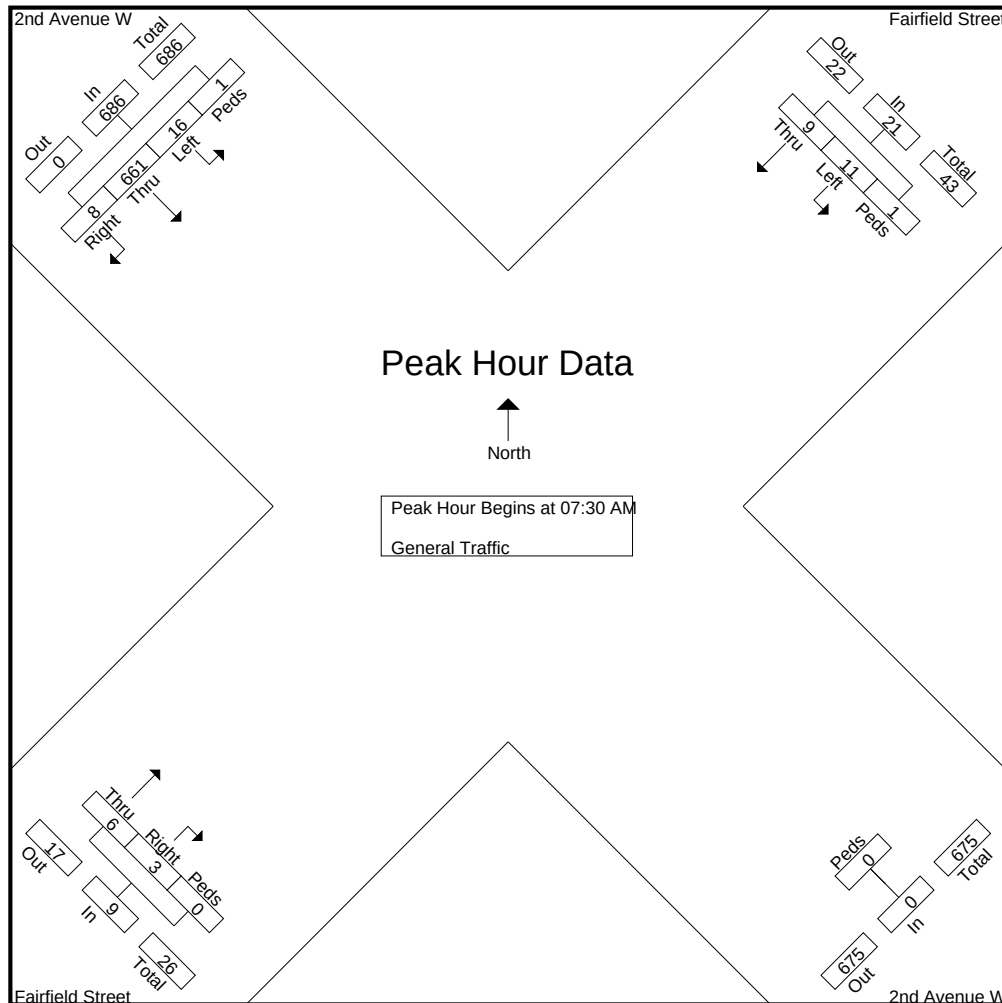
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Fairfield St / 2nd Ave W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Fairfield St & 2nd Ave W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 3

	Fairfield Street From Northeast				2nd Avenue W From Southeast		Fairfield Street From Southwest				2nd Avenue W From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:30 AM																
07:30 AM	2	2	1	5	0	0	2	0	0	2	1	155	0	0	156	163
07:45 AM	4	5	0	9	0	0	0	1	0	1	5	226	5	1	237	247
08:00 AM	2	3	0	5	0	0	0	3	0	3	0	138	7	0	145	153
08:15 AM	1	1	0	2	0	0	1	2	0	3	2	142	4	0	148	153
Total Volume	9	11	1	21	0	0	3	6	0	9	8	661	16	1	686	716
% App. Total	42.9	52.4	4.8		0		33.3	66.7	0		1.2	96.4	2.3	0.1		
PHF	.563	.550	.250	.583	.000	.000	.375	.500	.000	.750	.400	.731	.571	.250	.724	.725



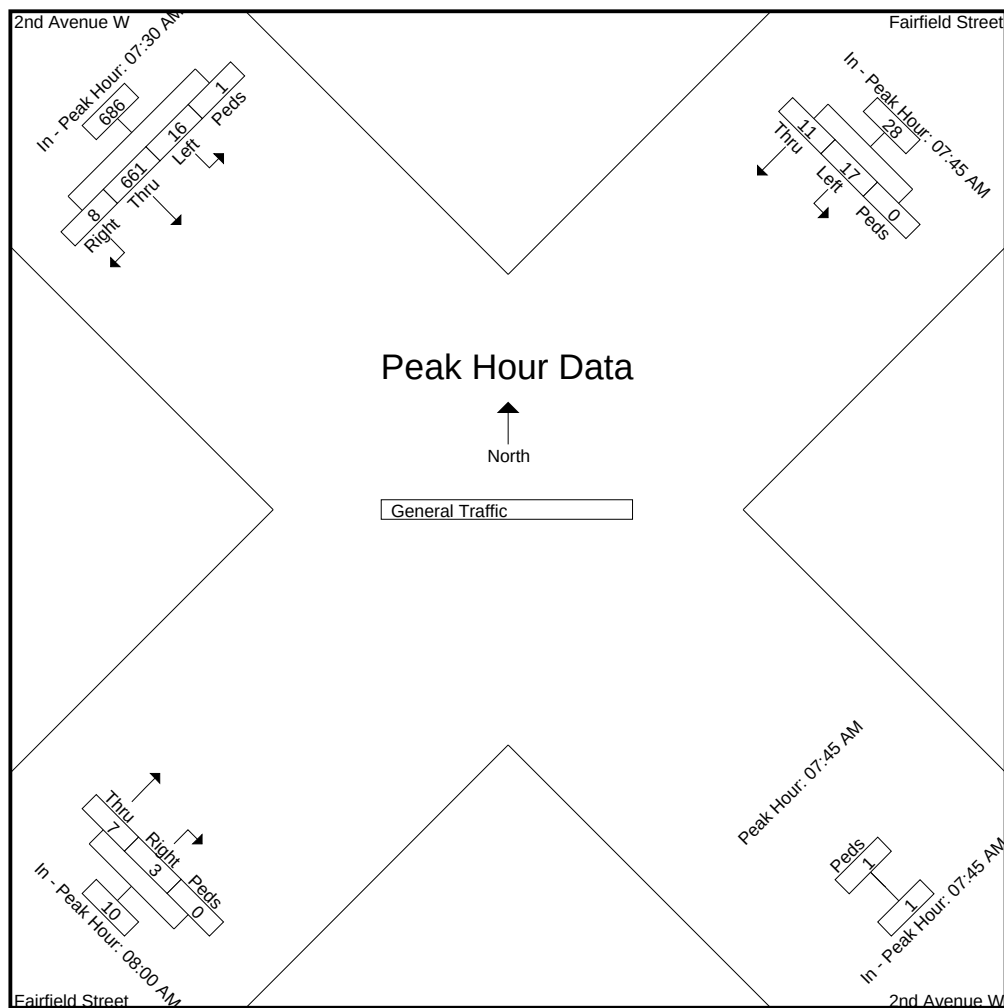
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Fairfield St / 2nd Ave W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Fairfield St & 2nd Ave W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 4

	Fairfield Street From Northeast				2nd Avenue W From Southeast		Fairfield Street From Southwest				2nd Avenue W From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	07:45 AM				07:45 AM		08:00 AM				07:30 AM					
+0 mins.	4	5	0	9	0	0	0	3	0	3	1	155	0	0	156	
+15 mins.	2	3	0	5	0	0	1	2	0	3	5	226	5	1	237	
+30 mins.	1	1	0	2	0	0	0	1	0	1	0	138	7	0	145	
+45 mins.	4	8	0	12	1	1	2	1	0	3	2	142	4	0	148	
Total Volume	11	17	0	28	1	1	3	7	0	10	8	661	16	1	686	
% App. Total	39.3	60.7	0		100		30	70	0		1.2	96.4	2.3	0.1		
PHF	.688	.531	.000	.583	.250	.250	.375	.583	.000	.833	.400	.731	.571	.250	.724	



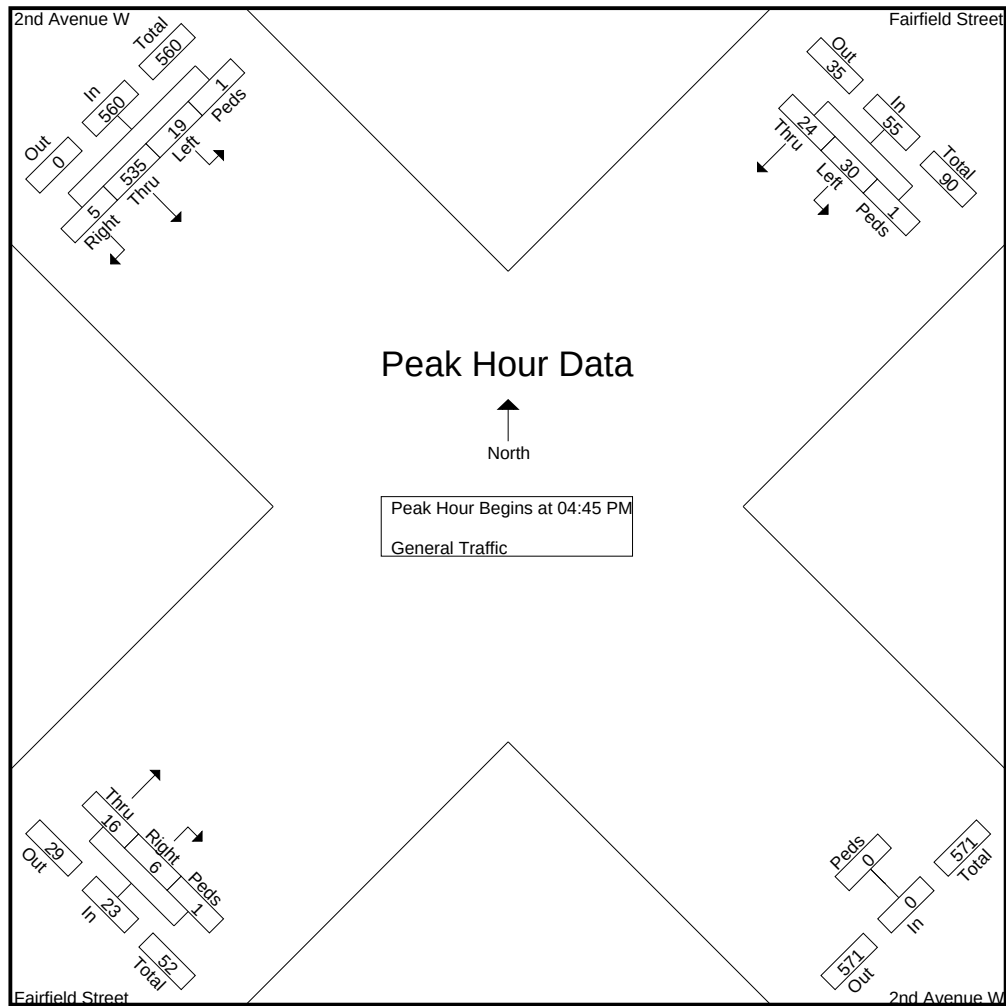
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Fairfield St / 2nd Ave W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Fairfield St & 2nd Ave W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 5

	Fairfield Street From Northeast				2nd Avenue W From Southeast		Fairfield Street From Southwest				2nd Avenue W From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 04:45 PM																
04:45 PM	10	3	0	13	0	0	3	1	0	4	3	119	5	0	127	144
05:00 PM	6	10	1	17	0	0	1	5	1	7	0	135	2	1	138	162
05:15 PM	5	12	0	17	0	0	0	3	0	3	1	137	7	0	145	165
05:30 PM	3	5	0	8	0	0	2	7	0	9	1	144	5	0	150	167
Total Volume	24	30	1	55	0	0	6	16	1	23	5	535	19	1	560	638
% App. Total	43.6	54.5	1.8		0		26.1	69.6	4.3		0.9	95.5	3.4	0.2		
PHF	.600	.625	.250	.809	.000	.000	.500	.571	.250	.639	.417	.929	.679	.250	.933	.955



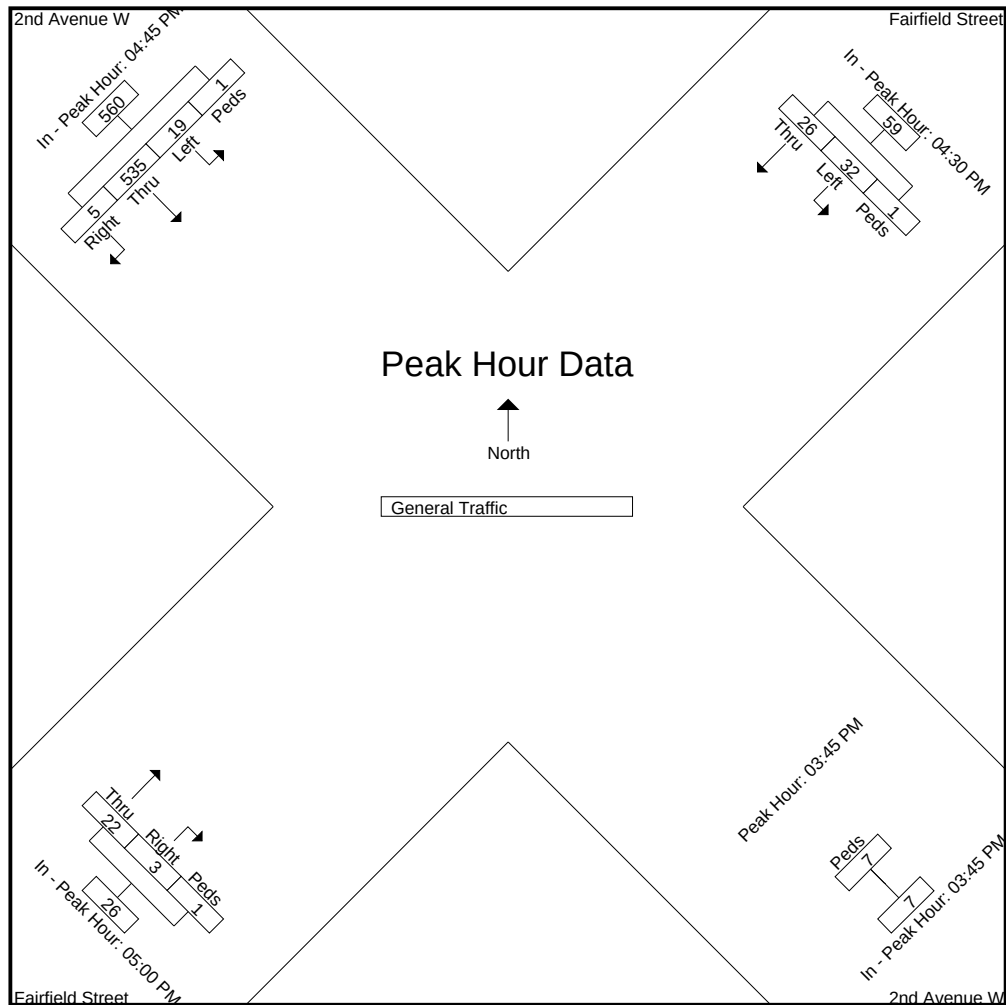
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Fairfield St / 2nd Ave W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Fairfield St & 2nd Ave W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 6

	Fairfield Street From Northeast				2nd Avenue W From Southeast		Fairfield Street From Southwest				2nd Avenue W From Northwest					
Start Time	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
	04:30 PM				03:45 PM		05:00 PM				04:45 PM					
+0 mins.	5	7	0	12	0	0	1	5	1	7	3	119	5	0	127	
+15 mins.	10	3	0	13	1	1	0	3	0	3	0	135	2	1	138	
+30 mins.	6	10	1	17	3	3	2	7	0	9	1	137	7	0	145	
+45 mins.	5	12	0	17	3	3	0	7	0	7	1	144	5	0	150	
Total Volume	26	32	1	59	7	7	3	22	1	26	5	535	19	1	560	
% App. Total	44.1	54.2	1.7		100		11.5	84.6	3.8		0.9	95.5	3.4	0.2		
PHF	.650	.667	.250	.868	.583	.583	.375	.786	.250	.722	.417	.929	.679	.250	.933	



L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: LOCH0014
Intersection: Fairfield St / 2nd Ave W
City, State: Twin Falls, Idaho
Control: Signalized

File Name : Fairfield St & 2nd Ave W
Site Code : 00000000
Start Date : 4/3/2019
Page No : 7

Image 1



HCM 2010 Signalized Intersection Summary
5: Shoshone St & 2nd Ave W

AM Baseline
08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑		↵	↑↑	
Traffic Volume (veh/h)	78	538	50	0	0	0	0	413	35	54	314	0
Future Volume (veh/h)	78	538	50	0	0	0	0	413	35	54	314	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1676	1676	0
Adj Flow Rate, veh/h	85	585	54				0	449	38	59	341	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	162	1197	113				0	1083	91	421	1593	0
Arrive On Green	0.34	0.34	0.34				0.00	0.36	0.36	0.02	0.17	0.00
Sat Flow, veh/h	483	3558	335				0	3058	251	1597	3269	0
Grp Volume(v), veh/h	254	243	227				0	240	247	59	341	0
Grp Sat Flow(s),veh/h/ln	1443	1526	1408				0	1593	1632	1597	1593	0
Q Serve(g_s), s	7.8	6.9	7.0				0.0	6.2	6.2	1.2	5.1	0.0
Cycle Q Clear(g_c), s	7.8	6.9	7.0				0.0	6.2	6.2	1.2	5.1	0.0
Prop In Lane	0.33		0.24				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	485	513	474				0	580	594	421	1593	0
V/C Ratio(X)	0.52	0.47	0.48				0.00	0.41	0.42	0.14	0.21	0.00
Avail Cap(c_a), veh/h	485	513	474				0	580	594	480	1593	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	0.97	0.97	0.97				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	14.7	14.4	14.4				0.0	13.1	13.1	9.5	13.6	0.0
Incr Delay (d2), s/veh	3.9	3.0	3.3				0.0	2.2	2.1	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.3	3.1				0.0	3.1	3.2	0.5	2.3	0.0
LnGrp Delay(d),s/veh	18.6	17.4	17.8				0.0	15.3	15.2	9.7	13.9	0.0
LnGrp LOS	B	B	B					B	B	A	B	
Approach Vol, veh/h		724						487			400	
Approach Delay, s/veh		18.0						15.2			13.3	
Approach LOS		B						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			7.5	24.5		23.0		32.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.0	18.0		18.5		27.5				
Max Q Clear Time (g_c+I1), s			3.2	8.2		9.8		7.1				
Green Ext Time (p_c), s			0.0	3.8		2.8		5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			16.0									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
6: Shoshone St & 2nd Ave E

AM Baseline
08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					←↑↑↑		↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	46	352	59	99	361	0	0	363	61
Future Volume (veh/h)	0	0	0	46	352	59	99	361	0	0	363	61
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				0.88	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1676	1710	1676	1676	0	0	1676	1710
Adj Flow Rate, veh/h				50	383	64	108	392	0	0	395	66
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				135	1100	185	452	1622	0	0	968	160
Arrive On Green				0.33	0.33	0.33	0.02	0.17	0.00	0.00	0.35	0.35
Sat Flow, veh/h				412	3360	566	1597	3269	0	0	2819	454
Grp Volume(v), veh/h				175	167	154	108	392	0	0	229	232
Grp Sat Flow(s),veh/h/ln				1446	1526	1367	1597	1593	0	0	1593	1596
Q Serve(g_s), s				5.1	4.6	4.7	2.1	5.9	0.0	0.0	6.0	6.1
Cycle Q Clear(g_c), s				5.1	4.6	4.7	2.1	5.9	0.0	0.0	6.0	6.1
Prop In Lane				0.29		0.41	1.00		0.00	0.00		0.28
Lane Grp Cap(c), veh/h				473	499	447	452	1622	0	0	564	565
V/C Ratio(X)				0.37	0.33	0.35	0.24	0.24	0.00	0.00	0.41	0.41
Avail Cap(c_a), veh/h				473	499	447	494	1622	0	0	564	565
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.93	0.93	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.2	14.0	14.0	9.7	13.7	0.0	0.0	13.4	13.4
Incr Delay (d2), s/veh				2.2	1.8	2.1	0.3	0.3	0.0	0.0	2.2	2.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.3	2.2	2.0	1.0	2.7	0.0	0.0	2.9	3.0
LnGrp Delay(d),s/veh				16.4	15.8	16.1	9.9	14.0	0.0	0.0	15.6	15.6
LnGrp LOS				B	B	B	A	B			B	B
Approach Vol, veh/h					497			500			461	
Approach Delay, s/veh					16.1			13.1			15.6	
Approach LOS					B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		22.5		32.5			8.5	24.0				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		18.0		28.0			5.5	18.0				
Max Q Clear Time (g_c+I1), s		7.1		7.9			4.1	8.1				
Green Ext Time (p_c), s		2.1		5.7			0.0	4.0				
Intersection Summary												
HCM 2010 Ctrl Delay				14.9								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
9: Fairfield St & 2nd Ave W

AM Baseline
08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑			↑	
Traffic Volume (veh/h)	16	661	8	0	0	0	0	6	3	11	9	0
Future Volume (veh/h)	16	661	8	0	0	0	0	6	3	11	9	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	0.88	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1710	1676	0
Adj Flow Rate, veh/h	17	718	9				0	7	3	12	10	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	57	2571	33				0	276	118	275	205	0
Arrive On Green	0.60	0.60	0.60				0.00	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	95	4294	55				0	975	418	714	725	0
Grp Volume(v), veh/h	260	247	236				0	0	10	22	0	0
Grp Sat Flow(s),veh/h/ln	1462	1526	1457				0	0	1393	1440	0	0
Q Serve(g_s), s	6.6	5.9	5.9				0.0	0.0	0.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.6	5.9	5.9				0.0	0.0	0.4	0.7	0.0	0.0
Prop In Lane	0.07		0.04				0.00		0.30	0.55		0.00
Lane Grp Cap(c), veh/h	875	913	872				0	0	394	480	0	0
V/C Ratio(X)	0.30	0.27	0.27				0.00	0.00	0.03	0.05	0.00	0.00
Avail Cap(c_a), veh/h	875	913	872				0	0	394	480	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	7.3	7.3				0.0	0.0	19.7	19.8	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.7	0.8				0.0	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.7	2.5				0.0	0.0	0.2	0.4	0.0	0.0
LnGrp Delay(d),s/veh	8.3	8.0	8.1				0.0	0.0	19.8	20.0	0.0	0.0
LnGrp LOS	A	A	A						B	B		
Approach Vol, veh/h		744						10			22	
Approach Delay, s/veh		8.1						19.8			20.0	
Approach LOS		A						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				26.0		50.0		26.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				21.5		45.5		21.5				
Max Q Clear Time (g_c+I1), s				2.4		8.6		2.7				
Green Ext Time (p_c), s				0.1		4.8		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			8.6									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
5: Shoshone St & 2nd Ave W

PM Baseline
08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑		↵	↑↑	
Traffic Volume (veh/h)	118	492	50	0	0	0	0	454	40	81	417	0
Future Volume (veh/h)	118	492	50	0	0	0	0	454	40	81	417	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1676	1676	0
Adj Flow Rate, veh/h	128	535	54				0	493	43	88	453	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	239	1078	110				0	1068	93	419	1622	0
Arrive On Green	0.33	0.33	0.33				0.00	0.36	0.36	0.07	0.51	0.00
Sat Flow, veh/h	731	3295	338				0	3049	258	1597	3269	0
Grp Volume(v), veh/h	250	241	225				0	264	272	88	453	0
Grp Sat Flow(s),veh/h/ln	1430	1526	1407				0	1593	1631	1597	1593	0
Q Serve(g_s), s	7.9	7.0	7.0				0.0	7.0	7.0	1.7	4.5	0.0
Cycle Q Clear(g_c), s	7.9	7.0	7.0				0.0	7.0	7.0	1.7	4.5	0.0
Prop In Lane	0.51		0.24				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	468	499	461				0	573	587	419	1622	0
V/C Ratio(X)	0.53	0.48	0.49				0.00	0.46	0.46	0.21	0.28	0.00
Avail Cap(c_a), veh/h	468	499	461				0	573	587	471	1622	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.98	0.98	0.98				0.00	1.00	1.00	0.81	0.81	0.00
Uniform Delay (d), s/veh	15.1	14.8	14.8				0.0	13.5	13.5	9.2	7.7	0.0
Incr Delay (d2), s/veh	4.3	3.3	3.6				0.0	2.7	2.6	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	3.3	3.2				0.0	3.4	3.6	0.8	2.0	0.0
LnGrp Delay(d),s/veh	19.4	18.1	18.4				0.0	16.2	16.1	9.4	7.8	0.0
LnGrp LOS	B	B	B					B	B	A	A	
Approach Vol, veh/h		717						536			541	
Approach Delay, s/veh		18.6						16.1			8.1	
Approach LOS		B						B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			8.2	24.3		22.5		32.5				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.5	18.0		18.0		28.0				
Max Q Clear Time (g_c+l1), s			3.7	9.0		9.9		6.5				
Green Ext Time (p_c), s			0.0	4.3		2.6		6.9				
Intersection Summary												
HCM 2010 Ctrl Delay			14.7									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary

6: Shoshone St & 2nd Ave E

PM Baseline
08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑		↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	61	626	99	107	564	0	0	491	99
Future Volume (veh/h)	0	0	0	61	626	99	107	564	0	0	491	99
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				0.88	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1676	1710	1676	1676	0	0	1676	1710
Adj Flow Rate, veh/h				66	680	108	116	613	0	0	534	108
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				103	1132	184	383	1622	0	0	928	187
Arrive On Green				0.33	0.33	0.33	0.02	0.17	0.00	0.00	0.35	0.35
Sat Flow, veh/h				316	3458	562	1597	3269	0	0	2722	531
Grp Volume(v), veh/h				303	290	261	116	613	0	0	321	321
Grp Sat Flow(s),veh/h/ln				1451	1526	1359	1597	1593	0	0	1593	1577
Q Serve(g_s), s				9.8	8.7	8.8	2.3	9.4	0.0	0.0	9.0	9.1
Cycle Q Clear(g_c), s				9.8	8.7	8.8	2.3	9.4	0.0	0.0	9.0	9.1
Prop In Lane				0.22		0.41	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				475	499	445	383	1622	0	0	560	555
V/C Ratio(X)				0.64	0.58	0.59	0.30	0.38	0.00	0.00	0.57	0.58
Avail Cap(c_a), veh/h				475	499	445	422	1622	0	0	560	555
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				15.7	15.4	15.4	10.4	15.1	0.0	0.0	14.5	14.5
Incr Delay (d2), s/veh				6.4	4.9	5.6	0.4	0.6	0.0	0.0	1.4	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	4.3	4.0	1.0	4.3	0.0	0.0	4.2	4.1
LnGrp Delay(d),s/veh				22.2	20.2	21.0	10.8	15.8	0.0	0.0	15.9	16.0
LnGrp LOS				C	C	C	B	B			B	B
Approach Vol, veh/h					854			729			642	
Approach Delay, s/veh					21.2			15.0			15.9	
Approach LOS					C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		22.5		32.5			8.7	23.8				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		18.0		28.0			5.5	18.0				
Max Q Clear Time (g_c+I1), s		11.8		11.4			4.3	11.1				
Green Ext Time (p_c), s		2.6		8.0			0.0	4.3				
Intersection Summary												
HCM 2010 Ctrl Delay				17.6								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
9: Fairfield St & 2nd Ave W

PM Baseline
08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑			↑	
Traffic Volume (veh/h)	19	535	5	0	0	0	0	16	6	30	24	0
Future Volume (veh/h)	19	535	5	0	0	0	0	16	6	30	24	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	0.88	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1710	1676	0
Adj Flow Rate, veh/h	21	582	5				0	17	7	33	26	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	86	2553	23				0	279	115	279	197	0
Arrive On Green	0.60	0.60	0.60				0.00	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	144	4264	38				0	988	407	727	695	0
Grp Volume(v), veh/h	213	202	194				0	0	24	59	0	0
Grp Sat Flow(s),veh/h/ln	1460	1526	1460				0	0	1395	1422	0	0
Q Serve(g_s), s	5.2	4.7	4.7				0.0	0.0	1.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	5.2	4.7	4.7				0.0	0.0	1.0	2.1	0.0	0.0
Prop In Lane	0.10		0.03				0.00		0.29	0.56		0.00
Lane Grp Cap(c), veh/h	874	913	874				0	0	395	476	0	0
V/C Ratio(X)	0.24	0.22	0.22				0.00	0.00	0.06	0.12	0.00	0.00
Avail Cap(c_a), veh/h	874	913	874				0	0	395	476	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	7.1	7.1				0.0	0.0	19.9	20.3	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.6	0.6				0.0	0.0	0.3	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.0	2.0				0.0	0.0	0.4	1.0	0.0	0.0
LnGrp Delay(d),s/veh	7.8	7.6	7.6				0.0	0.0	20.2	20.8	0.0	0.0
LnGrp LOS	A	A	A						C	C		
Approach Vol, veh/h		608						24			59	
Approach Delay, s/veh		7.7						20.2			20.8	
Approach LOS		A						C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				26.0		50.0		26.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				21.5		45.5		21.5				
Max Q Clear Time (g_c+l1), s				3.0		7.2		4.1				
Green Ext Time (p_c), s				0.3		3.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			9.2									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
5: Shoshone St & 2nd Ave W

AM Baseline 2039

08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑		↘	↑↑	
Traffic Volume (veh/h)	78	538	50	0	0	0	0	413	35	54	314	0
Future Volume (veh/h)	78	538	50	0	0	0	0	413	35	54	314	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1676	1676	0
Adj Flow Rate, veh/h	109	754	70				0	579	49	76	440	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	162	1197	114				0	1058	89	373	1593	0
Arrive On Green	0.34	0.34	0.34				0.00	0.36	0.36	0.02	0.17	0.00
Sat Flow, veh/h	480	3557	338				0	3057	251	1597	3269	0
Grp Volume(v), veh/h	327	314	291				0	310	318	76	440	0
Grp Sat Flow(s),veh/h/ln	1443	1526	1407				0	1593	1632	1597	1593	0
Q Serve(g_s), s	10.7	9.5	9.5				0.0	8.6	8.6	1.5	6.6	0.0
Cycle Q Clear(g_c), s	10.7	9.5	9.5				0.0	8.6	8.6	1.5	6.6	0.0
Prop In Lane	0.33		0.24				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	485	513	473				0	567	581	373	1593	0
V/C Ratio(X)	0.67	0.61	0.62				0.00	0.55	0.55	0.20	0.28	0.00
Avail Cap(c_a), veh/h	485	513	473				0	567	581	419	1593	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)	0.94	0.94	0.94				0.00	1.00	1.00	0.84	0.84	0.00
Uniform Delay (d), s/veh	15.7	15.3	15.3				0.0	14.2	14.2	10.2	14.3	0.0
Incr Delay (d2), s/veh	6.9	5.1	5.6				0.0	3.8	3.7	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	4.7	4.4				0.0	4.3	4.4	0.7	3.0	0.0
LnGrp Delay(d),s/veh	22.6	20.3	20.9				0.0	17.9	17.9	10.4	14.6	0.0
LnGrp LOS	C	C	C					B	B	B	B	
Approach Vol, veh/h		933						628			516	
Approach Delay, s/veh		21.3						17.9			14.0	
Approach LOS		C						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			7.9	24.1		23.0		32.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.0	18.0		18.5		27.5				
Max Q Clear Time (g_c+I1), s			3.5	10.6		12.7		8.6				
Green Ext Time (p_c), s			0.0	4.0		2.7		7.1				
Intersection Summary												
HCM 2010 Ctrl Delay			18.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
6: Shoshone St & 2nd Ave E

AM Baseline 2039

08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	46	352	59	99	361	0	0	363	61
Future Volume (veh/h)	0	0	0	46	352	59	99	361	0	0	363	61
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				0.88	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1676	1710	1676	1676	0	0	1676	1710
Adj Flow Rate, veh/h				65	497	83	140	510	0	0	513	86
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				135	1099	186	402	1622	0	0	948	158
Arrive On Green				0.33	0.33	0.33	0.03	0.17	0.00	0.00	0.35	0.35
Sat Flow, veh/h				413	3357	569	1597	3269	0	0	2816	456
Grp Volume(v), veh/h				228	218	199	140	510	0	0	298	301
Grp Sat Flow(s),veh/h/ln				1446	1526	1366	1597	1593	0	0	1593	1596
Q Serve(g_s), s				6.9	6.2	6.3	2.8	7.7	0.0	0.0	8.3	8.3
Cycle Q Clear(g_c), s				6.9	6.2	6.3	2.8	7.7	0.0	0.0	8.3	8.3
Prop In Lane				0.29		0.42	1.00		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				473	499	447	402	1622	0	0	553	554
V/C Ratio(X)				0.48	0.44	0.45	0.35	0.31	0.00	0.00	0.54	0.54
Avail Cap(c_a), veh/h				473	499	447	434	1622	0	0	553	554
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.86	0.86	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.8	14.5	14.6	10.5	14.4	0.0	0.0	14.4	14.4
Incr Delay (d2), s/veh				3.5	2.8	3.2	0.4	0.4	0.0	0.0	3.7	3.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	2.9	2.8	1.3	3.5	0.0	0.0	4.2	4.3
LnGrp Delay(d),s/veh				18.3	17.3	17.8	10.9	14.9	0.0	0.0	18.2	18.2
LnGrp LOS				B	B	B	B	B			B	B
Approach Vol, veh/h					645			650			599	
Approach Delay, s/veh					17.8			14.0			18.2	
Approach LOS					B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		22.5		32.5			8.9	23.6				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		18.0		28.0			5.5	18.0				
Max Q Clear Time (g_c+I1), s		8.9		9.7			4.8	10.3				
Green Ext Time (p_c), s		2.5		7.3			0.0	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay				16.6								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
9: Fairfield St & 2nd Ave W

AM Baseline 2039
08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑			↑	
Traffic Volume (veh/h)	16	661	8	0	0	0	0	6	3	11	9	0
Future Volume (veh/h)	16	661	8	0	0	0	0	6	3	11	9	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	0.88	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1710	1676	0
Adj Flow Rate, veh/h	22	927	11				0	8	4	15	13	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	57	2573	31				0	261	131	271	210	0
Arrive On Green	0.60	0.60	0.60				0.00	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	96	4297	53				0	924	462	700	742	0
Grp Volume(v), veh/h	336	319	305				0	0	12	28	0	0
Grp Sat Flow(s),veh/h/ln	1462	1526	1458				0	0	1385	1443	0	0
Q Serve(g_s), s	9.1	8.1	8.1				0.0	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.1	8.1	8.1				0.0	0.0	0.5	0.9	0.0	0.0
Prop In Lane	0.07		0.04				0.00		0.33	0.54		0.00
Lane Grp Cap(c), veh/h	875	913	873				0	0	392	481	0	0
V/C Ratio(X)	0.38	0.35	0.35				0.00	0.00	0.03	0.06	0.00	0.00
Avail Cap(c_a), veh/h	875	913	873				0	0	392	481	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	7.7	7.7				0.0	0.0	19.7	19.9	0.0	0.0
Incr Delay (d2), s/veh	1.3	1.1	1.1				0.0	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.6	3.5				0.0	0.0	0.2	0.5	0.0	0.0
LnGrp Delay(d),s/veh	9.2	8.8	8.8				0.0	0.0	19.9	20.1	0.0	0.0
LnGrp LOS	A	A	A						B	C		
Approach Vol, veh/h		960						12			28	
Approach Delay, s/veh		9.0						19.9			20.1	
Approach LOS		A						B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				26.0		50.0		26.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				21.5		45.5		21.5				
Max Q Clear Time (g_c+I1), s				2.5		11.1		2.9				
Green Ext Time (p_c), s				0.1		6.6		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			9.4									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
5: Shoshone St & 2nd Ave W

PM Baseline 2039

08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑		↑	↑↑	
Traffic Volume (veh/h)	118	492	50	0	0	0	0	454	40	81	417	0
Future Volume (veh/h)	118	492	50	0	0	0	0	454	40	81	417	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1676	1676	0
Adj Flow Rate, veh/h	165	690	70				0	637	56	114	585	0
Adj No. of Lanes	0	3	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	239	1077	111				0	1044	92	368	1622	0
Arrive On Green	0.33	0.33	0.33				0.00	0.35	0.35	0.07	0.51	0.00
Sat Flow, veh/h	731	3292	340				0	3047	260	1597	3269	0
Grp Volume(v), veh/h	323	312	290				0	342	351	114	585	0
Grp Sat Flow(s),veh/h/ln	1430	1526	1407				0	1593	1630	1597	1593	0
Q Serve(g_s), s	10.8	9.5	9.6				0.0	9.7	9.8	2.3	6.1	0.0
Cycle Q Clear(g_c), s	10.8	9.5	9.6				0.0	9.7	9.8	2.3	6.1	0.0
Prop In Lane	0.51		0.24				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	468	499	460				0	561	574	368	1622	0
V/C Ratio(X)	0.69	0.63	0.63				0.00	0.61	0.61	0.31	0.36	0.00
Avail Cap(c_a), veh/h	468	499	460				0	561	574	408	1622	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97				0.00	1.00	1.00	0.62	0.62	0.00
Uniform Delay (d), s/veh	16.1	15.7	15.7				0.0	14.7	14.7	10.0	8.1	0.0
Incr Delay (d2), s/veh	7.8	5.6	6.2				0.0	4.9	4.8	0.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	4.8	4.5				0.0	5.0	5.2	1.0	2.6	0.0
LnGrp Delay(d),s/veh	23.9	21.3	21.9				0.0	19.6	19.5	10.3	8.2	0.0
LnGrp LOS	C	C	C					B	B	B	A	
Approach Vol, veh/h		925						693			699	
Approach Delay, s/veh		22.4						19.5			8.5	
Approach LOS		C						B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			8.6	23.9		22.5		32.5				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.5	18.0		18.0		28.0				
Max Q Clear Time (g_c+I1), s			4.3	11.8		12.8		8.1				
Green Ext Time (p_c), s			0.0	4.0		2.5		8.9				
Intersection Summary												
HCM 2010 Ctrl Delay			17.4									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
6: Shoshone St & 2nd Ave E

PM Baseline 2039
08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑		↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	61	626	99	107	564	0	0	491	99
Future Volume (veh/h)	0	0	0	61	626	99	107	564	0	0	491	99
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				0.88	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1676	1710	1676	1676	0	0	1676	1710
Adj Flow Rate, veh/h				86	885	140	151	797	0	0	694	140
Adj No. of Lanes				0	3	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				103	1131	184	328	1622	0	0	908	183
Arrive On Green				0.33	0.33	0.33	0.03	0.17	0.00	0.00	0.34	0.34
Sat Flow, veh/h				316	3456	563	1597	3269	0	0	2721	532
Grp Volume(v), veh/h				395	378	338	151	797	0	0	419	415
Grp Sat Flow(s),veh/h/ln				1451	1526	1358	1597	1593	0	0	1593	1577
Q Serve(g_s), s				13.8	12.2	12.3	3.1	12.5	0.0	0.0	12.9	12.9
Cycle Q Clear(g_c), s				13.8	12.2	12.3	3.1	12.5	0.0	0.0	12.9	12.9
Prop In Lane				0.22		0.41	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				475	499	445	328	1622	0	0	548	543
V/C Ratio(X)				0.83	0.76	0.76	0.46	0.49	0.00	0.00	0.76	0.76
Avail Cap(c_a), veh/h				475	499	445	355	1622	0	0	548	543
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.77	0.77	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				17.1	16.5	16.6	12.2	16.4	0.0	0.0	16.0	16.1
Incr Delay (d2), s/veh				15.6	10.3	11.6	0.8	0.8	0.0	0.0	6.3	6.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.5	6.5	5.9	1.4	5.7	0.0	0.0	6.5	6.5
LnGrp Delay(d),s/veh				32.7	26.8	28.1	13.0	17.2	0.0	0.0	22.4	22.5
LnGrp LOS				C	C	C	B	B			C	C
Approach Vol, veh/h					1111			948			834	
Approach Delay, s/veh					29.3			16.6			22.4	
Approach LOS					C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		22.5		32.5			9.1	23.4				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		18.0		28.0			5.5	18.0				
Max Q Clear Time (g_c+I1), s		15.8		14.5			5.1	14.9				
Green Ext Time (p_c), s		1.4		8.9			0.0	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay				23.1								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary
9: Fairfield St & 2nd Ave W

PM Baseline 2039

08/15/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	19	535	5	0	0	0	0	16	6	30	24	0
Future Volume (veh/h)	19	535	5	0	0	0	0	16	6	30	24	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	0.88	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1710	1676	0
Adj Flow Rate, veh/h	27	750	7				0	22	8	42	34	0
Adj No. of Lanes	0	3	0				0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	86	2551	25				0	291	106	276	200	0
Arrive On Green	0.60	0.60	0.60				0.00	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	144	4260	41				0	1027	373	716	705	0
Grp Volume(v), veh/h	274	260	249				0	0	30	76	0	0
Grp Sat Flow(s),veh/h/ln	1460	1526	1460				0	0	1401	1421	0	0
Q Serve(g_s), s	7.1	6.3	6.3				0.0	0.0	1.2	1.2	0.0	0.0
Cycle Q Clear(g_c), s	7.1	6.3	6.3				0.0	0.0	1.2	2.8	0.0	0.0
Prop In Lane	0.10		0.03				0.00		0.27	0.55		0.00
Lane Grp Cap(c), veh/h	874	913	874				0	0	396	476	0	0
V/C Ratio(X)	0.31	0.29	0.29				0.00	0.00	0.08	0.16	0.00	0.00
Avail Cap(c_a), veh/h	874	913	874				0	0	396	476	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	7.4	7.4				0.0	0.0	20.0	20.5	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.8	0.8				0.0	0.0	0.4	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.8	2.7				0.0	0.0	0.5	1.3	0.0	0.0
LnGrp Delay(d),s/veh	8.5	8.2	8.2				0.0	0.0	20.3	21.2	0.0	0.0
LnGrp LOS	A	A	A						C	C		
Approach Vol, veh/h		784						30			76	
Approach Delay, s/veh		8.3						20.3			21.2	
Approach LOS		A						C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				26.0		50.0		26.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				21.5		45.5		21.5				
Max Q Clear Time (g_c+I1), s				3.2		9.1		4.8				
Green Ext Time (p_c), s				0.5		5.1		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			9.8									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
5: Shoshone St & 2nd Ave W

AM 2-Lane 2039
10/25/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	78	538	50	0	0	0	0	413	35	54	314	0
Future Volume (veh/h)	78	538	50	0	0	0	0	413	35	54	314	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1676	1676	0
Adj Flow Rate, veh/h	109	754	70				0	579	49	76	440	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	115	835	81				0	1061	90	359	1566	0
Arrive On Green	0.36	0.36	0.36				0.00	0.36	0.36	0.06	0.49	0.00
Sat Flow, veh/h	321	2330	227				0	3057	251	1597	3269	0
Grp Volume(v), veh/h	492	0	441				0	310	318	76	440	0
Grp Sat Flow(s),veh/h/ln	1451	0	1427				0	1593	1632	1597	1593	0
Q Serve(g_s), s	19.8	0.0	17.2				0.0	9.3	9.4	1.6	4.9	0.0
Cycle Q Clear(g_c), s	19.8	0.0	17.2				0.0	9.3	9.4	1.6	4.9	0.0
Prop In Lane	0.22		0.16				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	520	0	511				0	568	582	359	1566	0
V/C Ratio(X)	0.95	0.00	0.86				0.00	0.54	0.55	0.21	0.28	0.00
Avail Cap(c_a), veh/h	520	0	511				0	568	582	399	1566	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.00	0.85				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	18.7	0.0	17.9				0.0	15.4	15.4	10.7	9.0	0.0
Incr Delay (d2), s/veh	24.1	0.0	12.3				0.0	3.7	3.7	0.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.3	0.0	8.5				0.0	4.6	4.7	0.7	2.2	0.0
LnGrp Delay(d),s/veh	42.8	0.0	30.1				0.0	19.1	19.1	11.0	9.4	0.0
LnGrp LOS	D		C					B	B	B	A	
Approach Vol, veh/h		933						628			516	
Approach Delay, s/veh		36.8						19.1			9.6	
Approach LOS		D						B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			8.1	25.9		26.0		34.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.1	19.9		21.5		29.5				
Max Q Clear Time (g_c+I1), s			3.6	11.4		21.8		6.9				
Green Ext Time (p_c), s			0.0	4.4		0.0		7.7				
Intersection Summary												
HCM 2010 Ctrl Delay			24.7									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
6: Shoshone St & 2nd Ave E

AM 2-Lane 2039
10/25/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑	↑	↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	46	352	59	99	361	0	0	363	61
Future Volume (veh/h)	0	0	0	46	352	59	99	361	0	0	363	61
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				0.88	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1676	1676	1676	1676	0	0	1676	1710
Adj Flow Rate, veh/h				65	497	83	140	510	0	0	513	86
Adj No. of Lanes				0	2	1	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				84	678	312	472	1866	0	0	1158	193
Arrive On Green				0.25	0.25	0.25	0.08	0.59	0.00	0.00	0.42	0.42
Sat Flow, veh/h				335	2708	1247	1597	3269	0	0	2816	456
Grp Volume(v), veh/h				281	281	83	140	510	0	0	298	301
Grp Sat Flow(s),veh/h/ln				1450	1593	1247	1597	1593	0	0	1593	1596
Q Serve(g_s), s				9.9	8.8	2.9	2.4	4.3	0.0	0.0	7.3	7.4
Cycle Q Clear(g_c), s				9.9	8.8	2.9	2.4	4.3	0.0	0.0	7.3	7.4
Prop In Lane				0.23		1.00	1.00		0.00	0.00		0.29
Lane Grp Cap(c), veh/h				363	399	312	472	1866	0	0	675	677
V/C Ratio(X)				0.77	0.70	0.27	0.30	0.27	0.00	0.00	0.44	0.44
Avail Cap(c_a), veh/h				475	521	408	504	1866	0	0	675	677
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.87	0.87	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				19.2	18.8	16.6	7.3	5.6	0.0	0.0	11.2	11.2
Incr Delay (d2), s/veh				5.8	2.9	0.5	0.3	0.3	0.0	0.0	2.1	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	4.1	1.1	1.1	1.9	0.0	0.0	3.5	3.6
LnGrp Delay(d),s/veh				25.0	21.7	17.0	7.6	5.9	0.0	0.0	13.3	13.4
LnGrp LOS				C	C	B	A	A			B	B
Approach Vol, veh/h					645			650			599	
Approach Delay, s/veh					22.5			6.3			13.3	
Approach LOS					C			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		18.3		36.7			8.9	27.8				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		18.0		28.0			5.5	18.0				
Max Q Clear Time (g_c+I1), s		11.9		6.3			4.4	9.4				
Green Ext Time (p_c), s		1.9		7.9			0.0	4.6				
Intersection Summary												
HCM 2010 Ctrl Delay				14.0								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
9: Fairfield St & 2nd Ave W

AM 2-Lane 2039

10/25/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	16	661	8	0	0	0	0	6	3	11	9	0
Future Volume (veh/h)	16	661	8	0	0	0	0	6	3	11	9	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	0.88	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1710	1676	0
Adj Flow Rate, veh/h	22	927	11				0	8	4	15	13	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	38	1691	21				0	261	131	271	210	0
Arrive On Green	0.60	0.60	0.60				0.00	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	64	2825	35				0	924	462	700	742	0
Grp Volume(v), veh/h	503	0	457				0	0	12	28	0	0
Grp Sat Flow(s),veh/h/ln	1464	0	1461				0	0	1385	1443	0	0
Q Serve(g_s), s	16.0	0.0	13.9				0.0	0.0	0.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.0	0.0	13.9				0.0	0.0	0.5	0.9	0.0	0.0
Prop In Lane	0.04		0.02				0.00		0.33	0.54		0.00
Lane Grp Cap(c), veh/h	876	0	874				0	0	392	481	0	0
V/C Ratio(X)	0.57	0.00	0.52				0.00	0.00	0.03	0.06	0.00	0.00
Avail Cap(c_a), veh/h	876	0	874				0	0	392	481	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	8.9				0.0	0.0	19.7	19.9	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.0	2.2				0.0	0.0	0.1	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	6.0				0.0	0.0	0.2	0.5	0.0	0.0
LnGrp Delay(d),s/veh	12.1	0.0	11.1				0.0	0.0	19.9	20.1	0.0	0.0
LnGrp LOS	B		B						B	C		
Approach Vol, veh/h		960						12			28	
Approach Delay, s/veh		11.6						19.9			20.1	
Approach LOS		B						B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				26.0		50.0		26.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				21.5		45.5		21.5				
Max Q Clear Time (g_c+I1), s				2.5		18.0		2.9				
Green Ext Time (p_c), s				0.1		6.7		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			12.0									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
5: Shoshone St & 2nd Ave W

PM 2-Lane 2039
08/30/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑						↑↑		↑	↑↑	
Traffic Volume (veh/h)	118	492	50	0	0	0	0	454	40	81	417	0
Future Volume (veh/h)	118	492	50	0	0	0	0	454	40	81	417	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1676	1676	0
Adj Flow Rate, veh/h	165	690	70				0	637	56	114	585	0
Adj No. of Lanes	0	2	0				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	175	771	82				0	973	85	336	1566	0
Arrive On Green	0.36	0.36	0.36				0.00	0.33	0.33	0.09	0.49	0.00
Sat Flow, veh/h	489	2152	228				0	3047	260	1597	3269	0
Grp Volume(v), veh/h	487	0	438				0	342	351	114	585	0
Grp Sat Flow(s),veh/h/ln	1442	0	1427				0	1593	1630	1597	1593	0
Q Serve(g_s), s	19.6	0.0	17.1				0.0	11.0	11.1	0.0	6.9	0.0
Cycle Q Clear(g_c), s	19.6	0.0	17.1				0.0	11.0	11.1	0.0	6.9	0.0
Prop In Lane	0.34		0.16				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	517	0	511				0	523	535	336	1566	0
V/C Ratio(X)	0.94	0.00	0.86				0.00	0.65	0.66	0.34	0.37	0.00
Avail Cap(c_a), veh/h	517	0	511				0	523	535	336	1566	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.90				0.00	1.00	1.00	0.62	0.62	0.00
Uniform Delay (d), s/veh	18.6	0.0	17.8				0.0	17.2	17.2	22.8	9.5	0.0
Incr Delay (d2), s/veh	25.7	0.0	15.4				0.0	6.3	6.2	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.4	0.0	8.9				0.0	5.8	5.9	1.7	3.0	0.0
LnGrp Delay(d),s/veh	44.4	0.0	33.2				0.0	23.5	23.4	23.1	9.6	0.0
LnGrp LOS	D		C					C	C	C	A	
Approach Vol, veh/h		925						693			699	
Approach Delay, s/veh		39.1						23.4			11.8	
Approach LOS		D						C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			9.8	24.2		26.0		34.0				
Change Period (Y+Rc), s			4.5	4.5		4.5		4.5				
Max Green Setting (Gmax), s			5.3	19.7		21.5		29.5				
Max Q Clear Time (g_c+I1), s			2.0	13.1		21.6		8.9				
Green Ext Time (p_c), s			1.4	2.4		0.0		4.5				
Intersection Summary												
HCM 2010 Ctrl Delay			26.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
6: Shoshone St & 2nd Ave E

PM 2-Lane 2039
08/30/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑	↑	↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	61	626	99	107	564	0	0	491	99
Future Volume (veh/h)	0	0	0	61	626	99	107	564	0	0	491	99
Number				5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj				0.88	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1710	1676	1676	1676	1676	0	0	1676	1710
Adj Flow Rate, veh/h				86	885	140	151	797	0	0	694	140
Adj No. of Lanes				0	2	1	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				93	1010	446	307	1554	0	0	801	162
Arrive On Green				0.36	0.36	0.36	0.22	0.98	0.00	0.00	0.30	0.30
Sat Flow, veh/h				257	2790	1231	1597	3269	0	0	2721	532
Grp Volume(v), veh/h				486	485	140	151	797	0	0	419	415
Grp Sat Flow(s),veh/h/ln				1454	1593	1231	1597	1593	0	0	1593	1576
Q Serve(g_s), s				19.2	16.7	4.9	0.0	0.7	0.0	0.0	14.9	14.9
Cycle Q Clear(g_c), s				19.2	16.7	4.9	0.0	0.7	0.0	0.0	14.9	14.9
Prop In Lane				0.18		1.00	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				527	577	446	307	1554	0	0	484	479
V/C Ratio(X)				0.92	0.84	0.31	0.49	0.51	0.00	0.00	0.87	0.87
Avail Cap(c_a), veh/h				533	584	452	307	1554	0	0	515	510
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.3	17.5	13.8	20.9	0.4	0.0	0.0	19.7	19.7
Incr Delay (d2), s/veh				21.8	10.5	0.4	0.9	0.8	0.0	0.0	13.8	14.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.9	9.0	1.7	2.0	0.4	0.0	0.0	8.4	8.3
LnGrp Delay(d),s/veh				40.1	28.0	14.2	21.7	1.2	0.0	0.0	33.5	33.8
LnGrp LOS				D	C	B	C	A			C	C
Approach Vol, veh/h					1111			948			834	
Approach Delay, s/veh					31.6			4.5			33.7	
Approach LOS					C			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		26.2		33.8			11.0	22.7				
Change Period (Y+Rc), s		4.5		4.5			4.5	4.5				
Max Green Setting (Gmax), s		22.0		29.0			5.1	19.4				
Max Q Clear Time (g_c+I1), s		21.2		2.7			2.0	16.9				
Green Ext Time (p_c), s		0.5		7.0			1.7	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				23.3								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary
9: Fairfield St & 2nd Ave W

PM 2-Lane 2039
08/30/2019

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	19	535	5	0	0	0	0	16	6	30	24	0
Future Volume (veh/h)	19	535	5	0	0	0	0	16	6	30	24	0
Number	1	6	16				7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	0.88	1.00	0.88				1.00	1.00	0.88	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1676	1710				0	1676	1710	1710	1676	0
Adj Flow Rate, veh/h	27	750	7				0	22	8	42	34	0
Adj No. of Lanes	0	2	0				0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0				0	2	2	2	2	0
Cap, veh/h	55	1603	16				0	318	115	296	216	0
Arrive On Green	0.57	0.57	0.57				0.00	0.31	0.31	0.31	0.31	0.00
Sat Flow, veh/h	96	2801	27				0	1027	373	721	699	0
Grp Volume(v), veh/h	410	0	374				0	0	30	76	0	0
Grp Sat Flow(s),veh/h/ln	1462	0	1462				0	0	1401	1419	0	0
Q Serve(g_s), s	12.7	0.0	11.2				0.0	0.0	1.1	1.1	0.0	0.0
Cycle Q Clear(g_c), s	12.7	0.0	11.2				0.0	0.0	1.1	2.7	0.0	0.0
Prop In Lane	0.07		0.02				0.00		0.27	0.55		0.00
Lane Grp Cap(c), veh/h	837	0	837				0	0	433	512	0	0
V/C Ratio(X)	0.49	0.00	0.45				0.00	0.00	0.07	0.15	0.00	0.00
Avail Cap(c_a), veh/h	837	0	837				0	0	433	512	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	0.0	9.3				0.0	0.0	18.5	19.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	1.7				0.0	0.0	0.3	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.0	4.9				0.0	0.0	0.5	1.2	0.0	0.0
LnGrp Delay(d),s/veh	11.7	0.0	11.1				0.0	0.0	18.8	19.6	0.0	0.0
LnGrp LOS	B		B						B	B		
Approach Vol, veh/h		784						30			76	
Approach Delay, s/veh		11.4						18.8			19.6	
Approach LOS		B						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				28.0		48.0		28.0				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				23.5		43.5		23.5				
Max Q Clear Time (g_c+I1), s				3.1		14.7		4.7				
Green Ext Time (p_c), s				0.5		5.2		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									



Date: Monday, January 13, 2020
To: Urban Renewal Agency of the City of Twin Falls
From: Nathan Murray, Executive Director

ACTION ITEM

Request:

Presentation and possible Consideration of a request to accept a response to the Request for Proposal to develop Agency owned property at 215 Shoshone St. South.

Time Estimate:

N/A

Background:

The Urban Renewal Agency of the City of Twin Falls requested proposals for the acquisition of 0.189 Acre of vacant property located generally at 215 Shoshone Street South in Twin Falls, Idaho. The property is identified as Lots 4, 5 & 17, Block 118, of the original Twin Falls Townsite, and is owned in fee simple by the URA. The property is currently zoned CB – Commercial Central Business.

Three responses were presented at the last URA Board meeting in December, and it was deemed that two responses were worth further consideration. The Board voted to continue the items to allow staff to do additional research on the needs of each proposal, and the viability of future development at the site.

Staff spoke with Peter Candy and Paul Kenny of Sun Valley, Idaho. Mr. Candy and Mr. Kenny made no monetary offer to acquire the site, but would like to include Lot 17 in a 94-unit residential development they intend for Lots 18-30 on the same block. The proposed value of the development is approximately \$8m. This request would require acquisition of the remaining lots which has not taken place. The respondents anticipate beginning entitlements for development in spring 2020, with construction through winter 2020-21.

Staff also spoke with Todd Blass of 102 Main LLC. Mr. Blass offered to purchase all three lots for \$33,750.00 for the purpose of developing a private parking lot for current and future tenants of his building at 102 Main Ave S. Mr. Blass stated that his priority is to secure dedicated stalls for his tenants by the spring of 2020. Lots 4 and 5 can be accommodated to add 27 new parking stalls. Development of the site for a parking lot would require a 'Special Use Permit' from the Planning & Zoning Commission and the parking lot would need to be designed per city code, which includes appropriate land landscaping, lighting and stripping. Mr. Blass is open to various options, lease or own, so long as he can guarantee space for the tenants of his building.

Approval Process:

A majority vote by the board would carry the motion of what is put forth.

Budget Impact:

No budget commitments are being made at this time.

Regulatory Impact:

N/A

Conclusion:

The agency may decide to not select any of these proposals, they may choose one, or they may choose both.

Selecting one of the proposals will allow the agency to enter into an exclusive right to negotiate with one of the proposed developments.

No formal contracts or sale offers are being approved at this time.

Attachments:

1. REQUEST FOR PROPOSALS - 215 Shoshone St S
2. RFP - Lot 17 Block 118 Twin Falls
3. RFP Response Letter- Todd Blass

REQUEST FOR PROPOSALS

ISSUED BY THE URBAN RENEWAL AGENCY OF THE CITY OF TWIN FALLS

FOR: The purchase of a vacant parcel of ground located generally at 215 Shoshone Street South in Twin Falls, Idaho

DEADLINE FOR SUBMISSION: December 4, 2019

TO BE SUBMITTED: Nathan Murray, Executive Director
Urban Renewal Agency
PO Box 1907
Twin Falls, Idaho 83303

1. Purpose

The Urban Renewal Agency of the City of Twin Falls ("URA"), an Independent Public Body Corporation and Politic, is soliciting proposals for the acquisition of 0.189 acre of vacant property located generally at 215 Shoshone Street South in Twin Falls, Idaho.

The property is identified as: Parcel #RPT0001118004A Twin Falls Townsite, Final & Amended, Lots 4, 5 & 17, Block 118, (16-10-17), (63-602A). The property is currently owned in fee simple by the URA. The property is currently zoned as CB – Commercial Central Business.

2. Specifications and Scope

The URA is seeking a party to utilize the lot located at 215 Shoshone St. S in Twin Falls, Idaho for the purpose of development or expansion of a commercial use. The URA would like to see the development of the property for uses which support the growth and vibrancy of downtown Twin Falls. Proposed development would require approval from the City of Twin Falls for any applicable building and zoning codes.

Goals of the URA are to help facilitate business growth, expand employment, increase the property tax base, and encourage high-quality development.

The URA is not aware of any environmental contamination or similar concerns with the site at this time. The property is being sold as-is. Potential buyers will have the opportunity to inspect the site and perform their own due diligence analysis prior to a closing sale.

3. Submittal Requirements

To be considered, a sealed proposal must be submitted no later than 4:00 P.M. MDT on Wednesday, December 4, 2019, at which time the proposals will be publicly opened. An original proposal must be mailed or delivered to:

Urban Renewal Agency of the City of Twin Falls
Attn: Nathan Murray
203 Main Avenue East (83301)
PO Box 1907
Twin Falls, ID 83303

The proposal must contain, but is not limited to, the following information:

- a. Summary information of the proposed development of the site, including any preliminary site plans or rendering of proposed development.
- b. Total proposed payment (and terms, if any) of Respondent's offer to purchase.
- c. Timeline of project to completion.

4. Basis for Selection

This RFP will be evaluated utilizing the criteria listed below:

- a. Scope of development planned in order to utilize the lot.
- b. Expedited timeline of development planned on the site.
- c. Benefit to the taxpayers in the City of Twin Falls.
- d. Benefit to the property owners and property values in the City of Twin Falls.
- e. Certainty of Respondent to perform including timelines, occupant (owner or third-party tenant certainty) and financing ability.
- f. Proposed purchase amount, if any.

The sale of the Property is subject to final approval of the URA Board. The URA reserves the right to reject any and all proposals, to make an award on the basis of suitability of purpose or, to accept a proposal based upon any other criteria that the URA believes to be in the best interest of the URA, its mission and its constituents.

After the URA has identified the proposal with the best value for the URA and its constituents, the URA shall have the right to negotiate with the Respondent over the final terms and conditions. These negotiations may include bargaining.

5. Public Records

The Twin Falls Urban Renewal Agency is a public agency. All documents in its possession are public records. Proposals are public records and will be available for inspection and copying by any person who requests the same, consistent with the Idaho Public Records Law. It is expressly understood that the URA will have no liability for the disclosure of any public information.

6. Questions

Questions regarding this RFP or the need for additional data or information should be submitted in writing by email to nmurray@tfid.org no later than 5:00 P.M. MDT on Friday, November 29, 2019.

12/3/19

REQUEST FOR PROPOSALS

ISSUED BY THE URBAN RENEWAL AGENCY OF THE CITY OF TWIN FALLS

FOR: The purchase of a vacant parcel of ground located generally at 215 Shoshone Street South in Twin Falls, Idaho

DEADLINE FOR SUBMISSION: December 4, 2019

TO BE SUBMITTED: Nathan Murray, Executive Director
Urban Renewal Agency
PO Box 1907
Twin Falls, Idaho 83303

SUBMITTED BY: Paul Kenny & Peter Candy
Box 953, Sun Valley, Idaho 83353
208-726-1918 (Paul)
208-720-5477 (Peter)

1. Purpose

The Urban Renewal Agency of the City of Twin Falls ("URA"), an Independent Public Body Corporation and Politic, is soliciting proposals for the acquisition of 0.189 acre of vacant property located generally at 215 Shoshone Street South in Twin Falls, Idaho.

The property is identified as: Parcel #RPT0001118004A Twin Falls Townsite, Final & Amended, Lots 4, 5 & 17, Block 118, (16-10-17), (63-602A). The property is currently owned in fee simple by the URA. The property is currently zoned as CB – Commercial Central Business.

2. Submittal Requirements

- a. [Summary information of the proposed development of the site, including any preliminary site plans or rendering of proposed development:](#)

Our project would include Lot 17, and without Lot 17, our project is not feasible. See "Subject Property" description below. The "Proposed Project" shall be a one-phase apartment project of minimum 94 units as described below:

94 Units (Gross Bldg. Sq. Ft., (50,574)

53-Studio @ 16'x20', 320 Sq. Ft.

41-1Bd/1 Bath @ 16'x26', 416 Sq. Ft

Mgr. Office/Apt., 1,250 Sq. Ft.

Building Circulation, 12,716 Sq. Ft. (Corridors, Stairs, Entry, Laundry, 25.14%)

Rooftop Bar-b-que, Jacuzzi, and Meeting/Celebration Room with Restroom

The estimated completed cost of the “Proposed Project” is \$8,000,000.

The “Subject Property” is thirteen lots; four lots measuring 25’ x 110’ each, and nine lots measuring 25’ x 125’ each, totaling 39,125 square feet, located on 3rd Avenue South and on Shoshone Street, Twin Falls, Idaho. The legal description of the Subject Property is as follow: Lots 18 through 30, Block 118, City of Twin Falls, Idaho. (SEE PLAT & AERIAL BELOW)



CONCEPTUAL SITE PLAN



b. [Total proposed payment \(and terms, if any\) of Respondent's offer to purchase:](#)

We are asking the URA to purchase the attached "Subject Property" from the current property owner Emilee Golay (Treasures, LLC), and include Lot 17. Purchase price of Golay property is \$425,000.

c. [Timeline of project to completion.](#)

January 2020 URA contract with Emily finalized.
 Begin entitlement process in February 2020.
 Complete entitlement process in July 2020.
 Begin off-site and in-site improvements in August 2020.
 Complete off-site and on-site improvements in October 2020.
 Project vertical construction begins in November 2020.
 Construction through winter 2020-2021.
 Project completed in March 2021.
 Project opens in April 2021.

3. Basis for Selection

a. [Scope of development planned in order to utilize the lot:](#)

The estimated completed cost of the "Proposed Project" is \$8,000,000.

b. Benefit to the taxpayers in the City of Twin Falls:

Enhanced downtown economy with full time residents spending time and dollars downtown.

c. Benefit to the property owners and property values in the City of Twin Falls.

IBR reports that "year-over-year percent increases (in property values) 44.7% in the downtown Twin Falls Opportunity Zone".

Todd Blass

Subject: URA Proposal

Urban Renewal Agency of the City of Twin Falls
Attn: Nathan Murray
203 Main Avenue East
PO Box 1907
Twin Falls, Idaho

Re: Lots 4, 5 and 17, Block 118, Twin Falls Townsite

I propose the purchase of the 3 lots referenced above. The intended use of the property will be private parking associated with 102 Main, commonly referred to as the Wells Fargo Building. This building has around 50,000 sf, of which 32,000 sf is above ground. The current space under lease is around 17,500 sf, 7500 sf of which is occupied and 9,000 sf that is being renovated and will accommodate an additional 70 workers when complete. This completion will bring the occupancy to around 110 full time employees. With adequate marketing, renovations and business growth, the potential for this building is around 200 employees.

While the City has an abundance of parking to accommodate our needs well into the future, this acquisition is to keep free as many spaces as possible for retail owners between Shoshone Street and Idaho Street. As part of a site analysis, EHM Engineers has looked at the property and informed me this site would accommodate 27 parking spaces on the 3 lots. The intent is to make this parking available to the tenants located in 102 Main and ease future parking within the block of my building.

The purchase price for the 3 lots would be \$33,750, with closing and payment within 30 days of acceptance.

The property will be graded and made available immediately to occupants of 102 Main.

Please feel free to contact me with any questions.

Todd Blass

R. Todd Blass
102 Main LLC
tblass@titlefact.com
208-733-3821



Date: Monday, January 13, 2020
To: Urban Renewal Agency of the City of Twin Falls
From: Nathan Murray, Executive Director

ACTION ITEM

Request:

Discussion and possible Consideration of a request to adopt a Property Management Policy.

Time Estimate:

N/A

Background:

The Urban Renewal Agency of the City of Twin Falls owns approximately 14.66 acres of property scattered throughout the downtown area also known as Revenue Allocation Area #4-1. The three largest parcels total 7.59 acres and are located within the Rock Creek Canyon Area. The only other larger than an acre is the parking lot along Minidoka Ave parallel to the railroad tracks. All other lots are smaller than one acre.

Two lots have a building on them. One is 160 Main Ave S which is an active project. The other is the Veterans Clinic located at 260 2nd Ave E, the lease for which expires October 31, 2020.

The Agency has no formal disposition policy other than what is outlined in state code. In 2017, the Board reviewed a draft policy which proposed guidelines for the sale of property. This policy was never adopted (see attached).

Staff is asking the Board to review this policy, and to make any changes or additions as deemed appropriate. Staff will also allow time for the Board to provide feedback over the next month. When the policy is acceptable, a vote can be made at a future meeting to approve and adopt the policy by resolution.

Approval Process:

No vote is needed at this time. A majority vote by the board would be needed to authorize final adoption of the proposed policy.

Budget Impact:

N/A

Regulatory Impact:

N/A

Conclusion:

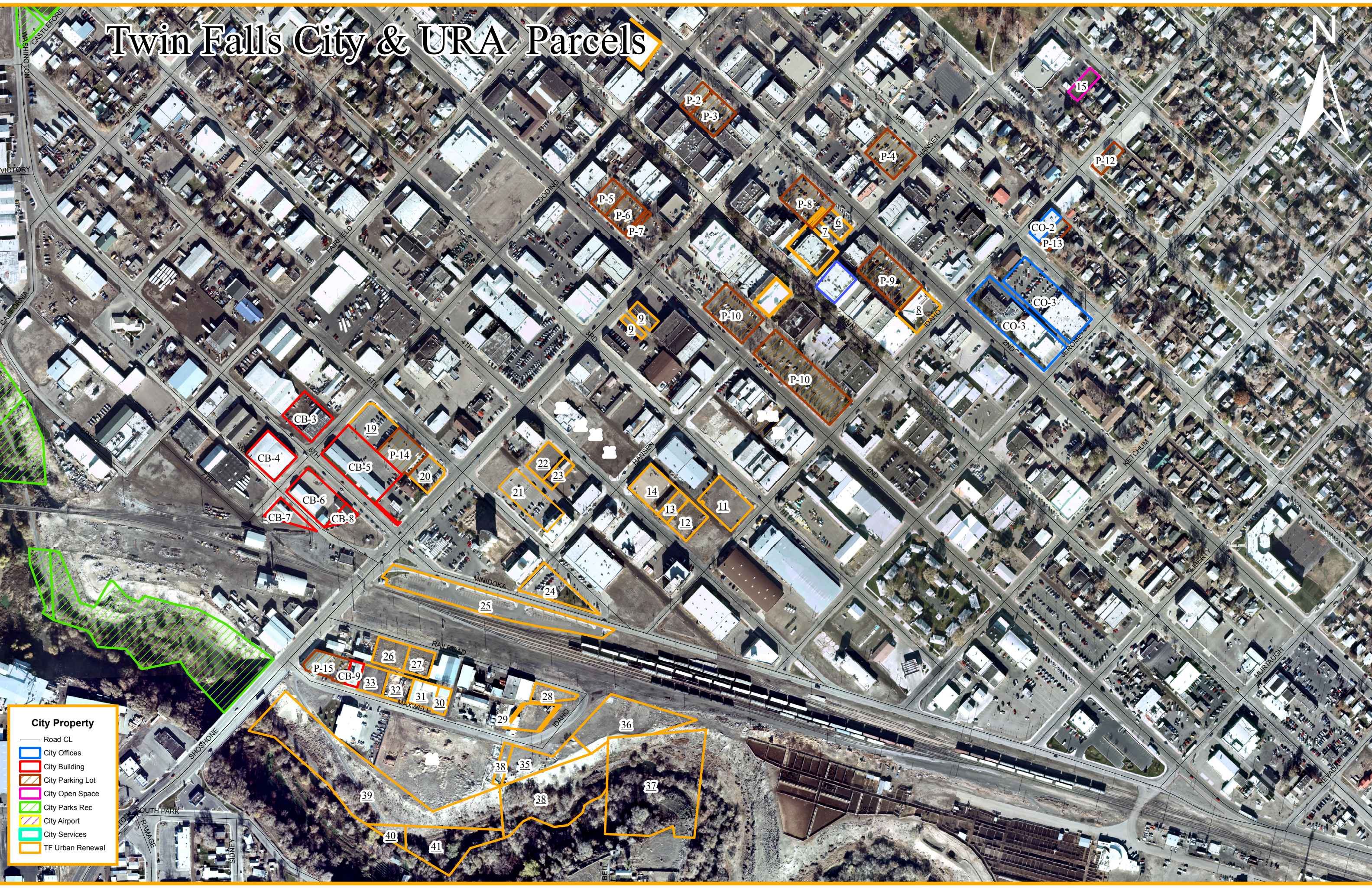
Adoption of a formal policy is recommended to help guide current and future board members in action to be taken when property is being purchased, sold or managed. Staff would like additional feedback

from the Board regarding this policy.

Attachments:

1. TFURA & City Downtown Parcels
2. URA Owned Properties 20191209
3. Property Management Policy DRAFT 20200113

Twin Falls City & URA Parcels



City Property

- Road CL
- City Offices
- City Building
- City Parking Lot
- City Open Space
- City Parks Rec
- City Airport
- City Services
- TF Urban Renewal

Twin Falls Urban Renewal owned properties

<u>Property Address</u>	<u>Parcel ID</u>	<u>Acreage</u>	<u>Est Land Value</u>	<u>Current Use</u>
159 Main Ave E	RPT0001087029A	0.29	106,000	Downtown Commons Plaza
160 Main Ave S	RPT0001103014A	0.22	88,000	Vacant Building
SW Corner of 2nd Ave E and Hansen St	RPT000108700CA	0.29	56,000	Parking Lot
260 2nd Avenue E	RPT0001088013B	0.29	36,000	Veterns Clinic
215 Shoshone St S	RPT0001118004A	0.11	52,000	Vacant Lot
SW Corner of 3rd Ave S and Idaho St	RPT0001133010B	0.5	80,000	Parking Lot
341 Hansen St S	RPT0001133017A	0.43	78,000	Parking Lot
249 4th Ave S	RPT0001133025A	0.72	82,000	Parking Lot
135 5th Ave S	RPT0001145011A	0.65	75,000	Parking Lot
229 2nd Ave N	RPT0001085008A	0.5	70,000	Parking Lot
241 2nd Ave N	RPT0001085006A	0.14	35,000	Parking Lot
250 5th Ave S	RPT0001155000A	0.52	30,000	Parking Lot
South of Minidoka Ave and Hansen St	RPT00107166005	1.29	50,000	Parking Lot
244 Railroad Ave S	RPT4401001018A	0.15	20,000	Vacant Lot
237 Maxwell Ave	RPT4401001035A	0.11	13,000	Vacant Lot
260 Maxwell Ave	RPT00107166613	2.85	76,000	Rock Creek Area
247 Bell St	RPT00107166620	3.01	43,000	Rock Creek Area
SE Corner of 5th Ave W and Gooding St	RPT0001153001D	0.29	30,000	Parking Lot
SW Corner of 5th Ave W and Shoshone St	RPT0001153007A	0.34	35,000	Parking Lot
151 Maxwell Ave	RPT4401001028A	0.23	50,000	Vacant Lot
274 Victory Ave	RPT00107171241	1.73	35,000	Rock Creek Area
		14.66		



Policy Statement 2020-01 ??

Real Property Management Policy

Date: _____, 2020

Title: Policy with regard to acquisition, retention and disposition of real property.

Purpose: The purpose of the Real Property Management Policy is to articulate the direction of the Board of Commissioners with respect to the position of the Agency, consistent with applicable state law, in the acquisition, retention and disposition of real property in the pursuit of goals and to ensure consistent approach to such issues.

Policy:

A) Acquisition:

- 1) The Urban Renewal Agency of the City of Twin Falls (TFURA) shall have the right to acquire any interest in real property, including fee simple title thereto, which it may deem necessary for or in connection with an urban renewal project and related activities. Acquisition authority is based upon Idaho Code §§ 50-2010, 50-2018(10), 50-2018(12), and 50-2903(13). Idaho Code § 50-2018(12) requires an agency's urban renewal plan to indicate potential land acquisition.
- 2) The Agency may acquire real property for
 - a. redevelopment in support of adopted urban renewal plans,
 - b. for long-term public uses or
 - c. in support of community economic development purposes.
- 3) When authorizing the acquisition of a particular property, the Board of Commissioners will state within the resolution authorizing such acquisition, which purpose the property will serve.
- 4) Any change in anticipated property use will be implemented by way of a subsequent resolution of the Board of Commissioners.
- 5) The cost of acquisition shall be based upon the current market value of similar properties located within the same geographic area, determined by either a formal appraisal or an estimate of range of values provided by a competent real estate professional familiar with conditions in the area. The Agency may also take into consideration the assessed value of the properties as determined by the Twin Falls County Assessor and/or any real estate listing price for the properties.
- 6) The Agency may retain the services of a real estate professional, use Agency Staff, other City resources, legal counsel or any other assistance it determines appropriate to the situation.

- 7) The Agency Board of Commissioners may discuss acquisition of specific parcels and provide direction to staff or agents in an executive session of the Board of Commissioners to the extent provided by law. See Idaho Code § 74-206(1)(c).
- 8) At such time as a property has been acquired by the Agency, it will be entered into and maintained in the Agency Property Inventory.
- 9) The Board of Commissioners acknowledges that state law grants to Urban Renewal Agencies in Idaho the power of eminent domain, the existence of which is essential in retaining the full authority of a public entity under state law and the Idaho Constitution. See Idaho Code § 7-701A. However the Agency is committed to respecting the rights of property owners and will only exercise those powers as a last resort in an essential acquisition or to alleviate a clear threat to public health and safety as prescribed by law. The property owner is entitled to an advice of rights form as required by Idaho Code § 7-711A. Such action would only be initiated after consultation with the City Council of the City of Twin Falls.

B) Retention:

- 1) For properties acquired under section A.2.a. above, a plan for redevelopment shall be established for how such property shall be developed either independently or in concert with other surrounding properties.
- 2) Consistent with state law, such properties shall be redeveloped in conformance with adopted urban renewal plans as soon as practical after acquisition.
- 3) If redevelopment occurs more three years after the date of acquisition, public notification, as prescribed by law, shall be made reflecting Agency plans for the property. See Idaho Code § 50-2011(f)
- 4) For properties acquired under section A.2.b. above, transfer of ownership to the appropriate public entity shall be made as soon as practical under conditions acceptable to the receiving entity.
- 5) For properties acquired under section A.2.b. above a specific agreement detailing the goals of the economic development acquisition between the Agency and the sponsoring economic development entity will be developed and adopted by the TFURA Board of Commissioners.
 - a. An annual report with respect to the goals of the project will be provided to the sponsoring entity and made available to the general public.
- 6) A detailed Agency Property Inventory shall be developed and maintained on an on-going basis, updated at least quarterly or whenever an acquisition or disposition occurs impacting the property holdings of the Agency.
- 7) The Agency may temporarily operate and maintain real property acquired by it pending disposition. All costs incident to the operation and maintenance of such properties shall be the obligation of the Agency Rental Fund without support from the Revenue Allocation Areas.
- 8) If the Agency acquires real property that has an on-going public purpose and elects to retain ownership and operational responsibility, it may continue that ownership even after closure of the urban renewal district has terminated as long as such activity produces sufficient resources to cover its full operating obligations. See Idaho Code § 50-2905(8).

C) Disposition:

Generally, the disposition process is governed by Idaho Code § 50-2011, which describes the process for disposition to private developers, other public entities (see also § 50-2015(f)), and non-profit entities. An Agency may prescribe an alternative disposition process, but such process must meet the objectives of Idaho Code § 50-2011.

- 1) Interest in Agency-owned property may be transferred to private developers who demonstrate an interest and capacity to utilize the property to implement the adopted urban renewal plan.
- 2) The developer must demonstrate how their use of the property is in accord with the urban renewal plan.
- 3) The developer must agree to not use the property for speculative purposes and not sell the property until the development for which the transfer is made has been completed and a Certificate of Completion has been issued by the Agency.
- 4) Transfer of Agency property to a private entity can only be accomplished through a competitive process as prescribed by law.
- 5) The Agency may use a Request for Qualifications (RFQ) process, Request for Proposal (RFP) process or respond to specific proposals from a developer through the Exclusive Right to Negotiate (ERN) process, at the discretion of the Board of Commissioners.
- 6) The value associated with the transfer must be based upon a "Fair Reuse" basis recognizing the specifics of the development proposal and the conditions imposed by the Agency upon such transfer.
- 7) Real property transferred to a public entity for a public use may be conveyed with or without compensation and for any consideration deemed appropriate by the Board of Commissioners in consultation with the receiving entity.
- 8) Agency property may be transferred for industrial or commercial purposes to a private entity or non-profit corporation for development consistent with the urban renewal plan at "Fair Reuse" value.
 - a. Improvements to the property required under the urban renewal plan may be deferred to the ultimate industrial or commercial developer.

Adopted by the Board of Commissioners of the Urban Renewal Agency of the City of Twin Falls, Idaho on [REDACTED], 2020

Cindy R. Bond, Chair

Andy Hohwieler, Secretary