



Twin Falls Transportation Master Plan Agenda

Monday, July 24, 2017, 11:30 AM

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

- 1) Confirmation of Quorum/Call Meeting to Order
- 2) Consent Calendar
 - a) Approval of Minutes from May 22, 2017 meeting
- 3) Items for Discussion
 - a) 1. Traffic Generation-Review the attached list and come prepared to discuss the list, provide additional traffic generators if we are missing any, and where future growth/traffic generation is anticipated for the next 20 years.
Purpose: Action By: Rob Ramsey
 - b) 2. Roadway Discussion- Be prepared to discuss the following:
 - a. Do the roadway widths accommodate our needs?
 - b. Should collector roads have bike lanes?
 - c. Should residential roads have sidewalk adjacent or separated from the roadway?
 - d. Should additional right-of-way be provided at particular intersections for future turn bays?
 - e. Should access be restricted on particular roadways (residential, collector, or arterial)?
 - f. Are there any other improvements that should be standard on the City Streets?Purpose: Action By: Rob Ramsey
 - c) 3. Intersection Evaluation Location- Be prepared to identify intersections that should be evaluated for items such as functionality, layout, signalization, improvements, etc for engineering analysis and evaluation.
Purpose: Discussion By: Rob Ramsey
 - d) 4. TMP Goals-Review the attached goals for the last plan and discuss if the goals need to be revised.
Purpose: Discussion By: Rob Ramsy
 - e) 5. Public Involvement Update-
 - a. City Fair Comments- See attached
 - b. Comment Sheet available on website-see attachedPurpose: Discussion By: Rob Ramsy
- 4) General Input/Announcements - Public/Staff

5) Upcoming Meeting(s)

08-28-2017

6) Adjournment

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

Public Input Procedures

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

Public Hearing Procedures for Zoning Requests

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



Twin Falls Transportation Master Plan Minutes

Monday, May 22, 2017, 12:00 PM

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

1) Confirmation of Quorum/Call Meeting to Order

2) Consent Calendar

- a) Approval of Minutes from the following meeting: March 27, 2017

3) Items for Discussion

- a) Community Discussion Comments
 - a. Trucks
 - b. Bikes
 - c. Sidewalks
 - d. Luminaries
 - e. Development

The committee discussed the comments made from the community round-table meetings.

A) a. Truck routes were discussed and the outcome of what the community and the local truck drivers were seeing and what they would like to see in the future. Eastland seems to be the preferred route. They would like to see this a four lane road all the way through. Washington Street is a safety concern, due to Walmart and the Canyon Ridge High School and the traffic flow through that area, and also the Filer intersection. There was some discussion about using Addison but the concern with that is the intersection from Addison to South Washington making that movement is a difficult movement through there, also the Shoshone St to Washington area is difficult. improvements to those areas might make that a better route.

b. Bike paths were discussed, what was identified on this was a loop system, an inter city loop system and an outer city loop system. With the primacy being on the inter city, basically developing two north-south routes and two east-west route, generating a loop and then coming off of those with spurs that go to the destination locations, one of the hindrances was anything that can be done to help with limited accesses on bike routes, having to stop on every block was brought up. We showed a grid that has bike routes everywhere and the group was not as interested in the grid as they are in the inter/outer city loop system.

c. Sidewalks were discussed, the comments on the sidewalks was from one gentlemen that stressed that there are a lot of people that have to walk, and there is concern about the connectivity of the sidewalks and the lack of designated crosswalks, there is also concern about the up keep of the sidewalks, the enforcement of addressing the sidewalks where by city code is the responsibility of the property owner. They talked about sidewalk location where in general everyone liked the idea of having separated sidewalk instead of having a sidewalk adjacent to the curb and gutter, there are some benefits to that from the city standpoint as far

as snow storage.

d. Luminaries was added on with the sidewalks, basically what we look at was different types of luminaries. In general making sure that we have lighting in all of the intersections, and for residential having lighting on every block.

e. Development- Jackie met with the board of realtors, she was able to talk about the difference between an arterial road and collectors, why some roads are wide and why some roads are skinny, the group was receptive to the information.

B) Technical Advisory Committee-Rob was able to meet with city staff, from the street dept, engineering dept, planning and zoning dept and city police, they reviewed what items they would like see addressed in the transportation master plan, and reviewed goals. Rob has included a handout of the goals that were included in the last transportation master plan. These items will be discussed in the near future. They did talk about, safety is always a priority, the typical roadway sections, developing a maintenance plan so they can budget accordingly for the projects to help justify an increase in maintenance funds if needed or what they can do with the funds that they currently have, another item of discussion was eventually the Twin Falls area will become a metropolitan planning organization and how we implement that, which means federal funds change, federal funds come directly from though this area instead of going through the ITD LHTAC system. Reducing crashes on Blue Lakes was brought up and also talk about pavement types. Added to the existing goals is that we are going to adopt a bicycle facility plan into the transportation master plan, what we are going to do with trucks in town so we can go forward with design. These items will be discussed next time we meet.

C) Land Use Projections, Traffic Generators, Future Growth, there was a little bit of discussion back and forth on this topic. The committee will discuss further in the next meeting.

D) Existing Street Classifications and Standard, this item will be discussed at the next meeting.

E) Access Management, this item will be discussed in the next meeting.

b) Technical Advisory Committee TMP Goals

c) Land Use Projections, Traffic Generators, Future Growth

d) Existing Street Classifications and Standards

e) Access Management

4) General Input/Announcements - Public/Staff

Jill Skeem spoke in reference to bike access, her question was what about the people that are working at Clif Bar and how they are encouraged to ride their bikes, she thinks that is another classification of commuter bike traffic, and then addressing the truck traffic, she asked about them going straight down Pole Line passed Washington and Grandview to Hwy 93 and then down Orchard then back to Washington, for the Glanbia trucks.

Travis spoke to the committee about the agenda and the fact that we were not able to cover all of the topics on the agenda, wondering if we should expand the time frame for this meeting, possibly starting the meeting at 11:30 am.

The committee spoke in favor of the 11:30-1:00 meeting time.

5) Upcoming Meeting(s)

Next meeting will be scheduled for 06-26-17

6) Adjournment

Meeting Adjourned at 1:15

Twin Falls Master Transportation Plan
City of Twin Falls
Community Discussion Meeting
Truck Routes
April 18, 2017

- Blue Lakes – Trucks using Blue Lakes are normally routed that direction via GPS. Some companies using Blue Lakes because it is safer than other alternatives.
- Eastland – Trucks using Eastland stay in inside lane due to the constant change from two lanes to 4 lanes configuration to avoid weaving conflicts. Eastland would be more appealing for truck traffic if it was a consistent 4 lane section.
- Washington – Trucks avoid using Washington Street due to safety concerns with side traffic at Walmart and Canyon Ridge High School. Trucks also avoid this route due to lack of signal synchronization which normally bottlenecks at the Filer Signal. It is also very difficult for trucks to maneuver from the outside lane on Pole Line at Blue Lakes to the inside left turn bay at Pole Line and Washington due to the amount of traffic on Pole Line and weaving conflicts in that distance.
- I-84 to South side of Town – Some companies route truck traffic to the Eden exit and use SH-50 to access the south side of town as this avoids the majority of the traffic. Most companies route trucks using Pole Line and Eastland to get to the south side of town. Some companies route traffic on Blue Lakes to get to the south side as it is the most direct route despite the traffic. Trucks using GPS to get to the south side of town are normally routed along Blue Lakes.
- US93 to the Southeast side of Town – Currently use 2nd Avenues from Addison. Lots of lights that trucks have to travel through on Addison and 2nd Avenues. Safety concern with traffic and pedestrians. Difficult turning movement to use Washington from Addison to Shoshone. Would need improvements to make South Washington and Minidoka to make this a feasible truck route. From the south most US93 traffic uses SH74 and Orchard Drive to access the southeast section of town. Concern about increased traffic and pedestrians with new development and school on Orchard.
- Amalgamated Sugar Truck Traffic – Average about 30 trucks per day from the East, 30 trucks per day from the West. Pole Line and Eastland is the most economical and safest route for their operations.
- Short term – recommend making improvements to Eastland, Washington, and Minidoka in the next 5-10 years to address truck traffic. Companies are willing to route traffic down Eastland if it were to be widened to 4 lanes from Pole Line to Kimberly Road.
- Long term – recommend looking at another Snake River crossing to the west. Truck traffic could use US93 and SH74 to bypass town to access businesses on the south side of town.
- Truck Route Signage – There is a lack of truck route signing through town. Recommend adding truck traffic signs around town.

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

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

Twin Falls Master Transportation Plan
City of Twin Falls
Community Discussion Meeting
Sidewalks
April 19, 2017

- Walk for necessity – many individuals who use the sidewalk system do so out of necessity. Anticipate 20% of community will be over 60 years old in next census.
- Massive restrictions – no sidewalks, loose dogs, harassment, dogooders, overgrown hedges
- Crosswalks – lack of crosswalks
- Sitting facilities – recommend sitting facilities along sidewalks
- Cracks and uneven sidewalks – tripping hazards, major concern especially for elderly.
- Maintenance – Property owner responsible for maintenance per City Code. Discussed enforcement.
- Education – Need to educate property owners of maintenance responsibility
- Livable community – provide options for walking and biking.
- Sidewalk Location – preference is separated sidewalk. Provides separation from traffic, snow storage, and easier ADA compliance.

Goals and Objectives

The goals and objectives for this transportation plan were developed as a culmination of ideas from the City Council, open houses, the Technical Advisory Committee and the Community Advisory Committee. These goals were advanced and became the principles which guided the Twin Falls Master Transportation Plan development. Using results from a survey of the TAC and CAC, it was determined that the **top three goals were numbers 1, 6 and 7; Connectivity, Design/Operation and Capacity Congestion.**

Goal Number 1. Connectivity

- Maintain clear and efficient connectivity for vehicle, pedestrian and bicycle travel across the community.
- Maintain a clear and appropriate roadway hierarchy.

Goal Number 2. Trucking

- Provide efficient and safe truck access into, around, through and out of the community.
- Locate / relocate truck routes in appropriate locations that improve safety and support desired community design and function.
- Design and construct streets and transportation improvements that accommodate large trucks in desired areas, while minimizing negative impacts.

Goal Number 3. Coordination / Planning

- Maintain effective coordination with the state and county when planning and developing a transportation system and related infrastructure improvements.
- Identify and preserve right of way to meet future needs.
- Maintain consideration for actions that are achievable and fundable.
- Appropriately consider cost of potential improvements when developing plan recommendations.

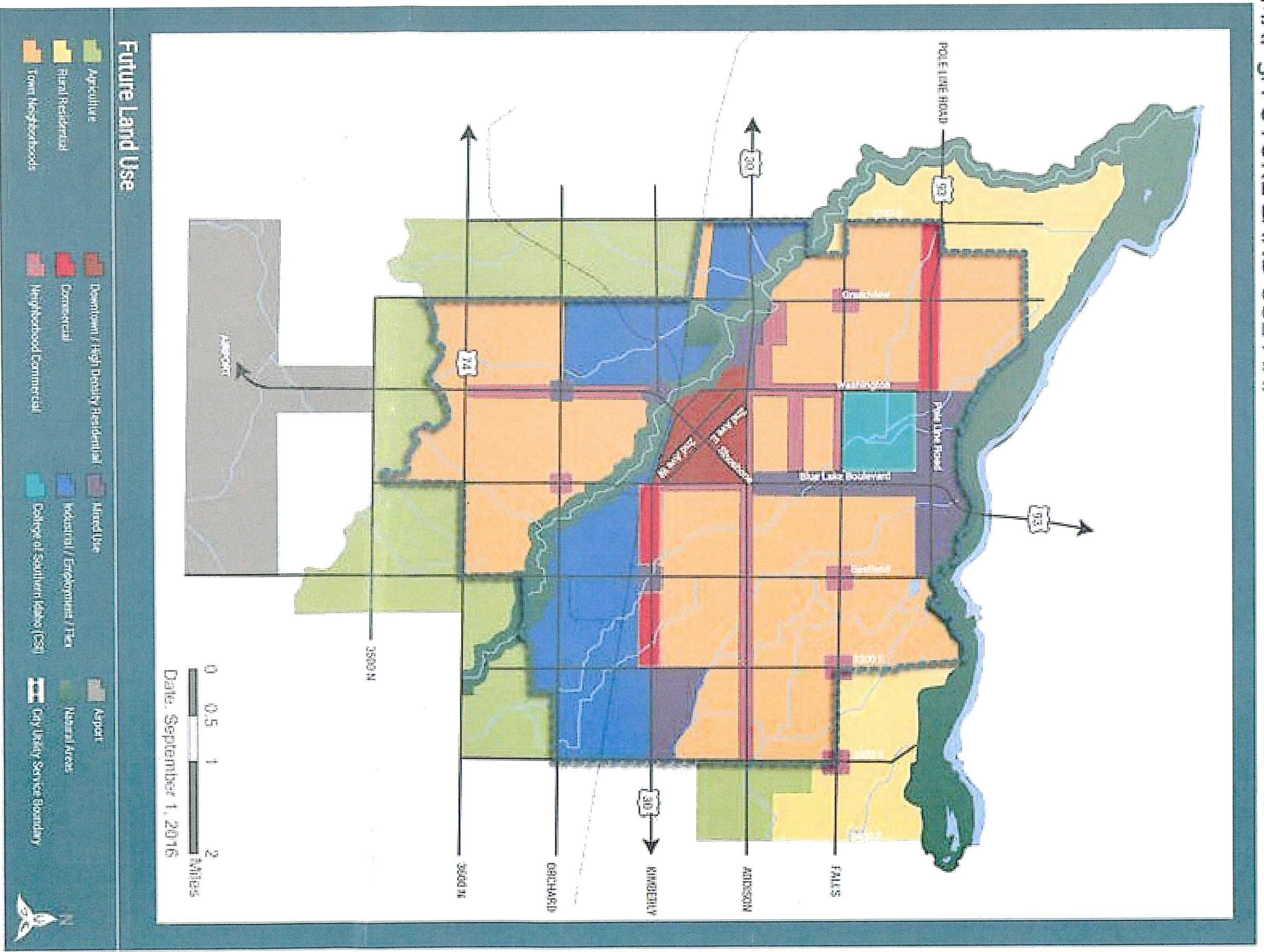
Goal Number 4. Public Transportation

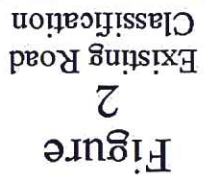
- Affirmatively address the development of public transportation system facilities and services as needed to meet demand.
- Identify potential public transportation pick up and drop off locations as needed and appropriate to meet user demand.
- Seek funding to support planning and development of public transportation systems to meet demand.

Goal Number 5. Pedestrians / Bicycles

- Provide facilities and programs that support the safe “walk-ability” of the community.

MAP 3: FUTURE LAND USE MAP



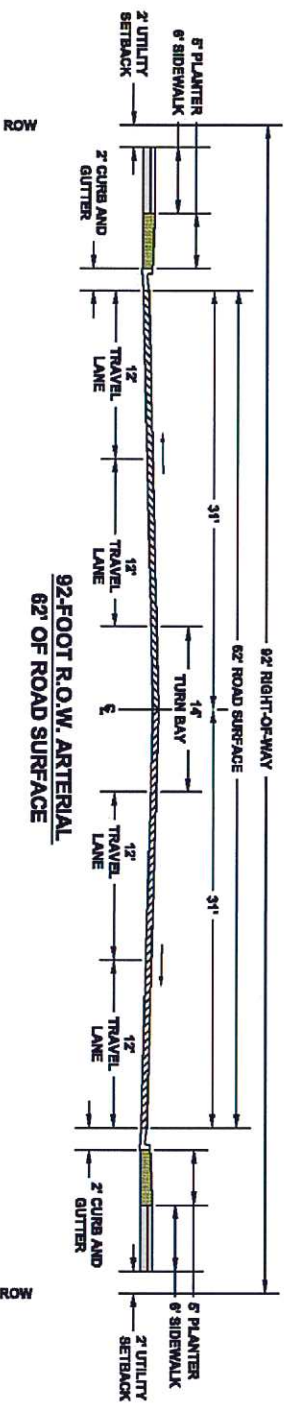


Twin Falls City

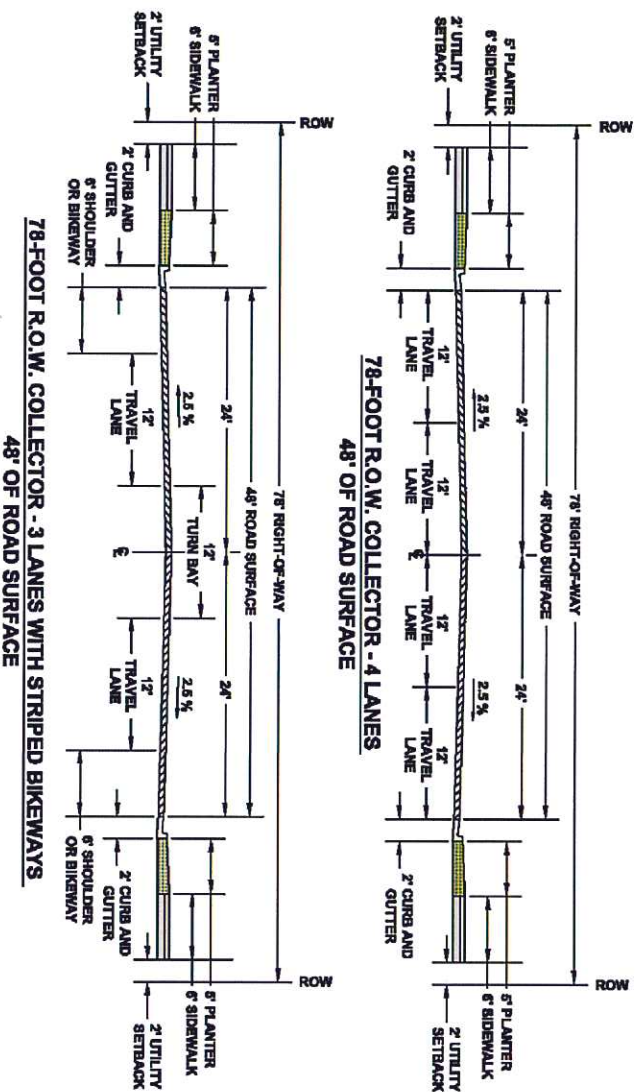
2008 Transportation Master Plan

Proposed Cross Sections

PROPOSED ARTERIAL CROSS SECTIONS



PROPOSED COLLECTOR CROSS SECTIONS



LOCAL ROAD CROSS SECTION NO CHANGE PROPOSAL FROM EXISTING STANDARD

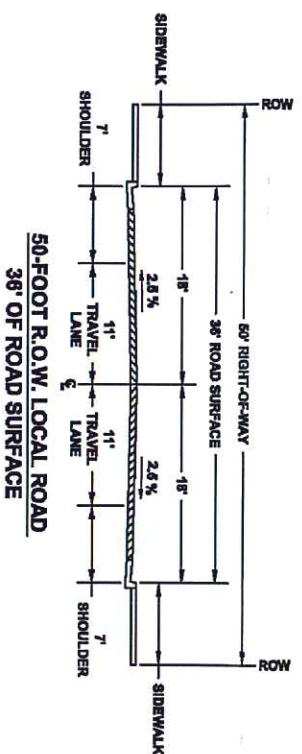


Figure 14
Proposed Cross Sections

Twin Falls Master Transportation Plan

City of Twin Falls

Trip Generator List

- Retail
 - o Canyon Rim (Best Buy, Sportsman's, Dicks)
 - o Blue Lakes Blvd / Pole Line Rd (Mall, Target, Costco)
 - o Washington St / Pole Line Rd (Walmart, Future)
 - o Eastland Dr / Pole Line Rd (Future)
 - o Addison Ave / Eastland Dr (Kmart, Grocery Outlet, Smiths)
 - o Addison Ave / Blue Lakes Blvd (Albertson's, Boot Barn, UPS)
 - o Washington St / Orchard Dr (Swensen's, Ridley's)
 - o Shoshone / Main (Downtown)
 - Tourist Attractions / Recreation
 - o Shoshone Falls
 - o Twin Falls Visitor Center / Perrine Bridge
 - o Centennial Park
 - o Rock Creek Park
 - o Twin Falls City Park
 - Education
 - o College of Southern Idaho
 - o Canyon Ridge High School
 - o Twin Falls High School
 - o Magic Valley High School
 - o Robert Stuart Middle School
 - o Vera C O-Leary Middle School
 - o South Hills Middle School
 - o Immanuel Lutheran Church
 - o Twin Falls Christian Academy
 - o St Edward's Catholic School
 - o Xavier Charter School
 - o Lighthouse Christian School
 - o Bridge Academy
 - o Rock Creek Elementary School
 - o I.B. Perrine Elementary
 - o Sawtooth Elementary School
 - o Pillar Falls Elementary School
 - o Lincoln Elementary School
 - o Bickel Elementary School
 - o Morningside Elementary School
 - o Oregon Trail Elementary School
 - o Harrison Pre-School
 - Manufacturer / Agriculture
 - o Amalgamated Sugar Company
 - o Clear Springs Foods
 - o Chobani
 - o Con Agra/Lamb-Weston, Inc.
 - o Glanbia, Inc.
 - o Independent Meat
 - o K&T Steel Corporation
 - o Loomix
 - o Rangen, Inc.
 - o Seastrom Manufacturing
 - o Solo Cup
 - Medical
 - o St. Luke's / Magic Valley Regional Medical Center
 - Government
 - o Twin Falls City Offices
 - o Twin Falls County Court House
 - o Twin Falls County Complex
 - o Idaho Transportation Department
- Major Generator** – Over 1000 trips per day or over 100 during peak hour

Goals and Objectives

The goals and objectives for this transportation plan were developed as a culmination of ideas from the City Council, open houses, the Technical Advisory Committee and the Community Advisory Committee. These goals were advanced and became the principles which guided the Twin Falls Master Transportation Plan development. Using results from a survey of the TAC and CAC, it was determined that the **top three goals were numbers 1, 6 and 7**; Connectivity, Design/Operation and Capacity Congestion.

Goal Number 1. Connectivity

- Maintain clear and efficient connectivity for vehicle, pedestrian and bicycle travel across the community.
- Maintain a clear and appropriate roadway hierarchy.

Goal Number 2. Trucking

- Provide efficient and safe truck access into, around, through and out of the community.
- Locate / relocate truck routes in appropriate locations that improve safety and support desired community design and function.
- Design and construct streets and transportation improvements that accommodate large trucks in desired areas, while minimizing negative impacts.

Goal Number 3. Coordination / Planning

- Maintain effective coordination with the state and county when planning and developing a transportation system and related infrastructure improvements.
- Identify and preserve right of way to meet future needs.
- Maintain consideration for actions that are achievable and fundable.
- Appropriately consider cost of potential improvements when developing plan recommendations.

Goal Number 4. Public Transportation

- Affirmatively address the development of public transportation system facilities and services as needed to meet demand.
- Identify potential public transportation pick up and drop off locations as needed and appropriate to meet user demand.
- Seek funding to support planning and development of public transportation systems to meet demand.

Goal Number 5. Pedestrians / Bicycles

- Provide facilities and programs that support the safe “walk-ability” of the community.

- Provide facilities and programs that support the safe “bike-ability” of the community.

Goal Number 6. Design / Operation

- Develop, adopt and enforce appropriate street, bicycle and pedestrian facility standards to meet City needs.
- Maintain community / neighborhood identity when planning and developing transportation improvements.
- Incorporate beautification and aesthetic enhancements into transportation system improvement projects where feasible and appropriate and that reflect Twin Falls climate restrictions.
- Avoid or minimize impacts to the environment when designing and implementing transportation system improvements.
- Incorporate traffic calming measures where appropriate and feasible.

Goal Number 7. Capacity / Congestion

- Provide sufficient roadway capacity to meet current and future needs.
- Minimize congestion where and when feasible.
- Maintain an appropriate level of service on key collector and arterial streets and intersections.

Goal Number 8. Maintenance

- Maintain or enhance the quality and function of the City’s existing streets, pathways and support facilities.
- Incorporate future system maintenance requirements into the planning and designing of system improvements.
- Identify and secure sufficient and consistent funding to support desired system maintenance

Master Transportation Plan Development Process

The development Twin Falls Master Transportation Plan implemented a process that included public involvement, coordination with the City Council, CAC/TAC group interaction and private consultants to identify transportation needs and solutions. The following points summarize the process of the development of the Master Transportation Plan.

- Coordination with the General Comprehensive Plan. Various communications were held with the City’s planning staff and with their consultants to coordinate efforts between the General Comprehensive Plan and the Master Transportation Plan.

Twin Falls Master Transportation Plan
City of Twin Falls
City Fair Comments
July 12, 2017

- Question the LOS accuracy on North College from Washington Street to Blue Lakes
- Generate a transportation system that will encourage bike and pedestrian use.
- Reduce lane widths on collector, residential and arterial streets to 10' lanes.
- Allow 12' lanes only on Truck Routes
- Reduce turn bays to be less than 14' wide
- Construct Minidoka and 6th Avenue to 3 lanes with bike lanes each direction and on street parking both directions.
- Convert the 2nd Avenues to one lane each direction instead of one way traffic.
- Plan a bridge crossing Rock Creek to connect Grandview Drive.
- Install Sidewalk on the east side of Hankins Road from Falls Avenue to Stadium Blvd.
- Add a southbound left turn at Blue Lakes and Addison.
- Install Sidewalk on Locust Street between Cheney Drive and Falls Avenue.
- Install sidewalk on Filer Avenue between Washington Street and Martin Street.
- Fillmore and Blue Lakes – Northbound turning eastbound has to cross solid line to make left into strip mall entrance.
- Blue Lakes and Poleline – Northbound turning westbound weaving conflict to access Costco/McDonalds entrances.
- Rock Creek Bike Path entrance at Addison – not signed well, confusion with entrance located in parking lot.
- 2nd Avenue and Addison Signal – long wait for signal to cycle



CITY FAIR – COMMENT FORM

Email form to: lynda_frieszmartin@lfprinc.com

Complete online at: www.twinfalls-mtp.com

Name: _____

Mailing Address: _____

City, State and Zip: _____

E-mail Address: _____

What is the purpose of the Twin Falls Master Plan?

The Twin Falls Transportation Plan is a tool used by the City of Twin Falls to articulate the transportation vision through 2040, and to provide a basis for effective design, operation, maintenance, and funding of the transportation system. The Twin Falls Transportation Plan is part of City's Comprehensive plan. The Transportation Plan is updated every five to 10 years. The most recent City of Twin Falls Transportation Plan was updated in 2008.

1. From the list below, please prioritize from 1 to 11 as the most needed transportation improvements for the City of Twin Falls. Prioritize in order with 1 being the top priority.

____ Relieve traffic congestion/widen roads

____ Create a designated truck route

____ Add or improve bike paths

____ Prepare for a public transportation system

____ Add or improve multi-use paths

____ Improve handicap/pedestrian ramps

____ Add or improve sidewalks

____ Intersection improvements/signalization

____ Maintain existing roads

____ Improve street lighting

____ Right turn bays at intersections

2. In addition to the items listed above, are there other transportation issues the plan needs to address?

3. What traffic congestion locations from the attached map should be the priority? (List the top 5)



4. Are there current traffic signals that cause issues? What locations? Are there locations that do not currently have traffic signals, but should? Where?

5. What north/south route should truck traffic use through Twin Falls?

☐ Blue Lakes Boulevard

☐ Eastland Avenue

☐ Washington Street

☐ Other _____

6. Which of the following do you think should be the priority for bike paths? Choose one.

☐ Focus on connectivity of existing bike paths

☐ Develop a bike loop around the city

☐ Develop bike paths based on popular destinations

☐ Develop bike paths when opportunity is provided (e.g. funding available, development in area, etc.)

7. How should the plan address multi-use paths for bikes, pedestrians, etc.? Check all that apply.

☐ Install multi-use paths on roadway shoulder

☐ Separate multi-use paths from traffic with a barrier (e.g. curb and gutter, planter strip)

☐ Separate multi-use paths for users (e.g. separate path for bikes and separate path for pedestrians)

☐ None of the above

8. Do you think sidewalks in neighborhoods/residential areas should be adjacent to or separated from the roadway?

☐ Adjacent to the roadway

☐ Separated from the roadway

9. The current residential lighting standard is one light per intersection and one light every 800 feet. Is this:

☐ Adequate light for residential areas

☐ Not enough light for residential areas

☐ Too much light for residential areas

10. Should roadways in commercial areas be lighted every 160 feet similar to the lighting at Eastland and Poleline?

☐ Yes

☐ No

11. What other opportunities do you want the Transportation Master Plan to capture?
