



Citizens Committee for Facilities

AGENDA

**Thursday, December 11, 2014
City Council Chambers
305 3rd Avenue East -Twin Falls, Idaho**

11:30 A.M.

AGENDA ITEMS	Purpose	By
1. Discussion and possible action on a recommendation to the Council regarding facilities.	Discussion/ Possible Action	Gary Garnand
2. Andy Daleiden from Kittelson via telephone will be available to review or answer questions regarding the downtown parking/traffic report.	Presentation	Andy Daleiden
3. Continued discussion on Banner, former Clinic building and any other options.	Discussion	Committee
4. Terry Kramer will be discussing why the County turned down the former Clinic and will report on the companies they currently rent to at County West.	Presentation	Terry Kramer
5. Eric Watte will be discussing the existing infrastructure of the former Clinic, the plans that go with the analysis of the building that exists, discrepancies with the building costs that were presented, and financing options.	Presentation	Eric Watte



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

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MEMORANDUM

Date: October 24, 2014

Project #: 17939

To: Mandi Roberts, AICP, PLA (Otak)

From: Andy Daleiden, P.E. and Lauren Nuxoll, EI

Project: Main Avenue Master Plan and Preliminary Design – Twin Falls, Idaho

Subject: Existing and Future Transportation Conditions Assessment

Kittelison & Associates, Inc. (KAI) has prepared this memorandum to assess the existing and future transportation conditions associated with the Main Avenue Master Plan and Preliminary Design project in Twin Falls, Idaho. Our role on this project is to lead the transportation engineering and planning elements of the project with a focus on identifying solutions to improve multimodal connectivity to and from Main Avenue and the core of Downtown. This purpose of this memorandum is to establish a baseline of the existing and future transportation conditions (i.e., traffic operations, multimodal conditions, and parking), and provide insights into some of the opportunities and challenges regarding transportation in the study area.

BACKGROUND

The City of Twin Falls Urban Renewal Agency (TFURA) requested a preliminary design for Downtown/Main Avenue in Twin Falls, Idaho. The project focus area is located within the five-block length from Fairfield Street to Jerome Street, between the rights-of-way of 2nd Avenue North and 2nd Avenue West. An expanded area for planning purposes related to traffic patterns and overall connectivity to Main Avenue is the downtown area of Twin Falls, located between Addison Avenue to the north, N 3000 E Road to the east, Kimberly Road/Minidoka Avenue to the south, and 6th Avenue W to the west. Figure 1 illustrates the project study area.

We visited the study area in October 2014. At that time, we inventoried the transportation facilities, parking supply and demand, traffic operations, and adjacent land uses in the study area. Additionally, we reviewed the following plans and policies to assist with this transportation assessment.

- Twin Falls Main Avenue Final Report (April 2008)
- Twin Falls Master Transportation Plan (January 2009)
- City's 2030 Strategic Plan (April 2013)
- Twin Falls Urban Renewal Agency Facilities Assessment (October 2013)



 Study Area
 Main Avenue (Study Corridor)

0 500 1,000 Feet

**Project Study Area
Twin Falls, Idaho**

**Figure
1**

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TRANSPORTATION FACILITIES

Table 1 summarizes the existing transportation facilities in the study area.

Table 1. Existing Transportation Facilities

Roadway	Functional Classification ¹	Number of Lanes	Posted Speed (MPH)	Sidewalks	Bicycle Lanes	On-Street Parking
2 nd Avenue N/E	State Highway	3 (one-way)	35	Yes	No	Yes
2 nd Avenue S/W	State Highway	3 (one-way)	35	Yes	No	Yes
Main Avenue	Local Road	2	25	Yes	No	Yes
Shoshone Street	Arterial (North of Main Avenue) Collector (South of Main Avenue)	2	35	Yes	No	No
Fairfield Street	Local Road	2	25	Yes	No	Yes
Gooding Street	Local Road	2	25	Yes	No	Yes
Hansen Street	Local Road	2	25	Yes	No	Yes
Idaho Street	Local Road	2	25	Yes	No	Yes
Jerome Street	Local Road	2	25	Yes	No	Yes

¹Twin Falls Functional Classification Map (Reference 1)

The major streets in the project study area are 2nd Avenue N/E, 2nd Avenue S/W, Shoshone Street, and Main Avenue. The two 2nd Avenues are part of a one way couplet designated as State Highway 30. These diagonal roadways cross downtown Twin Falls and connect Kimberly Road to State Highway 93 (Addison Avenue). Both roadways include three one-way through lanes and, on-street parking and sidewalks on both sides. Bike facilities are not provided on either roadway. Shoshone Street is designated as State Highway 74 and runs diagonally connecting State Highway 93 (Addison Avenue) to Washington Street to the south.

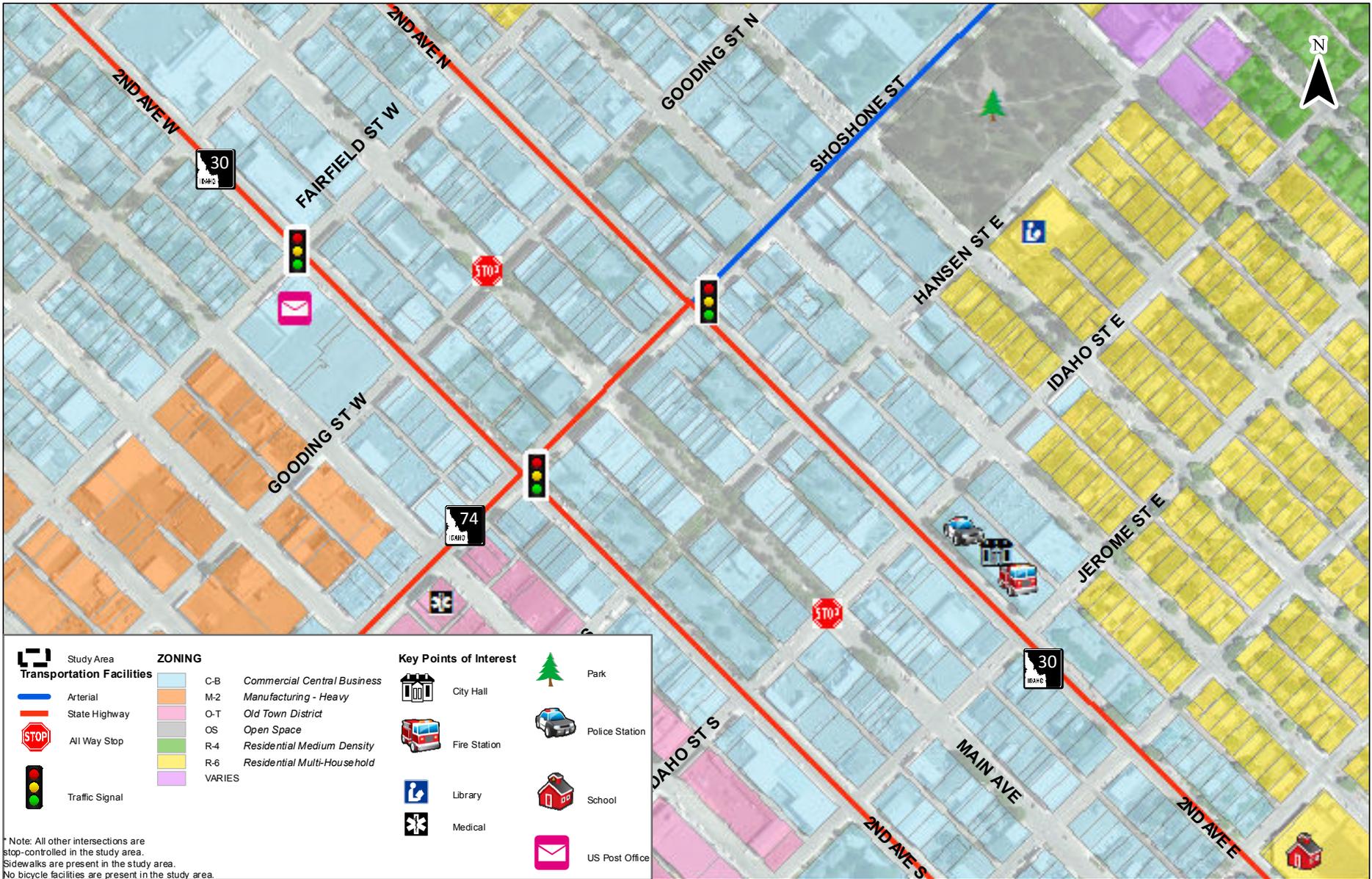
Main Avenue is classified as a local road and is located between the 2nd Avenue one-way couplets. The Main Avenue cross-section includes two travel lanes, on-street parking (mostly front-in angled), street trees, and sidewalks. Some bike parking is provided on Main Avenue. Additionally, marked, textured pedestrian crossings, as shown in Exhibit 1, exist at the following locations on Main Avenue:



Exhibit 1 Marked, Textured Pedestrian Crossing on Main Avenue

- Gooding Street
- Shoshone Street
- Mid-block between Shoshone Street and Hansen Street
- Hansen Street
- Mid-block between Hansen Street and Idaho Street
- Idaho Street

Figure 2 shows the existing transportation facilities within the project study area.



	Study Area	ZONING		City Hall		Park
	Transportation Facilities		C-B	Commercial Central Business		Police Station
	Arterial		M-2	Manufacturing - Heavy		Fire Station
	State Highway		O-T	Old Town District		Library
	All Way Stop		OS	Open Space		School
	Traffic Signal		R-4	Residential Medium Density		US Post Office
			R-6	Residential Multi-Household		
			VARIES			

* Note: All other intersections are stop-controlled in the study area.
 Sidewalks are present in the study area.
 No bicycle facilities are present in the study area.

0 500 1,000 Feet

**Existing Transportation Facilities and Zoning
Twin Falls, Idaho**

**Figure
2**

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TRAFFIC VOLUMES AND OPERATIONS

Tube counts were collected for 24-hours on a typical weekday in the study area on Main Avenue, Shoshone Street, and both 2nd Avenues. Exhibits 2 and 3 illustrate the daily traffic profiles.

Exhibit 2. Daily Traffic Profile on Main Avenue, between Shoshone Street and Hansen Street

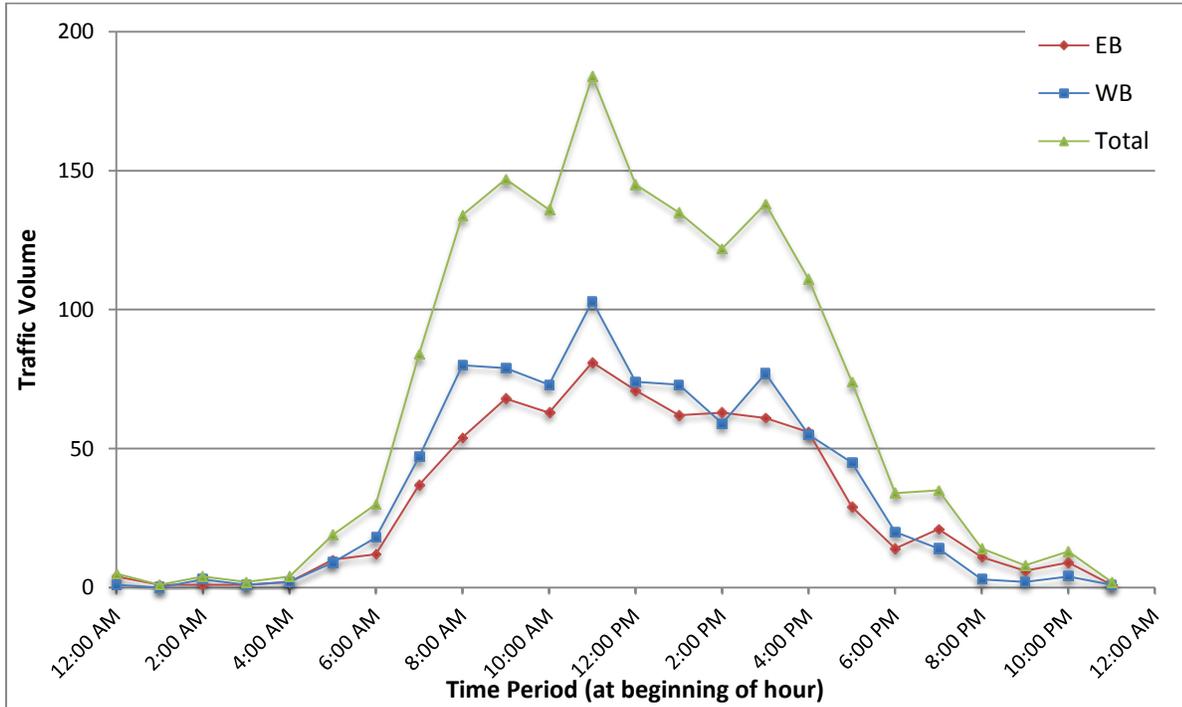


Exhibit 3. Daily Traffic Profile on Shoshone Street, between 2nd Avenue West and Main Avenue

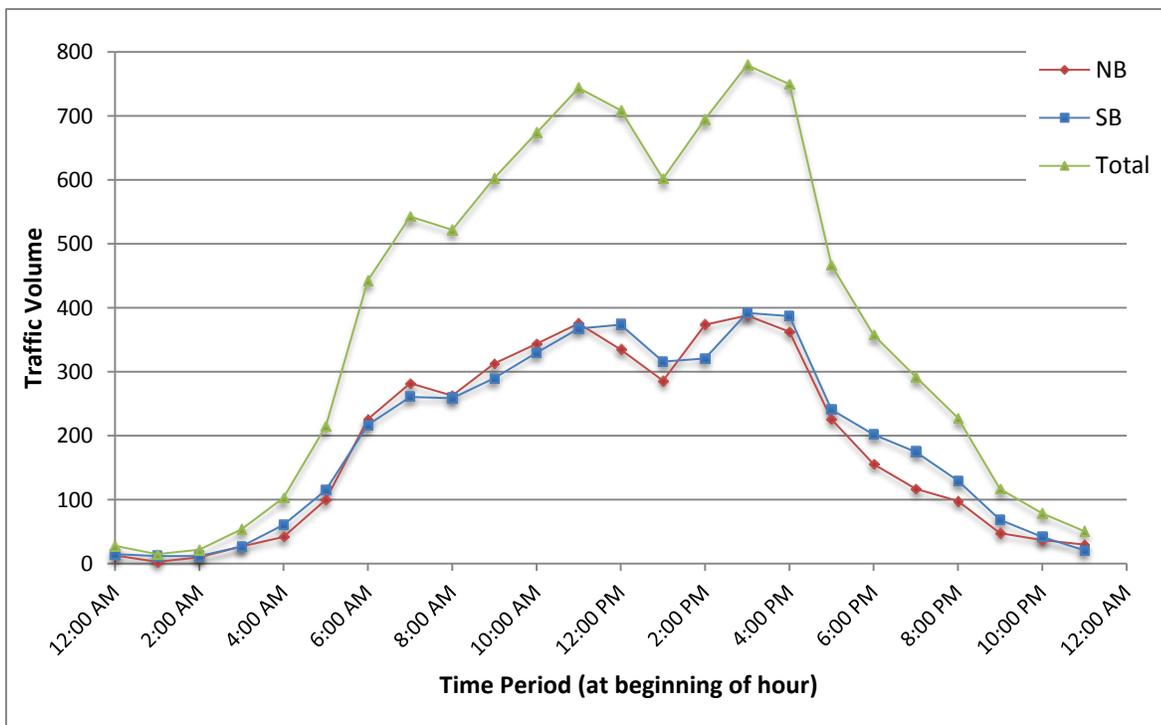
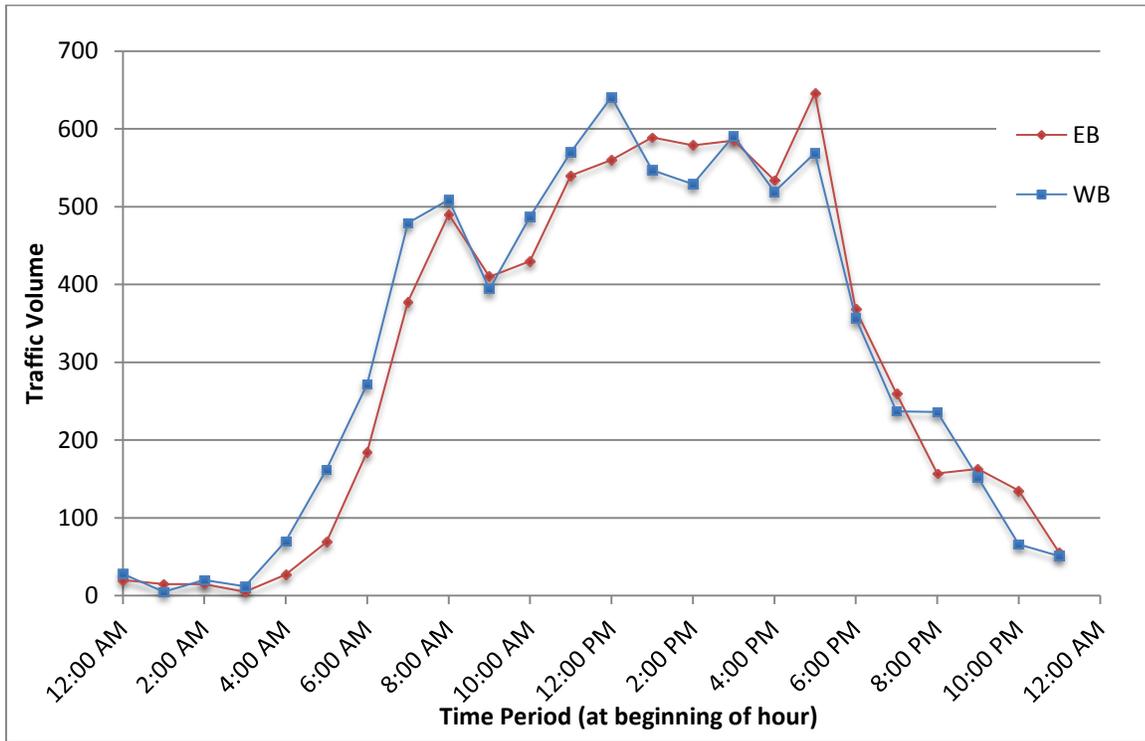


Exhibit 4. Daily Traffic Profile on 2nd Avenue, between Shoshone Street and Hansen Street



The daily traffic profiles shown in Exhibits 2, 3, and 4 were used to determine the peak hour of the transportation system. Table 2 illustrates the weekday a.m., midday, and p.m. peak hours from the daily traffic profiles.

Table 2. Tube Counts Summary, Weekday AM, Midday, and PM Peak Hours and Daily Volumes

Street Name	AM Peak		Midday Peak		PM Peak		Directional Distribution	Daily Total
	Volume	Time	Volume	Time	Volume	Time		
Main Avenue	145	9am-10am	185	11am-12pm	110	4pm-5pm	47% (NB) 53% (SB)	1580
Shoshone Street	605	9am-10am	745	11am-12pm	750	4pm-5pm	49% (EB) 51% (WB)	9090
2 nd Avenue W/S	510	8am-9am	640	12pm-1pm	570	5pm-6pm	---	7500
2 nd Avenue N/E	490	8am-9am	590	1pm-2pm	645	5pm-6pm	---	7220

Turning movement counts were collected at all of the study intersections, shown on Figure 3 on a typical weekday in October 2014 during the weekday midday and p.m. peak period. The system weekday p.m. peak hour is between 4:45 p.m. and 5:45 p.m. *Traffic count worksheets are included in Appendix A.*

Pedestrian and Bicycle Counts

In addition to the traffic counts, we collected pedestrian and bicycle counts at the study intersections. Table 3 summarizes the pedestrian and bicycle counts at the study intersections during the weekday midday and p.m. peak hours.

Table 3. Pedestrian and Bicycle Counts, Weekday Midday and PM Peak Hours

Street Name	Weekday Midday Peak Hour		Weekday PM Peak Hour	
	Pedestrians	Bicyclists	Pedestrians	Bicyclists
Jerome Street/2nd Avenue E	---	---	4	0
Jerome Street/Main Avenue	---	---	0	0
Jerome Street/2nd Avenue S	---	---	1	0
Idaho Street/2nd Avenue E	---	---	0	1
Idaho Street/Main Avenue	---	---	0	0
Idaho Street/2nd Avenue S	---	---	1	0
Hansen Street/2nd Avenue E	33	0	5	4
Hansen Street/Main Avenue	---	---	6	3
Hansen Street/2nd Avenue S	28	0	19	0
Shoshone Street/2nd Avenue E	36	0	46	0
Shoshone Street/Main Avenue	51	5	32	5
Shoshone Street/2nd Avenue S	8	1	12	1
Gooding Street/2nd Avenue N	---	---	9	2
Gooding Street/Main Avenue	---	---	7	2
Gooding Street/2nd Avenue W	---	---	1	0
Fairfield Street/2nd Avenue N	---	---	0	1
Fairfield Street/Main Avenue	---	---	4	4
Fairfield Street/2nd Avenue W	7	0	7	2
Jerome Street/2nd Avenue E	---	---	4	0
Jerome Street/Main Avenue	---	---	0	0

As shown in Table 3, several intersections experience a moderate- to high-level of pedestrians crossing the intersection during the weekday midday and p.m. peak hours. The Shoshone Street/Main Avenue is the location with the highest pedestrian crossings (51) during the midday peak hour. The Shoshone Street/2nd Avenue E is the location with the highest pedestrian crossings (46) during the weekday p.m. peak hour. Overall, the bicyclist activity is relatively low during the two time periods.

Traffic Operations

All of the traffic operations analysis was performed for the weekday p.m. peak hour, as the weekday p.m. peak hour is approximately 9-10% higher than the weekday midday peak hour. At the Shoshone Street/Main Avenue intersection, the midday peak hour is higher than weekday p.m. peak hour, so we analyzed this intersection under both time periods. The City of Twin Falls level of service goal is to

achieve level of service (LOS) C on all roads with the exception of Blue Lakes, which has a future goal of LOS D (Reference 1).

Figure 3 shows the existing traffic conditions during the weekday p.m. peak hour, completed in accordance with procedures from the 2010 *Highway Capacity Manual* (Reference 2). All of the study intersections currently operate at an acceptable level of service of LOS C or better. *Appendix B includes the year 2014 existing traffic conditions worksheets.*

CRASH HISTORY

The crash history at the study intersections were obtained and reviewed in an effort to identify potential safety issues. Idaho Transportation Department (ITD) staff provided crash records from the study intersections and roadways for the most recent five-year period from January 1, 2009 through December 31, 2013. Table 4 summarizes the crash data at the study intersections and roadways for this time period. *Appendix C includes the crash data sheets.*

Table 4. Crash Data Summary Table

Intersection/Roadway	PDO	Injury	Fatality	Total
Fairfield Street/2 nd Avenue N	1	2	0	3
Shoshone Street/2 nd Avenue N	3	8	0	11
Idaho Street/2 nd Avenue E	1	0	0	1
Shoshone Street/2 nd Avenue W	7	4	0	11
Main Avenue/Shoshone Avenue	2	1	1	4
Shoshone Avenue between 6 th Avenue N and 6 th Avenue W	17	15	0	32
2 nd Avenue N between Addison and N 3000 Road	15	8	0	23
2 nd Avenue W between 2900 E Road and Minidoka Avenue	5	7	0	12

As shown in Table 4, the Shoshone Street segment (includes the intersection) between 2nd Avenue N and 2nd Avenue W experienced 26 crashes (two of these crashes were pedestrian related) over a five-year period with one fatality at the Main Avenue intersection. In reviewing the crash types of these 26 crashes, the crashes varied between angle, rear-end, and turning crashes within this segment.

PARKING UTILIZATION

We conducted a parking utilization study on a typical weekday in October 2014. We performed the study during the midday peak period (11:00am to 2:00pm) within the project focus area. Figure 4 shows the parking space inventory of the public and private parking lots and on-street parking. There are a total of 480 spaces in the seven city parking lots. The number of parking spaces breaks out as 223 “3-hour” spaces (includes 5 handicapped marked spaces), 200 “leased spaces” and 57 “specific use/private” spaces. There are a total of 517 on-street parking spaces within the study area.



**Existing (2014) Traffic Conditions, Weekday PM Peak Hour
Twin Falls, Idaho**

**Figure
3**

0 500 1,000 Feet

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Existing (2014) Parking Supply Inventory
Twin Falls, Idaho

Figure
4

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Figure 5 shows the parking utilization for on-street and parking lots during the weekday midday peak period. As shown in Figure 5, five of the seven city-owned parking lots have 50% or less utilization. One of the city-owned lots, located on 2nd Avenue N between Shoshone Street and Gooding Street has a parking utilization of greater than 86%. Additionally, the on-street parking on 2nd Avenue N and Main Avenue has a parking utilization of greater than 86% as well. These areas are located near several active businesses, retail shops, and restaurants. On Main Avenue, most of the on-street parking between Gooding Street and Jerome Street has a utilization of between 51% and 85% during the midday peak hour.

Overall, there is currently sufficient parking on-street and in the surface parking lots based on the parking utilization study. The parking located near the active businesses and shops experience a higher usage of the available parking, so providing wayfinding to designated parking areas can assist the public with finding a parking space.



**Existing (2014) Parking Space Utilization (Midday Peak Hour Between 11AM and 2PM)
Twin Falls, Idaho**

Figure
5

0 500 1,000 Feet

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