



THE URBAN RENEWAL AGENCY
OF THE CITY OF TWIN FALLS

MEETING MINUTES
May 11, 2015

The Urban Renewal Agency held its regular monthly meeting at 12:00 p.m. this date in the Twin Falls City Council Chambers located at 305 3rd Avenue East, Twin Falls.

Present:

Leon Smith	URA Chairman
Dan Brizee	URA Vice Chairman
Dexter Ball	URA Secretary
Perri Gardner	URA Member
Neil Christensen	URA Member
Sarah Taylor	URA Member
Bob Richards	URA Member

Also present:

Melinda Anderson	Urban Renewal Executive Director
Jesse Schuerman	Urban Renewal Engineer
Brent Hyatt	City Assistant Finance Officer
Greg Lanting	City Council Liaison to URA
Leon Mills	Twin Falls County Commissioner Liaison
Josh Palmer	City Public Information Officer
Lorrie Bauer	City Administrative Assistant
Jackie Fields	City Engineer
Suzanne Hawkins	City Council
Mandi Roberts	Otak, Inc.
Gary Haderlie	JUB Engineers

Agenda Item 1 - Call meeting to order.

Chairman Smith called the meeting to order at 12:00 p.m.

Agenda Item 2 - Consent Agenda: a) Review and approval of minutes from the April 13, 2015 regular meeting and April 28, 2015 special meeting; and b) Review and approval of May 2015 financial report.

Dan Brizee moved to approve the consent agenda in total and Bob Richards seconded the motion. A roll call vote showed that all board members present voted in favor of the motion.

Agenda Item 3 - Update from Otak on the Main Avenue Design Project - Mandi Roberts.

Melinda Anderson informed the board that today's presentation was initially scheduled to be a discussion on preliminary design and preliminary costs. However, due to some parking design concerns, , Otak has paused the streetscape design process until the City Council makes a decision on Main Avenue parking configuration.

Melinda stated the morning PAC meeting discussed four potential parking ideas for Main Avenue and Mandi will present them to the board today and the City Council tonight. How the parking is configured will affect the design of Main Avenue so the City Council will have to decide what the parking configuration will be.

The City Council asked staff to organize a back-in angle parking demonstration. The demonstration area will be located at on Main Avenue South, beginning at the parking spaces in front of D&L Evans Bank and ending at Idaho Street. The parking spaces will be restriped for back-in angle parking so that the public can practice the procedure themselves. There will be signs declaring the stalls are for back-in angle parking, signs containing instructions and website information for a survey.. This demonstration area will begin Wednesday, May 13th and continue for two weeks, through May 27th. There will be a formal parking demonstration at the designated back-in parking area on Thursday, May 21 from 4-6 pm. The City Council has asked the public to attend the meeting on May 26th and comment on the various parking configurations. Melinda stated the underground infrastructure in the alleyways can be separated from the final design as the design pause will have no effect on that process. Due to various street design scenarios that change the sidewalk widths, until the parking issues have been decided and the geometric layout is approved, the streetscape design will temporarily pause.

Mandi Roberts, Otak, reviewed a few key points from the vision of the project and the guiding principles that were decided towards the beginning of the project:

- A sustainable streetscape that is easy to maintain and has a long-term care commitment from the City;
- A street, with cross streets, that are bicycle and pedestrian friendly;
- Attractive alleyways that are pedestrian friendly;
- Having a signature public space with festival street areas for family friendly activities;
- Main Avenue's five block area to be the heart of Twin Falls; and
- A street that serves all types of traffic within the right-of-way such as pedestrians, bicyclists, motorists, and transit in the future.

The dimension of the current street layout does not meet City code. It is very tight and hard to see oncoming traffic when one is parking head-in. With the current 16' parking stalls and 10.5' travel lanes, some parked vehicles hang over the valley gutters and extend into the travel lanes. When backing out of the parking stall, drivers often go over the center line. In order to meet the community's values and guiding principles, wider streets are needed so the travel lanes and parking stalls meet code, bicycle lanes can be introduced, room for trees, light poles, and amenities such as benches and trash receptacles, as well as maintaining the pedestrian walkable space and retaining the number of current parking spaces or increase if possible. Mandi added that the City has already designated Main Avenue as a bicycling route so this must stay on the priority list or City policy will need to be changed. End result concludes there is not enough space for all these elements and compromises need to be made.

Using overhead projections to show diagrams, Mandi explained possible options:

- 1) Back-in angle parking concept: This would keep the sidewalks approximately the same width as they are today (approx. 6"-1' less), travel lanes increase by 6" each, and parking stalls are increased by 1' on each side. Bicycle sharrow markings in the travel lanes would be added to indicate the street is a shared street. Visibility and safety needs would be met because the vehicle is able to leave the parking stall moving forward into the stream of traffic. Not as much space is needed with this concept.

- 2) Front-in angle parking concept: The dimensions are a bit less than what code requires, but the City is comfortable with the compromise. Travel lanes increased to 12' and parking stalls increased to 18'. The tradeoffs include losing 3' of sidewalk/amenity space on each side of the street bringing the sidewalk width to 11.5' on each side and lose the ability of the bike lane or sharrows. This concept increases the travel lane width to provide a little better visibility so you can back out within your lane and move forward efficiently. However, if Main Avenue is to be designated a bicycle route, the travel lanes would need to be a minimum of 14' wide to meet the requirements for striping sharrows. The City would not feel comfortable striping sharrows with this design so people will continue to ride at their own risk. Does this satisfy our sense of a complete street?
- 3) Parallel parking on one side with back-in angle parking on the other: This concept would have enough space for sharrows, or specific bike lanes, possibly, but you could lose a few parking spaces.
- 4) Parallel parking on one side with front-in angle parking on the other: Sharrows would not be used. Raised bicycle lanes could possibly be used.
- 5) No parking on one side of the street in the downtown commons plaza area. Merchants on the block between Shoshone and Gooding requests to have a raised festival street area with no parking on the northerly side.
- 6) Main Avenue as a One-Way Street: Keeping the cross streets as two-way traffic, but turning the five block project area into a one-way traffic pattern. The one-way concept was introduced at the morning Project Advisory Committee (PAC) meeting and there were mixed feelings. One problem that would need to be worked out is that there must be enough space on the street for a vehicle to be parked and an emergency vehicle to be able to get around it. If 10' sidewalks were approved on both sides of the street (1' less than what is there today), a bike lane could be incorporated.

Board member, Dexter Ball, shared he believes the one-way street would give a feeling of common area to the merchants and pedestrians downtown and it would feel safer to the pedestrian and bicyclist. Discussion continued regarding the bike lane standards and usability. Melinda mentioned the strategic plan that was created a few years ago was based on the community values shown from surveys completed by the community residents. Trail connection/bicycle lane connection was ranked as an important part of future transportation. The Council and City staff created a bike plan that included Main Avenue as a bike lane street so that the downtown would be a destination core location. If the City Council would decide a bike way is not a priority of the Main Street right-of-way at this time, it can be moved to another street. Mandi then shared images of cycle tracks with the board to introduce raised bikeways that are delineated with color and markings that are becoming popular in street designs.

There are four options to decide upon. The first three preserves Main Avenue as a bike way.

- 1) Implement back-in angle parking with sharrows;
- 2) Parallel parking on one side of the street with angle parking (either way) on the other with bike lanes – not sharrows;
- 3) One-way street with bike lanes;
- 4) Retain front-in angle parking on both sides of the street and remove the bike way (request to change City policy regarding Main Avenue being a bicycle route).

A combined meeting with the Urban Renewal Agency and the City Council is an option following the May 26th council meeting in which the public has been invited to comment their thoughts. This would allow both parties to communicate their thoughts and concerns so a decision on which option is best for the City of Twin Falls can be reached.

Otak will begin sketching the preliminary designs for the alley ways. In terms of scoping the project and construction, the utilities and alley work could be taken to the point of the temporary surface in the alleys because that surface will need to be in place for over a year before the permanent surface can be added. The temporary surface will be an asphalt type surface that would withstand truck traffic. The permanent surface can then be part of the Main Avenue scope of work.

Agenda Item 4 – Appoint a budget committee to review the FY 2016 TFURA budget – Leon Smith.

Chairman Smith appointed Dexter Ball, Dan Brizee, and Bob Richards to the budget committee. The committee will work the Brent Hyatt on the FY 2016 budget.

Agenda Item 5 - Consideration of a request to approve a contract with ACCO Engineering Systems for \$22,850 to replace two (2) HVAC units at TFURA-owned property located at 851 Pole Line Road – Jesse Schuerman.

Jesse Schuerman introduced the agenda item. Per the annual HVAC replacement schedule, two units are in need of replacement this year. Bids were requested and two were received. The low qualified bidder was ACCO Engineered System. Dan Brizee motioned to accept ACCO's bid in the amount of \$22,850.00 and Bob Richards seconded the motion. A roll call vote showed that all board members present voted in favor of the motion.

Agenda Item 6 - Public input and/or items from the Urban Renewal Agency Board or Staff.

None

Agenda Item 7 – Adjourn.

The meeting adjourned at 1:08 p.m.

Next regular meeting: Monday, June 8, 2015 @ 12:00 p.m.

Respectfully submitted,

Lorrie Bauer
Administrative Assistant