

COUNCIL MEMBERS:

Suzanne Hawkins	Jim Munn	Shawn Barigar	Chris Talkington	Gregory Lanting	Don Hall	Rebecca Mills Sojka
					<i>Mayor</i>	



MINUTES

Meeting of the Twin Falls City Council
 Tuesday, May 26, 2015 – 5:00 P.M.
 City Council Chambers - 305 3rd Avenue East -Twin Falls, Idaho

PLEDGE OF ALLEGIANCE TO THE FLAG
 CONFIRMATION OF QUORUM
 CONSIDERATION OF THE AMENDMENTS TO THE AGENDA
 PROCLAMATIONS: None

GENERAL PUBLIC INPUT

AGENDA ITEMS

I. CONSENT CALENDAR:

1. Consideration of a request to approve the Accounts Payable for May 19-26, 2015.

Purpose:
Action

By:
Sharon Bryan

II. ITEMS FOR CONSIDERATION:

1. Presentation to introduce Tara Bentley, the new Twin Falls Public Library Director.
2. Presentation of service plaques to Kevin Dane and Ryan Horsley in recognition of their service on the Parks and Recreation Commission.
3. Presentation of service plaques to Dusti Becker, Richard Birrell, Helen Brown, Jack Jardine, and Teena Thompson in recognition of their service on the Golf Advisory Commission.
4. Consideration of a request to adopt an ordinance vacating a portion of a platted utility, vehicle access and drainage easement on property located at 1777 and 1821 Canyon Crest Drive for Westpark Partners.
5. A general discussion about the City Council's FY 2016 budget priorities and philosophies followed by citizen input.
6. Public input and/or items from the City Manager and City Council.

Purpose:
Presentation

By:
Debbie Dane, TFPL
Board of Trustees Chairman

Presentation

Dennis Bowyer

Presentation

Dennis Bowyer

Action

Rene'e V. Carraway-
Johnson

Discussion

Travis Rothweiler

III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:

IV. PUBLIC HEARINGS: 6:00 P.M.

1. Consideration of a request for a Zoning Title Amendment amending Title 10, Chapter 12: Section 2.5(B) regarding the timing for required improvements for Conveyance Plats to be as determined by City Council.
2. Public hearing regarding parking configurations on Main Avenue for the Main Avenue Redesign Project.

Public Hearing
Action

Bradford J. Wills
Jonathan Spendlove

Public Hearing

Melinda Anderson

V. ADJOURNMENT:

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

Present: Suzanne Hawkins, Jim Munn, Shawn Barigar, Chris Talkington, Gregory Lanting, Don Hall

Absent: Rebecca Mills Sojka

Staff Present: City Manager Travis Rothweiler, City Attorney Fritz Wonderlich, Deputy City Attorney Shayne Nope, Deputy City Manager Mitchel Humble, Deputy City Manager Brian Pike, Parks & Recreation Director Dennis Bowyer, Zoning & Development Manager Rene'e V. Carraway-Johnson, Deputy City Clerk/Recording Secretary Leila A. Sanchez

Mayor Hall called the meeting to order at 5:00 P.M. He then invited all present, who wished to, to recite the pledge of Allegiance to the Flag with him and Boy Scouts from Troop 60. A quorum is present.

Mayor Hall announced Councilmember Rebecca Mills Sojka and Casey Sojka are proud parents of a baby boy born May 23, 2015.

CONSIDERATION OF THE AMENDMENTS TO THE AGENDA: None

PROCLAMATIONS: None

GENERAL PUBLIC INPUT

Mike Stradley, 210 Camarillo Way, explained the need for a disc golf course. The City will double in size and two courses will not accommodate the masses. A Disc Golf Facts sheet was entered into the record.

Discussion followed:

-The City of Twin Falls currently has disc golf courses at the College of Southern Idaho, Rock Creek Park, and O'Leary Junior High. The disc golf course at Thomson Park was removed.

AGENDA ITEMS

I. CONSENT CALENDAR:

1. Consideration of a request to approve the Accounts Payable for May 19-26, 2015.

MOTION:

Councilmember Talkington made a motion to approve the Consent Calendar as presented. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

II. ITEMS FOR CONSIDERATION:

1. Presentation to introduce Tara Bartley, the new Twin Falls Public Library Director.

Mayor Hall clarified that the introduction is to be made for Tara Bartley.

Debbie Dane, Chairman of the Twin Falls Public Library Board of Trustees, gave the presentation and introduced Tara Bartley.

2. Presentation of service plaques to Kevin Dane and Ryan Horsley in recognition of their service on the Parks and Recreation Commission.

Parks & Recreation Director Bowyer gave the presentation.

Kevin Dane served on the Commission since April 2009, serving two full three year terms. Kevin was very active on the Commission as he served as Chairman for the past five years and served as an excellent leader of the Commission.

Ryan Horsley also served on the Commission since April 2009, serving two full three year terms.

Mayor Hall and Councilmember Barigar presented plaques to Ryan Horsley and Kevin Dane

3. Presentation of service plaques to Dusti Becker, Richard Birrell, Helen Brown, Jack Jardine, and Teena Thompson in recognition of their service on the Golf Advisory Commission.

Parks & Recreation Director Bowyer gave the presentation.

MINUTES

Tuesday, May 26, 2015

Page 3 of 11

The City Council assigned the duties of the Golf Advisory Commission to the Parks & Recreation Commission as their duties were greatly diminished with the new Concession Agreement between the City of Twin Falls and Steve Meyerhoeffer, removing the remaining members from the Golf Commission.

The request is to honor Dusti Becker, Richard Birrell, Helen Brown, Jack Jardine, and Teena Thompson for their service.

Mayor Hall and Councilmember Lanting presented plaques to Richard Birrell, Helen Brown, Jack Jardine, and Teena Thompson.

4. Consideration of a request to adopt an ordinance vacating a portion of a platted utility, vehicle access and drainage easement on property located at 1777 and 1821 Canyon Crest Drive for Westpark Partners.

Zoning & Development Manager Carraway-Johnson explained the request.

On April 27, 2015, the City Council approved to vacate a portion of a platted utility, vehicle access and drainage easement as presented and subject to the Commission's recommendations.

All conditions placed on the vacation approval have been met as directed by the Council. Staff has prepared an ordinance for Council consideration.

Staff recommends the City Council adopt the ordinance.

MOTION:

Councilmember Lanting made a motion to suspend the rules and place Ordinance ~~3095~~ 3096 on third and final reading by title only. The motion was seconded by Councilmember Barigar. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

Deputy City Clerk Sanchez read the Ordinance by title only. AN ORDINANCE OF THE MAYOR AND THE CITY COUNCIL OF THE CITY OF TWIN FALLS, IDAHO, VACATING THE REAL PROPERTY DESCRIBED BELOW AND PROVIDING FOR VESTING OF TITLE TO THE PROPERTY SO VACATED.

MOTION:

Councilmember Talkington made a motion to adopt Ordinance ~~3095~~ 3096, as presented, and subject to the conditions placed in the staff narrative. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

5. A general discussion about the City Council's FY 2016 budget priorities and philosophies followed by citizen input.

City Manager Rothweiler explained the purpose of this session is to capture the Council's and the community's goals and priorities for the upcoming fiscal year.

The City views its planning and operations in a strategic manner. Our fiscal, operational and organizational strategies are governed and directed by the City's 2030 Strategic Plan.

In April, the members of the City's Long-Term Planning Committee presented their thoughts and suggestions. The members of this group spent time reviewing the City's Strategic Plan and discussed the organization's operational and capital needs. This group was tasked with updating the City's five-year fiscal planning model, tying the goals and objectives in the City's Strategic Plan to the budget, and defining the needs of the organization.

On Monday, May 11, 2015, each member of the City Council provided his or her thoughts about the City's FY 2016 Budget.

Staff will come back to report to the Council a preliminary draft budget on June 8, 2015. The final budget will be presented on July 2, 2015. Scheduled from July 2 through August 24, 2015, discussion will be made on a different component of the budget as it is connected to the City's Strategic Plan.

General Goals

- Specific connection to the City's strategic plan

MINUTES

Tuesday, May 26, 2015

Page 4 of 11

- Ensure targeted and desired levels of services are provided for as spelled out in the City's Strategic Plan, the citizen survey, etc.

Revenues

- Conservative approach on raising tax rates and user rates
- Ensure that new gas tax revenues from the state will be spent on transportation and road system projects.

Capital

- Continue to follow the zone maintenance program
- Enhance and expand trail system
- Develop more water storage
- Canyon Springs Grade design and improvement strategy
- Develop a plan to improve recreational facilities: recreation center, diversify our park standards to create more unique spaces

Personnel

- Continue to make appropriate adjustments and take steps to the City's salary table and benefits to ensure the compensation plan remains market competitive
- Add city staff where is it essential to maintain existing services

Programs and Services

- Enhance sustainability efforts: water conservation (messaging and capital improvements)
- Develop a sidewalk replacement program
- Examine and review existing development code to ensure compliance with comprehensive plan and best practices
- Incentivize recycling
- Expand business retention and expansion programs
- Develop a communications audit
- Develop a "Welcome Packet"

Citizen Comment:

- Continue to provide funding for transportation plan for when the population exceeds 50,000.

Council discussion followed.

Councilmember Lanting stated that in conversations with AIC leadership, discussion was made on the elimination of foregone balance; and, utilizing as much as \$1 million of the foregone amount to prepare for the cost of Canyon Springs Grade design improvement strategy and to rebuild Eastland South road.

City Manager Rothweiler stated the City Council allocated \$600,000, this year, for the purpose of building a comprehensive engineering study to find solutions for Canyon Springs Grade. Staff is currently creating a scope with the consultant, and after the public process, staff will be able to define costs as well as methodologies to pay for them.

On an annual basis, Cities may take 3% more revenue than they did the prior year by statutory allowance. Cities have the ability to take a bond to cover costs of a project.

In the case of the Canyon Springs Grade, the City would be using property tax dollars or a fund that is fueled by property tax dollars. Any bond measure would require the super majority of 66 2/3% approval as opposed to enterprise funds that are fee driven. The City may opt to save for over a period of time. Depending upon the option that is selected, staff believes the project may exceed \$7 million and be as high as \$10 million. \$10 million constitutes 55% to 60% of the total tax collections inside the City of Twin Falls.

In the last legislative session a bill was presented where the foregone opportunity was to be eliminated by the members of the legislature. The foregone balance is a simple term to say that the City may take 3% more revenue than it did the prior year. Any year that the City does not take the 3% the money is placed into a fictitious account. This is money that is never collected. Idaho Code states that the Council reserves the right to collect monies that they could have in the past and elected not to so. The City's foregone balance is approaching \$2 million, which means that on an annual basis the

MINUTES

Tuesday, May 26, 2015

Page 5 of 11

City could increase property tax collections by about \$1.8 to \$2 million. In Idaho the property tax rate is determined by total government spending divided by total taxable revenue of the community. The foregone balance created has equaled an annual property tax savings in excess of 10%.

Council discussion followed on the budget.

Councilmember Talkington acknowledged the many viable strategic options the Long Term Committee presented. Previously, the City Council would make budget decisions that did not address the internal needs hence the delivery service capability of the City. He thanked City staff and Travis Rothweiler for his leadership.

-Water is the biggest and long term threat to viability. The City needs to continue to be the leader in water conservation, through advertising, promotion, and revamping the zoning ordinances.

-Capital projects should meet scheduled timelines and on or under budget.

-Taking the full amount of foregone taxes will result in up to 10% increase in taxes levied. The City is at the maximum sustainable increase for property taxes for a substantial part of the community and expects new growth will pay for new projects.

Mayor Hall stated he would like to continue making appropriate adjustments to the City's salary table and benefits ensuring the compensation plan remains market competitive, continue to develop water storage, enhance and expand the trail system and bring non-motorized corridors together, and improve Canyon Spring Grade.

Councilmember Barigar asked staff that if the Transportation Master Plan was to be funded could it include other components such as multi-modal transportation for pedestrian and bicycle friendly corridors. City Engineer Fields stated it is possible if there is a component of the transit grant that should be incorporated in the Transportation Master Plan. The budget that was developed for the Transportation Master Plan was intended to address collectors, arterials, road ballast sections, and bicycles with a pedestrian purpose.

Councilmember Barigar stated he would like to see the Transportation Master Plan consistent with pedestrian and bicycle connectivity.

Mayor Hall opened up the public comment portion for the budget. No input taken.

Vice Mayor Hawkins explained Youth Councilmembers are interested in attending the 2015 AIC Conference to be held June 6- 12, 2015 and are requesting monies from the Council for one-half of each member's registration fee and full cost for chaperone registration and transportation.

MOTION:

Councilmember Lanting moved to approve the payment of one-half of four Youth Council delegates' registration fees and full cost for two chaperones registration fee and mileage for one vehicle. The motion was seconded by Vice Mayor Hawkins. Roll call vote showed all members present voted in favor of the motion. Approved 6 to 0.

Discussion followed:

Councilmember Barigar asked what line item will be used for costs. City Manager Rothweiler stated the City Council's training line item would be used for costs.

Vice Mayor Hawkins explained that the majority of monies received from fundraisers was paid out for the Selfie Police Officer campaign billboards and advertising.

Councilmember Barigar recommended costs for next year's AIC Conference be budgeted in the City Council's FY 2016 budget and the Youth Council set money aside for costs associated with the conference.

6. Public input and/or items from the City Manager and City Council.

III. ADVISORY BOARD REPORTS/ANNOUNCEMENTS:

IV. PUBLIC HEARINGS: 6:00 P.M.

1. Consideration of a request for a Zoning Title Amendment amending Title 10, Chapter 12: Section 2.5(B) regarding the timing for required improvements for Conveyance Plats to be as determined by City Council.

MINUTES

Tuesday, May 26, 2015

Page 6 of 11

Brad Wills, 222 Shoshone Street West, explained the request. On April 27, 2015, The Planning & Zoning Commission recommended approval of the request. City Code was written that if either of the two parcels in a conveyance plat went forward with development, the other one had to develop at the same time. Approximately 10 years ago, on the Sackett Farm on Hankins where the school property is located, a two acre parcel was separated out for the city for a pressurized irrigation station. Technically, if the School District property had not been replatted, the City would have been obligated to do their improvements once the School District started their improvements, with no opportunity for the City Council to waive or defer the requirement. Recently, the School District split a property to sell the excess parcel to help fund the school construction. It does not make sense to develop the secondary parcel now.

Planner I Spendlove reviewed the request.

The amendment proposes two main changes. First, removal of language that currently prohibits land development within a conveyance plat. Second, amending language that currently requires the installation of all required improvements within a conveyance plat at the time of development of either lot with language that allows an optional waiver by a City Council decision as to development and as to the timing and the area required for implementation of required improvements; curb, gutter; sidewalk, streets; water, sewer, etc.

On April 27, 2015, the Commission held a public hearing on this request. The public hearing had no public comment. During deliberations there was concern with removing the limitations for development under a conveyance plat and the vagueness of the amendment. Upon conclusion of deliberations the request was approved. If this amendment is approved it could affect properties within the Area of Impact, therefore, this request will require a public hearing before the Board of County Commissioners.

If the Council feels this zoning title amendment, as presented, is appropriate staff recommends approval.

Discussion followed.

Councilmember Talkington referred to the last conveyance plat. He asked if the City Council would have flexibility to require development on both parcels. Planner I Spendlove answered in the affirmative.

Councilmember Lanting referred back to the example of a house on the corner of a 40 acre parcel. Typically the development occurs but the intersection where the home is located remains undeveloped. Council's approval of the request would allow the City Council the ability to decide whether or not to require development of a remaining acre. He is concerned that if the requirement to develop the remaining is waived there may be sidewalks that lead to nowhere or streets that are widened only in portions of the road. For example, at certain points the road heading north on Eastland Road onto Pole Line is narrow because one side of the road is developed and the other side of the road is not. He asked if the City Council could require the development of the corner lot at the same time the larger lot is being developed.. Planner I Spendlove answered in the affirmative.

Mayor Hall asked what would happen if the County Commissioners chose not to approve Council's recommendation. City Attorney Wonderlich explained that approval of the request would apply to areas within the City limits. Whether this would apply in the Area of Impact or not would depend upon the County Commissioners.

Vice Mayor Hawkins asked how many times in the past ten years this has come into play or will come into play in the future. Planner I Spendlove stated approximately six times the past three years. Deputy City Manager Humble stated the code amendment for a conveyance plat was approved in 2007 and since that time approximately ten conveyance plats have gone through the process.

Councilmember Barigar asked how the City deals with property in the Area of Impact where an owner keeps five acres of land located in a corner of his property, selling the remaining acres surrounding his property to a developer who begins the development process. Deputy City Manager Humble explained that during the

MINUTES

Tuesday, May 26, 2015

Page 7 of 11

platting process, right of way will be dedicated to the City for the widening of the arterial that is adjacent to the scenario described. When the larger property develops a condition will be placed requiring improvements on the smaller property. The contrast to the scenario is what the School District is doing at this time on the property located at Falls and Sunway. Sunway Soccer Field had been a conveyance plat splitting 89 acres to approximately two 40 acre parcels. The parcels were large enough to do their own improvements and may have not been feasible to require development of both parcels at the same time.

A conveyance plat would be reviewed by the Planning & Zoning Department and Engineering Department for review and to the City Council for approval. Conveyance plats are not presented to the Planning & Zoning Commission. For property located in the Area of Impact, the Council would make a recommendation to the County Commissioners for approval. In the City limits, the Council's decision would be final.

Mayor Hall opened up the public testimony portion of the hearing.

Liyah Babayan, 250 Camarillo Way, asked how the splitting of property would affect the formula for in-lieu park fees. Deputy City Manager Humble explained a conveyance plat does not require park dedication.

Mayor Hall closed the public testimony portion of the hearing.

Brad Wills stated that conveyance plats are not for development purposes but mainly to split a property. All public right of ways and easements shall be dedicated during the conveyance plat process.

Mayor Hall closed the public hearing.

MOTION:

Councilmember Talkington made a motion to approve the Zoning Title Amendment amending Title 10, Chapter 12: Section 2.5(B) regarding the timing for required improvements for Conveyance Plats to be as determined by City Council and to bring back an Ordinance to the City Council. The motion was seconded by Councilmember Lanting. Roll call vote showed all members present voted in favor of the motion.

Recess at 6:18 p.m.

Reconvened at 6:28 p.m.

2. Public hearing regarding parking configurations on Main Avenue for the Main Avenue Redesign Project.

Economic Development Director Anderson gave a brief history of the Main Avenue Redesign Project and stated the consensus from the community's overall values are: Beautifying Main Avenue, making Main Avenue to be pedestrian, bicycle and vehicle friendly, creating open space, and creating a place that the public want to be.

The City Council requested that a back-in parking demonstration be done so citizens would have an opportunity to try out back-in parking. Staff restriped 7 parking spaces on Main Avenue in front of DL Evans Bank and St. Vincent de Paul store. In addition, staff held a formal parking demonstration on Thursday, May 21 from 4-6 pm. Everyone who tried out the parking demo was asked to complete a survey accessed from the City's website. Out of the 78 responses received, 67 tried back in parking. Out of the 67 responses, 42 thought it was a poor idea, 5 were unsure or neutral and 20 said this is good and very good or good to excellent. Comments were also made on the survey.

Mandi Roberts, OTAK, stated she would be discussing their approach on designing Main Avenue, its 50 year vision for Main Avenue, past and current conditions on the Main Avenue corridor, and the parking configuration cross section options, and would close with considerations on the decision making process.

Presentation topics discussed:

- Designing for Today and Tomorrow – a 50-year Vision.
- Important to consider not only today – but tomorrow
- Changing demographics and interests in community – aging boomers and millennials
- What will be future Downtown customers' interests? What is the future Twin Falls community going to be like?
- Past and present conditions of Main Avenue

MINUTES

Tuesday, May 26, 2015

Page 8 of 11

-Parking areas and the travel lanes do not meet current code and engineering standards. Existing today are 10½' travel lanes, 16' for the parking bays, and 14.5' sidewalks on each side of Main Avenue.

Discussion followed:

Mayor Hall asked if parking design and roads are codified. City Engineer Fields explained that stall dimensions requirements are in City Code. In the 1970's the road lane width by policy and Transportation Master Plan would have been approximately 11'. Road width is not in City Code. There is a standard of care considerations, for instance, it is difficult to have the road at less than 9'. Roads with a 12' driving lane provide some room to accommodate other uses such as wider loads.

Councilmember Munn asked if it would be legal to build Main Street with 14.5' sidewalks, 10.5' driving lanes, and with front in angle parking. City Engineer Fields answered in the affirmative.

Council comments on Main Street with 14.5' sidewalks, 10.5' driving lanes, and with front in angle parking followed:

Councilmember Barigar stated that while the street could meet the requirements of City Code, it would have the same level of functionality as it has today of getting cars from one end of the street and allowing parking. The street would primarily service vehicle traffic and not necessarily multimodal transportation of pedestrians and bicycles. City Engineer Fields stated the statement is accurate as long there is not a significant increase in pedestrians, driving traffic, and bicycles.

Councilmember Lanting asked if it is realistic to have vehicles back out of a parking stall into 10' lanes without crossing the centerline. City Engineer Fields stated that this is not realistic for all vehicles and certainly not for many drivers.

Mandi Roberts reviewed parking configurations on the following options: 1. Back-In/Head/out Angle Parking Both Sides, 2.a. Head-In/Back-Out Angle Parking Both Sides at 60 Degree Angle, 2.b. Head In/Back-Out Angle Parking Both Sides at 45 degree angle, 3. Back-in/Head-Out One Side; Parallel One Side, and 4. Head-In/Back-Out Angle One Side and Parallel One side. (Matrix attached.) In the five block zone between Gooding and Idaho there are 186 public parking spaces and 997 public parking spaces within the five block area.

Council will be asked to consider the following questions:

Should Main Avenue be designed for all modes, pedestrian, bicycle and vehicle?

Are wider sidewalks and amenity areas important?

Does the City want to keep Main Avenue as a bicycling route with striping, whether with sharrows or bike lanes?

How important is parking?

How can the design balance the current concerns with future trends and aspirations to create a 50 year vision?

Discussion followed.

Councilmember Barigar stated that Option 2.b. (Head In/Back-Out Angle Parking Both Sides at 45 degree angle) design does not support bicycle facilities. Understanding the space constraints of a dedicated bike lane he asked if sharrows could be painted to make bicyclists aware of cars and vice versa. Mandi Robert stated that as a best practice a minimum lane for a sharrow is 13'. Another foot would need to be found in the sidewalk or parking lane to adopt the 2. b. design discussed.

Councilperson Barigar asked City staff if there is written policy indicating the required width of a lane to be used by bicyclists and motorists. City Engineer Fields stated that the City does not have a policy but has a strategic plan and a standards street section in the residential street plan that provides for some accommodation that is substantially wider than a 10.5' lane. Residential street width from curb to curb is 36' with on-street parallel parking.

Mayor Hall asked City staff for the number of accidents for the past two years in the five-block area of Main Street.

Economic Development Director Anderson stated she spoke with Barbara Handy in the Police Department for information on traffic accidents from May 15, 2013 through May 15, 2015. The Police Department received 33 calls for service reference accidents on Main Street between Idaho Street and Fairfield Street. Out of the 33 calls only 13 resulted in an actual accident report. The calls showed: 3-rear end related, 1-loss of control, 5-turning/angle event, 1-backing event, 1-head on, 1-sideswipe, 1-hit and run resulting in damage.

MINUTES

Tuesday, May 26, 2015

Page 9 of 11

Vice Mayor Hawkins asked if Option #4 (Head-In/Back-Out Angle One Side and Parallel One side) is a 40 or 60 degree angle. Mandi Roberts stated it is shown as a 60 degree angle. A 40 degree angle would add 1.5' per side with fewer parking spaces.

Vice Mayor Hawkins asked staff if it is possible to have parking regulations allowing only compact vehicles on Main Street or prohibiting trucks with extra bed length. City Manager Rothweiler stated that it is possible to restrict the type of size of vehicles downtown, though it may not be a popular option based on comments heard previously.

Vice Mayor Hawkins asked if in option 2.a. and 2.b. to legally reduce the street lane width from 12' to 11'. This would increase the sidewalk by one foot. City Engineer Fields answered in the affirmative.

Councilmember Talkington asked if 90' (door to door) is typical for a downtown main street. Mandi Roberts answered in the affirmative. 90' is the minimum on the City's Main Street.

Mayor Hall asked if it is possible to change front in angle parking designs to back in parking at a future date. Mandi Roberts answered in the affirmative.

Councilmember Barigar stated that changing front in parking to back in parking will not pick up any space in any one of the zones without reconstruction. Two feet of sidewalk will have to be built or the valley gutter will need to be moved. Mandi Thompson agreed. Back in parking would achieve 14.5' sidewalks on each side.

Councilmember Munn asked if any of the 13 traffic accidents reported on Main Street involved bicycles. Economic Development Director Anderson understood they were vehicle to vehicle accidents.

Mandi Roberts clarified that a 60 degree angle for back-in parking (Option 1) would result in 13.5' sidewalks and a 45 degree angle parking would result in 15' sidewalks.

Mayor Hall opened up the public testimony portion of the hearing.

Diane Stevens spoke in favor of front in parking.

Tom Ashenbrenner, Rudy's, spoke in favor of front in parking.

Susan Hall, Susan's Antiques, spoke in favor of front in parking.

Stephanie Johnson, The Orpheum, spoke in favor of front in parking. She asked how the project is being funded.

City Manager Rothweiler stated that federal and state funding is not attached to the project.

Jeremiah Michael Johnson, 439 Bitterbrush, asked what agency is funding the project.

Economic Development Director Anderson stated the funding is coming from the Twin Falls Urban Renewal Agency.

Larry Johnson, 141 Main Street, The Orpheum, spoke in favor of front in parking.

Dan Guthrie, 2076 Maple, Downtown Advisory Committee, spoke in favor of back in parking.

Leon Smith, Chairman of the Urban Renewal Agency, explained the recommendations made by the Downtown Advisory Committee. The URA is requesting that the City Council determine which of the four parking options it prefers.

Ken Fitzgerald, property owner of 124-136 Main Avenue North, spoke in favor of front in parking.

Peggy Kidd spoke in favor of front in parking.

David Woodhead, 251 5th Avenue East, spoke in favor of back in parking.

Duskin Waters, 3168 Highlawn Drive, spoke in favor of back in parking.

Sergio Larios, 227 Sidney Street, spoke in favor of back in parking.

Tim Stasney, Slice Restaurant, spoke in favor of front in parking.

Kenzie Riddenburg, The Brass Monkey, spoke in favor of front in parking.

Ben Rasmussen, 452 Rosewood Avenue East, spoke in favor of back in parking.

Sid Vanderpool, 350 Main Avenue Month, spoke in favor of front in parking.

MINUTES

Tuesday, May 26, 2015

Page 10 of 11

Dale Gumpton, 1472 Bitterroot Drive, spoke in favor of front in parking.

Tony Prater, 1059 Mountain View, spoke in favor of front in parking.

Liyah Babayn, 250 Camarillo Way, Downtown Advisory Committee, spoke in favor of back in parking.

Bob Brown, 583 Fillmore Street, Claude Browns, spoke in favor of front in parking.

Mayor Hall closed the public testimony portion of the hearing.

Councilmember Talkington spoke in favor of Option 2.b. Head In/Back-Out Angle Parking Both Sides at 45 degree angle.

Councilmember Munn spoke in favor of Option 2.b. Head In/Back-Out Angle Parking Both Sides at 45 degree angle with the caveat to increase the sidewalk to 14', reducing traffic lanes to 11' .

MOTION:

Councilmember Munn made a motion to approve of 2.b. Head In/Back-Out Angle Parking Both Sides at a 45 degree angle subject to 14' sidewalks and 11' traffic lanes. The motion was seconded by Vice Mayor Hawkins.

Vice Mayor Hawkins stated for the record that back in angle parking makes sense for a certain group of this society. The Council decided to take public comment and to hear what citizens wanted. Citizens have been overwhelmingly negative toward back in parking, therefore she is in support of the motion.

Councilmember Lanting stated citizens are not ready for back-in downtown parking and at some point the bicycle issue will need to be addressed. He would be in favor of changing front in parking to back in parking in the future.

Councilmember Barigar stated that he appreciates that bicyclists do not ride to businesses downtown but expects they will in 15 years. In the City's Strategic Plan there are no fewer than seven initiatives about bicycle, pedestrian and vehicle harmony. This is about creating a complete street defined as "streets that are designed and operated to enable safe access for all users including pedestrians, bicyclists and motorists and transit riders of all ages and abilities. The Strategic Plan addresses public transit. Public buses would likely not be on Main Street in a public transit plan but would be on the Second Avenues. As far as the concept of placing a bike rack on corners so bicyclists have to walk half a block, he would place the same argument with every parking lot downtown. There is no parking lot that is further than a half block from every business. As stated by URA Chairman Leon Smith, this is a political issue and no longer about logic. Derogatory comments made on KMVT's Facebook page are inappropriate and are not considered public input. He appreciates the public for their constructive comments at tonight's meeting. The printed comments the Council received from merchants' customers are unprofessional. There is a perception that parking will take place immediately. There will be a year of construction on the alleys and a year of construction on Main Street. A two year lead will allow motorists the opportunity to learn to back in park or park in one of the 997 spaces downtown.

Mayor Hall stated that a full analysis of the different parking configurations and experience support that back in parking is the safest option. Public comments have shown no support of back in parking. He is in full support of Option 2.b., but would have preferred the existing lane widths of 12' for safety reasons.

Vice Mayor Hawkins explained that in the future, if back in parking was placed, an 11' lane would make the parking area shorter and place the sharrows when placing a bike lane. Adding a sidewalk later would be at a difficult cost.

Councilmember Barigar stated that it is not possible to add a foot to the valley gutter.

AMENDMENT TO THE MOTION:

Councilmember Barigar made a motion to go back to the widths that are depicted on 2.b. with sidewalks at 13', angle parking at 18', and travel lanes at 12'.

Discussion followed.

Councilmember Munn stated the importance of capturing as much sidewalk as possible, therefore, he would not be supporting the motion.

MINUTES

Tuesday, May 26, 2015

Page 11 of 11

Councilmember Barigar stated that should front in parking reverse and go to back in parking, the 12' lanes will give greater comfort to bicycles sharing the lane. Once this is built for front in parking all the widths remain.

Roll call vote on the amendment showed Councilmembers Barigar, Talkington, Lanting and Hall voted in favor of the motion. Councilmembers Hawkins and Munn voted against the motion. Approved 4 to 2.

Roll call vote on the main motion as amended showed all members present voted in favor of the motion. Approved 6 to 0.

V. **ADJOURNMENT:** The meeting adjourned at 8:30 p.m.

Leila A. Sanchez
Deputy City Clerk/Recording Secretary

Melinda Anderson

From: Ryan Horsley <rhorsley@redstradingpost.com>
Sent: Tuesday, May 26, 2015 4:51 PM
To: Melinda Anderson
Cc: Travis Rothweiler
Subject: Back in parking

Please read the following into the record for the Twin Falls City Council this evening:

I wanted to address the issue with the back in parking in downtown, last week while visiting a business on Main Avenue, I had the opportunity to try the Back in Parking experiment. It was much ado about nothing, I simply backed in and when I left it was easy to navigate and gave me a better field of view to be able to watch for any on coming traffic. I am familiar with this from other communities, mainly McCall, which seems to have no issues that I have noticed. I have found the discussion and uproar somewhat humorous, it also reminds me of the discussion that we had following the Tom Hudson Study over 15 years ago. Tom Hudson proposed the ideas of roundabouts in areas of town that would help with traffic flow people predicted the end of downtown and frequently predicted that there would be little old ladies circling the roundabout continuously never able to get out. However we now have a roundabout just south of Outback Steakhouse and I have yet to hear about the little old lady circling around until Search and Rescue is able to save them. I say this tongue in cheek because just because this is a new concept to our area does not mean we are reinventing the wheel. This concept has been utilized in more and more cities and not because it is a novelty concept but because it works. I am sure that if those pesky old ladies backing into all those store fronts on Main Avenue then we might have to revise this idea. Fear of the unknown should not deter us from moving forward and I applaud city staff for looking at a concept that has worked for other cities and personally I would like to see it considered in front of our business.

Sincerely,

Ryan Horsley
General Manager
Red's Trading Post Inc.
203 5th Avenue South
Twin Falls, ID 83301-6228
(208) 733-3546
(208) 734-2993 Fax



Mayor Don Hall

May 22, 2015

I am reaching out to share some thoughts regarding the revitalization of Downtown Twin Falls. I plan on attending the Council meeting on the 26th but I believe that some communication in advance of the meeting would be helpful.

I am trying to view the design process of the revitalization through the eyes, and feet, of our community members. What would they like to see, in terms of design and structure, downtown? A couple of key desires keep rising to the top of the list.

- Parking. Not necessarily front, back, or parallel, but free and available within a reasonable distance. Unfortunately back in parking has commanded a bit too much attention. Otak has done a very good job of outlining the various parking options and the resulting impact on sidewalk width, street width, bicycle sharing lanes, and total increase or decrease in parking spaces. If we stay with our current front in angled parking we stand to lose 3 feet of sidewalk space on each side of the street. Apparently this is due to the desire to not have vehicles back over the center line. We have been parking this way for over 40 years with very little trouble.
- Pedestrian friendly design. Once down here, I believe our customers put a high value on the "sense of Community" that comes with strolling the streets, seeing and being seen, sidewalk dining, and "festival events" in certain locations. In other words, we really can't stand to lose three feet of sidewalk width. In the 100 North, West block (Orpheum – Sav Mor Drug) our best option to save parking and sidewalk width would be a compromise of front or back in angled on the Sav-Mor side of the street with parallel parking on the Orpheum or Restaurant side. This will result in good sidewalks but a reduction of parking by 10 or more spaces in this block.
- Off Street employee parking. The Orpheum – Sav Mor - Block does not have nearly the necessary amount of available parking spaces in the rear lots. The two Main Ave. blocks to our East are in much better shape regarding rear lot availability. Our rear lots are often full, as is Main St, in the lunch hour and early afternoon, even in non-peak-season shopping months. The best solution, I believe, is to acquire and build an off-street parking lot on 200 block of 2nd Ave. N. This is the old Cain's warehouse property and the old Machine shop vacant building. I am hopeful that this option can be fully explored. Available funding might be possible through Urban Renewal, or City funding, or a combination. This lot is close enough to be feasible for employee parking and would greatly increase customer parking on Main Ave. N/W and in both of the rear parking lots. This project needs to be done correctly, and completely, to satisfy our community's desires over the next 30 or 40 years.

I know that you supportive of building a downtown core that our Community and Region will be proud of, and that will complement the economic and cultural advances that you have been involved in.

Thanks for your consideration,

Best Regards,

Tom Ashenbrener
Rudy's – A Cook's Paradise

RECEIVED
MAY 26 2015

Leila Sanchez

To: City Council Members
Subject: FW: Back in Parking

From: Ruth Pierce [<mailto:ruth@twinfallscpa.com>]
Sent: Tuesday, May 26, 2015 3:30 PM
To: Don Hall; Suzanne Hawkins; sbarriger@tfid.org; Jim Munn; Chris Talkington; Greg Lanting; rsojka@tfid.org
Cc: Travis Rothweiler
Subject: Back in Parking

I want to let you know I support the move to back in parking. This community has always been forward thinking and not afraid of change. We need to be thinking for the future and not the past. I think as people are thinking more green, that we need to consider how important being able to bike down Main will be to the future.

Thanks for your consideration.

Ruth

Ruth S. Pierce, CPA, CVA, FCPA

Stevens Pierce & Associates, CPAs

PO Box 145

Twin Falls, ID 83303-0145

Phone 208.734.8662

Fax 208.734.8685

www.twinfallscpa.com

Bringing More To The Table

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Leila Sanchez

From: Travis Rothweiler
Sent: Monday, May 18, 2015 10:45 AM
To: Leila Sanchez
Subject: Phone Call about downtown parking

Le,

I got a phone call for a gentleman named Cal. He called to shared that he was not in support of the back-in downtown parking proposal.

Sincerely,

Travis Rothweiler, ICMA- CM

City Manager

City of Twin Falls, Idaho

Leila Sanchez

From: Thomas Thatcher <tom@roadworkaheadonline.com>
Sent: Saturday, May 16, 2015 8:59 AM
To: Leila Sanchez
Subject: Back in parking down town

I do not understand the reasoning behind the back in parking. Wether an individual pulls in or backs in there will always be a danger if people are not paying attention. Backing in would hold up traffic in both directions. Please pass this on to the city council.

Tom Thatcher

Leila Sanchez

From: Ron Yates <twinfalls.history@yahoo.com>
Sent: Monday, May 11, 2015 4:05 PM
To: Leila Sanchez
Subject: Re: Please attach letter.

2015-05-11.

Greetings, This email is to voice my support for back-in parking *throughout* Twin Falls. I have used it when I traveled to Australia.

Back-in parking is safer and it is becoming easier as automobiles become smaller and more agile. I suggested back-in parking during former Mayor Clow's Downtown initiative in 2008, and again, several years ago to Mayor Hall while discussing street improvements around the Grain Elevator Park along 100 block of 5th Avenue South.

I have witnessed many near collisions and a handful of collisions where drive-in, back-out parking exists, especially in residential areas.

Thank you for this opportunity to speak.
Ron Yates 441 ELM STREET TWIN FALLS.

From: Leila Sanchez <Lsanchez@tfid.org>
To: "twinfalls.history@yahoo.com" <twinfalls.history@yahoo.com>
Sent: Monday, May 11, 2015 3:44 PM
Subject: Please attach letter.

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____

Addie Cahall

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____

Stupid!

Kathleen Keller 4044367

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X X X

Comments Hell NO!

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments There is a higher risk

of idiots who can't reverse
park, ruining not only my car
but also city property.

Jordan Rice

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments Can't Drive

Melissa Young

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____

Genita McBride

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO ✓

Comments _____

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____

Creighton Knight

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO /

Comments there are too
many dip shifts that
cant back between two
lines

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO ✓

Comments Bad idea!
more possible accidents
and traffic delays

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments Can you back
up straight between
two lines with one tree?

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO ✓

Comments _____
Cause more accidents

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments IT'S A STUPID

PROPOSAL

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____

Not Going to work
Bad Idea

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO ✓

Comments _____

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments Problem is that

people have a hard enough
time just pulling in forward. i

needs widened cur so do the ^{park} lanes
before anything else.

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____

most people have
difficulty backing up
to park

Tim Colver

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____

People cannot
drive forwards, more
less backwards!

Theresa Hyndman 320-09

Name & Phone # (Optional)

We Want Your Opinion

 The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO ✓

Comments _____

Some people
do not know how to
back up a car !!

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____

it's stupid
+ unsafe

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments saves us like
accidents waiting
to happen

Patricia Rohweder 735-2260

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO ✓

Comments Most people
can barely park
straight in much less
backing up.

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments Downtown local
businesses would suffer
from people not coming
downtown because they don't
want to back-in park.

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____
Backing into a parking spot
is much more difficult than
backing out of one.

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO /

Comments Fiscally
impossible &
illogical

Tom Williams
Name & Phone # (Optional)
903-248-4506

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments IT MAY SAFFER
ENTERING THE STREET, HOWEV
THE ADVERSE IS TRUE FOR ENT
THE PARKING SPACE. MORE FENDER BENS
ENTERING PARKING SPACES.
TRAVIS JOFORD (208) 539-9128
Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO XXX

Comments Not only NO!!!
But hell NO!!
Dumbest idea I
ever heard of - feel
free to contact me -

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X
May 21

Comments NO NEED TO change
what works

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO may 26 X

Comments RIDICULOUS!

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO may 21 X

Comments _____

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments sounds like

a long year of accidents,
and a bunch of dumb

Marco Palouso 208-295-6714

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments I think it's

stupid 3, asking for
trouble -

Wanda Harris 420-384

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments what a stupid idea

to waste time on. They're
more important things

to focus on to better Downtown

Shirley Moeller

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO ✓

Comments _____

It just seems to be too difficult

and too much of a deterrent

for people. We've come so far with

downtown - I wouldn't want this

Name & Phone # (Optional)

one thing to spoil our momentum

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments It will make a

big mess if you adopt a

back end parking. It would

keep me from coming downtown.

Gerard Meilleur 208-410-9501

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments The street is not

big enough to have

back in parking.

Matt (520) 404-4365

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments _____

Waiting for an
accident to happen - a
space is a space - front
park or back into park.

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO XXX

Comments Give it a weeks
Trial Run you

See how stupid
of an idea it
is
make it a one

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO XX

Comments If a person

has a problem backing
out of a spot they will
have more of a problem
backing in especially if
cars are on both sides

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X

Comments Stupid idea.

Harder to Park -
More likely to hit other
cars when parking.
A Fad we should PASS on!

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X _____

Comments It makes no sense to

have people "back-in" to parking
places - I can see more wrecks
and fender benders as a result.

I won't park here if it is back-

Name & Phone # (Optional) _____

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X _____

Comments _____

Name & Phone # (Optional) _____

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes X _____ NO _____

Comments _____

back in parking is
much safer

Name & Phone # (Optional) _____

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO X _____

Comments As a good

REASON FOR PEOPLE NOT
TO COME DOWNTOWN &
SHOP. !!

-Mckayla Williams

Name & Phone # (Optional) _____

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

Yes _____ NO _____

Comments Don't Care

Name & Phone # (Optional)

We Want Your Opinion

The City of Twin Falls is considering adopting "Back-In" parking on Main Avenue as part of the revitalization project. Are you in favor of being required to back-up into the angled parking spots here on Main Avenue?

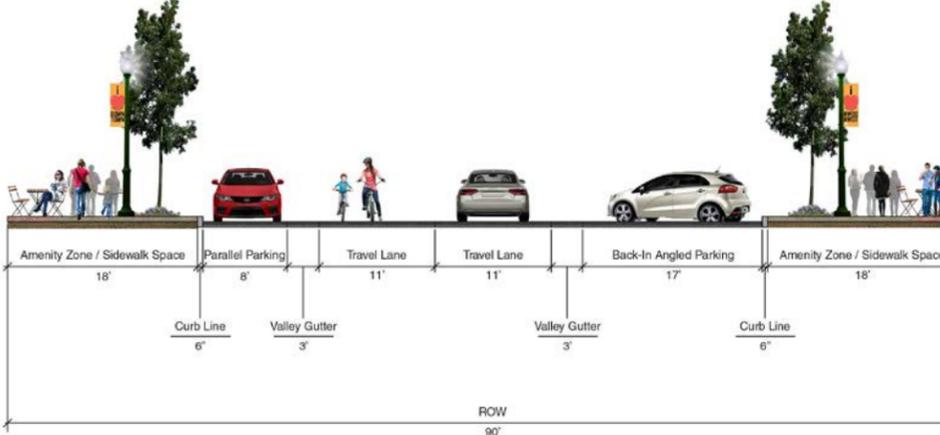
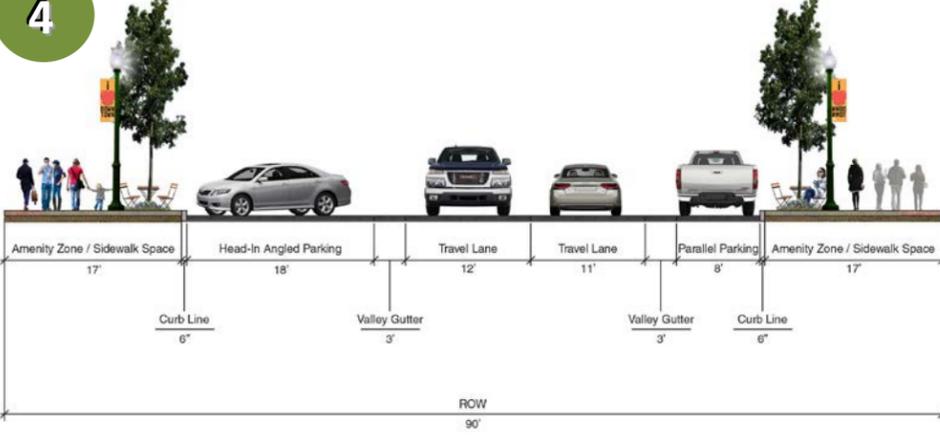
Yes _____ NO X

Comments Bad Driver


Name & Phone # (Optional)

Main Avenue Redesign Options—Reference Matrix

	Cross Sections	Parking Spaces	Sidewalk and Amenity Zone	Bicycle Facilities	Complete Street
<p>Existing Condition</p>	<p>Diagram showing existing cross-section with dimensions: Sidewalk Space/ Amenity Zone (14.5'), Head-In Angled Parking (16'), Travel Lane (10.5'), Travel Lane (10.5'), Head-In Angled Parking (16'), Sidewalk Space/ Amenity Zone (14.5'). Curb Line (1'), Valley Gutter (3'). ROW (90').</p>	<p>186</p>	<p>14'-6"</p>	<p>No</p>	<p>No</p>
<p>Back-In / Head-Out Angle Parking Both Sides</p>	<p>Diagram 1 showing Back-In / Head-Out Angle Parking Both Sides. Dimensions: Sidewalk Space/ Amenity Zone (13.5'), Back-In Angled Parking (17'), Travel Lane (11'), Travel Lane (11'), Back-In Angled Parking (17'), Sidewalk Space/ Amenity Zone (13.5'). Curb Line (6'), Valley Gutter (3'). ROW (90'). Amenity Zone / Sidewalk Width Reduced by 1' Both Sides.</p>	<p>198</p>	<p>13'-6" with Sharrows</p>	<p>Yes</p>	<p>Yes</p>
<p>Head-In/Back-Out Angle Parking Both Sides at 60 Degree Angle</p>	<p>Diagram 2A showing Head-In/Back-Out Angle Parking Both Sides at 60 Degree Angle. Dimensions: Sidewalk Space/ Amenity Zone (11.5'), Head-In Angled Parking (18'), Travel Lane (12'), Travel Lane (12'), Head-In Angled Parking (18'), Sidewalk Space/ Amenity Zone (11.5'). Curb Line (6'), Valley Gutter (3'). ROW (90'). Amenity Zone / Sidewalk Width Reduced by 3' Both Sides.</p>	<p>208</p>	<p>11'-6"</p>	<p>No</p>	<p>No</p>
<p>Head-In/Back-Out Angle Parking Both Sides at 45 Degree Angle</p>	<p>Diagram 2B showing Head-In/Back-Out Angle Parking Both Sides at 45 Degree Angle. Dimensions: Sidewalk Space/ Amenity Zone (13'), Head-In Angled Parking (18'), Travel Lane (12'), Travel Lane (12'), Head-In Angled Parking (18'), Sidewalk Space/ Amenity Zone (13'). Curb Line (6'), Valley Gutter (3'). ROW (90'). Amenity Zone / Sidewalk Width Reduced by 1.5' Both Sides.</p>	<p>198</p>	<p>13'</p>	<p>No</p>	<p>No</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Back-In/Head-Out One Side; Parallel One Side</p>	<p style="text-align: center;">3</p> 	152	15' with Sharrows or 11.5' with Raised Bike Lanes	Yes	Yes
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Head-In/Back-Out Angle One Side and Parallel One Side</p>	<p style="text-align: center;">4</p> 	157	14' with Sharrows or 10.5' with Raised Bike Lanes	Yes	Yes

Notes:

- Parking counts assume festival street areas from Shoshone west to half block (Paris Building) and from Hansen west to half block with parking only on one side of the street in festival street areas.
- For back-in/head-out angle parking, angled paces would be wider for better maneuverability (9.5 feet vs. 9 feet with head-in/back-out), and as such, there are fewer spaces overall.
- Options 1 and 2a and 2b result in an increase of parking above the existing quantity for these five blocks on Main Avenue; Options 3 and 4 result in a decrease of parking in the five blocks on Main Avenue because parallel parking doesn't result in as many spaces as angled parking.
- Options 1, 3 and 4 provide the most sidewalk and amenity space, enhancing the pedestrian environment. Option 2a reduces the pedestrian sidewalk and amenity zone by 3 feet each side compared to the width under existing conditions. Option 2b with 45 degree angle parking (instead of 60 degree as in 2a) is being introduced because it has less impact on sidewalk width—only 1.5 feet of reduction on each side is needed under 2b.
- With Option 2a or 2b, there is not enough space to provide bicycling facilities (sharrows or bike lanes) and as such, it would not be a complete street. May require changes to city plans (bicycling connectivity planning).