

Attendees:

City Council: Mayor JoAnne Lanham, Council President Chris Bryant, Vice-President David Pember, Council Member Billie Dillon, Council Member Joseph Rowan

SWAT Analysis Results
Zoning Commission / City Council Joint Workshop
April 27, 2010 6-7 p.m.
City of Glens Ferry, Idaho



Zoning Commission: Rocky Watkins, Ralph Jones, Cindi Wilde, Bob Patterson, Administrator Kathleen Pack

City Staff: Public Works Director Jeff Cook, City Clerk Will Berg, City Treasurer Deb Rowan

Community Members: Roger Jones, Lou Howard, Ray



Schamber, Melanie Brown

Consultants: J-U-B Planner Lisa Bachman, J-U-B Transportation Engineer Brian Smith, P.E.

Introduction & Format:

This Zoning Commission / City Council meeting was the first workshop scheduled for the Glens Ferry Transportation Plan. J-U-B provided some background on the process and facilitated the workshop. Attendees were split into a few groups and were each given the following items:

- A form to fill out their SWAT analysis (Strengths, Weaknesses, Assets and Opportunities, Treasures)
- Maps showing city limits, roads, and recognizable places such as city hall, the library and park

Each group was given about 25-30 minutes to fill out the SWAT analysis and mark whatever they desired on the maps. J-U-B asked each group to share their findings, which were written on a flipchart for everyone to see.

SWAT Analysis:

Strengths: River Access, Boat Dock, School, Cemetery, Winery & Golf Course, RV Parks, Senior Center, Airport, Downtown, Assisted Living, Water Treatment Plant, Chamber Corner, Fairgrounds, I-84 (close to interstate), Railroad

Weaknesses: Railroad Crossing- only one access to south of town, Lack of "escape route" from south side if there is a toxic spill with the RR, Curb gutter & sidewalks in disrepair, No bike trails/lanes, Drainage/particularly on Madison, 4th Street Bridge, Only one boat dock/want more, Old water lines-would like to coordinate waterline replacement with road construction projects, Irrigation, Limited Parking Downtown, Minimal Walking Areas, Alleys and streets/encroachments and need maintenance, Interchange issues/would like to see about westbound access from I-84 to Bannock, sewer lagoons, no bridge across the creek, small road budget

Assets & Opportunities: Museum, Library, Interpretive Center, Golf Course, River, Industrial Zone, Vacant Land, Senior Bus, recreation trail should be extended

Treasures: Baseball Diamonds, Pool, Parks, Low-income Housing, Climate, Opera House

Group Notes / Written SWAT Analysis Forms:

City Roads:

1. Fix and maintain City Roads better
2. Downtown painted bike path
3. Curly suggested changing the rules for bikes to be able to ride on the sidewalks within the city limits
4. Consider an overpass downtown
5. Signage on Frontage Road – warning of 12' 9" height of bridge
6. Underpass is one lane only so a sign to indicate right of way

Airport:

1. Add 1,000 linear feet to runway
2. Add taxiway
3. Need water for fire (10") / create a loop
4. Exchange offsets for land (Dick Anderson) for buffer zone
5. Put additional underground power from gate entry
6. Consider developing the hot water well

Map Mark-ups:

The maps were collected from the groups and the items shown are as follows (some people did not mark on their maps):

1. Airport: larger pipe for City water to airport – down Madison to the Airport
2. Madison: bike path on Madison beginning at the Airport along the vineyard, Three Island State Park and continuing east into town
3. Bannock: Connect Bannock from the north to the south end of town to Madison for better access to the park and connectivity throughout the City
4. I-84 Interchange access from Bannock: complete the interchange to allow motorists traveling westbound on I-84 to get off on Bannock
5. River Crossing at Commercial Ave and link to the road on the south side of the river
6. Ramp/interchange/underpass issues near frontage road – need better signage, sight distance
7. Need a skateboarding park on the south side of the tracks either on the southeast corner of Bannock and 1st Ave, or just east of the existing city park

Glenns Ferry Transportation Plan



THE
LANDON
GROUP
a JUB Company



Technical Advisory Committee (TAC) Meeting No. 1 • July 29, 2010

Location • Date • Time

Glenns Ferry City Hall, 110 East 2nd Ave.
July 29, 2010
6-8 p.m.

TAC Members Present

Chris Bryant	Bob Janousek
Bob Pattison	Bob Peace (for Nick Schilz)
Frank Case	Roger H. Jones
Linda Jensen (for Jim Gluch)	Jeff Cook
Dale Smith	Will Berg
Ralph Jones	

J-U-B Consultants Present

Lisa Bachman
Brian Smith
Stephanie Bennett

Meeting Overview

Participants were given a general overview of their role as committee members and background on what steps had been completed so far. Went over the SWAT Analysis results and the Stakeholder Interview information.

The Transportation Plan was discussed. TAC members were given information about what it could entail, what it would mean for Glenns Ferry, and potential projects and ideas. They then had an interactive discussion about what issues were most important to them and what they most wanted to see happen in Glenns Ferry. They were given numbered dots to put on a project evaluation list to prioritize issues.

Comments Received

Underpass / Overpass-Emergency Access: Restricted access to the south is a big issue. Some of the TAC members thought an overpass should be evaluated carefully before considering reconstruction of the underpass. The underpass was fixed a few years ago and is probably the best it's going to get. The fire department does not have any issues getting trucks through the underpass, but motor homes cannot get under it and sometimes get stuck. One side of the underpass is higher than the other. The TAC discussed the possibility of aligning the overpass with Bannock on the west or on the east side of town. The Bannock alignment already has some of the right-of-way dedicated and many thought the Bannock alignment would be more feasible than on the east.

I-84 Off-Ramp Completion: The TAC expressed interest in completing the western I-84 (milepost 120) interchange to provide access to motorists heading westbound on I-84. If motorists miss the eastern entrance at exit 121, they have no other way to get to Glenns Ferry.

Project Evaluation Criteria

Item	Rating	Ranking Results – Priority
Safety / Emergency Access	#1 = 13	#1
Fix Streets / Infrastructure at same time	#1 = 5 #2 = 8 #3 = 3	#2
Economic Development / Growth / Aesthetics	#1 = 3 #2 = 1 #3 = 4	#3
Cost / Availability of Funding	#1 = 1 #2 = 5 #3 = 1	#4

Areas of Focus

Item	Rating	Ranking Results – Priority
I-84 Off-Ramp #120	#2 = 4 #3 = 9	#1
Alternate Route to Underpass / Need for Overpass	#2 = 2 #3 = 3	#2
Signage	#2 = 1 #3 = 1	#3
Maintenance	#2 = 1	#4

Transportation Goals

Goal	Strategy and Resources
Improve Madison, Commercial and Cleveland	Revisit this goal on an annual basis
Improve streets that are already “savable”	Contact LHTAC about street repairs
Evaluate Construction of an overpass (west versus east). Crossing the railroad tracks and off-ramp to get to the south side of town.	Revisit this goal on an annual basis. Involve ITD, LHTAC, Homeland Security, and inquire about a congressional earmark
Coordinate transportation issues with other jurisdictions: ITD, Elmore County, and Glenns Ferry Highway District	Attend transportation coordination meetings, or set up another multi-agency group to coordinate projects and LHTAC grant applications. Either formal or informal interaction will help increase coordination efforts.
Pedestrian / Bicycle Facilities: The City should support connectivity to the walking trail currently in the works.	Evaluate funding sources on an annual basis to extend the trail.
Handicapped (ADA) facilities and Sidewalks: The City should provide accessible ramps and sidewalk connectivity in areas throughout the City.	Evaluate funding sources on an annual basis to fix non-ADA accessible sidewalks and to connect non-connecting sidewalks. This goal should be implemented through downtown revitalization efforts.
Enhance Entryway Corridors: <ul style="list-style-type: none"> • Exit 121 (I-84) • Highway 30 / First Avenue • What about Bannock – 120 (1-84) if completed? 	<p>Involve businesses in corridor projects, and look into Gem Community Grants and ITD funding.</p> <p>Informational signage – primarily on the east, at the intersection of Frontage and First Avenue.</p> <p>Landscaping and aesthetics are a priority for these corridors – there are City entrances or “gateways.”</p>
Enhance Destination Routes / Corridors: (Need to consider truck traffic and parking) <ul style="list-style-type: none"> • Cleveland • Commercial • Madison 	<p>Propose reclassification to collectors of Commercial from Cleveland to Madison and Madison to the airport.</p> <p>These projects should be considered to be “fixed” at the same time infrastructure under the road is replaced.</p> <p>Landscaping and aesthetics are a priority for these Destination routes / corridors. Bicyclists can use the streets on these corridors.</p>

I-84 Business Loop: Should the City Consider taking it over from ITD? The TAC seemed very much opposed to this idea due to the cost of maintaining the loop. The City expressed concerns about it due to future maintenance costs and they recently turned down a request by ITD to take it over.

Maintenance: TAC members felt that the City needs to take care of what they have and come up with a plan to maintain existing roads to extend the useful life as long as possible. Seal coating cracks, chip sealing and fog coating were all suggested forms of phased treatment. The City should consider not cutting the road to access/replace utilities, but instead should bore to avoid diminishing the integrity of the road base. Potholes are an issue and need to be fixed. The maintenance program should evaluate alternative roadway materials to reduce the cost of future maintenance.

Economic Development: Some felt that tourism and the related businesses have never reached their full potential in Glenns Ferry due to roadway / access and aesthetic issues. There is an area zoned industrial on the south side of the railroad tracks, aligned with Bannock from the north.

Bicycle Access: Potential bike routes were identified on Cleveland, Commercial and Madison. Some committee members thought new bike pathways might be unnecessary because many people already bike without issues and there is not enough traffic to warrant bike lanes. Some did suggest the plan consider bicycle lane striping to alert drivers and provide a safe lane for cyclists to use. On-street parking needs to be considered when evaluating bike lanes because there is not enough room for both.

Miscellaneous Items:

- **State park route:** Concerns about the route to the state park is not maintained by the State, but question whether it is the responsibility of the City? The road at the park is maintained but the remaining route needs attention. Is there a way to work with the State on this issue? Should the City make a formal request to the State?
- **Development regulations:** The TAC expressed that the City code should not be changed to allow bikes on sidewalks. Bicyclists can use the roads. The TAC did not feel the policies for developments (in the City code) need to be addressed. The Zoning Commission created standards that are currently in place that seem to work well for the City.
- **Railroad:** Concerns were brought up about contacting (and the difficulty involved) the UPRR to discuss issues and potential solutions. If there was a chemical spill on the line, the City would be in trouble and there would be no way to get out. A coordination plan would be helpful and give the City and residents peace of mind.

TAC members were given three (3) numbered dots to put on the list they had created for project evaluation factors.

Glenns Ferry Transportation Plan



Technical Advisory Committee (TAC) Meeting No. 2 • September 8, 2010

Location • Date

Glenns Ferry City Hall, 110 East 2nd Ave.
September 8, 2010

TAC Members Present

Chris Bryant
Bob Pattison
Frank Case
Jim Gluch
Dale Smith

Ralph Jones
Bob Janousek
Roger H. Jones
Jeff Cook
Will Berg

J-U-B Consultants Present

Lisa Bachman
Brian Smith
Darla Christiansen

Meeting Overview

Lisa Bachman reviewed Transportation Plan activities to date, summarized comments from the August 25 public open house, and provided an overview of this TAC meeting's workshop. The goal of the meeting will be to further refine and prioritize projects.

TAC members broke into three groups, rotated among three workshop topic tables, and then reported back to the larger group about comments generated at the tables. The three work tables were:

1. Downtown Corridor: Commercial & First
2. Destination Corridor: Cleveland & Madison
3. Project List (rank by priority 1-10)

At each corridor table, TAC members reviewed maps, typical sections of possible roadway and landscape design options, and considered questions and needs for each of the corridors. At the Project List table, members were asked to discuss the projects listed, then individually rank the projects (not as a group activity) on a scale of 1-10; the results were tallied and discussed at the end of the meeting.

The following section summarizes comments reported back to the entire TAC by all three break-out groups.

Comments on Corridors

Downtown Corridor: Commercial

- Didn't like landscape median/like detached sidewalk
- Truck turning radius
- Moose Corner Market: curb/gutter
- Sidewalk/curb/gutter on south side
- Recognize truck turning radius needs
- South side frontage road = signage (med/school/park/downtown)
- Commercial = not room to do a lot/eliminate bike lane
- Signage top priority
- Get trucks to use frontage road – turning
- Not much problem w/trucks downtown unless two at a time
- Commercial to Senior Citizen Center = sidewalks

Downtown Corridor: First

- Continuation of downtown
- Waterline issue/fire protection

Destination Corridor: Madison

- Like proposed right-of-way
- Narrow drainage area
- Annexation issues
- Connection issues
- Boise-Airport
- South side commercial to boat docks
- Drainage problems to address
- Public issues
- Walkway from winery – state park

Destination Corridor: Cleveland

- Truck route turning radius
- Sidewalk width – two feet paving width/eliminate Landscape
- Drainage @ Logan
- Speed rout Oneida east to 90 N
- Widen first block = truck traffic
- To senior citizen area
- Beyond senior citizen – nothing extra
- Wide intersection, okay for trucks
- Eliminate landscaping – allow wider travel lanes

Global Comments

- Path widening (eliminate landscape)
- Signage: high-reflective requirements
- Utility coordination

Project Prioritization

The following projects were ranked on a scale of 1-10 based on individual TAC member input:

On-off ramp #120

Improve corridor: Madison (three-way tie for 2nd)

Improve corridor: Commercial

Improve corridor: Cleveland

City entryway landscaping & signage

Improve corridor: First Avenue(three-way tie for 4th)

Overpass – on west side of town aligning with Bannock to Madison

Fix sidewalks

Oregon/Madison four-way intersection(tied for 5th)

More boat docks at Snake River near existing docks

Glenns Ferry Transportation Plan Projects

		<i>Point Values</i>	10	9	8	7	6	5	4	3	2	1	
#	Transportation Projects	1	2	3	4	5	6	7	8	9	10		Total
1	On-off Ramp #120	4		1		2	2			1			10
	<i>Total points with weighted values</i>	40	0	8	0	12	10	0	3	0	0		73
2	Commercial Corridor Improvements	3		3	1	1							8
	<i>Total points with weighted values</i>	30	0	24	7	6	0	0	0	0	0		67
3	City entryway landscaping & signage <small>Exit 121: east /Frontage-1st/HWY30-1st/Exit 120-Bannock</small>	1	1	3		1		1	2				9
	<i>Total points with weighted values</i>	10	9	24	0	6	0	4	6	0	0		59
4	Cleveland Corridor Improvements	2	1		4							1	8
	<i>Total points with weighted values</i>	20	9	0	28	0	0	0	0	0	1		58
5	Madison Corridor Improvements	1		3			2	2					8
	<i>Total points with weighted values</i>	10	0	24	0	0	10	8	0	0	0		52
6	Overpass - west side of town		2	1	1	1			1				6
	<i>Total points with weighted values</i>	0	18	8	7	6	0	4	0	0	0		43
7	First Avenue Corridor Improvements	2				1		1	1	1			6
	<i>Total points with weighted values</i>	20	0	0	0	6	0	4	3	2	0		35
8	Fix sidewalks: Elmore St. to the creek					1	2			1	2		6
	<i>Total points with weighted values</i>	0	0	0	0	6	10	0	0	2	2		20
9	Underpass					2				1			3
	<i>Total points with weighted values</i>	0	0	0	0	12	0	0	3	0	0		15
10	Airport: Lengthen Runway, add Taxiway				1		1			1			3
	<i>Total points with weighted values</i>	0	0	0	7	0	5	0	0	2	0		14
11	Oregon/Madison intersection 4-wy stop								1	1	2		4
	<i>Total points with weighted values</i>	0	0	0	0	0	0	4	3	4	0		11
12	Bridge 4th Street, Pedestrian Route						1		1	1			3
	<i>Total points with weighted values</i>	0	0	0	0	0	5	0	3	2	0		10
13	More boat docks near existing					1					3		4
	<i>Total points with weighted values</i>	0	0	0	0	6	0	0	0	0	3		9
14	River crossing - west side of town								1	1	1		3
	<i>Total points with weighted values</i>	0	0	0	0	0	0	4	3	2	0		9
15	Commercial Avenue RR Crossing-fix issues					1						1	2
	<i>Total points with weighted values</i>	0	0	0	0	6	0	0	0	0	1		7

Glenns Ferry Transportation Plan

Public Open House No. 1 Summary • August 25, 2010



Location • Date • Time

Glenns Ferry City Hall, 110 East 2nd Avenue
August 25, 2010 • 4-7 p.m.

Project Team Staff

Will Berg, Glenns Ferry City Clerk
Jeff Cook, Glenns Ferry Public Works Director
Lisa Bachman, Planner, J-U-B Engineers
Brian Smith, Transportation Engineer, P.E., J-U-B Engineers
Darla Christiansen, Public Involvement Facilitator, The Langdon Group/J-U-B Engineers

Stakeholder Notification

Wk of Aug. 9 Information provided to Glenns Ferry Gazette by City staff

Aug. 16 Email notice sent to TAC members w/open house poster attached
Flier posted around town

Meeting Overview

Participants were asked to sign in as they entered the open house.

Display boards with information about the project were set up on easels around the perimeter of the room. A large map with potential projects was attached to one wall, and participants were encouraged to write comments directly onto the map, write comments onto post-it notes that were attached to the map, and/or mark up the map as they saw fit.

No comment forms were submitted; comments were only provided via the large map. Additional smaller project maps were available for review on a large table at the center of the room. These smaller maps served as additional discussion points.

A total of 16 people signed into the public meeting.

Displays

- Welcome
- Project Schedule
- Technical Advisory Committee
- How Projects are Prioritized
- Top 5 Issues Identified So Far
- Transportation Goals
- Focus Areas

Comments Received from Large Map

1.) Overpass

- Make the RR crossing near grainaries accessible.

2.) City Corridors

- Commercial: Bike laws on Madison and Commercial
- Madison:
 - Sidewalks would be nice, or bike lanes
 - Goat head issues
 - Deteriorating
 - Hard for motor homes
 - Hard to find

3.) City Entryways

- Highway 30: Truck route sign needs direction at both ends
- Bannock: Welcome to Glens Ferry sign – Style sign like the one in Boise at the Broadway Exit.



4.) Underpass

- Get Glens Ferry on the list for a railroad crossing even if it takes 20 years.
- Needs to be made higher and 2 lanes.

5.) River crossing at Commercial Ave.

- What about a river crossing through state park aligned with Bannock instead of Commercial

6.) Sidewalks – Elmore St. to the Creek & Syringa

- Sidewalks in disrepair on east side of Museum.
- City ordinance regarding sidewalk.
- Owner responsibility.

7.) Bridge – 4th Street, crosses the Canyon Creek, east of Alton St.

- Temporary pedestrian bridge for now?
- Like pedestrian bridge idea.
- Maybe convert the bridge for vehicle traffic later

Glenns Ferry Transportation Plan

Public Open House No. 2 Summary • September 29, 2010



THE LANGDON GROUP
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Location • Date • Time

Glenns Ferry City Hall, 110 East 2nd Avenue
September 29, 2010 • 4-7 p.m.

Project Team Staff

Will Berg, Glenns Ferry City Clerk
Jeff Cook, Glenns Ferry Public Works Director
Lisa Bachman, Planner, J-U-B Engineers
Brian Smith, Transportation Engineer, P.E., J-U-B Engineers
Darla Christiansen, Public Involvement Facilitator, The Langdon Group/J-U-B Engineers



Displays

- Welcome
- Project Schedule
- How Projects Are Prioritized
- List of Prioritized Projects
- Conceptual Corridor Renderings
- Project Map



Meeting Overview

Participants were asked to sign in as they entered the open house. A total of 16 people signed in at the open house.

The following comments received on comment forms, the map and verbally are as follows:

- Doesn't think Madison need improved – not much of any issue
- We'd like to see RR access improved on the west side to allow for future industrial development
- Thinks a bypass should be done but know merchant favors #6 option
- If 120 is both EB/WB, increase traffic in front of school
- Madison – city owns 60'; could a 3' striped lane accommodate bike/pedestrian use?
- Enjoys bike/pedestrian path
- Heard the concern about truck getting stuck in underpass
- Lower #1 down to 6-7 priority, because of increased traffic by school
- Recreational Trail – Develop a loop
- Airport – comments illegible
- Prioritize projects in this order:
 - Commercial – 1st
 - Madison – 2nd
 - Cleveland – 3rd
 - Overpass on the west End – 4th

Glenns Ferry Transportation Plan



Technical Advisory Committee (TAC) Meeting No. 3 (Final) • April 4, 2011

Location • Date

Glenns Ferry City Hall, 110 East 2nd Ave.
April 4, 2011

TAC Members Present

Chris Bryant
Bob Pattison
Frank Case
Jim Gluch
Dale Smith

Ralph Jones
Bob Janousek
Roger H. Jones
Jeff Cook
Will Berg

J-U-B Consultants Present

Lisa Bachman, PCED
Paul Stevens, P.E.
Darla Christiansen, Public Involvement



Meeting Overview

This meeting was intended to work out details to move the plan from a “Draft” document to a “Final Draft” document. The Final Draft would integrate comments and input received from the Draft Plan.

Lisa Bachman presented power point slides reflecting the process and comments received. Following the presentation, an interactive discussion occurred to work through unresolved items that needed to be discussed.

Interactive Discussion

The following items were discussed and consensus was reached on each item:

- Add East and West Garfield Avenue as proposed collectors to the functional classification map due to its functionality
- Remove Oregon/Madison project from the Capital Improvement Project (CIP) list – not a high priority or that big of an issue.
- Add the western access road to the CIP map as Intermediate Project #1 for emergency access to the south and to provide access for future development
- Industrial/Economic Development Access west of Commercial Avenue on the south side of the railroad tracks - Two options were discussed to improve access to this area: (A) Extend Boise Street to the north; or (B) Extend Washington Avenue to the east. To evaluate these

options, we facilitated a matrix of the prioritization criteria and evaluated the impacts that the options had, either positive or negative, on the criteria. The evaluation matrix is summarized in the table below. The TAC agreed that both options are challenged by the floodplain and bridges that would be required to cross over Canyon Creek. Boise Street is more feasible option, as reflected in the table; however, the TAC expressed preference (if funding can be secured) for the Washington extension.

Improved Industrial/ Economic Development Access Matrix		
Prioritization Criteria	Boise Street	Washington Avenue
Safety	/	/
Ability to fix streets at same time	-	+
Economic Development	+	+
Cost/Funding	+	-
Flood Issues	-	-
Timing	+	-

Corridor Design

COMMERCIAL AVENUE

Gateway Enhancements

- Exit 121 (I-84, east entrance)
- Frontage Road/First Avenue
- Highway 30/First Avenue
- Exit 120 (I-84, Bannock Avenue)

Population

Historical

1970	1980 (%change)	1990 (%change)	2000 (%change)	2009 (% change)
1,386	1,374 (-1%)	1,304 (-5%)	1,611 (+24%)	1,368 (-17.7%)

Future

Current and Projected Population (2010-2030)		
2010	2020	2030
1,395	1,668	2,033

Land Use & Growth Trends

- 50 to 55 population increase in 5 years
- Tourism, industrial property, railroad, winery, golf course, airport, downtown revitalization

Economic Development

- Corridor design
- Gateway enhancements
- Downtown revitalization
- Access to railroad corridor
- Access to the south
- Access to the west

Economic Development

Transportation System

Traffic Counters

Street	Daily Traffic Volumes		Traffic increase Holiday Weekend	
	# of Vehicles Business Day	# of Vehicles Ave. Weekday	#	%
Commercial North of Cleveland	2,693	2,347	+346	+13%
Commercial South of Cleveland	1,764	1,598	+166	+4%
Madison West of Boise St.	866	667	+199	+23%

Traffic Pattern Fact:
50% of vehicles entering Glens Ferry off I-84 ends up on Commercial Avenue

Transportation System

Peak Hour Counts

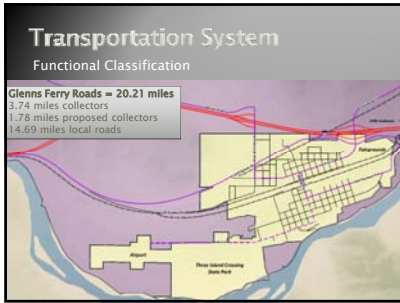
Intersection	Current (2010) and Future (2030) PM Peak Hour Delay (sec) and LOS	
	PM Peak Hour 2010 Longest Delay Approach	PM Peak Hour 2030 Longest Delay Approach
Commercial Avenue & First Avenue	NB-10.9/B	NB-13.7/B
Commercial Avenue & Cleveland Avenue	EB-10.4/B	EB-11.8/B

Legend:
10-5.9 Delay/Level of Service
NB - Northbound, SB - southbound, WB - westbound, EB - eastbound

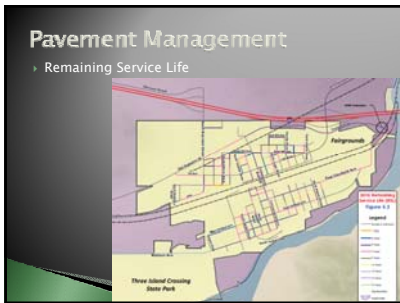
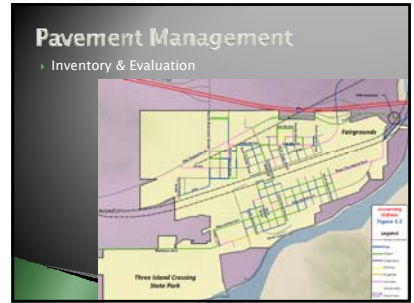
Transportation System

Crash Information: 2005-2009

- First Avenue - 7 crashes, 2 Injuries
- Commercial Avenue - 5 crashes, 1 Injury



- ### Transportation Systems
- Intermodal Facilities & Future Needs
- ✓ Recreational trail
 - ✓ Bike paths
 - ✓ Boat docks
 - ✓ Sidewalk improvements
 - ✓ ADA access
 - ✓ School access
 - ✓ Senior transportation needs
 - ✓ Airport improvements
 - ✓ Railroad crossing improvements
 - ✓ Railroad access
 - ✓ Truck route signage



- ### Capital Improvement Plan
- › Guiding tool
 - › Community priorities
 - › Funding availability
 - › Realistic
 - › Split into 3 categories:
 - Short 1-5 years
 - Intermediate 5-10 years
 - Long 10-20 years

Capital Improvement Plan

Short Range 1-5 years

- Commercial Avenue
- City Entryway Signage
- Local Sidewalk Improvements
- Boat Dock Improvements
- Airport Planning

Capital Improvement Plan

Intermediate Range 5-10 years

- Oregon Street/Madison
- 4th Street Bridge - Pedestrian
- East Cleveland Avenue
- Madison Avenue
- First Avenue
- Railroad Crossing/Commercial

Capital Improvement Plan

Long Range 10-20 years

- On-off ramp #120
- Overpass
- Underpass
- Emergency Access across River

Agenda

Process and Schedule

- ✓ City/PZ joint meeting - SWAT Analysis
- ✓ Stakeholder interviews – Summary
- ✓ TAC workshop #1 – Goals and Priorities
- ✓ Open House #1
- ✓ TAC workshop #2: Corridor Design, City Entryway Design, Prioritize Projects
- ✓ Open House #2



We are here



- **Added to Schedule – TAC workshop #3: Final Plan Document Review**
- Adoption process – public hearings to adopt plan

What We've Heard

- Summary of what we've heard and confirmation
- Goal of the Final TAC Workshop #3

Discuss Plan & Make Necessary Changes

- Transportation Plan Overview - Presentation
- Solutions - Interactive Discussion

What's Next

- Adoption Process – public hearing to adopt plan

Meeting Summary

City of Glenns Ferry

110 East 2nd Avenue ~ P. O. Box 910 ~ Glenns Ferry, ID 83623
208-366-7418 ~ fax 208-366-2238

MAYOR
JoAnne Lanham

CITY COUNCIL
Chris A. Bryant, President
David Pember, Vice-President
Billie L. Dillon
Joseph L. Rowan

CITY COUNCIL & ZONING COMMISSIONERS SPECIAL JOINT MEETING

AGENDA

Tuesday, May 24, 2011 at 6:00 pm

"Although the City of Glenns Ferry no longer requires sworn testimony, all presentations before the Mayor and City Council and Zoning Commission are expected to be truthful and honest to the best of the ability of the presenter."

1. Open Meeting with Welcome and Roll-call Attendance:

Mayor & City Council:

<input checked="" type="checkbox"/> Chris Bryant	<input checked="" type="checkbox"/> David Pember
<input checked="" type="checkbox"/> Joseph Rowan	<input checked="" type="checkbox"/> Billie Dillon
<input checked="" type="checkbox"/> Mayor JoAnne Lanham	

Zoning Commission:

<input checked="" type="checkbox"/> Cindi Wilde	<input checked="" type="checkbox"/> Rocky Watkins – acting chair
<input checked="" type="checkbox"/> Ralph Jones	<input type="checkbox"/> Jose Guerrero
<input type="checkbox"/> Robert Pattison, Chairman	

- 2. Pledge of Allegiance: led by Mayor Lanham**
- 3. Adoption of the Agenda: adopt the agenda for CC by JR & DP; adopt the agenda for ZC by RJ & CW**
- 4. Public Hearing for Proposed Glenns Ferry Transportation Plan as Prepared and Recommended by the City of Glenns Ferry**

Glenns Ferry City Council & Zoning Commissioners

Special Joint Meeting Agenda – May 24, 2011

Page 1 of 2

All materials presented at public meetings shall become property of the City of Glenns Ferry. Anyone desiring accommodation for disabilities related to documents and/or hearing, please contact the City Clerk's Office at 366-7418 at least 48 hours prior to the public meeting.

Meeting Summary

Transportation Technical Advisory Committee: open the public hearing by Mayor Lanham and acting Chair Watkins; Mayor introduced Lisa Bachman for presentation; questions and testimony by Harry Know and Nate Jones; public hearing closed for ZC by RJ & CW; public hearing closed for CC by JR & BD

5. **Zoning Commission:** Recommend Approval of the Proposed Transportation Plan to the City Council: recommend the proposed final draft of Transportation Plan to the City Council for approval by RJ & CW
6. **City Council:** Approve the Transportation Plan for the City of Glens Ferry: approve the Transportation Plan by JR & BD

Adjourned at 6:58 pm the Joint Special Meeting of Zoning Commission by RJ & CW

Adjourned at 6:59 pm the Joint Special Meeting of City Council by JR & BD