Appendix B

Public Involvement

PUBLIC INVOLVEMENT PLAN

December 2002

1.0 INTRODUCTION

Safe, effective and efficient transportation facilities are critically important to the public in that they support local economic and social activities, commerce, emergency services, and regional travel. Safe and appropriate transportation systems are vital to the basic quality of life. Nowhere is this truer than for the Southeast Twin Falls Regional Corridor, defined as the area between Jackpot, Nevada and the intersection of I-84 and State Highway 50 east of Twin Falls. Specifically, the study region includes the southeast quadrant of Twin Falls, the cities of Kimberly, Hansen, Hollister, Rogerson, and Jackpot. These communities and their residents are both connected to and dependent upon the availability and safe function of US 93, State Highway 50, US 30, State Highway 74 and I-84, along with a myriad of local city streets and county roads.

However, for many years, local residents have expressed concern regarding the need for improved facilities and connections, both in Twin Falls and in the surrounding region. Expanding communities, growing rural residential development, new commercial and industrial development and increased regional travel have all combined to create increased use and congestion on existing facilities. These public issues have caused increasing focus and ongoing discussion by individuals, local governments and both local and regional transportation committees. Specifically, the Greater Twin Falls Area Transportation Committee (GTFATC) has discussed these and other related issues in detail for many years. Their efforts and requests to the City, Twin Falls Highway District, and ITD for improvements to these facilities played a significant role in the eventual funding and now the implementation of this study.

2.0 PUBLIC INVOLVEMENT STRATEGY

With this demonstrated public significance in mind, the strategy for the planning of the Southeast Twin Falls Regional Corridor will include a variety of public activities, integrated together into an overall Public Involvement Plan (PIP) to meet the needs of the area's residents and support the overall planning process. ***The overriding goal of the public involvement process is to develop a partnership with the public and key stakeholders that will foster consensus for the final recommendations of the study.*** The PIP will include meaningful opportunities for public participation, not just comment, to help ensure that the process identifies and addresses the most important public needs and involves residents in the determination of the most feasible solutions to those needs. The Draft PIP will be developed with public input and revised as needed into the most appropriate Final PIP to meet the needs of the study and the public. In addition to the specific elements of the PIP outlined below, it is important to note that the PIP is flexible and will be monitored throughout the process and modified as needed to meet the changing needs of the public and the evolving needs of the project.

The PIP will be an integrated process, directly related to each of the steps in the overall planning process so that opportunity for public input is provided at all primary decision points. The PIP includes elements designed to reach all aspects of the public, through sources and activities appropriate for each community throughout the study area.

The PIP will provide opportunities for resident involvement in two general ways, first, as active participants with the consultant team in the identification of issues, alternatives and possible solutions. This participation will include the creation and use of a Study Task Force (STF) for ongoing collaborative work with the consultant team and a Technical Advisory Committee (TAC) to provide technical input and review and help ensure that the study's final recommendations include no fatal flaws that could later cause their elimination. The second type of opportunity for participation lies in the general functions of public comment and review of the alternatives and general recommendations. These opportunities occur through such activities as general public workshops, project mailings and regular use of the media to provide broad information and invite comment. Through these two general types of opportunities and their related activities, described later in this plan, the public will be encouraged to participate in ways that best meet their needs, for their benefit and that of the project.

Finally, public participation will be planned to directly support the planning process, for example, from the very beginning, the general public and committees will be afforded opportunities to identify their issues and concerns regarding the Southeast Twin Falls Regional Corridor. From this input, the consultant planning team, in cooperation with ITD and the STF, will develop the purpose, need and goals for the corridor. Once reviewed and finalized by the STF, TAC, and the general public, this purpose, need and goals, along with transportation and land use data, will be used to guide the evaluation of alternatives and identification of most feasible alternatives and final recommendations for the corridor for the next 20 years.

3.0 PUBLIC INVOLVEMENT GOALS

To support and further define the PIP strategy described above, the following goals have been developed. These goals will be used to measure the ongoing effectiveness of the process and guide the implementation of the PIP and its activities.

#1 To create a high degree of public awareness to the study's purpose, process, and opportunities for public involvement.

#2 To identify and implement specific public involvement activities that meet area resident's unique needs for participation.

#3 To create a partnership with the public for their participation and completion of the study.

#4 To provide ongoing opportunities for participation, at project kick-off and at key decision points throughout the planning process.

#5 To thoroughly identify and address the public's most important needs and concerns.

#6 To develop public trust in the process, consultant team, and ITD.

#7 To build consensus among residents, local governments and entities, and key stakeholders for the final recommendations of the study.

4.0 PUBLIC INVOLVEMENT PLAN OBJECTIVES

To further support the achievement of the PIP goals, the consultant team has identified a series of specific objectives for the PIP. These objectives will be used to guide the ongoing implementation and delivery of the PIP and further ensure the integration of the PIP into the overall planning process.

- Early and effective communication with all key stakeholder groups and potentially affected landowners to inform them of the process, and invite their participation in the process;
- Collaboration with the stakeholders and the general public to identify and implement the most effective PIP and supporting activities that most closely meets their needs and achieves the goals of the study;
- Ongoing open and positive communications with the general public who may have an interest in the study, but who do not consider themselves stakeholders or other groups requiring a more detailed and specific role in the planning process;
- Provide ongoing, clear communications through a variety of media and activities that will help to reach and involve the greatest number of area residents;
- Plan and implement public involvement activities that will ensure the complete identification of all significant stakeholder and public issues regarding the study area;
- Plan and conduct public involvement activities that will ensure the fair evaluation and ranking of possible alternatives to meet the needs of the study area, stakeholders, and the general public;
- Plan and conduct appropriate public involvement activities throughout the planning process that meet the changing needs of the process and the public, and which encourage continued and effective public involvement;
- Execute all public involvement activities with the intent to meet public needs and achieve strong public consensus for the study's final recommendations; and
- Identify an implement a conflict resolution process.

5.0 PUBLIC INVOLVEMENT PLAN SCHEDULE

The implementation of the PIP will be integrated into the overall study schedule. This integration is demonstrated with specific dates as noted in the Study Critical Path diagram and in the order and purpose of activities as outlined in the "Combined Meeting Outline" shown in Table #4.

6.0 PUBLIC INVOLVEMENT PLAN ELEMENTS

To support the strategy and accomplish the goals described above, the PIP will include a series of elements, which will be integrated together and implemented as needed throughout the planning process. Each of these elements will be monitored during the process to ensure their appropriate implementation and determine if and when modifications to each element should be made to maintain effectiveness of the element and meet the needs of the participants.

6A. COMMITTEES

STUDY TASK FORCE (STF)

Oversight of the Southeast Twin Falls Regional Corridor Study will be provided by the Study Task Force (STF), which includes local elected officials and individuals to represent each of the communities within the study area. These may include representatives from Twin Falls County, the County Planning and Zoning Commission, key stakeholders from local and regional businesses and trucking firms, and equally important, a minimum of 3 local corridor residents. *(See Table #1 "STF Membership.")* The local resident's specific role, different from members with specific representation, will be to provide perspective of residents whose relationship with the region's transportation system is as a personal user. It is also the hope of the consultant planning team and ITD that these individuals will help communicate the activities of the planning process and proposed recommendations to other corridor residents, thereby helping to develop public consensus for the final recommendations of the study.

Table #1 - STF Membership
Jackpot Advisory Committee
City of Hollister – Mayor
City of Hansen – Mayor
City of Kimberly – Mayor
City of Twin Falls – City Councilman
Rogerson – Rogerson Service / Community
Twin Falls Chamber of Commerce
Greater Twin Falls Area Transportation Committee
Trucking Industry – Circle A Construction
Twin Falls Highway District
Twin Falls County
Historic Old Towne Twin Falls
Private Corridor Residents (3)
College of Southern Idaho
Twin Falls County P/Z Commissioner
ITD District 4 Senior Planner
ITD Board Member from District 4

The specific role of the STF is to provide local representation, guide and supervise the planning process, and help ensure the Final Plan recommendations meets the needs of the ITD, agencies and corridor's residents. Each of the STF members will also serve as liaisons to their agencies or groups, residents, and citizens of their respective areas. The consultant planning team, under the overall direction of ITD, will support the needs of the STF throughout the process.

Responsibilities of the STF include attendance at ten planned committee meetings during the planning process, beginning with the orientation meeting in October 2002 and concluding with the presentation of the Final Plan in January 2004. The STF is also invited to attend all Technical Advisory Committee meetings and public meetings. (*See Table #4 "Combined Meeting Outline" for a description of STF meetings, purpose and their relationship to the TAC meetings and Public Workshops.)*

TECHNICAL ADVISORY COMMITTEE (TAC)

In addition to the STF, a Technical Advisory Committee (TAC) will be formed with representation from each of the interested agencies and stakeholder groups in the planning area. *(See Table #2 "TAC Membership.")* The STF will assist the consultant team and ITD in the selection of specific TAC members. The purpose of the TAC will be to provide and review specific and technical information related to the plan, and review and comment on any draft materials developed as part of the process. The consultant team, in cooperation with ITD, will support the needs of the TAC throughout the planning process.

Table #2 - TAC Membership
Local P/Z Administrators
Highway District Staff
Department of Environmental Quality
Magic Valley Regional Airport
Amalgamated Sugar Factory
Twin Falls County Sheriff / Staff
City of Twin Falls Police Dept. / Traffic Division
Idaho State Police
Twin Falls Fire Department
Idaho Department of Fish and Game
US Department of Fish and Wildlife
Natural Resource Conservation Service
Idaho Farm Bureau
Twin Falls Canal Co.
Twin Falls County P/Z Administrator
Federal Highway Administration
ITD District #4 Sr. Planner
Bureau of Land Management
Twin Falls Fire District
Kimberly Fire District
Eastern Idaho Railroad
Salmon Tract Canal Co.
US Corps of Engineers

A series of six TAC meetings are scheduled during the process, beginning with the orientation meeting in October 2002, and concluding with the presentation of the Final Plan in January 2004. TAC meetings will be held at major decision points during the process. The TAC will also be invited to participate in all other public meetings regarding the project. Also, for those TAC members not able to attend all meetings, plan materials will be sent out in advance of meetings to allow for written comment. *(Also see Table #4 "Combined Meeting Outline" for a description of TAC meetings, purpose and their relationship to STF meetings and Public Workshops.)*

6B. PUBLIC WORKSHOPS

The core opportunity for public participation in the planning process will be through six open public workshops specifically scheduled to kick off the project, and at key decision points during the process. The tentative schedule, purpose, and format for each of the six planned workshops are shown below in Table #3 "Public Workshop Outline". Advance public notice will be provided using available and appropriate formats and methods included with the public involvement tools, including media releases, direct mailings, postcard drops, brochures, newsletters, personal invitations, and a project web site, each of which is described in more detail later in the Public Involvement Plan. Opportunities to gather public comments will include both verbal and written comment formats. As noted earlier, the schedule and number of public workshops may be modified if deemed necessary to meet the needs of the public, project or both. *(Also see Table #4 "Combined Meeting Outline" for a description of Public Workshops and their relationship to the STF and TAC meetings.)*

Table #3 – Public Workshop Outline

Workshop #	Schedule	Purpose	Format
#1	Nov 13, 2002	Project kick-off and identify initial issues and concerns	Presentation and small group discussions
#2	Feb / Mar 2003	Confirm corridor Purpose and Need, corridor goals and discuss Alternatives	Presentation and small group discussion
#3	Early Summer 2003	Present / confirm overall Alternatives	Presentation and small group discussions
#4	Late Summer 2003	Review Draft Feasible Alternatives	Presentation and small group discussion
#5	Fall 2003	Review and discuss Draft Recommendations, including Most Feasible Alternatives	Presentation / Open House
#6	Early Winter 2003	Present Draft Corridor Plan	Presentation / Open House

6C. STAKEHOLDER INTERVIEWS

Stakeholders include individuals who represent organizations or interests that will be potentially affected by the results of the study, who have specific information or comments that should be considered as part of the development of the plan or who could be involved in the implementation of the study's recommendations. Individual interviews with a minimum of 16 key stakeholders will be held at the very beginning of the planning process to identify specific corridor issues and concerns, and to help identify potential members for the STF and the TAC. Additional interviews could occur as needed and are planned at key decision points during the process such as review of feasible alternatives to gain valuable feedback on these critical alternatives and the general

direction of the study. *(See Table #4 to locate the Stakeholder Interviews in the overall process.)*

Table 4 is a description of Public Workshops and their relationship to the STF and TAC meetings.

Table #4 - Combined Meeting Outline – **September 2002 through January 2004**	
Initial Stakeholder Interviews • Study Orientation and Identify Issues	**Joint STF (#6) / TAC Mtg #4** • Confirm Draft Feasible Alternatives
Study Task Force (STF) Mtg #1 • Study Orientation	**Stakeholder Roundtables Interviews** • Review Draft Feasible Alternatives
Technical Advisory Com. (TAC) Mtg #1 • Study Orientation	**Additional Public Presentations** • Present Draft Feasible Alternatives
Public Workshop #1 • Study Introduction and Identify Issues	**STF Mtg #7** • Phase II Screening • Identify Draft Most Feasible Alternatives
STF Mtg #2 • Finalize and Prioritize Issues	**Public Workshop #4** • Present Draft Most Feasible Alternatives
STF Mtg #3 Workshop • Establish Corridor Goals	**STF Mtg #8 / TAC Mtg #5** • Confirm Most Feasible Alternatives • Draft Recommendations
TAC Mtg #2 • Technical Review of Issues and Priorities	**Public Workshop #5** • Present Draft Recommendations
STF Mtg #4 • Develop Draft Corridor Purpose and Need • Develop Screening Criteria	**STF Mtg #9** • Present Draft Corridor Plan
Public Workshop #2 • Confirm Purpose and Need and Brainstorm Alternatives	**Public Workshop #6** • Present Final Draft Corridor Plan
TAC Mtg #3 • Technical Evaluation of Alternatives	**TAC Mtg #6** • Present Final Draft Plan & Study Recommendations
STF Mtg #5 • Phase I Screening of Alternatives to Identify Draft Feasible Alternatives	**STF Mtg #10** • Present Final Corridor Plan
Public Workshop #3 • Review Draft Feasible Alternatives	

6D. STF WORKSHOP

In addition to the individual stakeholder interviews and regular STF meetings, the process will include a special workshop for STF. The purpose of the workshop is to refine the issues and concerns identified in initial meetings and refine the draft Purpose and Need Statement and goals for the corridor, which have been developed by the consultant team. Through facilitated discussion, participants will share their individual ideas and learn about other compatible and conflicting ideas for the corridor, which will begin the consensus building process. The STF will also be presented with an overview of the Corridor's Draft Existing Transportation Conditions and Draft Environmental Scan results. At the completion of the Workshop, the STF and the consultant team will reach agreement on the Draft Purpose and Need Statement and list of Corridor Goals for presentation and confirmation by the public at the next Public Workshop. *(See Table #4 to locate the STF Workshop in the overall process.)*

6E. ROUNDTABLE INTERVIEWS

Another opportunity to meet with corridor stakeholders and other interested corridor residents and groups will be provided through Roundtable Interviews. These meetings will occur when the Draft Feasible Alternatives are defined and will provide expanded opportunities for discussion on these critical alternatives. Roundtable Interviews are designed to be informal in nature and could occur as part of community group discussions, lunchtime discussion with organization or company employees, or simply as pre-arranged informal small group discussion with interested groups and individuals. The intention of these sessions is to get critical feedback and help ensure that the study is proceeding in the appropriate direction and that no feasible alternative is being missed.

6F. CBA SCREENING PROCESS

A significant part of the planning process, and directly related to the activities of the STF and the consultant team, is the method by which alternatives will be evaluated and screened to identify the final most feasible recommendations. For the Southeast Twin Falls Regional Corridor Study, the consultant team has selected the "Choosing by Advantages" (CBA) process. The CBA process is explained in detail in Histories and Elementary Concepts of Choosing By Advantages (Suhr, 2002) included as **Appendix B** to this Work Plan. In summary, the purpose of CBA process is to provide a mechanism by which the STF, the TAC, and the consultant team can compare, evaluate, and rank alternatives according to their tangible and specific advantages, rather than the evaluation based on more emotional and less definable criteria. CBA is designed to produce sound, effective decisionmaking and to simplify, clarify, and unify the decisionmaking process. The CBA process will cause participants to view the alternatives in a more technical light, rather than from the common perspective of "what I like, or don't like." The resulting alternatives selected through this process will also be more credible and defensible to the general public.

THE THREE CBA PRINCIPLES:

- Advantage of zero is no advantage at all and therefore it has no importance;
- Weigh all advantages on the same scale of importance; and
- Decisionmaking is NOT a branch of mathematics, you must decide, not calculate the importance of each advantage using the four considerations.

THE FOUR CBA CONSIDERATIONS:

- The purpose and circumstances of the decision;
- The needs and preferences of the stakeholders, including those who will be interested in the decision – in addition to customers, future generations, and others who will be affected by the decision;
- The magnitudes of the advantages (an advantages of almost zero usually will have an importance of almost zero; and
- The magnitudes of the associated attributes (usually the relationships between advantages and importance of advantages are nonlinear.

To effectively use this process, the number of individuals involved in the CBA screening will need to be limited. Because of this, up to 10 individuals from STF are expected to participate in the CBA screening process. This will likely be a representative from each city, the county, the highway district, and a property owner. In order to implement the CBA process, the PIP includes a one-day training session for key members of ITD, the consultant team, and up to 10 individuals from the STF to assist in the understanding and use of the CBA decision-making method. This training will be scheduled in conjunction with the timing of STF Meeting #4. The entire STF will be given an overview of this process as part of Meeting #4. As with all elements of the PIP, the CBA effectiveness will receive ongoing evaluation by the consultant team, ITD, and the STF and TAC groups to help ensure its effectiveness and appropriateness for the needs of the study and the participants.

6G. PUBLIC INVOLVEMENT TOOLS

MEDIA COVERAGE

The media plays a critical role in the public involvement process ; they include the local newspaper, radio and television stations. The consultant team, with the assistance of ITD, District 4, and Headquarters Public Affairs staff, will provide regular information to these media sources and facilitate additional opportunities to disseminate needed information in order to meet the needs of the planning process and the public.

Newspaper – The consultant team will develop and provide draft media releases at critical points to the ITD Public Affairs office for review, edit, and final distribution to local newspapers within the corridor. The information in the media releases may include

project updates, present interim study results as they are developed, surveys, comment forms and information on upcoming project events and meetings.

Radio – Similar to newspapers, the consultant team and ITD will utilize local radio stations to provide study updates, present results as they are developed, address "call-in" public questions and comments, and provide information on upcoming study events and meetings.

Television – The consultant team may also utilize local television stations to provide project updates and present results, as they are developed and as appropriate. In addition, study information may be provided regularly to television station staff to include in regular broadcasts. The consultant team and ITD, in cooperation with ITD Public Affairs staff, will follow up with local media as needed during the planning process to insure the planning process is covered as effectively as possible and meets the needs of the public.

WRITTTEN SURVEYS AND COMMENT FORMS

The consultant team, in cooperation with ITD, will utilize a variety of written formats to gather public comments and input. Written comment forms will be provided at critical decision points in the planning process and needed at each public workshop and at presentations to local groups and committees. Written comment forms may also be provided through the local newspaper and the study newsletter at the discretion of the consultant team and ITD.

STUDY INTRODUCTORY BROCHURE & NEWSLETTERS

The consultant team will develop and distribute an Introductory Project Brochure to provide basic information about the project, planning process, schedule, and announce the first Public Workshop event. Once the process is underway, the consultant team will develop and distribute five regular study newsletters to provide updates on project status, summary results as they are developed, notification of upcoming workshops and presentations, and public comment forms as needed. The project newsletters will be sent to all STF, TAC, key stakeholders, previous workshop attendees, media and all interested citizens. Project newsletters and notices, at the discretion of the consultant team and ITD, may also be sent to local organizations, such as Chambers of Commerce for distribution in or along with their regular newsletters.

STUDY MAILING LIST

The consultant team, in cooperation with ITD, will develop and maintain a mailing list for distribution of all study information, newsletters, notification of upcoming meetings, interim study results as appropriate and any other uses deemed necessary by the consultant team, STF and ITD to provide and gather public information. The mailing

list will be updated by the consultant team as needed during the planning process, to include anyone interested in receiving information on the study status, or results.

STUDY WEB SITE AND E-MAIL ADDRESS

As part of the public comment and information process, the consultant team will create and maintain a study web site and e-mail address to provide study updates and opportunities for communication with the public during the planning process. The study web site and e-mail address will be monitored on a regular basis and responses to public requests and questions provided as needed.

PRESENTATIONS TO GROUPS & ORGANIZATIONS (optional)

The consultant team may also support ITD in the development and delivery of presentations to interested groups and organizations as needed during the planning process. Presentations may include study status, intermediate results or findings, draft and final conclusions, as well as opportunities for additional public input. Presentations may also be supplemented by the development of visual materials and formats such as photographs, slides and PowerPoint presentations.

LOCAL CONTACT FOR QUESTIONS AND REFERRALS

The consultant team will maintain a local contact in addition to the ITD Project Manager for study information and referrals throughout the planning process. The local contact will also coordinate their activities and information with both the District 4 ITD Senior Planner and the consultant team Project Manager. Study information is available from District 4 ITD Senior Planner and Project Manager, Bob Humphrey – 886-7832, or local consultant team member Mike Pepper, KMP Planning and Consulting – 734-6208.

7.0 PUBLIC INVOLVEMENT PLAN MANAGEMENT

The PIP will be managed in a collaborative manner as follows:

- The overall management will be done by the consultant team Project Manager, based on the approved PIP and general direction by the ITD Project Manager;
- The day-to-day management of the PIP will be done by the Public Involvement Coordinator;
- The PIP will be evaluated on an ongoing basis by the consultant team and modified as needed to meet the evolving needs of the study and the public; and
- Documentation on the implementation and results of all public involvement activities will be developed and maintained by the Public Involvement Coordinator, for use in the evaluation of the PIP and summary in the final Plan document.

8.0 PUBLIC INVOLVEMENT PLAN EVALUATION

The PIP will be evaluated in two ways:

- First, ongoing during the planning process, to ensure its effectiveness and appropriateness for the study and the participants.
- Second, at the completion of the planning process through the following activities:
  - Discussion with the STF to identify any recommended changes in PIP activities to improve future similar projects, and
  - A meeting at the conclusion of the process will be held with the ITD Project Manager and the consultant team to evaluate the success of the PIP and make any recommendations for future similar studies.

Public Involvement Plan Implementation Summary

Introduction

The Public Involvement Plan (PIP) implementation followed the general steps outlined in the approved PIP. However, slight modifications were made to reflect the changing needs of the planning process and participants. A summary of the actual implementation of the PIP elements, as compared to the original plan is described below.

PIP Strategy, Goals and Objectives

The implementation of the PIP followed the proposed strategy and achieved the established goals and objectives as outlined in the initial PIP. Proof of this accomplishment is demonstrated by the strong support for the final study recommendations from the Study Task Force (STF), Technical Advisory Committee (TAC), primary stakeholders, affected agencies and the participating members of the general public. Specific description of this support is reflected in the positive results of each STF and TAC meeting, Public Workshop and response to presentations.

PIP Elements Implementation

The specific implementation of the PIP included all of the elements in the original PIP and the majority of the elements were executed as proposed. A description of the actual implementation of each element is as follows:

- Stakeholder interviews
  - Implemented as planned – 20 interviews completed – a summary of interview results is attached
- Study Task Force (STF)
  - STF formed and utilized as planned with all primary representatives involved. Minor modification of representation was done due to availability and interest of some entities – see attached STF membership list
  - STF Meetings – utilized as designed, but reduced the overall number of meetings due to combination with TAC to more effectively meet STF, TAC and study needs – see attached meeting results
- Technical Advisory Committee (TAC)
  - TAC formed and utilized as planned with all primary representatives involved. Minor modification of representation was done due to availability and interest of some entities – see attached TAC membership list
  - TAC Meetings – utilized as designed, but reduced the overall number of meetings due to combination with STF to more effectively meet STF, TAC and study needs – see attached meeting results
- Public Workshops
  - Generally organized, planned and executed as designed – see attached meeting results
  - Number of workshops reduced from six to five due to the combination of workshop #4 and #5 – draft most feasible alternatives and study recommendations were presented at the same workshop
- Conflict Resolution Process

    - The conflict resolution process using Choosing By Advantages (CBA) was implemented as planned – see corridor plan for an explanation of the CBA process and results
- Stakeholder Roundtables
    - This element was initially planned to include a series of follow up discussions with stakeholder groups to discuss potential new roadway alignments. When it was determined that a completely new roadway was not needed, the roundtables were replaced with a series of detailed study presentations to gather comments on the proposed most feasible prioritized list of projects and the proposed most feasible truck route. Presentations were given to the Twin Falls Highway District Board, Twin Falls City Council and the Twin Falls Rotary Club. Also, detailed discussion on most feasible alternatives was held with Twin Falls City Council members, Twin Falls City Engineer and staff, and representatives from Amalgamated Sugar Co., Independent Meat Co. and Eastern Idaho Railroad. Input from these discussions and presentations was used in formulation of the final study recommendations.
- Study Presentations
    - Greater Twin Falls Area Transportation Committee – to present feasible alternatives
    - Twin Falls Rotary Club – to present proposed most feasible alternatives and draft project recommendations
- Study Introductory Brochure
    - Developed and utilized as planned – see attached copy of Introductory Brochure
- Study Newsletters
    - Developed and utilized as planned – see attached copies of newsletters
    - The number of newsletters was reduced from the planned 6 to 5 – the study brochure was used in place of the first newsletter to invite the public to the first workshop
- Media releases and communications with media sources
    - Developed and utilized as planned – see attached copies of media releases
    - Ongoing communication with local newspapers, television stations and radio stations as appropriate to meet study and participant needs
- Media advertisements / flyers
    - Develop and utilized as planned – see attached copies of ads and flyers
- Study comment forms
    - Developed and utilized as planned at each public workshop and as support for stakeholder interviews. Comments received via comment forms were incorporated into final meeting results and considered in development of final plan recommendations
- Study Web Site
    - Developed and utilized as planned
- Mailing List
    - Developed and utilized as planned – meeting notices, draft study information as appropriate
    - Final mailing list is attached.

Meeting Results

Table 1 presents chronological summary of the meetings held as part of the planning process for this study. The results of stakeholder interviews, TAC, STF, and Public Meetings are attached.

Table 1 – Chronological Summary of Meetings

Participants	Meeting Date
Stakeholder Interviews	Various Dates
TAC Meeting	10/22/2002
STF Meeting	10/22/2002
Public Meeting 1	**11/13/2002**
STF Meeting	12/17/2002
Joint STF / TAC Meeting	2/26/2003
STF Meeting	4/16/2003
CBA Training	4/17/2003
Public Meeting 2	**4/23/2003**
Special Meeting STF	5/28/2003
CBA Screening Level 1	7/11/2003
STF Meeting / TAC Invited	7/15/2003
Public Meeting 3	**8/20/2003**
Presentations	Various Dates
TAC / STF Invited	9/17/2003
CBA Screening Level 2	10/22/03 - 10/23/03
TAC Meeting	10/23/03
STF / TAC Meeting	11/20/2003
Public Meeting 4	**12/17/2003**
Joint STF / TAC Meeting	2/11/2004
Public Meeting 5	**4/5/2004**
Joint STF / TAC Meeting	5/13/2004

Study Task Force Membership List – February 2004

City of Twin Falls	Mayor Lance Clow (info only)
	Glenda Thompson, Council Tripp Craig, Council
City of Jackpot (Adv. Committee)	Beth Winans, Adv. Co. Chair
Rogerson Area	Helen Young (Rogerson Service)
	Anita Robinson
City of Hollister	Dixie Choate, Mayor
City of Hansen	George Urie, Mayor
	(clerk – Linda)
City of Kimberly	Jim Sorensen, Mayor
	Dave Overacre (clerk – Kim)
Twin Falls Area Transportation Comm.	Herman Ostercamp
	Dave Maestas – Chair (info only)
Twin Falls Highway District	Dave Burgess, Director
Twin Falls Chamber of Commerce	Kent Just, Exec. VP
Twin Falls County	Com. Gary Grindstaff
	Com. Bill Brockman
Circle A Construction / Aslett Trucking	Steve Aslett, Owner
Corridor Landowner	Chuck Coiner
Corridor Landowner	Joe Shelton
Corridor Landowner	Bill Morse
College of Southern Idaho	Jerry Meyerhoeffer
Historic Twin Falls Downtown Assoc.	Rich Crowley, Director
Idaho Transportation Dept. Dist #4	Bob Humphrey, Sr. Planner
Idaho Transportation Department Board	Gary Blick, ITD Board
Twin Falls County PZ Commission	Ralph Breeding

Technical Advisory Committee Membership List – February 2004

City of Twin Falls – Planning and Zoning	Lamar Orton
City of Twin Falls – Engineering	Gary Young
Idaho Department of Fish and Game	Mike McDonald
NRCS	Rich Yanke
Idaho Dept. of Environmental Quality	Doug Howard Bill Allred
Twin Falls County Planning and Zoning	Bill Crafton Sue Switzer
Amalgamated Sugar Co.	Gary Pool
Twin Falls Canal Co.	Lewis Zamora Vince Alberdi (info only)
Idaho Farm Bureau	John Ramseyer
US Corps of Engineers	Greg Martinez
Idaho Transportation Department Dist 4	Bob Humphrey
Federal Highway Administration	Ross Blanchard
Independent Meat Co.	Mel VanBuren
Idaho State Police	Capt. David Neal
Twin Falls County Sheriff's Office	Rob Nejezchleba Dpty Mark Burgess
Twin Falls City Police Department	Sgt. Matt Hicks
Eastern Idaho Railroad	Rob Thrall
MV Regional Airport	Bill Carberry
BLM – Burley	Theresa Hanley
US Fish and Wildlife	Janice Engle

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

Overall Project Mailing List
2/1/2004

First Name	Last Name	Role	Organization	Address	City, State Zip	Phone	Fax	
Tracy	Ahrens		JUB	115 Northstar Ave	Twin Falls, ID 83301	(208) 733-2414		
Vince	Alberdi		Twin Falls Canal Co.	P O Box 326	Twin Falls, ID 83303-0326	(208) 733-1958		valberdi@tfcanal.com
Bill	Allred	Water Quality Cert.	Idaho Dept. of Environmental Quality	601 Poleline Rd., Suit	Twin Falls, ID 83301	(208) 736-2194		ballred@deq.state.id.us
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Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

Overall Project Mailing List
2/1/2004

First Name	Last Name	Role	Organization	Address	City, State Zip	Phone	Fax	
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Southeast Twin Falls Regional Corridor Study
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Overall Project Mailing List
2/1/2004

First Name	Last Name	Role	Organization	Address	City, State Zip	Phone	Fax	
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Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

Overall Project Mailing List
2/1/2004

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Southeast Twin Falls Regional Corridor Study
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Overall Project Mailing List
2/1/2004

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The Southeast Twin Falls Regional Corridor Study

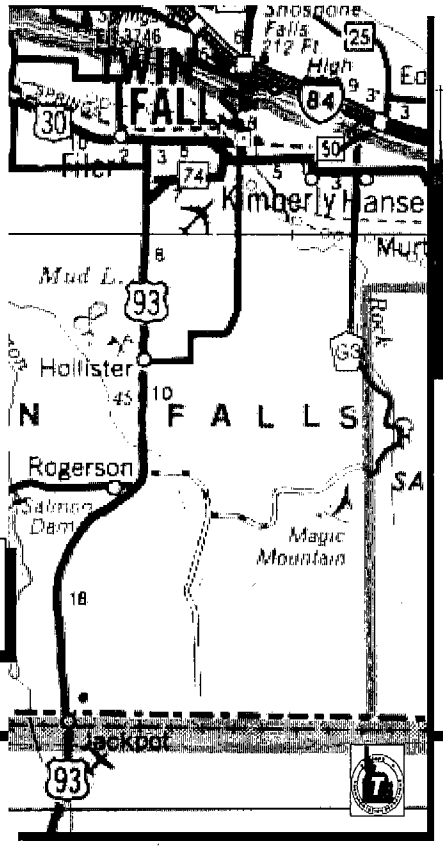
Transportation in the Twin Falls region is an issue of growing significance, to both area residents and travelers to and through the region, as it both impacts and benefits our daily lives, economy and community livability. As evidence to this significance, residents in the Twin Falls region have spent considerable time addressing the variety of transportation issues important to the community and the region. One of the important issues in this planning is a transportation route around southeast Twin Falls to provide efficient access to Twin Falls, effectively connect surrounding cities and afford an easy route around the community for through travelers.

The purpose of the Southeast Twin Falls Regional Corridor Study (the Study) is to identify the most desirable, effective and feasible transportation route(s) between US 93 at Jackpot, Nevada and the junction of State Highway 50 and I-84 east of Twin Falls. The process will consider the needs of local residents in Twin Falls, Kimberly, Hansen, Rogerson and Hollister along with those of the other regional residents and the demands of both personal and commercial travelers through the region.

In general, the Study will include a determination of the purpose and need for such transportation route(s), a review of existing traffic and land use conditions, a traffic origin and destination survey, projection of future travel needs, identification of possible alternatives and finally, determination of feasible solutions.

This will be a collaborative effort, involving agencies, elected officials and especially, the general public through an extensive public involvement program, beginning with the first Public Workshop on November 13th, 2002. (*The specific planning steps and schedule are listed on the back of this brochure)*

The Southeast Twin Falls Regional Corridor Study Area



Who will complete the Study

Idaho Transportation Department (ITD) will manage the process and has hired ***Michael Baker Jr., Inc.*** to lead a team of consultants to complete the Study over the next 16 months.

The planning process will be truly regional in nature and involve area elected officials, agency representatives and landowners on ***Study Task Force and Technical Advisory Committees*** to insure local management perspectives are included. Public involvement is also critical to the results of the Study.

The General Public is encouraged to participate throughout the process in 6 public workshops, review data gathered and comment on preliminary and final Study recommendations.

First Public Workshop

November 13th, 2002 — 7:00 p.m.

Twin Falls — College of Southern Idaho
Taylor Administration Bldg. — Room #276

All area residents are encouraged to attend all 6 planned public meetings, beginning with this first workshop to learn about the Study process and provide their comments regarding transportation route(s) for the Southeast Twin Falls region.

First Public Workshop

The Idaho Transportation Department invites you to the first of six public workshops regarding the Southeast Twin Falls Regional Corridor Study.

Wednesday, November 13, 2002 at 7 p.m.
College of Southern Idaho
Taylor Administration Building, Room 276
Twin Falls

Come and learn about the study process and provide your comments regarding transportation needs for the Southeast Twin Falls region.
If you have questions or need additional information please call,
Bob Humphrey, Idaho Transportation Department (208)886-7800
Mike Pepper, KMP Planning and Consulting (208)734-6208.

Southeast Twin Falls Regional Corridor Study
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Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

IDAHO TRANSPORTATION DEPARTMENT

Baker
Engineering & Energy

KMP

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

Media Release

Oct. 28, 2002

Southeast Twin Falls Regional Corridor Study Begins

Project Kick Off - Public Informational Workshop
Wednesday, Nov. 13, 2002
7-9 p.m.

The first public workshop for the Southeast Twin Falls Regional Corridor Study is scheduled for 7-9 p.m. Wednesday, Nov. 13 at the College of Southern Idaho in Twin Falls. The workshop will be held in Room 277 of the Taylor Administration Building.

The purpose of the meeting is to provide an overview of the transportation corridor study process and gather public input regarding key issues and concerns related to the study area - U.S. 93 at Jackpot, Nev. to the intersection of Interstate 84/Idaho 50.

Workshop participants will learn about the relationship of the corridor study to other transportation plans and studies. They also will hear about additional opportunities for public input. Idaho Transportation Department staff and project consultants will be on hand to provide information and answer questions.

The corridor study has two primary objectives. The first is to identify the purposes and needs for transportation systems in the region. The second is to identify the most feasible alternative solutions to meet those needs.

ITD has hired a consulting team to do the study, which will take up to 16 months to complete. The study process will include collecting public input, gathering and analyzing technical data and evaluating transportation alternatives.

For more information regarding this workshop or the Southeast Twin Falls Regional Corridor Study, please contact Bob Humphrey, ITD Senior Planner, at (208) 886-7800, or Mike Pepper, KMP Planning and Consulting, at 734-6208.

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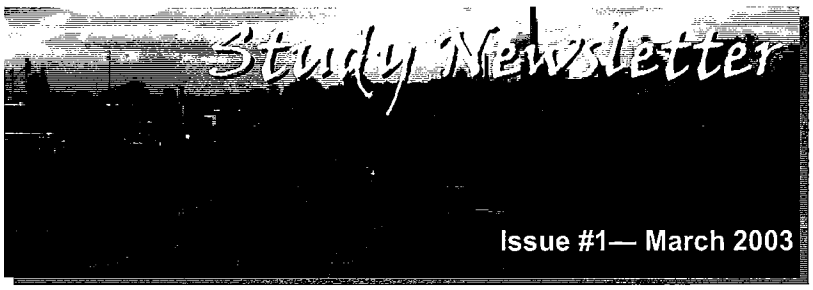
KMP Planning and Consulting – 510 Rosewood Dr. West, Twin Falls, ID 83301 (208) 734-6208 fx (208) 735-1625 mpepper@magiclink.com

Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction



In this Issue

- Study Description & Schedule
- Draft Corridor Goals
- Public Workshop #2 Info
- Study Area Map
- Contact Information

Public Workshop #2

Wednesday, April 23, 2003 - 7:00 p.m.
College of Southern Idaho - Twin Falls
Taylor Admin. Bldg.—Rm #277

The public is invited to discuss goals and potential alternatives

Planning Steps & Schedule

Step #1 Stakeholder Interviews	Sept / Nov 02
Public Workshop #1 *Project Kick Off—Identify Issues*	**November 13, 2002**
Step #2 Research Existing Conditions / O/D Survey	Nov 02 to Feb 03
Step #3 Document Existing / Projected Environment / Land Use	Nov 02 to Feb 03
Step #4 Analyze Future Travel Demand and Performance	Dec 02 to Jan 03
Step #5 Develop Corridor Purpose & Need Statement	Feb to April 03
Public Workshop #2 *Corridor Goals and Alternatives*	**April 03**
Step #6 Generate Alternatives	Mar to June 03
Public Workshop #3 *Present Overall Alternatives*	**Early Summer 03**
Step #7 Evaluate to identify Feasible Alternatives	June to August 2003
Public Workshop #4 *Review Draft Feasible Alternatives*	**Late Summer 03**
Step #8 Analyze to determine Recommended Alternatives	Sept to October 03
Public Workshop #5 *Discuss Draft Recommendations*	**Fall 03**
Step #9 Prepare Draft Plan	Oct / Nov 03
Public Workshop #6 *Present Draft Corridor Plan*	**Early Winter 03**
Step #10 Prepare Final Plan	Jan / Feb 04

Study Description

The purpose of the Southeast Twin Falls Regional Corridor Study (the Study) is to identify the most desirable, effective and feasible transportation route(s) between U.S. 93 at Jackpot, Nevada and the junction of Idaho 50 and I-84 east of Twin Falls. *(See map on reverse side)*

The study process will consider the needs of local residents in Jackpot, Kimberly, Hansen, Twin Falls, Rogerson, Hollister and other regional residents. The study will assess the needs of both personal and commercial travelers through the region.

In general the Study will include:

- determine the purpose and need for transportation routes,
- review existing traffic and land use conditions,
- survey traffic origin/ destination,
- project future travel needs,
- identify alternatives and
- determine feasible solutions.

The study is being conducted for the Idaho Transportation Department (ITD) by a consultant team led by Michael Baker Jr. Inc. The study will be a collaborative effort involving the general public, agencies and elected officials through an extensive and ongoing public involvement program that began with the first public workshop on November 13th, 2002. The Draft Goals shown below are based primarily on comments gathered at Public Workshop #1.

Draft Corridor Goals

(based on results of Public Workshop #1 and initial data assessment)

- Provide a clear, safe and efficient route(s) for regional and through traffic around Twin Falls, Kimberly and Hansen that connects U.S. 93, U.S. 30, Idaho 74, Idaho 50 and I-84.
- Provide safe and effective connections of this route(s) for mixed use traffic to and between Twin Falls, Kimberly, Hansen, Hollister, Rogerson and Jackpot and that links east/west traffic on local roads.
- Provide for efficient connections to industrial/commercial areas in south, southeast and west Twin Falls.
- Achieve improvements that minimize impact; to social, economic and natural environment, specifically
  - *farmlands and support farming operations,*
  - *residential development and pedestrian safety,*
  - *key natural and cultural resources.*
- Correct dangerous intersections on state routes within the corridor.

April 16, 2003

Contact: Bob Humphrey
ITD Senior Planner
(208) 886-7800

Mike Pepper
KMP Planning and Consulting
(208) 734-6208

FOR IMMEDIATE RELEASE

Second workshop scheduled for Southeast Twin Fall Regional Corridor Study

TWIN FALLS –The second public workshop for the Southeast Twin Falls Regional Corridor Study is scheduled for 7-9 p.m. Wednesday, April 23, the Idaho Transportation Department announced. The workshop location is Room 277 of the Taylor Administration Building on the College of Southern Idaho campus.

The meeting has two purposes: to confirm goals for the transportation corridor and begin to identify alternatives to address issues and concerns gathered from the first public workshop held in November 2002.

The meeting will include a description of the corridor's existing traffic, land use and environmental conditions. There also will be an overview of the results of the origin and destination survey conducted last November. This information will provide the background for brainstorming of initial alternatives to meet current and future transportation needs in the corridor planning area.

The corridor begins at the Nevada state line, follows U.S. 93 north to Twin Falls and east along Idaho 74, U.S. 30 and Idaho 50 to its intersection with I-84 east of Twin Falls. In addition to the southeast portion of Twin Falls, the corridor area includes the communities of Rogerson, Hollister, Hansen, Kimberly and Jackpot Nev.

For more information regarding this workshop of the Southeast Twin Falls Regional Corridor Study, contact Bob Humphrey, Idaho Transportation Department planner at (208) 886-7800 or Mike Pepper, KMP Planning and Consulting at (208) 734-6208.

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The Idaho Transportation Department's home page features information about highway projects and contracts, vehicle licensing and permits and much more. It can be accessed at: www2.state.id.us/itd/ . For information on road conditions and state highway construction projects, visit the transportation department's on-line Idaho Road Report at: www2.state.id.us/itd/ida-road/ . Information about ITD projects, including an archive of press releases, is available at: www2.state.id.us/itd/pub.htm .

Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction

PUBLIC WORKSHOP

What regional transportation improvements do you think are needed in the Southeast Twin Falls area?

What: *A public workshop to discuss what transportation alternatives may meet public needs for the next 20 years.*

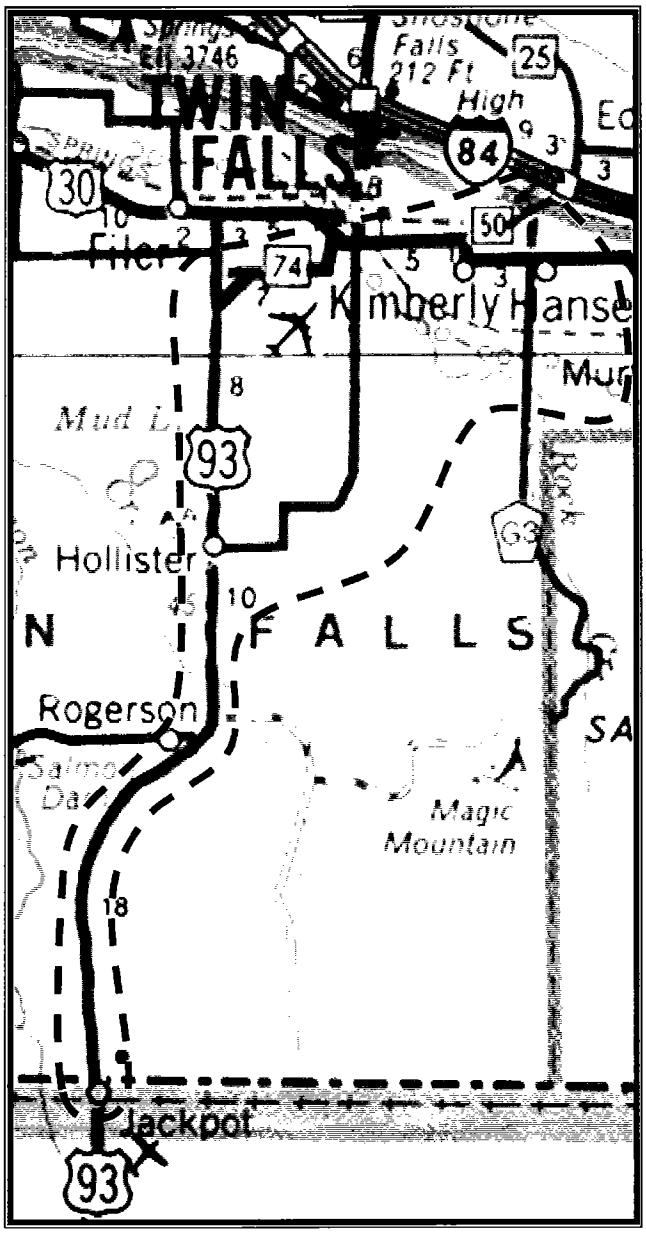
When: *Wednesday, April 23, 2003*
7:00 to 9:00 p.m.

Where: *CSI – Taylor Admin. Bldg.*
Room #277

Who: *The general public and especially corridor area residents*

For more information, contact:
Bob Humphrey at ITD - 886-7832
Mike Pepper at KMP Planning - 734-6208

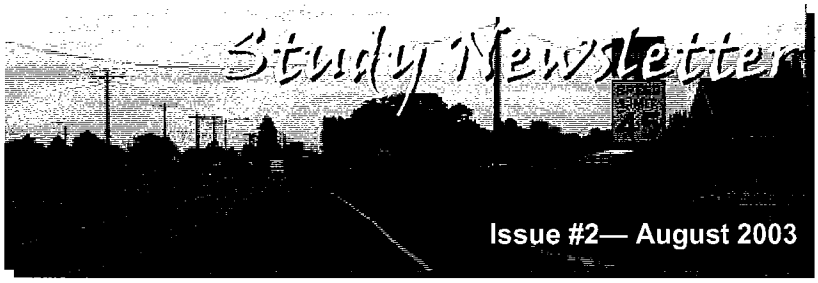
*** Refreshments will be served***



PROJECT STUDY AREA
Study Area Boundary

Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction



In This Issue

- Study Description & Schedule
- Results of Public Workshop #2
- Draft Feasible Projects
- Draft Feasible Truck Routes
- Study Area Map
- Contact Information

Public Workshop #3

Wednesday, August 20th, 2003 - 7:00 p.m.
College of Southern Idaho - Twin Falls
Taylor Admin. Bldg.—Rm #276

The public is invited to discuss feasible alternative projects and truck routes

Planning Steps & Schedule

Step #1 Stakeholder Interviews	Sept / Nov 02
Public Workshop #1 *Project Kick Off—Identify Issues*	**November 13, 2002**
Step #2 Research Existing Conditions / O/D Survey	Nov 02 to Feb 03
Step #3 Document Existing / Projected Environment / Land Use	Nov 02 to Feb 03
Step #4 Analyze Future Travel Demand and Performance	Dec 02 to Jan 03
Step #5 Develop Corridor Purpose & Need Statement	Feb to April 03
Public Workshop #2 *Corridor Goals and Alternatives*	**April 03**
Step #6 Generate Alternatives	Mar to June 03
Public Workshop #3 *Confirm Draft Feasible Alternatives*	**August 03**
Step #7 Evaluate to identify Most Feasible Alternatives	July to Sept 2003
Step #8 Analyze to determine Recommended Alternatives	Sept to October 03
Public Workshop #4 *Confirm Draft Most Feasible Alternatives*	**Fall 03**
Step #9 Prepare Draft Plan	Nov / Dec 03
Public Workshop #5 *Present Draft Corridor Plan*	**Winter 03**
Step #10 Prepare Final Plan	Feb / Mar 04

Study Description and Status

The purpose of the Southeast Twin Falls Regional Corridor Study (the Study) is to identify the most desirable, effective and feasible transportation route(s) and solutions to existing issues between US 93 at Jackpot, Nevada and the junction of SH 50 and I-84 east of Twin Falls. The study area includes portions of US 93, SH 50, US 30 and SH 74, along with the communities of Jackpot, Hollister, Rogerson, Kimberly, Hansen and the southeast portion of Twin Falls.

The Study will:

- Determine purpose and need for transportation routes,
- Review existing traffic and land use conditions
- Survey traffic origin/ destination,
- Project future travel needs,
- Identify alternatives
- Determine feasible solutions.

To date, with public and stakeholder input, the study team has identified key issues, established goals and the purpose and need for the corridor. Based on this information, initial alternatives for projects and potential truck routes have been determined. These will be presented for review at the next public meeting on August 20th.

Draft Feasible Improvement Projects

(based on results of Public Workshop #2 and follow up work)

Intersection Improvement Sites

- US 93 & 3700 North (Orchard Rd)
- US 30 & Locust St
- US 30 & 3100 East (Eastland Dr)
- US 30 & 3200 East (Hankins Rd)
- US 30 & 3400 East
- US 30 & SH 50 (Red Cap Corner)
- SH 50 & 3800 East (Rock Creek Rd)
- SH 74 & South Washington St
- Addison Ave / Wash. St / 2nd Ave.
- Orchard Rd & South Washington St
- Orchard Rd & South Blue Lakes Blvd
- East 5 Points Intersection
- Blue Lakes Blvd. So & Addison Ave.

Roadway Improvements

- **US 93** - Additional passing lanes between SH 74 and Hollister
- **US 93** - Sight distance improvements between SH 74 and Hollister
- **US 30** - Evaluate speed limit between Eastland Rd and junction with SH 50
- **US 30/SH 50** - Install left turn lanes at locations that currently do not have them
- **SH 50** - Widen the Hansen Bridge from 2 to 4 lanes

Study Determines a New Roadway is Not Needed, and Defines Possible Truck Routes

The results of the origin / destination survey, and projections of future traffic volumes indicate no need for a new roadway through the region. To meet local and through the region personal and commercial traffic needs, study participants have identified six feasible truck routes (***see back of this newsletter)*** for evaluation and further screening to determine the most feasible route(s).

August 12, 2003

Contact: Bob Humphrey
ITD Senior Planner
(208) 886-7800

Mike Pepper
KMP Planning and Consulting
(208) 734-6208

FOR IMMEDIATE RELEASE

Southeast Twin Falls regional corridor study workshop scheduled

TWIN FALLS – A public workshop for the Southeast Twin Falls Regional Corridor Study is scheduled for 7-9 p.m. Wednesday, August 20, the Idaho Transportation Department announced. The workshop will be held in Room 276 of the Taylor Administration Building on the College of Southern Idaho campus.

At the meeting, information will be presented and public comment gathered on the draft feasible corridor improvement projects, and the six truck route alternatives. Alternatives were developed based on public input at a meeting in April and refined by the Corridor Study Task Force. This will be the third public workshop.

Maps that illustrate the location of the potential improvement projects and each of the potential truck routes connecting U.S. 93, U.S. 30, Idaho 50 and Interstate 84 will be available. Also available will be a description of the corridor's existing conditions and future traffic demands. The next steps in the corridor planning process also will be discussed.

The corridor begins at the Nevada state line, follows U.S. 93 north to Twin Falls and east along Idaho 74, U.S. 30 and Idaho 50 to its intersection with Interstate 84 east of Twin Falls. In addition to the southeast portion of Twin Falls, the corridor area includes the communities of Rogerson, Hollister, Hansen, Kimberly and Jackpot, Nev.

For more information contact Bob Humphrey, Idaho Transportation Department planner at (208) 886-7800 or Mike Pepper, KMP Planning and Consulting at (208) 734-6208.

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The Idaho Transportation Department's home page features information about highway projects and contracts, vehicle licensing and permits and much more. It can be accessed at: www2.state.id.us/itd/ . For information on road conditions and state highway construction projects, visit the transportation department's on-line Idaho Road Report at: www2.state.id.us/itd/ida-road/ . Information about ITD projects, including an archive of press releases, is available at: www2.state.id.us/itd/pub.htm .

Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction

What roads do you want the southeast truck route on?

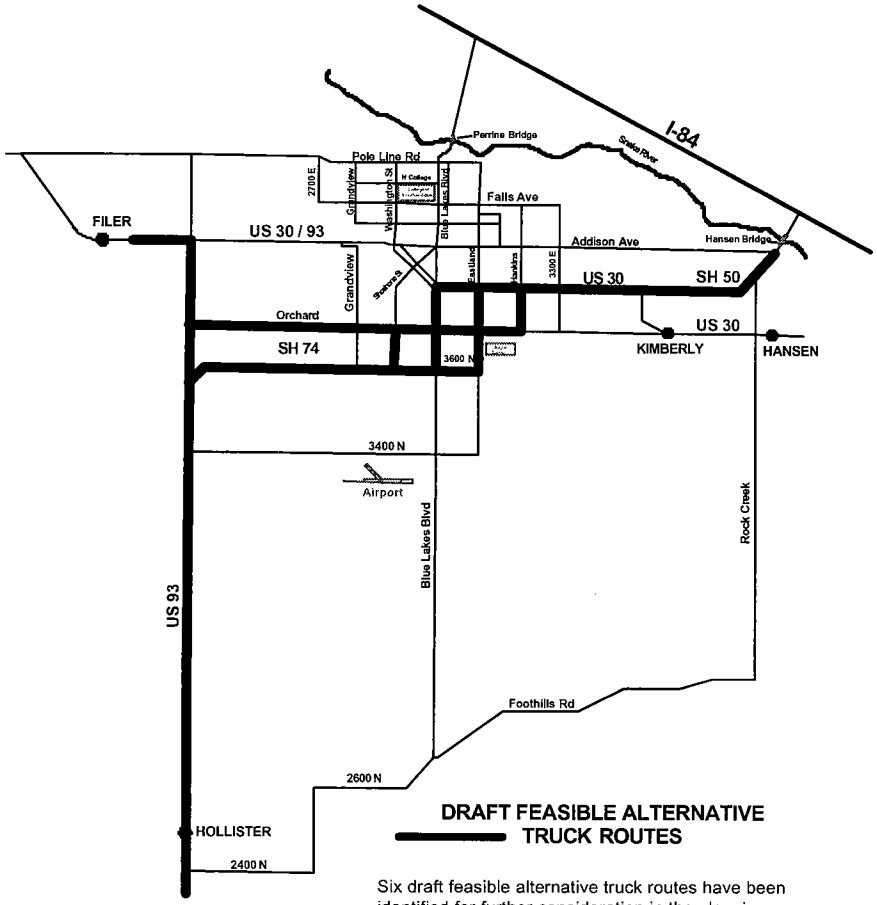
PUBLIC WORKSHOP #3

The Public is invited to attend the workshop to learn about the Southeast Twin Falls Regional Corridor planning process and discuss the Draft Feasible Improvement Projects and Draft Feasible Truck Routes

WHEN: Wednesday, August 20th, 2003
7:00 to 9:00 p.m.

WHERE: College of Southern Idaho
Taylor Administration Bldg, Room #276

DRAFT FEASIBLE TRUCK ROUTE ALTERNATIVES



Six draft feasible alternative truck routes have been identified for further consideration in the planning process. These six alternative routes are located on various combinations of the existing roadways highlighted in the map. Each alternative will be discussed in detail at the Public Workshop on August 20th.

DRAFT FEASIBLE IMPROVEMENT PROJECTS

Intersection Improvement Sites

- US 93 & 3700 North (Orchard Rd)
- US 30 & Locust St
- US 30 & 3100 East (Eastland Dr)
- US 30 & 3200 East (Hankins Rd)
- US 30 & 3400 East
- US 30 & SH 50 (Red Cap Corner)
- SH 50 & 3800 East (Rock Creek Rd)
- SH 74 & South Washington St
- Addison Ave / Wash. St / 2nd Ave.
- Orchard Rd & South Washington St
- Orchard Rd & South Blue Lakes Blvd
- East 5 Points Intersection
- Blue Lakes Blvd. So & Addison Ave.

Roadway Improvements

US 93 - Additional passing lanes between SH 74 and Hollister

US 93 - Sight distance improvements between SH 74 and Hollister

US 30 - Evaluate speed limit between Eastland Rd and junction with SH 50

US 30/SH 50 - Install left turn lanes at locations that currently do not have them

SH 50 - Widen the Hansen Bridge from 2 to 4 lanes

Baker

For more information contact Bob Humphrey, ITD Project Manager—886-7832
Or Mike Pepper, KMP Planning at 734-6208

Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction

In This Issue

- Study Description & Schedule
- Results of Project Screening
- Prioritized Improvement Projects
- Proposed Most Feasible Truck Route
- Study Area Map
- Contact Information

Public Workshop #4

Wednesday, December 17, 2003 - 7:00 p.m.
College of Southern Idaho - Twin Falls
Taylor Admin. Bldg - Room #277

The public is invited to discuss prioritized improvement projects and the proposed most feasible truck route

Planning Steps & Schedule

Step #1 Stakeholder Interviews	Sept / Nov 02
Public Workshop #1 *Project Kick Off—Identify Issues*	**November 13, 2002**
Step #2 Research Existing Conditions / O/D Survey	Nov 02 to Feb 03
Step #3 Document Existing / Projected Environment / Land Use	Nov 02 to Feb 03
Step #4 Analyze Future Travel Demand and Performance	Dec 02 to Jan 03
Step #5 Develop Corridor Purpose & Need Statement	Feb to April 03
Public Workshop #2 *Corridor Goals and Alternatives*	**April 03**
Step #6 Generate Alternatives	Mar to June 03
Public Workshop #3 *Confirm Draft Feasible Alternatives*	**August 03**
Step #7 Evaluate to identify Most Feasible Alternatives	July to Sept 2003
Step #8 Analyze to determine Recommended Alternatives	Sept to Nov 03
Public Workshop #4 *Confirm Most Feasible Alternatives*	**December 17, 2003**
Step #9 Prepare Draft Plan	Jan / Feb 04
Public Workshop #5 *Present Draft Corridor Plan*	**March 04**
Step #10 Prepare Final Plan	April 04

Study Description and Status

"Proposed Most Feasible Truck Route Identified"

The purpose of the Southeast Twin Falls Regional Corridor Study (the Study) is to identify the most desirable, effective and feasible transportation route(s) and solutions to existing issues between US 93 at Jackpot, Nevada and the junction of SH 50 and I-84 east of Twin Falls. The study area includes portions of US 93, SH 50, US 30 and SH 74, along with the communities of Jackpot, Hollister, Rogerson, Kimberly, Hansen and the southeast portion of Twin Falls.

The Study will:

- Determine purpose and need for transportation routes
- Review existing traffic and land use conditions
- Survey traffic origin/destination
- Project future travel needs
- Identify alternatives
- Determine feasible solutions

As noted in the last newsletter, the origin / destination survey determined that a new roadway is not needed. Based on that conclusion, the next step was to prioritize projects and identify the recommended most feasible truck route on existing roadways.

Since Public Workshop #3, the study team has gathered and analyzed substantial data to assist in evaluation of each of the feasible intersection and roadway improvement projects, and to compare the 6 feasible truck routes. Next, using this new data, the task force screening committee compared the advantages of the projects and truck routes to identify a prioritized list of projects *(shown below)* and a single proposed most feasible truck route. *(shown on back of this newsletter)* These will be presented for review at the next public meeting on December 17th. *(See meeting time and location at left in this newsletter)*

Prioritized Improvement Projects

(based on results of the Study Task Force Screening Process)

Rank	Location	Recommendation
1	US 30 - from Eastland to SH 50	Reduce the Speed Limit
2	US 30 & Locust	Install left turn signals on US 30
3	Blue Lakes Blvd & Addison Ave	Additional Signing and Striping
4	US 93 - between SH 74 and Hollister	No Passing Zone at 3300N & 3400 N
5	US 93 - between SH 74 and Hollister	Install additional passing lanes
6	US 30 & 3200 East (Hankins Rd)	Install a traffic signal in the future
7	SH 50	Turn lanes at 3600 E, 3700 E, and 3800 N.
8	Orchard Rd & South Washington St	Install a traffic signal in the future
9	US 93 - between SH 74 and Hollister	Re-grade hills south of 3400N and 3300N
10	SH 50 & 3800 East (Rock Creek Rd)	Widen intersection to improve turning
11	US 93 & 3700 North	Widen intersection to improve turning
12	US 30 & SH 50 (Red Cap Corner)	Install a traffic signal in the future
13	US 93 through Hollister	Add center turn lanes
14	US 30 & Rock Creek Rd.	Widen intersection to improve turning
15	SH 74 & South Washington St	Widen intersection to improve turning
16	Addison Ave & Washington St	Add an additional turn lane
17	Blue Lakes Blvd & Addison Ave	Add 1 additional lane in each direction

December 9, 2003

Contact: Bob Humphrey
ITD Senior Planner
(208) 886-7800

Mike Pepper
KMP Planning
(208) 734-6208

FOR IMMEDIATE RELEASE

Public workshop scheduled for Southeast Twin Falls Regional Corridor Study

SHOSHONE – A public workshop for the Southeast Twin Falls Regional Corridor Study is scheduled for 7-9 p.m. Wednesday, Dec. 17 the Idaho Transportation Department announced. The workshop will be in Room 277 of the Taylor Administration Building on the College of Southern Idaho campus 315 Falls Ave., Twin Falls.

Information will be presented and public comment gathered on proposed and prioritized improvement projects and the proposed "most feasible" truck route. Roadway and intersection improvement projects and feasible truck routes were developed based on public input at the August workshop and refined by the Corridor Study Task Force. This will be the fourth public workshop.

Displays will include maps illustrating the locations of proposed improvement projects and the proposed truck route to connect U.S. 93, U.S. 30, Idaho 50 and Interstate 84. Each of the improvement projects will be described and the process and data used to identify the proposed truck route will be explained. The next steps in the corridor planning process also will be discussed.

The corridor begins at the Idaho-Nevada line, follows U.S. 93 north to Twin Falls and east along Idaho 74, U.S. 30 and Idaho 50 to Interstate 84 east of Twin Falls. In addition to the southeast portion of Twin Falls, the corridor area includes the communities of Rogerson, Hollister, Hansen, Kimberly and Jackpot, Nev.

For more information contact Bob Humphrey, Idaho Transportation Department planner at (208) 886-7800 or Mike Pepper, KMP Planning and Consulting at (208) 734-6208.

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Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction

Attend to discuss the Proposed Most Feasible Truck Route

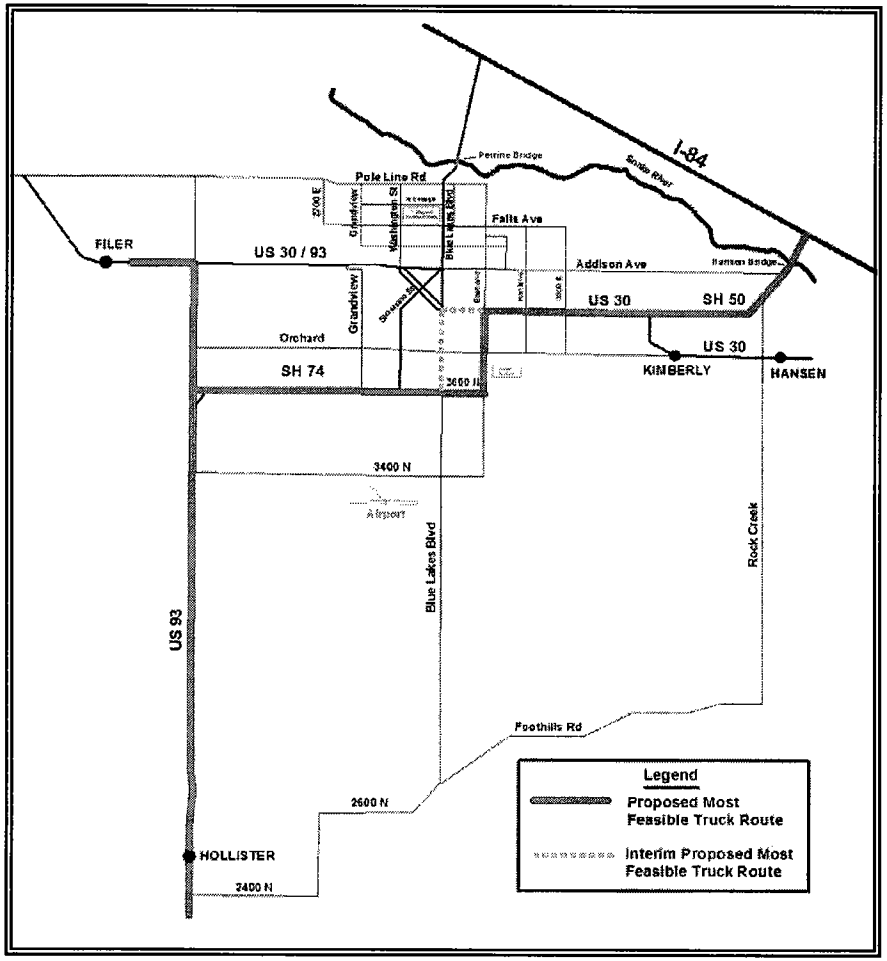
PUBLIC WORKSHOP #4

The Public is invited to attend the workshop to learn about the Southeast Twin Falls Regional Corridor planning process and discuss the Draft Prioritized Improvement Projects and Proposed Most Feasible Truck Route

WHEN: Wednesday, December 17th, 2003
7:00 to 9:00 p.m.

WHERE: College of Southern Idaho
Taylor Administration Bldg. Room #277

PROPOSED MOST FEASIBLE TRUCK ROUTE



DRAFT PRIORITIZED IMPROVEMENT PROJECTS

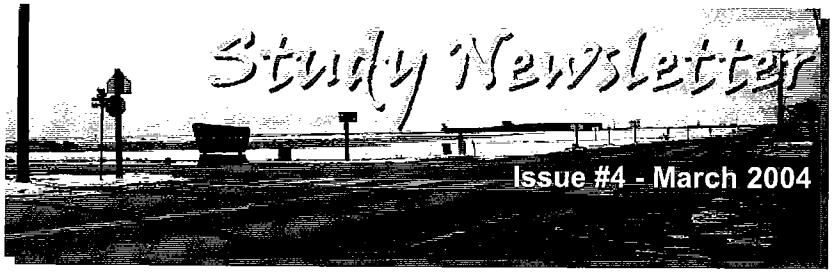
Rank	Location	Recommendation
1	US 30 - from Eastland to SH 50	Reduce the Speed Limit
2	US 30 & Locust	Install left turn signals on US 30
3	Blue Lakes Blvd & Addison Ave	Additional Signing and Striping
4	US 93 - between SH 74 and Hollister	No Passing Zone at 3300N & 3400 N
5	US 93 - between SH 74 and Hollister	Install additional passing lanes
6	US 30 & 3200 East (Hankins Rd)	Install a traffic signal in the future
7	SH 50	Turn lanes at 3600 E, 3700 E, and 3800 N.
8	Orchard Rd & South Washington St	Install a traffic signal in the future
9	US 93 - between SH 74 and Hollister	Re-grade hills south of 3400N and 3300N
10	SH 50 & 3800 East (Rock Creek Rd)	Widen intersection to improve turning
11	US 93 & 3700 North	Widen intersection to improve turning
12	US 30 & SH 50 (Red Cap Corner)	Install a traffic signal in the future
13	US 93 through Hollister	Add center turn lanes
14	US 30 & Rock Creek Rd.	Widen intersection to improve turning
15	SH 74 & South Washington St	Widen intersection to improve turning
16	Addison Ave & Washington St	Add an additional turn lane
17	Blue Lakes Blvd & Addison Ave	Add 1 additional lane in each direction

Baker

For more information contact
Bob Humphrey, ITD Project Manager at 886-7832
Or Mike Pepper, KMP Planning at 734-6208

Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction



In This Issue

- Study Description & Schedule
- Study Status
- Recommended Truck Route
- Prioritized Improvement Projects
- Policy Recommendations
- Study Area Map
- Contact Information

Public Workshop #5

Monday, April 5th, 2004 - 7:00 p.m.
College of Southern Idaho - Twin Falls
Taylor Admin. Bldg - Room #277

The public is invited to review and provide comments on the draft corridor plan

Planning Steps & Schedule

Step #1 Stakeholder Interviews	Sept / Nov 02
Public Workshop #1 *Project Kick Off--Identify Issues*	**November 13, 2002**
Step #2 Research Existing Conditions / O/D Survey	Nov 02 to Feb 03
Step #3 Document Existing / Projected Environment / Land Use	Nov 02 to Feb 03
Step #4 Analyze Future Travel Demand and Performance	Dec 02 to Jan 03
Step #5 Develop Corridor Purpose & Need Statement	Feb to April 03
Public Workshop #2 *Corridor Goals and Alternatives*	**April 03**
Step #6 Generate Alternatives	Mar to June 03
Public Workshop #3 *Confirm Draft Feasible Alternatives*	**August 03**
Step #7 Evaluate to identify Most Feasible Alternatives	July to Sept 2003
Step #8 Analyze to determine Recommended Alternatives	Sept to Nov 03
Public Workshop #4 *Confirm Most Feasible Alternatives*	**December 17, 2003**
Step #9 Prepare Draft Corridor Plan	Jan / Feb 04
Public Workshop #5 *Present Draft Corridor Plan*	**April 5, 2004**
Step #10 Prepare Final Corridor Plan	April 2004

Study Description and Status

"Draft Corridor Plan available for public review"

The purpose of the Southeast Twin Falls Regional Corridor Study (the Study) is to identify the most desirable, effective and feasible transportation route(s) and solutions to existing issues between US 93 at Jackpot, Nevada and the junction of SH 50 and I-84 east of Twin Falls. The study area includes portions of US 93, SH 50, US 30 and SH 74, along with the communities of Jackpot, Hollister, Rogerson, Kimberly, Hansen and the southeast portion of Twin Falls.

The Study has:

- Determined purpose and need for transportation routes
- Reviewed existing traffic and land use conditions
- Surveyed traffic origin/destination
- Projected future travel needs
- Identified alternatives
- Determined feasible solutions and
- Developed draft recommendations

Since Public Workshop #4, the study team has incorporated public comments and met with the Study Task Force (STF), Technical Advisory Committee (TAC), Twin Falls Highway District Board, Twin Falls City Council to present project, truck route and policy recommendations.

The study team then developed the Draft Corridor Plan document for review by the STF, TAC, ITD and the general public. The Draft Corridor Plan, together with the specific project, truck route and policy recommendations will be presented at Public Workshop #5 on April 5th, 2004 at the College of Southern Idaho. *(See specific meeting time and location at left in this newsletter)* The public is encouraged to attend and provide final comments on the Draft Corridor Plan. The Draft Corridor Plan is available at *SETwinFalls.com*. Comments may also be sent to KMP Planning at 510 Rosewood Dr. West, Twin Falls, ID 83301.

Recommended Improvement Projects

(included in the Draft Corridor Plan)

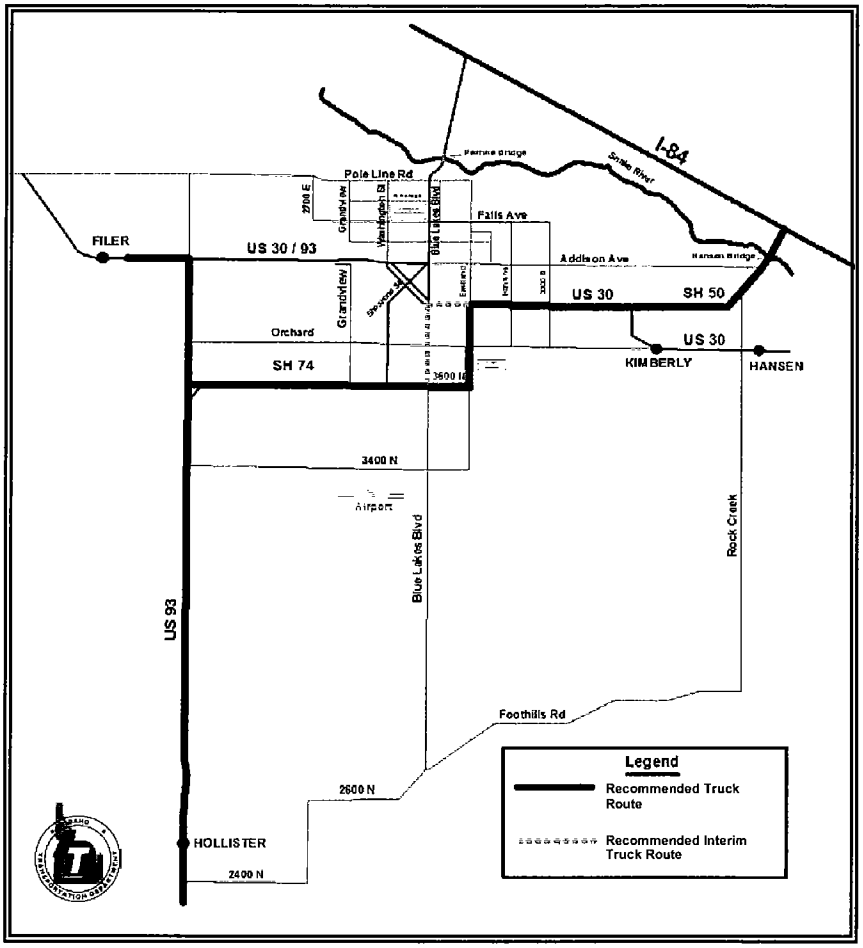
Rank	Location	Recommendation
1	US 30 - from Eastland to SH 50	Reduce the Speed Limit
2	US 30 & Locust	Install left turn signals on US 30
3	Blue Lakes Blvd & Addison Ave	Additional Signing and Striping
4	US 93 - between SH 74 and Hollister	No Passing Zone at 3300N & 3400N
5	US 93 - between SH 74 and Hollister	Install additional passing lanes
6	US 30 & 3200 East (Hankins Rd)	Install a traffic signal in the future
7	SH 50	Turn lanes at 3600E & 3700E
8	Orchard Rd & South Washington St	Install a traffic signal in the future
9	US 93 - between SH 74 and Hollister	Re-grade hills south of 3400N and 3300N
10	SH 50 & 3800 East (Rock Creek Rd)	Widen intersection to improve turning
11	US 93 & 3700 North	Widen intersection to improve turning
12	US 30 & SH 50 (Red Cap Corner)	Install a traffic signal in the future
13	US 93 through Hollister	Investigate adding center turn lanes
14	US 30 & Rock Creek Rd.	Widen intersection to improve turning
15	SH 74 & South Washington St	Widen intersection to improve turning
16	Addison Ave & N Washington St	Add an additional turn lane
17	Blue Lakes Blvd & Addison Ave	Add 1 additional lane in each direction

Baker
Michael Baker Jr. Inc.
6955 Union Park Center Suite 370
Midvale, UT 84047

RECOMMENDED TRUCK ROUTE

US 93 / SH 74 / EASTLAND AVE./ US 30 / SH 50 / I-84

The Interim Route will be used until improvements to the Recommended Truck Route are completed



FOR MORE INFORMATION

Bob Humphrey, ITD Project Mgr.
Idaho Transportation Dept. District #4
PO Box 2A
Shoshone, Idaho 83352-0820
(208) 886-7800 - BHumphre@itd.state.id.us

Lorraine Richards, Consultant Dpty Mgr.
Michael Baker Jr. Inc.
6955 Union Park Center Suite 370
Midvale, UT 84047
1-801-352-5974 - larichards@mbakercorp.com

Mike Pepper, Public Inv. / Planner
KMP Planning and Consulting
510 Rosewood Dr. West
Twin Falls, ID 83301
1-208-734-6208 - kmpplanning@cableone.net

Project Web Site: SETwinFalls.com
Project E Mail: SETwinFalls@mbakercorp.com

Para assistencia en espanol, por favor contacte Jamie White, 1-801-352-5986

Key policy recommendations to support Corridor Plan implementation

- *Develop & implement an access control plan for key Corridor routes*
- *Require developers to preserve setback to accommodate Corridor projects*
- *Develop & implement guidelines for requiring developers to conduct traffic impact studies.*
- *Preserve setback on Hankins Road to allow for potential future roadway development*
- *Incorporate plan recommendations into local comprehensive plans and master street plans*
- *Incorporate bike and pedestrian facilities as appropriate*
- *Develop & implement guidelines for requiring developers to complete a fiscal analysis to determine the impacts to city services.*

March 16, 2004

Contact: Bob Humphrey
ITD Senior Planner
(208) 886-7800

Mike Pepper
KMP Planning
(208) 734-6208

FOR IMMEDIATE RELEASE

Public workshop scheduled for Southeast Twin Falls Regional Corridor Study

SHOSHONE – A public workshop for the Southeast Twin Falls Regional Corridor Study is scheduled for 7-9 p.m. Monday, April 5th the Idaho Transportation Department announced. The workshop will be in Room 277 of the Taylor Administration Building on the College of Southern Idaho campus (street address?).

Information will be presented and public comments gathered on the draft corridor plan document including recommended projects, truck routes and policy recommendations. Draft plan recommendations were developed based on public input received at the last public workshop in December and refined by the Corridor Study Task Force. This will be the fifth public workshop.

Displays will include maps illustrating the locations of recommended improvement projects and the truck route to connect U.S. 93, U.S. 30, Idaho 50 and Interstate 84. Public comments are welcome on any aspect of the draft plan. The final steps in the corridor planning process also will be discussed.

The corridor begins at the Idaho-Nevada line, follows U.S. 93 north to Twin Falls and east along Idaho 74, U.S. 30 and Idaho 50 to Interstate 84 east of Twin Falls. In addition to the southeast portion of Twin Falls, the corridor area includes the communities of Rogerson, Hollister, Hansen, Kimberly and Jackpot, Nev.

For more information contact Bob Humphrey, Idaho Transportation Department planner at (208) 886-7800 or Mike Pepper, KMP Planning and Consulting at (208) 734-6208.

-30-

The Idaho Transportation Department's home page features information about highway projects and contracts, vehicle licensing and permits and much more. It can be accessed at: www2.state.id.us/itd/ . For information on road conditions and state highway construction projects, visit the transportation department's on-line Idaho Road Report at: www2.state.id.us/itd/ida-road/ . Information about ITD projects, including an archive of press releases, is available at: www2.state.id.us/itd/pub.htm .

RECEIVED
MAY 05 2004
By

IDAHO FISH & GAME
MAGIC VALLEY REGION
868 East Main Street
P.O. Box 428
Jerome, Idaho 83338-0428

Dirk Kempthorne / Governor
Steven M. Huffaker / Director

April 30, 2004

Michael Baker Jr., Inc.
6955 S. Union Park Center, Ste. 370
Midvale, UT 84047

Re: Draft Southeast Twin Falls Regional Corridor Plan

The Idaho Department of Fish and Game (IDFG) has reviewed the Draft Southeast Twin Falls Regional Corridor Plan. The study area encompasses much of the City of Twin Falls and Twin Falls County east, west, and south of the City of Twin Falls between Jackpot, NV and State Highway 50/Interstate 84 junction. We offer the following comments concerning wildlife resources in the study area.

The draft plan correctly indicates mule deer and pronghorn antelope frequent the corridor between Jackpot, NV and Rogerson, ID. Wildlife/vehicle collisions occur on an infrequent basis in this corridor each year. Signing and seasonal speed limit restrictions along designated reaches of the corridor could help minimize collisions. However, we do not recommend any action unless the number of collisions significantly increases.

The Jackpot-Rogerson corridor is also subject to seasonal crossings by mule deer and pronghorn. Fencing associated with road right-of-ways can constitute movement and migration barriers, can be a direct source of mortality for wildlife, and can increase the incidence of wildlife/vehicle collisions. Fencing barriers are typically more problematic for pronghorn than mule deer. The development of wildlife crossings at strategic locations would facilitate seasonal movement of big game across the corridor. Currently a small, unknown number, of mule deer and very few pronghorn seasonally cross the corridor. At this time we do not advocate the development of wildlife crossings in the corridor. However, we recommend the final plan include measures for addressing big game crossing if the frequency of seasonal movements increases.

At this time, the IDFG has no specific comments on the Prioritized Intersection and Roadway Projects identified in the Draft Plan. However, we look forward to providing technical assistance on a site-specific basis as projects move toward implementation.

Thank you for the opportunity to participate in the development of the Southeast Twin Falls Regional Corridor Study and to provide comment on the draft plan. Please contact Mike McDonald, Environmental Staff Biologist, or Scott Gamo, Regional Wildlife Habitat Biologist, in this office if you have any questions.

GREATER TWIN FALLS AREA TRANSPORTATION COMMITTEE
2004 PRIORITY LIST

RANK	STATE PROJECTS	STATUS
1	US93 Alternate Phase 1	PS&E Submital
2	US93 Alternate Phase 2	Right of Way
3	Widening to 5 lanes, US 30/Eastland to 3200 Rd	PS&E Submital
4	US 93 / Golf Course Road	Not Funded
6	Widening to 5 lanes, US 30/ 3200 - 3250	Not Funded
7	South Jerome Interchange Capacity improvements	Not Funded
5	US 30 & SH 50 (Red Cap Corner)-Install traffic signal	Not Funded
12	US 93-SH74 to Hollister - Install additional passing lanes	Not Funded
8	Blue Lakes & Addison-Add 1 additional lane in each direction	Not Funded
9	Addison Ave & Washington-Add an additional turn lane.	Not Funded
15	SH50-Turn lanes @ 3600, 3700, 3800 East	Not Funded
18	US93, widen to 4 lanes I-84 north to SH-25	Environmental
11	US 93 & 3700N-Widen intersection to improve turning	Not Funded
19	Blue Lakes & Addison-Additional signing and striping	Not Funded
17	Kimberly Road at Locust-Install left turn signal on US-30	Not Funded
14	US 93-SH74 to Hollister-No Passing Zone at 3300N & 3400	Not Funded
10	US 30-Eastland to SH50-Reduce speed limit	Not Funded
13	SH 74 & S. Washington-Widen intersection to improve turning	Not Funded
24	US 93 through Hollister-Add center turn lanes	Not Funded
16	US 30 & 3200 East (Hankins Rd)-Install traffic signal	Not Funded
23	Orchard @ S. Washington-Install traffic signal	Not Funded
22	SH 50, CRABS , Red Cap Corner to I-85	Funded
21	Hansen Bridge, Widen to 4 lanes	Not Funded
20	SH 50, widen to 4 lanes, Red Cap Corner to I-84	Not Funded
27	US 30 & Rock Creek Rd-Widen intersection to improve turning	Not Funded
26	Southern bridge I-84/93 Interchange	Not Funded
25	SH 50 and 3800E (Rock Creek Road)- Widen intersection to improve turning	Not Funded
28	US 93-SH 74 to Hollister-Re-grade hills south of 3400N and 3300N	Not Funded

RANK	LOCAL PROJECTS	STATUS
1	Washington Street No. Phase I - Addison to Filer	Right of Way
4	Improved traffic signalization including permissive left turns	Ongoing by City
2	Washington Street No. Phase III - Filer to Falls	Right of Way
3	Washington Street No. Phase IV - Falls to Pole Line	Not Funded
5	Pole Line & Eastland - Filer to Bridgeview	Not Funded
6	Widening/Improvements on Airport Rd Phase I	Final Design
7	Update the City of Twin Falls Transportation Plan	Not Funded
9	Widening/Improvements on Airport Rd Phase II	Not Funded
8	Snake River Canyon Crossing - EIS, Corridor preservation	Local Match required
11	Extention of SH-46, Buhl to Wendell	Planning
10	Salmon Dam Crossing	Not Funded

Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction

TECHNICAL ADVISORY COMMITTEE

MEETING #1 RESULTS

Tuesday, October 22nd, 2002 – 3:30 p.m. to 5:00 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 277

I. Attendance

- Bob Humphrey, ITD Project Manager
- Mike Hegarty, Michael Baker Jr., Inc.
- Lorraine Richards, Michael Baker Jr., Inc.
- Mike Pepper, KMP Planning and Consulting
- TAC members
  - Doug Howard – Idaho DEQ
  - Matt Hicks – Twin Falls City Police Dept.
  - Rich Yankey – NRCS
  - LaMar Orton – Twin Falls City Planning and Zoning Dept.
  - Mike McDonald – Idaho Dept. of Fish and Game – Region 4
  - Gary Young – Twin Falls City Engineer
  - Gary Pool – Amalgamated Sugar Plant Manager

II. Suggested Additions to the TAC

- BLM rep
- MV Regional Airport Mgr.
- Corridor School Districts incl. bussing services
- Emergency Services – Hospital / Ambulance, etc.
- Salmon Tract Canal Co. rep
- Southern Idaho Economic Development rep
- TF Traffic Safety Committee rep
- MV Regional Airport rep

** new reps will be considered by the Project Team and final determination by ITD

III. Initial Issues and Concerns (to add to stakeholder interview issues)

- Safety – no additions at this time
- Routing / Connectivity
  - Foothill Rd. use extends east to Burley area residents and beyond
  - Foothill Rd. has a stock rd. designation – 3000 E area – see BLM in Burley or Bill Crafton, TF Co. PZ for more info
  - Suggest that any new alignments stay south of the Highline Canal, to lower the impacts to farmland
  - Carey Act applies only to lands north of the Highline Canal
  - Right of Way is already designated on section lines (Carey Act), but not south of the Highline Canal
- Environmental Issues
  - River Crossings
  - Rock Creek Crossings
  - Wetlands – both natural and man made
  - Springs / Seeps

- Sticker Ranch site – south of Kimberly - is currently on the Historic Register
- Pronghorn Antelope and Mule Deer herds exist north of Jackpot along US 93 corridor – note that this is not a major migration route
- Fisheries in Rock Creek
- Soil Surveys are available to help determine prime farmland locations – see NRCS
- Possible mining areas – BLM will have more info – will be gathered during existing conditions review
- Recreation Traffic on Rock Creek Rd. – USFS may have more info – will be gathered during existing conditions review

IV. Other General Comments and Issues

- No additions to the planned public involvement plan elements at this time, but the Consultant Team will remain flexible to meet changing project needs
- Be sure to involve the public early and consistently in the process to avoid wrong direction and decrease misperceptions
- Modify the Project Area map to show the following streets
  - Addison Ave. East - from TF to the SH 50 junction
  - SH 74 extension - south from Shoshone St.
  - Orchard Rd. – extended west across US 93
  - Foothills Rd.
- Agree to place traffic counters in cooperation with TF Highway District to augment the OD Survey
  - Lorraine will ask Mark Bunnell or Skip Hudson to contact Dave Burgess to coordinate
- OD Survey needs adjustment for summer seasonal activity – consult IDOC Travel Council Traveler Survey – Mike P. will contact IDOC to request current survey and forward to Mark / Skip

V. Next Steps

- Next Technical Advisory Committee meeting – Feb 2003 – send meeting notices a minimum of 2 weeks in advance – e mail is ok, fax to those without e mail
- Daytime afternoon meetings are ok – approx 3:00 p.m.
- Contact new TAC members – Mike P.
- Mike P. will circulate meeting results to all for comment

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

STUDY TASK FORCE

MEETING #1 RESULTS

Tuesday, October 22nd, 2002 – 6:30 p.m. to 8:30 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 277

I. Attendance

- Bob Humphrey, ITD Project Manager
- Mike Hegarty, Michael Baker Jr., Inc.
- Lorraine Richards, Michael Baker Jr., Inc.
- Mike Pepper, KMP Planning and Consulting
- STF members
  - George Urie, Hansen Mayor
  - Jim Sorensen, Kimberly Mayor
  - Dave Burgess, TF Highway District Director
  - Herman Ostercamp, Twin Falls Transportation Committee
  - Steve Aslett, Circle A Construction
  - Kip Wooten, representing landowner Chuck Coiner
  - Gary Grindstaff, TF County Commissioner
  - Joe Shelton, Landowner / TF City PZ
  - Bill Morse, Landowner / TF Canal Co.
  - Anita Robinson, Rogerson Service
  - Glenda Thompson, Twin Falls City Council
  - Rick Crowley, Historic Old Towne - Twin Falls
  - Trip Craig, Twin Falls City Council

II. Suggested Additions to the STF

- TF County Planning and Zoning Commission member – mike will contact Bill Crafton for a rep
- City PZ Commission reps from each city in corridor
- Chamber Tourism Committee – possible TAC and include on mailing list
- Chamber Beautification Committee – possible TAC and include on mailing list
- Downtown Design Committee – possible TAC and include on mailing list
- TF City Traffic Safety Committee – possible TAC and include on mailing list
- Southern Idaho Economic Development Organization – possible TAC / include on mailing list
- School District reps (including bus service providers) – possible TAC / include on mailing list

** New reps will be considered by the Project Team and final determination by ITD

III. Initial Issues and Concerns (to add to stakeholder interview issues)

- Safety
  - Hansen Bridge is unsafe – too narrow, only providing 2 lanes with no separation and becomes very icy in winter
  - US 93 is unsafe in areas with reduced sight distances and high truck usage that conflicts with passenger vehicle use

- Routing / Connectivity
  - TF Intermodal site needs consideration and connection – the railhead and warehouse bldg are already constructed

- US 30 usage from east into TF is increasing – connections to the Southside commercial properties is difficult, lacking signage and clear routing
- Existing roadways being used for trucking are not built to support truck usage – including Orchard and Foothills Rd. from the Port of Entry to Murtaugh, Burley and beyond
- Need to consider future connections to NE TF belt route, planned NW TF US 93 alternate and possible new Snake River crossing – funding for environmental assessment is currently being sought through congress
- Be sensitive and avoid impact if possible to existing corridor land uses, including rural residential and farm lands and operations
- Integrate Study plans with other existing community plans and projects, including previous ITD Corridor Plans such as Snake River Crossing, US 93 Alternate, City of Twin Fall Street Master Plan, Eastern Belt Route Plan (Highway District has copy) and others as appropriate and available – *these will be collected and summarized as part of the Existing Conditions Report and related info made available to the STF, TAC and public as relevant and appropriate*
- Design any new routes and roadways to support the type of anticipated use, such as truck use, etc.

- Signage
  - US 93 and other area roadway signage for Jackpot is lacking – current signage features "Wells", and not Jackpot
  - Hospital signage is needed – Magic Valley Regional Medical Center
  - Other signage needed
    - Shoshone Falls, TF Historic Old Towne
    - To other corridor attractions and services in all communities, such as city halls, police departments, etc. – note that these could be part of new gateway signage at community entrances
- General Roadway Corridor / Planning considerations
  - Plan for corridor preservation as part of Study recommendations to decrease later conflict with development – coordinate with city / county PZ and include in policy recommendations
  - Hansen Bridge has the lowest remaining capacity of the 3 valley bridges; Perrine, Clear Lakes and Hansen bridges (according to the results of the Snake River Crossing OD Survey – the Hansen Bridge will need expansion and renovation first, especially if SE route is improved and results in increased traffic

IV. Other General Comments and Issues

- Public Involvement
  - STF approved all public involvement activities as planned, with the following additions and comments – also the Consultant Team will remain flexible and modify public involvement plans to meet changing project needs
  - Be sure to involve the public early and consistently in the process to avoid wrong direction and decrease misperceptions
  - Take advantage of televised TF City Council presentations (2x month) and seek out new televised presentation opportunities for project updates, early and throughout the process - *Include date and time in postcard mailings where feasible*
  - Increase the number and variety of public group presentations to contact more groups and individuals – early on and especially at major decision points

V. Next Steps

- Next Study Task Force meeting – late November 2002 – send meeting notices a minimum of 2 weeks in advance – e mail is ok, fax to those without e mail
- Evening meetings are ok – approx 6:30 p.m.
- Mike will circulate meeting results to all for comment

Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction

STUDY TASK FORCE

MEETING #2 RESULTS

Tuesday, December 17th, 2002 – 6:30 p.m. to 8:30 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 277

I. Attendance

- Bob Humphrey, ITD Project Manager
- Lorraine Richards, Michael Baker Jr., Inc.
- Mark Bunnell, Michael Baker Jr., Inc.
- Mike Pepper, KMP Planning and Consulting
- STF members
  - George Urie, Hansen Mayor
  - Jim Sorensen, Kimberly Mayor
  - Dave Burgess, TF Highway District Director
  - Herman Ostercamp, Twin Falls Transportation Committee
  - Steve Aslett, Circle A Construction
  - Ralph Breeding, TF Co PZ Commission
  - Chuck Coiner, Landowner
  - Joe Shelton, Landowner / TF City PZ
  - Bill Morse, Landowner / TF Canal Co.
  - Dixie Choate, City of Hollister
  - Glenda Thompson, Twin Falls City Council
  - Andrew Crane, Historic Old Towne - Twin Falls
  - Trip Craig, Twin Falls City Council

II. Draft Work Plan / Public Involvement Plan

- The STF agreed on the Draft Public Involvement Plan and Work Plan as presented. Changes may be made in the PIP as needed during the process to meet STF, TAC and Public needs

III. Key Stakeholder and Public Issues

- The STF agreed on the Draft list of Key Stakeholder and Public Issues as presented with the following changes and additions:
  - Maintain / improve truck access to industrial areas in Twin Falls
  - West side of Twin Falls needs better truck access to and through Twin Falls
  - Southeast routes must connect to US 30 to form a East / West Twin Falls loop
  - Provide a Northeast / Southwest Regional through-route

IV. Corridor Role and Function

- The STF agreed on the Draft Corridor Role and Function as presented with the following changes and additions:
  - Change: Access to commercial and industrial facilities in Southeast Twin Falls
  - *To: Access to commercial and industrial facilities in South Twin Falls and other communities as needed*

V. O/D Status Report

- Mark provided a brief overview of the initial results of the O/D Survey – the STF was in agreement with the general findings as presented. A full summary report of the O/D Survey results will be provided at the next STF meeting.

VI. Other Issues

- CBA Process
  - Lorraine issued CBA informational booklets – the STF will consider what STF representation for the CBA Screening Committee – max 10 members – to be determined at next meeting
- Information / Review - STF members agreed that summary information is adequate for their review during the process

VII. Next Steps

- Next Study Task Force Meeting #3 - Workshop – Wednesday, February 26th – 4 to 8 p.m.
  - O/D Survey Summary Results
  - Draft Existing Conditions Report
  - Draft Environmental Scan Report
  - Draft Corridor Goals and Purpose and Need
  - Preparation for Public Workshop #2

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

Public Workshop #1 Results
College of Southern Idaho, Twin Falls, ID
November 13, 2002

I. Attendance

First Name	Last Name	Representing	Address	City, State, Zip	Phone	E-Mail
Ernest	Allred		21423A Hwy. 30	Twin Falls, ID 83301	733-5904	
Lee	Alvius		664 Buchanan	Twin Falls, ID 83301	734-3324	
A. R.	Baily		4034 E 3400 N	Hansen, ID 83334	423-5083	
Tony	Barnes		998 Locust Street N.	Twin Falls, ID 83301	737-9199	
Pat	Bermingham		3578 Rock Garden Ln.	Kimberly, ID 83341	423-6101	pbermingham@cityofkimberly.org
Gary	Blick		3730 N 1900 E	Castleford, ID 83321	537-6536	
Jim	Bonduraut		3475 E 3625 N	Kimberly, ID 83341	423-4934	
Jeff	Breeding		3248 E 3700 N	Kimberly, ID 83341	733-6183	
John	Cardis		747 Meadows Dr. #2	Twin Falls, ID 83301	735-9029	jwcardis@rmci.net
James	Chapman		260 Sage St.	Kimberly, ID 83341	423-4938	
Dixie	Choate		2392 Main St.	Hollister, ID 83301	655-4225	
Lance W.	Clow	Twin Falls City Mayor	2170 Bitterroot Dr.	Twin Falls, ID 83301	734-8909	lwclow@pmt.org
Charles	Coiner		3866 N 3800 E	Hansen, ID 83334	423-4015	ccoiner@pmt.org
Tom	Courtney	City of Twin Falls	P O Box 1907	Twin Falls, ID 83303-1907	735-7271	tcourtne@tfid.org
Andrew	Crane		2167 Bitterroot	Twin Falls, ID 83301	734-0287	
Dave	Denton		3697 N 3300 E	Kimberly, ID 83341	733-6494	
Kathy	Hanson		1176 Blake St. N.	Twin Falls, ID 83301		khansen@pmt.org
Jeff	Jacobson		P O Box 661	Kimberly, ID 83341	423-6080	ashandjeff@yahoo.com
Kent	Just	Twin Falls Chamber	858 Blue Lakes Blvd. N.	Twin Falls, ID 83301	733-3974	
Jerry & Gayle	Kemp		3587 N 3000 E	Twin Falls, ID 83301	734-7824	
Barry	Knoblich		1174 Skyline Dr.	Twin Falls, ID 83301	734-3344	
Bruce	Kunkel		1645 N 2500 E	Twin Falls, ID 83301	655-4275	
Alex	Kunkel		1625 N 2500 E	Twin Falls, ID 83301	655-4381	
Dave	Mastis		P O Box 206	Twin Falls, ID 83303-0206	733-7311	
Robert	Mayor	Times News	132 3 St. W.	Twin Falls, ID 83301	735-3231	
Terry	McCurdy	Historic Old Town Twin Falls	P O Box 679	Twin Falls, ID 83303-0679	734-6181	
Don	Norris		22118 Kimberly Rd.	Kimberly, ID 83341	734-6687	
Dave	Overacre	City of Kimberly	Kimberly Municipal Bldg.	Kimberly, ID 83341	423-5588	cdover1@mindspring.com
Dale	Riedesel		1830 Targhee Dr.	Twin Falls, ID 83301	733-2446	dale@riedeseleng.com
Edith	Robertson		332 Hankins Rd. S.	Kimberly, ID 83341	733-3371	
Tom	Robertson		1347 Maple Ave.	Twin Falls, ID 83301	734-8349	
Norman	Skinner		251 Main Ave E.	Twin Falls, ID 83301	733-5542	
Ed	Skinner	Skinner Trucking	P O Box 709	Twin Falls, ID 83303	733-4279	
Glenda	Thompson	Twin Falls City Council	434 Taylor St.	Twin Falls, ID 83301	734-8135	
George	Urie	City of Hansen	388 Main	Hansen, ID 83334	423-4566	
Darla & Greg	Vierstra		2574 E 3800 N	Twin Falls, ID 83301	733-4047	
Robin	Wells		3219 E 3600 N	Kimberly, ID 83341		
Bob & Shirley	White		P O Box 1041	Twin Falls, ID 83303-1041	733-6269	
Bob	Humphrey	ITD				
Mike	Hegarty	Baker				
Mike	Pepper	KMP				
Mark	Bunnell	Baker				
Matt	Scanlon	Baker				
Rosemary	Curtin	RBC Inc.				

II. Public Comments

Prioritization: after brainstorming issues, participants were provided 5 dots each to place on their top five items. ( ) indicates the number of dots received for each issue.

- (11) Bypassing Twin Falls and Kimberly are important providing a route for trucks and visitors through the region consider a loop concept

- (9) Future truck routes should not incorporate the Perrine Bridge intersection or crossing due to high congestion.

- (7) Safety concerns at Kimberly Road intersection at Red Cap Corner and East Kimberly Road.
    - Early morning sun is in vehicle operated eyes
    - There is mixed traffic causing conflicts
    - Intersection safety due to congestion and difficulty in crossing the intersection is a concern
    - Consider separation of uses at Hankins Road intersection with Kimberly Road.
    - Dangerous intersections on Kimberly Road exist at 3200, 3300, 3400 and 3500 East
    - Safety concerns exist at the intersection due to increased wait time and is resulting in accidents from vehicles merging onto Kimberly Road from US 30.

- (7) Look at existing routes rather than identifying new routes

- (6) Preserve farm land

- (6) Prefer access control

- (5) Right turn lanes for safety are needed for intersection on US 93

- (5) Need long-term vision in all plans

- (4) Meet needs of residents and farms and needs of motorists when planning any new or renovating any old facilities

- (3) Provide improved access to Magic Valley Regional Airport

- (3) Provide accurate information during and at the conclusion of the study to dispel myths

- (3) Motorist safety is important

- (3) Consider potential impacts to residential areas from through truck traffic

- (2) Safe transportation route with clear signage and information both into and through the industrial park in South Twin Falls.

- (2) Do not continue to consider old or outdated study recommendations if they don't fit today's situation.

- (2) Safety concerns at various locations on US 93.
    - Milepost 25 south to Jackpot
    - Milepost 22 has no line to prevent passing
    - Blind vertical curves exist and establishing passing zones need to incorporate vision opportunities of passenger vehicles rather than only trucks

- (2) Promote collaborative decision making involving all local jurisdictions including ITD

- (2) Incorporate the needs of all specific kinds of traffic including local, truck, RVs and farm equipment

- (1) Right-of-Way preservation
    - Plan for and act as soon as possible following completion of corridor or environmental study to begin securing right-of-way to ensure implementation of recommended projects.

- (1) U.S. 30 through downtown Twin Falls is unsafe for pedestrians and downtown traffic specifically three schools are located on the 2nd streets promoting several safety concerns.

- Local support for implementation is important

- (1) Red Cap Corner is congested
    - Route improvements should be considered for construction east of Red Cap to lessen congestion.

- (1) Any new roads need to allow farm machinery operation access and crossings

- (1) The first hill out of Jackpot is steep – consider modifying alignment to use the old railroad alignment and go around the hill

- (1) Consider both economic and safety needs when planning new facilities or new routes

- (1) Support trucking and industrial needs in final locations and improvements
  - Make access easy and efficient to industrial locations and facilities

- (1) Safety issues South of Rogerson on US 93.
  - Two miles south of Rogerson. Freezing conditions due to wind along the hillside.
  - Consider rerouting away from the hill.

- (1) Hansen bridge may need to improve to accommodate increased use that would come from the development of a new route

- (1) Signage needs improvement

- (1) US 30 through Twin Falls needs to be reviewed for its use and destination purpose

- (1) Blue Lakes Blvd. congestion is a problem

- (1) Truck traffic is everywhere

- (1) Streamline roadways

- (1) Need current data for consideration and development for the study

- (1) Support the historic preservation of the Oregon Trail Corridor

- Angled intersections are dangerous and need modification to create right angles to improve safely

- Northeast/Southeast route may not be suitable for East/West travelers

- Provide a safe Northeast to Southwest route

- Excessive speed exists north of Jackpot and South of Twin Falls

- More capacity is needed

- Growth – need a route to facilitate traffic around town

- Safety at school bus stops is important – consider children and pedestrian needs

- S-curve south of Rogerson on US 93 needs reviewed for improved safety
- Integrate East/West traffic (Example: Hansen Bridge to Twin Falls)
- Why Southeast Corridor than others
- Congestion
- Compare current vs. expected traffic and recommendations for what to do with existing traffic growth
- Consider restricting truck traffic to only using US 93
- Main route should avoid passing schools
- Facilities need to be coordinated with land use

Specific safety considerations for any improvements or new routes

- *Include ample and clear signage to define the corridor's route, connections to other primary corridor roadways and directions to key area services, sites and attractions*
- *Ensure that all roadways planned and designated for through the region travel are designed and constructed to safely accommodate the speed, weight and width requirements of trucks, recreational and passenger vehicles*
- *Provide facilities that allow for safe left turn movements on Kimberly Rd. East*
- *Improve safety in design and operation at key intersections on;*
  - *US 93 at 3700 N (Orchard) and with SH 74*
  - *US 30 at Rock Creek Rd. and with SH 50*
  - *SH 74 at 2800 East (Grandview Dr.)*
  - *SH 50 at US 30 (Red Cap Cnr.), Rock Creek Rd., 3100 East (Eastland Dr.) and 3200 East (Hankins Rd.)*
  - *3000 East (Blue Lakes Blvd. So.) at 3700 No. (Orchard)*
- *Design, construct and modify where needed, intersections to provide 90 degree corners with ample sight distances for all direction travelers*
- *Do not develop or designate new through-the-region routes through downtown Twin Falls or Kimberly*
- *Consider relocation of US 30 away from the 2nd Avenues through downtown Twin Falls to improve safety for pedestrians and function of the downtown area*

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

STUDY TASK FORCE MTG #3
TAC MTG #2

COMBINED STF / TAC MEETING RESULTS

Wednesday, February 26th, 2003 – 4:00 p.m. to 8:00 p.m. (TAC 4 p.m. to 6 p.m.)
College of Southern Idaho – Taylor Administration Bldg. – Rm # 277

I. Attendance

- Herman Osterkamp, GTFATC
- Dave Burgess, TFHD
- Steve Aslett, Circle A Trucking
- Mike McDonald, IDFG
- Mel VanBuren, Independent Meat Co.
- Chuck Coiner, Landowner
- George Urie, Mayor City of Hansen
- Mark Burgess, TF Co. Sheriff
- Doug Howard, DEQ
- Joe Shelton, Landowner, TF City PZ
- Dave Neal, ISP
- Lamar Orton, TF City Planning Dir.
- Richard Crowley, TF BID
- Trip Craig, TF City Council
- Glenda Thompson, TF City Council
- Kent Just, TF Chamber of Commerce
- Ralph Breeding, TF Co. PZ

Project Team and ITD Staff present

- Bob Humphrey, ITD Project Manager
- Lorraine Richards, Michael Baker Jr. Inc. – Deputy Project Manager
- Mark Bunnell, Michael Baker Jr. Inc.
- Mike Pepper, KMP Planning and Consulting
- Bruce Christiansen, ITD
- Joshua Jacobson, ITD

II. Summary Results and Reports

- Illustrations from each report (except the Travel Demand Report) distributed to attendees, presented and discussed - *copies for those not in attendance will be distributed at next STF Mtg.*
- Draft Environmental Scan Report
- Existing Conditions Report
- Origin / Destination Survey
- Travel Demand Report Status – in progress

Comments on Results Reports

- Modify fire district area descriptions
- Correct park / cemetery identification on Twin Falls County Map
- Check accuracy of reported MV Regional Medical Center daily use
- Follow-up with IDFG to determine if there are deer migration route locations (Lorraine talked with IDFG and they aren't aware of any)
- Note that additional passing lanes are still needed on US 93
- Note that US 93 needs shoulder width enhancement for improved bike / ped safety – min. 8' width
- Truck traffic at night on Eastland is high volume and too fast
- Accident Data
    - Check and modify accident info to include serious accidents on SH 50, US 30 / SH 50 junction and Addison and Eastland Avenues.
    - Check addl. databases for combined accident data – reflect severity in addition to volume
    - Check truck ADT on US 93

- ❑ Need to evaluate the following roads for ADT and accident info (Already say this below)
  - o 3700 North, 4100 North, 3500 East, 3200 North, 3800 East, 3000 East (Blue Lakes Blvd.), Foothills Rd. – *Mark will work with Dave Burgess to gather additional traffic volume information as needed, including possible use of traffic counters.*
- ❑ Incorporate planned Kimberly Rd. center turn lane improvements into travel model.
- ❑ Incorporate widening of Hansen Bridge into travel model.
- ❑ Do not include the new river crossing in the travel model.
- ❑ Do not include the development of the convention center into the travel model.
- ❑ Red Cap Corner to Hansen Bridge (SH-50) – Study results could influence needed roadway improvements and potential Hansen Bridge upgrade identified in Snake River Crossing Study

III. Preliminary Corridor Goals

- ❑ Reviewed Priority Issues and Concerns (from Stakeholder Interviews and Public Workshop #1)
- ❑ Reviewed Corridor Role and Function (from STF Mtg #2)
- ❑ Presented preliminary goals - discussed and revised to produce the following Draft Corridor Goals for later presentation to the public at Public Workshop #2

Draft Corridor Goals – as approved by the joint STF / TAC on Feb 26, 2003

- Provide a clear, safe and efficient route(s) for regional and through traffic around Twin Falls, Kimberly and Hansen that connects US 93, US 30, SH 74, SH 50 and I-84
- Provide safe and effective connections of this route(s) for mixed use traffic to and between Twin Falls, Kimberly, Hansen, Hollister, Rogerson and Jackpot and that links east/west traffic on local roads
- Provide for efficient connections to industrial / commercial areas in south, southeast and west Twin Falls
- Correct dangerous intersections on state routes within the corridor
- Achieve improvements in a manner that minimizes impact to social, economic and natural environment, specifically
  - o farmlands and support farming operations
  - o residential development and pedestrian safety
  - o key natural and cultural resources

IV. Choosing By Advantages (CBA) Screening Process

- ❑ CBA Process was reviewed – addressed basic STF questions
- ❑ Selection of CBA Committee approved by STF members present
  - o City of Hansen – Mayor George Hansen
  - o City of Kimberly – Mayor Jim Sorenson (or appointee) – *contacted, waiting for confirmation*
  - o City of Twin Falls – City Councilman Trip Craig
  - o Twin Falls County – County Commissioner Bill Brockman
  - o City of Hollister / Rogerson – *confirmed for Hollister – Rogerson contact pending*
  - o City of Jackpot – *contacted, waiting for confirmation*
  - o Twin Falls Highway District – Dave Burgess
  - o Corridor Property Owner – Joe Shelton – *confirmed*
  - o Trucking Industry – Steve Aslett
- ❑ CBA Training Date – Thursday, April 17th, 2003 – 9 a.m. to 5 p.m. – CSI – Room #277

V. Next Steps

- ❑ Finalize Corridor Goals, Identify Alternatives and Screening Criteria
- ❑ Next STF Mtg #4 – Wed, April 16, 03 – 6:30 p.m. to 8:30 p.m. – CSI Room #276
- ❑ CBA Training – Thurs, April 17, 03 – CSI Room #277
- ❑ CBA Screening Process I
- ❑ Public Workshop #2 – Wed, April 23, 03 – 7:00 p.m. – CSI Room #277
  - Draft goals, purpose / need, present existing conditions / environmental scan / OD Survey result & brainstorm alternatives
- ❑ Next TAC Mtg #3 - May (TBA)

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

STUDY TASK FORCE MTG #4

RESULTS

(Including CBA Training – Thursday, April 17th 2003)

Wednesday, April 16th, 2003 – 6:30 to 8:45 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 277

I. Attendance

- Herman Osterkamp, GTFATC
- Dave Burgess, TFHD
- Steve Aslett, Circle A Trucking
- Chuck Coiner, Landowner
- George Urie, Mayor City of Hansen
- Trip Craig, TF City Council
- Glenda Thompson, TF City Council
- Kent Just, TF Chamber of Commerce
- Ralph Breeding, TF Co. PZ
- Jim Sorenson, City of Kimberly
- Bill Morse, Twin Falls Canal Co. / Landowner
- Dixie Choate, City of Hollister

Project Team and ITD Staff present

- Bob Humphrey, ITD Project Manager
- Mike Hegarty, Project Manager, Michael Baker Jr. Inc.
- Brad Lane, Senior Planner, Michael Baker Jr. Inc
- Matt Scanlon, Michael Baker Jr. Inc.
- Mike Pepper, KMP Planning and Consulting
- Rich Harris, Michael Baker Jr. Inc
- Jim Suhr, Decision Innovations

II. Progress to Date Recap

- Reviewed the results of the Stakeholder Workshop and Public Issues
- Reviewed the draft role and function and corridor goals
  - ***STF Comments:*** *No comments for changes*

III. Corridor Travel Demand Model Results

- Present Traffic Modeling Results - 2002 BASE and 2025 No Build
  - ***Note*** *conclusion that traffic model does not illustrate sufficient traffic congestion or capacity problems to support development of a new roadway / bypass route*
  - ***STF Comments and Actions:***
    - *Questioned the Model results for the east end of the corridor - illustrated high congestion levels on Idaho 50 on the north side of the Hansen Bridge, and not showing the US 30 roadway south of Idaho 50 (Red Cap Corner) as being congested. Appeared to incorrectly show congestion one mile west of US 30, south of Idaho 50 as being congested.*
    - *Questioned the Model results that illustrated the congestion of the Perrine Bridge would be higher than the Hansen Bridge as of 2025*
      - *Note: further Team discussion following the meeting revealed that the Model had already assumed the enhancement of the Hansen Bridge to 4 lanes before computing the future congestion levels – which explained the view that the Perrine Bridge would be congested more than the Hansen Bridge – Mike sent a correction note to the STF on Thurs a.m. regarding this confusion*

- *The Team will review the Model to address the remaining questions regarding the Model's projections for the east end of the corridor and will refine the model accordingly prior to the next STF meeting.*

IV. Draft Corridor Purpose and Need Statement

- ❑ Presented draft purpose and need statement, and explained it's relationship to the future screening process, CBA and the NEPA process
  - ***STF Comments:*** *Approved as presented with no comments for changes. The STF was informed that the draft purpose and need statement would still be revised to incorporate comments from ITD and as needed to reflect public comments received at the upcoming public workshop on Wed, April 23rd.*

V. Choosing By Advantages (CBA) Screening Process

- ❑ An overview of the CBA process was presented
- ❑ CBA Training planned for Thursday, April 17th
  - ***4/17 CBA Training Attendance***
    - Dave Burgess
    - Steve Aslett
    - Trip Craig
    - Bob Humphrey
    - Rosemary Curtin
    - Brad Lane
    - Matt Scanlon
    - Mike Pepper
    - Rich Harris – CBA Facilitator
    - Jim Suhr – CBA Trainer

VI. Alternatives Screening Criteria

- ❑ Presented and discussed preliminary screening criteria; their relationship to the Purpose and Need Statement and the CBA Screening Process
  - ***STF Comments:*** *No comments for changes to the draft screening criteria as presented*

VII. Next Steps

- ❑ Team / ITD conf call on Fri, Apr 18th
  - to discuss how best to reformat project scope to reflect the travel demand conclusion that a new roadway / bypass is not needed
  - to discuss best options to format public discussion of alternatives to ensure comments are relevant to the purpose and need as well as conform to the CBA Process
- ❑ Public Workshop #2 – Wed, April 23, 03 – 7:00 p.m. – CSI Rm #277
  - Present existing conditions / environmental scan / OD Survey results, travel model, draft goals, purpose & need, & brainstorm alternatives
- ❑ Finalize Purpose and Need Statement
- ❑ Finalize Screening Criteria
- ❑ Identify initial Alternatives
- ❑ CBA Screening Process I
- ❑ Next TAC Mtg #3 – May TBA – 4:00 to 6:00 p.m.
- ❑ Next STF Mtg #5 – Tent – Thursday, June 12th – 6:30 to 8:30 p.m.

Public Workshop #2 Results
College of Southern Idaho, Twin Falls, ID
April 23, 2003

I. Attendance

- Dave Denton
- Bruce Kunkel
- Alex Kunkel
- Don Norris
- Robin Wells
- Andrew Crane
- Gary Young, TF City Engineer
- Glenda Thompson, TF City Council
- Tony Barnes
- Barry Knoblich
- Trip Craig, TF City Council
- Gary Blick, ITD Board
- Bob Humphrey, ITD Project Mgr.
- Brad Lane, Michael Baker Jr.
- Matt Scanlon, Michael Baker Jr.
- Mark Bunnell, Michael Baker Jr.
- Jared Beard, Michael Baker Jr.
- Rosemary Curtin, RBCI
- Mike Pepper, KMP

II. Progress / Schedule Review / Next Steps

- Mike provided a review of the project schedule and activities that have occurred since the first public workshop in November 2002. He explained where we are in the process now and what will happen next, including the approximate timing for the next public workshop.

III. Corridor Goals / Purpose and Need Statement

- Mike provided an overview of the initial issues identified at the first meeting, the draft corridor goals and the new draft purpose and need statement.
- **Public Comments:**
    - *Concern that a Twin Falls bypass was not specifically identified in the new purpose and need statement*

IV. Summary Reports

- Existing Conditions and Environmental Scan: Brad provided an overview of the issues reviewed and data gathered for both the Existing Conditions Report and the Environmental Scan Report – *No questions were asked regarding these reports and the group was informed that copies of these reports are available for those interested.*
- Origin Destination Survey Report: Brad also presented the results of the O/D Survey that was conducted in November 2002. – *Questions from the group addressed the issues of adjustment for seasonal traffic volumes, times and length of the survey, locations for the survey and accounting of truck vs. car traffic.*
- Travel Demand Model: Brad and Matt presented the primary conclusions from the Travel Demand Model. They emphasized that the Model is a tool for assessing capacity and congestion on a regional basis. – The *group questioned some of the conclusions, assuming that the region is still in need of a bypass to address the needs of through traffic and congestion. The group also suggested evaluating the combined traffic volume of truck traffic across the Singing Bridge and the Victory Bridge to correct the Model if needed and to determine potential improvements. Although there were still some concerns with the*

results of the Model, in general the group did reach understanding that the Model did not illustrate the need for a bypass to resolve capacity issues. However, that doesn't preclude the need for other specific roadway improvements to address local congestion, safety and routing problems.

V. Brainstorm Initial Corridor Alternatives

- The group moved to informal discussion around the corridor maps provided to identify initial corridor alternatives to address corridor goals and support the purpose and need statement. The following is a summary of the initial alternatives identified by the group:

U.S. 93

- *Additional passing lanes are needed between Idaho 74 junction and Hollister*
- *Sight distance corrections are needed between Idaho 74 junction and Hollister*
- *Intersection safety improvements are needed at the intersection with Orchard Rd. to accommodate increasing traffic volumes generated by use of Orchard Rd. as a primary east-west corridor route*

U.S. 30

- *Intersection safety improvements are needed at the junction with Idaho 50 (Red Cap Corner) – visibility is poor due to curve approaching on Idaho 50 from the east, access from U.S. 30 to Idaho 50 is dangerous due to high speed traffic on Idaho 50*
- *Intersection safety improvements are needed at the junction with Hankins Rd.*
- *Intersection safety improvements are needed at the junction with Eastland Rd.*
- *Intersection safety improvements are needed at the junction with 3400 East Rd.*
- *Intersection safety improvements are needed at the junction with 3300 East Rd.*
- *Intersection correction is needed at the junction with Minidoka Rd., Blue Lakes Blvd. So., 2nd Ave. East ("East 5 Points")- direct connection cannot be made for westbound traffic to Minidoka Rd. from U.S. 30 east*
- *Intersection enhancement is needed at the junction with Eastland Rd. to improve turning movements for trucks*
- *Rumble strips should be considered on U.S. 30 at approaches to Hankins Rd., Eastland Rd. and 3400 East Rd.*
- *Re-route out of downtown to reduce conflict with pedestrians in downtown & school zones*
- *Signage improvements are needed to route west-bound traffic through downtown Twin Falls to U.S. 30 and Idaho 74 west of city*
- *Speed reduction is needed between the junction with Idaho 50 and Eastland Rd. – either additional enforcement or posted speed reduction or both*
- *Signage improvements are needed to improve routing for through traffic*

Idaho 50

- *Intersection safety improvements are needed at the junction with U.S. 30 (Red Cap Corner) – visibility is poor due to curve approaching on Idaho 50 from the east and access from U.S. 30 to Idaho 50 is dangerous due to high speed traffic on Idaho 50*
- *Hansen Bridge widening from 2 to 4 lanes is needed to avoid congestion and meet capacity needs to 2025*
- *Signage improvements are needed to improve routing for through traffic*

Idaho 74

- *Intersection safety improvements are needed at the junction with S. Washington*
- *Signage improvements are needed to improve routing for through traffic*

Local Roads

- *Intersection safety improvements as noted above at intersections with state routes*
- *Signage improvements are needed to improve routing for through traffic*
- *Truck route designation is needed to improve effectiveness for through traffic(may also involve structural improvements to local roads to support truck use)*

Truck Route Alternatives

- *Option #1 – U.S. 93 north to intersection with Idaho 74 – east on Idaho 74 to S. Washington, north on S. Washington to Orchard Rd., east to **Eastland** Rd., north to U.S. 30, east on U.S. 30 to Idaho 50, east on Idaho 50 across Hansen Bridge to I-84*
- *Option #2 – U.S. 93 north to intersection with Idaho 74 – east on Idaho 74 to S. Washington, north on S. Washington to Orchard Rd., east to **Hankins** Rd., north to U.S. 30, east on U.S. 30 to Idaho 50, east on Idaho 50 across Hansen Bridge to I-84*
- *Option #3 – U.S. 93 north to intersection with Orchard Rd., east on Orchard Rd. to **Eastland** Rd., north to U.S. 30, east on U.S. 30 to Idaho 50, east on Idaho 50 across Hansen Bridge to I-84*
- *Option #4 – U.S. 93 north to intersection with Orchard Rd., east on Orchard Rd. to **Hankins** Rd., north to U.S. 30, east on U.S. 30 to Idaho 50, east on Idaho 50 across Hansen Bridge to I-84*
- *Option #5 – U.S. 93 north to intersection with Idaho 74 – east on Idaho 74 to S. Washington, east on 3600 N. Rd. to Eastland Rd., north to U.S. 30, east on U.S. 30 to Idaho 50, east on Idaho 50 across Hansen Bridge to I-84*
- *Option #6 – U.S. 93 north to intersection with Idaho 74 – east on Idaho 74 to S. Washington, east on 3600 N. Rd. to south extension of Hankins Rd., north to U.S. 30, east on U.S. 30 to Idaho 50, east on Idaho 50 across Hansen Bridge to I-84 **(requires 2 new miles of road and a new crossing over Rock Creek)***
- *Option #7 - Foothills Rd. Alternative – U.S. 93 north to Hollister, east on Foothills Rd. to Rock Crk. Rd., north to U.S. 30, continuing north to Idaho 50 junction, east to Hansen Bridge and I-84.*

Note: the selection of a designated truck route may also require additional projects to either develop the route and or support its use as a truck route

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

STUDY TASK FORCE
SPECIAL MEETING

RESULTS

Wednesday, May 28th, 2003 – 6:30 to 8:30 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 276

I. Attendance

- Jim Sorensen – City of Kimberly
- Gary Young – City of Twin Falls
- Gary Pool – Amalgamated Sugar Co.
- George Urie – City of Hansen
- Dave Burgess – Twin Falls Highway District
- Ralph Breeding – Twin Falls County P and Z
- Herman Ostercamp – Greater Twin Falls Transportation Committee
- Mark Burgess – Twin Falls Co. Sheriff Dept.
- Chuck Coiner – Corridor Land Owner
- Bob Humphrey, ITD
- Mike Hegarty – Michael Baker Jr.
- Brad Lane – Michael Baker Jr.
- Matt Scanlon – Michael Baker Jr.
- Mike Pepper – KMP Planning and Consulting

II. Review of Origin / Destination Traffic Model Raw Data

Brad and Matt presented the raw figures gathered in the origin / destination survey and how they were applied to the traffic model. This information was presented to clarify the actual traffic demand on the study area's primary roadways. The data also provides further justification that a new roadway / bypass is not needed and even if constructed, would not lessen congestion on downtown city streets.

Committee Comments: *The committee accepted the data, with minor clarifications, and agreed that a new roadway was not justified.*

III. Results of ITD Strategy Discussion for Project Allocation

Bob Humphrey explained ITD's position regarding project allocation, specifying that ITD would not intentionally route truck traffic off the state routes onto local roads, unless local entities including the Twin Falls Highway District and the City of Twin Falls agreed to the identification of a local truck route. If that occurs, ITD would cooperate with affected local entities to implement the truck route, including improvements to state roadways that may be needed to support the effective and safe operation of the designated

route. Bob also explained that ultimately, the list of projects would be organized into an allocated list for implementation by ITD, Twin Falls Highway District, City of Twin Falls or a combination of one or more of these three entities.

Committee Comments: *Dave Burgess remarked that truck traffic is still occurring on local roads and coordination in the identification of a truck route is critical to minimizing negative impact of trucks on local roads and adjacent land uses. He also referenced the future development of a transportation plan for the Twin Falls, Filer and Murtaugh Highway Districts, planned to begin in early FY 04 (October 03) and that project information from this study would be incorporated into that new transportation plan.*

IV. Potential Projects and Truck Route Alternatives

Brad, Matt and Mike presented the potential projects and truck route alternatives identified through previous public workshops, Study Task Force meetings, Stakeholder Interviews and through data analysis. The purpose of presenting the project list was to provide the Committee with an opportunity to clarify projects as needed and identify any missing projects or alternatives prior to beginning the screening process.

Committee Comments: *Additions, or changes to projects and truck route alternatives*

- *US 30*
  - *Intersection with 3400 East – needs left turn lane for added safety (near Twin Stop)*
  - *Intersection at East 5 Points – is unsafe, needs improvement*
  - *Speed is too high and creates unsafe conditions at Red Cap Corner*
- *US 93*
  - *Intersection with Orchard Ave. – needs modification to accommodate truck use – geometrics don't work and there is no left turn lane to allow safe access from US 93 – if available, may lessen east/west truck traffic through downtown*
  - *Show the planned US 93 Truck Route (NW Twin Falls region) on future maps, as connection for N/S truck and through the region traffic*
- *Local Roads*
  - *Rumble Strips - Consider removing "rumble strips" project recommendation from list (noted that this project recommendation may be screened out early in the evaluation process)*
  - *Intersection of Orchard and Washington St. South – needs improvement for safer and more accessible truck use*
  - *Intersection of Orchard and Blue Lakes Blvd. South – needs improvement for safer and more accessible truck use*
- *Truck Route Alternatives*
  - *Add – extension of Blue Lakes Blvd. South to Foothills Rd.*
  - *Add – extension of Blue Lakes Blvd. South only to 3600 No.*
  - *Add – extension from on US 93 from Orchard to US 30 to accommodate and complete east / west truck traffic and through the region route*
  - *Connections / planning – as feasible, incorporate connections of SE truck routes with NE truck route at Hankins Rd. intersection*

- *Underpass problem – note that any truck route recommended for South Eastland will require modification of the RR underpass to accommodate safe truck passage*

V. Alternatives Screening Criteria

Mike presented a brief overview of the draft screening factors and criteria. He explained that the factors would be a blend of the corridor goals and more specific criteria deemed appropriate from data analysis, such as crash data, accident frequency, etc.

VI. Next Steps

- CBA Screening Process I – tent schedule – mid July
- Next TAC Mtg #3 / Next STF Mtg #5 – mid July

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

CBA SCREENING COMMITTEE MEETING
Level I Screening: Feasible Alternatives

RESULTS

Friday, July 11th, 2003 – Noon to 4 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 276

I. Attendance

- Bill Brockman, TF Co. Commissioner
- Bill Morse, Property Owner/TF Canal Co.
- George Urie, Hansen Mayor
- Charles Coiner, Property Owner
- Steve Aslett, Circle A Construction
- Jim Sorensen, Kimberly Mayor
- Dixie Choate, Hollister Mayor
- Bob Humphrey, ITD Project Manager
- Lorraine Richards, Michael Baker Jr.
- Matt Scanlon, Michael Baker Jr.
- Rich Harris, CBA Facilitator
- Mike Pepper, KMP
- Jackie Fields, ITD District 4

Purpose of the meeting:

- *To identify feasible projects and alternatives for further evaluation and Screening II*
- *To clarify the CBA Screening process for Screening I and II*
- *To review next steps in the corridor planning process*

II. Preliminary (proposed) Screening Results

- *Matt presented the project team's proposed screening of the overall projects and truck routes. The CBA committee approved the list as presented with the following changes:*
  - *Projects*
    - *Remove - #9 – Blue Lakes Blvd. and Heyburn Ave. – out of project area*
    - *Remove - #10 – Blue Lakes Blvd. and Addison Ave. – out of project area*
  - *Roadway Sections*
    - *Modify #15 to – US 93 – additional passing lanes between SH 74 and Hollister, including review of canal crossing areas near Highline Canal for left turn safety*
    - *Modify #16 to – US 93 – sight distance improvements between SH 74 and Hollister, including review of canal crossing areas near Highline Canal for left turn safety*
    - *Remove #17 – Rumble Strips adjacent to US 30*
    - *Modify #21 to – Evaluate local road intersections for safety*
  - *Truck Route Alternatives – see route description attached*
    - *Eliminate Route #6*
    - *Eliminate Route #7*
    - *Eliminate Route #8*

III. CBA Screening II Process

- *The proposed process and desired outcome – to identify the Draft Most Feasible Alternatives*
  - *Data based detailed evaluation criteria*
  - *Draft Project prioritization*
  - *Draft Most Feasible Truck route(s)*
- *CBA committee agreed to a two afternoon session – Noon to 4 p.m. on two consecutive days - tbd*

IV. Next Steps

- *STF Mtg #5 – Tuesday, July 15th – 6:30 p.m. – CSI Room #276*
- *Public Mtg #3 – Th, Aug 14th* ***OR*** *Wed, Aug 20th – 7:00 p.m. – CSI Room #276*

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

STF / TAC MEETING #6
Level I Screening Results

RESULTS

Tuesday, July 15th, 2003 – 6:30 to 8:30 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 276

Purpose of the meeting:

- *To present and confirm results of the CBA Screening I – Draft Feasible Alternatives*
- *To clarify the CBA Screening II process*
- *To review next steps in the corridor planning process*

I. Attendance

- George Urie, City of Hansen
- Glenda Thompson, City of Twin Falls
- Steve Aslett, Circle A Construction
- Chuck Coiner, Property Owner
- Bill Morse, Twin Falls Canal / Property Owner
- Kent Just, Twin Falls Chamber
- Dave Burgess, Twin Falls Highway District
- Herman Ostercamp, Greater Twin Falls Area Transportation Committee / TF Highway Dist.
- Bill Brockman, Twin Falls County Commissioner
- Bob Humphrey, ITD Project Manager
- Matt Scanlon, Michael Baker Jr., Inc. – Transportation Planner
- Brad Lane, Michael Baker Jr., Inc. – Transportation Planner
- Mike Pepper, KMP Planning and Consulting

II. CBA Screening Process Review – approved as proposed below

- Screening I – fatal flaws and support of corridor goals and purpose
- Screening II – prioritizing of projects and identification of the proposed most feasible truck route(s)

III. CBA Screening I Criteria (corridor goals and purpose) – approved as presented and discussed at previous STF meetings

IV. CBA Screening I Results – approved as presented and determined by CBA Screening Committee – CBA I determines which potential projects and truck route, when compared to the goals meet all of the criteria and will be advanced for evaluation in CBA II

- See revised project / truck route matrix – "Feasible Alternatives" – from Matt.
- Feasible list will be presented to the public for final comment / modification as needed prior to Stakeholder follow up interviews / roundtables and CBA II

V. CBA Screening II Process – approved as presented – process will determine a prioritized list of projects and a most feasible truck route alternative

- Note: Bob Humphrey explained that this process can determine a most feasible truck route and that consideration for NEPA at this stage is not be required

VI. Next Steps / Final Questions

- Public Mtg #3 – Th, Aug 14th OR Wed, Aug 20th – 7:00 p.m. – CSI Room #276
  - August 14th is "Hot Summer Nights" – Team will consider an open house option to coincide with this event, as an option to maintaining the original date of August 20th for Public Mtg #3
  - Mike will prepare a newspaper ad depicting the feasible truck routes, feasible project list and an invitation to the next public meeting
  - Mike will prepare the next newsletter, which will list all the feasible projects and truck routes – the newsletter will be distributed to the complete mailing list – no blanket mailing for the next meeting.
    - Drafts of both documents will be sent to Bob and the project team for review prior to printing, publication and distribution
- TAC Mtg #4 / STF Mtg #6 – date to be announced
- Stakeholder Roundtables / Interviews on Feasible Alternatives
- STF Mtg #7 – date to be announced
- CBA Screening II – two back-to-back afternoon sessions will be scheduled after the public meeting and Stakeholder Roundtables – time for CBA II - Noon to 4 p.m.

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

PUBLIC WORKSHOP #3

RESULTS

Wednesday, August 20th, 2003 – 7:00 to 9:00 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 276

Purpose of the meeting:

- *Present Future Corridor Travel Demand*
- *Present and discuss Draft Feasible Corridor Improvement Projects*
- *Present and discuss Draft Feasible Corridor Truck Routes*

I. Attendance

- Mike Ihler
- Herman Ostercamp
- Dorthea Walker
- Hollis Walker
- Phyllis Hawber
- Larry Hawber
- Dave Burgess
- Dave Denton
- Donald R. Norris
- Gary Young
- Dale Riedesel
- Mary Inman
- Brandon Fiala
- Robin Wells
- Paul Kennedy
- Kent Just
- Bonnie Pica
- Tracy Ahrens

- Bob Humphrey, District 4 ITD Project Administrator
- Lorraine Richards, Michael Baker, Inc.
- Brad Lane, Michael Baker, Inc.
- Mark Scanlon, Michael Baker, Inc.
- Mike Pepper, KMP Planning and Consulting

II. Review – Mike reviewed the following items

- Study Planning Steps and Process Overview
- Study Committees and Representation
- Previous Study Work and Activities
- Corridor Issues and Goals
- Future Travel Demand
- Corridor Purpose and Need Statement
- Overall List of Alternatives

III. Present Draft Feasible Alternatives – Matt presented the following items

- Level I Screening Alternatives Process and Results
- Draft Feasible Corridor Improvement Projects
- Draft Feasible Corridor Truck Route Alternatives
  - *General / Approximate Right of Way Requirements – Urban and Rural areas*

IV. Public Discussion and Comments – the following public comments were gathered

- Draft Feasible Intersection Projects – accepted the draft feasible intersection projects as proposed with the following comments and suggested changes
  - *Orchard / South Washington*
    - *intersection may need a traffic signal*
    - *there is a slope on Orchard on the west side of So. Washington*
    - *merging traffic from the Texaco station causes safety concerns*
  - *3400 N. and US 93 intersection is dangerous – poor sight distance from 3400 No across US 93 – may need an acceleration lane on US 93 from 3400 N.*
  - *US 30 / Hankins Rd. – may get a new signal – the process is underway*

- Draft Feasible Roadway Section Improvement Projects – accepted the draft feasible roadway section improvement projects as proposed with the following comments and suggested changes
  - *US 93 / 3300 No. area – hill on US 93 presents a sight distance problem*

- Draft Feasible Truck Route Alternatives – provided the following comments and potential additions to the draft feasible truck route alternatives
  - *Safety concerns on Orchard – existing high volume truck traffic – conflict with bordering residences and subdivision developments – 105 existing residences on Orchard from Eastland to US 93, not including subdivision – as compared to 57 residences on SH 74 between Eastland and US 93*
  - *Avoid additional impacts to residential areas when evaluating and selecting the most feasible truck route*
  - *High existing traffic volume on 3700 North*
  - *Safe and efficient access to industrial areas is needed*
  - *Provide a through route for trucks (and other vehicles) that is a safe route around and has few delays*
  - *Orchard between 2500 and 2600 has a sight distance problem, along with highway noise from trucks*
  - *The RR underpass on Eastland is an obstacle for some trucks*
  - *Orchard from Eastland to Hankins and up Hankins to Kimberly has existing high volumes of Truck traffic, and a RR crossing – applies to Truck Route alternatives #2 and #4*
  - *Possible new Truck Routes suggested for consideration*
    - *A – From SH 50, west to east five points, continue west on Minidoka to SH 74, then south on SH 74 to US 93 (note, this new alternative would require re-routing or re-configuration of the east five points intersection to allow east bound traffic onto Minidoka)*
    - *B – US 93 east on 3400 North to South Washington, then continue on one of the other draft feasible routes to connect to US 30 / SH 50 and I-84*

*** The consultant team will evaluate these new alternatives with the Screening I process to determine if they will be advanced to Screening II*

V. Next Steps

- Mike reviewed the next steps and invited attendees to attend the next public workshop – he also informed them that their names would be added to the study mailing list and they would receive meeting results and notification to the next meeting. – Study information is also available on the Project Website – SETwinFalls.com
- Finalize Corridor Feasible Alternatives
- CBA Screening Process II – determine Draft Most Feasible Alternatives – Sept / Oct
- Next STF #8 / TAC Mtg #5 – after screening – October
- Public Workshop #4 – Tentative Date – Late Fall 03 – 7:00 p.m.
  - *Present results of CBA Screening Process II*
  - *Present Draft Most Feasible Alternatives*

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

TAC MTG #4
(STF INVITED)

RESULTS

Wednesday, September 17th, 2003 – 3:30 p.m. to 5:15 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 276

Purpose of the meeting:

- *Present Feasible Alternative Projects and Truck Routes and gather technical input to assist in preparation for CBA Screening II*

I. Attendance

- Mark Burgess, Twin Falls County Sheriffs Dept.
- Mel Van Buren, Independent Meat Co.
- Bill Crafton, TF County PZ Administrator
- Jim Sorensen, City of Kimberly Mayor
- Bill Carberry, Magic Valley Regional Airport Manager
- LaMar Orton, TF City PZ Administrator
- Mike McDonald, Idaho Dept. of Fish and Game
- Steve Aslett, Circle A Construction
- Rich Crowley, Historic Old Towne
- Chuck Coiner, Corridor Landowner
- Doug Howard, Idaho Department of Environmental Quality
- Bob Humphrey, ITD District 4 Sr. Planner / Project Manager
- Lorraine Richards, Michael Baker, Jr. Inc.
- Matt Scanlon, Michael Baker, Jr. Inc.
- Mike Pepper, KMP Planning

II. Additional Screening Factors and Data Recommendations CBA Screening II

- **Intersections – additional factors**
  - Adjacent planned development that could impact traffic volumes and Level of Service – see city and county planning administrators for more information
  - Top 10 Accident Locations (TF City) as determined by City of Twin Falls survey – see TF City Engineer for study results

- **Roadway Segments – additional factors**
  - No additional factors

- **Truck Route Alternatives**
  - Connectivity
    - Short travel time for trucks

        - Easiest route – not through downtown
        - Directness
        - Least # of stops
        - Good roadway geometrics
        - Less turns are better
        - Less left turns are better
        - More right turns for merging
        - Flat intersections and roadways
        - Accommodate future industrial development in southeast Twin Falls
    - Safety
        - Impacts to RR crossings
        - Emergency vehicle use
        - Incorporate other planned adjacent roadway improvement projects
        - Planned commercial developments (see p/z administrators and review land use plans for zoning and density information)
        - Incorporate planned new signal installations
    - Trucks out of town
        - Maintain truck routes that use north/south routes no further west than Blue Lakes Blvd. South (all existing truck route alternatives meet this requirement)
    - Environmental
        - Drop western toad habitat (merge with creeks and stream considerations)
        - Noise
        - Vibration
        - Distance from road to residences (actual structures)

III. Next Steps

- CBA Screening II Process – late October
- Next STF Meeting – following screening II – tentative November
- Next TAC Meeting – following screening II – tentative November
- Next Public Workshop - #4 – following screening II and Next STF and TAC – tentative late November

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

CBA SCREENING II
MEETING RESULTS

Wednesday, October 22nd, 2003 – Noon to 5:00 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 277

Truck / Regional Routes – *Determining the Proposed Most Feasible Route*

I. Attendance

- Chuck Coiner, SH 50 landowner
- Jim Sorensen, Kimberly Mayor
- George Urie, Hansen Mayor
- Bill Morse, US 93 landowner
- Dave Burgess, TF Highway District
- Steve Aslett, Circle A Construction
- Dixie Choate, Hollister Mayor
- Matt Scanlon, Michael Baker, Jr.
- Mark Bunnell, Michael Baker, Jr.
- Justin Cox, Michael Baker, Jr.
- Rich Harris, CBA Facilitator
- Bob Humphrey, ITD Project Manager
- Mike Pepper, KMP Planning

II. CBA Process – Evaluating by the importance of advantages

Rich Harris led the CBA Committee through the CBA process to screen the 6 feasible truck route alternatives and identify the proposed most feasible truck route alternative. The process was organized into four steps; first to identify the most important advantage for each attribute for each of the alternatives, second to determine the most important advantage overall, third, to calculate the value of the alternatives and finally, fourth to factor the cost of each alternative into the final determination of the proposed alternative. The results of the discussion are as follows:

A. The most Important Advantage: ***"33 Less Homes along the route Impacted"*** [Can this be changed to homes along the route?); otherwise it sounds like they are relocations even though you explain the impacts below. It is not the homes that are impacted.] – Due to a safety concern – the committee agreed this is a larger advantage due to the substantial # of homes and the conflict with children, families and in response to significant public concerns.

B. Alternatives Scoring: the six alternative were scored according to the points given for the advantages of their attributes. The results, along with their respective estimated construction costs are listed below and shown on the attached graph, "CBA Truck Route Screening Results" and spreadsheet "CBA Screening Alternatives Advantage Values"

Alternative	Total Advantage Value	Estimated Construction Cost
#1	**383**	$3.7 million
#2	**268**	$5.1 million
#3	**563**	$6.1 million
#4	**428**	$7.4 million
#5	**495**	$4.7 million

#6	**502**	$3.7 million

C. Preliminary Results: The committee agreed that either alternative #5 or #6 would be their preliminary most feasible alternative, after combining the most important advantage, the total values of the advantages and the estimated cost for each alternative. The committee agreed to postpone determining their final recommendation for presented to the public until after receiving input from the Technical Advisory Committee and the other members of the Study Task Force on Thursday, October 23rd, 2003.

Notes regarding Preliminary Most Feasible Alternatives #5 and #6

- **Alternative #5 -** (US 93 / SH 74 to No. / 3600 No / Eastland Rd. / US 30 / SH 50 / I 84)
  - The current stop and sloping grade at the intersection of Orchard Ave. and Eastland Ave. is not good for trucks and would need reconstruction to accommodate use by trucks – *"if this is the designated truck route and the grade and stop conditions at the intersection of Orchard Ave. and Eastland Ave. is not corrected, truckers will not use this route" – Steve Aslett –*
  - The reconstruction should also include a free-running right merge lanes from Eastland to Orchard for southbound traffic
  - Free right turn and merge lanes should also be constructed at the corner of Eastland and US 30 for northbound traffic and the corner of Eastland and 3600 North for southbound traffic
- **Alternative #6 -** (US 93 / SH 74 to No. / Blue Lakes Blvd. South / US 30 / SH 50)
  - Free right turn and merge lanes should be constructed at the corner of Blue Lakes Blvd. South and Kimberly Rd. for north bound traffic *and at the corner of 3600 No. and Blue Lakes Blvd. South for southbound traffic*

Thursday, October 23rd, 2003 – Noon to 5:00 p.m. (Continuation of Screening II)
College of Southern Idaho – Taylor Administration Bldg. – Rm # 277

Projects / Intersections & Roadway Segments

II. Attendance

- Chuck Coiner, SH 50 landowner
- Jim Sorensen, Kimberly Mayor
- George Urie, Hansen Mayor
- Bill Morse, US 93 landowner
- Dave Burgess, TF Highway District
- Steve Aslett, Circle A Construction
- Dixie Choate, Hollister Mayor
- Matt Scanlon, Michael Baker, Jr.
- Mark Bunnell, Michael Baker, Jr.
- Justin Cox, Michael Baker, Jr.
- Rich Harris, CBA Facilitator
- Bob Humphrey, ITD Project Manager
- Mike Pepper, KMP Planning

III. Roadway Segment / Intersection Improvement Projects

To determine the recommendations and prioritization for the roadway segment projects and intersection improvement projects, the consultant team presented the attributes for each

project, based on the additional data gathered and subsequent evaluation done by the team since Screening I. This information was presented to the committee for review and comment, and used as background to the team's presentation of their recommendations. The committee's comments are shown below and are a supplement to the data provided by the team. *See attachment "Roadway Segments and Intersection Improvement Projects" table for a detailed description of each project and the recommended action and order of priority for implementation.*

A. Roadway Segments - CBA Committee Comments:
(see handouts "Roadway Section Projects – Phase II Factors)

- US 93 passing lanes
    - Ok, as presented, plus
    - the more passing lanes, the better
    - City of Hollister would like a center turn lane through town on US 93 – MP 24 to MP 25
- US 93 striping and re-alignment
    - Ok as presented
    - Add review of 3200 north for approx. ¼ mile for need for no passing lane (sight distance corrections)
    - Add review of 3500 north near canal crossing to ensure the no passing lane is in place – continue review for future potential need for dedicated left turn lane for north bound travel
- US 30 – re-evaluate the speed limit between Eastland and junction with SH 50
    - ITD's concern is that even though the speed limit could be reduced, drivers may not drive that slow and enforcement may not be sufficient to keep driving speeds down to new limits – need additional discussion and input from ITD, TFHD and TF Sheriff's Dept.
- US 30 / SH 50 – install continuous turn lanes at Kimberley Rd. to the Hansen Bridge (at locations that currently do not have them)
    - Ok, as recommended
- Widen the Hansen Bridge – not needed through 2025, based on estimated future traffic volumes using the travel demand model and historic traffic volumes and growth data)
    - Ok, as presented
    - Current growth pattern is approx. 2%, would need approx. 5% to reach or exceed bridge capacity by 2025 – ITD will continue to look at data for Hansen Bridge
    - Include charts for public meeting to show projected traffic volumes

*** For next public meeting a map is needed showing the specific location of roadway projects with milepost locations for each project*

B. Intersection Improvement Projects - CBA Committee Comments:
(see handout "Intersection Projects – Phase II Screening)

- US 93 & Orchard (3700 North)
    - Ok as recommended
- US 30 & Locust St.

    - Ok as recommended
- US 30 & 3100 East (Eastland Dr.)
    - Ok as recommended
- US 30 & 3200 East (Hankins Rd.)
    - Ok as recommended
- US 30 & 3400 East
    - Ok as recommended
- US 30 & SH 50 (Red Cap Corner)
    - Ok as recommended
- SH 50 and 3800 East (Rock Creek Rd.)
    - Ok as recommended
    - Ideal for joint ITD / TFHD project
    - Explore re-aligning intersection
- SH 74 and So. Washington St.
    - Ok as recommended
- Blue Lakes Blvd. & Addison Ave.
    - Ok, with addition
    - Add extended median barricade further south on Shoshone St.
- Addison Ave. & Washington St.
    - Ok as recommended
- Orchard Rd. and So. Washington St.
    - Ok with addition
    - Re-evaluate grades on Orchard Rd. for truck use (may not be needed if signal is installed)
    - ITD will research warrants for signal
    - Consider adjacent planned / active residential development impacts
    - Consider planned extension of Harrison Blvd. impact on traffic volumes
- Orchard Rd. and South Blue Lakes Blvd.
    - Ok, with addition
    - Consider adjacent planned residential development impacts to traffic volumes
    - Consider impacts of trucks, local and regional
    - Continue monitoring for additional needs to meet increased traffic volumes
- East 5 Points Intersection
    - Ok as recommended, unless selected as truck route, then improvements as needed to support truck use

Additions to Project List:

- *US 30 and Rock Creek Rd. Intersection -*
    - *Review for inadequate geometrics for trucks – may need expansion, which could include ROW acquisition*
- *Re-align Rock Crk. Rd. / SH 50 Intersection*
- *Add Center Turn Lane through Hollister – MP 24. to MP 25*

C. Prioritized Roadway Segments and Intersection Projects – CBA Committee Comments - (see handout "Roadway / Intersection Projects – Priorities)

- *Insert projects added today into revised prioritized projects list*

Project Priority Table Note: "Cost" values:
- *Low – under $100,000*
- *Med - $100,000 to $500,000*
- *High - $500,000 and over*

IV. TAC Meeting – Thursday, October 23rd, 2003 – CSI – 4 p.m.

Attendance
- Gary Young, TF City Engineer
- LaMar Orton, TF City PZ Administrator
- Bill Crafton, TF County PZ Administrator
- Ralph Breeding, TF County PZ Commission
- Rob Storm, Idaho State Police
- Gary Pool, Amalgamated Sugar Co.

TAC Truck Route Alternative Comments

- Kimberly Rd. from Blue Lakes Blvd. South to Eastland is a highly developed area and due to congestion, may be unsuitable as a permanent truck route
- Orchard and Eastland intersection and approaching grade on Eastland south of intersection could be modified to reduce slope, or perhaps remove stops for north / south traffic
- Left turn onto Blue Lakes Blvd. South is difficult
- There is increased residential development on Blue Lakes Blvd. South, which is less compatible for truck use
- Eastland is an existing industrial / commercial area, not residential, which would be more compatible for truck use
- Additional changes / improvements to the RR underpass on Eastland would be needed if it is selected as a truck route (note the consultant team's cost estimates already include this work)

CBA Consensus on Proposed Most Feasible Truck Route
- **Primary Proposed Most Feasible Truck Route: Route #5:** (US 93 / SH 74 to No. / 3600 No / Eastland Rd. / US 30 / SH 50 / I 84)

- Interim Proposed Most Feasible Truck Route: Route #6 (US 93 / SH 74 to No. / Blue Lakes Blvd. South / US 30 / SH 50) as the interim solution (due to its existing condition and acceptable use while the South Eastland section of Alternative #5 is being upgraded to effectively work for trucks)
    - Add additional improvement projects as needed to support the interim and permanent recommendation for use as a truck route, including but are not limited to:
        - Free running right turns onto Kimberly Rd. and SH 74 or 3600 No., etc.

- Improvement at Orchard and Eastland intersection
  - flatten grade on Eastland for northbound traffic approaching Orchard
  - consider stopping east / west traffic and allowing north / south truck / regional traffic on Eastland to cross Orchard without stopping
- *Note that the Rock Creek crossing pipe may have to be modified to handle increased weight – may require bridge, which may result in change in final recommendation – Team will evaluate*

Additional TAC Comments on Roadway Segments and Intersection Projects

- US 30 / SH 50 – Modify "continuous left turn" language to "intersection left turns"
  - Maintain access control, minimize access onto Kimberly Rd. to maintain safety and minimize congestion
- Orchard and South Washington
  - Review grades for eastbound travel on Orchard – difficult for trucks
- Congested intersections – consider barriers to turning movements where not desired, such as concrete bumpers – channelization at primary intersections
  - Consider landscaped / colored medians where additional right of way is not needed

Southeast Twin Falls Regional Corridor Study

Jackpot to I-84 / SH 50 Junction

STF/TAC MEETING
Additional Screening Mtg.

RESULTS

Thursday, November 20th, 2003 – 3:00 p.m. to 5:00 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 277

Purpose of the meeting:

- *Present revised cost estimates for the feasible truck routes*
- *Review the CBA Screening II factors, adjust as needed to reflect new information*
- *Reconfirm the recommended interim and long-term truck routes*

I. Attendance

- Dave Burgess, Director, Twin Falls Highway District
- Gary Pool, Amalgamated Sugar Co.
- Gary Young, City Engineer, Twin Falls
- George Urie, City of Hansen Mayor
- Herman Ostercamp, Board Member, Twin Falls Highway District
- Jim Sorensen, City of Kimberly Mayor
- Kent Just, Executive Director, Twin Falls Chamber of Commerce
- Lance Bates, Asst. City Engineer, Twin Falls
- Mark Burgess, Twin Falls County Sheriffs Dept.
- Mel VanBuren, Independent Meat Co.
- Steve Aslett, Circle A Construction
- Bob Humphrey, ITD District 4 Sr. Planner / Project Manager
- Lorraine Richards, Deputy Project Manager, Michael Baker, Jr. Inc.
- Matt Scanlon, Michael Baker, Jr. Inc.
- Kevin Farley, Michael Baker, Jr. Inc.
- Mike Pepper, KMP Planning

II. Revised Truck Route Cost Estimates

Kevin Farley presented updated cost estimates for the six feasible truck route alternatives. He noted costs previously presented did not include the full cost of required new structures over the Rock Creek Canyon and the railroad underpass on South Eastland, as well as some of the costs associated with right of way and intersection improvements. The new cost estimates for each alternative are shown on the attached "SETF RCS Revised Truck Route Screening Matrix".

III. CBA Screening II Review

The results of CBA Screening II were reviewed with the application of the revised cost estimates. The group still supported the preliminary recommendation of the CBA Screening Committee to designate Alternative #6 (South Blue Lakes Blvd.) as the Interim

Truck Route and Alternative #5 as the Long-Term Truck Route. The South Blue Lakes Blvd. route will be used until improvements are made to South Eastland to repair / replace the railroad crossing, improve the Rock Creek crossing and complete related intersection improvements.

The group also reviewed the scores given to the advantages for each factor of each alternative and determined that for the screening results to reflect all concerns, two additional factors must be added; "Compatibility with Long-Range Planning and Development" and "Public Support". The group evaluated all six feasible alternatives for the two new factors and assigned point values to the relative advantages for each factor. The new factors, with their corresponding scoring and point value for each advantage are shown below. The CBA screening matrix and funding graph will be modified accordingly.

Compatibility with Long-range Planning and Development (100 pts)			
Alternative	**Bad**	**Good**	**Best**
#1	**(10 pts) - X**		
#2	**X – (0 pts)**		
#3	**X – (0 pts)**		
#4	**X – (0 pts)**		
#5			**X - (100pts)**
#6	**X – (0 pts)**		

Public Support			
Alternative	**Bad**	**Good**	**Best**
#1	**X – (0 pts)**		
#2	**X – (0 pts)**		
#3	**X – (0 pts)**		
#4			
#5			**X - (90 pts)**
#6		**X - (45 pts)**	

IV. Other Comments regarding Truck Route Implementation

- Consider business needs of railroad and businesses it serves during reconstruction of the railroad underpass – should try and maintain constant service during re-construction
- Some of the projected costs for implementation may be paid by developers along the routes as part of their development occurs
- The railroad underpass on Eastland Rd. South is a critical link for emergency vehicles to the south part of the city
- Policy Recommendations – to be included in the study document:
    - Right of Way Preservation on Hankins Road for future Truck Route - When development and traffic volumes on the Eastland section of the proposed most feasible truck route exceed acceptable volumes, the north-south section of the route may be shifted one mile east to Hankins Road. The City of Twin Falls should continue to preserve right-of-way on Hankins Rd. to accommodate this potential future development, which is expected beyond the year 2025.

V. Next Steps

- Next Public Workshop - #4 – mid December – date to be announced
- Next STF and TAC Meetings – following public workshop #4 - to be announced

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

PUBLIC WORKSHOP #4

RESULTS

Wednesday, December 17th, 2003 – 7:00 to 9:00 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 277

Purpose of the meeting:

- *Present and discuss the Proposed Prioritized Improvement Projects*
- *Present and discuss the Proposed Most Feasible Truck Route*
- *Overview the results of the CBA Screening Process*

I. Attendance

Name	Representing/Address	Phone
Larry and Phyllis Hauber	2563 E. 3700 N. Twin Falls, ID 83301	733-3289
Glenda Thompson	TF City Council/2058 Hillcrest Dr. Twin Falls, ID 83301	736-8135
Donald Norris	22118 Kimberly Rd. Kimberly, ID 83341	734-6687
LaRay and Janet Easterday	Twin Falls Storage 330 Eastland Dr. S. Twin Falls, ID 83301	734-8030
Hollis and Dorthea Walker	2562 E. 3700 N Twin Falls, ID 83301	733-3253
Dave Denton	3697 N. 3300 E. Kimberly, ID 83301	733-6494
Ron Ballard	22228 Kimberly Rd. Twin Falls, ID 83301	733-4931
Kent Just	Twin Falls Chamber of Commerce	733-3974
Bonnie Pica	3708 Vista Grande Ln. Twin Falls, ID 83301	734-5259
Bill McDowell	212 Deere St. Twin Falls, ID 83301	734-1233
Thomas Roylance	JUB/115 Northstar Ave. Twin Falls, ID 83301	733-2414
George Stutzman	412 N. Hankins Rd. Twin Falls, ID 83301	734-5469
Jeff Sharp	3549 N. 2500 E. Twin Falls, ID 83301	733-2867
Trip Craig	TF City Council/2769 9th Ave. E. Twin Falls, ID 83301	733-6410
Robin Wells	3219 E. 3600 N. Twin Falls, ID 83301	733-7352
Bob Humphrey	ITD Project Administrator	
Lorraine Richards	Michael Baker Jr. / Deputy Project Mgr.	
Matt Scanlon	Michael Baker Jr. / Transportation Planner	
Mike Pepper	KMP Planning	

II. Review

- Previous Work and Feasible Projects: Attendees were presented with a review of the previous work in the corridor planning process, including the overall corridor issues and goals, feasible truck routes and proposed roadway and intersection projects.
- CBA Screening Process: the screening process used to evaluate the feasible truck routes and identify the most feasible truck route was presented. Specifically, the factors, advantages and most important advantages were explained to provide an understanding of the resulting scoring of each truck route alternative. By comparison,

the technical assessment of the feasible projects to identify the proposed prioritized list of roadway and intersection projects and specific improvements was also presented.

III. Presentation of the Proposed Prioritized Improvement Projects

- Prioritized List of Projects: the list of prioritized roadway and intersection improvement projects, along with a description of the specific project improvement elements was provided.
- Assessment Information: a basic overview of the type of data and related information used to determine the proposed list of prioritized projects.

IV. Presentation of the Proposed Most Feasible Truck Route

- Route Explanation: attendees were presented with an explanation of the proposed Most Feasible Truck Route, including the proposed Interim Route to be used while improvements are made to the primary route.
- Screening Results and Cost Estimates: the presentation also included an overview of the specific results of the CBA screening and the respective cost estimates for each of the feasible alternatives.
- Related Improvements: a general description was provided of the improvement projects that are included to implement the proposed Most Feasible Truck Route and Interim Truck Route, such as added or extended right and left turn lanes, widened shoulders, etc.

V. Public Comments

- Solid Public Support: In general, those in attendance expressed solid support for the list of proposed Prioritized Roadway and Intersection Projects and the proposed Most Feasible Truck Route.
- Public Comments: The following public comments were received regarding proposed Projects, Most Feasible Truck Route and related corridor transportation issues.
  - A center turn lane extension is needed on Kimberly Rd. from Eastland Rd. going east.
  - The speed limit on Kimberly Rd. should be reduced further east, to the intersection of US 30 and SH 50 (Red Cap Corner).
  - The lack of gaps in traffic and no center turn lane on Kimberly Rd. causes dangerous conditions for crossing traffic.
  - A dangerous intersection sign needs to be installed at the US 30/Hankins Rd. intersection.
  - The reduced speed limit should be extended to the truck stop/gas station/convenience store on Kimberly Rd. – the current speed of 60 mph is too fast.
  - The speed limit on Kimberly Rd. should be modified to 45 mph out to Hankins Rd. and 50 mph to US 30 intersection (Red Cap Corner) – *part of current recommendations.*
  - A right turn lane is needed heading north from SH 50 onto 3800 North.
  - The speed limit from SH 50/US 30 (Red Cap Corner) to I-84 is too fast – no place to "bail out" from traffic or potential accidents.

- A center turn lane is needed on Kimberly Rd. from Eastland all the way to Red Cap Corner – for improved safety and access to businesses.
- Consider eliminating project #11 (Orchard / US 93 intersection improvements) to not encourage additional truck usage.
- Consider developing a truck route information sheet for distribution to employers with significant trucking activity; including Independent Meat, Amalgamated Sugar Co., and the Port of Entry near Hollister, etc. to promote their use of the designated truck route.
- Out of Project Area Comments:
  - Blue Lakes Blvd. So. needs two turn lanes onto Shoshone St.
  - Speed limit on Pole Line / Washington is inconsistent.

VI. Next Steps

- Presentation of the proposed prioritized list of improvement projects and the proposed most feasible truck route to the Twin Falls Highway District Board and Twin Falls City Council
- Finalize Prioritized Improvement Projects
- Finalize Proposed Most Feasible Truck Route
- Next STF / TAC Mtgs – February 2004
- Public Workshop #5 (last planned workshop) – Tentative Date – March 2004
  - Present draft corridor plan and recommendations

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

COMBINED STF / TAC MEETING

RESULTS

Wednesday, February 11, 2004 – 6:30 p.m. to 8:30 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 276

Purpose of the meeting:

- *Present the proposed implementation strategy, actions and schedule for review and potential action, along with policy recommendations for review and discussion. Gather comments for refinement*

I. Attendance

- Louis Zamora, Twin Falls Canal Co.
- Herman Ostercamp, Greater Twin Falls Area Transportation Committee
- Rod Mathis, City of Twin Falls Engineering Dept.
- Dixie Choate, Mayor of Hollister
- Dave Burgess, Director, Twin Falls Highway District
- George Urie, Mayor of Hansen
- Kent Just, Twin Falls Chamber of Commerce
- Glenda Thompson, Mayor of Twin Falls
- Mark Burgess, Twin Falls County Sheriffs Dept.
- Mel Van Buren, Independent Meat Co.
- Jim Sorensen, City of Kimberly Mayor
- Steve Aslett, Circle A Construction
- Karla Williams, Historic Old Towne
- Chuck Coiner, Corridor Landowner
- Doug Howard, Idaho Department of Environmental Quality
- Bob Humphrey, ITD District 4 Sr. Planner / Project Manager
- Lorraine Richards, Michael Baker, Jr. Inc.
- Matt Scanlon, Michael Baker, Jr. Inc.
- Mike Pepper, KMP Planning

II. Draft Implementation Strategy: Prioritized Projects and Truck Route

The group was presented with an overview of the proposed implementation strategy for the prioritized list of projects and truck route, focusing on the suggested lead entity, suggested timing for potential action and approximate cost for each project and segment of the truck route. Through discussion, the group agreed to the proposed implementation strategy with the following adjustments and comments.

- Project #7 - Check road designation for 3800 N – is that the correct roadway to include – it does not seem compatible for the proposed turn lane recommendation

- Project #15 – monitor for a future traffic signal
- Project #10 – specify that the improvement is on the Rock Creek Rd. leg of the intersection – and it could be moved up to year 1-2 in the schedule
- Project #8 – add ITD to the "lead entity" responsibility with City of Twin Falls
- Project #11 – remove TF Highway District and replace with Filer Highway Dist.
- Project #14 – remove TF Highway District and replace with City of Hansen – and advance in the schedule to year 3-5
- General Project's List Comments
    - clarify the language in the final plan that the southeast truck route is not intended to divert all truck traffic in the area, including those currently using the Perrine Bridge / US 93, to the southeast route
    - Correct all Eastland Rd. names to read "Eastland Dr."
    - Kent Just from the Greater Twin Falls Area Transportation Committee requested a presentation on the Final Plan to that committee
    - Jim Sorensen, Mayor of Kimberly, also requested a presentation of the Final Plan to the Kimberly City Council
- Truck Route Project # 4 and #5 – add the Twin Falls Canal Co. as an entity to consult with on the project, but without financial responsibility
- Truck Route Project #5 – add the City of Twin Falls as shared lead entity – with responsibility for ¼ mile of So. Washington
- Interim Truck Route #3 – add the City of Twin Falls to the TF Highway District to recognize the city's responsibility for ¼ mile of So. Washington
- Interim Truck Route #2 – add the TF Highway District to the City of Twin Falls as entities with shared responsibility
- General Truck Route Comments
    - Consider improvements that allow for non-stop through use, wherever feasible
    - Consider altering the stop / through situation at the Orchard/Eastland intersection now to make it work better for trucks
- Interim Truck Route Comments
    - Suggest minimal actions such as signage as required to designate, inform and promote the use of the Interim Truck Route and address basic safety conditions as needed – save funds for use in implementing the permanent truck route
    - The final determination on how to proceed with use the Interim Truck Route and what improvements will be made will be left up to the combined decision by the ITD, City of Twin Falls and the TF Highway District, as shared entities for truck route implementation and operation

III. Draft Implementation Strategy: Implementation Steps and Actions

The group was presented with an overview of the proposed implementation steps to support the overall implementation of the plan and agreed to the steps, responsibility and schedule as proposed with no changes.

IV. Draft Implementation Strategy: Policy Recommendations

The group was presented with an overview of the proposed policy recommendations to support the overall implementation of the plan and agreed to the recommendations as presented with no changes.

V. Next Steps

- Presentation of the Draft Plan Projects and Truck Route - to the Twin Falls Rotary Club – Bob Humphrey and Mike Pepper – Wednesday, February 18th
- Finalize Draft Plan – circulate to ITD, STF and TAC
- Final Public Workshop #5 – present and gather comments on the Draft Plan - late March / Early April
- Final Combined STF / TAC Meeting – present public comments from Workshop #5 and present Final Plan
- Finalize Plan document and deliver to ITD – agree on plan to make copies available to STF/TAC members and other interested parties

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

PUBLIC WORKSHOP #5

RESULTS

Monday, April 5th – 7:00 to 9:00 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm #277

Purpose of the meeting:

- *To present and discuss the Draft Southeast Twin Falls Regional Corridor Plan*
- *To gather comments for consideration in development of the Final Plan*

I. Attendance

- Sarah Austin
- Dave Denton
- Duane Silcox
- Don Norris
- Herman Ostercamp, TF Highway Dist / GTFATC / STF
- Bill Brockman, TF County Commissioner / STF
- Sharon Block – State Legislature
- Charles Coiner, STF
- Kent Just, TF Chamber of Commerce / STF
- Bob Humphrey, ITD Project Manager
- Lorraine Richards, Michael Baker Jr. Inc. – Project Manager
- Matt Scanlon, Michael Baker Jr., Inc. – Transportation Planner
- Mike Pepper, KMP Planning
- Mel VanNoy
- Jennifer Cook
- Neil A. Larsen

II. Review was provided as follows – clarifications as needed

- Project steps and schedule
- Corridor goals
- Purpose and Need
- Feasible alternatives – improvement projects and 6 truck routes
- Screening process
- Most feasible alternatives – prioritized improvement projects and truck route(s)

III. Draft Plan Overview – highlights provided as follows – clarifications as needed

- Recommended Prioritized Roadway and Intersection Improvement Projects
  - ITD Actions – Bob Humphrey also gave a description of the actions already taken by ITD regarding the draft plan recommended roadway and intersection projects. ITD has already begun scheduling some of the identified projects, along with starting some of the preliminary assessment as directed for other projects and preliminary preparation for coordination of efforts between ITD and identified local sponsors to implement other projects on the priority list.
- Recommended Corridor Truck Route and Interim Truck Route
- Recommended Policies and Implementation Actions

IV. Discussion and Recording of Public Comments

- Those present at the meeting expressed strong support for the draft plan, its recommendations and conclusions. The group also voiced appreciation for the process. In addition, specific comments were noted as follows:
  - US 30 businesses have expressed concern about providing and maintaining safe access to their business properties – verify that the corridor plan takes these needs into consideration
  - Speed reduction on US 30 is still a concern and speed limit enforcement is important
  - Hankins Road traffic signal is needed and should be advanced as soon as possible
  - The center turn lane on US 30 will be needed further east, eventually to Red Cap Corner
  - Red Cap Corner traffic signal is needed and should be advanced as soon as possible
  - Truck Route Comments
    - The Eastland Ave. / 3600 N. intersection will need widening to accommodate use by trucks – trucks are now frequently entering the ditch while attempting to make the turn
    - The Eastland Ave. / Orchard Ave. intersection will need turn lanes to meet increased demand and effectively function as a truck route

V. Next Steps

- Comments received through April 19th, 2004 - Organize and record for presentation to the STF and consideration in the final draft plan
- Final STF / TAC Mtg – May 2004
- Finalize the Southeast Twin Falls Regional Corridor Plan
- Submit the Final Plan to ITD
- Coordination / planning among project sponsors
- Implementation – recommendations, policy changes, projects

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

FINAL STF MEETING & DINNER

RESULTS

Thursday, May 13, 2004 – 6:30 to 8:30 p.m.
College of Southern Idaho – Taylor Administration Bldg. – Rm # 276

Purpose of the meeting:

- *To confirm the final Southeast Twin Falls Regional Corridor Plan*
- *To discuss next steps in implementation*
- *To thank the STF for their participation*

I. Attendance

- Steve Aslett, Circle A Construction
- Jim Sorensen, City of Kimberly Mayor
- Art Bailey, Twin Falls Highway District
- Mark Burgess, Twin Falls County Sheriff's Department
- Gary Young, City of Twin Falls Engineer
- Ralph Breeding, Twin Falls County Planning and Zoning
- Herman Ostercamp, Greater Twin Falls Area Transportation Committee / TF Highway Dist.
- Lorraine Richards, Michael Baker Jr., Inc. – Consultant Project Manager
- Bob Humphrey, ITD Project Manager
- Matt Scanlon, Michael Baker Jr., Inc. – Transportation Planner
- Mike Pepper, KMP Planning and Consulting

II. Final SETFRCS Plan

- Lorraine presented the results from the final public workshop and noted that IDFG provided the only written comment received – the comments do not change the draft plan recommendations
- The group agreed that the draft plan recommendations would remain unchanged

III. Plan Implementation

- The group agreed to pursue implementation of the final plan as outlined in the document
  - Bob Humphrey agreed to make presentations as needed to request formal adoption of the plan by councils, commissions, and other affected policy setting bodies – requesting that the final plan be adopted as an extension of comprehensive plans
  - Additional periodic meetings and presentations will be held as needed to support implementation

IV. Thanks and Appreciation

- On behalf of the consultant team and the project, Lorraine thanked the STF members for their participation and exceptional dedication to the successful completion of the corridor study.

Southeast Twin Falls Regional Corridor Study
Jackpot to I-84 / SH 50 Junction

Stakeholder Interviews

Highlights Summary
December 2002

Entities Interviewed as of 12-12-02

- City of Twin Falls – Mayor
- Historic Downtown Twin Falls BID Design Committee – and Exec. Director
- Twin Falls Highway District - Director
- City of Kimberly – Mayor
- City of Hansen – Mayor
- Jackpot Advisory Council - Chairperson
- City of Hollister - Mayor
- Corridor Landowners
- Twin Falls County Commissioner
- Twin Falls County Planning and Zoning Administrator
- Twin Falls City Planning and Zoning Administrator
- Amalgamated Sugar Co. – Plant Mgr. and Dispatch Mgr.
- Eastern Idaho RR
- College of Southern Idaho – President, VP, Planning Dir., Maintenance Supv.
- Twin Falls Transportation Committee - Chair
- Twin Falls Chamber of Commerce – Exec. Dir.
- North Side Canal Co. – Mgr. and Supervisor
- Circle A Construction
- MV Regional Airport Administrator

Comment Highlights

- **Safety Issues**
  - Some stretches of US 93 between Twin Falls and Jackpot are still dangerous due to limited sight distances for passing – new passing lanes have helped improve safety
  - Kimberly Rd. is unsafe for left turns without left turn lanes
  - Kimberly Rd. at junction with US 30 ("Red Cap" Corner) is unsafe due to high speeds of through travelers and time needed for turning from US 30 onto SH 50
  - US 30 through Twin Falls on the 2nd Avenues is unsafe, confusing and inappropriate for downtown needs
    - speeds are too high for safe pedestrian activity in downtown area and through school zones
    - current ITD policy does not allow desired angle parking
  - Conflicting mixed uses, such as RV's, passenger cars, trucking, etc. create unsafe conditions
  - Existing county roadways are too narrow and unsafe for speeds at which they are driven

- Rock Crk. Rd. / US 30 intersection is too narrow for trucks causing use of opposite lanes for turning movements
- Congestion and decreased safety at Red Cap Corner a.m. / p.m. commute
- Left turns are lacking at canal crossings
- Hansen Bridge is narrow – unsafe
- Rock Crk. Rd. and SH 50 intersection is unsafe – speed of through travelers is too high for safe merging from RCR and curve visibility is limited
- Orchard Rd. / US 93 intersection is unsafe crossing for trucks

- **Routing / Connectivity Issues**
  - Efficient connections between Jackpot and I-84 is needed for both through travelers and local / regional travelers
  - Clear, safe and efficient connections are needed to all corridor communities
  - Truck routing to, through or around Twin Falls is confusing
  - Existing routes being used by trucks are not built for heavy truck usage, such as Foothills Rd.
  - Stay on existing alignments wherever possible
  - Current through routing is confusing
  - East Five Points in Twin Falls is confusing and presents a blockage for trucks desiring to go to southern Twin Falls or through Twin Falls
  - A clear, well-defined and appropriately constructed truck route is lacking
  - Don't negatively impact the rural-residential atmosphere
  - Consider potential negative impacts to Rock Creek at crossing point
  - Provide efficient access to MV Regional Airport - connect to primary routes

- **Signage**
  - Signage around and to Twin Falls and all corridor communities needs improvement
  - Informational and directional signage is lacking for area facilities and attractions; i.e. CSI, Downtown Twin Falls, City services, Shoshone Falls and Twin Falls, etc.

- **General Considerations**
  - Consider other plan / study recommendations such as the US 93 Alternate, Snake River Crossing Study, Twin Falls Streets Master Plan and Twin Falls Downtown Renovation Plan
  - Consider needs for connection to a future NW Twin Falls truck route
  - Twin Falls Gateway enhancements, including landscaping and improved signage is needed
  - Facilities need to meet commercial, visitor and local usage
  - Projects should demonstrate and benefit through a wise use of funds
  - Do not negatively impact rail access