Welcome

Blue Lakes Boulevard and
Pole Line Road Project

Project Purpose

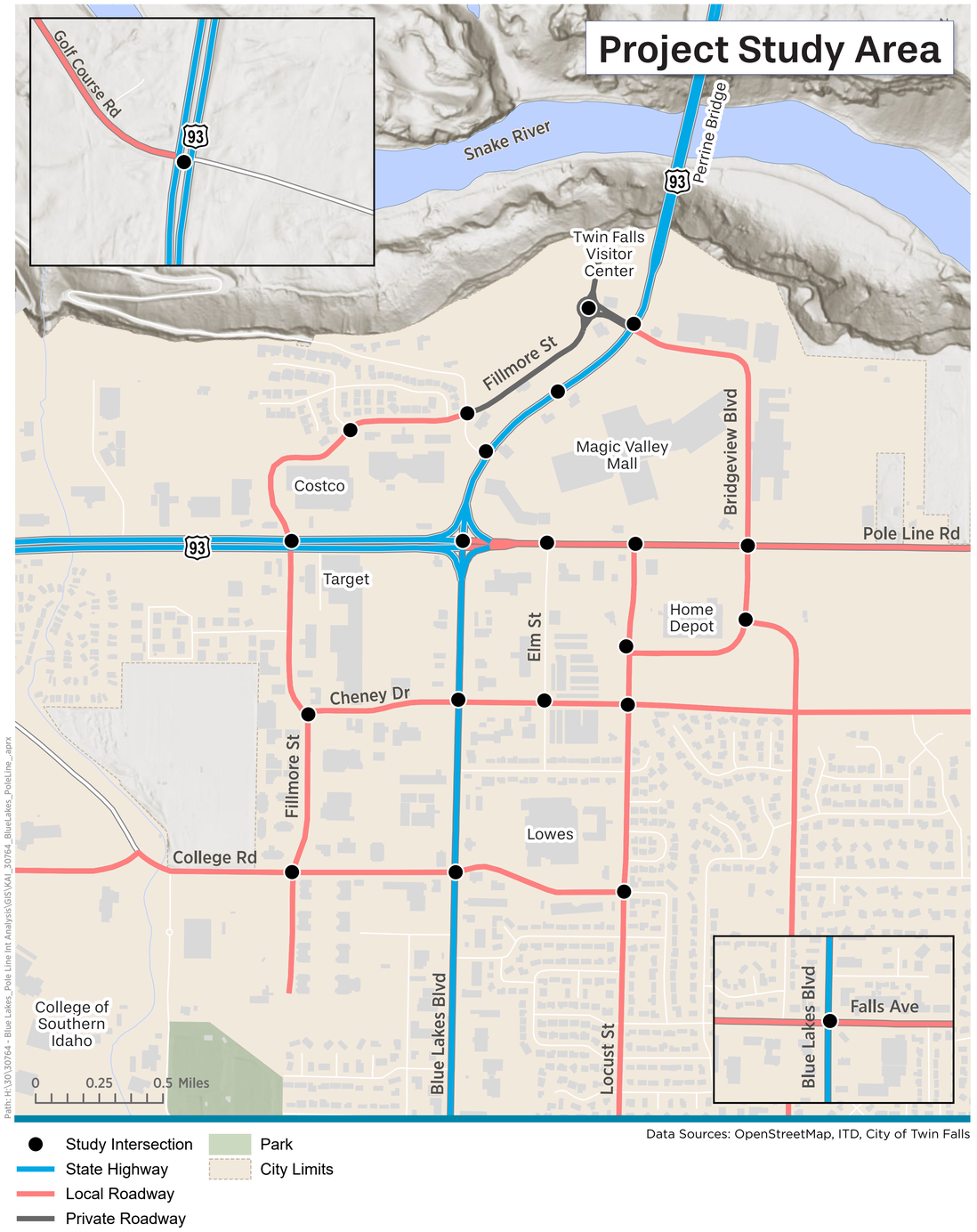
Evaluate ways to improve mobility and safety in project study area

What issues exist today and what can be done in the near-term to address them?

What are the long-term goals and how can these be achieved?

What are the trade-offs of different alternatives?

Collaborative approach with community members



Community Engagement

To support a collaborative approach with community members, the project includes engagement with the following groups:

BUSINESS AND PROPERTY OWNER ADVISORY GROUP:

Members: Representatives from businesses & properties in study area.

Purpose: Identify and discuss challenges and issues regarding traffic patterns and access to and from businesses within the surrounding area.

TECHNICAL ADVISORY GROUP:

Members: Technical staff (engineers and planners) from Idaho Transportation Department and City of Twin Falls.

Purpose: Serve as a technical resource and provide continual guidance to the project team.

PROJECT ADVISORY GROUP:

Members: Idaho Transportation Department, City of Twin Falls, Twin Falls County, Magic Valley Metropolitan Planning Organization, Twin Falls School District, and College of Southern Idaho.

Purpose: Provide a wide range of perspective to ensure that project direction align with agency visions.

GENERAL PUBLIC:

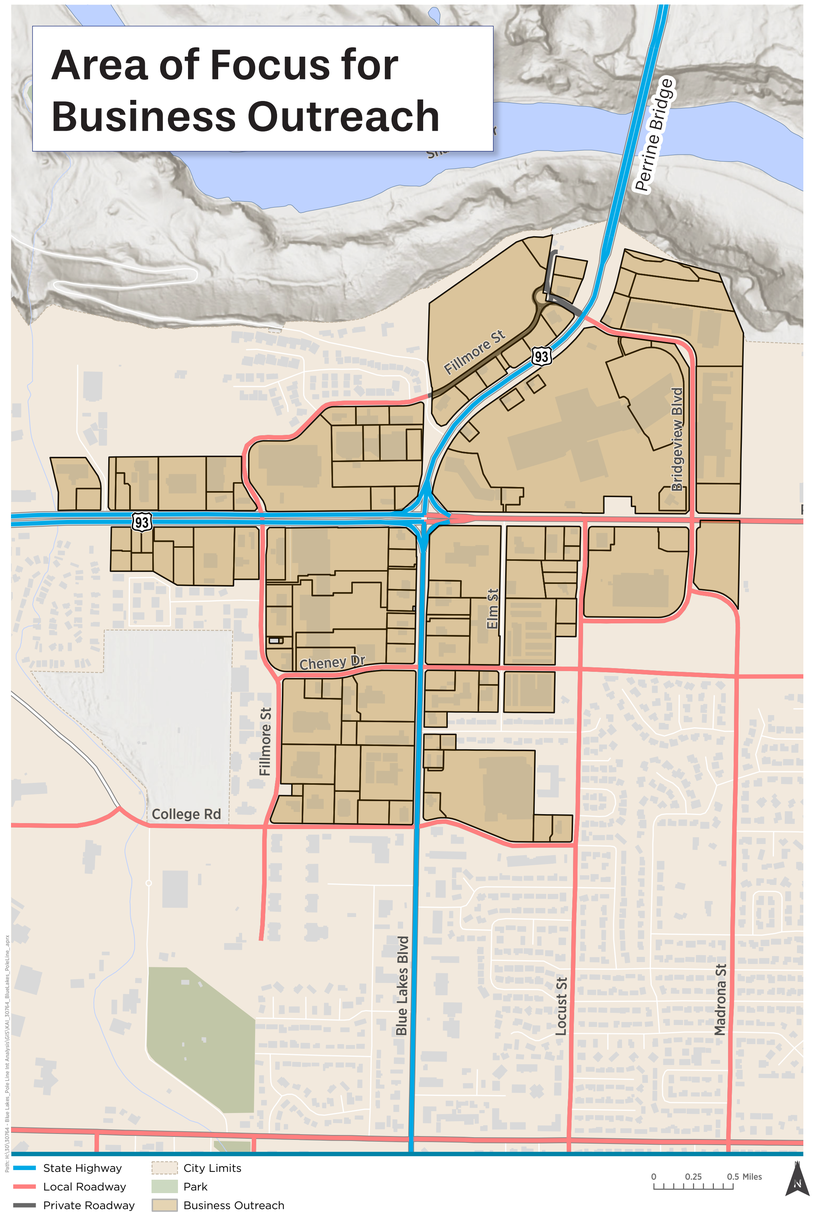
Members: People who live or work in or near the study area and travel to/through the study area.

Purpose: Inform the the general public on findings from project and allow opportunity to provide feedback on proposed alternatives.

KEY COMMUNITY MEMBERS:

Members: Representatives from agencies and organizations in region that are not included in the other advisory groups.

Purpose: Inform community members of project decisions and outcomes and discuss questions and concerns as it relates to the project.



Project Approach

Tiered Evaluation of Alternatives

Variety of alternatives:

- Access Management
- High-Capacity Intersection Forms
- Interchanges
- Roadway Widening
- Traffic Signal Timing
- Turn Lanes

Evaluation of trade-offs:

- Aesthetics
- Bicycle & Pedestrian Connectivity
- Cost
- Driver Familiarity
- Freight
- Maintenance Needs
- Property Access
- Right-Of-Way Impacts
- Travel Time
- Safety

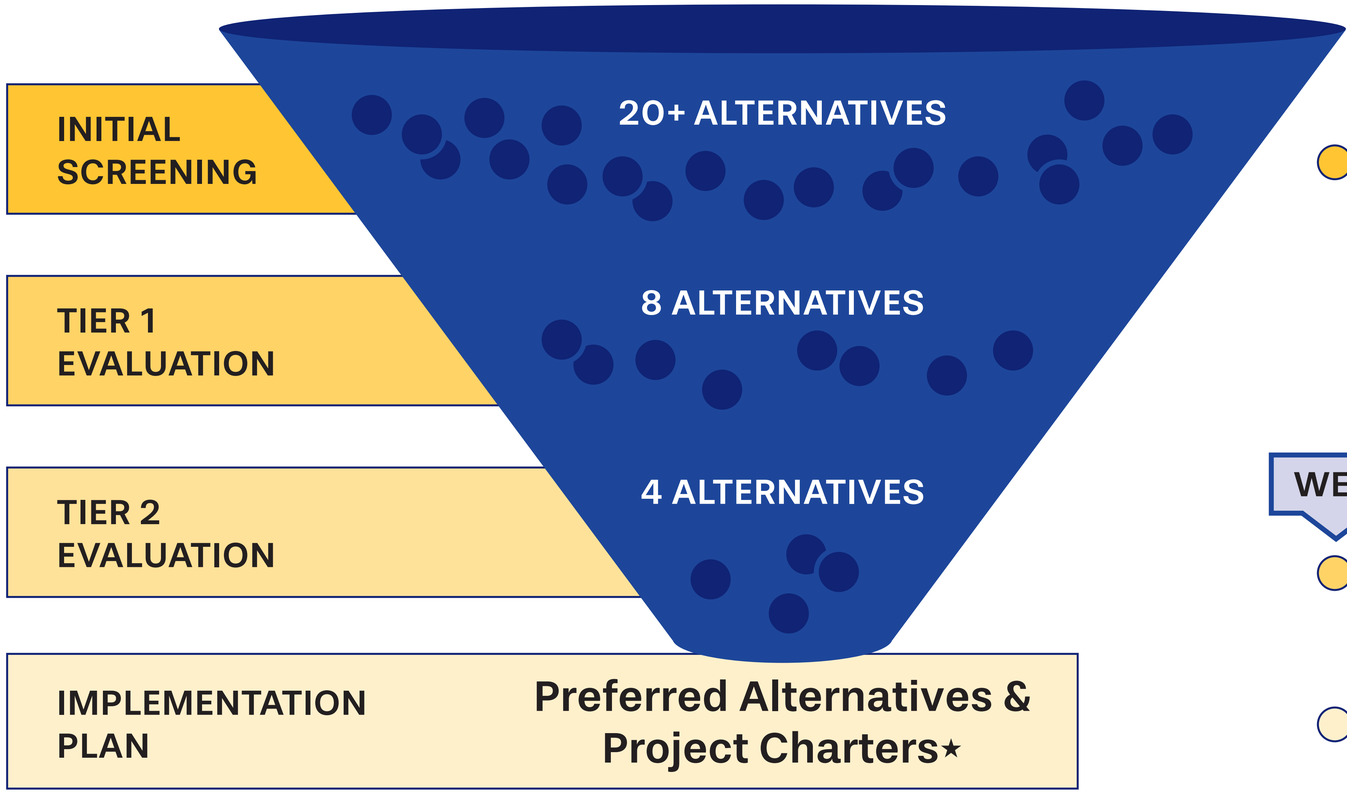
What Are the Needs and Deficiencies in the Project Study Area?

Data Collection

Existing & Future Conditions Evaluation

Traffic Signal System Inventory

What Types of Improvements Should be Considered?



MEETING #1:
Business and Property Owner Advisory Group

WE ARE HERE!

MEETING #2:
Business and Property Owner Advisory Group

PUBLIC OPEN HOUSE

⋆Project charters are used by the Idaho Transportation Department to formally authorize work to progress on a project.

Needs & Deficiencies

General Highlights

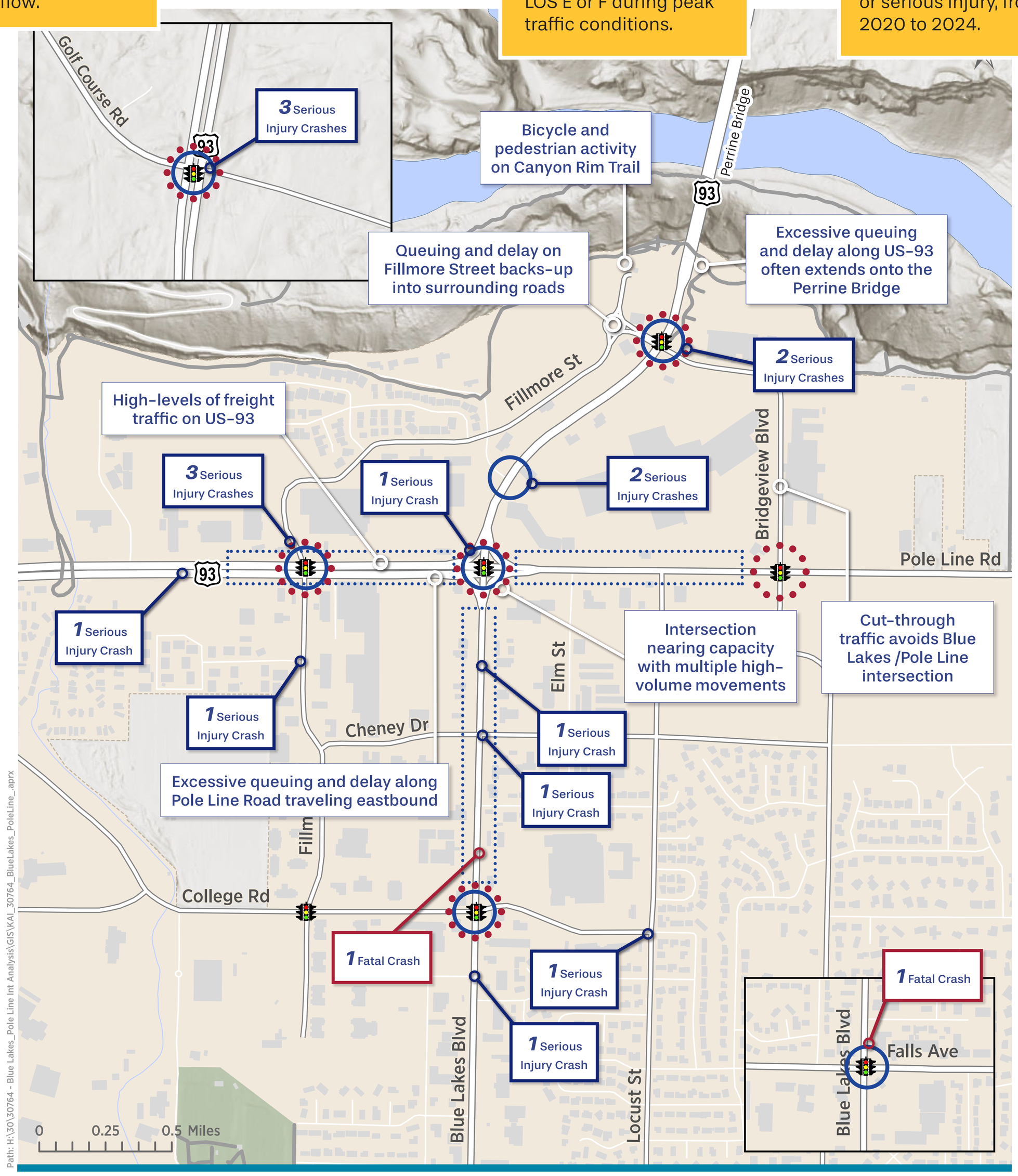
The needs and deficiencies in the project study area were identified based on the evaluation of existing travel patterns, crash data, and anticipated growth. The different alternatives were evaluated based on their ability to address these needs and deficiencies.

The lack of coordination among signals causes unpredictability and inconsistencies in traffic flow.

There are limited pedestrian and bicycle facilities.

Under future year 2050 condistions, most intersections are projected to operate over capacity and at LOS E or F during peak traffic conditions.

There were over 1,200 crashes within the study area, including 21 that resulted in a fatality or serious injury, from 2020 to 2024.



Alternatives Evaluation:
Initial and Tier 1

Initial Screening (20+ Alternatives):

- High-level screening focused on improving capacity at Blue Lakes/Pole Line
  - Roadway widening
  - Turn lanes
  - Signal timing
  - Interchanges
  - System routing
- 8 Alternatives moved to next stage (Tier 1)

Tier 1 Evaluation (8 Alternatives)

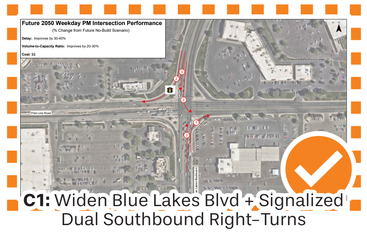
- More detailed evaluation of project extents, traffic operations, safety, cost, and other factors
- 4 Alternatives moved to next stage (Tier 2)

LEGEND

Alternative moved to Tier 1 (No-Build not pictured)

Alternative moved to Tier 2 (No-Build not pictured)

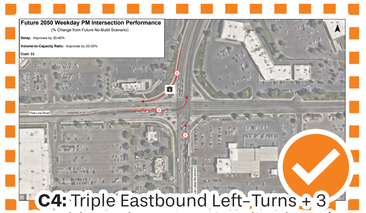
CONVENTIONAL IMPROVEMENTS & ROUNDABOUTS



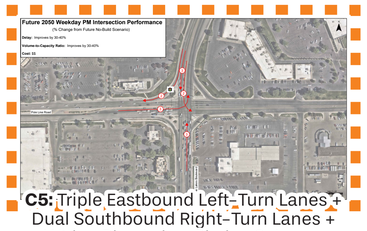
C1: Widen Blue Lakes Blvd + Signalized Dual Southbound Right-Turns

C2: Widen Pole Line Rd + Dual Southbound Left Turn Lanes

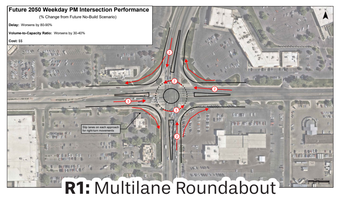
C3: Additional Lanes on Each Approach



C4: Triple Eastbound Left-Turns + 3 Northbound Lanes + Signalized Dual Southbound Right-Turns

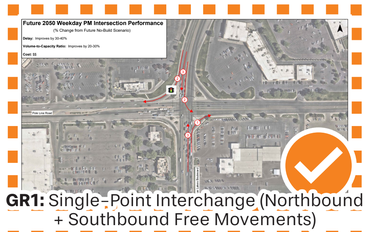


C5: Triple Eastbound Left-Turn Lanes + Dual Southbound Right-Turn Lanes + Widen Blue Lakes Blvd to 3-Lanes



R1: Multilane Roundabout (2-3 Circulatory Lanes)

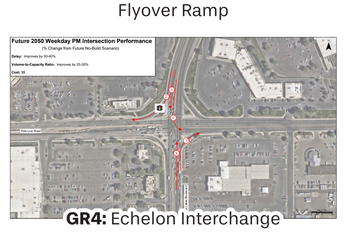
GRADE SEPARATED ALTERNATIVE INTERSECTIONS



GR1: Single-Point Interchange (Northbound + Southbound Free Movements)

GR2: Eastbound Left-Turn Flyover Ramp

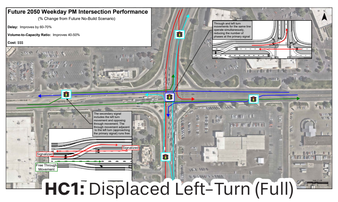
GR3: Eastbound Left-Turn Flyover Ramp + Westbound Left-Turn Removal



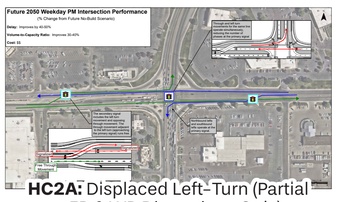
GR4: Echelon Interchange

GR5: Center-Turn Overpass

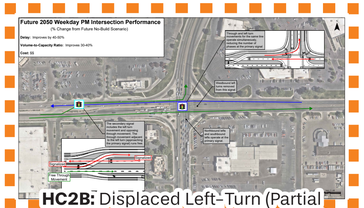
HIGH CAPACITY INTERSECTION ALTERNATIVES



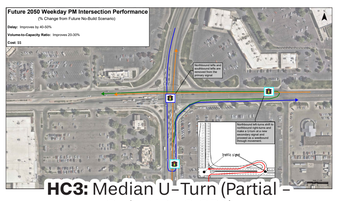
HC1: Displaced Left-Turn (Full)



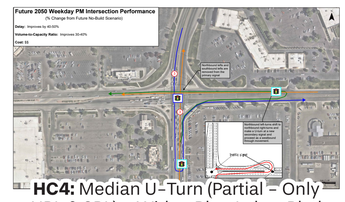
HC2A: Displaced Left-Turn (Partial – EB & WB Direcctions Only)



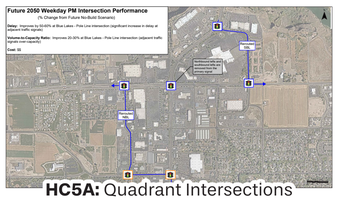
HC2B: Displaced Left-Turn (Partial – EB Direction Only, Westbound Left Movement Removed)



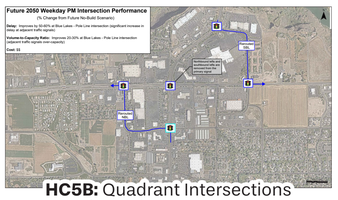
HC3: Median U-Turn (Partial – Only NBL & SBL)



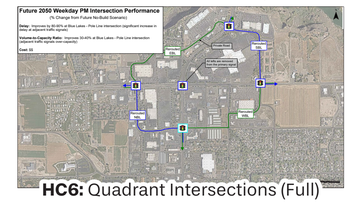
HC4: Median U-Turn (Partial – Only NBL & SBL) + Widen Blue Lakes Blvd



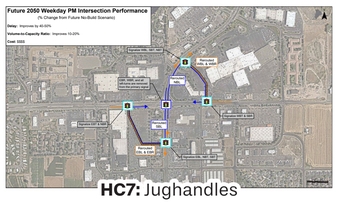
HC5A: Quadrant Intersections (Partial – NBL & SBL Only)



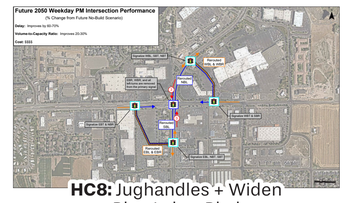
HC5B: Quadrant Intersections (Partial – NBL & SBL)



HC6: Quadrant Intersections (Full)



HC7: Jughandles



HC8: Jughandles + Widen Blue Lakes Blvd

Alternatives Evaluation:
Tier 2

Detailed evaluation of 4 alternatives:

Draft Concept Designs

- Roadway Widening
- Turn Lanes
- Access Management
- New Traffic Signals
- Bicycle and Pedestrian Facilities

Planning-Level Cost Estimates

Traffic Modeling

We Want to Hear From You!

What do you like about the Tier 2 alternatives?

What don't you like about the Tier 2 alternatives?

How do the alternatives impact your property or business?

Do you have a favorite alternative?

Alternative 1D

No Build (Ultimate Configuration)

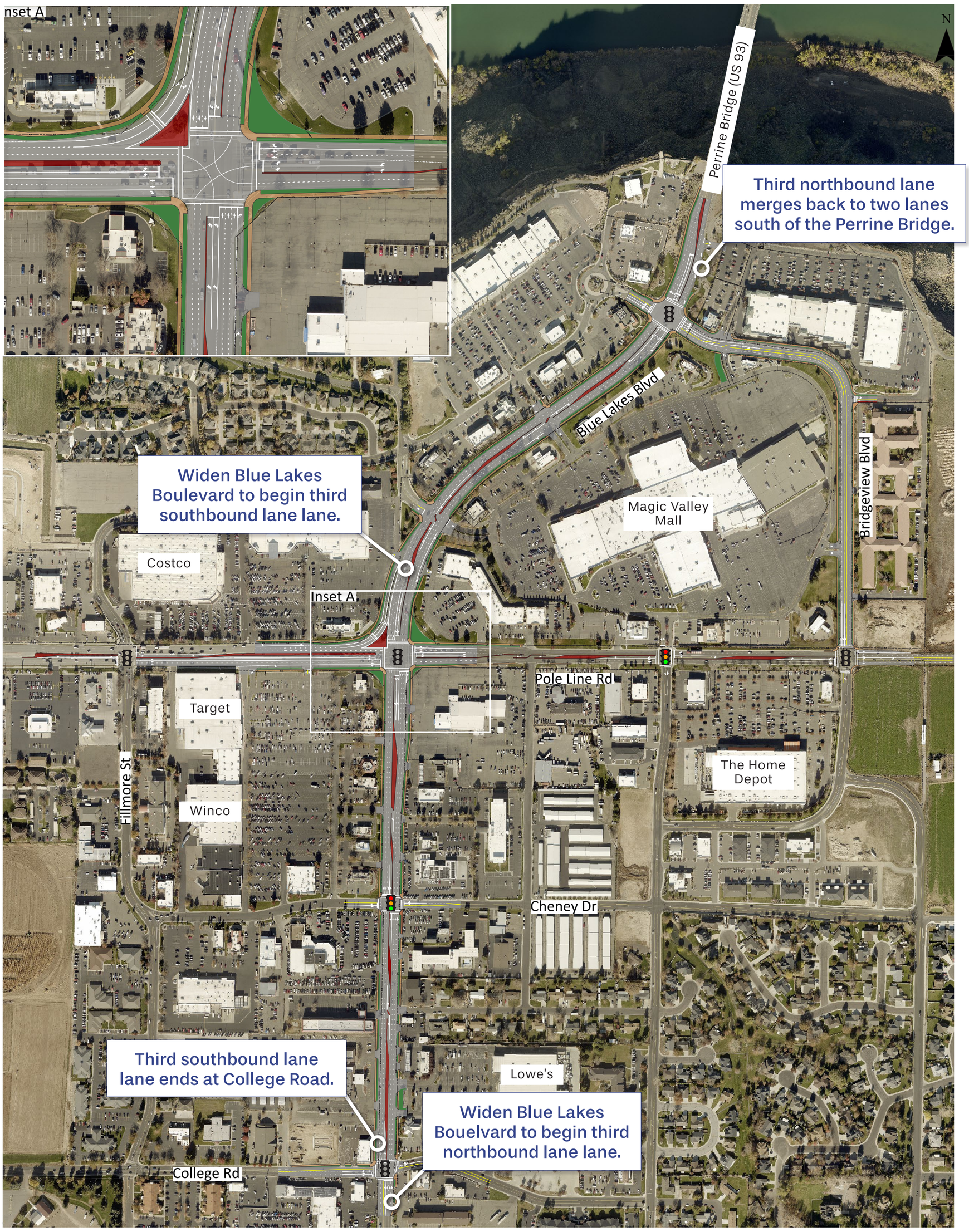
- Addresses system-wide traffic operations and safety deficiencies
- Provides a basis for comparison to other alternatives
- Includes access management, traffic signals, turn lanes, and widening of Bridgeview Boulevard

All access management shown on this design is conceptual and designed to improve safety and better meet ITD and City of Twin Falls Guidelines. Modifications to access control are subject to change based on the design process and coordination with business and property owners.

Alternative 2

Blue Lakes Blvd Widening

- Includes all design components from Alternative 1D
- Widens Blue Lakes Boulevard to three lanes per direction



All access management shown on this design is conceptual and designed to improve safety and better meet ITD and City of Twin Falls Guidelines. Modifications to access control are subject to change based on the design process and coordination with business and property owners.

Alternative 4

Triple Eastbound Left–Turn Lane & Blue Lakes Blvd Widening

- Includes all design components from Alternatives 1D and 2
- Adds a third, eastbound left–turn lane at the Blue Lakes Boulevard and Pole Line Road intersection

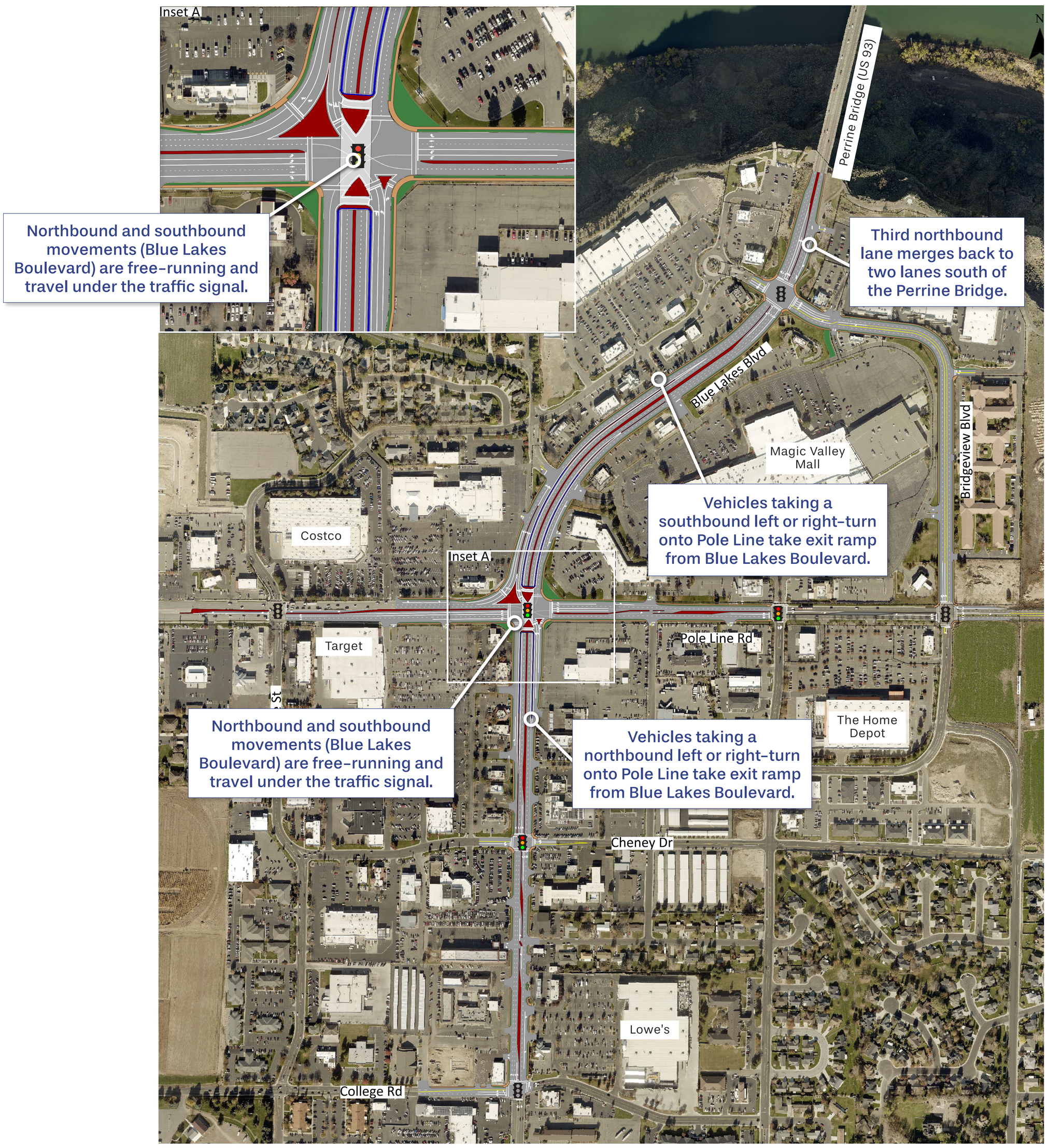
All access management shown on this design is conceptual and designed to improve safety and better meet ITD and City of Twin Falls Guidelines. Modifications to access control are subject to change based on the design process and coordination with business and property owners.

Blue Lakes Boulevard and Pole Line Road Project

Alternative 6

Single Point Urban Interchange

- Includes all design components from Alternative 1D
- Reconfigures the Blue Lakes Boulevard and Pole Line Road intersection to a grade-separated single point urban interchange (SPUI)
- Makes the northbound and southbound through movements free-flowing (no stop) via an underpass at the Blue Lakes Boulevard and Pole Line Road intersection
- Removes all left-turn movements for business access between Cheney Drive and Bridgeview Drive



All access management shown on this design is conceptual and designed to improve safety and better meet ITD and City of Twin Falls Guidelines. Modifications to access control are subject to change based on the design process and coordination with business and property owners.

Blue Lakes Boulevard and Pole Line Road Project

Alternatives Evaluation Results

EVALUATION CRITERIA	ALTERNATIVE 1D Ultimate No-Build	ALTERNATIVE 2 Widen Blue Lakes Blvd	ALTERNATIVE 4 Triple Eastbound Left-Turn Lane	ALTERNATIVE 6 Single Point Urban Interchange
TRAFFIC OPERATIONS				
SAFETY				
PEDESTRIAN & BICYCLIST EXPERIENCE				
FAMILIARITY & EASE OF USE				
FREIGHT				
RIGHT-OF-WAY Anticipated Impacts	1.9 acres	4.6 acres	5.0 acres	5.3 acres
ACCESS IMPACTS				
RANK	**4**	**1**	**3**	**2**
ADDITIONAL INFORMATION				
PLANNING LEVEL COST ESTIMATE Does not include right-of-way costs	$30-35 Million	$60-65 Million	$65-70 Million	$100-105 Million

Preliminary Consultant and Advisory Groups Recommendation

Interest from Project Advisory Group for Long-Term Implementation

LEGEND

Worst ⟷ Best

Let's hear from you!

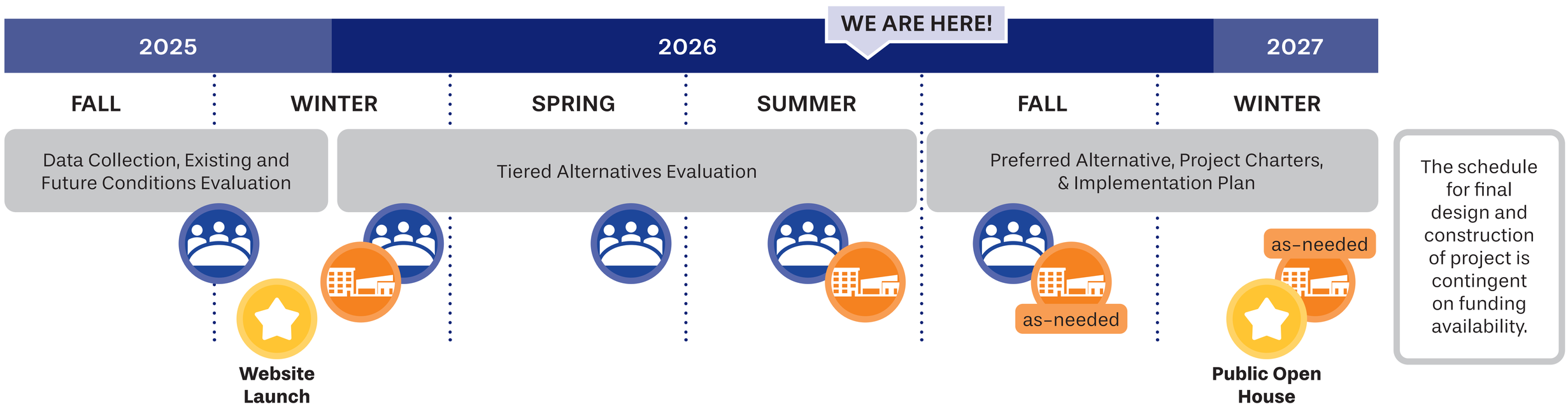
- What do and don't you like about the Tier 2 alternatives?
- Do you have a preferred alternative?

Schedule & Contact Information

LEGEND

- Project Advisory Group Meeting
- Business/Property Owner Group Meeting (1-on-1 meetings on as-needed basis)
- Other Important Events

Project Schedule



The schedule for final design and construction of project is contingent on funding availability.

Website

Visit the project website to learn more about the project, keep up-to-date on project activities, and to provide feedback.

https://itd.idaho.gov/pages/blue-lakes-pole-line-project/

Contacts

BROCK DILLÉ
ITD Project Manager
brock.dille@itd.idaho.gov
208.544.7906

ANDY DALEIDEN
Consultant Project Principal
adaleiden@kittelson.com
208.472.9804