



SH-50 & US-30 CORRIDOR PROJECT

Corridor Working Group

Meeting #1

June 25, 2026 | Kimberly, ID

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Welcome!

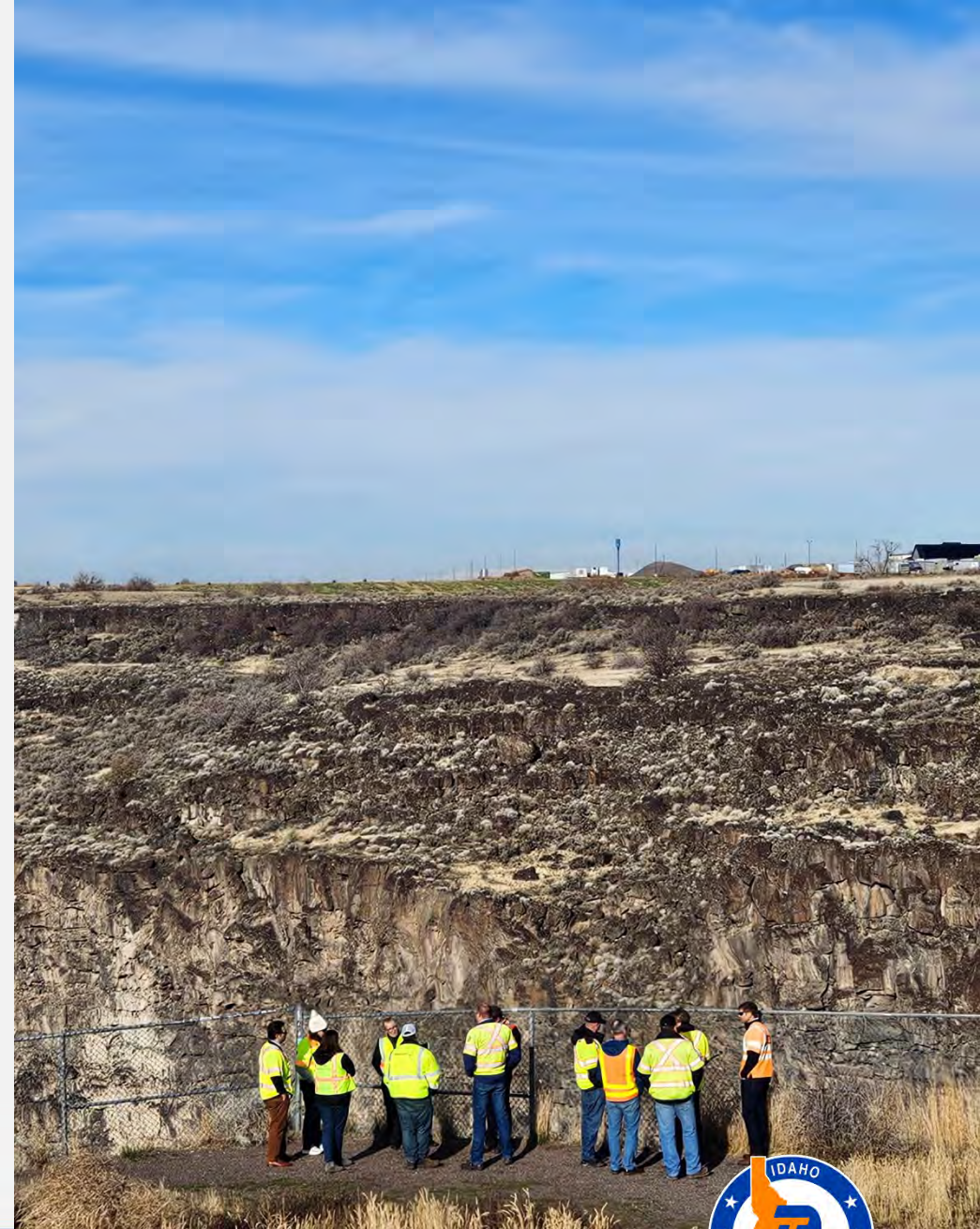
Darren LaMay,
ITD Project Manager

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Introductions

- ITD project team
- Corridor working group participants



Housekeeping

- Restrooms
- Today's agenda (presentation + working groups)
- Emergency logistics
- Closest exits
- Comment sheets and sign-in sheets
- Questions

Meeting Agenda

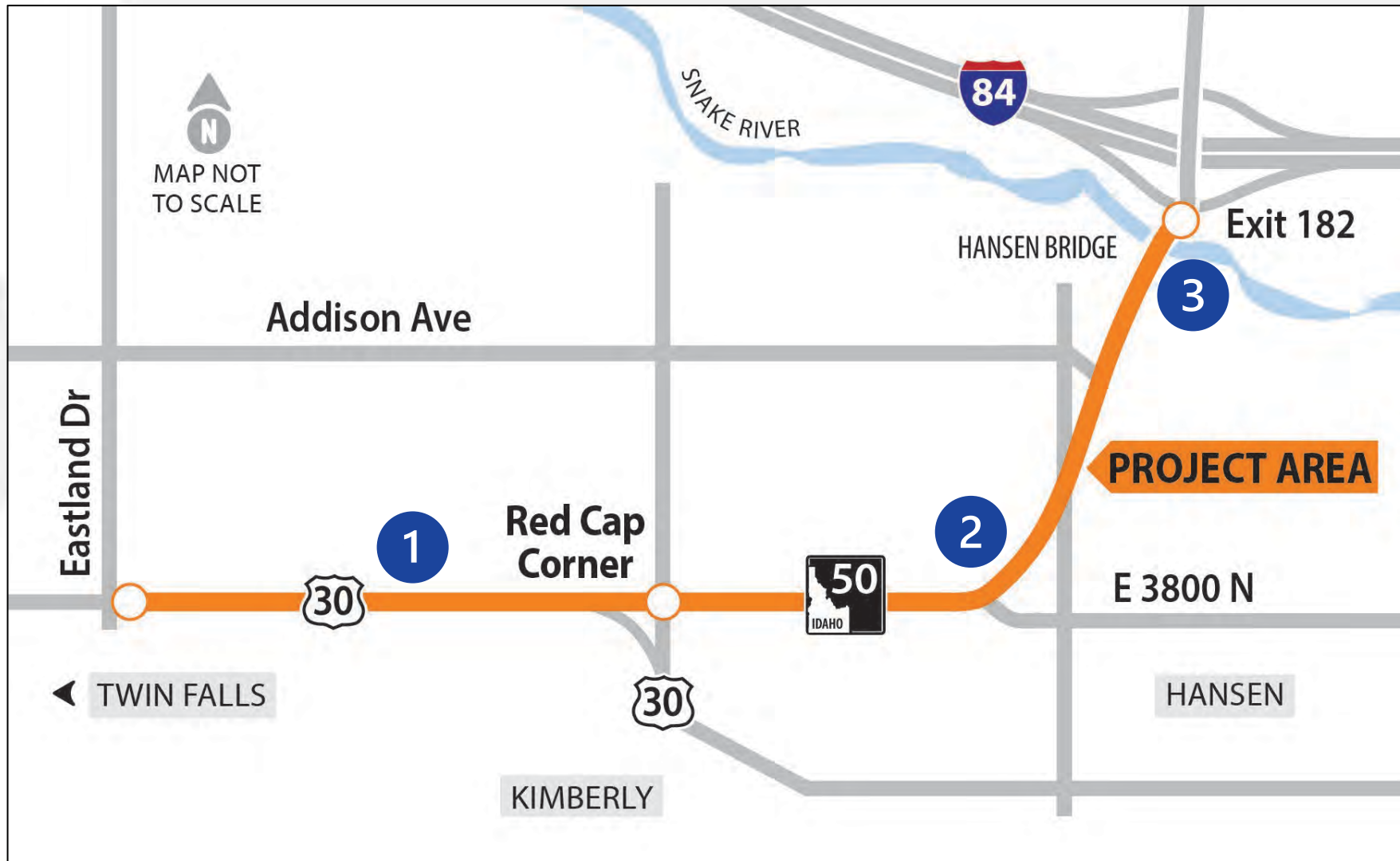
- Project Overview
- Other Projects in District 4
- Goals and Objectives
- Existing Conditions Report
- Next Steps
- Questions?
- Vision for Corridor Discussion
- Working Group Discussions

Project Overview

- ITD is developing plans to improve approximately nine miles of SH-50 and US-30 between Twin Falls and I-84.
- The project will identify opportunities to make travel safer and more efficient for residents, businesses, agricultural traffic and freight as the Magic Valley continues to grow.



Project Area



- 1 US-30**
Eastland Drive to Red Cap Corner
- 2 State Highway 50**
Red Cap Corner to I-84
- 3 Hansen Bridge**

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Why this project...



The Magic Valley is growing



There are safety concerns about the corridor



The Hansen Bridge was built in the 1960's and needs to serve future capacity and modal needs



There are multiple visions of what this corridor could be, but not a unified vision that brings them all together

Project Schedule

2026

- **Gather data** about traffic operations, safety and other existing conditions.
- **Gather stakeholder and community input** about both corridors.
- **Develop alternatives** for both corridors and the Hansen Bridge.



Future Years

- **Program Project(s)** as funding becomes available

Community Working Group

The purpose of this group is to:



Discuss project
information
with technical
experts.



Ensure community
perspectives and
concerns **are**
represented
during this
process.



Help ITD
communicate
with the **wider**
community.

The group will meet throughout the project. ITD will host a public meeting later this year.

Other ITD Projects in District 4

Andrew Young,
Idaho Transportation Department



Blue Lakes Boulevard & Pole Line Road Project

Description:

ITD is identifying improvements for the Blue Lakes Boulevard and Pole Line Road intersection and surrounding area that may be implemented in the short, medium, or long term. The improvements will aim to improve both safety and traffic congestion.

Dates:

Fall 2025 – Late 2026



SH-50, Rock Creek Road Intersection

Description:

ITD is designing improvements to the intersection of SH-50 and Rock Creek Road (N 3800 E) to address high crash rates, and to increase mobility.

Dates:

Design is underway and will continue until 2027. Construction is expected to begin in 2030, depending on funding.



Snake River Crossing Study

Description:

ITD and regional partners are studying an additional Snake River Canyon crossing to improve safety, reduce congestion, and support agricultural and manufacturing freight.

Dates:

Environmental process could begin later this year. Design and construction have not been funded.



Coordinating the projects

- District 4 is using a phased approach with three major areas; they cannot all be advanced simultaneously.
- The focus is on identifying what improvements can be made now to ensure better traffic flow in and out of Twin Falls while long-term projects progress.
- Rock Creek Road is positioned as a mid-term project due to its safety benefits.
- The Snake River Crossing Study is a longer-term project.



Goals and Objectives

Camille Alexander, HDR

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Goals and Objectives



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Goals and Objectives

Coordination / Planning

Establish shared vision with significant public and stakeholder involvement in order to utilize public funds effectively and efficiently

- Encourage interagency coordination
- Involve stakeholders and the public meaningfully in the decision-making process
- Develop a prioritized implementation strategy
- Ensure public funds are invested efficiently and effectively
- Improve corridor conditions for residents, businesses, and visitors
- Support future land use /development



Goals and Objectives

Safety

Improve safety for all modes of travel

- Evaluate safety through analysis of traffic patterns, crash data, and speed data
- Reduce vehicle/pedestrian conflicts
- Reduce vehicle/freight conflicts
- Allow for future opportunities for people walking or bicycling along the corridor
- Accommodate micro-transit operation and other future transit services
- Implement safety countermeasures at identified high-crash and high-risk locations



Goals and Objectives

Access / Connectivity

Access and regional east-west connectivity for all modes of travel

- Add or enhance opportunities to cross US-30 and SH-50 for all modes of travel
- Maintain or enhance efficient travel for local trips
- Maintain or enhance efficient travel for regional traffic along US-30 and SH-50
- Improve east-west connectivity for communities along US-30 and SH-50
- Improve access to freight activity centers
- Improve the SH-50 Hansen Bridge
- Provide adequate access to businesses along the US-30 and SH-50 corridors
- Minimize out-of-direction travel



Goals and Objectives

Capacity / Congestion

Increase capacity and facilitate efficient travel for all modes

- Provide adequate capacity
- Provide reliable travel times
- Increase intersection throughput
- Reduce peak hour delay



Goals and Objectives

Hansen Bridge

Prioritize widening ability for future capacity/resilience (future proof)

Exhibit historical significance (Perrine Bridge)

- Engage geotechnical and environmental to help identify potential impacts
- Minimize environmental impacts and clear spanning
 - limit impacts to canyon wall, minimize impacts (including new piers)
- Limit right-of-way impacts
- Consider bridge elements that reduce cost of maintenance (cables, concrete arch, suspension bridge)
- Consider the lifespan of the bridge
- Identify construction costs allocated with construction
- Provide a bridge that represents the area and creates a visual impact



Existing Conditions Report

Brett Kohring and Dan Jones, HDR

What Questions Are We Trying to Answer?

Users

- ☐ Who is using the facility?
- ☐ Where are they using the facility?
- ☐ When are they using the facility?
- ☐ How fast are they traveling?

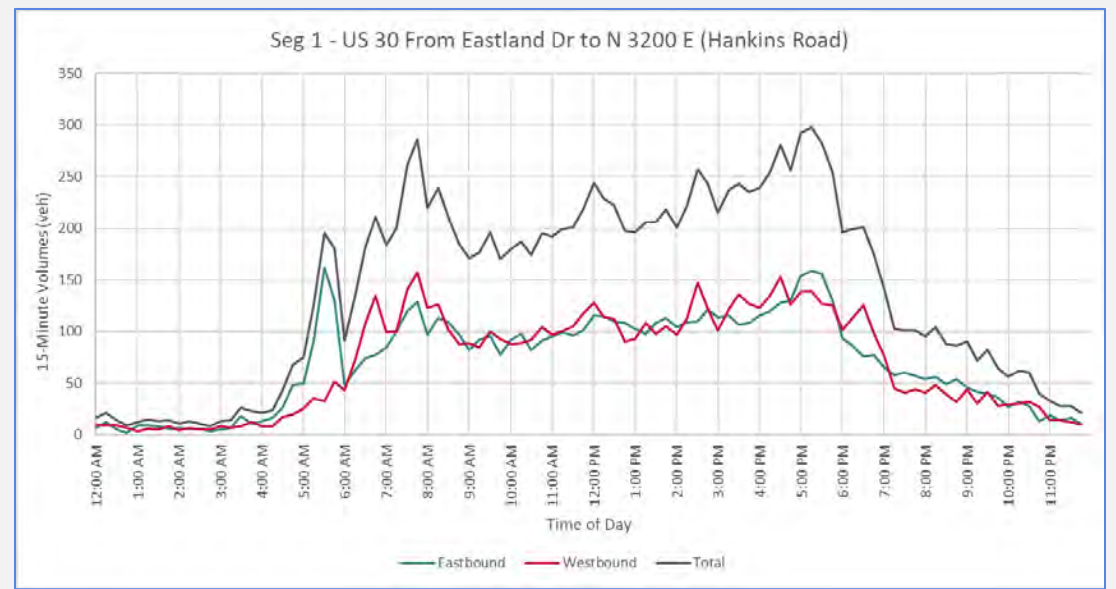
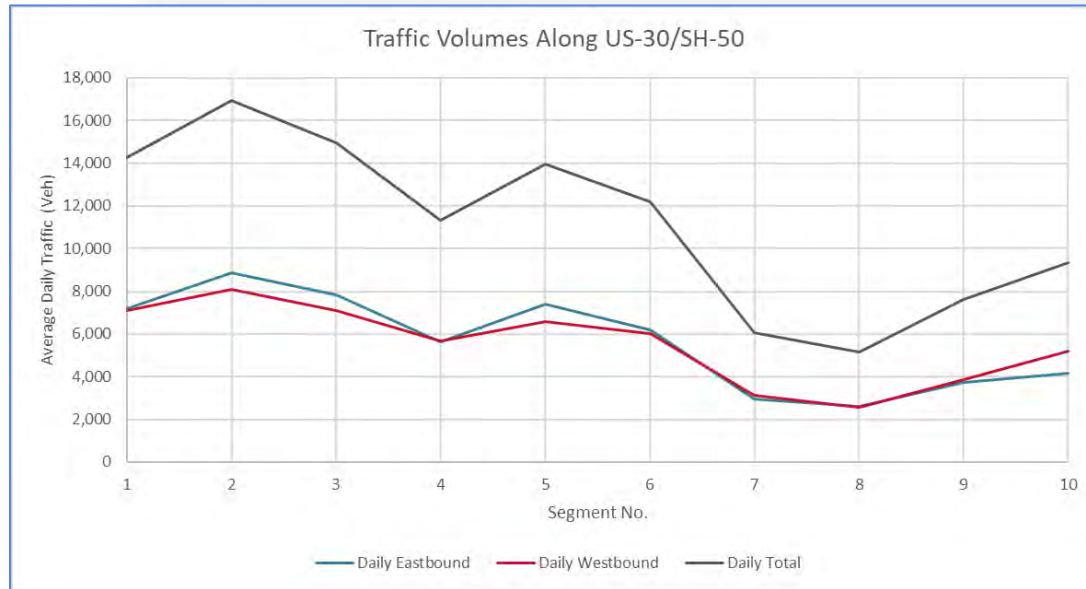
Operations

- ☐ How is the corridor operating?
- ☐ Where is capacity constrained?
- ☐ Are signals warranted?

Safety

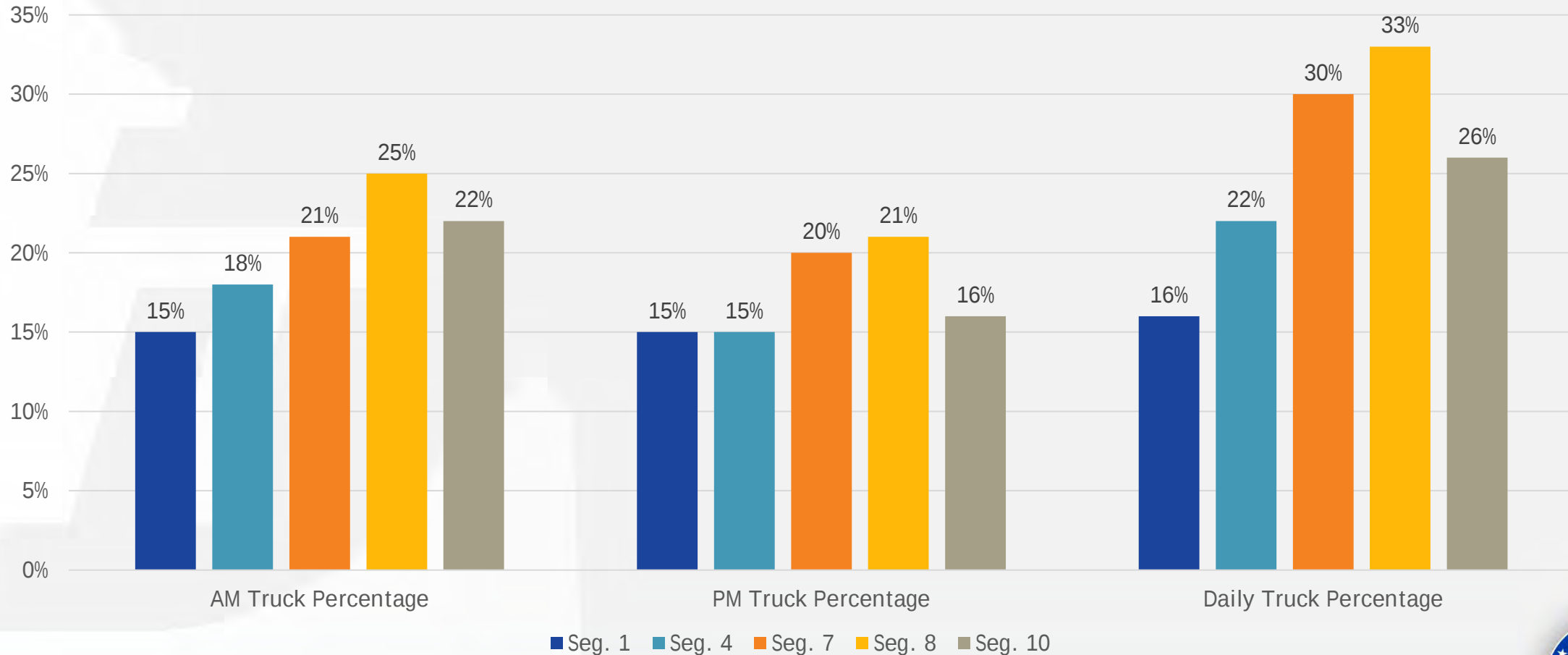
- ☐ How many crashes are occurring?
- ☐ What are the cost of crashes?
- ☐ Where are crashes occurring?
- ☐ What type of crashes are occurring?

When and Where: Traffic Volumes



Who: Truck Percentages

Truck Percentages Along the Corridor



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How Fast: Speed Study

Segment	Posted Speed (mph)	Eastbound 85 th Percentile	Eastbound % Exceeding	Westbound 85 th Percentile	Westbound % Exceeding
Seg 1 - US-30 From Eastland Dr to N 3200 E (Hankins Road)	45	44	8.8%	44	7.9%
Seg 4 - US-30 From N 3300 E to N 3400 E	60	53	0.7%	52	0.2%
Seg 7 - SH-50 From N 3600 E to N 3700 E	65	51	0.0%	57	1.2%
Seg 8 - SH-50 From N 3700 E to N 3800 E (Rock Creek Rd)	65	49	0.0%	49	0.0%
Seg 10 - SH-50 From E 3900 N to Frontage Road	65	49	0.0%	47	0.0%

Operations: Level of Service (LOS)

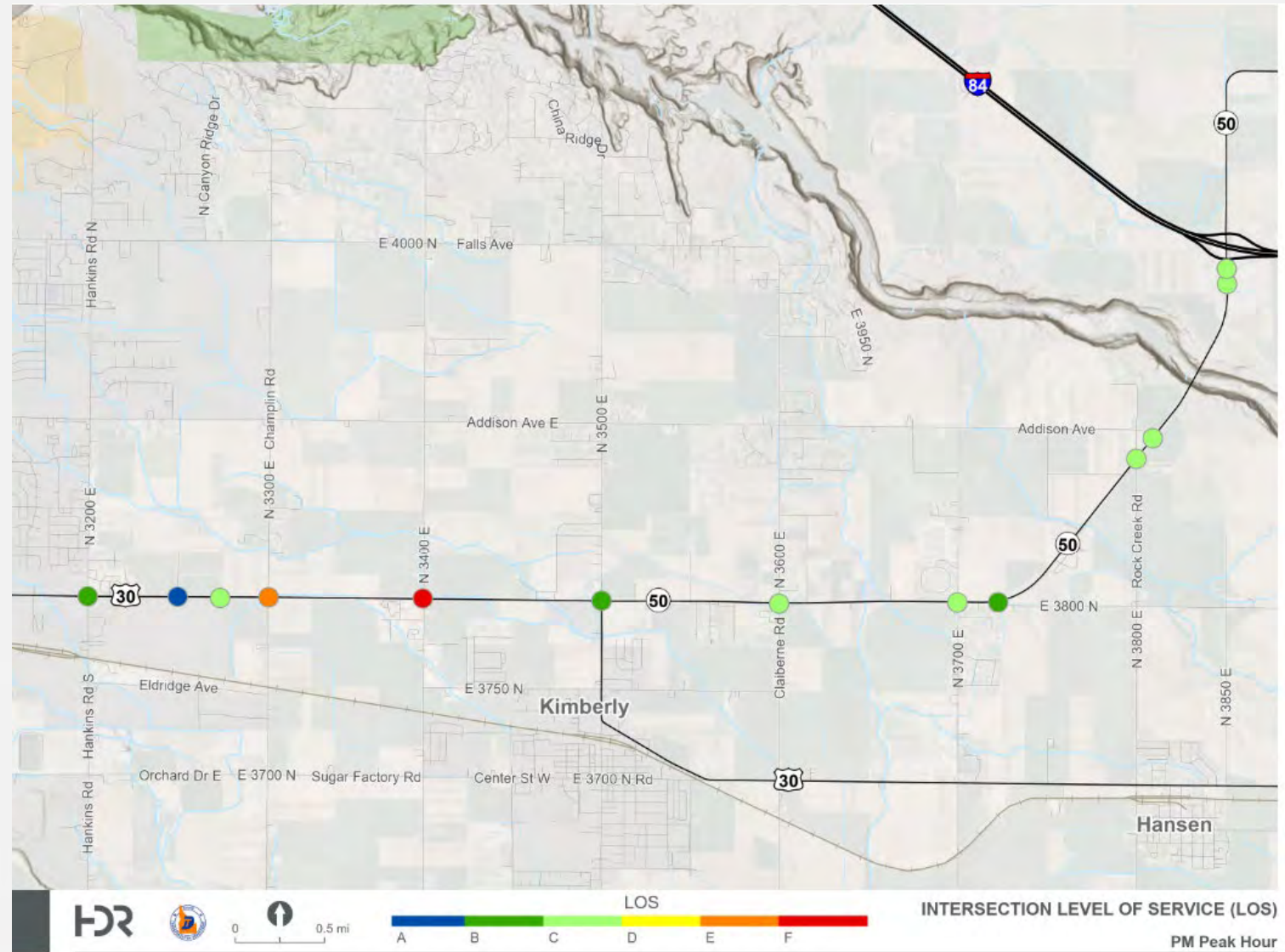
Level of Service	What This Looks Like	Descriptions
A		Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. No Delays
B		Traffic flows freely, but drivers have slightly less freedom to maneuver. No Delays
C		Density becomes noticeable with ability to maneuver limited by other vehicles. Minimal Delays

Level of Service	What This Looks Like	Descriptions
D		Speed and ability to maneuver is severely restricted by increasing density of vehicles. Minimal Delays
E		Unstable traffic flow. Speeds vary greatly and are unpredictable. Moderate Delays
F		Traffic flow is unstable, with brief periods of movement followed by forced stops. Significant Delays

★ **Target LOS**

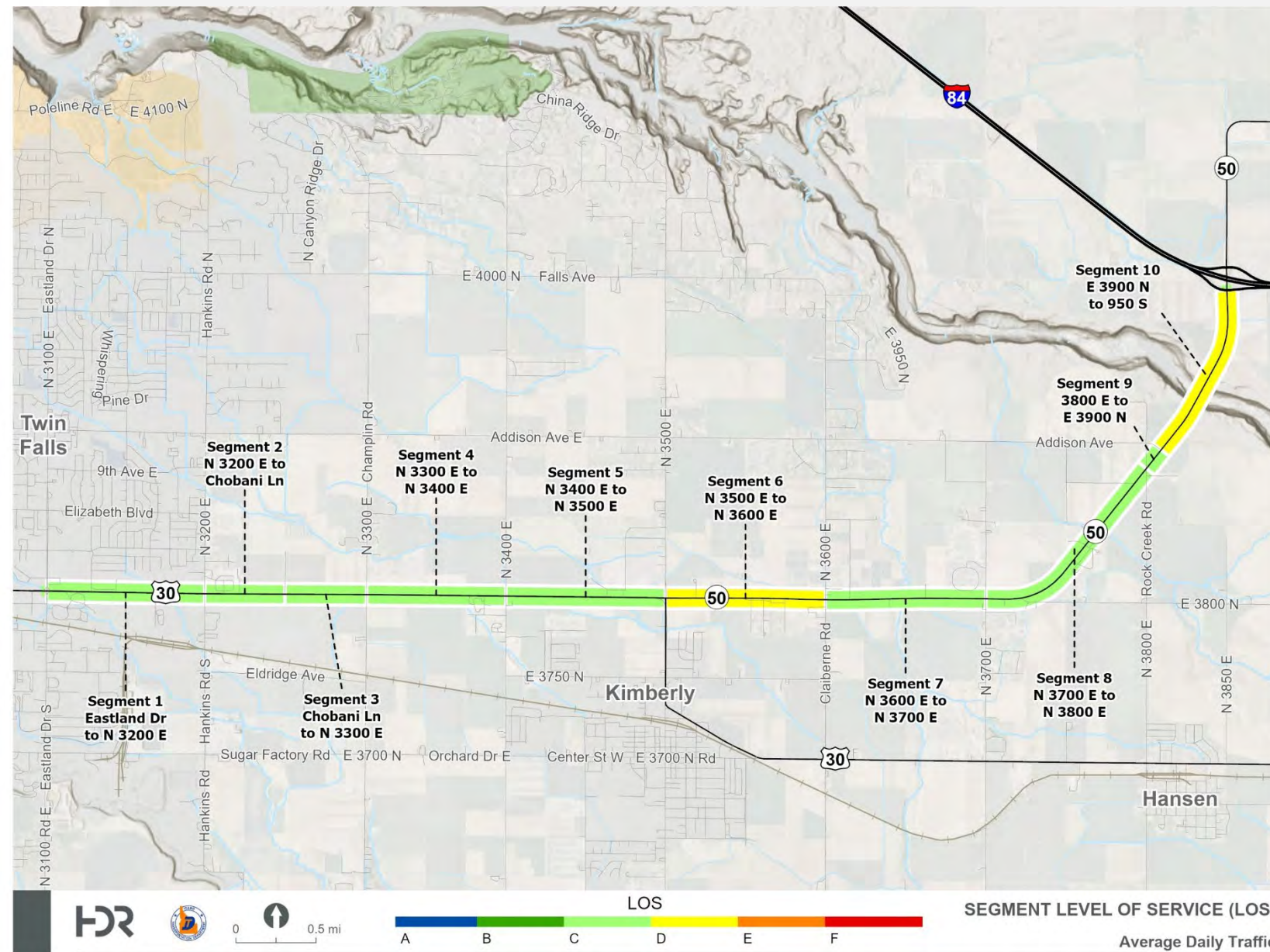
Operations: Intersection LOS

- Intersections exceeding LOS thresholds:
 - Int 4: US-30 & N 3300 E
 - LOS E
 - Int 5: US-30 & N 3400 E
 - LOS F
 - Side streets lack gaps to enter traffic at these two locations
- Remaining intersections are LOS C or higher



Operations: Segment LOS

- LOS D target
 - Stable predictable flows with minor delays
- Most of corridor LOS C
- Segments 6 and 10, LOS D
- Adequate capacity today, but could be a concern in future



Operations: Signal Warrant Analysis

No.	Intersection	Warrant 1 8 Hour	Warrant 2 4 Hour	Warrant 3 Peak Hour	Warrant 4 Pedestrian Volume	Warrant 5 School Crossing	Warrant 6 Coordinated Signal System	Warrant 7 Crash Experience	Warrant 8 Roadway Network	Warrant 9 Grade Crossing
3	US-30 & Chobani Truck Access	No	No	Yes	No	N/A	N/A	No	N/A	N/A
4	US 30 & N 3300 E	No	No	N/A	No			No		
5	US 30 & N 3400 E	Yes	Yes	N/A	No			Yes		
7	SH-50 & N 3600 E	No	No	N/A	No			No		
8	SH-50 & N 3700 E	No	No	N/A	No			No		
9	SH-50 & E 3800 N	No	No	N/A	No			No		
10	SH-50 & N 3800 E	No	No	N/A	No			Yes		
11	SH-50 & E 3900 N	Yes	Yes	N/A	No			Yes		
13	SH 50 & E 1010 S	Yes	No	N/A	No			No		

Operations Analysis: Take Aways

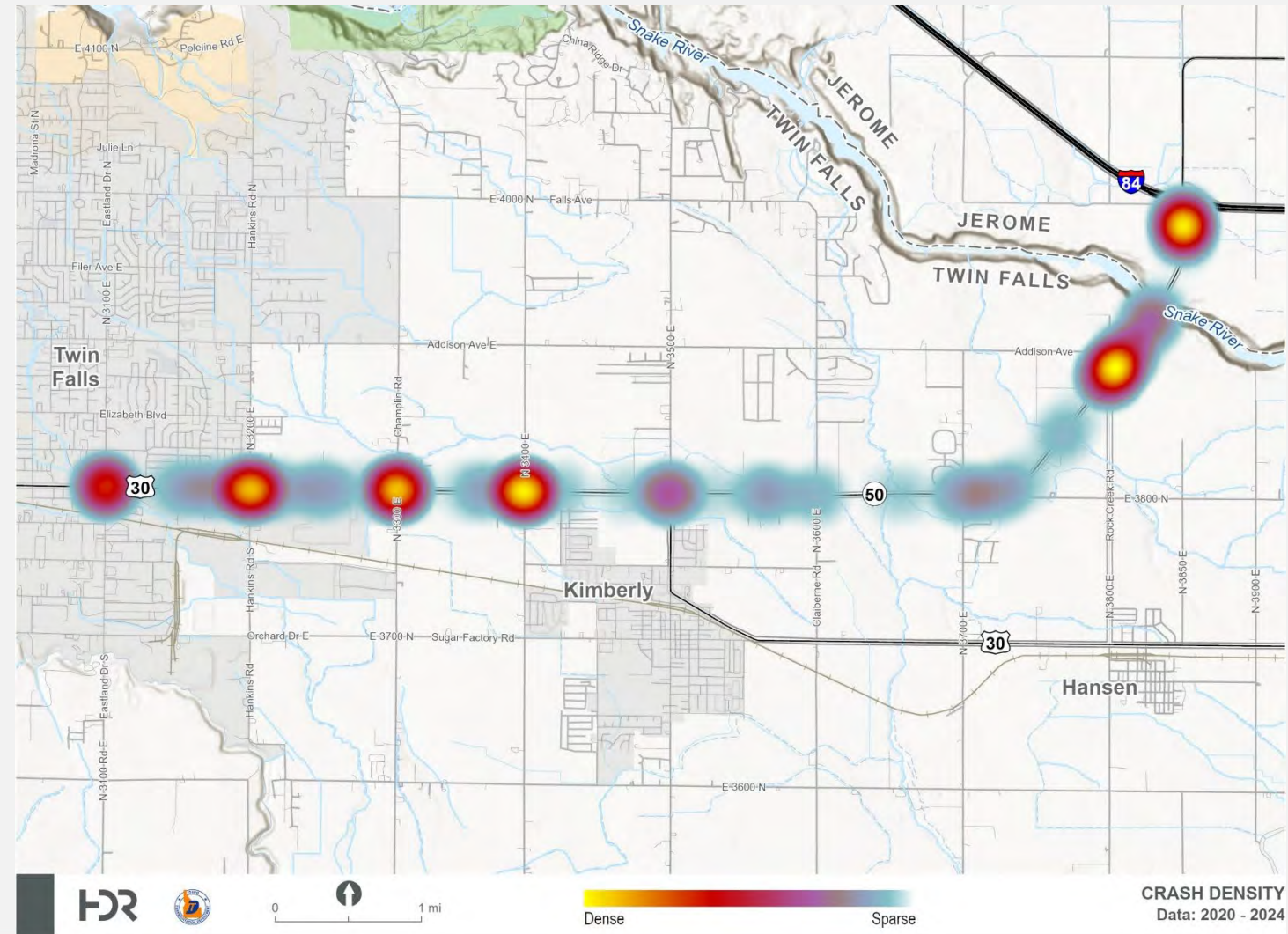
- Corridor operates at an acceptable LOS
- Localized deficiencies emerging
 - Int 4: US-30 & N 3300 E
 - LOS E
 - Int 5: US-30 & N 3400 E
 - LOS F
- SH-50 over the Hansen Bridge operates at LOS D, indicating a future capacity constraint
- Int. 4 and 5 may benefit from a signal or change in control based on existing conditions (and crash statistics)

Safety Analysis: Cost of Crashes

Crash Severity	Economic Cost Per Category Per Crash	Frequency of Crash Severity	Total Economic Cost
Fatal	\$ 13,700,000	5	\$ 68,500,000
Serious Injury Crashes (A injury)	\$ 655,203	19	\$ 12,448,857
Non-Incapacitating Injury Crashes (B injury)	\$ 178,457	51	\$ 9,101,307
Possible Injury Crashes (C injury)	\$ 91,126	43	\$ 3,918,418
Property Damage Only (PDO) Crashes	\$ 4,616	165	\$ 761,640
Total		283	\$ 94,730,222
Source: ITD (2020-2024 Crash Data)			

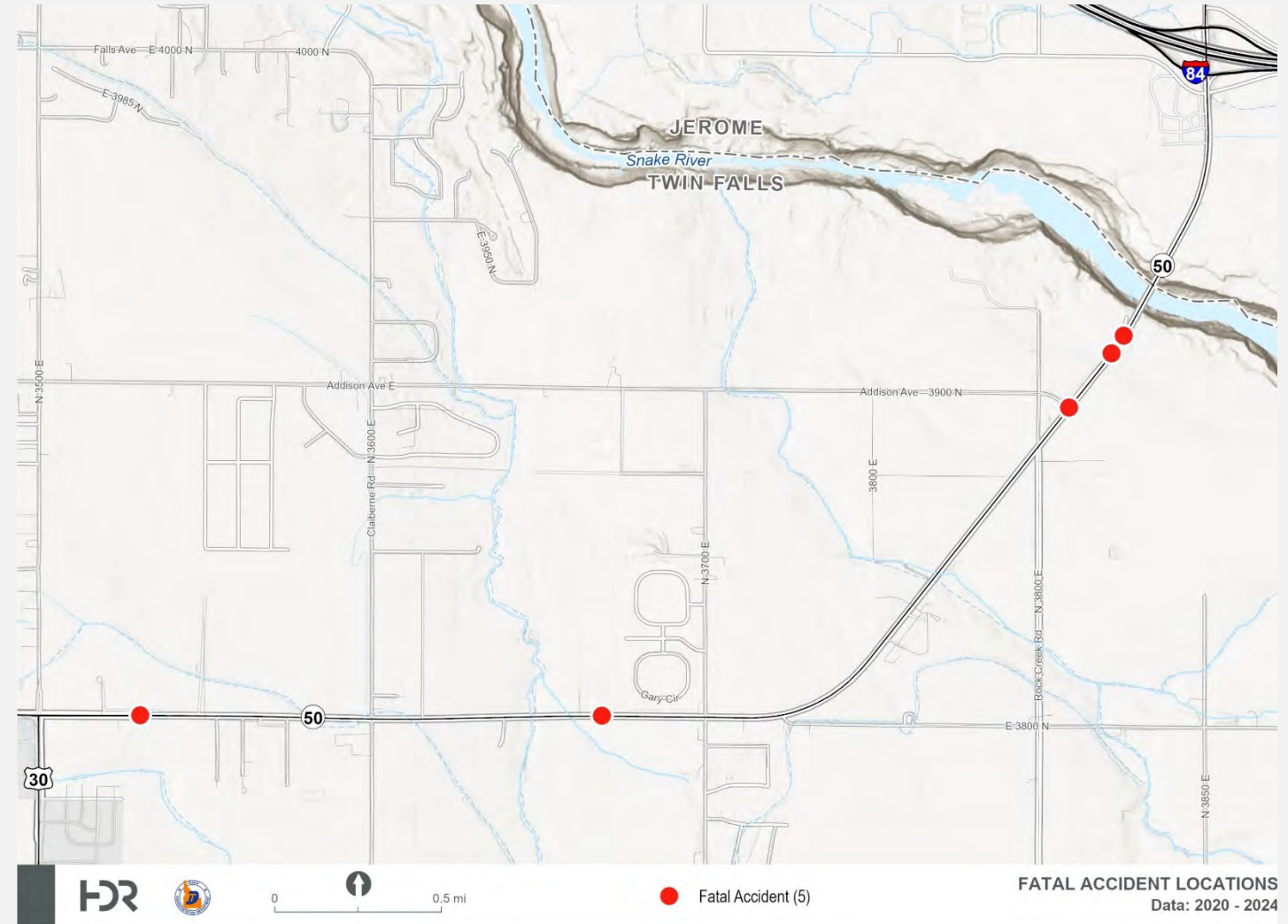
Where are the crashes occurring?

- Concentrated around intersections
- Largest concentration near Rock Creek Road and the Hansen Bridge
- The Oasis Access to Frontage Road segment is only portion exceeding statewide average
- Intersections exceeding critical rate
 - Int 1: US-30 & N 3200 E
 - Int 4: US-30 & N 3300 E
 - Int 5: US-30 & N 3400 E
 - Int 10: SH-50 and N 3800 E
 - Included in another project



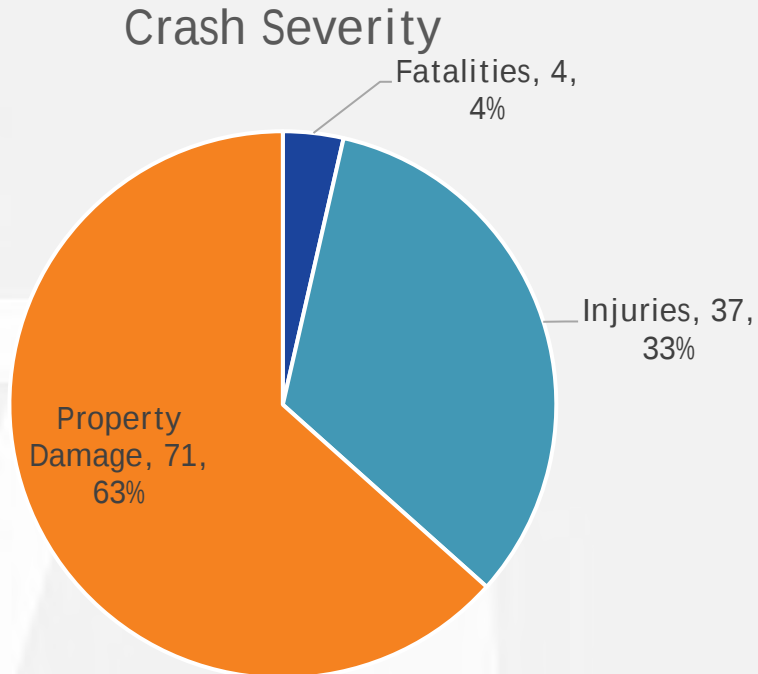
Fatal Crash Locations

- Two head-on collisions
- One vehicle-pedestrian crash
- One opposite direction sideswipe
- One turning at an intersection

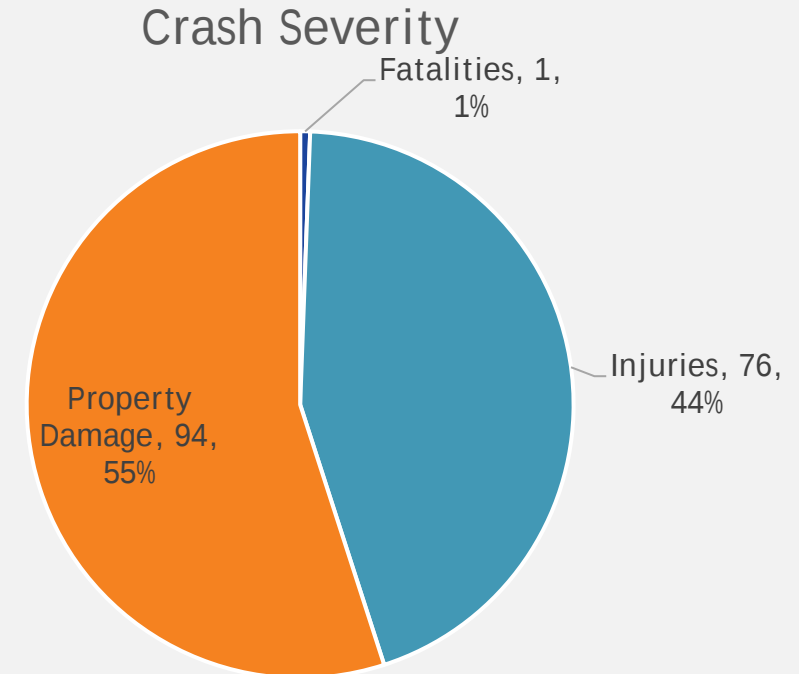


Types of Crashes: Severity

Segments (112 Total Crashes)

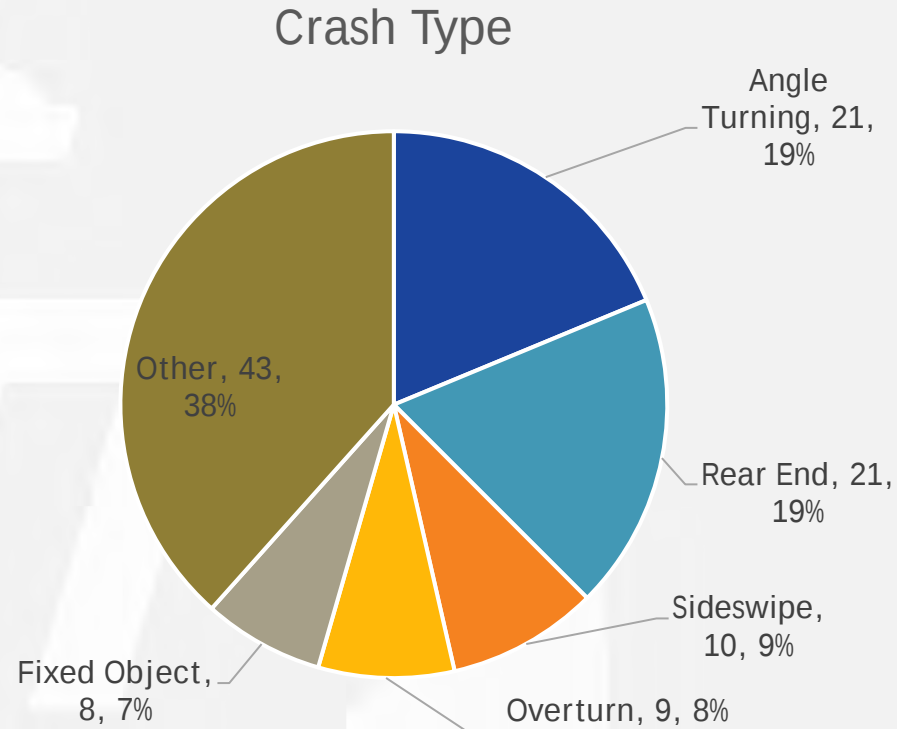


Intersections (171 Total Crashes)

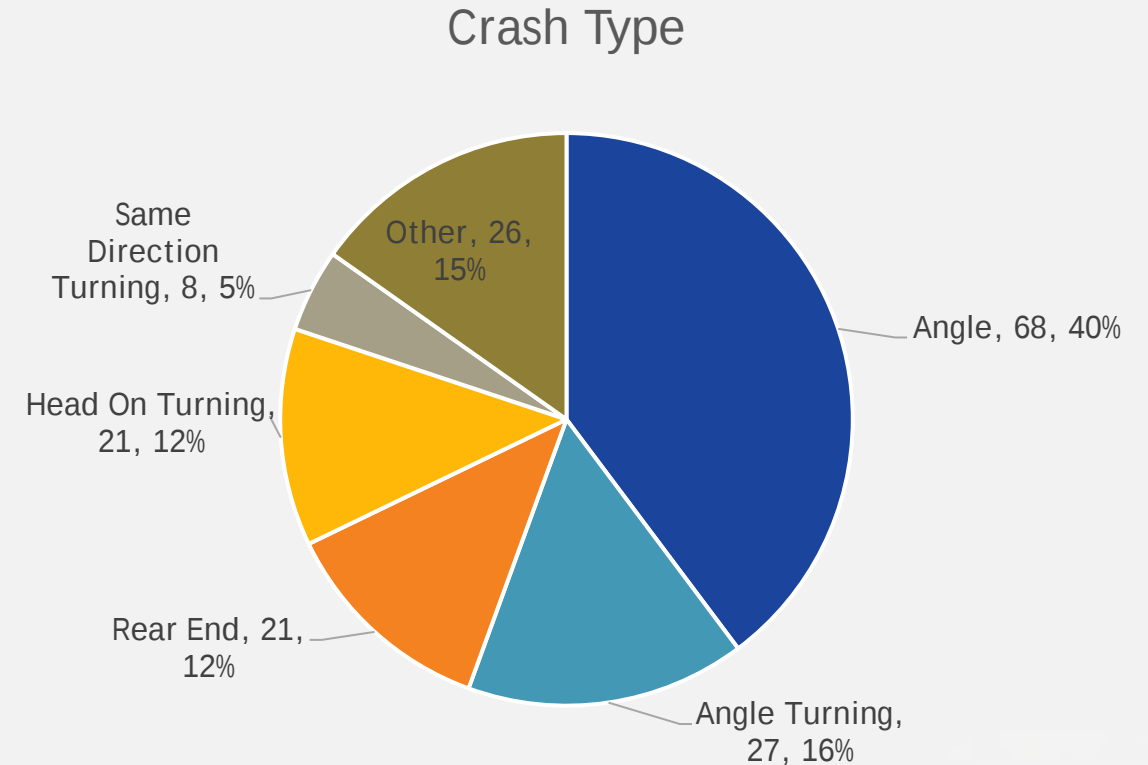


Types of Crashes: Types

Segments (112 Total Crashes)



Intersections (171 Total Crashes)



Safety Analysis Take Aways

- 5 Fatalities
- Over \$94 Million in economic costs
- Crashes associated with
 - Turning movements
 - Speed differentials
- Potential causes
 - Misjudging gaps in high-speed traffic
 - Unexpected access points
 - Lack of turn lanes
 - Insufficient lighting
 - Undivided highway in some segments (two head on collisions)

Other Items Reviewed

- Roadway Geometry
 - Localized deficiencies in curve lengths, turn lane lengths, clear zone, and sight distance
- Access Spacing
 - Some private approaches do not meet IDAPA spacing requirements
- Multi-modal Facilities
 - Existing in limited locations
 - No transit
- Utilities
 - 23 irrigation crossings
 - 10 Utility companies identified
- Bridge Conditions
 - Satisfactory structural conditions
 - Does not support multi-modal

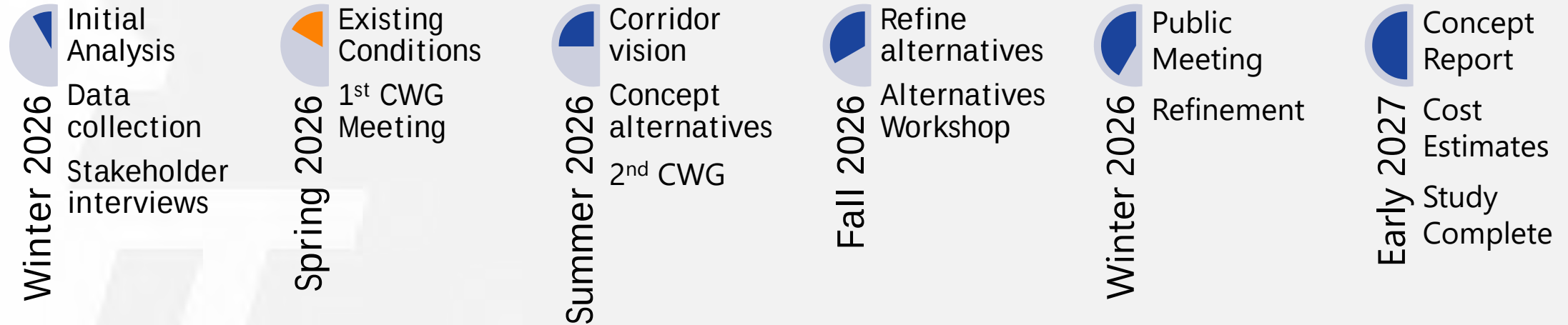


Existing Conditions Summarized



- The corridor operates adequately under existing conditions but shows clear signs of change and emerging deficiencies in safety and operational performance.

Next Steps



*Project implementation TBD based on future funding opportunities

Questions?

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Corridor Vision Discussion

Camille Alexander and Brett Kohring, HDR

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What if...?

- SH-50, US-30 and the Hansen Bridge are more than just roads. They represent:
 - Regional economic links
 - Agricultural backbones
 - Place where you first learn to drive
 - The beginning of your next vacation
 - Where you work, live and play
- So now that you've seen the existing conditions....
- What should this corridor look like in the future?

At your tables...

- There is a worksheet with some questions to answer
- Take some time to think about the future of the corridor
- Try not to think about how it is now, but imagine how it could be given your role and background
- We'll ask a few individuals to share their thoughts at the end of 10 minutes

Existing Conditions & Corridor Needs Discussion

HDR and RBCI

Breakouts...

Please review the maps of each corridor and discuss:

- **Where are the specific areas of concern on each corridor?**
- **What improvements would you suggest?**

Use sticky notes to record your answers on the maps. If you have additional comments, please record them on your comment sheet.



Thank You!

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