



Your Safety • Your Mobility
Your Economic Opportunity

I-84/ID-50 Kimberly Interchange

Public Open House #1

Summary as of 10/24/2019

Executive Summary

The Idaho Transportation Department held a public open house to gather input on interchange designs. The meeting was held in an open house format on Tuesday, October 15, 2019 from 5 p.m. – 7 p.m. at the Rock Creek Fire Station in Kimberly, Idaho. A total of 61 people signed in at the meeting.

The meeting format was an open house. Participants were able to view display boards and watch simulations of the interchange types.



Open House Notification

- 4,396 postcards mailed on September 24, 2019
- Newspaper ads in the Times News on September 24 & 30, 2019
- Times News online ad from September 7 to September 14, 2019
- Email blast to all available stakeholder emails on October 2, 2019
- Press release to local media on October 7, 2019
- Post on ITD's Facebook page on October 7, 2019

We asked attendees how they heard about the meeting. While not official, the tally shows:

- Postcard – Twenty-three (23) people
- Newspaper ad – Seven (7) people
- Social Media – Five (5) people
- Other – Twenty-three (23) people. Responses included:
 - Sign on the side of the road
 - Email
 - News article
 - Word of mouth
 - Stakeholder meeting

The press release resulted in two news articles on the proposed project.

Public Comments Received

The comment period for the meeting ended on October 29, 2019. A total of 27 comments were received during the two-week comment period. Four comments were typed or emailed and the remaining 23 commenters used the comment form provided at the open house.



I-84/ID-50 Kimberly Interchange

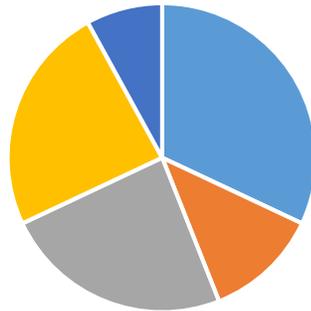
Public Open House #1

Summary as of 10/24/2019

Responses to Comment Form Questions

The public was asked to indicate how they use the interchange.

Interchange Use

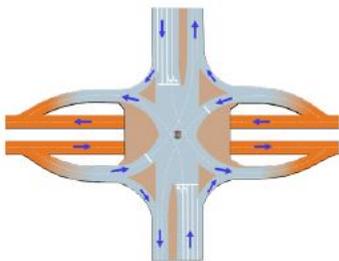


■ Commute - 24 ■ Own/Manage an area business - 9 ■ Errands - 18 ■ Recreation - 18 ■ Freight - 6

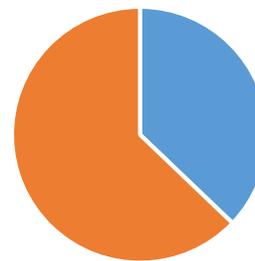
Interchange Type Preference

ITD presented five interchange designs and a no-build option to the public. Participants were asked to check Keep or Eliminate for each interchange type presented. Most commenters marked an answer for each interchange type, but some did not mark a preference on all the types presented.

Single Point Urban Interchange



Single Point Urban Interchange



■ Keep - 13 ■ Eliminate - 22

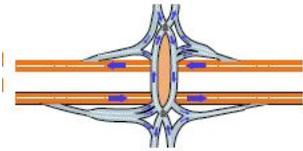


I-84/ID-50 Kimberly Interchange

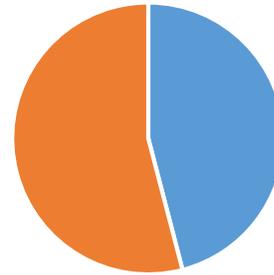
Public Open House #1

Summary as of 10/24/2019

Diverging Diamond Interchange

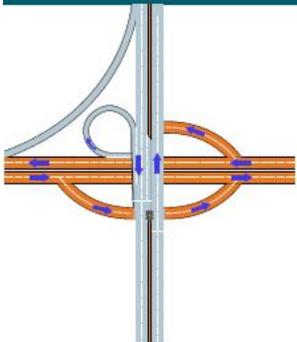


Diverging Diamond Interchange

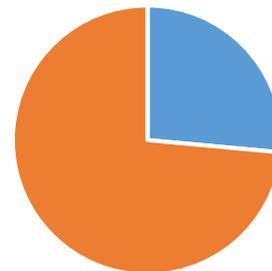


■ Keep - 17 ■ Eliminate - 20

Partial Cloverleaf Interchange



Partial Cloverleaf Interchange



■ Keep - 9 ■ Eliminate - 25



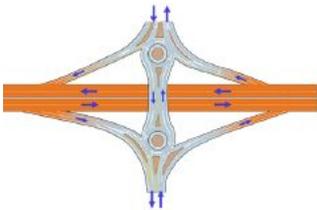
Your Safety • Your Mobility
Your Economic Opportunity

I-84/ID-50 Kimberly Interchange

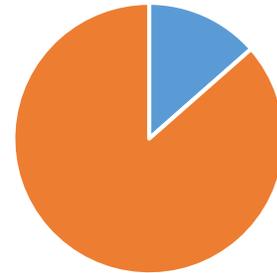
Public Open House #1

Summary as of 10/24/2019

Diamond with Roundabouts

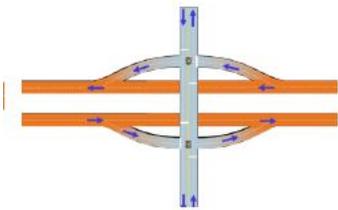


Diamond Interchange with Roundabouts

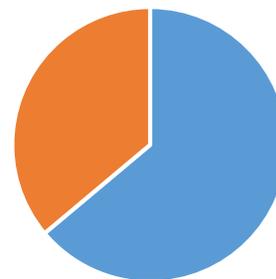


■ Keep - 5 ■ Eliminate - 32

Traditional Diamond Interchange with Signals



Traditional Diamond Interchange with Signals



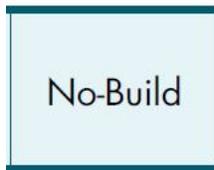
■ Keep - 23 ■ Eliminate - 13



I-84/ID-50 Kimberly Interchange

Public Open House #1

Summary as of 10/24/2019



No-Build

Nine (9) commenters choose the option of keeping the no-build or exiting interchange. Comments related to this choice included:



- “Spend funds on 3rd bridge!”
- “Proposed designs will not improve traffic. There are very little to no accidents due to the current design. Fix Hwy 30/3400 E and Hwy 50/3800 E first.
- “This is an utter waste of funds. All that needs to be done is the speed limit dropped to 35 mph from 50 mph and lights placed at the intersection and exit from Traveler’s Oasis.”
- “We need a four-lane Hansen bridge before we need a new overpass.”
- “These on and off ramps were just reconstructed within the last two years! I think that rebuilding them is a terrible idea!”

Topics

Topics noted in this summary are excerpts from the comments submitted. Comment excerpts are verbatim and were not edited for content, grammar, or spelling.

General

- “Keep in mind the view the drivers who are exiting have of oncoming traffic. Lots of truck traffic that are slow moving.”
- “Keep it simple.”
- “Need to give highest priority to traffic from Hwy 30 merging to go to Boise or east.”
- “It would be helpful to know what repairs had been done this year and how that would be an asset to future improvements. It would have been helpful to know what costs would be involved with each design.”
- “Waiting for the best information. I just prefer the best alternative.”
- “Please don’t mess this up like 93 and I-84.”
- “Still doesn’t address vehicles coming from the Traveler’s Oasis and the south frontage road.”
- “Agree both sides of overpass are dangerous. Lack view of oncoming traffic from freeway to highway 25.”
- “Cost!”
- “I believe the speed limit needs to be lowered near the Hansen bridge cut-off.”
- “Keep in mind the thousands of trips by agricultural vehicles.”

Traveler’s Oasis

- “I think widening to the east side of the bridge to the interchange is needed to allow for safer ingress/egress from the truck stop.
- “Something that needs to be taken into great consideration is that the Garden of Eden truck stop is the most accommodating to Oversize Load rigs in our area. Their facilities create a safe haven for these drivers and creating an exit that limits access for these drivers would be a great disservice to all involved.”



I-84/ID-50 Kimberly Interchange

Public Open House #1

Summary as of 10/24/2019

- “Worried about traffic from Traveler’s Oasis.”
- “Need to consider fixing traffic issue at the Traveler’s Oasis. Trucks have difficulties existing the parking lot (having to cross traffic).”
- “Need traffic control at the truck stop as well. Slow traffic down.”
- “Reduce speed in front of Traveler’s Oasis. Also need better entrance and exit at T-O.”
- “Most accidents are happening in front of T.O. Trucks entering and leaving don’t mix with cars.”
- “I don’t think you should consider any changes until you address the traffic in front of the T-O. Very dangerous. Accidents all the time.”

Frontage Roads

- “It doesn’t give them time to get out with traffic coming from both sides.”
- “I am concerned about access from the south frontage road with no traffic control from the south.”
- “Need to address making a left turn from the south frontage road. It’s a tough turn to make.”

Traditional Diamond

- “Makes the most sense to me, less land and easy to follow.”

Roundabouts

- “Do a roundabout if the semis can handle it, if not do a Cloverleaf.”
- “The people of this area don’t fully understand how to use a roundabout. Getting them to understand or semi-truck drivers going around them backwards is just trouble waiting to happen.”
- “Bad for trucks.”
- “Roundabouts No! Nada!”
- “Please no stupid roundabouts for harvest trucks and semi-trailers to maneuver.”
- “No roundabouts. Trucks pulling doubles will have a hard time.”

Single Point Urban Interchange

- “Too much construction.”

Cloverleaf

- “Build a cloverleaf with fast on, fast off of the interstate and 50. 50 has only one lane from the north. Use the second lane as a merge lane for both exit from east and west bound traffic south on 50. Use existing west bound exit for north 50 traffic. Move west entrance north.”
- “Favor partial Cloverleaf on north side and stop light on south side of overpass.”
- “No Cloverleaf!”
- “The reason I only want the Cloverleaf is it is upgradable to no stoplights should we decide to build additional overpass ramps in the future. Most importantly I am working on a Beltway Initiative for Twin Falls and this is my east I-84 connector for the Beltway.”



I-84/ID-50 Kimberly Interchange

Public Open House #1

Summary as of 10/24/2019

Diverging Diamond

- “Seems like best solution.”

Signals

- “I personally think we need signals and they need to slow down the speed limit from the Hansen bridge all the way over the interstate.”
- “I like the idea of signals to let people on and off the interstate. The truckers especially need the break.”

Onramps

- “Onramps to freeway must be lengthened and approach narrowed. Currently Jerome, Kimberly, Burley and maybe Heyburn have short approaches that are steep leaving no traffic in line-of-sight in mirrors and lacking space for tractor-trailers and those behind them to reach proper speeds.”