
CITY OF KIMBERLY TRANSPORTATION PLAN



May 2009

Prepared by
J-U-B ENGINEERS, Inc.



ACKNOWLEDGMENTS

Special recognition goes to the following individuals, who represented and supported the City of Kimberly during its transportation planning effort.

Dave Overacre, Mayor

George E. Plew (President), Councilmember

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This Plan was prepared by:
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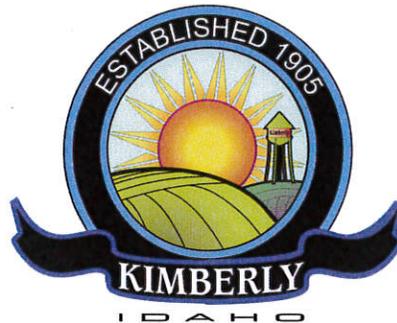
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City of Kimberly

CITY OF KIMBERLY TRANSPORTATION PLAN



Prepared for the

City of Kimberly

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Kimberly, Idaho 83341

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ACRONYMS

Transportation Plan Acronyms

AADT	Annual Average Daily Traffic
CIP	Capital Improvement Plan
FY	fiscal year
GARVEE	Grant Anticipation Revenue Vehicle
ITD	Idaho Transportation Department
LHTAC	Local Highway Technical Assistance Council
LOS	level(s) of service
mph	miles per hour
mvm	million vehicle-miles
PMP	Pavement Management Plan
SH	State Highway
STIP	Statewide Transportation Improvement Program
EIRR	Eastern Idaho Railroad

Pavement Management Plan Acronyms

DMI	distance measuring instrument
FHWA	Federal Highway Administration
GIS	Geographic Information System
GPS	Global Positioning System
LTAP	Local Technical Assistance Program
RSL	remaining service life
TAMS	Transportation Asset Management System
UDOT	Utah Department of Transportation



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OVERVIEW

INTRODUCTION

The City of Kimberly was established in 1905 when new irrigation water in south central Idaho opened up large tracts of land for agricultural pursuits. The rural community settled near the Union Pacific Railroad (UPRR) mainline, which provided freight and passenger services. The City is located approximately six miles east of Twin Falls, south of Highway 30, and is slightly less than one square mile in size.

TRANSPORTATION STUDY BACKGROUND

The Magic Valley's continued population and employment growth are expected to generate the need for improved mobility and access by all modes of transportation. From 2000 to 2030, it is anticipated that populations in the Twin Falls region (including Gooding County, Jerome County, and Cassia County) will experience an increase of over 40,000 new residents. Accommodating these new residents will place increased capacity demands onto the existing transportation system, as well as provide demand for expansion of the transportation system infrastructure.

The Local Highway Technical Assistance Council (LHTAC) handles many of the local funding requests for new roads and roadway facilities upgrades that will be needed due to the increased population. With limited funds available and construction cost increasing, LHTAC determined that every city and county should have a Transportation Plan with prioritized projects in order to efficiently and economically allocate funds.

A Transportation Plan enables cities and counties to determine and plan for future transportation needs and to acquire adequate rights-of-way. When implemented by the municipality, a Transportation Plan is a means of ensuring that basic road infrastructure and right-of-way will be available when the increased demands on the transportation system warrant improving the existing roadways, and constructing new ones.

Purpose of the Transportation Plan

The purpose of a Transportation Plan is as follows:

- Provide guidance for the development of an efficient transportation system to meet existing and future travel needs of the community and adjacent regions
- Provide an official and adopted "transportation" component to a city's comprehensive plan (Idaho Code (IC) 67-6508 for content & IC 67-6509 for adoption)
- Lays out a recommended policy and financial plan for how transportation funds need to be spent, and what projects or programs the City and Highway District should focus on to provide transportation services for their citizens (in this plan, through the year 2030)
- Recommend improvements for roadways, sidewalks and pedestrian trails, bicycle lanes, and other needed improvements to accommodate future travel demands (in this plan, through the year 2030)
- Provide a Capital Improvement Plan (CIP); in this plan, recommended CIP improvements would be carried out according to the following schedule:



- Short-range (years 2009 to 2012)
 - Intermediate-range (years 2013 to 2017)
 - Long-range (years 2018 to 2030)
- Provide a Pavement Management Plan for maintaining the existing streets

Benefits of the Transportation Plan

The completed plan provides the following products:

- Identification of transportation system roadway deficiencies
- A 20-year Transportation Plan with maps
- A Capital Improvement Plan (CIP) with estimated project costs for transportation projects
- The required transportation component of the comprehensive plan (IC 67-6508)
- As the plan is used by the City and updated annually, it can provide structure and guidance for the City's expenditures of resources

THE CITY OF KIMBERLY'S TRANSPORTATION PLAN

Existing Transportation Plan

In August 2001, the City of Kimberly adopted a Master Street Plan which identifies existing traffic conditions, a future street classification map, recommended capital improvements, and street section policies.

The City of Kimberly's updated transportation plan provides an update of all the elements within the existing Master Street Plan, a new pavement management plan and thorough transportation planning analysis.

Transportation Plan Update Process

In 2003-2005, Phase I of the master transportation plan was completed for the four highway districts in Twin Falls County: Buhl, Filer, Murtaugh, and Twin Falls.

By 2005, Phase II transportation plans were initiated for the following communities in Twin Falls County:

- | | |
|--------------------------------|-------------|
| ■ Three Creek Highway District | ■ Hollister |
| ■ Buhl | ■ Kimberly |
| ■ Filer | ■ Murtaugh |
| ■ Hansen | |

The transportation plans for the Three Creek Highway District and the City of Hansen were completed in 2007 and 2008. The transportation plans for the City of Hollister and Filer were completed in early 2009.

Public Involvement to Create the Plan

The process to support the development of the Kimberly Transportation Plan included public meetings and workshops with the public, city staff, and elected officials. The goal was to develop



support for a transportation plan that would focus on community needs with technical guidance for an improved transportation system that is functional and achievable. Public involvement is necessary to ensure the future transportation projects in the capital improvement plan are a reflection of the city's vision, goals, and needs.

In May 2005, an initial meeting was organized and conducted by J-U-B project staff with a small group of Kimberly officials and staff, including Councilmember Tom Coonts, previous Zoning Administrator Kelly Weeks, and Public Works Supervisor Rob Wright. The group served as an Advisory Committee through the plan update process in order to develop the city's vision, goals, and a list of future transportation projects to include in the capital improvement plan.

Several staff and advisory committee meetings were held in March, April, and July 2006 to discuss the transportation projects and progress on the transportation plan. The advisory committee provided a list of projects to J-U-B that they felt would address the City's anticipated needs. J-U-B reviewed the projects and began preparing a capital improvement plan.

In 2006, J-U-B developed a pavement management plan for the City of Kimberly, which provided necessary findings and data to further assist the City with determining locations for specific future transportation projects.

Additional meetings were held throughout 2007, 2008 and early 2009 with the city officials and Planning and Zoning Administrator, Dave Abrahamson, and the Public Works Superintendent, Rob Wright to refine the scope of the selected projects for the capital improvement plan and to discuss the standards that the City wished to adopt. These projects are presented on the Future Transportation Projects map in **Figure 1**.

VISION AND GOALS

Vision

To provide the citizens of Kimberly with a safe, planned, and cost-effective transportation network that will preserve the rural character of the town and serve new residential, commercial, and industrial development.

Goals

- Improve transportation safety and accessibility for all segments of the population.
- Involve the public in setting transportation priorities.
- Develop a priority system and funding recommendations to implement transportation improvements that are short-range, intermediate-range, and long-range.
- Provide a framework to coordinate transportation improvements with future land use planning to promote economic vitality and neighborhood livability.
- Encourage cooperative land use and transportation planning between the City of Kimberly, Idaho Transportation Department (ITD), Twin Falls County and Twin Falls Highway District.
- Work cooperatively with ITD, Twin Falls County and Twin Falls Highway District in planning for future roadway improvements.
- Develop multi-use pathways and sidewalks to provide a safe and continuous route that encourages usage by all segments of the population.



- Adopt, implement, and annually review the city’s Transportation Plan and Capital Improvement Plan (CIP).

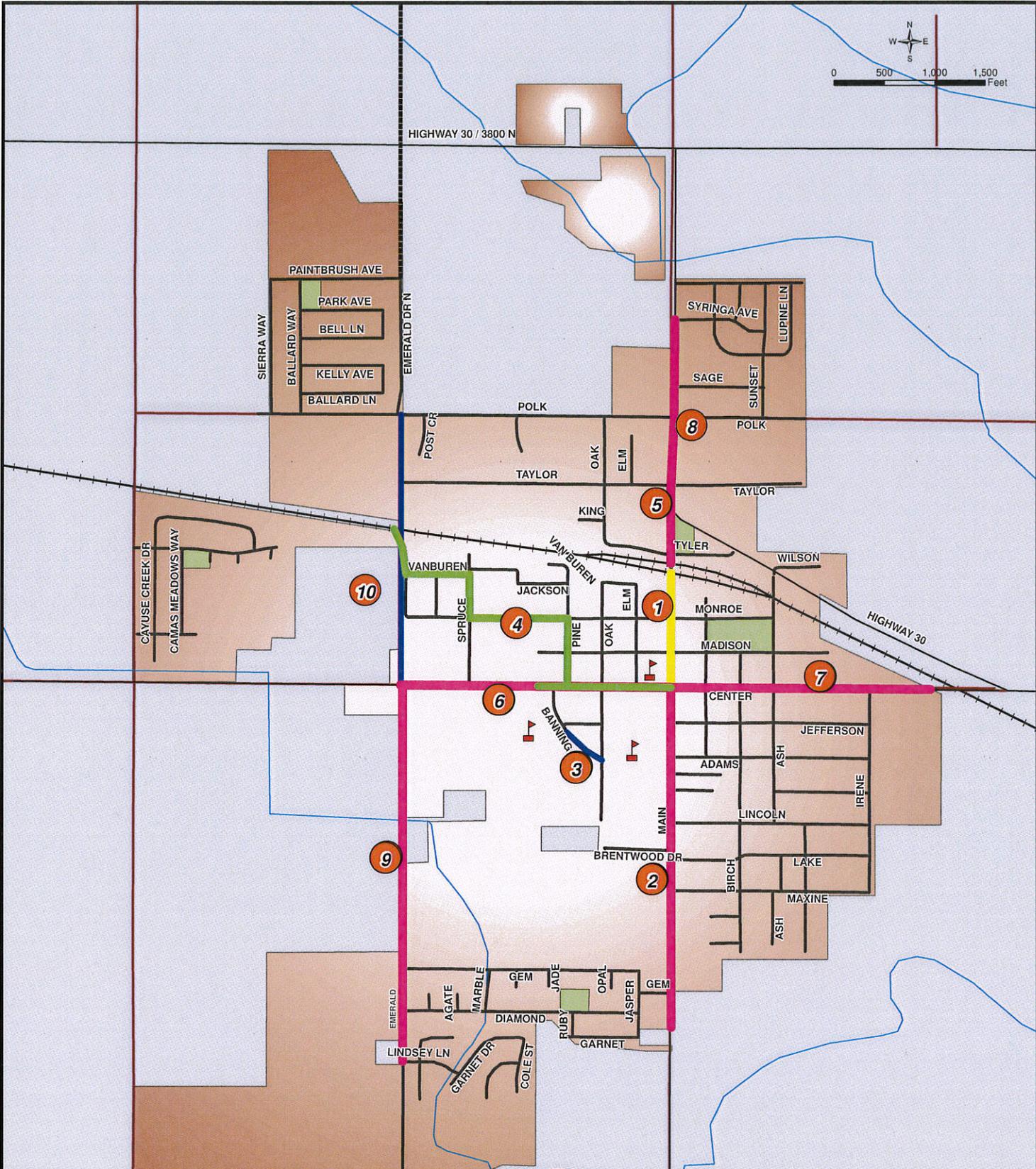
FUTURE TRANSPORTATION PROJECTS

Table 1 lists the future transportation projects for the City of Kimberly. The list is based on expected growth, analysis of existing traffic conditions, street functionality, and community preference through the public involvement process. **Figure 1** shows locations of the projects. A detailed description including estimated opinion of construction costs for each of the projects identified in **Table 1** is included in the Capital Improvement Plan Section of this report.

Table 1. Future Transportation Projects for the City of Kimberly

Type of Project	Description and Location	Priority
Sidewalk This project will enhance the sidewalks, curb and gutter, and to rehabilitate the asphalt concrete.	Main Street - Railroad Tracks to Center Street	1
Roadway Each of these proposed projects will improve the roadways with at least one or more of the following: drainage, curb and gutter, sidewalk, widening, rehabilitation or reconstruction.	Main Street - Center Street to the south City limits	2
	Banning Drive - Lucile to Oak	3
	Drainage Improvements- Center Street to Railroad Tracks/ Emerald Street Crossing	4
	Main Street - RR Tracks to 300' south of Taylor Street	5
	Center Street - Emerald to Main Street	6
	Center Street - Main to the east City Limits (3550 E.)	7
	Highway 30 - Intersection with Main Street to Syringa	8
	Emerald Drive - Lindsey Lane to Center Street	9
	Emerald Drive -Center to Polk	10

Potential Future Projects: The City has identified an interest to further investigate a specific School Enhancement Improvement Project in the near future. Some sidewalk improvements were recently constructed abutting a portion of the school site, which has generated additional pedestrian activity and has increased safety for children. There are still several areas in and around the school properties in need of improvements to further enhance the area and encourage citizens and children to walk and bike.



Legend

Transportation Projects <small>**See CIP for details on each project</small>	Railroad
Storm Drain	Parks
Sidewalk	City Boundary
Construct	Kimberly Roads
Reconstruction	Future Road
Creek or Canal	

TWIN FALLS COUNTY TRANSPORTATION PLAN

J·U·B **KIMBERLY**
 FUTURE
 TRANSPORTATION
 PROJECTS

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DEMOGRAPHICS AND LAND USE TRENDS

Population

The Twin Falls County area is a regional retail hub for South Central Idaho, and the county population has increased accordingly. Twin Falls County grew around 20 percent during the 1970's and again during the 1990's, and has continued to grow significantly over the last 15 years. In 2008, the population in Twin Falls County was over 71,500. One source has forecasted the Twin Falls County population for 2030 to be 98,012, an increase of about 26,500 county residents. (Sources: *Idaho Economics*, John S. Church; US Census Bureau)

The Twin Falls County has moved from an unemployment rate of 7.1 percent in 1992 to 4.1 percent in 2001, a notable improvement. The apparent reason for the positive trend is that the economy has diversified considerably. In past years, the Twin Falls economy was tied almost completely to agriculture. However, in the last ten years new light manufacturing operations, call centers, and technology jobs have contributed to economic growth. (Source: *Twin Falls County Profile*, January 2006, Idaho Commerce & Labor)

In 2000, the City of Kimberly had an estimated population of 2,614 residents, 965 housing units with a median value of \$86,000 for owner-occupied housing, and an average household size of 2.8 persons (Source: *2000 U.S. Census Bureau*). In 2004, the City of Kimberly's population was estimated at 2,674 (Source: Idaho Commerce & Labor).

Regional job growth, population influx in surrounding areas, and close proximity to the City of Twin Falls, are indicative that small cities in the Magic Valley will continue to grow. The City of Kimberly's population is estimated to become 3,199 residents by 2030.

Table 2 shows the actual population changes from 1970 to 2000 for Twin Falls County and its cities. In general, the greatest percentages of increase occurred during the 1970's and 1990's throughout Idaho.

Table 3 shows the current and projected population for the City of Kimberly based on anticipated Magic Valley growth trends and recent building permit activity in the city. Estimated population increases are based on an average of 2.7 persons per household.

Long-term projections are more uncertain. Mortgage interest rates, new regional industry, gas prices, and other factors could significantly influence population growth and housing construction. The City of Twin Falls is the major employment and shopping hub in the Magic Valley. If land values within the City of Twin Falls exceed transportation cost, then the City of Kimberly would be expected to grow faster than current projections assuming that infrastructure (water, sewer, schools, community services, etc.) can be provided by the City. Conversely, if land values in the City of Twin Falls are lower than transportation cost, the City of Kimberly may not grow as fast as projected in the following tables.



Table 2. Twin Falls County Historic Population (1970-2000)

Area	1970	1980	1990	2000
Buhl	2,975	3,629	3,516	3,985
Castleford	174	191	179	277
Filer	1,173	1,645	1,511	1,620
Hansen	415	1078	848	970
Hollister	57	167	144	237
Kimberly	1,557	2,307	2,367	2,614
Murtaugh	124	114	134	139
Twin Falls	21,914	26,209	27,634	34,469
Unincorporated County	13,418	17,587	17,247	19,973
Total Twin Falls County	41,807	52,927	53,580	64,284

Source: 2000 U.S. Census Bureau

Table 3. Current and Projected Population (2000-2030)

Area	2000	2008	2010	2020	2030
Kimberly	2,614	2,782	2,821	3,004	3,199
Twin Falls County	64,284	71,575	74,392	86,158	98,012

Sources: City of Kimberly, 2006; Idaho Economics, John S. Church; 2000 U.S. Census Bureau

Housing

Table 4 shows the historic and projected number of housing units for the City of Kimberly. The information is based on U.S. Census Bureau information and population projections. The projected number of housing units is based on a historical average of 2.7 persons per household in the City area.

Table 4. Historic and Projected Number of Housing Units (1980–2030)

Kimberly	1980	1990	2000	2010	2020	2030
Total housing units	860	897	965	1,070	1,090	1,160
Population	2,307	2,367	2,614	2,821	3,004	3,199

Sources: J-U-B ENGINEERS, Inc.; 2000 U.S. Census Bureau

Commuting

A majority of Kimberly residents drove to work in 2000, which reflects nationwide commuting habits. The average Kimberly resident's commute takes 17.5 minutes, while the average commute in Twin Falls County is 16.7 minutes and the average commute nationally is 26 minutes (see Table 5.)



Table 5. Commuting Trips in the City of Kimberly (2000)

Mode of Transportation	Number of Commuters	Percentage (%)
Drove alone—car, truck, or van	1,064	87.4
Used a carpool—car, truck, or van	80	6.6
Used public transportation	5	0.4
Walked	27	2.2
Other Means	41	3.4

Source: 2000 U.S. Census Bureau

Land Use

For nearly 100 years, the City of Kimberly has been a small, rural, agricultural community located between the cities of Twin Falls and Hansen. Increased growth throughout the Twin Falls area has caused many people to choose to live in the City of Kimberly and work throughout the Magic Valley.

Today, the City of Kimberly has spilled over from its original townsite, and new subdivisions and businesses are developing around it. The city's area of impact extends south to 3600 North, north to 3850 North, east to 3600 East, and west to 3300 East.

The City of Kimberly is comprised of a mix of land uses including agricultural, industrial, commercial, and residential. Agricultural land uses are primarily located on the outskirts of the City, and light industrial uses surround both sides of the eastern segment of railroad tracks, around Main Street and Highway 30. A commercial gateway area is currently developing in and around the Main Street and Highway 30/Highway 50 intersection. This area will likely continue to grow and blend in with the businesses on Main Street. Residential land uses are inter-mixed throughout the City, with a majority of residences located near the center of the City, and in the western and southern portions of the City.

TWIN FALLS COUNTY TRANSPORTATION PROJECTS

Twin Falls Area Transportation Plans

For transportation plan analysis, it is important to consider existing transportation plans in the communities and the surrounding region to assure consistency, avoid conflicting street classifications and to increase the potential for joint project efforts. In addition to the seven (7) Transportation Plans created as part of the transportation plan update process, plans adopted by the City of Twin Falls and Twin Falls County Master Transportation Plans were also referenced.

The City of Twin Falls updated their master transportation plan in 2008. Highway 30 provides access to both Twin Falls and Kimberly; however, there are no future classifications or projects identified by the City of Twin Falls Master Transportation Plan that would offer the opportunity to continue with Kimberly's transportation plan.

Twin Falls County updated their comprehensive plan in 2008, which also included a transportation component. The transportation section includes basic information relating to existing roadway classifications and a designated bicycle pathway map, as adopted by ITD. There were no proposed roadway reclassifications or future transportation projects identified in the comprehensive plan.



Twin Falls County Transportation Projects

This section describes recent and current transportation projects that affect Twin Falls County and is included to provide perspective for the general area around the City of Kimberly. The map in **Figure 2** outlines the four County highway district boundaries. It highlights the significant county growth areas (2004) and shows proposed road corridors and truck routes. A proposed truck route is shown on the map in **Figure 2**, entering the City of Kimberly from the west on Highway 30. This map is also useful for understanding the context for growth and transportation that the City of Kimberly works within.

US-93 Twin Falls Alternate Route (2005)

Construction on the US-93 Twin Falls Alternate Route began in 2005. The route runs along Pole Line Road (County Road 4100 North) from Blue Lakes Boulevard to 2400 East, then south on 2400 East to connect to US-93 at the US-30/US-93 Interchange. The project was designed to meet the following goals:

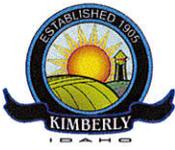
- Separate through-traffic on US-93 from traffic using Blue Lakes Boulevard and Addison Avenue in Twin Falls.
- Provide a new US-93 facility to handle both general and truck through-traffic.
- Improve capacity and safety on US-93.
- Control access on the new US-93 corridor to a level that does not conflict with its use as a state highway.
- Consider frontage roads and farm access roads in some locations.
- Separate the railroad crossing from the roadway with an overpass.

Due to funding constraints, the project was divided into phases, with Stage 1 consisting of improvements to Pole Line Road (4100 North) beginning at Blue Lakes Boulevard and continuing about 2-1/4 miles west to just past Grandview Drive (all within the City of Twin Falls city limits). Stage 1 has been constructed, while Stages 2 and 3 are waiting for funding. Currently, Stage 2 is programmed to be funded through the American Recovery and Reinvestment Act of 2009 (Stimulus Funds).

Stage 2 will construct a high speed two lane rural highway that would be capable of supporting large truck volumes between the ending point of Stage 1 and the US-30/US-93 interchange near the city of Filer. The Stage 2 would continue west about 4 miles from the end of Stage 1 and generally follow the Pole Line Road alignment, then turn south on county road 2400 East for about 1-3/4 miles. A new 4-lane bridge will be constructed over Rock Creek on the existing Pole Line Road alignment.

Engineering for Stage 2 has been completed and accepted by the Idaho Transportation Department, and the local Highway Districts are maintaining the sections of Pole Line Road and 2400 East the fall within the limits of Stage 2 until they can be reconstructed and turned over to ITD.

Stage 3 would add capacity and access improvements to the roadway facilities constructed in the proposed Stage 2 improvements. Conceptual designs for Stage 3 have been completed but full engineering has not been done.



Grant Anticipation Revenue Vehicle (GARVEE) Bonds

Former Governor Dirk Kempthorne proposed 13 state-wide transportation projects on a total of 258 miles of state roads. The Governor's "Connecting Idaho" program was designed to impact all of Idaho. The proposal would create an estimated 75,200 jobs in the construction and service industries. It would bring an estimated \$4.6 billion benefit to Idaho's economy and \$2.9 billion in additional sales, according to the ITD.

The scope of the Grant Anticipation Revenue Vehicle (GARVEE) has been changing each year as it is considered and managed by the state legislature. In the Twin Falls area, the proposal could speed up completion of Phases 2 and 3 of the Twin Falls / U.S. 93 Twin Falls Alternate Route project described above.

Southeast Twin Falls Regional Corridor Study (2002-2004)

The Southeast Twin Falls Regional Corridor Study investigated a truck route to connect US-93, US-30, SH-50, and I-84. The corridor begins at the Idaho-Nevada border and follows US-93 north to Twin Falls and east along SH-74, US-30, and SH-50 to I-84, east of Twin Falls.

Buhl-to-Wendell Corridor Study (1999-2000)

The Buhl-to-Wendell Corridor Study was undertaken in 1999-2000 by the City of Buhl, Buhl Highway District, and Wendell Highway District in a cooperative effort to improve Clear Lakes Road, the primary roadway between Buhl and Wendell. For many years, multiple safety deficiencies in the route have been identified, and a variety of efforts and studies have been made to evaluate the conditions and needs of this route in addition to potential improvement alternatives. This route also provides one of three available Snake River crossings from Wendell to Twin Falls and is continuing to see increased traffic from I-84 that seeks access to the City of Buhl and the surrounding area. In addition, significant truck traffic from the growing agricultural processing market around Buhl continues to impact the roadway.

As a result of this additional traffic use, the route is becoming increasingly difficult and too costly for the highway districts to maintain, particularly because of several substandard horizontal and vertical curves located in the corridor.

The Buhl-to-Wendell corridor is approximately 13 miles long north to south and 5 miles wide east to west. The northern portion is in Gooding County and the southern portion is in Twin Falls County, divided by the Snake River Canyon. The intent of the Buhl-to-Wendell Corridor Study was to evaluate the corridor for potential roadway alternatives in conjunction with a stakeholder committee comprised of the cities of Buhl and Wendell, Buhl Highway District, Wendell Highway District, ITD, and interested citizens in the area. The identified roadway improvements would be designed and constructed in accordance with ITD standards, with the thought that eventually this route might be transferred from the local jurisdictions to the ITD as a new state highway.

This project is currently in the right-of-way acquisition phase, and the highway districts are hoping to fund the construction activities through Federal and State grants. An agreement has been reached with ITD that once the road is constructed to state standards it will be transferred to ITD, designated as a state highway, and maintained by ITD.



State-wide Transportation Improvement Program (STIP) (2008-2012)

The State Transportation Improvement Program (STIP) outlines a 5-year plan for transportation improvements throughout the state using federal, state, and local (match) funding sources. This program includes projects for roadway improvements on roadways ranging from local collector roads to the interstate. It also provides funding for other transportation-related projects—including congestion mitigation, roadway enhancements, airports, pathways, and transit. The STIP is updated annually by each ITD district in the state in conjunction with input from the public and local regulatory and planning entities before receiving final approval from the Idaho Transportation Board. See Table 6 for a list of current STIP projects for Twin Falls County.

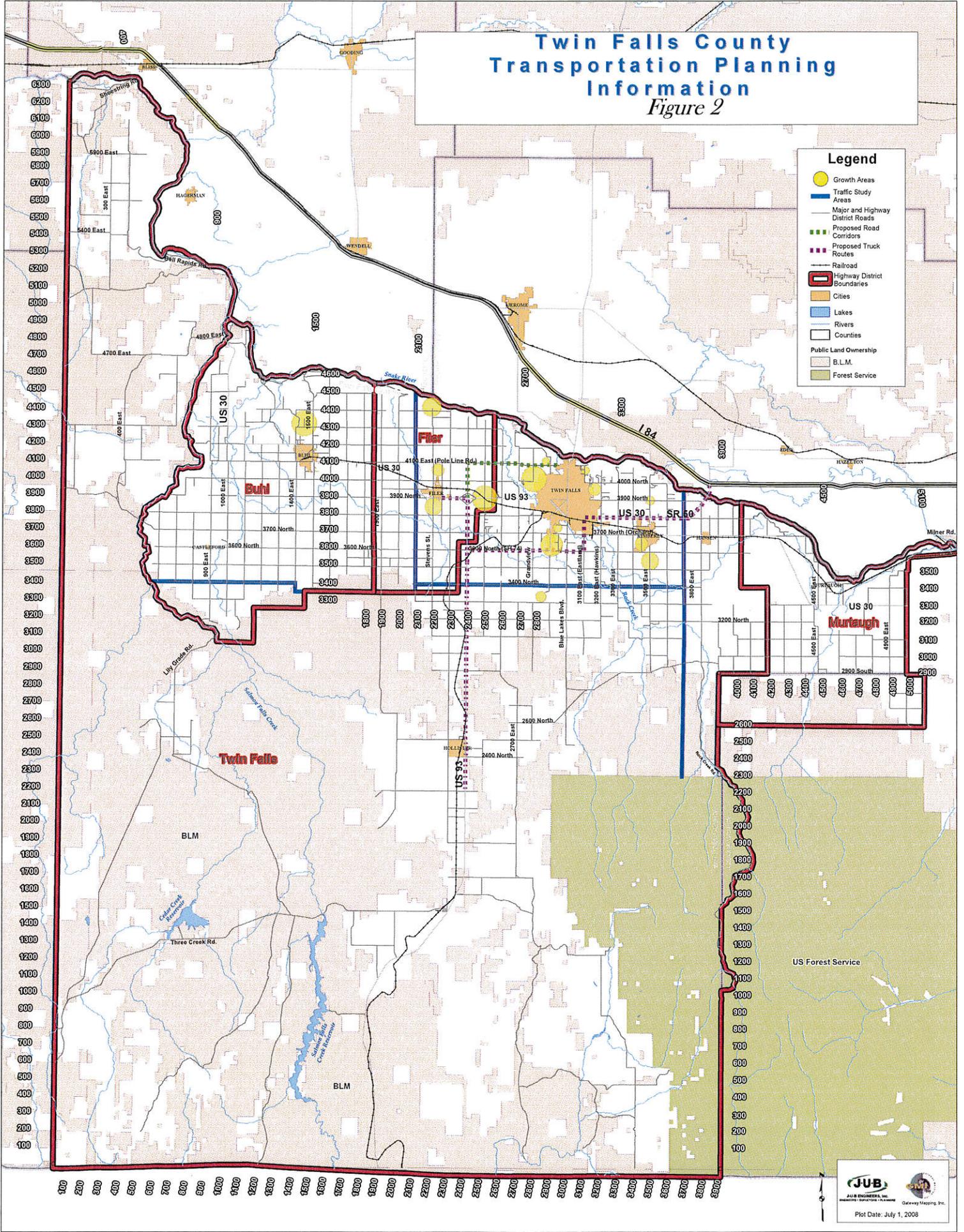
Table 6. STIP District 4 (Twin Falls) County Projects for Fiscal Years 2008–2012

Route	Project Name	FY	Type of Project	Cost
US-93	Twin Falls Alternate Route—Stage 2	2009	Relocation	\$45,029,000
US-93	Blue Lakes: Falls to Pole Line (ITD project in City of Twin Falls)	2009	Reconstruct	\$7,690,000
US-93	Perrine Bridge Joints (Twin Falls)	2009	Joint Replacement	\$513,000
US-93	Snake River Canyon Scenic Overlook (Twin Falls)	2010	Environmental Preservation	\$364,000
STC-7072	Washington St. (City of Twin Falls)	2011	Reconstruct	\$6,230,000
SMA-7072	Washington St. North (City of Twin Falls)	2012+	Reconstruct	\$1,618,000
US-30	Twin Falls Main Canal Bridge	2008	Bridge Replacement	\$1,270,000
US-30	Twin Falls Main Canal Bridge No. 2	2009	Bridge Replacement	\$1,370,000
STC-2713	3700N: 1800E to 2000E (Filer Highway District)	2010	Reconstruction	\$750,000
STC-2735	Airport Road Stage 2 (Twin Falls)	2008	Reconstruction	\$3,033,000
Offsys	7 th Street South Rail Road Crossing (Twin falls)	2008	Safety / RR Signal	\$283,000
Airport	Buhl	2008 - 2011	Airfield pavement Rehabilitation	\$739,000
Airport	Twin Falls	2008 - 2011	Airfield pavement Rehabilitation & New Paving	\$5,051,000

Source: Idaho Transportation Department

Twin Falls County Transportation Planning Information

Figure 2



- Legend**
- Growth Areas
 - Traffic Study Areas
 - Major and Highway District Roads
 - Proposed Road Corridors
 - Proposed Truck Routes
 - Railroad
 - Highway District Boundaries
 - Cities
 - Lakes
 - Rivers
 - Counties
 - Public Land Ownership
 - B.L.M.
 - Forest Service



CAPITAL IMPROVEMENT PLAN

INTRODUCTION

Population and travel forecasts show transportation demands that need to be met to maintain existing transportation facilities for the traveling public and sustained local and county economies. These concerns can be addressed through a combination of improvements and additions to the existing roadway transportation system.

There are several characteristics of capital improvements:

- They are major projects requiring the expenditure of public funds over and above annual operating expenses for the purchase, construction, or replacement of physical assets.
- They include the acquisition or construction of facilities such as roadways, sewage treatment plant, airport, library, park, city hall, etc.
- They usually have a useful life of over 10 years.

The City of Kimberly developed a Capital Improvement Plan (CIP) to program funds for road network improvements. The CIP does the following:

- Outlines capital expenditures to be incurred each year over a fixed period of years, with annual review to adjust as needed
- Optimizes the use of taxpayer dollars
- Focuses attention on community needs, goals, and capabilities
- Increases opportunities for using various matching fund programs

Grants & Funding for CIP Projects

There are many grant and funding sources for roadway projects. Some of these funding sources are Local Highway Technical Assistance Council (LHTAC), Community Development Block Grants (CDBG), Safe Routes to School (SR2S), and local funding from the City of Kimberly itself. Each funding source will have its own requirements that a project would need to meet prior to being considered for funding, and the City should be familiar with the latest requirements at the time of preparing an application for funding. A brief description of the previously identified funding sources is provided below:

Local Highway Technical Assistance Council (LHTAC): LHTAC is a public agency of the State of Idaho that was created by the states Idaho Administrative Procedures Act (IDAPA) Title 40, Chapter 24. This agency works closely with the Idaho Transportation Department (ITD), and its main functions are to distribute information and state and federal funding to local municipalities and highway district agencies. Some of the LHTAC administered funding programs are:

- **Federal-Aid:** This fund comes from federal gas-tax monies that are to be distributed for “local” roadway projects. There is not a theoretical limit to the size of the project to be funded, however typical project sizes range from \$200,000 to \$6,000,000. LHTAC will usually recommend that a very large project be broken down into smaller phases. The “local” road must be classified by ITD as a Major Collector or higher (for an explanation of roadway classification, please refer to section “Functional Classification” in this



transportation plan). Federal contracting and procurement rules generally apply including Davis-Bacon Wage requirements. This program requires a 7.34% local match for all federal funds received and professional construction oversight (usually provided by ITD and charged to the construction cost of the project). Applications for these funds are accepted once a year, typically in January or February, and the funds for that application cycle are distributed about 4-years later.

- **Local Rural Highway Investment Program (LRHIP):** This fund comes from state monies that are to be distributed for “local” roadway projects. The funding limit is \$100,000 for construction/maintenance uses and \$30,000 for sign replacement/compliance uses. This program requires a 7.34% local match for all of the state funds received. In some cases “sweat-equity” can be applied as a part of the match. This fund is often used to assist in meeting the 7.34% local match for the Federal-Aid funds. Applications for these funds are accepted once a year, typically in October or November, and the funds for that application cycle are distributed about 2-years later.

Community Development Block Grants (CDBG): The overall CDBG program is administered by the United States Department of Housing and Urban Development. The Small Cities CDBG program enlists the aid of the State (Idaho, etc.) to award grants to smaller communities and local governments. Each state develops funding priorities and criteria for selecting projects. These projects often include extension of infrastructure (including roads) for economic development.

Safe Routes to School (SR2S): This program is part of the SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) transportation funding act that was signed by President Bush in 2005. The State of Idaho receives approximately \$1,000,000 per year in funds that are administered by ITD as part of a reimbursement program. The funds are available to municipalities and school districts to enhance and improve safe travel of young students to and from school. The primary mode of travel supported in this act is walking. The municipality/school district wishing to participate in this program needs to coordinate with ITD, and once the project is approved, the municipality/school district fronts the money, and after successful completion of the approved project ITD sends a reimbursement check to the sponsor.

CAPITAL IMPROVEMENT PLAN PROJECTS

Project 1: Main Street - Sidewalk Enhancements from RR Tracks to Center Street

The City of Kimberly has invested a great deal of time and effort into revitalizing the downtown corridor. A few years ago, almost half of the buildings along North Main Street were vacant; now most of them are occupied by productive businesses. In September of 2007, the asphalt travel lanes of North Main Street (between Center Street and the railroad tracks) were rebuilt. The pavement within the parking areas adjacent to the curb is deteriorating, and the existing sidewalks are cracking in many areas and do not meet Americans with Disabilities Act (ADA) criteria (ramps, tripping hazards, business entrances, etc.).

This project proposes to replace the deteriorating sidewalks, curb, gutter, and paved on-street parking in downtown Kimberly between the railroad tracks and Center Street. The intersection corners would be rebuilt with curb bulb-outs to increase pedestrian visibility to motorist and decrease street crossing distance. These improvements would help to enhance the pedestrian experience, bring the pedestrian facilities into federal ADA compliance, and add a modest measure of landscape beautification.

This section of Main Street is not classified as a major collector by the Idaho Transportation Department. Therefore, it would need to have its classification changed prior to receiving Federal-Aid grant funds through LHTAC. The project could be eligible for LHRIP grant funds through LHTAC; however these funds are more commonly used for roadway projects and not



sidewalk/pedestrian projects. The “Enhancement Grant” program that would normally have covered this type of project has been temporarily cancelled by ITD and LHTAC, with no known date for its reinstatement.

Based on the operation of North Main Street and the ITD classifications of the road at each end of Main Street the City of Kimberly could prepare a request to have ITD reclassify the road as a major collector to make it eligible for LHTAC administered “Federal-Aid” grants. However, if North Main Street were to be reclassified as a “major collector” then it is anticipated that the City would be required to allow heavy truck traffic along this street.

The estimated opinion of probable capital cost for this project is \$670,000. It is anticipated that funds for this project will be mainly provided through local City efforts. It is recommended that the City begin the budgeting process for this project in 2009.

Project 2: Main Street- Improvement from Center Street to South City Limits

This project would rebuild Main Street from Center Street out to the South City Limits. South Main Street (the portion of Main Street that is south of Center Street) serves as the main access route for the residents located in the southern portion of the city to travel to the downtown or northern parts of the city. Since Kimberly has seen an increase in growth, South Main Street has also seen an increase in traffic. The existing 24-foot wide road will be expanded to 51-feet, with curb, gutter, and sidewalk. The 51-foot wide road follows the City’s established cross section for this road (established in 2001 as part of the “Kimberly Master Street Plan”). South Main Street will be striped with a center-two-way-left-turn lane, one through lane in each direction, and 9-foot wide shoulders.

Because of the expected increase in traffic and the additional years of wear and tear that the road will experience prior to major maintenance activities and grade alterations to improve drainage, it is recommended that this project reconstruct about 3,300 lineal feet of the road by rotomilling the existing asphalt to blend it with the base gravels, then widening the roadway base to a width of 51-feet and placing a 3-inch thick asphalt roadway surface. The project will also include re-striping in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

As a part of this transportation plan and based on current traffic patterns, the City would like to designate South Main Street as a “Major Collector”, which if reclassified by the ITD would make the project eligible for Federal-Aid grants through LHTAC.

The estimated capital cost of this project is \$1,800,000. The minimum local match for projects funded through LHTAC grant programs is 7.34%. If this project were to be funded through LHTAC, the City’s local match for the funding would be approximately \$133,000. It is recommended that the City begin the budgeting process for this project in 2010 and prepare for construction in fiscal year 2014 pending LHTAC grant money.

Project 3: Banning Drive - Roadway extension from Lucile to Oak

This project would complete Banning Drive by connecting it about 500-feet between Lucile to Oak Street. This extension of Banning Drive would be constructed with an asphalt road surface that is 36-feet wide, with curb, gutter, and sidewalk on both sides. The roadway will be striped for one lane of traffic in each direction and would allow on-street parking.

While this is a short segment of road that is adjacent to a small residential area, its completion will allow the circulation of school traffic to the elementary school’s rear parking and pick-up/drop-off area. Establishing a circulation couplet made up of Banning Drive and Oak Street will help to relieve the congestion that is currently experienced on Oak Street and at the intersection of Oak Street/Center Street. Westbound traffic at the Oak Street/Center Street intersection often backs up before and after school with vehicles trying to turn, and sometimes it affects the Center Street/Main Street intersection.



The estimated capital cost for this proposed project is \$225,000. Banning Drive is a local road and is not eligible for “Federal-Aid” funding through LHTAC. This project should be eligible to qualify for LHRIP Investment grant funding through LHTAC, but the grant award limit through this program is \$100,000. Therefore, it is recommended that the City begin the process of securing additional grant money to fund this project.

Project 4: Drainage Improvements - Center Street to RR-Tracks / Emerald Street Crossing

As additional agricultural land around the city is converted into developed property, the existing storm water run-off will increase and the existing storm drain system and irrigation return water ditches north of Center Street will not be able to convey the excess water which will lead to flooding in this area. This project would install new storm drain facilities to convey the converging water from the Center Street area down to the railroad tracks. It is estimated that the storm drain facilities would be installed along the following roads:

- Center Street: Pine Street to Main (1300’)
- Pine Street: Center Street to Monroe (670’)
- Monroe Street: Oak Street to Spruce (1400’)
- Spruce Street: Monroe Street to Van Buren (420’)
- Van Buren Street: Spruce Street to Emerald (700’)
- Emerald Street: Van Buren Street to RR-Tracks (350’)

After the installation of the storm drain facilities, it is anticipated that a 12-foot wide strip of the roadway asphalt will need to be rebuilt.

The estimated capital cost for this proposed project is \$1,110,000. Drainage projects are normally not eligible for “Federal-Aid” funding through LHTAC, and the majority of this project occurs along local roads, not “major collectors”. This project should be able to qualify for LHRIP Investment grant funding through LHTAC, but the grant award limit through this program is \$100,000. Therefore, it is recommended that the City begin the process of securing additional grant money to fund this project.

Project 5: Main Street - RR Tracks to 300’ south of Taylor Street (Hwy 30 / Main)

This project would realign the intersection of Highway 30 and Kimberly’s Main Street to form a “T” intersection instead of the existing “Y” intersection. Highway 30 would be widened to provide dedicated southbound right and westbound left turn lanes for the intersection. The Main Street leg would be widened to provide for northbound left and right turn lanes. To realign Main Street so that it ties into Highway 30 at a right angle, the remaining 200-feet (\pm) of Main Street would be angled to move the intersection approximately 150-feet further east of its current location. The City will need to modify the existing park at this location to provide the new right-of-way for the realignment, and will need to provide for the access to the three or four homes that would potentially be affected.

In addition to realigning the intersection, Main Street would be widened to 36-feet, new concrete rail road crossing pads would be installed for all three railroad tracks, and curb, gutter, sidewalks, and traffic signing will be constructed. The existing right-of-way is 60-feet wide, which allows enough room for a 36-foot wide road section with curb, gutter, and sidewalk to be constructed within the existing right-of-way. This 36-foot width will allow a northbound left turn lane to be added for the Highway 30/Main Street intersection and should provide for the transition to the city’s downtown street section.



The existing Main Street/Highway 30 intersection is a modified “Y” type intersection with the southbound traffic on Highway 30 having the option to stay on Highway 30 by turning left or to continue straight south and merge onto Main Street. This intersection has the second highest number of accidents within the City of Kimberly; these accidents are attributed in part to the high traffic volumes at the intersection and to the existing intersection geometry.

Highway 30 is classified as a “minor arterial” by ITD, making it eligible for the Federal-Aid grant program administered by LHTAC. The estimated capital cost for the project is \$1,270,000. If LHTAC Federal-Aid funding were secured then the City’s local match portion would be approximately \$94,000.

Project 6: Center Street - Emerald to Main

Center Street is the primary east/west aligned street in the City of Kimberly. This segment of Center Street provides access to the schools on the south side of the street, and access to the businesses and residences on the north side of the street. As the city continues to grow and traffic demands increase, it is anticipated that increased delay times will occur.

This project is anticipated to consist of rebuilding and widening Center Street from Emerald Street to Main Street. The street would be widened to 41-feet of asphalt, with curb, gutter, and sidewalk on the north side of Center Street from Emerald to Elm; and on the south side, from Banning to Main. The 41-feet of asphalt will be striped in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) to accommodate 3-lanes of traffic (an eastbound lane, a westbound lane, and a center two-way-left-turn lane) and curbside parking on the north side of the street.

Center Street is currently classified as a “major collector” by ITD, making it eligible for the Federal-Aid grant program administered by LHTAC. The estimated capital cost for the project is \$1,450,000. If LHTAC funding were secured then the City’s local match portion would be approximately \$107,000.

Project 7: Center Street - Main to the East City Limit (3550 E)

This segment of Center Street provides access to the businesses and residents on both sides of the street. It is also the eastern connection between the city and U.S. Highway 30. As the city continues to grow and traffic demands increase, there will be additional delays along this street.

This project is anticipated to consist of rebuilding and widening Center Street from Main Street to the east city limit (just west of the railroad tracks). The street would be widened to 41-feet of asphalt, and curb, gutter, and sidewalk would be installed on the north side of Center Street from Emerald to Elm and on the south side from Banning to Main. The 41-feet of asphalt will be striped in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) to accommodate 3-lanes of traffic (an eastbound lane, a westbound lane, and a center two-way-left-turn lane) and curbside parking on the north side of the street.

Center Street is currently classified as a “major collector” by ITD, making it eligible for the Federal-Aid grant program administered by LHTAC. The estimated capital cost for the project is \$1,566,000. If LHTAC funding were secured then the City’s local match portion would be approximately \$124,000.

Project 8: Hwy 30 - Intersection with Main Street to Sage Street

This project would widen this two-lane section of Highway 30 to three lanes (one lane each way plus a center two-way-left-turn lane), shoulders, and add curb, gutter, and sidewalk. Once project number 5 of this CIP is completed then this section of Highway 30 will be the unimproved ‘bottle-neck’ between the majority of the city south of the railroad tracks and State Highway 50 with the newer sections of Kimberly to the north.



This project would rebuild about 1400-feet (\pm) of Highway 30 by rotomilling and blending the existing asphalt (to allow grade adjustments), then widening the asphalt roadway section to 50-feet. Curb, gutter, and sidewalk would be added to address pedestrian access and drainage needs. All striping and signing would be in accordance with the MUTCD.

Highway 30 is classified as a “minor arterial” by ITD, making it eligible for the Federal-Aid grant program administered by LHTAC. The estimated capital cost for the project is \$795,000. If LHTAC Federal-Aid funding were secured then the City’s local match portion would be about \$59,000.

Project 9: Emerald Drive - Lindsey Lane to Center Street

This project would rebuild Emerald Drive from Lindsey Lane to Center Street. Emerald Drive serves as the alternate north/south route (parallel to Main Street) for the residents located in the southern portion of the city to travel to the northern parts of the city, schools, and downtown. As Kimberly has increased in growth, Emerald Drive has also seen an increase in traffic.

The existing road which varies from 22-feet to 38-feet would be widened to 51-feet with curb, gutter, and sidewalk. The 51-foot wide road follows the City’s established cross section for this road (established in 2001 as part of the “Kimberly Master Street Plan”). Emerald Drive would be striped with a center-two-way-left-turn lane, one through lane in each direction, and 9-foot wide shoulders.

Due to the expected increase in traffic, the additional years of wear and tear that the road will experience prior to major maintenance activities and grade alterations to improve drainage; it is recommended that this project reconstruct about 2,600 lineal feet of the road by rotomilling the existing asphalt to blend it with the base gravels, then widening the roadway base and placing a 3-inch thick asphalt roadway surface. The project will also include re-striping and signage in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

The estimated capital cost for this proposed project is \$1,385,000. Emerald Drive is a local road and is not eligible for “Federal-Aid” funding through LHTAC. This project should be able to qualify for LHRIP Investment grant funding through LHTAC, but the grant award limit through this program is \$100,000. Therefore, it is recommended that the City begin the process of securing additional grant money to fund this project.

Project 10: Emerald Drive - Center Street to Polk Street

This project would extend Emerald Drive north from its current ending location at Center Street, to Polk Street. Extending this road will facilitate new development as well as provide additional north-south connectivity for the western portion of the City of Kimberly. This extension would also provide another railroad crossing for the city. Currently, the only railroad crossings for the City are on 3400 East, Main Street (3500 East), and $\frac{1}{2}$ mile to the east adjacent to the Center Street/Highway 30 intersection.

This project would build 1,600-feet (\pm) of Emerald Drive from Center Street to Polk Street. The new roadway would be constructed to provide a 3-inch thick asphalt surface with a width of 51-feet, and include curb, gutter, and sidewalk. Emerald Drive would be striped with a center-two-way-left-turn lane, one through lane in each direction, and 9-foot wide shoulders. The project will also include re-striping and signage in accordance with the MUTCD.

The estimated capital cost for this proposed project is \$1,785,000. Emerald Drive is a local road and is not eligible for “Federal-Aid” funding through LHTAC. This project should be able to qualify for LHRIP Investment grant funding through LHTAC, but the grant award limit through this program is \$100,000. Therefore, it is recommended that the City begin the process of securing additional grant money to fund this project.



Table 7. City of Kimberly Capital Improvement Plan Projects

Project		Estimated Funding Requirements for Each Fiscal Year							Project Total
Priority	Location	Funding Source	2010 (\$)	2011 (\$)	2012 (\$)	2013 (\$)	2014 (\$)	Beyond 2014 (\$)	
1	Main Street: RR Tracks to Center Street (Sidewalk / Parking)	Local Part	50,000	50,000	30,000	30,000	50,000	460,000	\$ 670,000
		Other ¹	Seek Funding :LHTAC / ITD Enhancement Program Return, CDBG, etc.						
2	Main Street: Center Street to the South City limits (Road Reconstruction) (Reclassify as Major Arterial)	Local Part			50,000	82,000			\$ 1,800,000
		Other ¹	Apply for Fed-Aid Grant			1,668,000			
3	Banning Drive: Lucile to Oak (New Road Construction)	Local Part	50,000	50,000	25,000				\$ 225,000
		Other ¹			100,000				
4	Drainage Improvements: Center Street to RR Tracks /Emerald Street Crossing	Local Part					50,000	60,000	\$ 1,110,000
		Other ¹						1,000,000 (CDBG, etc)	
5	Main Street: RR Tracks to 300' South of Taylor Street (Road Reconstruction)	Local Part						94,000	\$ 1,270,000
		Other ¹				Apply for Grant		1,176,000	
6	Center Street: Emerald to Main (Road Reconstruction)	Local Part						107,000	\$ 1,450,000
		Other ¹						1,343,000	
7	Center Street: Main to the East City Limit (3550 E.) (Road Reconstruction)	Local Part						124,000	\$ 1,690,000
		Other ¹						1,566,000	
8	Hwy 30: Intersection with Main Street to Syringa (Road Reconstruction)	Local Part						59,000	\$ 795,000
		Other ¹						736,000	
9	Emerald Drive: Lindsey Lane to Center Street (Road Reconstruction)	Local Part						1,385,000	\$ 1,385,000
		Other ¹							
10	Emerald Drive: Center to Polk (Road Reconstruction)	Local Part						1,785,000	\$ 1,785,000
		Other ¹							
Totals:		Local Part	100,000	100,000	105,000	112,000	100,000	4,074,000	\$12,180,000
		Other ¹			100,000	1,668,000		5,821,000	

1. "Other" includes funds and grants from sources such as Local Highway Technical Advisory Council (LHTAC), Community Development Block Grants (CDBG), Idaho Public Utilities Council, (IPUC), Safe Routes to School (SR2S), etc.



TRANSPORTATION SYSTEM NETWORK

FUNCTIONAL CLASSIFICATION SYSTEM

A roadway network is typically comprised of a hierarchy of roadways that are defined by their function. Generally, roadways serve two primary purposes, access, and mobility. It is the degree to which the roadway serves these two functions that defines its functional classification.

The functional classification system typically categorizes roadways as an arterial, collector, or local roads depending on the roadway's primary function. Larger and more complex transportation systems sometimes break arterials and collectors into finer sub-categories: principal and minor arterials, and major and minor collectors. **Table 8** below further describes each category of roadway.

Table 8. Description of Functional Classifications

Classification	Description
Principal arterials and minor arterials	Principal arterials carry longer-distance major traffic flows between population centers and important activity locations, including statewide or interstate travel. Minor arterials also provide direct transportation links between cities and major traffic generators.
Collectors	Collectors link local streets with the arterial street system and provide travel corridors within a city. Travel speeds and volumes generally are more moderate than arterials and the travel distances are shorter. Collector design speeds are typically higher than local street speeds, up to 35 mph.
Local roads	The primary function of local roads is to provide access to adjacent residential and business land uses. Local roads are generally low-speed, two-lane roads that carry low traffic volumes. Design speeds for local roads typically range from 20 to 35 mph.

In 2003, Twin Falls County had 18,500 miles of local roads and 1.04 vehicle registrations per capita. (Source: *Profile of Rural Idaho*, 2005). Because safe travel, whether by visitors or employees, is essential for the quality of life and local economy, it is prudent to maintain roads and plan for future roadways, bridges, pathways, and alternative transportation services.

The county roads are maintained by the local highway districts. There are four of these districts within Twin Falls County: Buhl Highway District, Filer Highway District, Murtaugh Highway District, and Twin Falls Highway District. The City of Kimberly lies within the Twin Falls Highway District boundary.

The City of Kimberly currently has a functional classification map that is published by the Idaho Transportation Department (ITD). The street map in **Figure 3** shows the existing and proposed functional classifications for roads in the city. The functional classification map is published every 5 years. However, request for modifications to the official ITD map can be made to the ITD Headquarters in Boise at any time depending on land use changes and/or traffic fluctuations on the roadways. Functional classification maps are an important part of the highway system for state and federal funding requests, as generally only roads with a rating of collector or above are eligible for funds. The City of Kimberly's road types are summarized in **Table 9** below.



Table 9. Roadway Mileage by Functional Classification

Road Types	Miles	Street
Arterials	1.09	Highway 30
Major Collectors	2.75	Center Street (portion)
Local roads that are proposed to be reclassified as Major Collectors	2.5	Emerald Street, Main Street South
Local roads	12.32	Kimberly Roads (all other local roads)
Total	18.66	

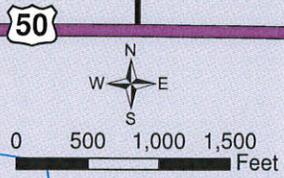
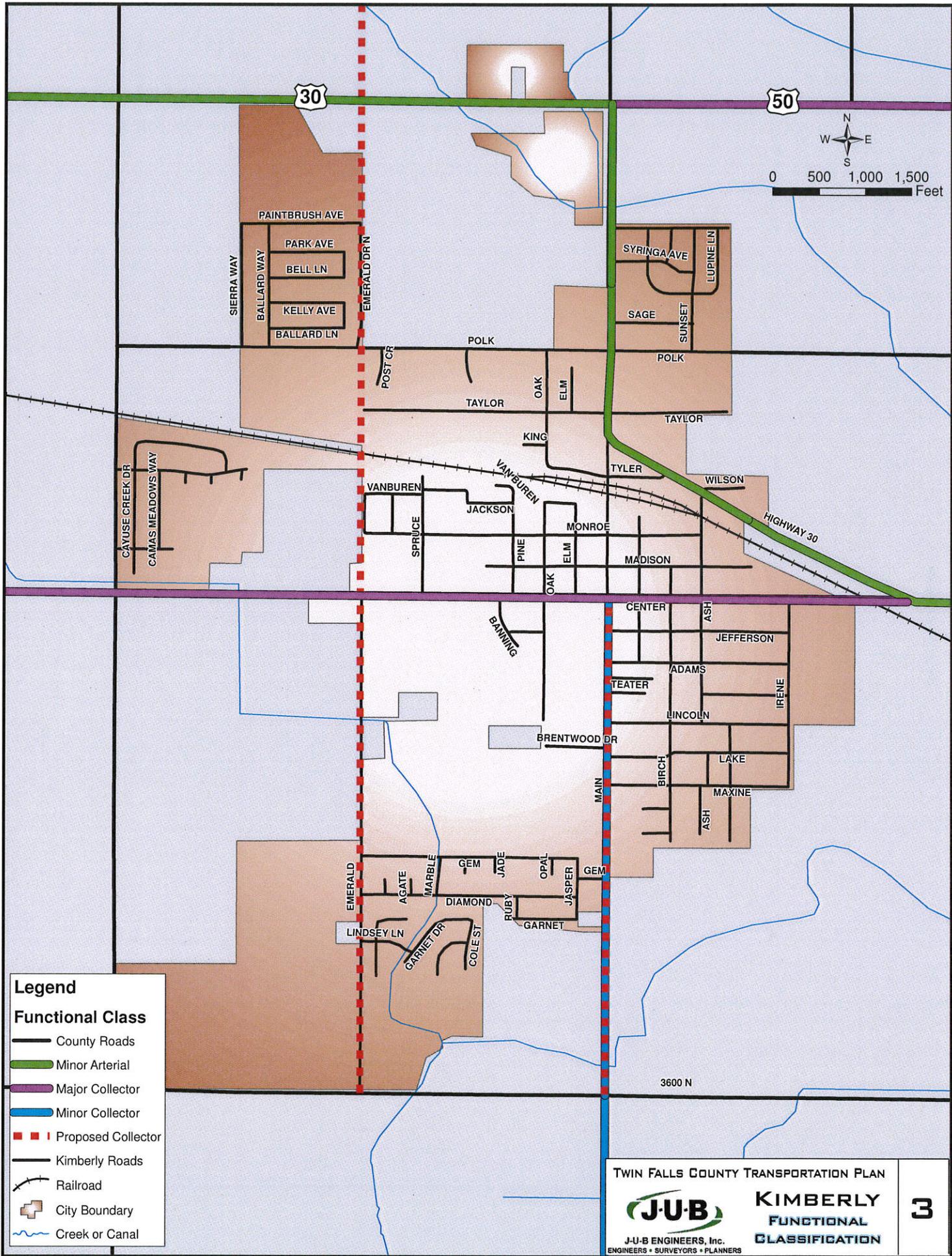
Source: J-U-B ENGINEERS, Inc.

TRAFFIC CONTROL AND INTERSECTION GEOMETRY

The City of Kimberly is located off of Highway 30, situated between the City of Twin Falls and the City of Hansen. Highway 30 enters the city west from Twin Falls and turns into in a north-south alignment, and transitions to the east (just south of Taylor Street) on the eastern side of the City. The downtown area of the City of Kimberly is generally laid out in an east-west grid pattern. Main Street stretches from Highway 30 (3800 North), south to 3600 North. The railroad tracks are located in the northern/central part of the City and run in an east-west alignment.

Traffic control at intersections throughout Kimberly is provided by posted stop signs. Most of the intersections have stop signs posted on the leg(s) of the minor street. The intersection of Main Street / Center Street is a 4-way stop, with no dedicated turn lanes. The “Y” intersection of Highway 30 / Main Street is stop-controlled on the south leg of Main Street for northbound traffic. The “T” intersection of Center Street / Emerald Street is stop-controlled on the south leg, and has dedicated left turn lanes for northbound and westbound traffic traveling on the east and south legs of the intersection. There is a dedicated right-turn pocket for southbound and eastbound traffic on the west and south legs of the intersection. Some intersections along Main Street (Highway 30) and Center Street either have dedicated right turn pockets, or the street section is wide enough to accommodate both thru and turning traffic.

Most of the remaining east-west local streets connecting to Main Street (Highway 30) are two-lanes and are stop-controlled. The pavement widens at most of the local road intersections, enabling vehicles to utilize the additional width to make right turning movements while other vehicles are stopped at the intersection.



Legend

Functional Class

- County Roads
- Minor Arterial
- Major Collector
- Minor Collector
- Proposed Collector
- Kimberly Roads
- Railroad
- City Boundary
- Creek or Canal

TWIN FALLS COUNTY TRANSPORTATION PLAN

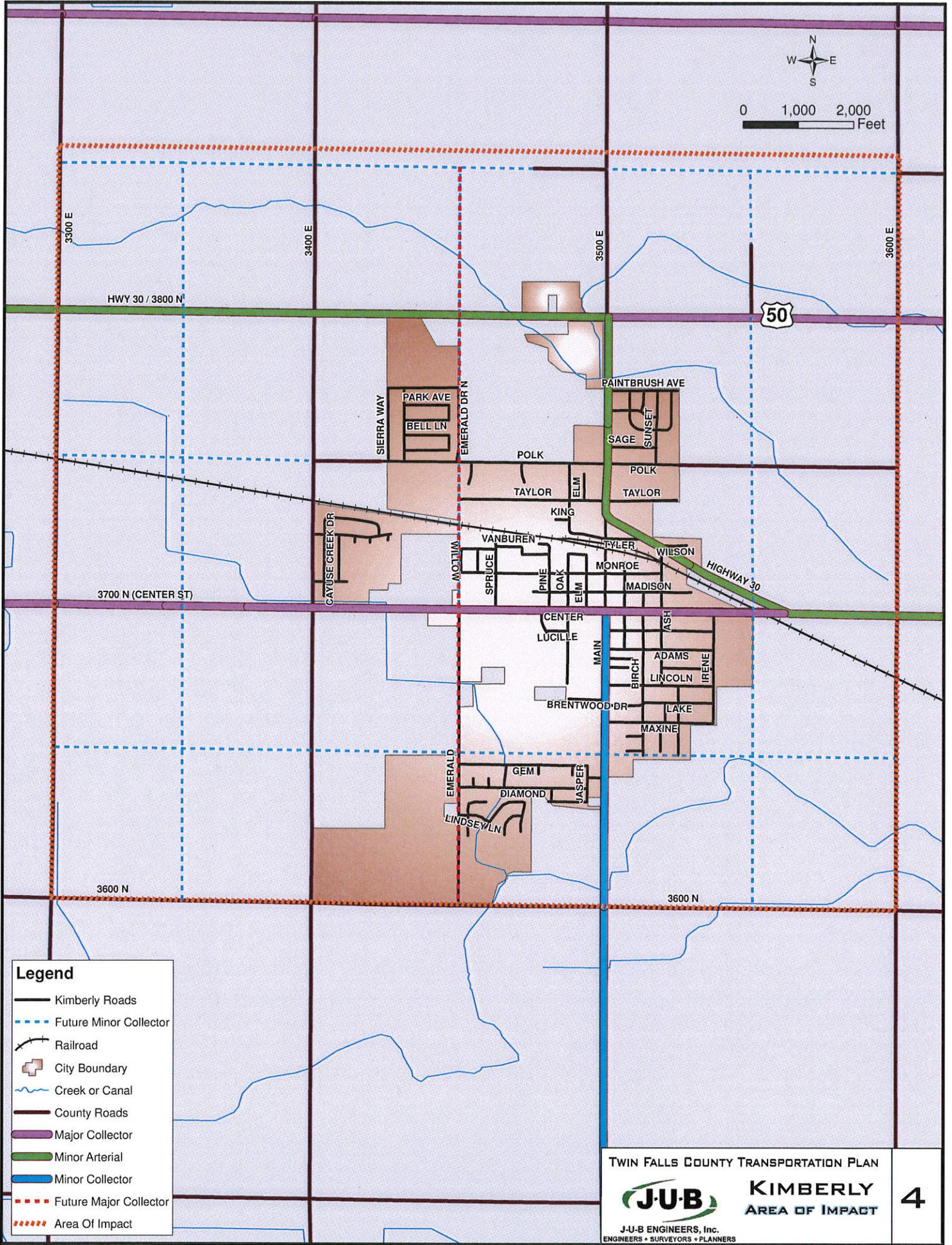
J·U·B **KIMBERLY**
FUNCTIONAL
CLASSIFICATION

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3



0 1,000 2,000 Feet



- Legend**
- Kimberly Roads
 - - - Future Minor Collector
 - Railroad
 - ⊕ City Boundary
 - ~ Creek or Canal
 - County Roads
 - Major Collector
 - Minor Arterial
 - Minor Collector
 - - - Future Major Collector
 - - - Area Of Impact

TWIN FALLS COUNTY TRANSPORTATION PLAN



KIMBERLY
AREA OF IMPACT

4

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TRAFFIC VOLUMES

AM peak hour traffic counts were collected in 2005 at three (3) intersections. An annual 2% growth rate was used to estimate 2009 and to forecast year 2029 traffic volumes. See **Figure 4**, **Figure 5** and **Appendix A** for additional traffic data and specific ADT volumes.

The evaluated intersections were:

- US-30 / Main Street
- Center Street / Main Street
- Center Street / Emerald Street

Traffic counts were collected in order to determine current and future anticipated traffic volumes and turning movements. The analysis provided the data necessary to calculate existing and future: AM peak hour traffic volumes, approach delay, level of service, and average daily traffic (ADT).

OPERATIONAL MEASURES

Roadway Levels of Service (LOS) General

Traffic flow in general is typically measured in two ways: (1) capacity and (2) level of service (LOS). Capacity refers to the volume of traffic that can be carried on a facility, and level-of-service refers to the 'quality of the driving experience' that is perceived by vehicle operators on a roadway facility. Thus, LOS is a subjective assessment of traffic-flow characteristics and mobility, which many drivers simply view as a range from empty roads (good) to traffic jams (bad).

In order to rate the driving experience in a uniform manner, LOS has been standardized by the Highway Capacity Manual (HCM) so that the driving experience is rated from A to F to reflect traffic conditions at the given demand or service volume. A level of service rating of "A" means essentially uninterrupted flow (best operating conditions), while a rating of "F" indicates a breakdown of traffic flow with excessive delays (bad operating conditions) which can contribute to driver frustration and a mind-set of restriction or loss of operational freedom. LOS criteria for rural roads, city streets, and intersections are defined in the HCM.

IMPORTANT NOTE: For downtown streets that are less than 1-mile long or other city streets that are less than 2-miles long, the LOS evaluation should be done at the intersection level. Low-speed, low-volume residential streets typically are not evaluated for LOS due to their primary function of providing closely spaced access. Since the streets within the City of Kimberly are relatively short, the LOS should be evaluated at the intersection level.

Intersection Levels of Service

At intersections, traffic flow is typically measured by LOS. Two-way stop-controlled and all-way stop-controlled intersections measure LOS by the average stopped delay at the intersection (LOS rating and associated delay times are described below in **Table 11**). The levels for the stop-delay used in the table are based on studies on typical reactions to delays that people have little control over.

At two-way stop-controlled intersections, drivers on the controlled approaches are required to select gaps in the major street flow before crossing the road or turning. Typical gap acceptance



times vary based on the driving maneuver to be made; however, typically the longer a driver waits, the more willing that driver is to ‘accept’ a smaller gap in the opposing traffic stream.

The capacity of the controlled legs of a stop-controlled intersection is based on the following factors:

- Distribution of gaps in the major street traffic stream
- Driver judgment in selecting a gap through which to execute the desired maneuver
- Follow-up time required by each driver in a queue

Table 10. Level of Service at Stop-controlled Intersections

LOS	Description
A	Less than 10 second delay
B	More than 10 and less than 15 seconds of delay
C	More than 15, but less than 25 seconds of delay
D	More than 25 seconds, and less than 35 seconds of delay
E	More than 35 seconds, but less than 50 seconds of delay
F	More than 50 seconds of delay

Source: *Highway Capacity Manual (2000)*

LOS Analysis

The Highway Capacity Software (HCS) program was used to obtain approach delay times and levels of service for the three evaluated intersections. This traffic operational analysis included a measure of intersection conditions based on an evaluation of the level of service as a means of quantitatively describing the quality of operational conditions.

The results of the existing conditions and LOS analysis identify that most local roadways in the City of Kimberly have relatively low traffic volumes, and operate at an acceptable LOS. See **Figure 5**, **Figure 6**, and **Appendix A** for additional traffic data.

The Center Street / Main Street intersection is forecasted to operate at LOS F by 2029. Due to this result, adding left turn lanes to each approach at the intersection was evaluated to determine if the intersection would operate at an acceptable level of service as a result.

Table 11 summarizes the results of this analysis and identifies key findings in comparing the existing and forecasted future levels of service.



Table 11. Summary of AM Peak Hour Delay (sec) and Level of Service

Intersection	2009		2029	
	Overall Intersection	Worst Approach	Overall Intersection	Worst Approach
Highway 30 / Main Street (3500 E)	*	EB--13.9/A	*	EB--28.0/D
Center Street (3700 N) / Main Street (3500 E)	12.94/B	NB--14.84/B	58.49/F	NB--106.09/F
Center Street/Main Street with additional turn lanes	-	-	14.88/B(1)	SB--15.56/C(1)
Center Street (3700 N) / Emerald Street (3450 E)	*	NB--14.5/B	*	NB--32.1/D

LEGEND

13.9/A: Delay and Level of Service using existing lane configurations

* Uncontrolled movements (major street through) not provided for overall intersection analysis for two-way stop-controlled Intersections

NB = northbound, SB = southbound, WB = westbound, EB = eastbound

1. Assumes adding left turn lanes under existing traffic control (4-way stop)

Source: J-U-B ENGINEERS, Inc.

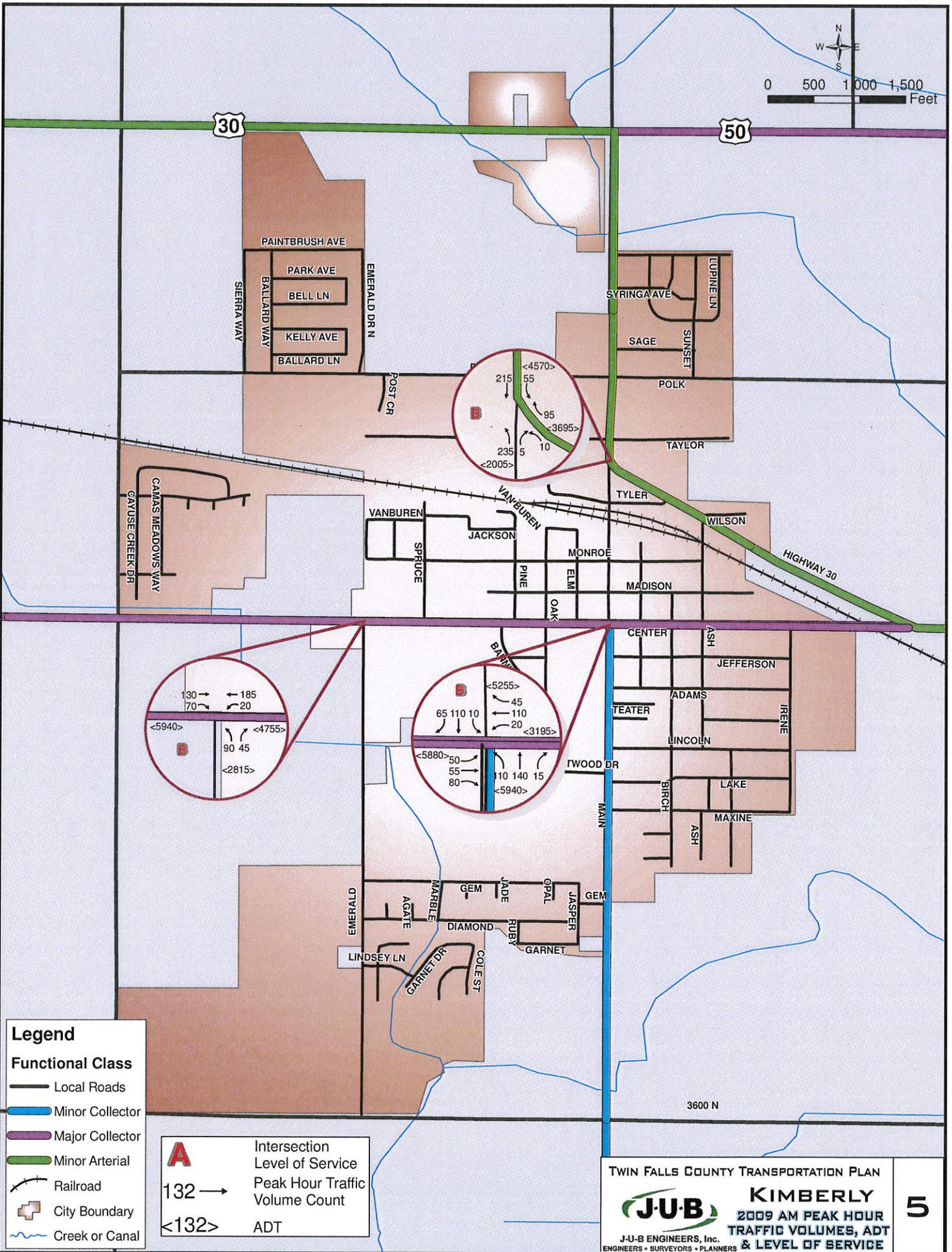
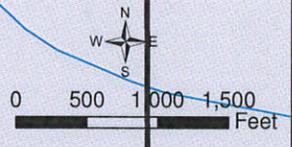
The existing **Main Street/US-Highway 30** intersection is a modified “y” type intersection with the southbound traffic transitioning from Highway 30 to Main Street having a free-flow movement. This type of a traffic pattern is often confusing to drivers, which is reflected in this intersection having the second highest accident rate for intersections within the City of Kimberly.

To improve the intersection geometrics at this intersection, it is recommended that the last 200’± of North Main Street would be realigned to connect to Highway 30 at a right angle. The new intersection would be located about 150’ further east from its current location. About 400 feet of Main Street would be widened to include a left-turn lane. Highway 30 would also be widened for about 700 feet each side of the intersection (including tapers) to include an eastbound right-turn lane, and a westbound left-turn lane.

This realignment would mean that the City owned park property located on the southeast corner of the intersection would be impacted.

As traffic continues to grow in the future, the **Center Street / Main Street** intersection will result in increased delays in all directions of traffic. The intersection is currently operating at a level of service “B”; and in 2029, northbound movements are projected to operate at LOS “F” with no improvements to the intersection. Adding left turn lanes for each approach is expected to result in an acceptable LOS “B” as shown in **Table 11**.

All other evaluated intersections are anticipated to continue to operate at an acceptable level of service in 2029, and no additional improvements to the intersections are anticipated for level of service needs.



Legend

Functional Class

- Local Roads
- Minor Collector
- Major Collector
- Minor Arterial
- Railroad
- City Boundary
- Creek or Canal

A Intersection Level of Service

132 → Peak Hour Traffic Volume Count

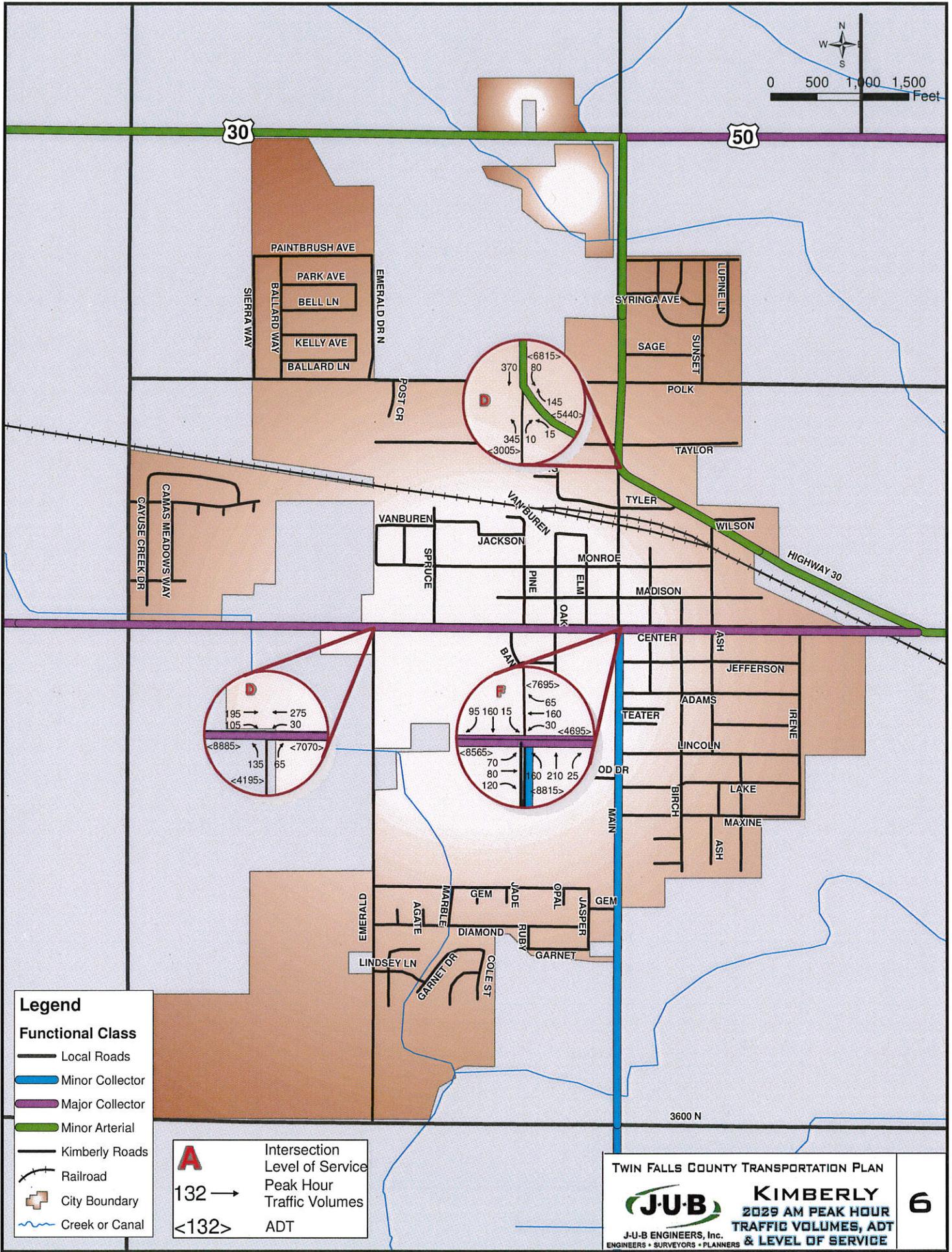
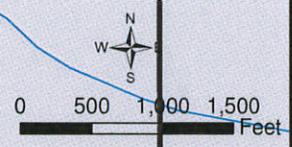
<132> ADT

TWIN FALLS COUNTY TRANSPORTATION PLAN

JUB **KIMBERLY**

J-U-B ENGINEERS, Inc. 2009 AM PEAK HOUR TRAFFIC VOLUMES, ADT & LEVEL OF SERVICE

5



Legend

Functional Class

- Local Roads
- Minor Collector
- Major Collector
- Minor Arterial
- Kimberly Roads
- Railroad
- City Boundary
- Creek or Canal

A Intersection Level of Service

132 → Peak Hour Traffic Volumes

<132> ADT

TWIN FALLS COUNTY TRANSPORTATION PLAN

JUB **KIMBERLY**

2029 AM PEAK HOUR TRAFFIC VOLUMES, ADT & LEVEL OF SERVICE

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6



CRASH SITES—ROAD SEGMENTS AND INTERSECTIONS

The Idaho Transportation Department (ITD) maintains crash records. **Table 12** summarizes the local vehicle crashes (the **Appendix B** contains a complete breakdown of the crash sites and crash data) from the year 2003 through 2007 and **Figure 7** shows the crash locations.

Rural roadways (outside the city) trend towards crashes with greater severity than urban roadways. This can be attributed to the tendency for rural roads to have higher vehicular speeds due to lower traffic volumes and reduced roadway access points.

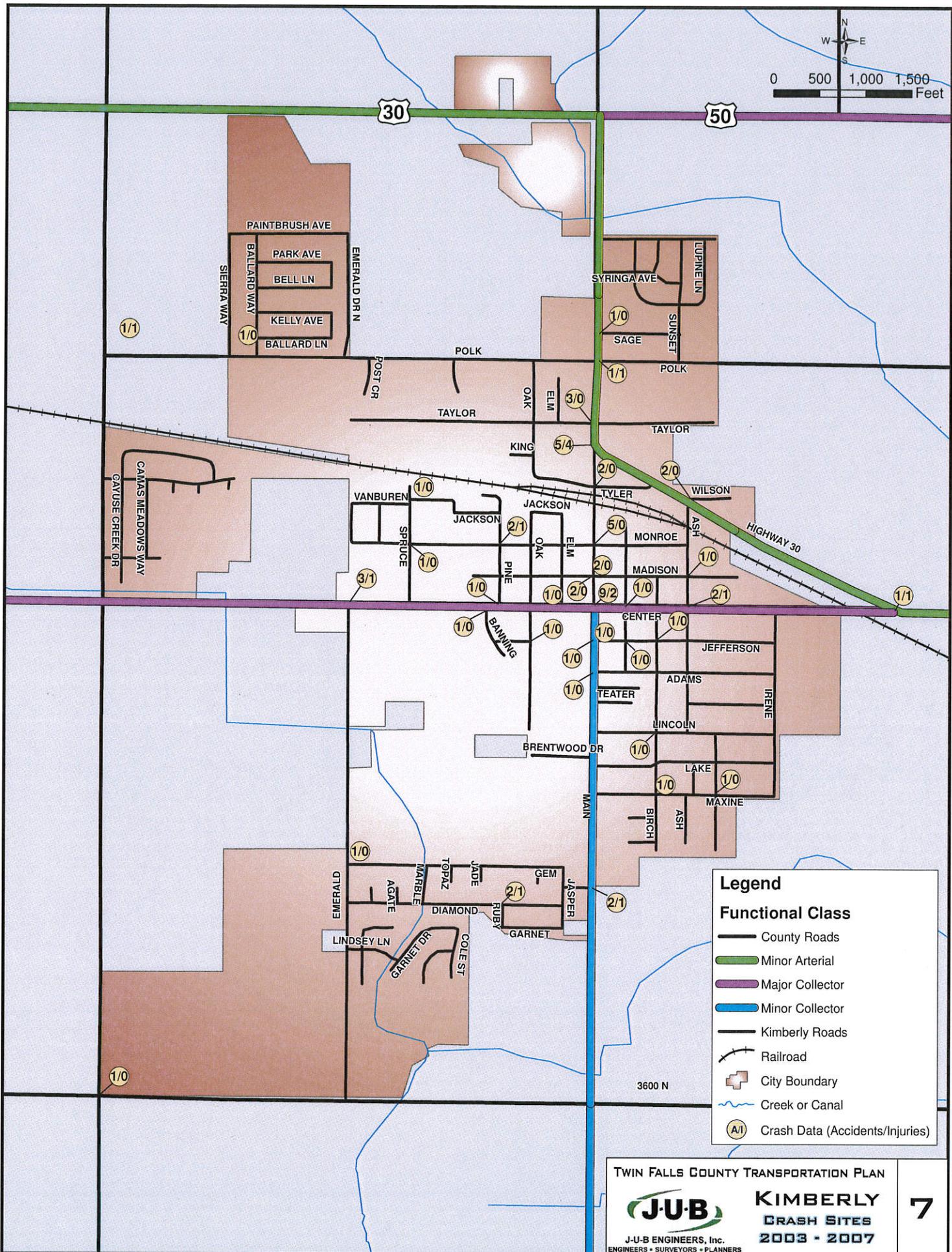
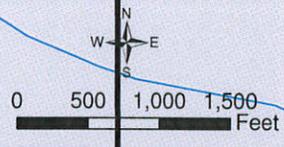
Table 12. Accidents by Year & Severity (2003-2007)

Year	Type of Accident			Total Accidents
	Fatality	Injury	Property Damage Only	
2003	0	3	18	21
2004	0	5	10	15
2005	0	1	6	7
2006	0	6	7	13
2007	0	1	8	9
Total	0	16	49	65

Source: Idaho Transportation Department

For the purposes of this transportation plan, a high frequency crash location was based on having an average above one-crash per year. Based on this criterion, Main Street (portion of Highway 30) has a high frequency of crashes.

There were twenty-six (26) crashes with two (2) injuries between 2003 and 2007 along Main Street (portion of Highway 30), in various locations. A majority of the accidents on Main Street (portion of Highway 30) involved collisions during turning movements, collisions while backing up, rear-ends collisions, and collisions while traveling through the intersections. In the short-term, installation of larger traffic control/speed limit signs and ensuring that sight paths are clear would improve safety factors. In the long-term, completing the projects as outlined in the CIP will greatly contribute to improving safety along Main Street; including widening Main Street, realigning the Main Street/Highway 30 intersection and converting it from a “Y” intersection to a “T” intersection, construction of delineated parking facilities, and improving pedestrian facilities.



Legend

Functional Class

- County Roads
- Minor Arterial
- Major Collector
- Minor Collector
- Kimberly Roads
- Railroad
- City Boundary
- Creek or Canal
- Crash Data (Accidents/Injuries)

TWIN FALLS COUNTY TRANSPORTATION PLAN

J·U·B **KIMBERLY**
CRASH SITES
2003 - 2007

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ACCESS MANAGEMENT

Description

Roadways provide for both the mobility of the public, and the public's access to adjacent properties. Both of these functions are essential but they tend to be mutually exclusive. The more access locations allowed on a roadway, the lower that road's volume capacity and travel speed becomes. Therefore, roadways are designed to serve different functions and are classified accordingly.

Arterial roads are designed to carry more traffic at higher speeds. Mobility is paramount, while the roadway's access function is intentionally reduced. This emphasis facilitates a design for higher speeds and requires that access points be spread out along the arterial to maintain the higher speeds.

Collector streets serve as a bridge between local roads and arterials. A collector road should allow controlled access under specific conditions. Speed limits on collectors typically range from 25 to 50 mph, depending on the surrounding land uses. A rural collector road should be continuous between arterials, collectors, traffic generators, and towns/cities to provide intra-county travel corridors.

Local streets (such as residential streets) primarily function to provide direct access to adjacent properties rather than providing for mobility of through traffic. Travel speeds are lower on local roads and frequent accesses are typically permitted.

Access Spacing

'Driver load' is a term that is used to describe the attention demands that a driver experiences while operating a vehicle. These demands include being aware of how the vehicle is functioning, keeping the vehicle on its proper course, navigation to get to the proper destination, the operation of other vehicles on the road, changes in roadway/operation conditions, vehicles entering and exiting the travel lane, conversations within the vehicle, etc. As the number of items requiring a driver's attention increases, the higher the 'driver load' and the more likely the chances of missing important information that the driver needs to process.

The concept for access management is to provide some control over a few of the factors affecting the amount of information that a driver must process to safely operate the vehicle. Short spacing between private access drives complicates the driving task by requiring drivers to watch for ingress and egress traffic at several points simultaneously while maintaining control of the vehicle, monitoring vehicles ahead, behind, and in adjacent lanes. Longer spacing between access locations simplifies the driving task by providing more time for the driver to process information and determine/perform the proper action.

Access control is an essential part of good land-use and transportation planning. Cities usually implement access control measures through two primary mechanisms:

- An access or right-of-way permit system
- Planning, zoning, and subdivision processes

For urban streets within the city area, it is suggested that the frequency of driveways/access locations be allowed based on the posted speed limit (planned or existing) for the road that the access connects to. This recommended spacing is shown in **Table 13**, which is based on right-turn conflict overlaps and corner clearances. This spacing should provide adequate time for a typical



vehicle to slow down when another vehicle pulls into their lane from an adjacent driveway, in order to avoid a collision. The spacing criterion in Table 13 does not apply to residential driveways on residential streets. In addition to the spacing criterion, the City should also review the site’s geometric conditions to ensure that the AASHTO minimum vertical and horizontal sight distances can be provided.

Table 13. Spacing for New Driveway Accesses

Posted Speed Limit of Roadway (MPH)	New Driveway Spacing (Distance between the inside edges of the driveways, in feet)		Corner Clearance (Distance Between inside edges of the driveway and adjacent street, in feet)	
	Minor Traffic Generator (<1000 ADT)	Major Traffic Generator (≥1000 ADT)	Minor Traffic Generator (<1000 ADT)	Major Traffic Generator (≥1000 ADT)
25	115	150	115	150
30	150	200	150	200
35	190	250	220	280
40	230	300	270	340
45	275	360	315	400

Where lot widths are less than the recommended spacing, or there are additional terrain constraints, the City may consider a request for a variance from the property owner so that the property will not be denied access. In these cases, it is recommended that driveway accesses be shared between two adjacent properties in order to provide the greatest reasonable distance between driveways.

The corner clearances listed in **Table 13** represent the minimum distances between an access driveway and the nearest cross road intersection. The corner clearance on the upstream side of an intersection should be longer than the longest expected vehicle queue. Driveways for corner lots should be located on the street with the lower functional classification.

Unless a shorter length is specified in a stamped engineering study for the site that analyzes the internal circulation and impacts to adjacent roads, driveway entrance length serving parking lots should comply as follows (measured from the edge of the travel lane of the adjacent street to the end of the driveway or the first aisle intersection):

- The driveway entrance length should in no case be less than 25-feet long
- Parking lot with 50 to 200 parking spaces - Minimum driveway length, 50-feet long
- Parking lot with over 200 parking spaces - Minimum driveway length, 100-feet long

Driveway widths, alignment, and grades should comply with the requirements of the publications listed in the Design Standards section of this document.

The ITD and LHTAC have approach policies that are similar to each other. **Table 14** summarizes ITD’s access spacing requirements and should be considered when allowing new roads to connect to existing roads, and when a development has frontage on an ITD facility (Highway 30 in city limits and Highway 50 in the area of impact).



Table 14. Summary of ITD Access Spacing Requirements

Access Type	Functional Classification	Type	Intersection Spacing	Approach Spacing	Signal Spacing
I	Rural Minor and Major Collector	At-Grade	0.25 mile	300 feet	0.5 mile
II	Rural Minor Arterial	At-Grade	0.25 mile	500 feet	0.5 mile
	Urban Collector and Minor Arterial	At-Grade	660 feet	150 feet	0.25 mile
III	Rural Principal Arterial	At-Grade/ Interchange	0.5 mile	1,000 feet	0.5 mile
	Urban Principal Arterial	At Grade/ Interchange	0.25 mile	300 feet	0.5 mile
IV	Rural Principal Arterial (Multiple-Lane)	At Grade/ Interchange	1 mile	N/A	0.25 mile
	Urban Principal Arterial (Multiple-Lane)	At Grade/ Interchange	1 mile	N/A	0.25 mile
V	Rural Interstate	Interchange	3 miles	N/A	N/A
	Urban Interstate	Interchange	1 mile	N/A	N/A

Source: Idaho Transportation Department (ITD)

DESIGN STANDARDS

The City of Kimberly intends for all new and reconstruction projects within the City limits to follow the “Idaho Standards for Public Works Construction” (ISPWC) latest edition, and for projects within the City’s Area of Impact to follow the “Highway Standards and Development Procedures for the Highway Districts of Twin Falls County, Idaho” latest edition. The City also reserves the right to require compliance with the standards from the Idaho Transportation Department (ITD) where it is in the best interest of the City.

Some of the basic standards for roadways within the City of Kimberly and its Area of Impact are described in **Table 15**. These standards are for the basic paved portion of the road. ‘Structural shoulders’ or ‘curb-gutter and sidewalk’ are required in addition to the roadway structural section. Sketches for specific street section options are included in **Appendix D**.

For developments that are anticipated to generate more than 10 vehicle trips during a peak hour, the City of Kimberly may require the submittal of a Traffic Impact Study (TIA) that is prepared in accordance with ITD standards to evaluate the expected impacts of the development on the roadway network. A traffic scoping meeting with the City and the Engineer preparing the TIA is required prior to preparation of the TIA.

Where development projects have access to, or front an ITD facility, ITD concurrence will be required prior to City approval of the TIA or Construction Plans.



Table 15. Minimum Roadway Design Standards

Design Parameter	Major Collector	Minor Collector	Local /Residential
Right-of-way width	80 to 100 feet	60 to 80 feet	50 to 60 feet
Pavement width	51 feet (min)	41 feet (min)	33 feet (min)
Pavement thickness*	4 inches (min)*	3 inches (min)*	2.5 inches (min)*
Aggregate thickness*	16 inches (min)*	14 inches (min)*	10 inches (min)*
Vertical grades	Maximum 6%	Maximum 6%	Maximum 10%
Intersection angles	80 to 90 degrees	80 to 90 degrees	70 to 90 degrees
Design speed	35 to 60 mph	35 to 45 mph	25 to 35 mph

**Note: A lesser section is acceptable if specified in Appendix D: Specific Street Section Options; or specified and recommended in a stamped Geotechnical Report specific to the site.*

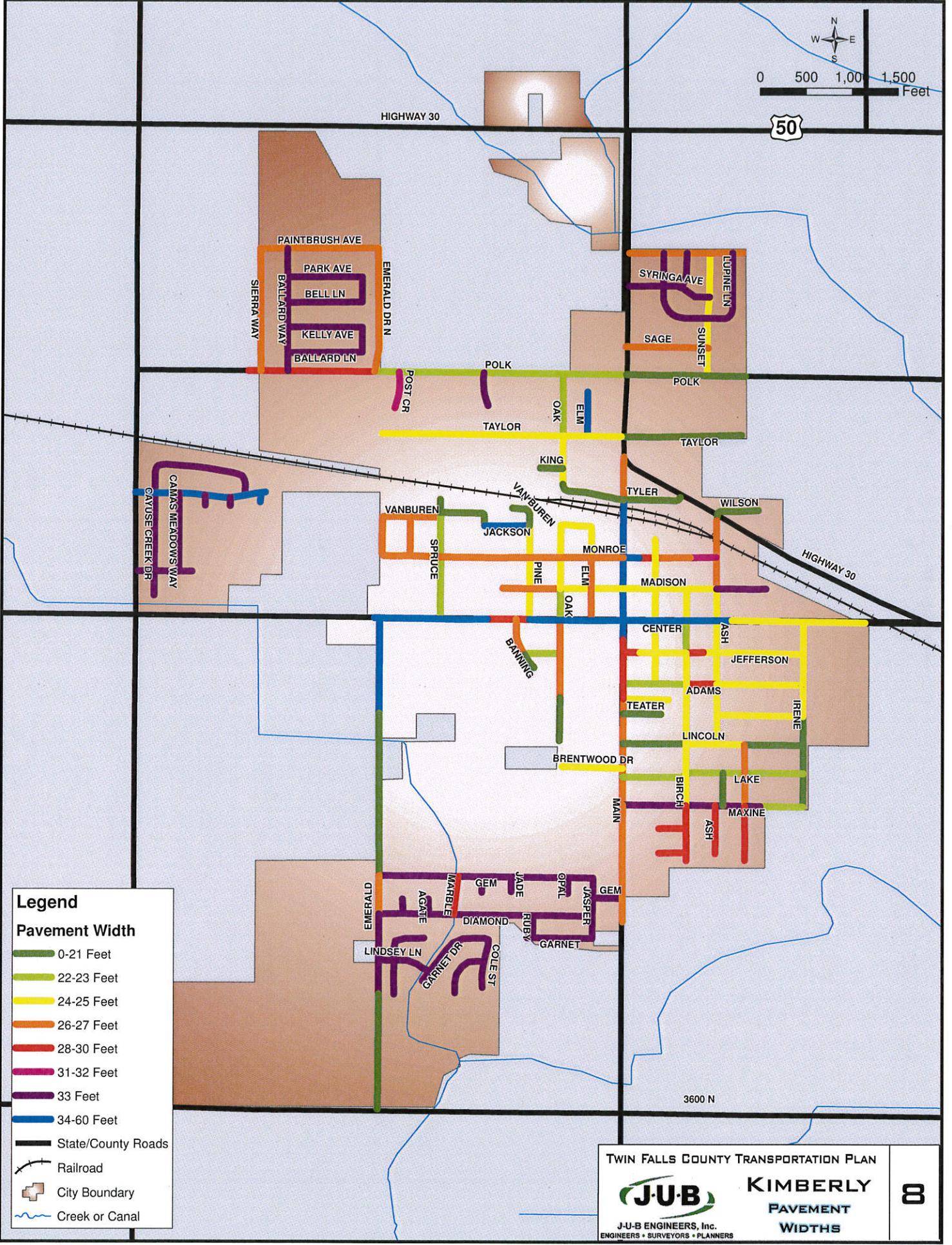
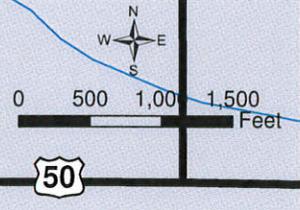
ASSET MANAGEMENT & INVENTORY

As part of the transportation planning process, the City of Kimberly has undertaken a comprehensive asset management process to evaluate existing pavement conditions and to inventory existing transportation assets within the transportation network. In 2006, a Pavement Management Plan (PMP) was completed to provide an evaluation of existing pavement conditions, preventative maintenance measures, and/or remediation work that can be done to keep the road in a usable condition. On an annual basis, the City receives approximately \$100,000 from State funds for capital and maintenance costs, and City typically budgets an additional \$100,000 towards the road budget to cover overhead, equipment, and other roadway maintenance costs. The PMP should be updated on a regular basis to ensure accurate/updated inventory is maintained, appropriate budgeting can be provided for, and maintenance will be scheduled and completed.

Asset Inventory

Roadway inventory in the City of Kimberly are shown in **Figure 8**, **Figure 9**, and **Figure 10**, and are summarized below:

- Pavement (widths): See Figure 8
- Sidewalk and Sign locations: 82,100 lineal-feet sidewalk, 159 stop signs, 154 varying traffic signs, see Figure 9
- Culverts/Storm Drains/Bridges: 74 sidewalk culverts, no storm drains, no bridges, See Figure 10



Legend

Pavement Width

- 0-21 Feet
- 22-23 Feet
- 24-25 Feet
- 26-27 Feet
- 28-30 Feet
- 31-32 Feet
- 33 Feet
- 34-60 Feet

- State/County Roads
- Railroad
- City Boundary
- Creek or Canal

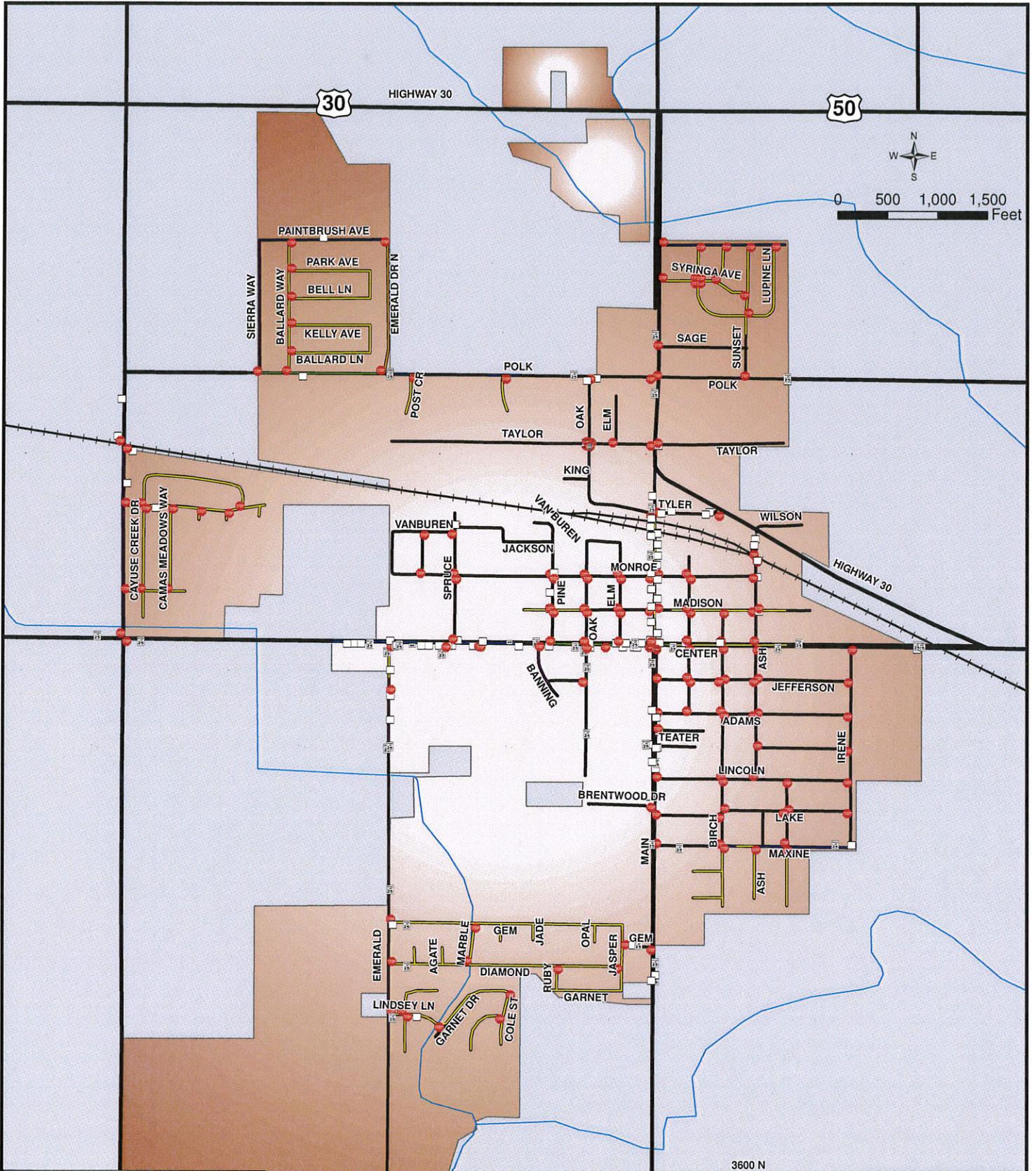
TWIN FALLS COUNTY TRANSPORTATION PLAN

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8



30

HIGHWAY 30

50



0 500 1,000 1,500 Feet

Legend	
	County Roads
	Kimberly Roads
	Railroad
	City Boundary
	Creek or Canal
	Stop sign
	All other signs
Sidewalk Location	
	Both Sides
	North Side
	South Side
	East Side
	West Side

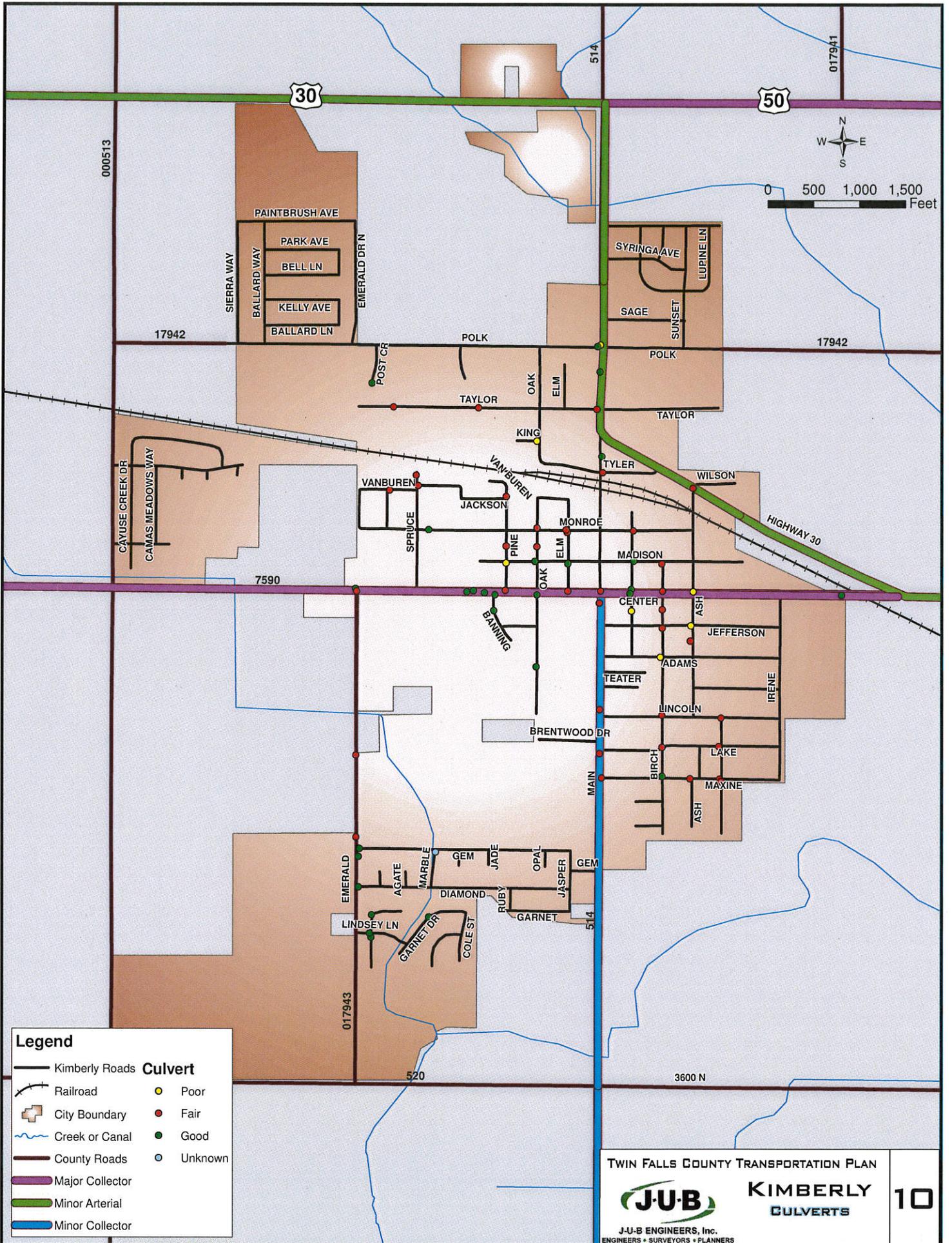
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J-U-B **KIMBERLY**

J-U-B ENGINEERS, Inc. **SIDEWALK & SIGN**

ENGINEERS • SURVEYORS • PLANNERS **LOCATIONS**

9



Legend

Kimberly Roads	Culvert
Railroad	Poor
City Boundary	Fair
Creek or Canal	Good
County Roads	Unknown
Major Collector	
Minor Arterial	
Minor Collector	

TWIN FALLS COUNTY TRANSPORTATION PLAN

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CULVERTS

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10



OTHER MODES AND MEANS OF TRANSPORTATION

Bicycle and Pedestrian Facilities

In general, few of the existing residential streets have curb, gutter, or sidewalk, and there are no delineated bike lanes or pathways within the City of Kimberly. A majority of the future transportation projects are comprised of reconstruction of existing roadways, which will also include new curb, gutter, and sidewalk improvements where they currently do not exist.

The City of Kimberly and the Kimberly School District should partner whenever possible to complete School Enhancement Improvement Projects through the Safe Routes to School Program and other potential eligible funding sources. The recently installed sidewalk improvements on the south side of Center Street have generated additional pedestrian activity in the area. There are still several areas in and around the school properties in need of improvements to encourage citizens and children to walk and bike.

The City is working with Kimberly School District to establish a committee that will develop a sidewalk plan and coordinate funding request through the Safe Routes to School Program.

Public Transportation

The Trans IV bus system is operated under a grant from LHTAC and provides bus transportation for working commuters, students (1st Grade through college), agency clients, seniors, people with special needs, public organizations, and private groups. There are scheduled buses with inter-city fixed routes that operate in the mornings and afternoons between Twin Falls and Kimberly, Jerome, Wendell, Filer, Buhl, and Burley, Monday through Friday. There are not any fixed pick-up/drop-off locations within the City of Kimberly. Commuters are typically transported to and from their place of residence, depending on their needs. Due to the rural nature of its area of service, the Trans IV bus system does not have a fixed in-town commuter schedule for the City of Kimberly, but is available by appointment. Fees for bus service are based on the type and purpose of the use per federal regulations. Trans IV may be contacted by telephone at 800-531-2133 or 208-736-2133 for areas local to Twin Falls.

Airports

The closest airports are:

- Twin Falls Airport (Regional Airport with commercial service): about 12 miles away by roads
- Hazelton Airport (State operated small Municipal Airport): about 17 miles away by roads
- Jerome Airport (Municipal Airport): about 24 miles away by roads
- Burley Airport (Municipal Airport): about 36 miles away by roads

Railroads

The tracks that run through the City of Kimberly are aligned east-west and are operated by the Eastern Idaho Railroad (EIRR) Company and owned by WATCO, Inc. The tracks provide access to the local agricultural products processors who mostly process grains (corn, and wheat), beans, and feed hays. There are currently three at-grade RR crossings within city limits: two are located in the northern section of Main Street and the other is on Ash Street. There are two at-grade RR crossings outside the city limits (but within the area of impact): one is located on 3400 East Road, the second is east of city limits on Center Street, where South Main Street intersects the RR tracks. The extension of Emerald Drive to the north will add one more at-grade railroad crossing within city limits.