

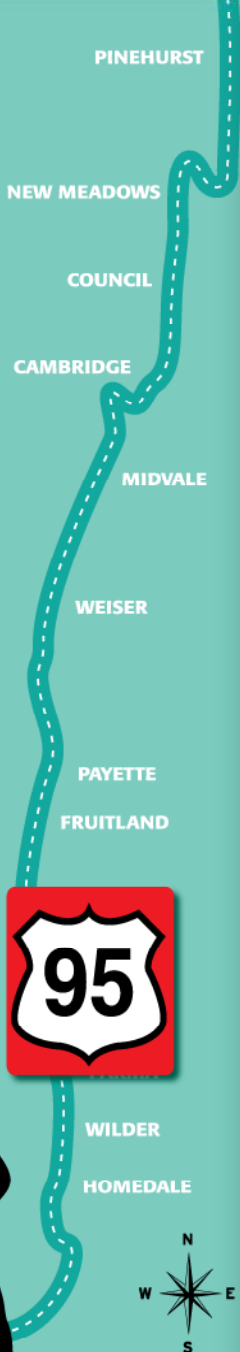
PAYETTE COUNTY

U.S. 95 Corridor Study



Why are we here tonight?

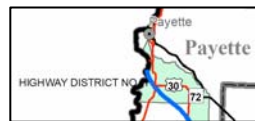
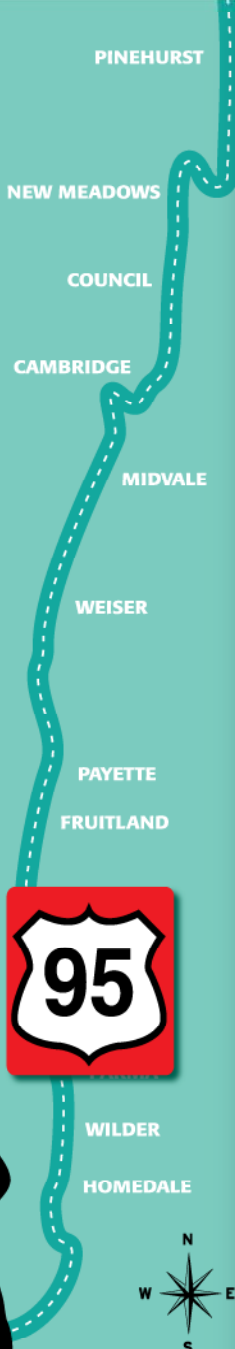
- Talk with you about U.S. 95.
- Explain ITD's intent to create a corridor plan.
- Share with you what we have learned so far.
- Listen to you and your experiences to help us identify future improvements.



Who are “we”?

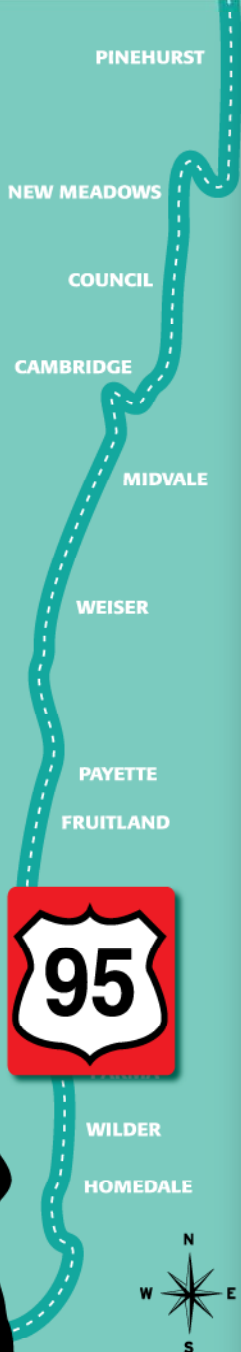
A consortium of transportation stakeholders...

- Idaho Transportation Department
- Payette County
- Highway District No. 1
- City of Fruitland
- City of Payette



What is a corridor plan?

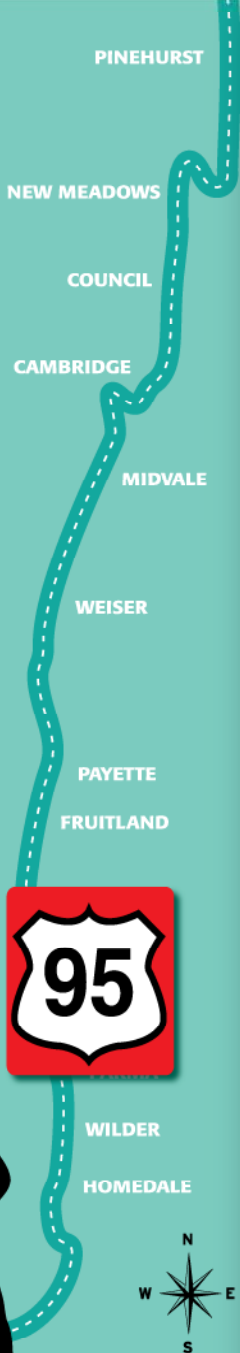
- A long-range (20 year) plan. Our “horizon year” is 2030.
- Our objective is to continue to provide a safe and functional high-speed linkage for Payette County to other parts of Idaho.
- Our engineering consultants are HDR, Boise and TransCivil, Meridian as well as RBCI, Boise for public involvement.



Focus of our planning effort

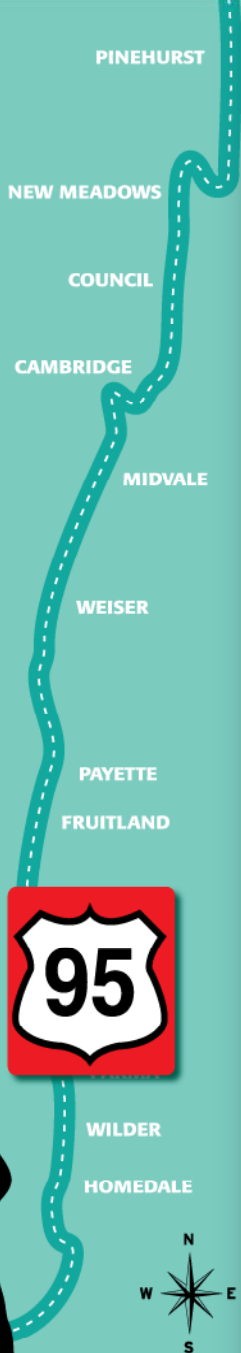
Project will include two special studies:

- Access management study focusing on the area from 3rd Street South to 19th Street North.
- Safety analysis of U.S. 95 from 19th No. to Indian Head Intersection, north of Weiser.



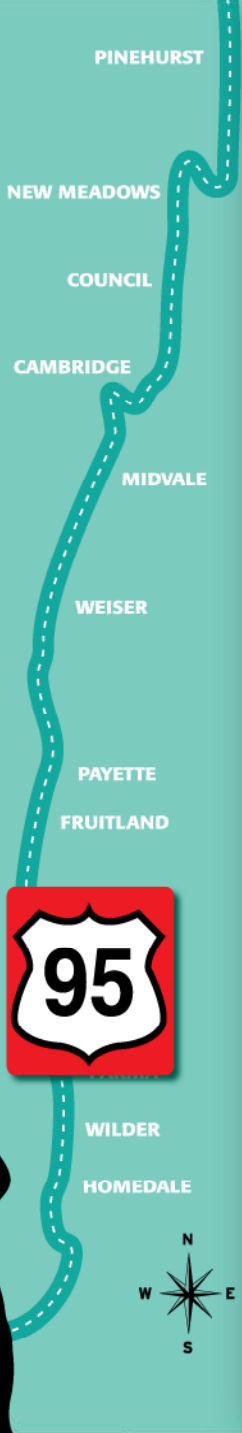
ITD's Primary Objectives

- Maintain a functional highway – high-speed linkages from point to point within Idaho.
- Improve safety – remove unsafe features or add features which will improve the safety and functionality of U.S. 95.



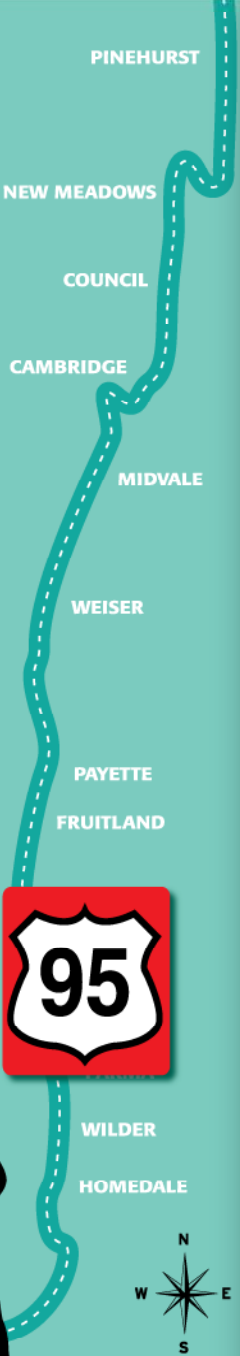
Related Transportation Planning

- ITD's 5 year Capital Investment Plan for Intermodal Transportation - principally funded (over 50%) by the Federal Department of Transportation
- Current DRAFT STIP includes the following Highway projects:
 - Payette River Bridge Rebuild – 2009
 - US 30 Resurface (New Plymouth to 72) – 2009
 - Idaho 52 Corridor Plan - 2010



Payette County U.S. 95 Corridor Study

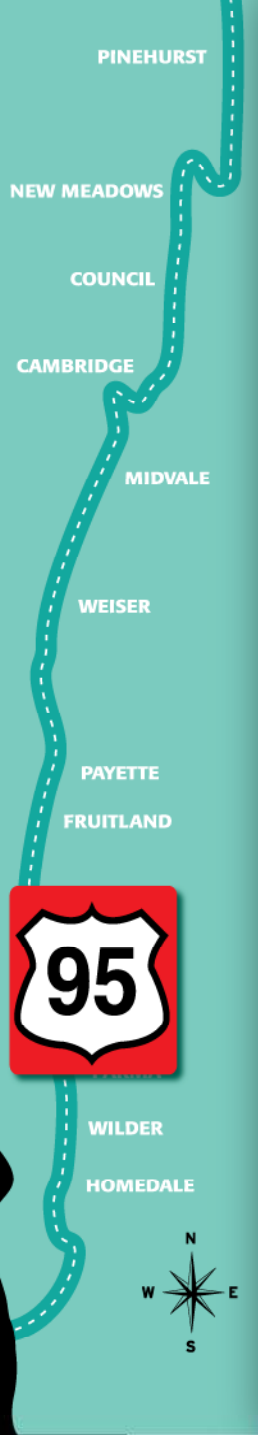
Graphic Depiction of New Payette River Bridge – Scheduled 2009



Related Transportation Planning

Current DRAFT STIP includes the following Highway projects:

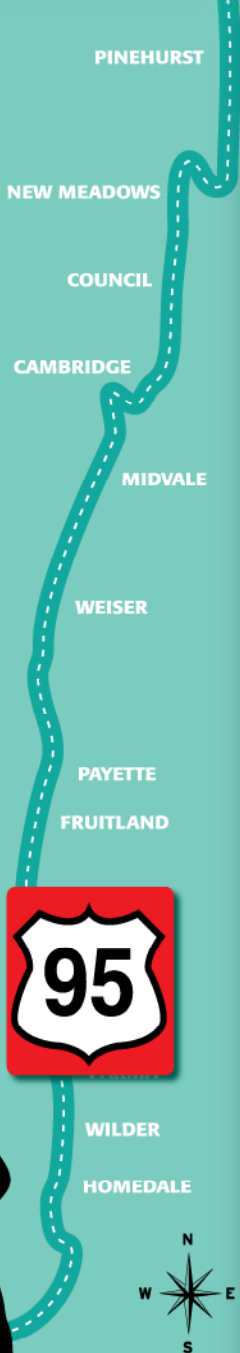
- Flusher/Deicer Truck (HWY Dist. # 1) – 2009
- US 95 Resurface (Fruitland to Payette) – 2011
- US 30 Resurface (Snake R. Bridge – Fruitland) – 2011
- US 95 Resurface (City of Payette) – 2010
- E. Idaho- Holly (New Plymouth) – Preliminary
- Idaho 52- Payette ECL – Idaho 72 – 2010
- Sand Hollow (Payette County) – Preliminary



Related Transportation Planning

Current DRAFT STIP includes the following Highway projects:

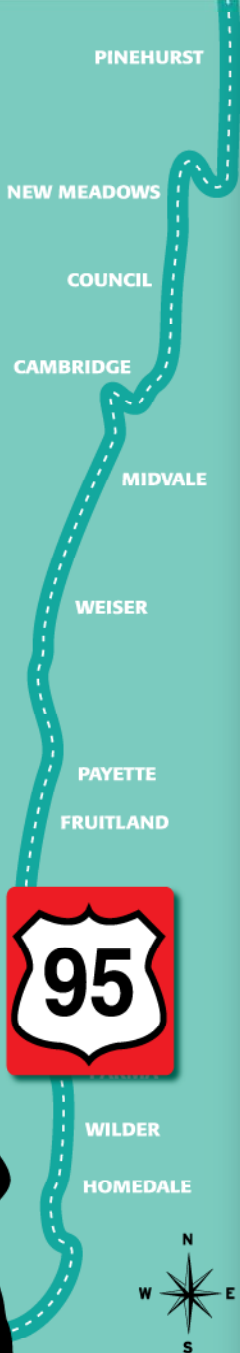
- **FOR A 5 YEAR TOTAL OF:
\$22,720,000**



Related Transportation Planning

ITD's and Nation's FUNDING Dilemma – ‘A Perfect Storm’:

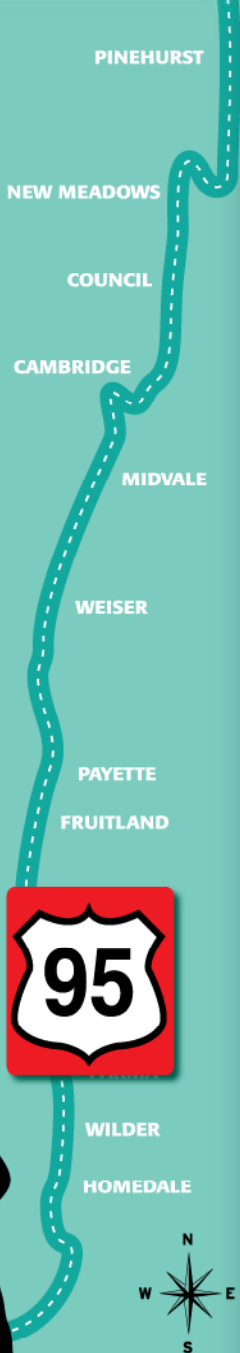
- **Static Gas Tax Base (over 90% of ITD funding)**
- **Improving National Fleet Fuel Economy**
- **Rapidly Escalating Construction Costs**
- **Dramatic Increase in the Price of Oil**



Related Transportation Planning

Idaho Horizons

- Corridor and project planning – not funded; feeds investment plans into the STIP including the following Payette Co. projects:
 - I-84 (Black Canyon to Sand Hollow) – Mid-Horizon: \$5M - \$10M
 - US 95 Corridor Plan (Oregon Line to Pinehurst) – 2007: \$550K



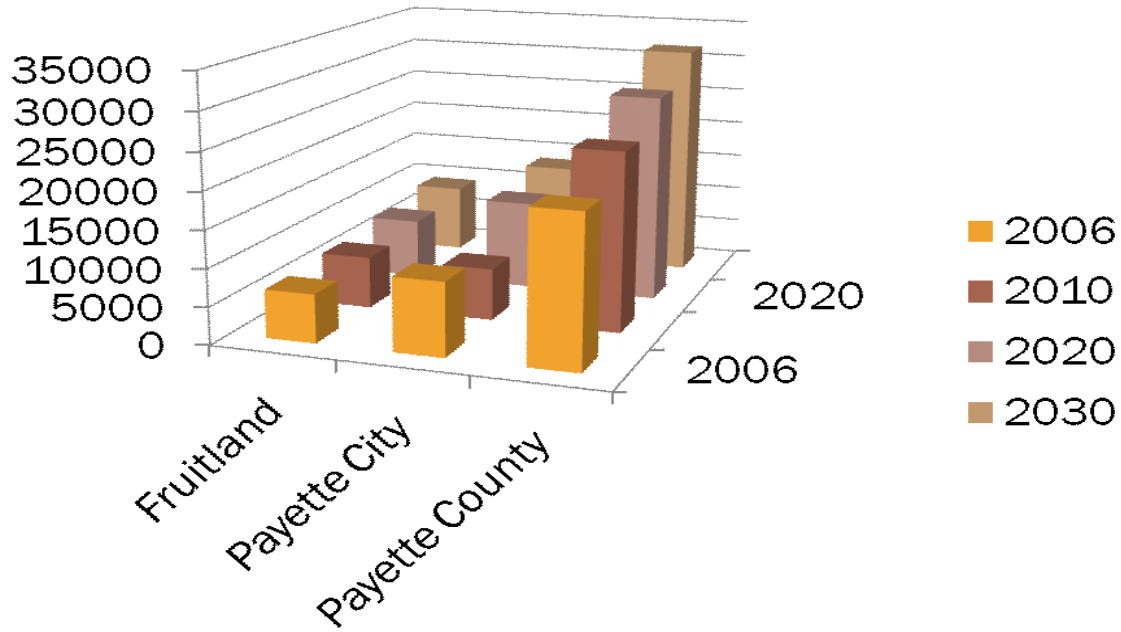
PINEHURST
NEW MEADOWS
COUNCIL
CAMBRIDGE
MIDVALE
WEISER
PAYETTE
FRUITLAND
WILDER
HOMEDALE



What we know

Population: Rate of Growth

- Fruitland – 1.5%
- Payette – 1.3%
- County - 1.5%



NEW MEADOWS

COUNCIL

CAMBRIDGE

MIDVALE

WEISER

PAYETTE

FRUITLAND



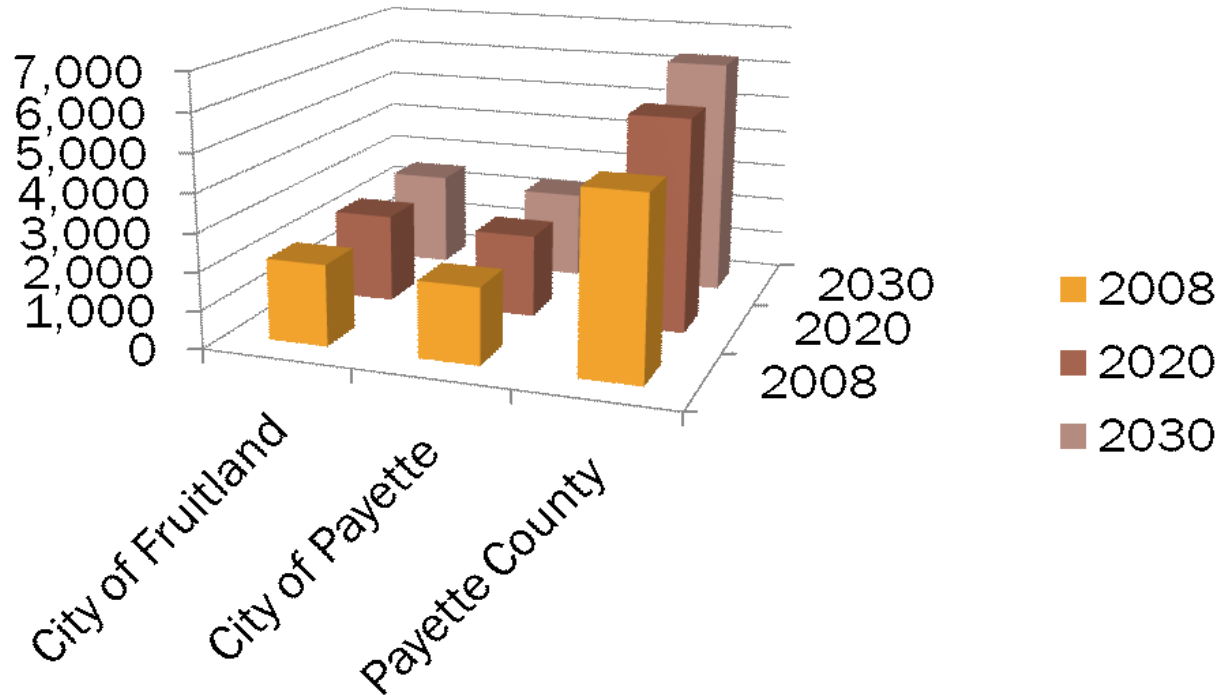
WILDER

HOMEDALE



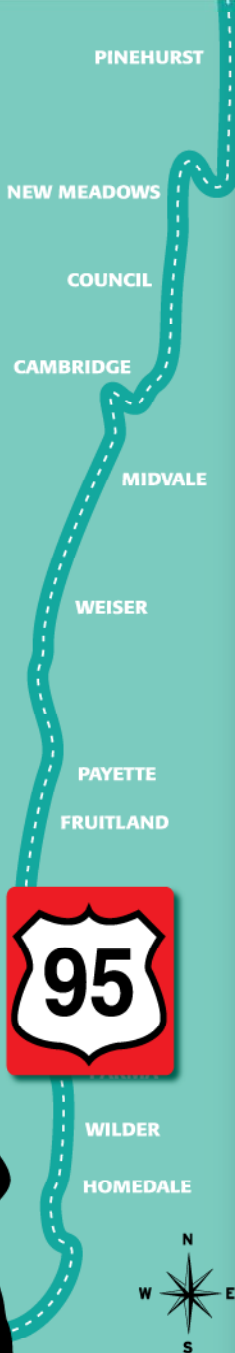
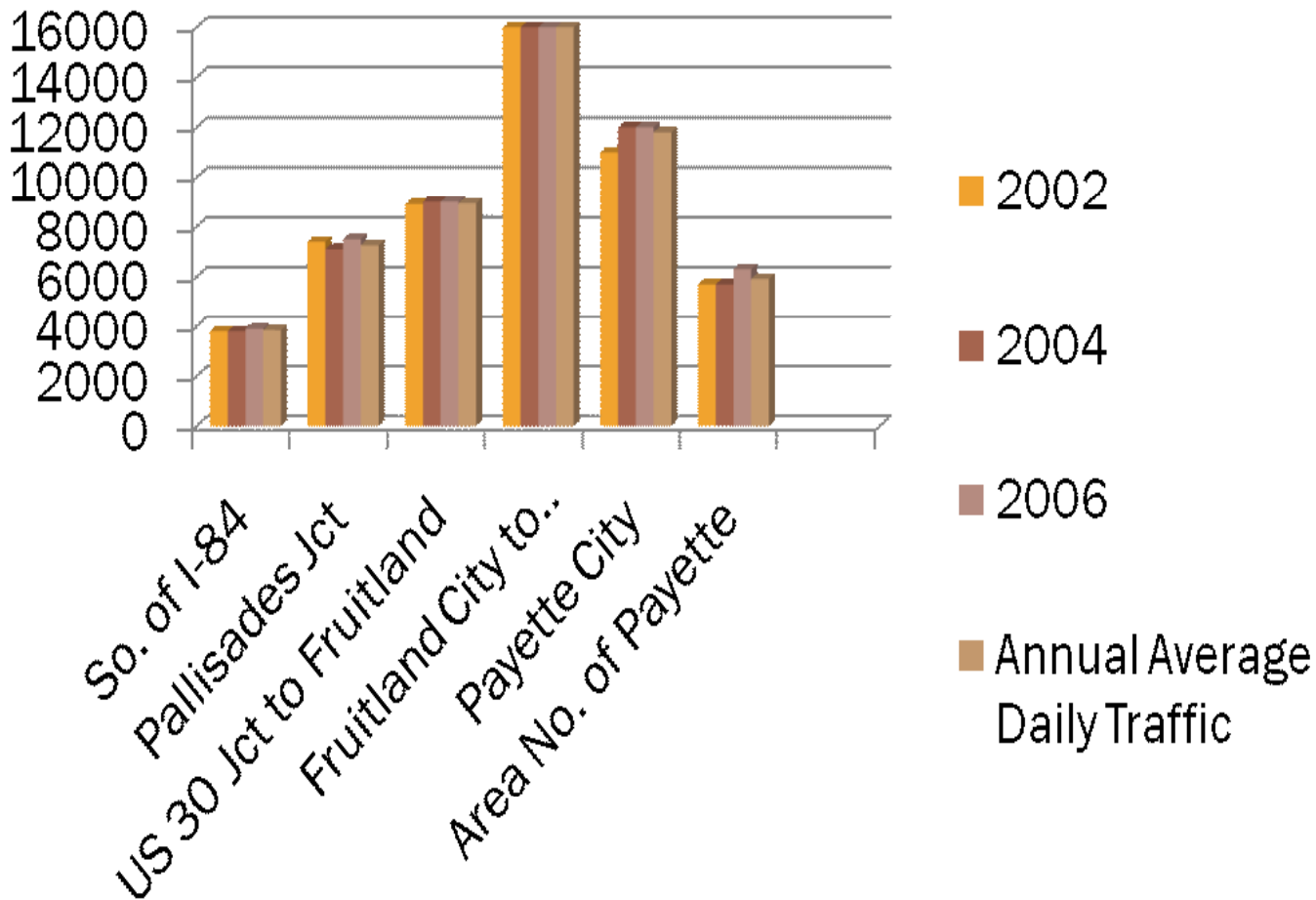
What we know

Employment

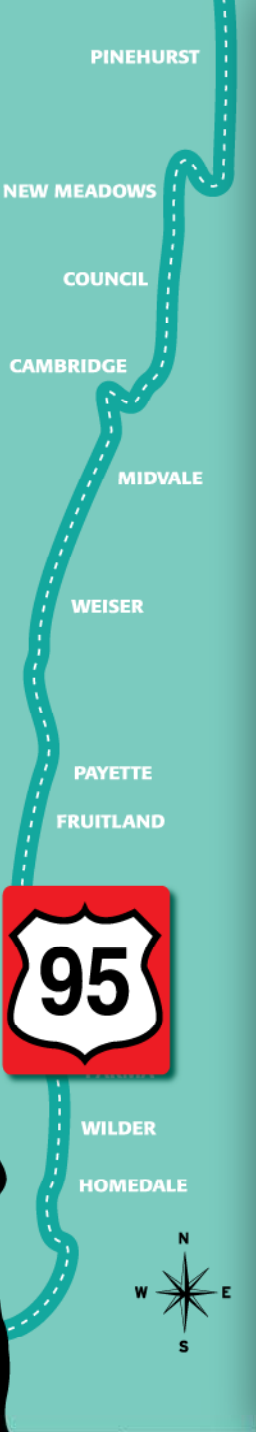


What we know

2.3% Annual Average Daily Traffic (AADT) Growth



Projected Growth In Transportation Demand



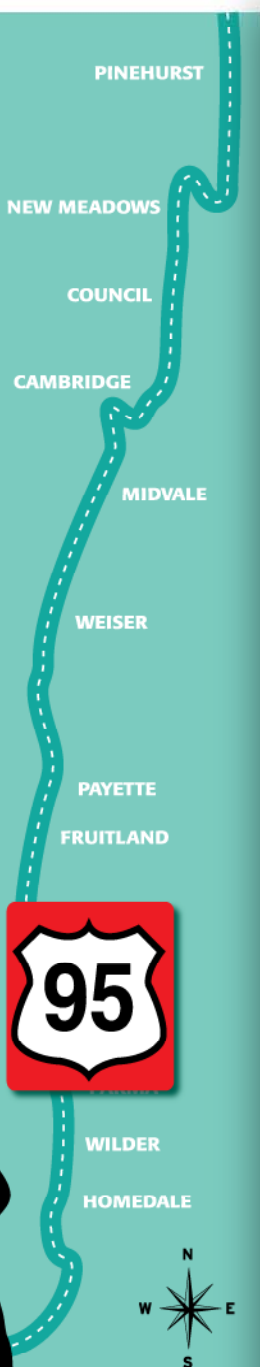
AADT=annual average daily traffic

What we know

Crash Data

- 32% of all crashes do not occur at intersections or driveways
- 66% of all crashes happen at **driveways or intersections**

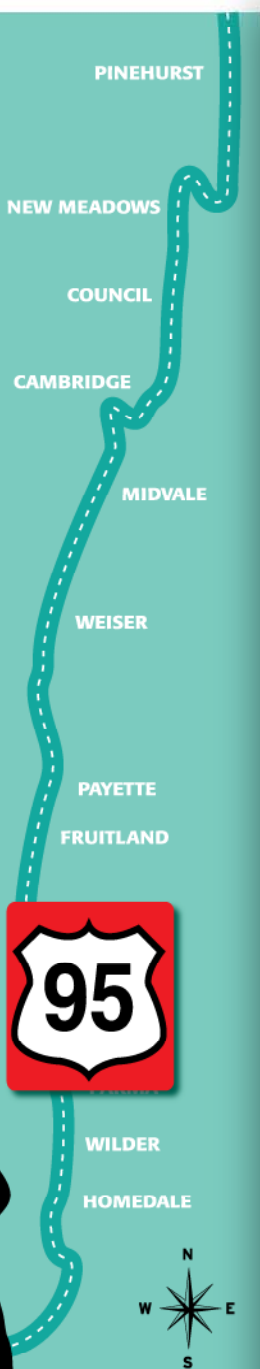
**Note: Crash location data will be on the following 3 slides*



What we know

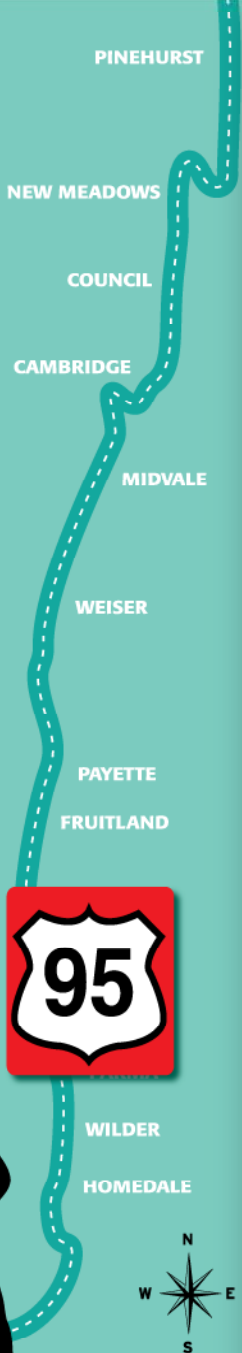
Nationwide Studies indicate:

- An increase of 10 – 20 access points per mile on major arterials increases crash rate by 30%.
- Well managed arterials have 40% - 50% fewer crashes.
- The 12.4 miles we are examining averages @ 31 access points / mile on US 95 between Palisades JCT and 19th Ave. No.



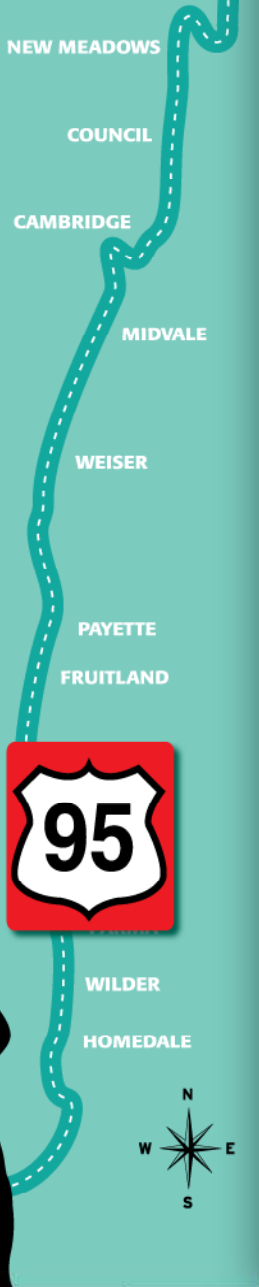
Intersections with 5 or more crashes:

- US 95 at US 30 (South of Fruitland)
- US 95 at W.1st St. (Fruitland)
- US 95 at Orchard Park (Fruitland)
- US 95 at NW 16th St. / US 30 (Fruitland)
- US 95 at Killebrew Dr. (North of Fruitland)



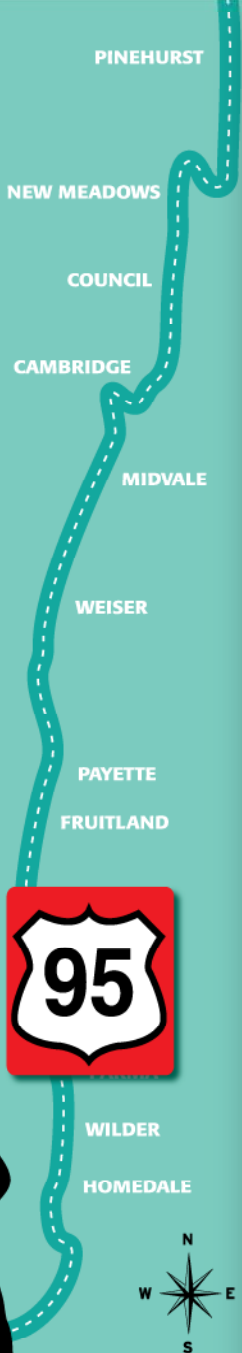
Intersections with 5 or more crashes:

- US 95 at US 95 Spur Rd (South Payette)
- US 95 at 10th Ave (South Payette)
- US 95 at 6th Ave (South Payette)
- US 95 at Idaho 52 (Payette)
- US 95 at Center Ave (Payette)
- US 95 at 7th Ave No. (Payette)
- US 95 at NE 19th Ave (Payette)



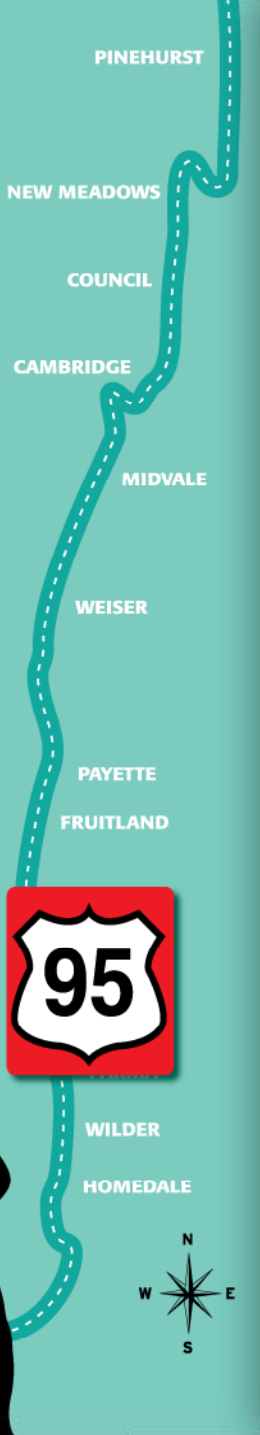
Intersections with 10 or more crashes:

- US 95 at US 30 (South of Fruitland)
- US 95 at W. 16th St / US 30 (Fruitland)
- US 95 at Killebrew Dr. (North of Fruitland)
- US 95 at 6th Ave (Payette)
- US 95 at NE 19th (Payette)



Truck traffic is heaviest (by %)

- 13% - South of Palisades Junction (US 95 / 30 / I-84)
- 8% - North of Payette

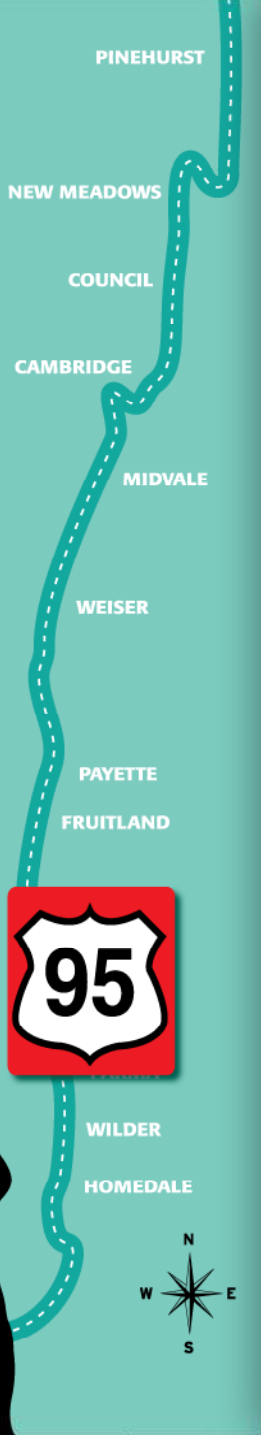


Speed

- Speed studies show average of 10% over the posted limits.

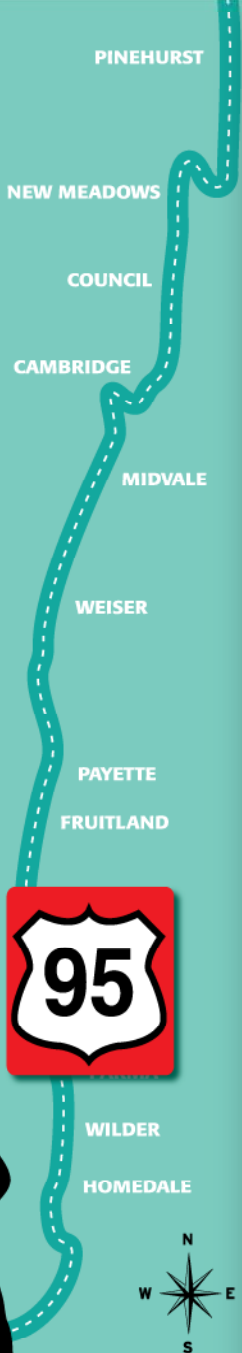
Roadway Capacity

- For most segments (including 4-lane and 2-lane sections) we are not pressing the capacity of the roadway today (when we compare current volumes to existing capacity).



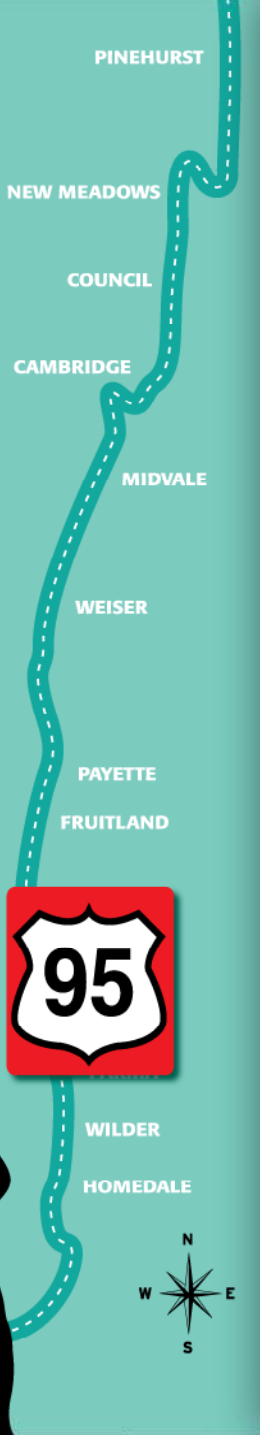
ISSUE AREAS:

- Possible Access Concerns
 - Number of access points per mile
 - Number of associated crashes
 - Potential growth leading to unbridled access
 - Confusion about state policy and lack of understanding of importance of access control
 - Need to prepare ITD and local stakeholders for growth
 - Need for conservative management of ITD's existing assets



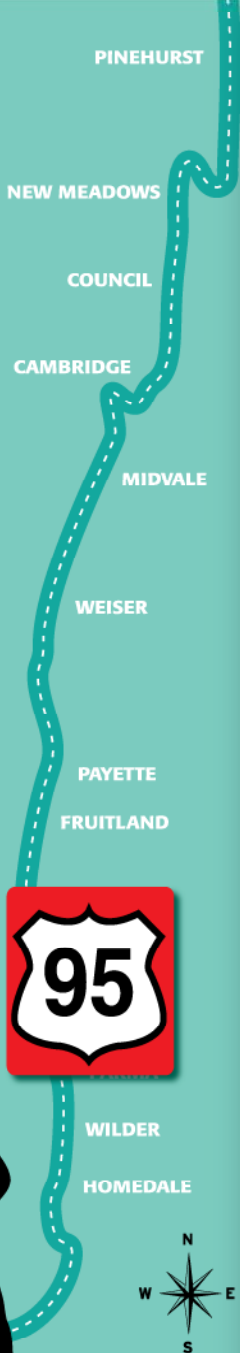
ISSUE AREAS:

- Possible Safety Concerns
 - Number of access points per mile
 - Sight Distance Limits
 - Need for turning lanes
 - Need for acceleration / deceleration lanes



Workshop questions

- Do you have concerns related to the issues identified?
- What problems are presented by the existing highway and its uses?
- What improvements are needed?
- How should these improvements be prioritized?



Thank you for attending

- ITD appreciates your comments and will consider them in the draft corridor plan.
- Watch for a study newsletter.
- Next public meeting is expected in Spring 2009.
- Please take time to examine the exhibits and discuss your concerns with the consulting team.

