

Comment Form Transcription September 29, 2008 (Fruitland)

Comments are transcribed verbatim. A blank line (___) indicates that the comment was not legible.

#	1. What highway improvements are needed on this corridor?	2. How should these improvements be prioritized?	3. Do you have concerns related to the issues identified?	4. Other Comments
1	Highway speed of 45 should be in places where it is now 65 between Fruitland and Palisade Junction, so that slower speeds would decrease accidents at the Palisade Junction.	Immediately—it would only consist of changing the signs from 65 to 45 on the same parts that are there now—a minimum cost.		
2	Alternate route around City of Council. Already planned and \$'s spent (see letter from mayor to Mr. Choate)	Very important safety issue. Present route goes ___ elem + highschool, then makes two 90 degree sharp turns through downtown. Very dangerous!!		Please be sure to include "plans" to build an alternate route in the Council area in this study/plan.
3	Turning lane at Glenway Ave. and Hwy 95, need also (and/or) acceleration/deceleration lanes. Need more "no passing" lines—	1 death almost 2 mo. Ago—pick up and motorcycle. The cyclist died in a Boise hospital on arrival—(Glenway Ave.) Farm Equipment and farm trucks coming and going at slow speed and trucks from asphalt plant there as well.	South of Palisades Junction between mile post 59 and 58 are 6 turns off Hwy 95 near Glenway—cars coming and going—cars will pass on the right when they see a left turn signal, and pass on the left if they don't pay attention to why you slow down to prepare to turn—65 mph.	A new subdivision on Glenway going east has 8 homes now and room for 10 more—most have 2, 3, and more vehicles.

4	<p>Comments/Questions: (After presentation)</p> <ul style="list-style-type: none"> ▪ There is a lack of law enforcement along the corridor. ▪ Also along I-84 ▪ Is ITD proposing 4 lanes throughout the corridor? ▪ Is ITD planning to bring the highway North or consider an alternative around Parma? ▪ Would like to see the speed limit set at 45 mph thru out the corridor? 	<p>Access on and off highway from private driveways is very dangerous</p> <p>What is the long range plan for the corridor?</p> <ul style="list-style-type: none"> ▪ New bridge between Payette Fruitland-- ___ 52 to ___ budge? 	<p>--slow down to make a left hand turn—they will pass you on the right! --come over the interstate—don't want to slow down signs? Can you add signs</p>	
5	<p>A turn lane for Killebrew Dr. on the right which sounds like it is in the plan.</p>		<p>The speed of Hwy 95 between south Fruitland and the Palisades concerns me. I feel like cars are baring down on me a lot and I feel unsafe many times when I drive there.</p>	
6	<p>We need turn-outs to all the access roads or driveways</p>			<p>It seems that years ago we heard about a major highway from the junction of highway 20 +95 east of Parma. It was our understanding it was going straight through and connect with the new highway just north of Mann Creek. This would by pass all the Towns and that would relieve the congestion immensely.</p>
7	<p>Turn lanes at all intersections—road crossings Theater at Parma (dangerous site)</p>			

8			At the intersection of 95 and Anderson Corner, the accel/decal lanes do not appear long enough. -I drive from Homedale to Payette and back every day. This intersection results in me hitting the brakes nearly daily.	
9	In vicinity of Alden Rd.—We feel 45 mph is too fast for us residents to gain access. This is true for going southbound and northbound. For further info see our letter to Mr. Choate dated 9 April 2008.	SAFETY FIRST!!	SEE LTR.	Do not agree with method used to establish speed limits.
10	<ol style="list-style-type: none"> 1) Safe crossing at GayWay Jct. (Right turn is pass through) 2) Bike lanes that are consistent 3) Sidewalks on both sides of 95 4) Cross walks with flags from Bridge to Pallisades Jct. <p>Keep the name of Gay Way junction—it is historic—</p>	<i>Arrow pointing to question number one answer</i>	N. West section of Fruitland is cut off by 95 and 30 We need a user friendly plan for people and bikes and kids.	
11	Widening of road, N. of Payette.=reduce speed limit in hevey populated areas. Put double line no passing in these areas Put 3 lanes so residential can get into there drive ways.	Speed limit. Yellow line (double)		Move metal bridge over to where the other bridge used to be and make access for rafters and ___ people to use. More access for people to use.

12	Payette River bridge. I drive it almost everyday in the dark. Traffic has to squeeze down to one lane under dangerous conditions. I hope you do start construction soon. <i>Arrow pointing to question 2</i>	1) Payette River Bridge No need to fix the highway north if we are all killed between Fruitland and Payette	I am disabled and hope you are considering handicapped access near the new Payette River Bridge. I mean access to a bike path and the river. I would like to get down to the river in my Hover round wheelchair. Is there money for handicapped access?	Is the old bridge deemed historic? If so—how would that be addressed? I belong to the Payette County Historical Society and haven't heard it addressed. You can contact our coordinator, Ann Curtis at (208) 642-4883. No, it won't fit on our Museum Property.
13	1) Dedicated L turn lanes at all roads 2) Truck lanes at 84 up H95 to Top of hill 3) Traffic light at Pallisades H30 4) Cloverleaf off ramps at 84 exits eliminating left turns and the need for lights.	1 #3 2 #1 3 #2 4 #4		
14	Stop light and turning lanes at Hwy 30 and Hwy 95			
15	We need a traffic light at Palisades			

Comment Form Transcription September 30, 2008 (Payette)

Comments are transcribed verbatim. A blank line (____) indicates that the comment was not legible.

#	1. What highway improvements are needed on this corridor?	2. How should these improvements be prioritized?	3. Do you have concerns related to the issues identified?	4. Other Comments
1	1. Fruitland to Palisades speed limit—45 all the way from Gay Way to Palisades would be good Trucks just get up to speed and then hit the Jake brake all night at the reduce speed in front of my house. What is the point? 2. Traffic light at Palisades junction-	1. Yes, inexpensive and easy to do- 2. Yes, soon- I would like a copy of the missing slide in PowerPoint please-email is fine	Yes—It is hard to enter Hwy 95 from driveways now especially for those that do not get up to speed as soon as they enter the highway.	
2	1. Two lane bridge at Payette River 2. Right and Left turn lanes north at NE 19 th Ave. 3. Need passing lanes north of Payette	No. 2. probably is the most dangerous No. 1 in bad weather is dangerous		
3	Turn Lanes Consistent speeds Sidewalks needed Stoplight	Side walks Consistent speeds Turn lanes Stop light	Safety—Safety—Safety	Save our bridge! Do we need to Start A Campaign to save the bridge or consider citizens standing in front of bull dozers? Thanks for coming!
4	Curves in highway north of Payette near NE 21 st st and NE 19 th st need to be eliminate with the Highway following the RR tracks as it does in other areas between Payette and Weiser.	If improvements are to be made—these improvements should be included in the first improvement sequence, rather, than improving this portion of the Highway then eliminating it.	Stopping traffic by stop lights in Payette by stop lights or other means should be limited as much as possible due to heavy traffic flow in the city. I think traffic should flow through town as freely as possible Traffic speed between Payette and Weiser should be returned to 55 mph. Any faster imposes a hazard.	Free flowing traffic within Payette and traffic speed between Payette and Weiser are main issues. This stretch—Payette to Weiser—is just to heavy and road conditions due not lend itself to speed.
5	Better flow control to facilitate safe crossings	1. Fix the flow control issue	Crash safety	

	of Hwy 95. Busy hours are unsafe for those going E/W across 95. Much more an issue in Payette due to heavy population in both sides of 16 th St. This means traffic lights of course. One or more to create manageable breaks in traffic to allow cross traffic to pass.	before anything else. I am very surprised we don't have more traffic crashes than we do now. Frustration levels of drivers crossing 95 is very high. I see it every day. 2. Replace the bridge!!		
6	<u>Over</u>			PLEASE—consider 6 Ave South at high school intersection to permit left turns 7:45-8:00 am. Six to 8 cars line up trying to find a gap to make a left turn
7	Additional traffic signals 95 & 6 th Ave 95& 52 95 & Contor Those are all good locations Flow control is crucial			
8	I live in Little Country Village. Since the Maverick station has opened I've had several near misses when traveling South and trying to use the left turn lane while others heading North are trying to get into the Station.	<i>(see diagram 1 at the end of this transcription)</i>		
9	Sidewalks Sidewalks There's a lot of foot traffic up + down 95 in Payette 2 schools 2 fast food restaurants, Lennies Market exc. Hwy 95 is a main US highway N+S in Payette it needs attention	I think the most important area is through Payette We need something for foot traffic after all this is a N.S. US highway w/no sidewalks Do something before some kids are killed		
10	1) Sidewalks needed especially in the city of Payette 2) Traffic light needed at Center Ave 3) Traffic light at 7 th Ave doesn't work well—when no one is waiting at 7 th Ave, it still gives a long wait red light to the highway. 4) Make speed limit from I84 more consistent Not 35—65—45—etc.			

11	Recreation area near the bridge?			Would like more ice removal (or sanding)+winter. Ive had several bad slides early in the mornings near the bridge.
12	Passing lanes & signs explaining when & how to use them between Marsing & Weiser; Special access roads w/ limited access to Hwy 95; Toll roads may be option; additional pedestrian, bicycle, wheelchair access.	1.) Pedestrian 2) Passing lanes 3) Special access Rds. 4) Toll roads--	Historical significance of old bridge over Payette River Walters Ferry was left in place I would like to see this landmark preserved Center Street & Traffic flow safety for ____.	
13	Consider turn out lanes for high traffic intersections where slowing down for the right turn or speeding up can be done with less interference to thru traffic flow.			
14	1) Extend 45 mph area North of 7 th Ave. N (Payette) The step down fm 65 to 45 (Southbound) has a lot of traffic approaching the traffic lite @ 7 th Ave @ a high rate of speed. Dangerous esp. in wet/icy weather. 2) Since widening 95 inside Payette is cost prohibitive can 1-2 more traffic lites be installed to ↑ safety for cross 95 traffic as Payette expands North & East.	#1—Tomorrow #2 W/in 2 yrs.		
15	1) Better roadway ie) wider, better shoulders, better turning lanes-- 2) Better (MORE) speed signs posted. 3) Fix the traffic light. It is not acceptable to not have this light traffic flow regulated with right and left turns being separated from main traffic flow (7 th N Payette) 4)	Highway 95 is a US highway—main N/S pathway. It should have been a priority for many years so now, it's <u>all</u> a priority. While this is not Sun Valley—or rich folks roadway, it's just as important. Just start!	We live on 95 just north of 19 th north and very close to spot of two fatalities and many “almosts”—this highway could be improved with even some signage—other states use them: “caution”—“dangerous curve” etc. We take our lives in our hands each time we turn into our home-and we have an excellent access way- (thank you) because of not enough space to turn out by the other drivers.	Realizing that, politically, this corridor is of little importance, it could become a safe and usable roadway.

16	<p>New bridge over Payette River. Maintain existing recreational parking or provide alternative parking for river users.</p> <p>A stop light at Center and U.S. 95. For traffic coming from the south, the closest stop light is in Fruitland 4 miles away. It is really risky for either way traffic on Center Avenue, and for traffic trying to emerge from Little County Village or the Maverick Station.</p>	<p>Bridge #1</p> <p>Stop light #2</p>		<p>I think the City of Payette should be entitled to more than one stop light on U.S. 95. The Moderator at the meeting in Payette set up his section right in front of the projector screen. I, as did many others, had to lean sideways to read it. In fact, from where my wife sat, she didn't even know the screen was there. He should set up to the side.</p>
17	<p>The section from MP 71 to MP 81 needs to have turn lanes and passing lanes. I think if you made this a safety corridor, vehicles required to have head-lights on for safety from MP 71 to MP 81.</p> <p>Possibly looking at lowering the speed limit to 60 mph, 55 mph at nite.</p>	<p>1 Passing lanes. 2 Safety corridor, lights on for safety. 3 Turn lanes, acceleration lanes. 4 Lowering speed limit</p>	<p>People tend to pass between MP 71 and MP 81 when it is not safe. There are a lot of rv's and farm equipment on this section. People get impatient and pass when it is not safe. The safety corridor could be set up fairly easy with some signage until the passing lanes could be constructed.</p> <p>If these are not possible, maybe the speed limit should be lowered. Is there a work shop planned for Weiser? If so the Weiser Senior Citezens parking lot is torn up for construction at this time. Please consider using the Vendome Events Center.</p>	<p>This is very critical section of highway for emergency traffic, and anything that can be done, needs to be done. I travel this road several times a week. I travel thru Oregon because I feel it is safer certain times of the week.</p>
18	<p><i>(Priority #1)</i> At the junction of HWY 95 & NE 10th Ave a traffic light warrant study needs to be done. NE 10th Ave has all the dump truck traffic traveling to and from the Clay Peak Landfill. A turn lane off of hwy 95 to NE 10th Ave would be a good idea, which was discussed at the meeting. But it would not address the traffic trying to cross at</p>	<p><i>(Priority #2)</i> Another improvement at the junction of HWY 95 and Spur HWY 95 would be to have a turn lane (only) 100 yards or more back for the right hand turn. I have seen on several occasions a slower car going straight (Spur 95) in the right hand lane, and</p>	<p><i>(Related to #1)</i> At the intersection of HWY 95 and NW 10th Ave, you never know how fast the cars are coming around the corner, because there are still cars traveling at 45 mph or more. The speed limit was changed from 45 to 35 MPH, and then a traffic</p>	<p>Thank you so much for asking for our input.</p>

	the intersection. I have had to wait for 1 to 3 minutes to safely cross or turn south.	a car in the left hand lane turning in front of that car to make the corner (HWY 95). If there was a very long turn lane for the corner then the slower car in the right hand lane would not impede traffic (there are already signs about spur traffic in the left lane).	signal was installed at 7 th Ave. N both of these changes have added to traffic congestion on this street of HWY 95. <i>(related to #2)</i> Too often traffic moves 40 to 50 MPH from the Payette River Bridge which causes traffic to pass along line of cars and then cut the cars off at the turn to North 95.	
19)	My wife and I are over 80 years old. Our biggest concern is the intersection of NE 10 th Hwy 95 south of Payette. We think there should be a stop light installed at the intersection for the safety of everyone. We have waited for as high as 40 cars to enter highway 95 as they are not obeying the speed limit.	As soon as possible.		
20 (email)	<p>I am writing in hopes that some kind of improvement can be made on Hwy. 95 between Weiser and Payette. For a stretch of 12 miles, there are very few turnout lanes, and NO place to safely pass anywhere, and basically a daily nitemare to commute. This stretch boasts the longest continuous curve in the U.S. (which is impossible to pass on) and if you are sitting out in the middle of it stopped waiting to turn, it is extremely dangerous.</p> <p>A few years back, this stretch of road was worked on as far as being resurfaced and inexplicably no improvements of any other kind were made. Many people were thinking it would finally become 4 lanes (as the extreme amount of daily traffic would seem to warrant) but nothing was done to improve safety.</p> <p>I have seen so many near head on collisions from people desperate to pass that I have lost count.</p> <p>PLEASE at the very least give some slow vehicle turn outs and some turnout lanes so more people won't be maimed and killed on this outdated deathtrap of a highway section.</p> <p>Thank you in advance for your consideration,</p>			

21
(email)

Hello, my name is Wayne Barry & I would like to comment on the safety of entering & exiting Alden RD. for us senior residents. I reside at 2750 Alden RD. #46. Fruitland, ID.

As the northbound problem has already been addressed, I would like to further suggest that the right hand lane be designated as right turn only, rather than merge left, lane ends, as the traffic DOES NOT merge left in a safe manner, thereby making it very dangerous for those of us who turn right on Alden RD. while going northbound.

I would also like to mention turning left from U.S. 95 onto Alden RD. while traveling southbound. This is I believe the most dangerous as the speed limit changes from 55 mph to 45 mph, but rarely does the traffic slow down to 45 coming across the bridge. No matter how early one turns on the left turn signal or even taps the brake before hitting the bridge, some drivers who are inattentive, or tailgating have almost hit me from the rear. Then they honk their horn as though I was at fault.

There either needs to be signal control at Alden & U.S. 95, or at the very least left & right turn lanes to enter Alden from U.S. 95. Entering 95 from Alden, turning left, is another matter completely. It is frightening to set in the center of the highway, while waiting for clearance to merge with the southbound traffic. I also believe that it has been made illegal to do this.

Diagram #1:

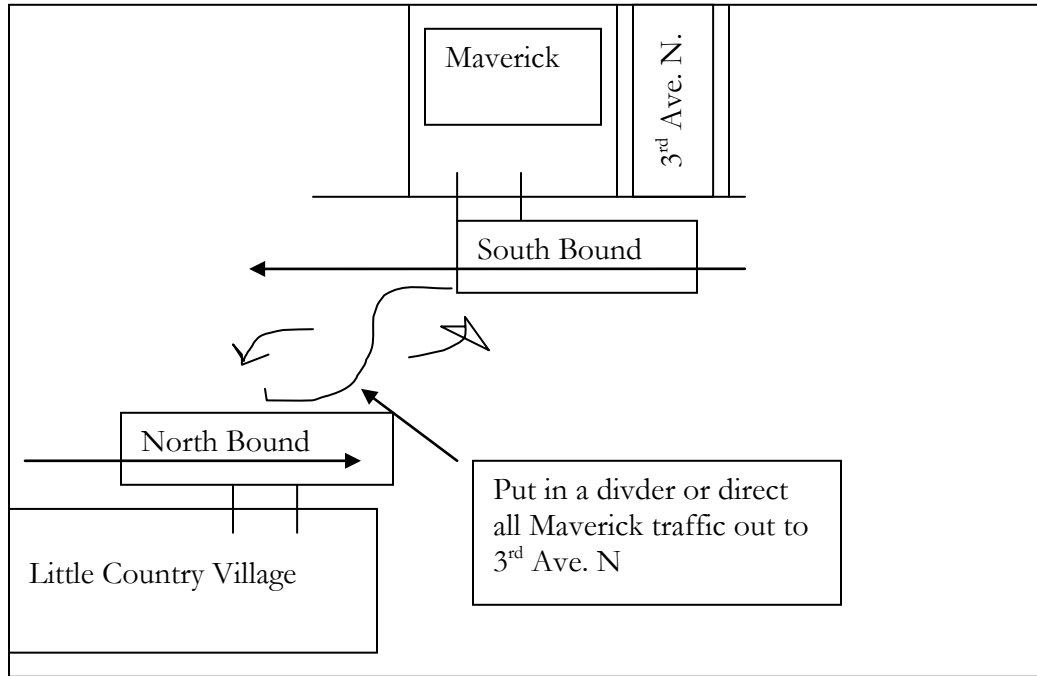


Diagram #2

