

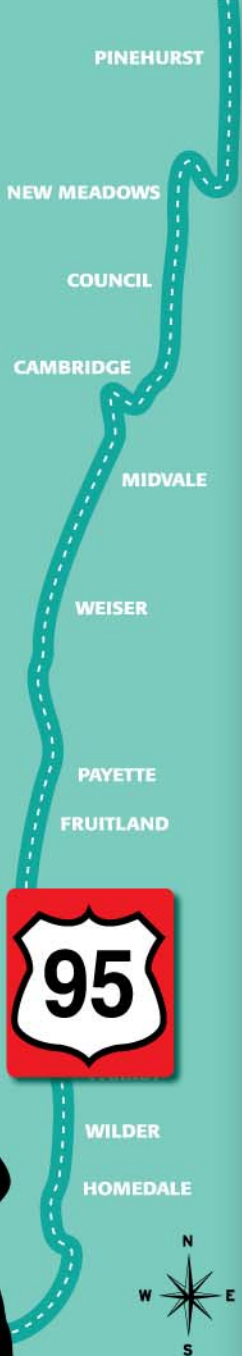
# ***WESTERN CANYON & OWYHEE COUNTIES***

## **U.S. 95 Corridor Study**



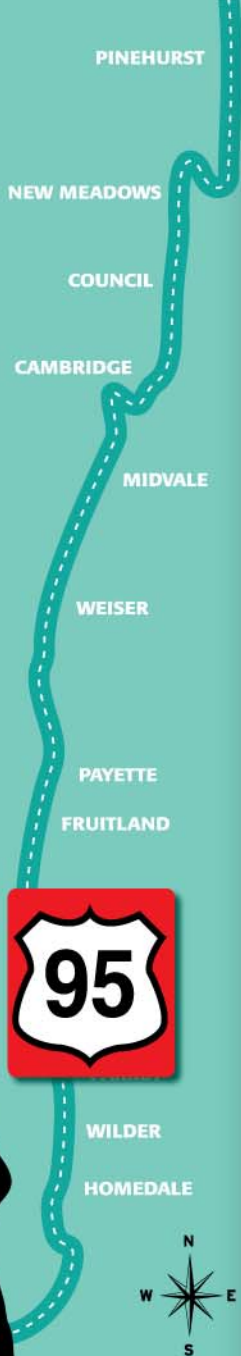
## Why are we here tonight?

- 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.



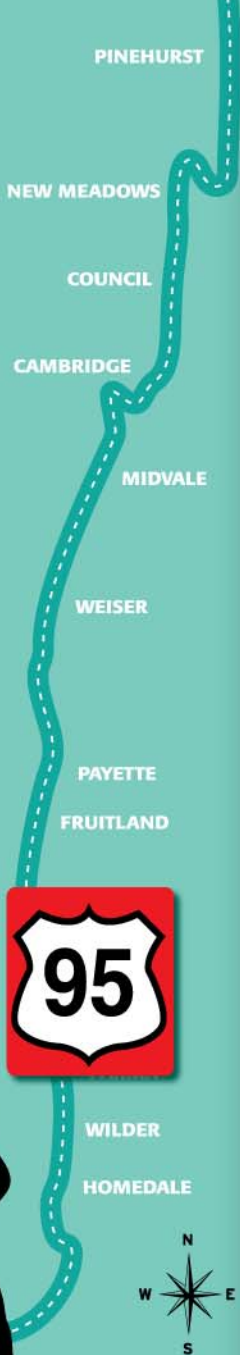
## What is a corridor plan?

- A long-range (20-year) plan. Our “horizon year” is 2030.
- A master plan that focuses on the problem areas on highway with the aim of identifying a potential program of solutions and policies to improve **safety and functionality**.



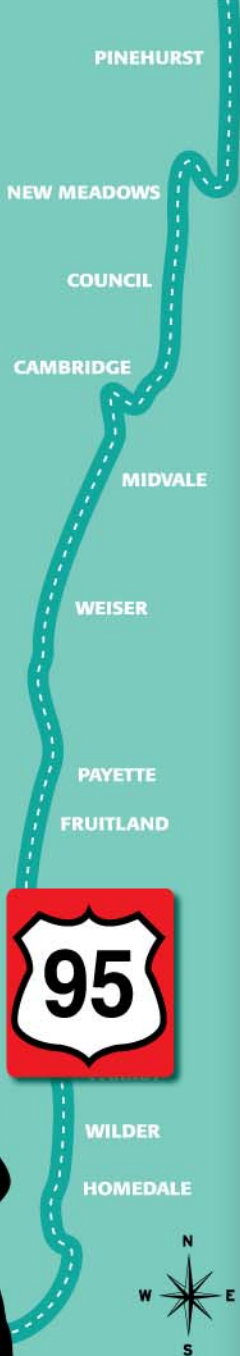
## **Focus of our planning effort**

- Study will include applicable analysis from recently adopted Homedale Master Transportation Plan
- Plan will include results of truck survey conducted by COMPASS



## ITD's Primary Objectives

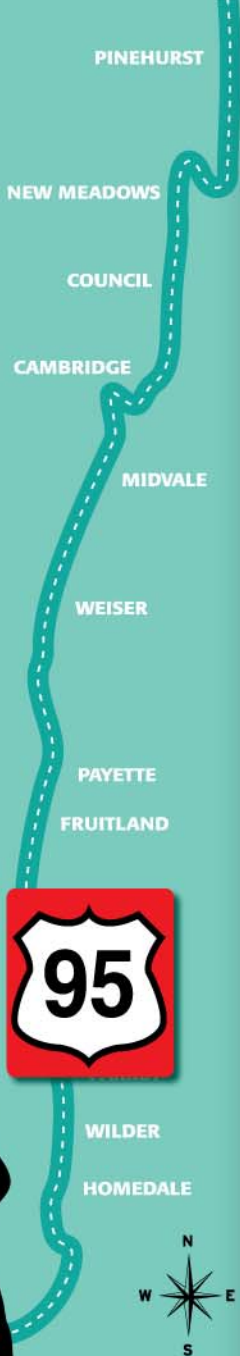
- Maintain a functional highway – high-speed links from point to point within Idaho.
- Improve safety – remove unsafe features or add features that will improve the safety and functionality of U.S. 95.



## *Western Canyon & Owyhee counties U.S. 95 Corridor Study*

# Related Transportation Planning

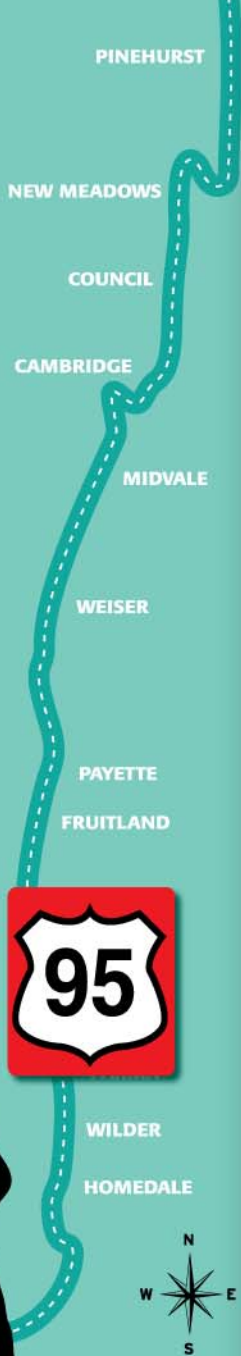
- ITD's five year Capital Investment Plan for Intermodal Transportation - principally funded (over 50%) by the U.S. Department of Transportation
- Current DRAFT **STIP** includes the following Highway projects:
  - U.S. 95, Wilder SCL to Parma SCL - \$2.3 million
  - **TOTAL CANYON COUNTY: \$217.9 million**
  - U.S. 95 DEV, JCT ID 55 to Homedale SCL - \$2.8 million
  - U.S. 95 DEV, Oregon Line to MP 16 - \$5.5 million
  - **TOTAL OWYHEE COUNTY: \$29.3 million**
- **TOTAL U.S. 95 \$10.5 million**



## Related Transportation Programming

### Idaho Horizons

- Corridor and project planning – not funded; feeds investment plans into the **STIP** including the following **Owyhee County** projects:
  - JCT Idaho 55 to Homedale SCL, reconstruct/realignment: \$20.0 - \$50.0 million
  - U.S. 95 Snake River Bridge approaches: <\$10 million
  - Idaho 51 Milepost 72 – Milepost 75 minor widening /resurfacing: <\$10 million
  - JCT Idaho 45 at Idaho 78 Walters Ferry Intersection improvement: <\$10 million
- **TOTAL HORIZONS (Owyhee County only):**  
**\$10 - \$90 million**

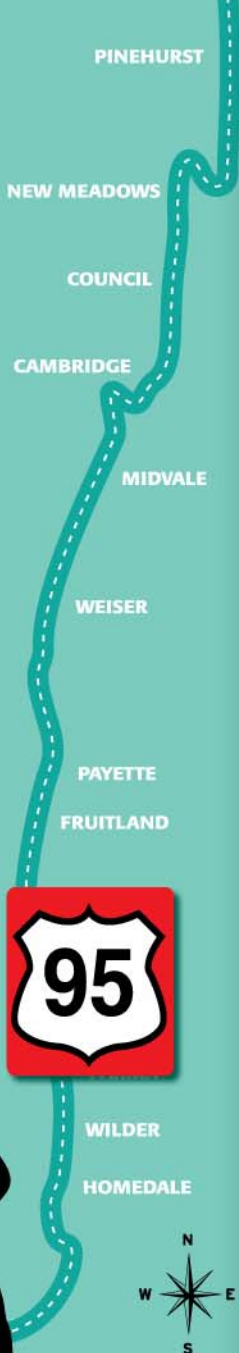


## Western Canyon & Owyhee counties U.S. 95 Corridor Study

# Related Transportation Programming

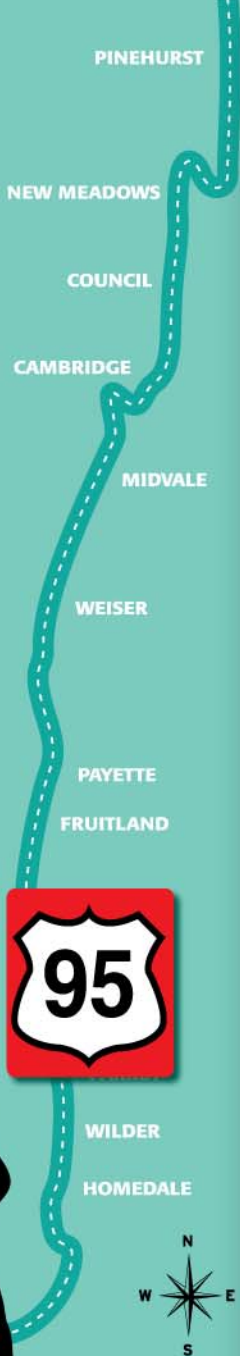
## Idaho Horizons

- Corridor and project planning – not funded; feeds investment plans into the **STIP** including the following **Canyon County** projects:
  - Nampa Blvd to Franklin Rd Interchange major widening: \$20 - \$50 million
  - Franklin Rd to Ustick Rd major widening: \$20 - \$50 million
  - Karcher Rd to Nampa Blvd major widening: \$10 - \$20 million
  - Middleton Rd to Karcher Rd major widening: \$10 - \$20 million
  - Ustick to Middleton Rd major widening: \$10 - \$20 million
  - Franklin Interchange improvements at Nampa: < \$10 million
- **TOTAL HORIZONS (Canyon County only):**  
**\$10 - \$170 million**



## ITD's and NATION's FUNDING Dilemma – 'A Perfect Storm':

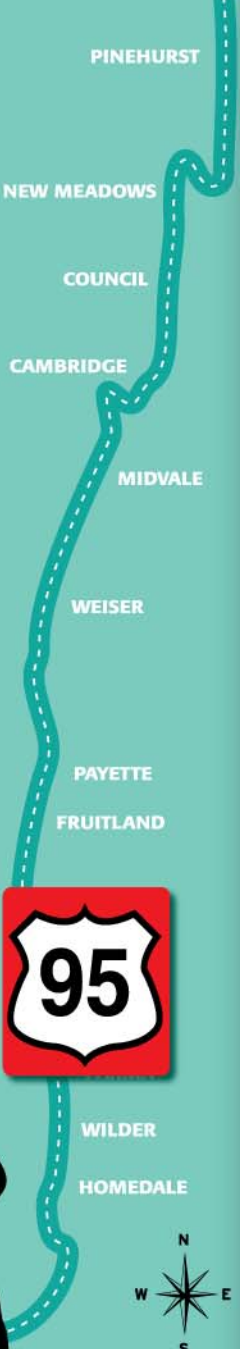
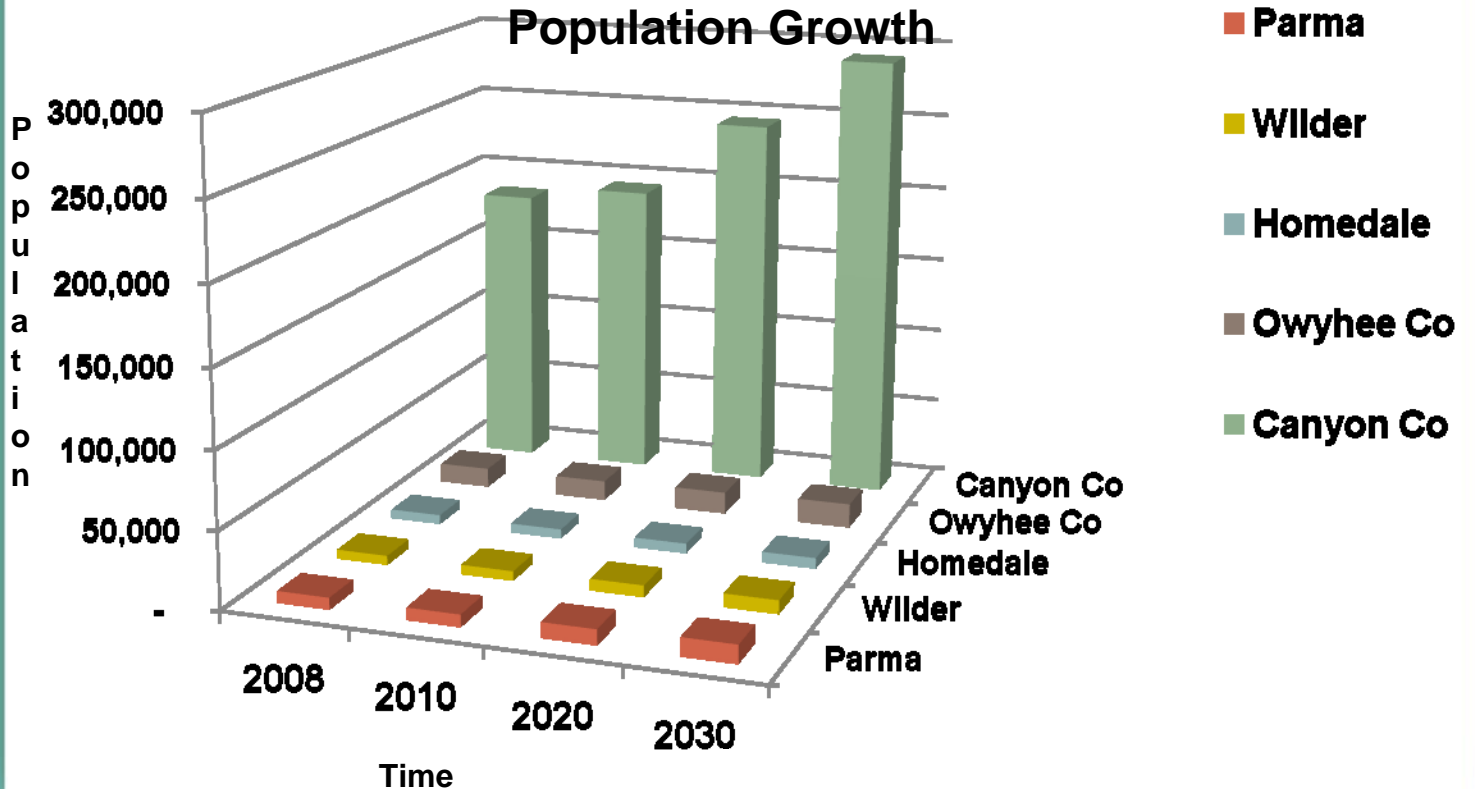
- **Static gas tax base (over 90% of ITD funding)**
- **Improving national fleet fuel economy**
- **Rapidly escalating construction costs**
- **Dramatic increase in the price of oil**

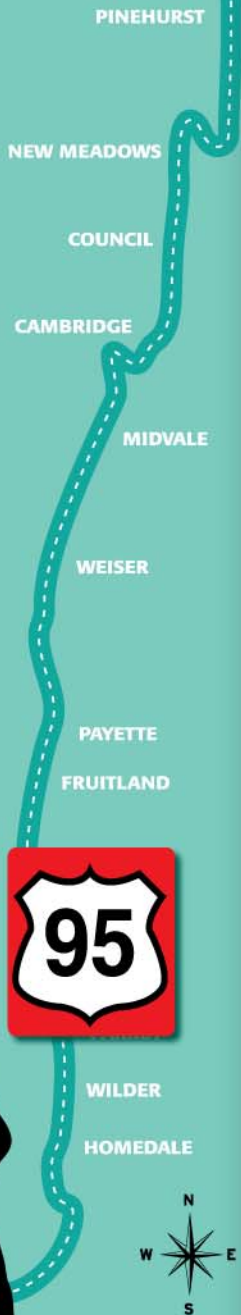


# What we know

## Population: Rate of growth

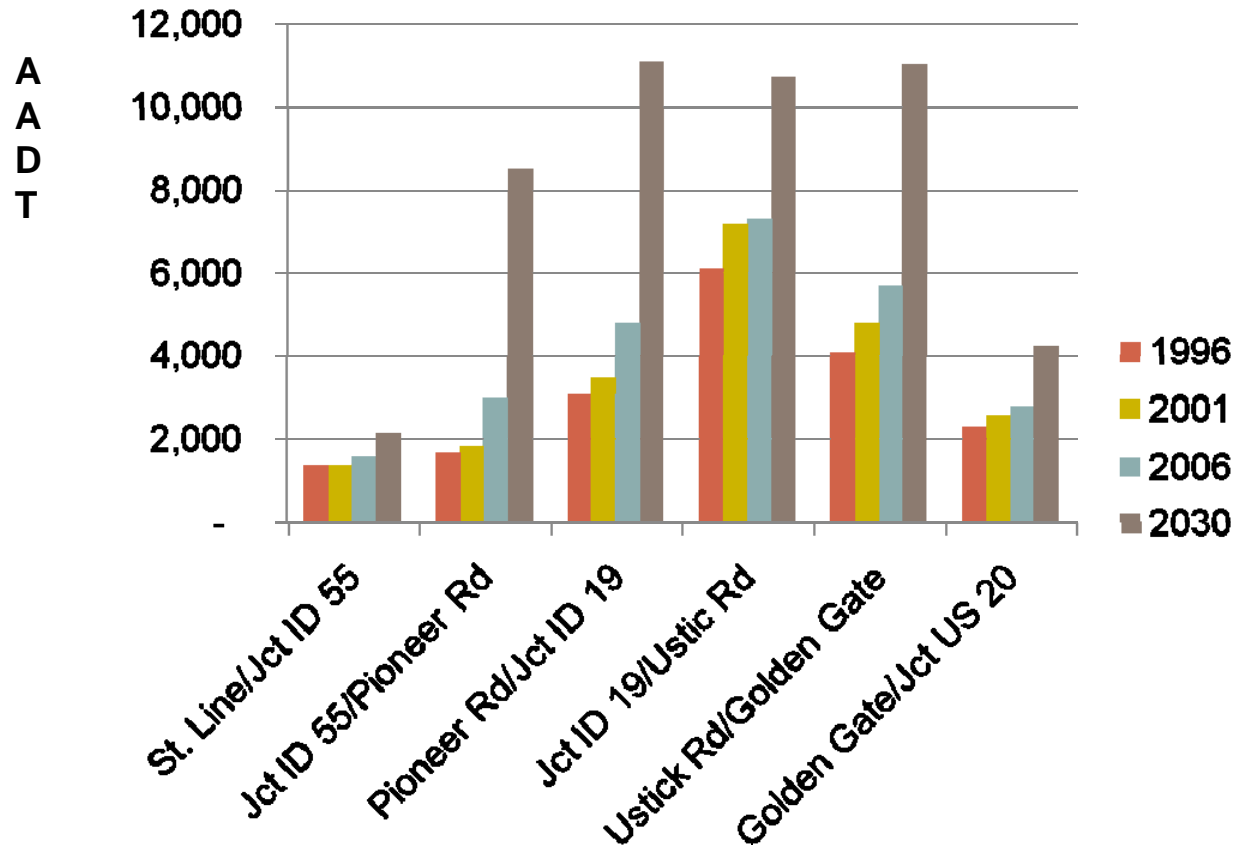
- Wilder – 2.6%
- Parma – 2.6%
- Homedale - 1.0%
- Canyon Co. – 2.2%
- Owyhee Co. – 1.2%





# What we know

3.77% Annual Average Daily Traffic (AADT) growth



U.S. 95 highway segments

## Western Canyon & Owyhee counties U.S. 95 Corridor Study

# Projected growth in transportation demand

<u>Segment</u>	<u>2006 AADT</u>	<u>2030 AADT</u>	<u>Rate of growth</u>
City of Parma	6,000	6,497	0.3%
Parma to Wilder	2,800	4,261	2.2%
City of Wilder	5,700	11,038	3.9%
Wilder to Homedale	7,300	11,117	2.2%
City of Homedale	4,800	10,747	5.48%
Homedale to Oregon State line	3,000	8,506	7.65%
<b>Average segment growth</b>	4,933	8,994	<b><u>3.43%</u></b>

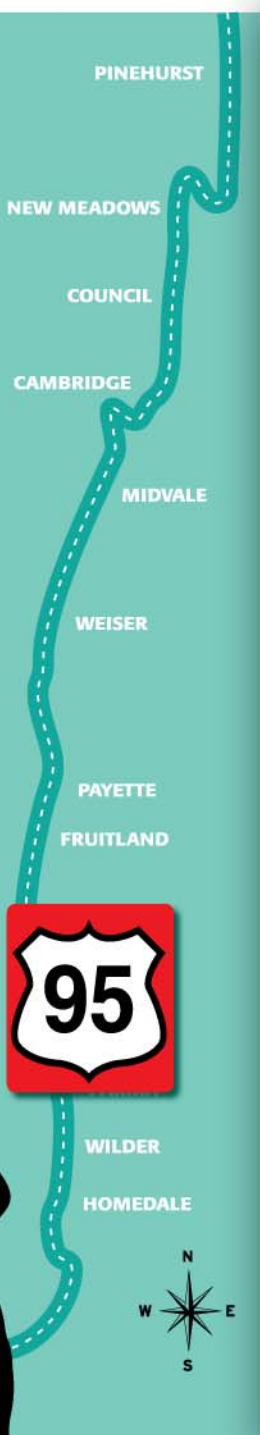


*AADT=annual average daily traffic*

## *Western Canyon & Owyhee counties U.S. 95 Corridor Study*

# 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.
- Study access issues within city limits as they relate to critical intersections.



**Intersections with 5 or more crashes:**

**□ U.S. 95 at Fern Lane**

- 7 crashes
- Accident rate = 1.45 compared to base rate of 1.14

**□ U.S. 95 at Upper Pleasant Ridge Rd**

- 9 crashes
- Accident rate = 1.01 compared to base rate of 1.09

**□ U.S. 95 at Garnet Rd. (Homedale Rd)**

- 5 Crashes
- Accident rate = 1.17 compared to base rate of 1.14

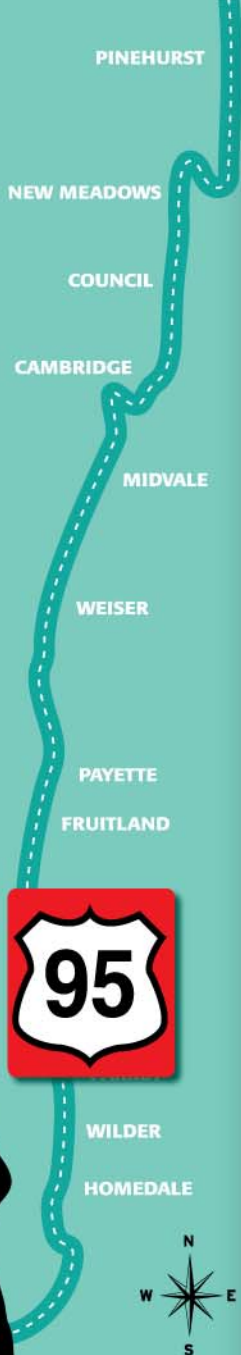
**□ U.S. 95 at Market (S. of Homedale)**

- 5 Crashes
- Accident rate = .085 compared to base rate of 1.86

**□ JCT U.S. 95 at Idaho 55**

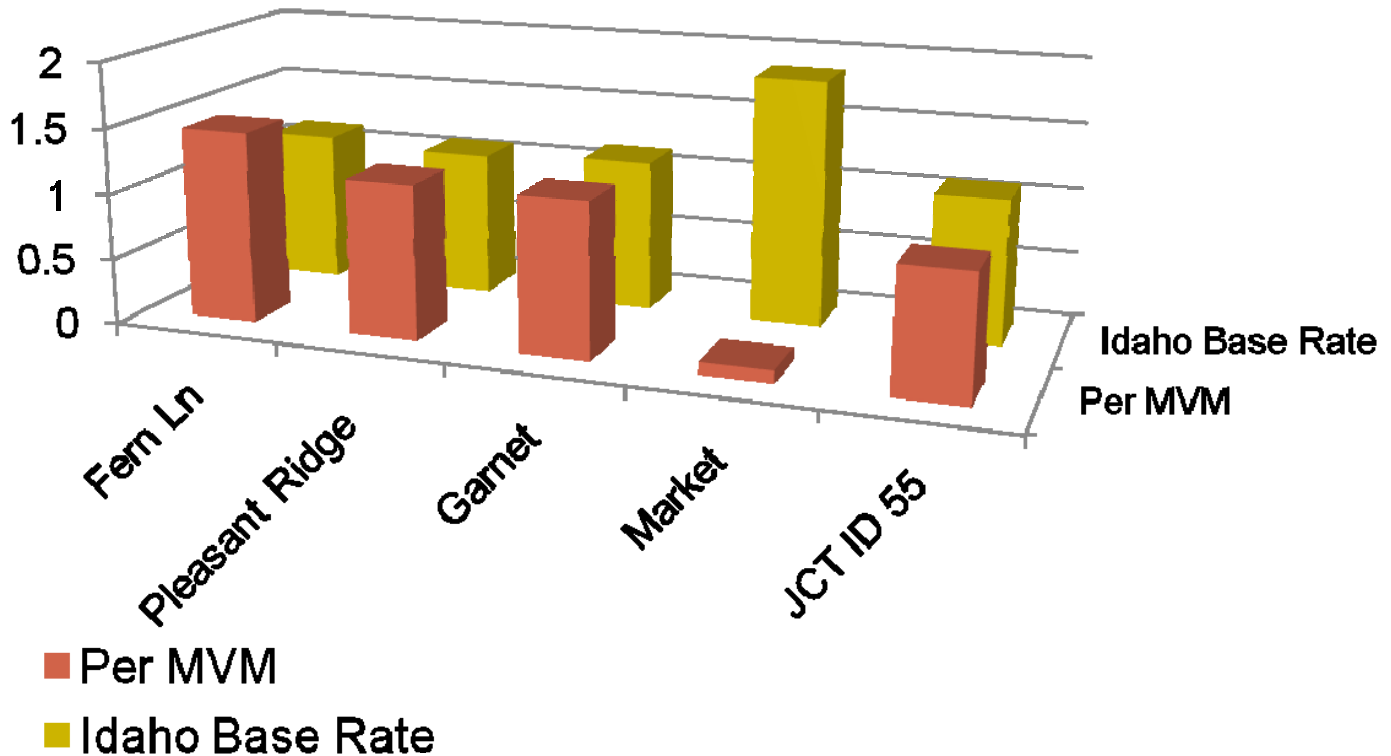
- 5 Crashes
- Accident rate = 0.93 compared to base rate of 1.09

**Base Rate:** *the statewide accident rate for two-lane highways with similar widths and traffic volumes.*

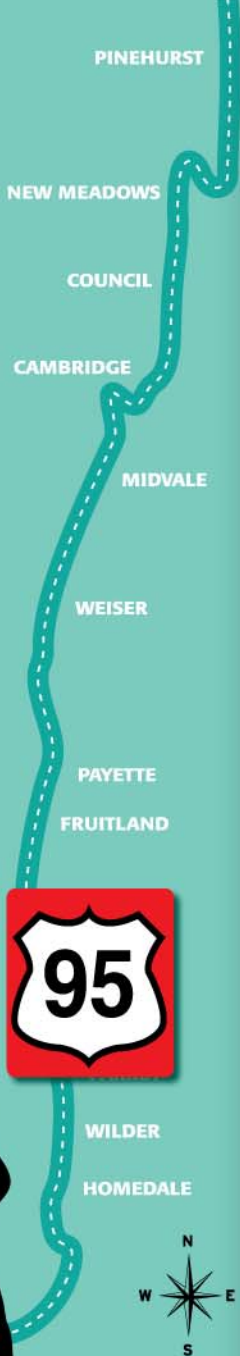


## Western Canyon & Owyhee counties U.S. 95 Corridor Study

# Graphic comparison of accident rates to Idaho state base rate



**Base Rate:** *the statewide accident rate for two-lane highways with similar widths and traffic volumes.*

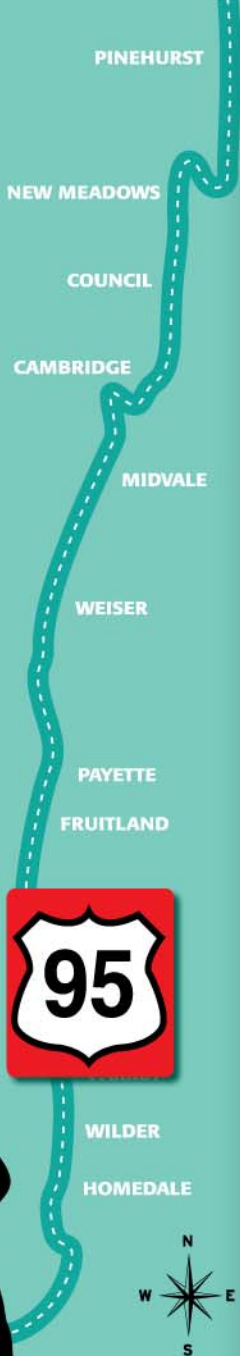


## *Western Canyon & Owyhee counties U.S. 95 Corridor Study*

# Truck Traffic at Snake River Bridge\*

- 13.4% commercial vehicles
- 86.5% non-commercial vehicles
- Total vehicle count = 5,799
  - 2,905 – inbound to Treasure Valley (389 Commercial)
  - 2,894 – outbound from the Treasure Valley (388 commercial)
  - 198 thru trips (77 commercial)

\* Courtesy COMPASS Treasure Valley Truck Study



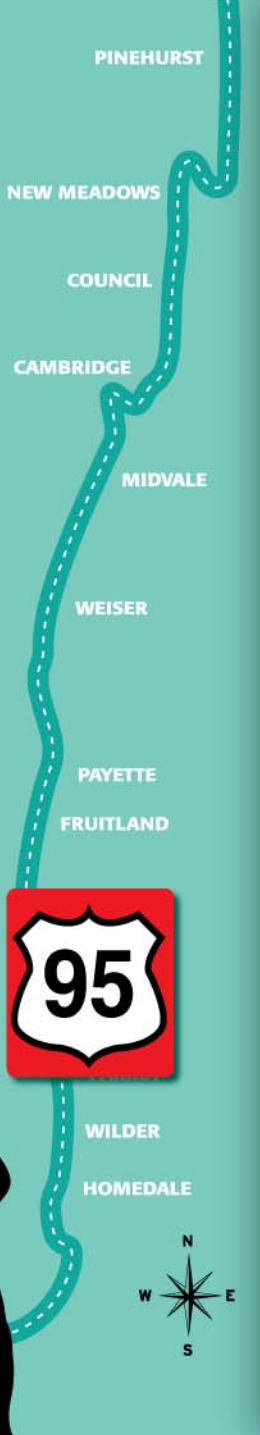
## *Western Canyon & Owyhee counties U.S. 95 Corridor Study*

### Speed

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

### Roadway Capacity

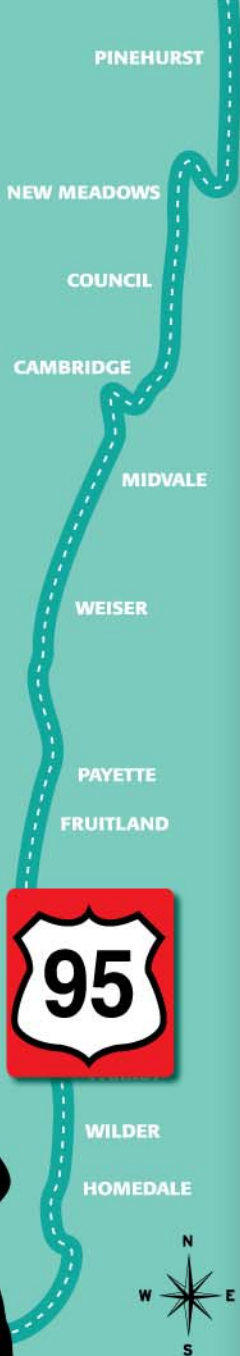
- For most segments (including 3-lane and 2-lane sections) we are not exceeding the capacity of the roadway today (when we compare current volumes to existing capacity).



## *Western Canyon & Owyhee counties U.S. 95 Corridor Study*

### **PROBLEMS:**

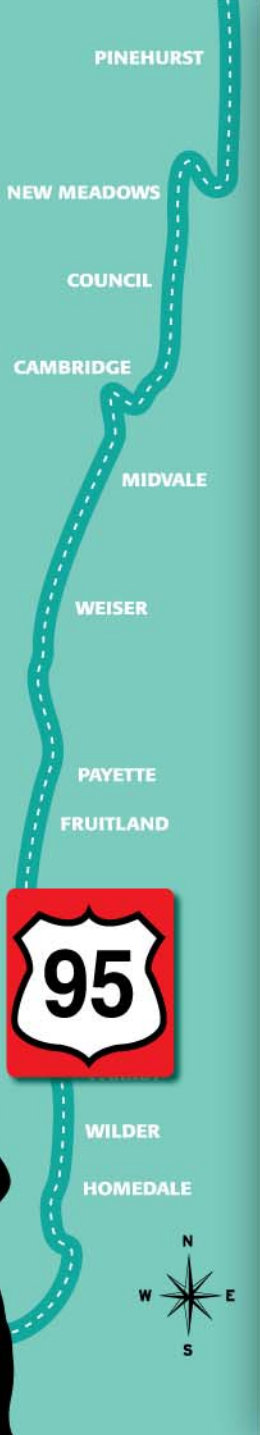
- Right-of-way width including shoulders (south of Homedale)
- Overall condition from ION to Homedale SCL
- Lack of acceleration/deceleration/left turn pockets south of Weiser
- Pedestrian safety at Wilder, Homedale and Parma
- Development pressure on alternate routes at Homedale
- Too many access points at Parma
- Bottlenecks at Parma
- Development pressure at both ends of commercial district at Parma
- Improve traffic control/functionality of JCT Idaho 19 and U.S. 95 at Wilder
- Higher speeds through Wilder
- Lack of stable tax base for ITD and local highway authorities



## *Western Canyon & Owyhee counties U.S. 95 Corridor Study*

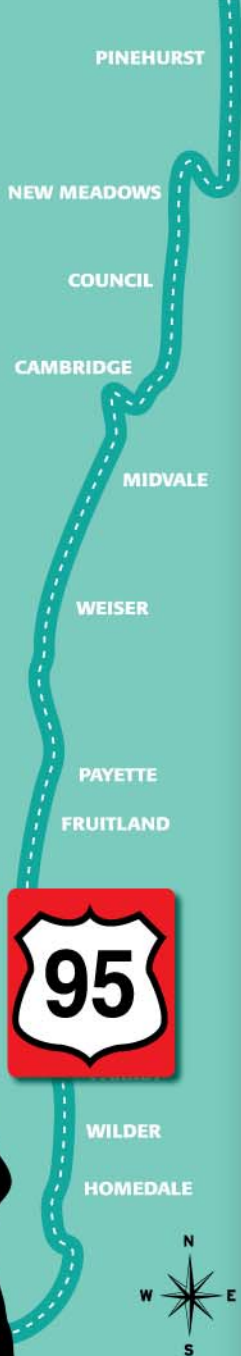
# NEEDS:

- Reduce number of access points per mile in and near urbanized areas
- Turning lanes at busy Intersections
- Acceleration/deceleration lanes and passing lanes
- Wider paved shoulders (ION – Homedale)
- Safer intersections on U.S. 95
- Speed limit enforcement
- More reliable tax base for ITD



## **Workshop questions** (be specific)

- Identify any specific concerns about the issues or planning process.
- What are the problems presented by the existing highway and its operation?
- What are the needed improvements?
- What priorities do you see for those improvements?



# Thank you for attending

- ITD appreciates your comments and will consider them in the draft corridor planning.
- Watch for a study newsletter.
- Please take time to examine the displays, place post-it notes on the displays and discuss your concerns with the team.

