

# PARMA & CANYON COUNTY

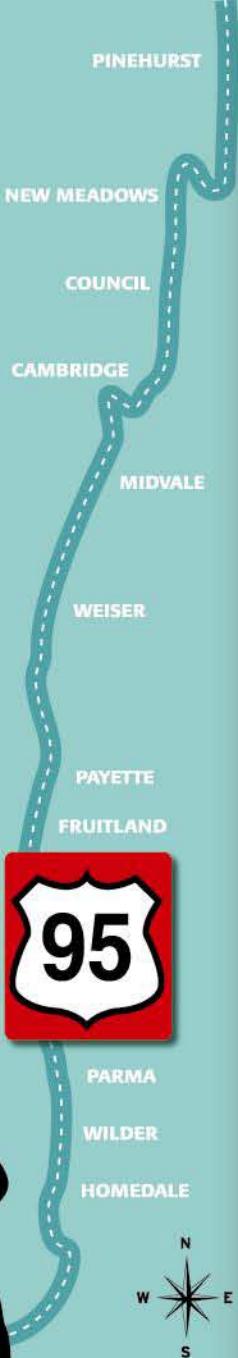
# COUNTY

## U.S. 95 Corridor Study



# Why are we here tonight?

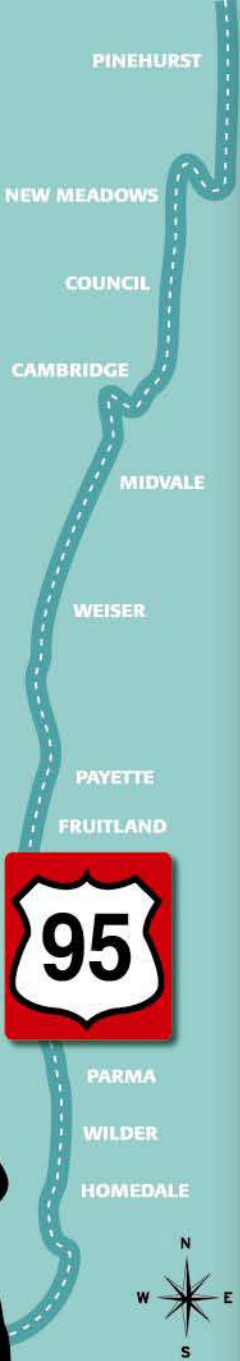
- Talk with you about ***problems, issues and concerns*** regarding U.S. 95 and the importance of working together with Parma / Canyon County to serve the future transportation needs of this region.
- Share with you what we have learned, what policy changes and physical improvements may benefit U.S. 95 and Parma.



# Who is leading this planning work?

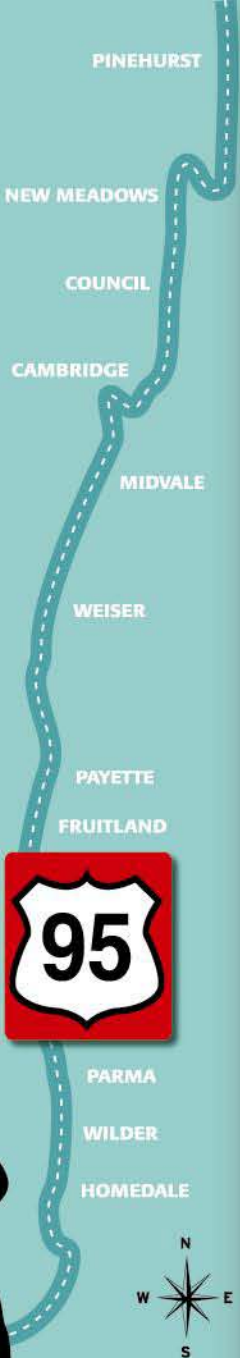
**A consortium of transportation stakeholders...**

- Idaho Transportation Department
- City of Parma
- Canyon County
- Notus / Parma Highway District



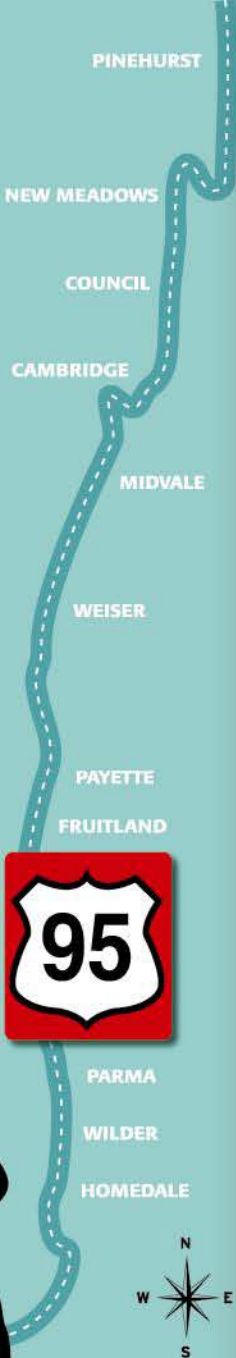
# What are some of the problems, issues and concerns for this segment of U.S. 95?

- *Access Control*
- *Highway, Pedestrian and Bicycle Safety*
- *Transit Demand*
- *“Bottleneck” constraints*



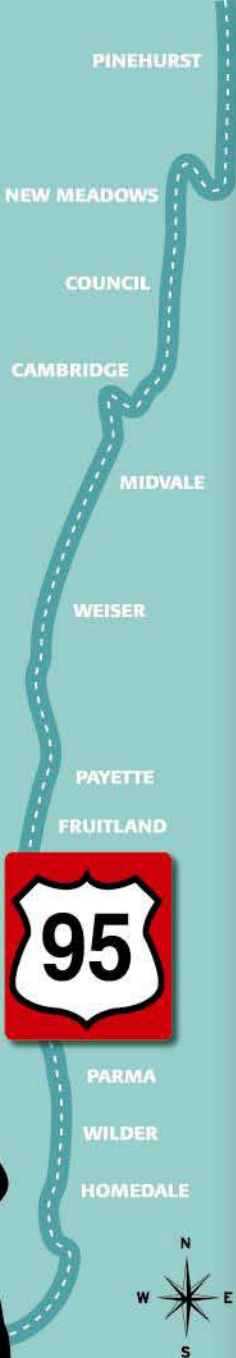
# Meeting Context

- Study began in winter 2008
- Conducted focus group meetings-city government and highway district
- This workshop is designed to gather information from the public.
- Upon plan completion ITD will work with local stakeholders for plan implementation.



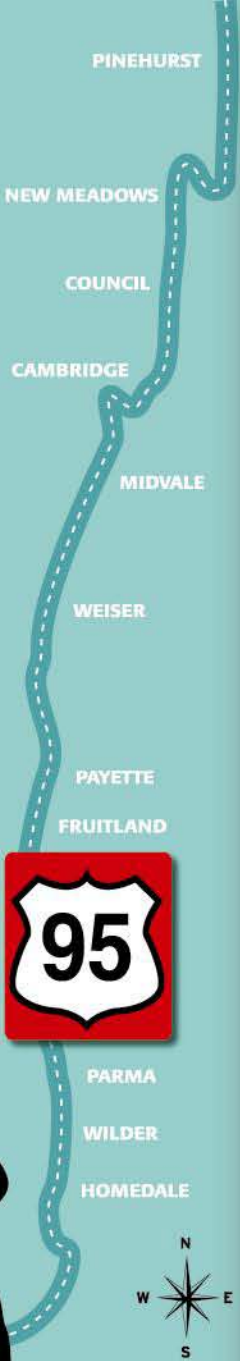
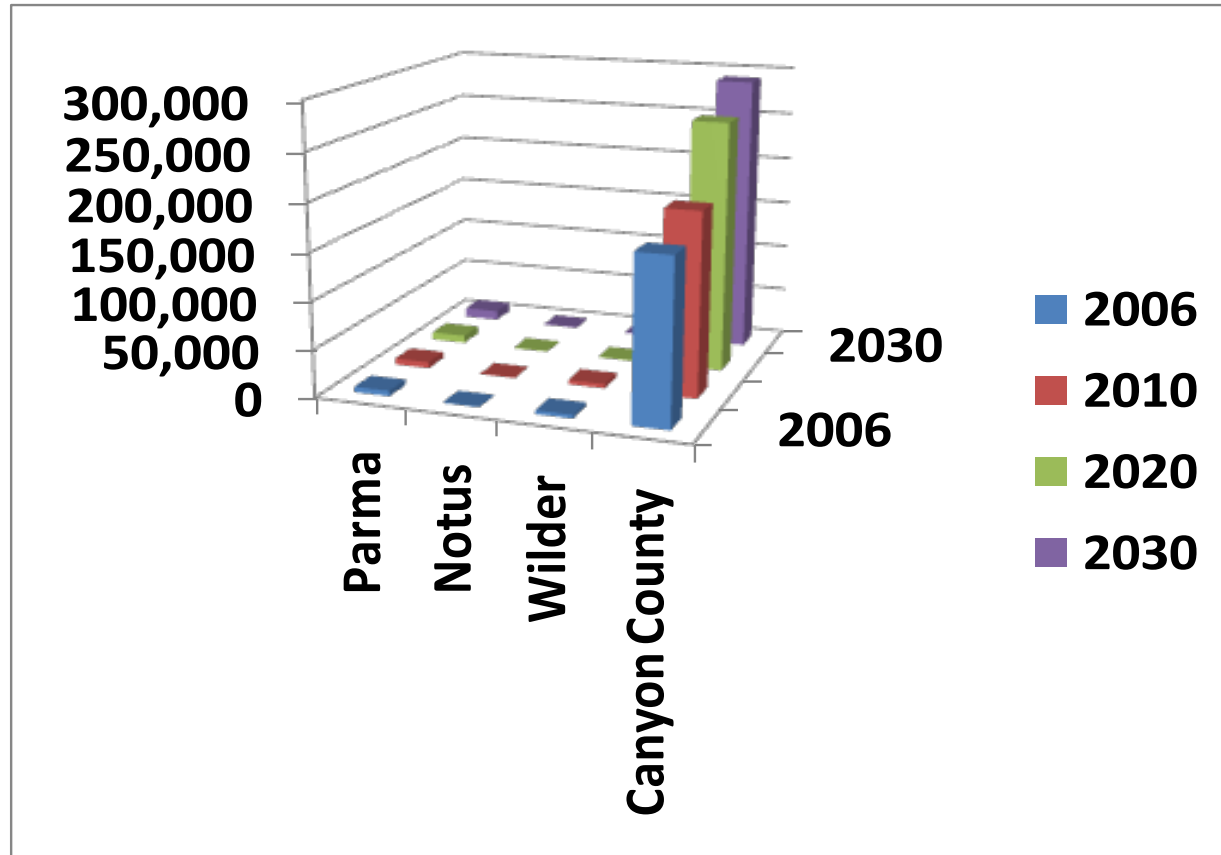
## Related Transportation Planning

- ITD's five year Capital Investment Plan for Intermodal Transportation
- Current Statewide Transportation Improvement Plan (STIP) includes the following highway projects:
  - Pavement Preservation, Wilder N. City Limit to Parma S. City Limit - \$2.29 m
- **TOTAL CANYON CO. FUNDING THROUGH 2013:**  
**\$215.48 M**
- **Represents a 36% decline in funding over previous five year plan**



# Population: Rate of Growth

- Parma – 2.6% (2030 population est.– 10,262)
- Notus – 2.6% (2030 population est.– 747)
- Wilder - 2.6% (2030 population est.– 7,243)
- Canyon County – 2.9% (2030 population est.– 291,288)

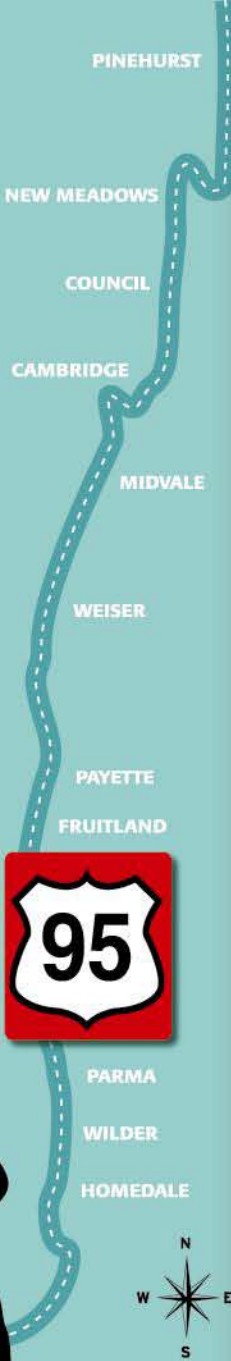


# Forecast Employment Through 2030

- Parma (1,335 by 2030)
- Notus (62 by 2030)
- Wilder (2,051 by 2030)
- Canyon Co. (74,607 by 2030)

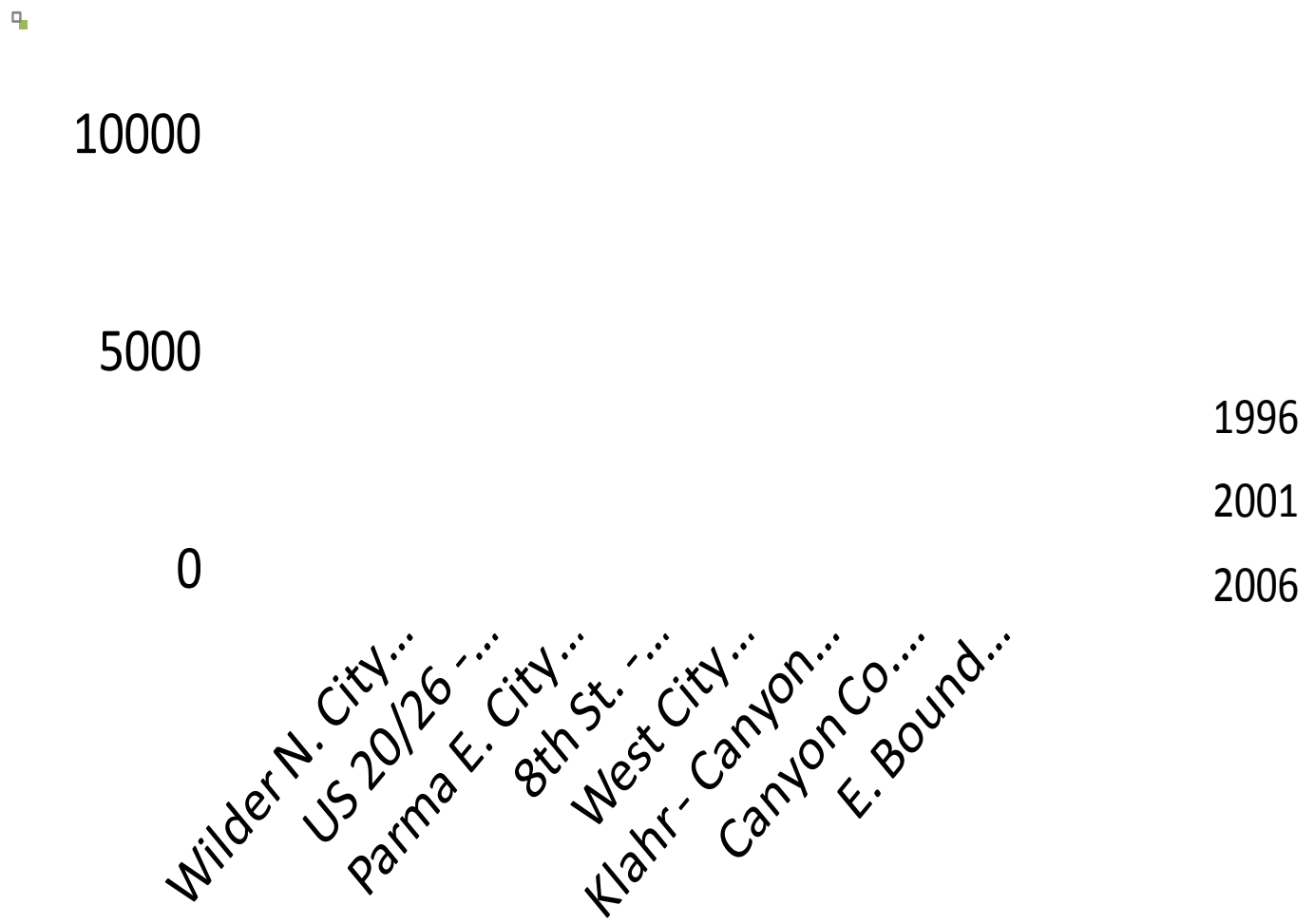
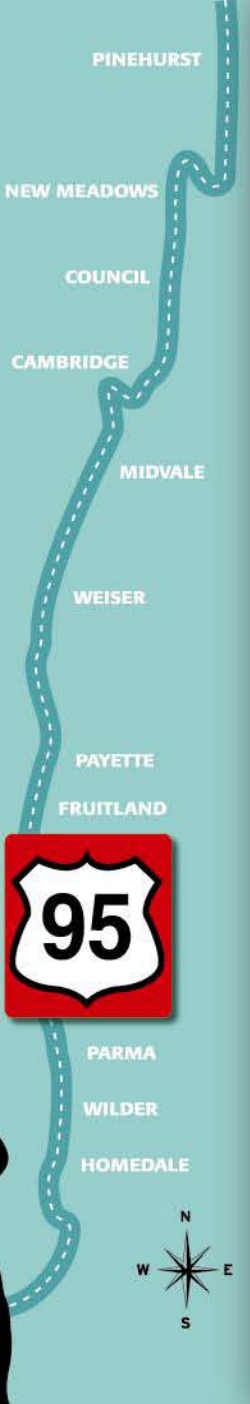
## Forecast Employment X Locale X Yr: 2010 - 2030

AREA	2006	2010	2020	2030
NOTUS	55	60	63	62
PARMA	655	770	1,054	1,335
WILDER	770	947	1,448	2,051
CANYON COUNTY	46,299	51,223	63,617	74,607



# Historic Rates of Growth:

## 2.13% Annual Average Daily Traffic (AADT)

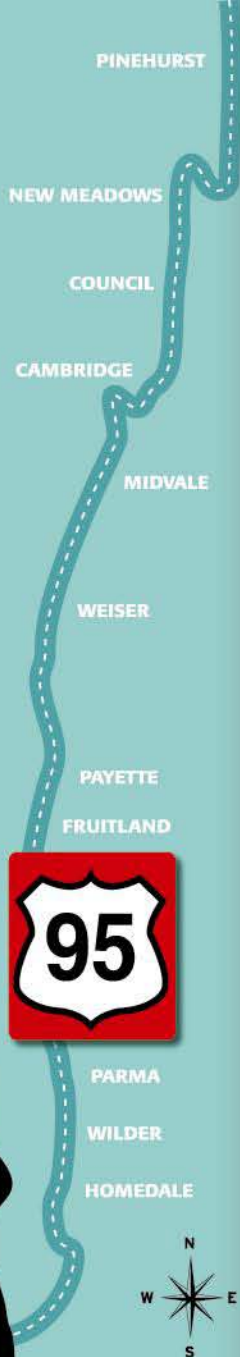


# Projected Rates of Traffic Demand

## Growth: 6.83% Annual Daily Traffic (ADT)

CL=City Limits      AADT = Annual Average Daily Traffic

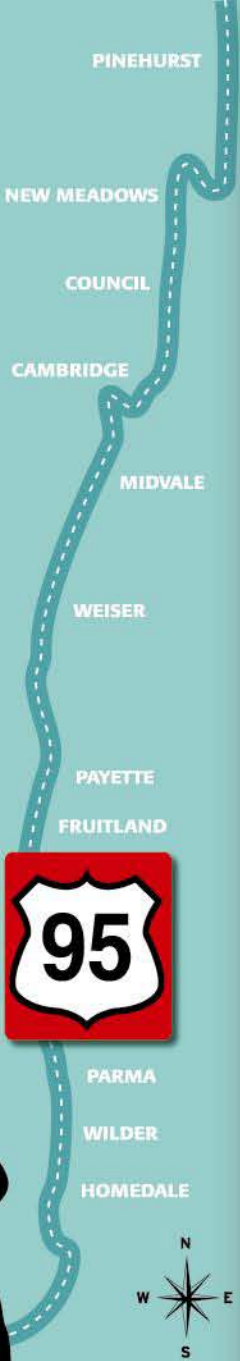
<u>Segment</u>	<u>2008 AADT*</u>	<u>2030 AADT*</u>	<u>Rate of Growth</u>
ID 19 – Wilder N. CL	4,100	8,815	3.95%
Wilder N. CL – US 20/26 Jct	2,600	5,590	3.4%
US 20/26 Jct – Parma E. CL	6,600	19,780	2.2%
Parma E. CL – 8 <sup>th</sup> Street	6,500	23,440	1.7%
8 <sup>th</sup> St. – Parma W. CL	6,500	23,440	1.7%
Parma W. CL – Klahr	4,800	10,110	4.1%
Klahr – Canyon Co. Line	4,400	4,840	0.45%
Canyon County Line – I-84 E. Bound Ramps	3,700	4,840	0.45%
I-84 E. Bound Ramps – US 30	7,500	16,125	3.95%



# Crash Data : 72% IS\* Crash Rate

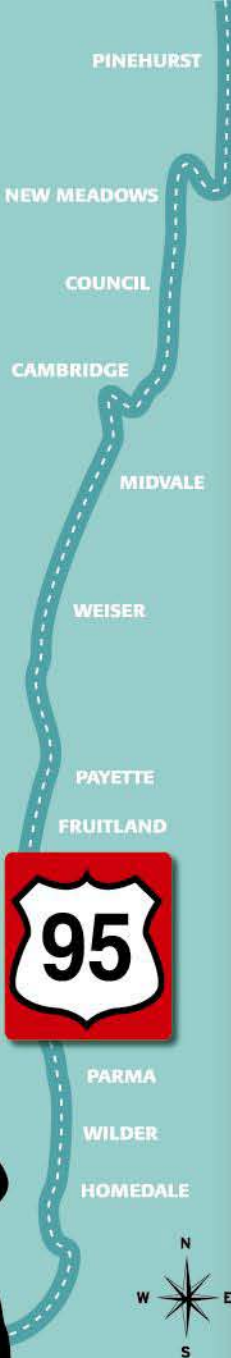
\*IS = Intersection

Segment	<u># Crashes</u>	<u># Intersections</u>	<u>% IS Crashes X Segment</u>
ID 19 – Wilder N. CL	15	9	60%
Wilder N. CL – US 20/26 Jct	43	20	47%
US 20/26 Jct – Parma E. CL	10	4	40%
Parma E. CL – Main	7	5	71%
8 <sup>th</sup> St. – Parma W. CL	14	12	86%
Parma W. CL – Klahr	2	2	100%
Klahr – Canyon Co. Line	31	15	48%
Canyon County Line – I-84 E. Bound Ramps	49	25	51%
I-84 E. Bound Ramps – US 30	6	6	100%



# What we know about the study area...

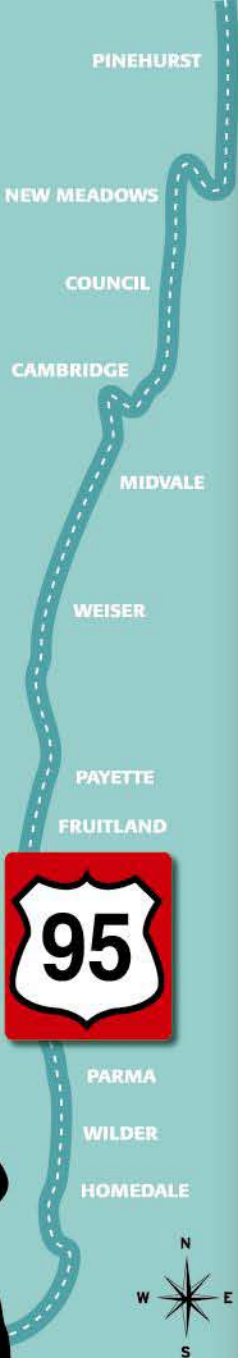
- In the urbanizing areas of Wilder and Parma
- *Wilder has about 46.3 access points per mile inside the city limits.*
- *Parma city limits & impact area has approximately 32.3 access points per mile.*



## What we know

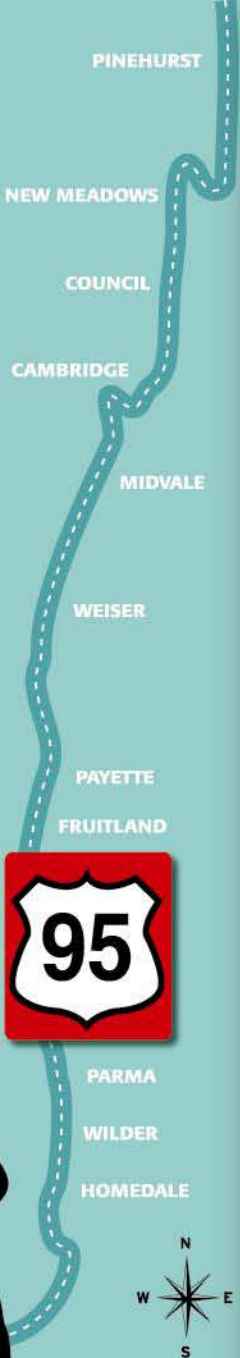
# Nationwide 7 Statewide Studies indicate...

- An increase of 10 – 20 access points per mile on major arterials increases crash rate by 30%.
- Idaho Statewide data indicate that 37% of all crashes occur at intersections, driveways and alleys.
- Well managed arterials have 40% - 50% fewer crashes.



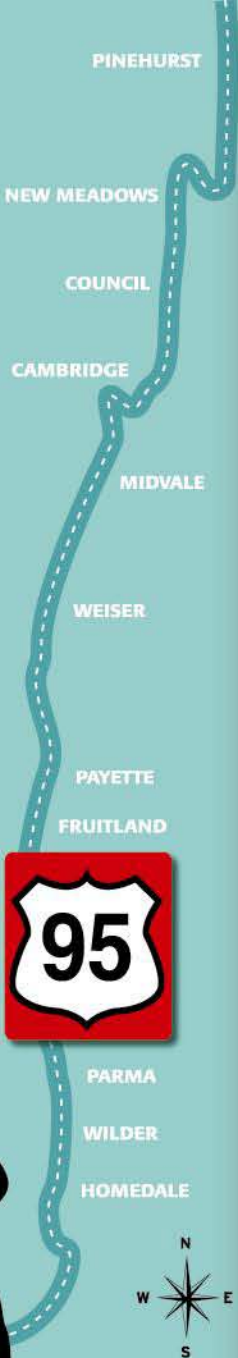
## Why is Access Management Important Parma and Canyon County?

- Maintain a functional highway – efficiently move traffic to and through your communities.
- Improve safety.
- Safe and functional surface transportation translates into one more reason why the Parma / Canyon County area are and should continue to be a good place to live and do business.
- Planning helps to balance public and private interest.

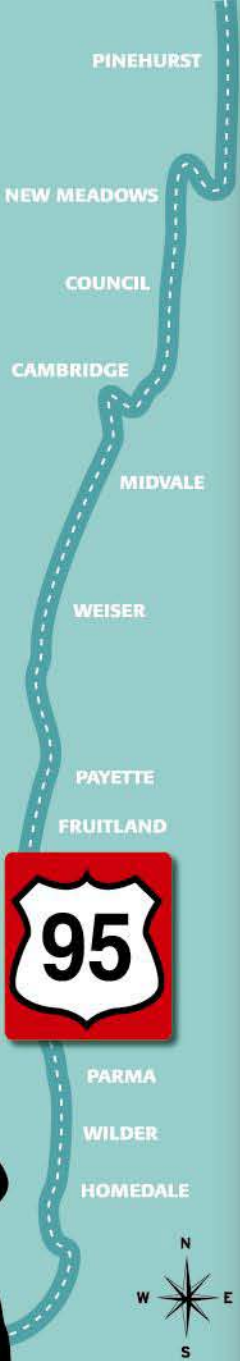


# Why is Access Management Important to ITD?

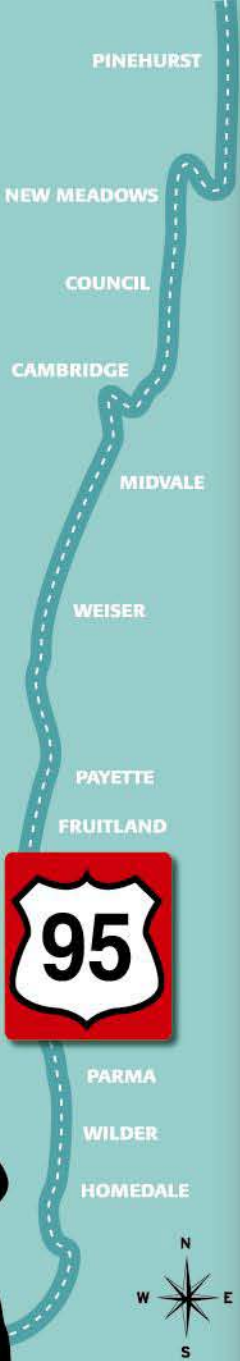
- ***Our Mission: Your mobility.***
- To maintain a functional high speed linkages from Parma / Canyon County to other places within Idaho.
- To improve safety – remove unsafe features or add features which will improve both safety and functionality of U.S. 95.
- Both of these can be more affordable with careful access management.



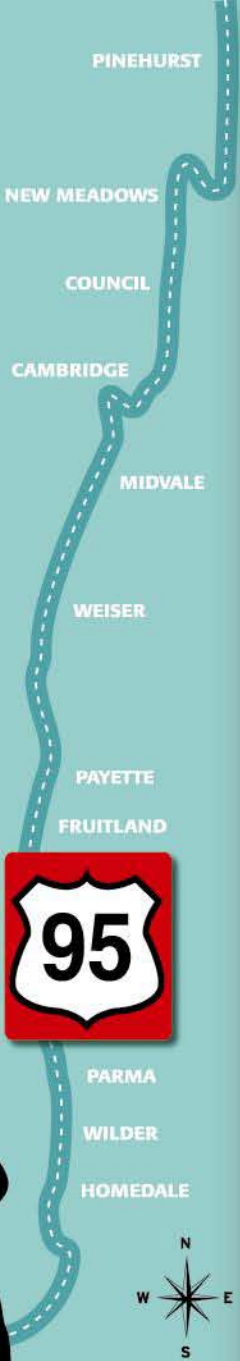
# What issues confront pedestrians and cyclists at key intersections



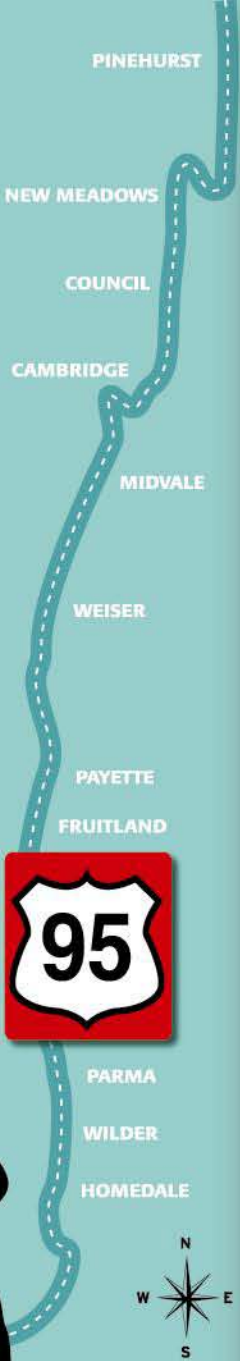
# What issues confront pedestrians and cyclists at key intersections



# What issues confront pedestrians and cyclists at key intersections



# Lots of driveways and local road intersections

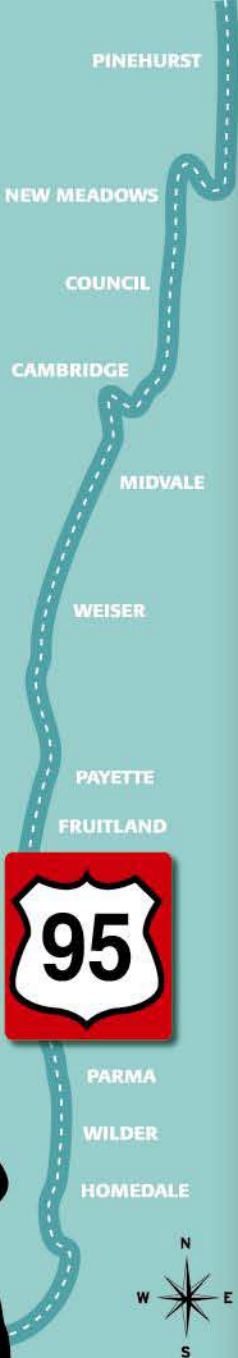


## Speed Concerns

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

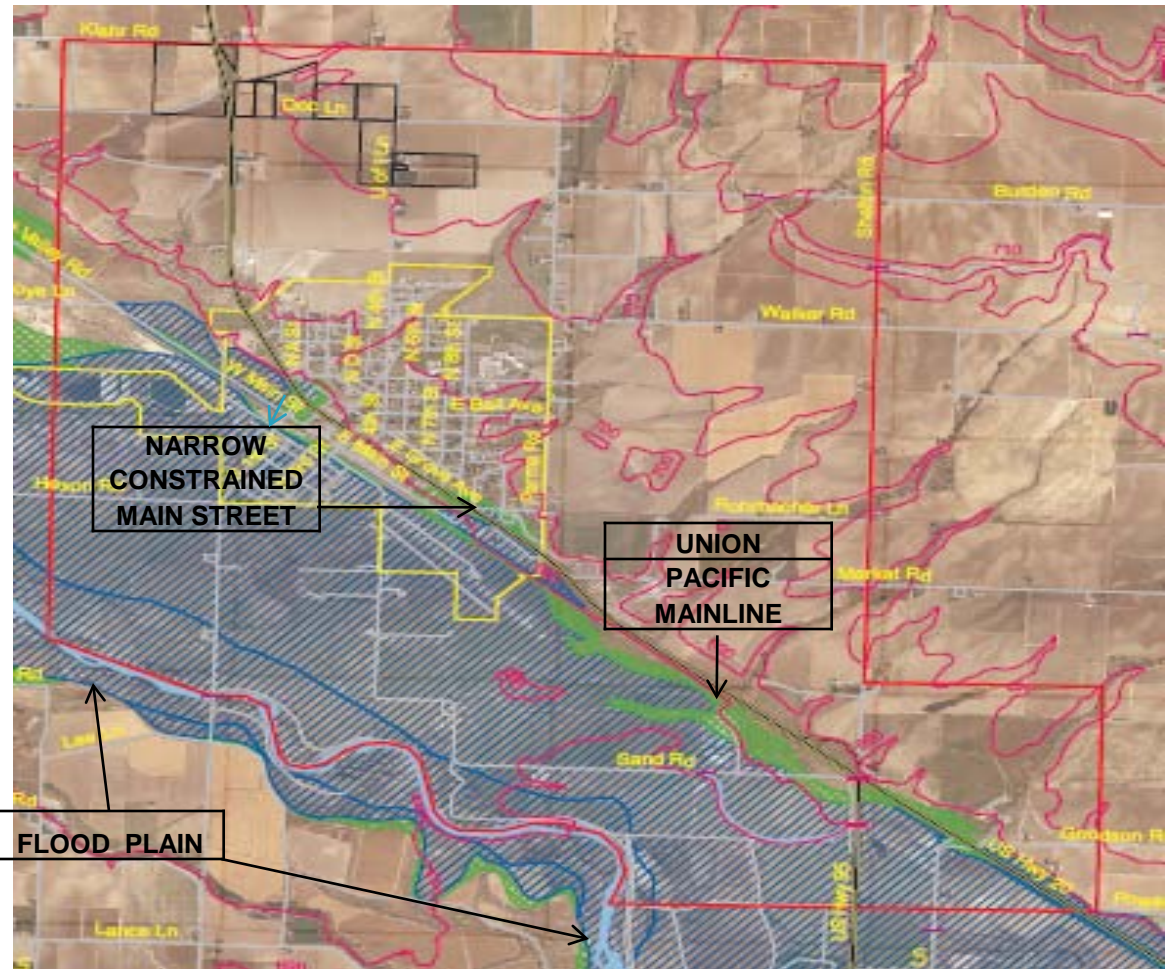
## Roadway Capacity

- For most segments (including three and two lane sections) we are well under capacity of the roadway today (when we compare current volumes to existing capacity) **but will experience serious decline in level of service after 15 years.**



# What do we mean by “bottlenecks”

- ***“Bottlenecks” are constraints on functional mobility...***

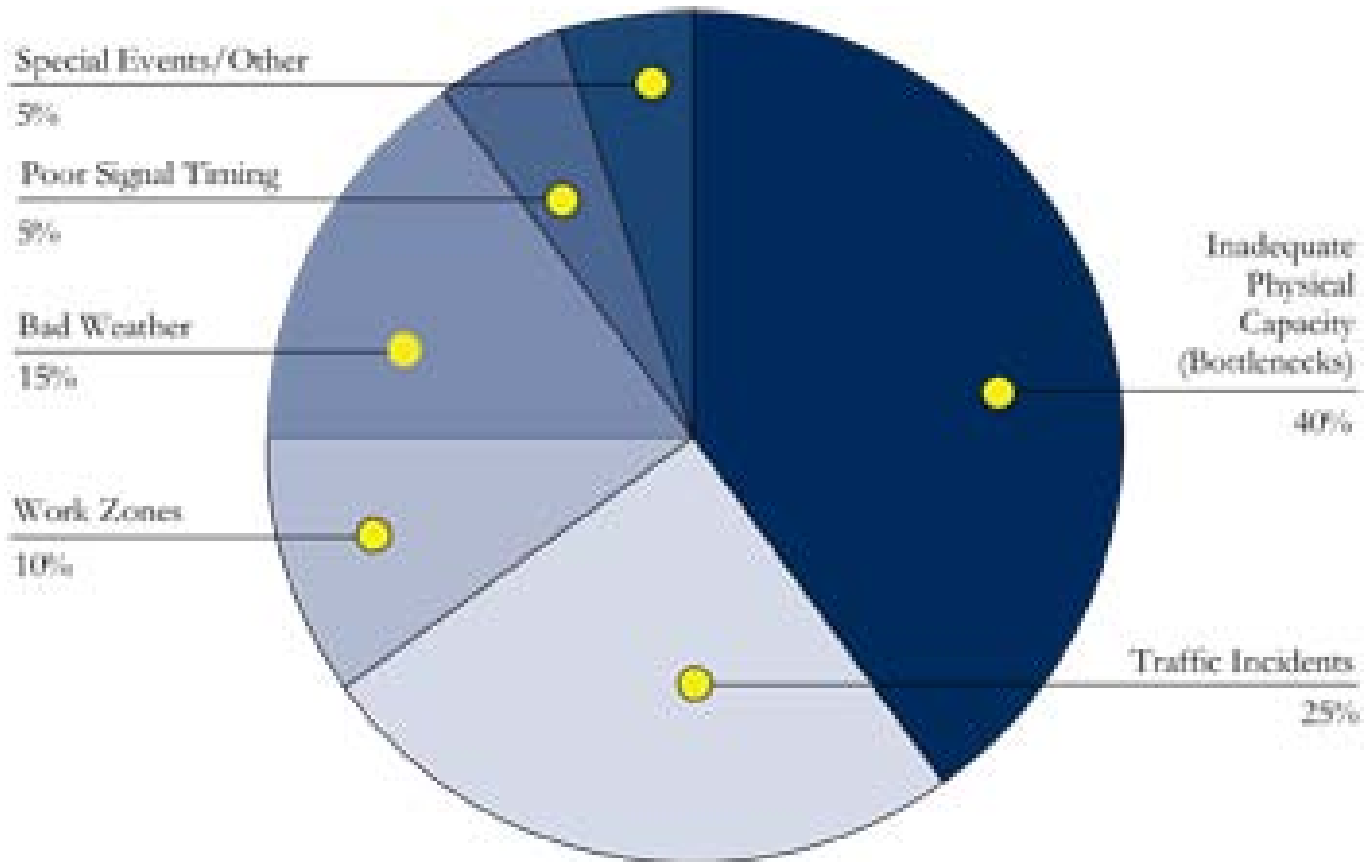
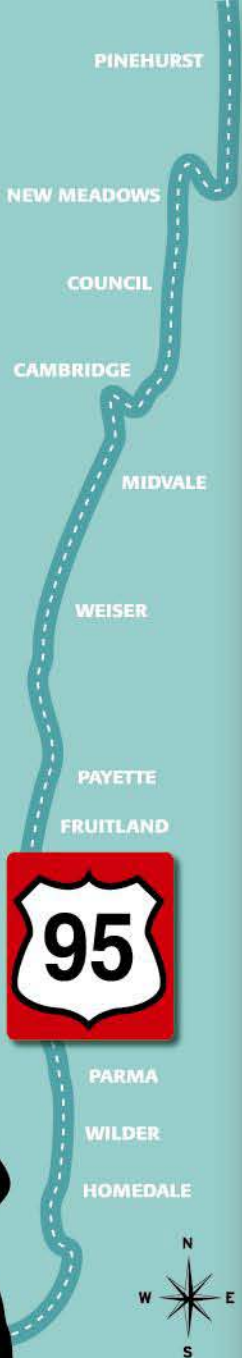


PINEHURST  
NEW MEADOWS  
COUNCIL  
CAMBRIDGE  
MIDVALE  
WEISER  
PAYETTE  
FRUITLAND  
PARMA  
WILDER  
HOMEDALE



## Parma / Canyon County U.S. 95 Corridor Study

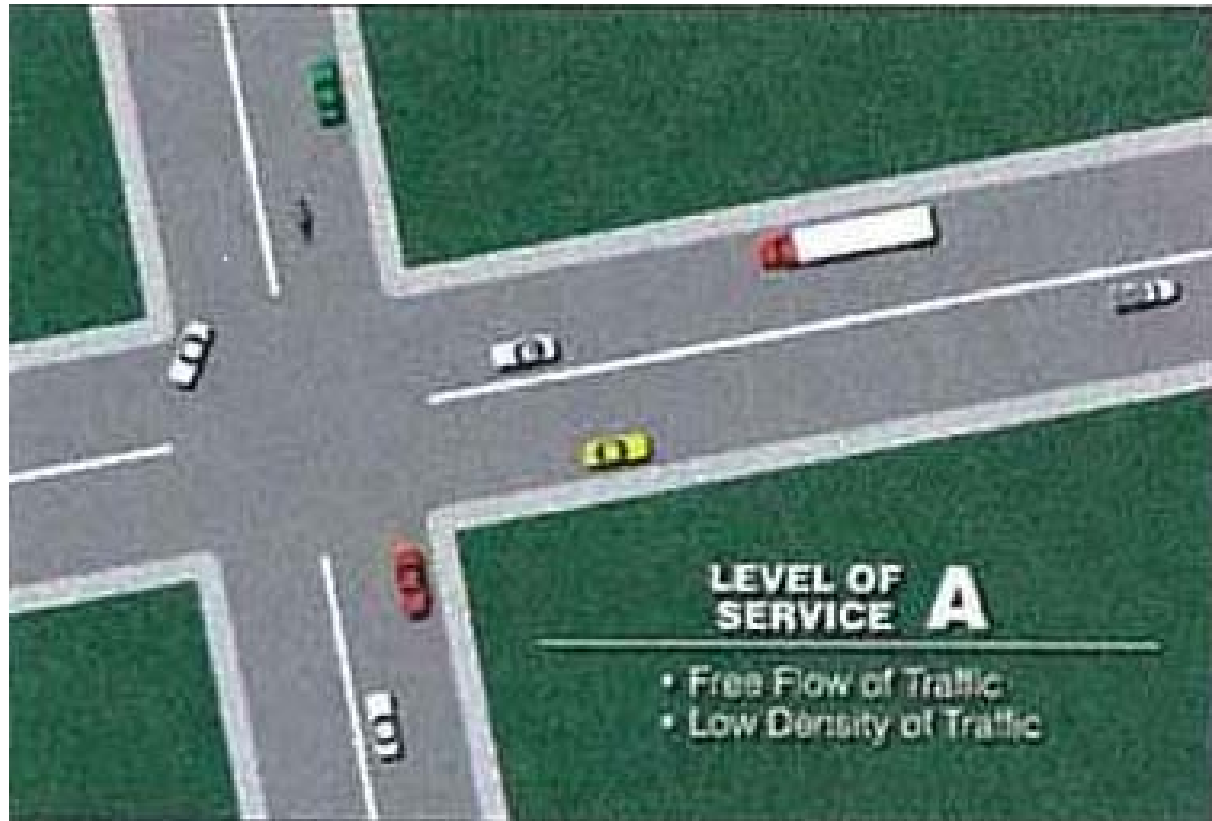
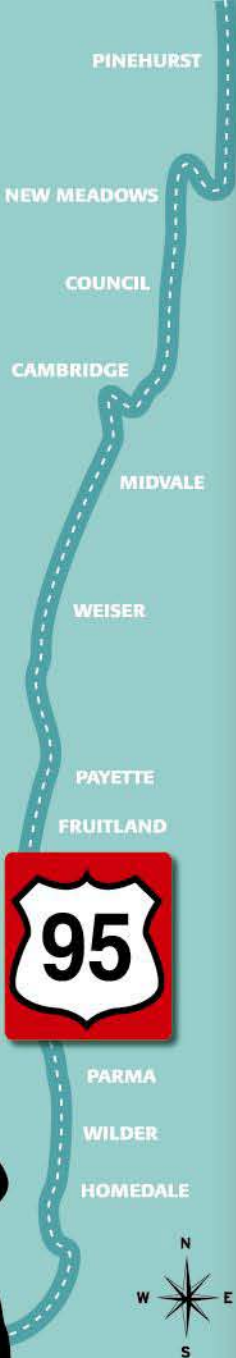
# Bottlenecks Result in Congestion



## Parma / Canyon County U.S. 95 Corridor Study

# Bottlenecks Result in Congestion

- *...a reduction in Level of Service (LOS)*



## Bottlenecks Result in Congestion

- ...a reduction in Level of Service (LOS)

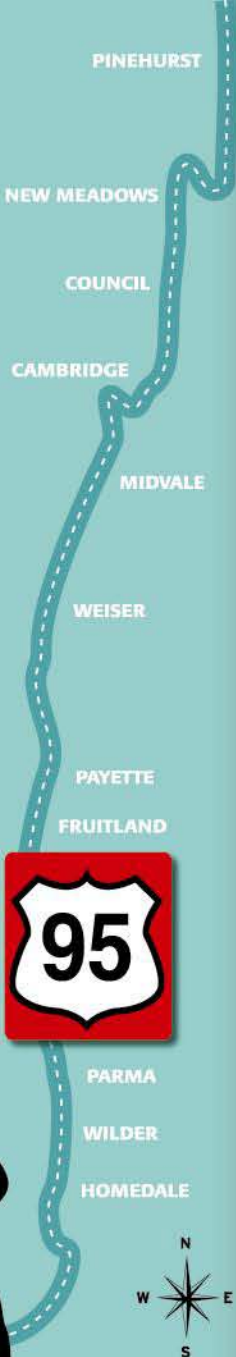
## Boise River to Jct. US 95

### Total Vehicles

### Commercial

AADT	2007	2,600	LOS A	500
AADT	2010	3,270	LOS B	630
AADT	2030	6,780	LOS C	1,300
DHV *	2007	320	LOS B	40
DHV	2010	390	LOS B	50
DHV	2030	770	LOS C	100

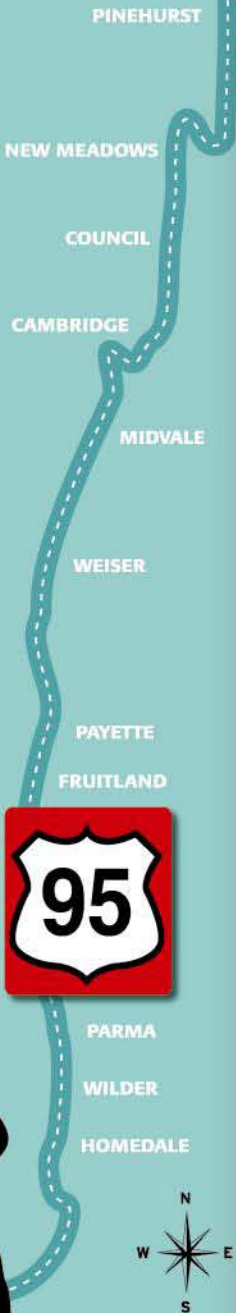
\* DHV = Design Hourly Volume or Peak Hour Service



## Parma / Canyon County U.S. 95 Corridor Study

### **Bottlenecks Result in Congestion**

- ***...a reduction in Level of Service (LOS)***



## Bottlenecks Result in Congestion

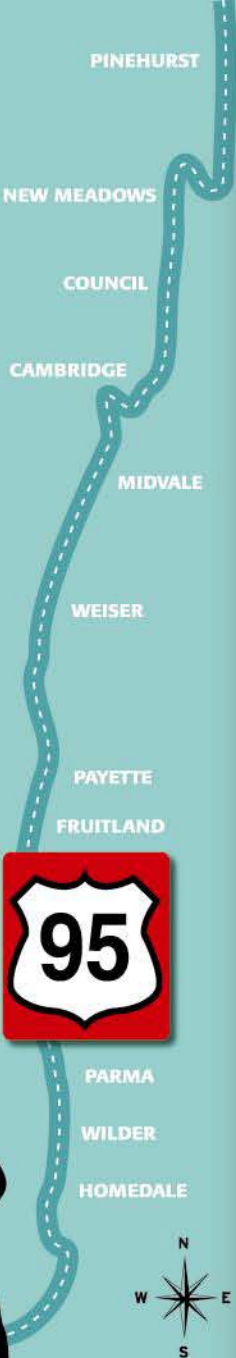
- ...a reduction in Level of Service (LOS)

### Jct. U.S. 95 TO MARKET RD.

#### Total Vehicles

#### Commercial

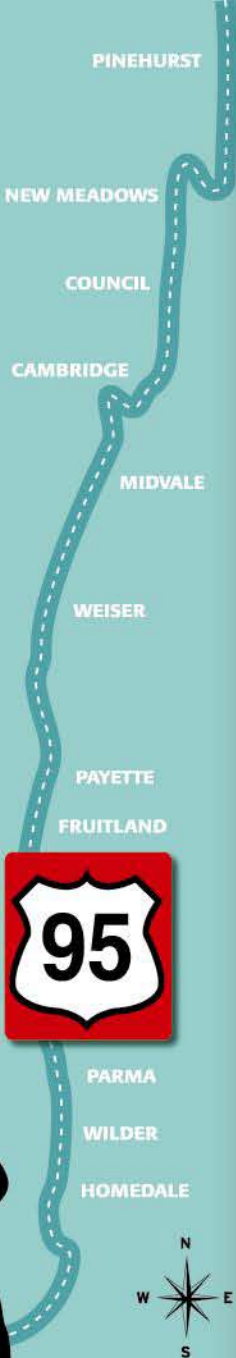
AADT	2007	6,300	LOS C	800
AADT	2011	11,830	LOS D	1,500
AADT	2030	19,780	LOS E	2,500
DHV	2007	720	LOS C	60
DHV	2011	1,320	LOS E	120
DHV	2030	2,190	LOS F	<b>199</b>



## Parma / Canyon County U.S. 95 Corridor Study

### Bottlenecks Result in Congestion

- ...a reduction in Level of Service (LOS)



## Bottlenecks Result in Congestion

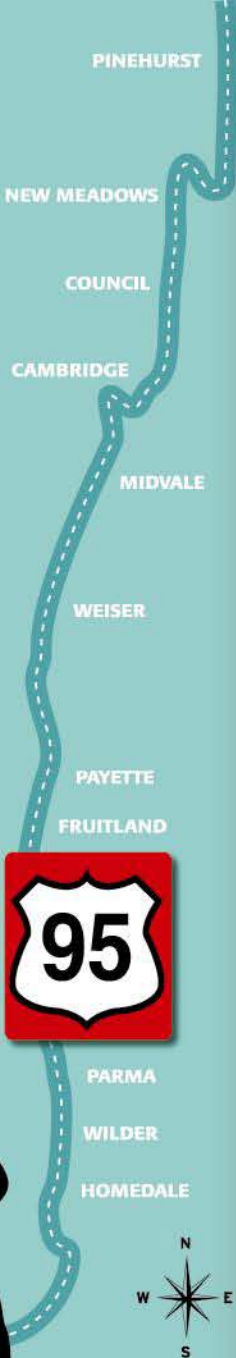
- ...a reduction in Level of Service (LOS)

### MARKET RD. TO ROSWELL BLVD.

#### Total Vehicles

#### Commercial

AADT	2007	6,300	LOS B	600
AADT	2011	12,230	LOS D	1,170
AADT	2030	23,440	LOS F	2,230
DHV	2007	720	LOS C	50
DHV	2011	1,370	LOS D	90
DHV	2030	2,590	LOS F	170

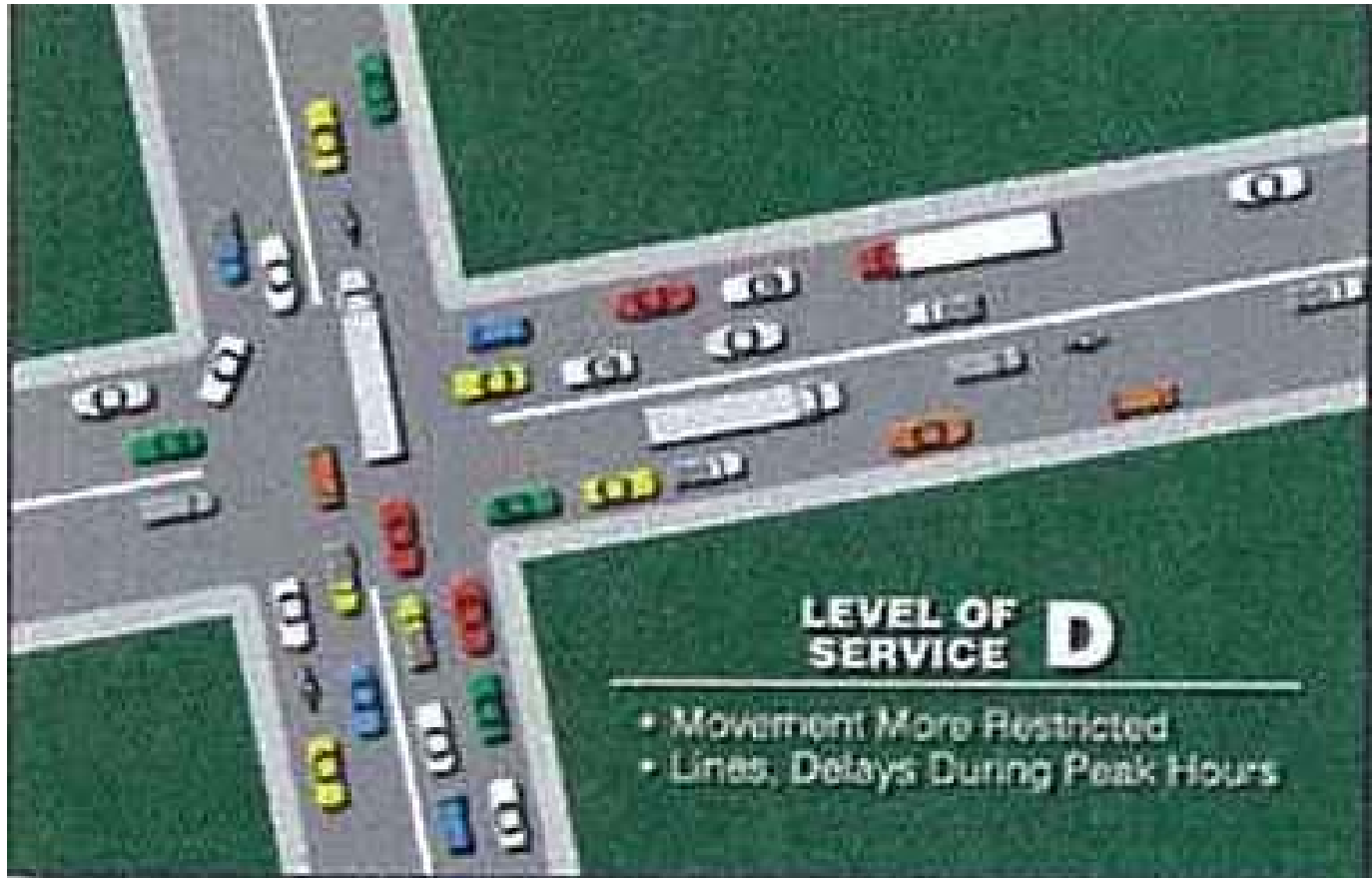


*Parma / Canyon County U.S. 95 Corridor Study*

***Bottlenecks Result in Congestion***

- ***...a reduction in Level of Service (LOS)***

PINEHURST  
NEW MEADOWS  
COUNCIL  
CAMBRIDGE  
MIDVALE  
WEISER  
PAYETTE  
FRUITLAND  
PARMA  
WILDER  
HOMEDALE



## Bottlenecks Result in Congestion

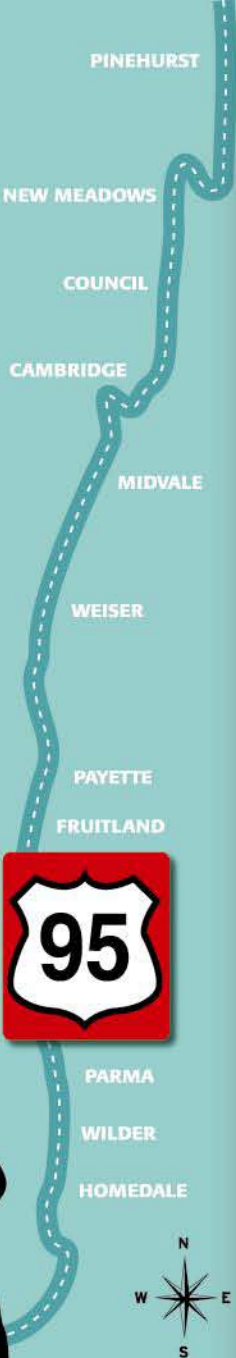
- *...a reduction in Level of Service (LOS)*

### ROSWELL BLVD. TO KLAHR RD.

#### Total Vehicles

#### Commercial

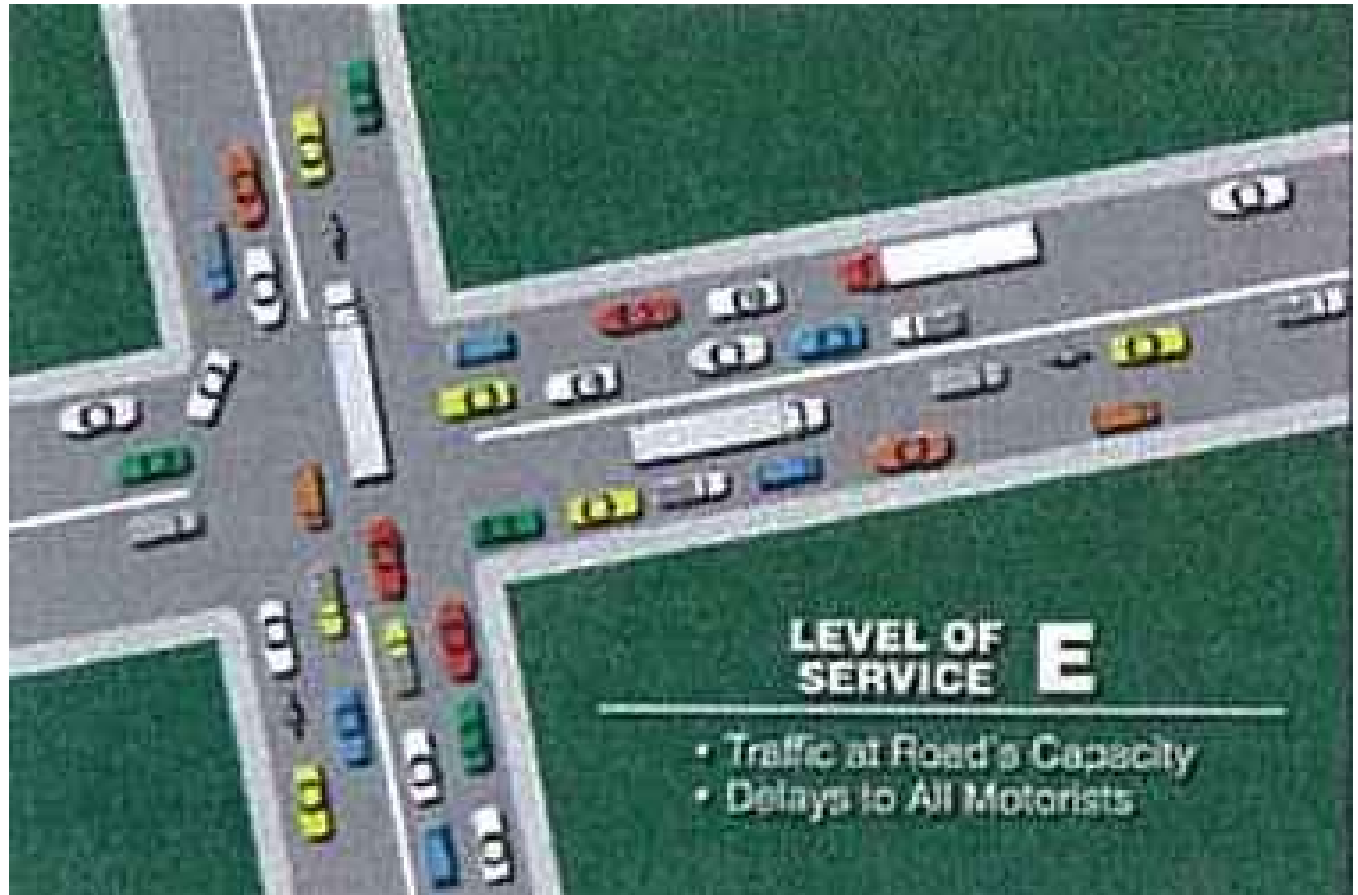
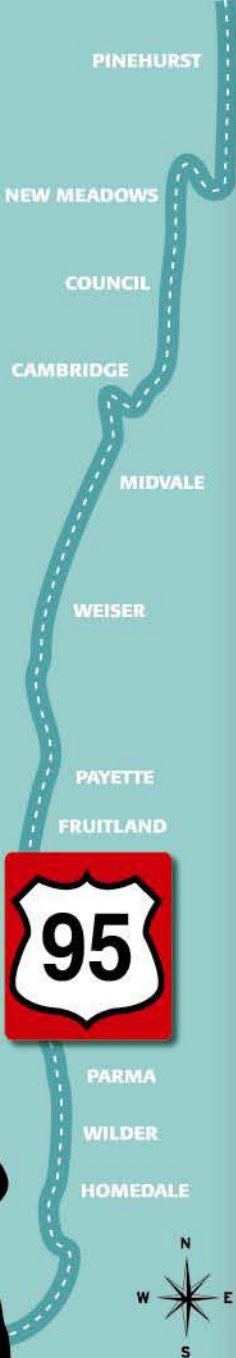
AADT	2007	4,700	LOS B	940
AADT	2011	7,830	LOS C	1,570
AADT	2030	10,110	LOS E	2,020
DHV	2007	550	LOS C	80
DHV	2011	890	LOS D	120
DHV	2030	1,140	LOS D	160



## Parma / Canyon County U.S. 95 Corridor Study

### ***Bottlenecks Result in Congestion***

- ***...a reduction in Level of Service (LOS)***



## ***Bottlenecks Result in Congestion***

- ***...a reduction in Level of Service (LOS)***

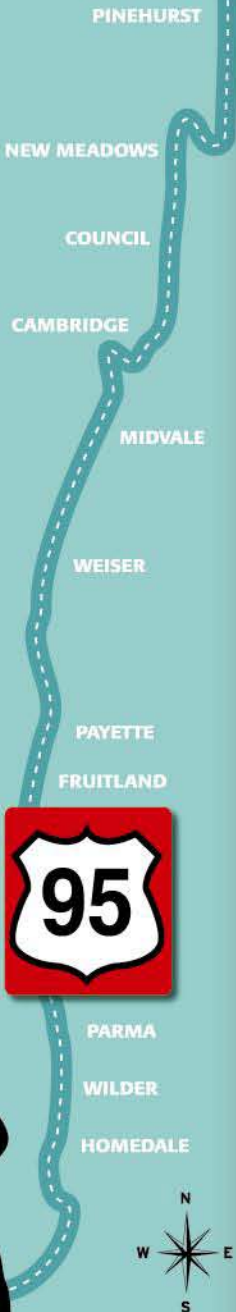
### **U.S. 20**

(Anderson Corner)

#### **Total Vehicles**

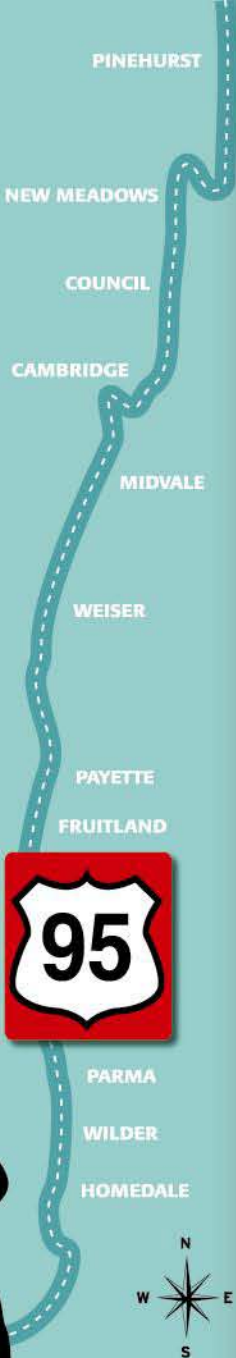
AADT	2007	4,400	LOS B	320
AADT	2011	7,920	LOS C	576
AADT	2030	13,772	LOS C	1,001
DHV	2007	492	LOS C	29
DHV	2011	887	LOS D	51
DHV	2030	1,542	LOS E	89

#### **Commercial**



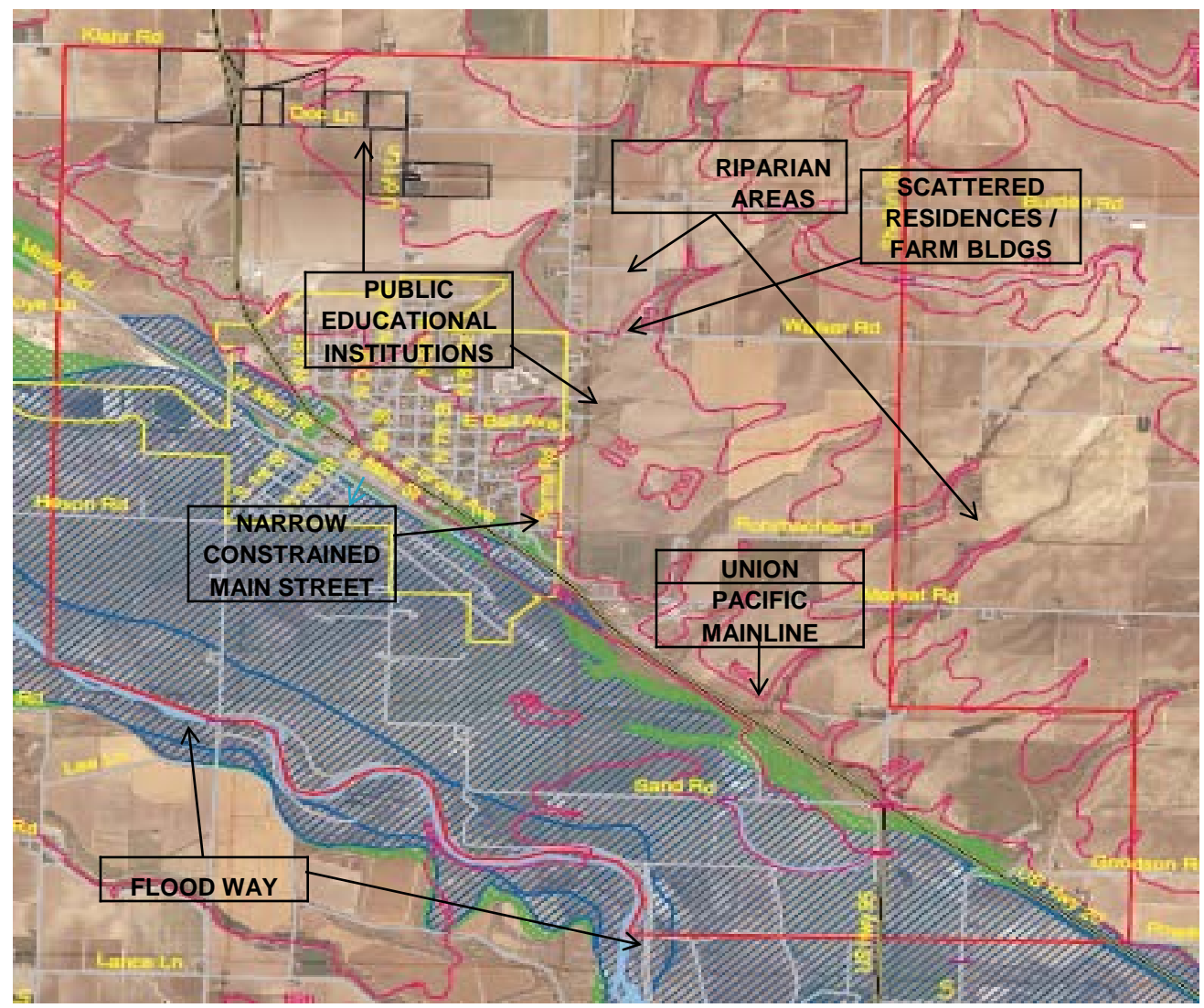
## ***Bottlenecks Result in Congestion***

- ***...a reduction in Level of Service (LOS)***



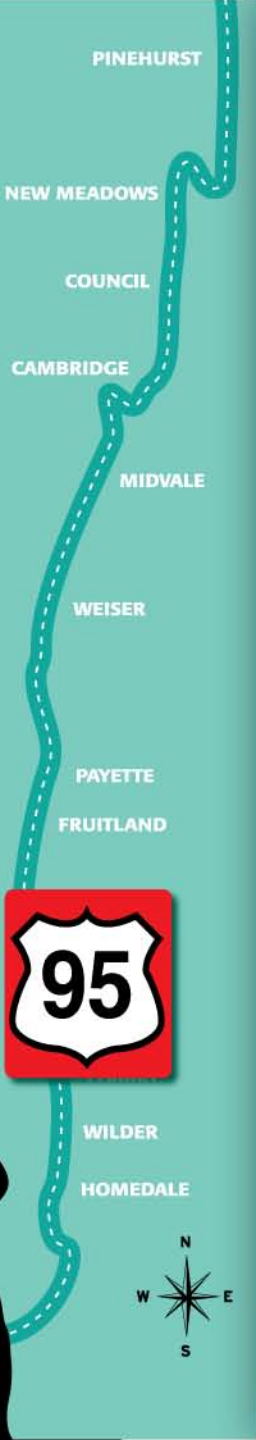
# Potential Alternate Routes

PINEHURST  
NEW MEADOWS  
COUNCIL  
CAMBRIDGE  
MIDVALE  
WEISER  
PAYETTE  
FRUITLAND  
PARMA  
WILDER  
HOMEDALE



## What's Next...

- BASED ON YOUR FEEDBACK...
  - Narrow the list of the needed improvements.
  - Bring policy and physical improvements to local stakeholders' Task Force for plan review.
  - Take recommended plan elements to:
    - **Local Planning and Zoning Commissions**
    - **Local Government (County, Highway District, Cities)**
    - **Idaho Transportation Board (ITD)**



# Thank you for attending

- ITD appreciates your comments and will consider them in the draft corridor plan.
  - Please take time to examine the exhibits and discuss your concerns with the consulting team.
  - Take the time to mark-up the map of the Parma area attached with your ideas about potential alternate route needs by 2025.

