

## Comment Form Transcription July 16, 2009 (Parma)

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#	1. What highway improvements are needed on U.S. 95? (Please be specific with improvements and locations.)	2. What is the most important improvement needed?	3. Do you support an alternate route around Parma to address increasing truck traffic over the next 20 years? If so, please suggest a route on the attached map.	4. Other Comments (have we missed anything?)
1	More turning lanes at major intersections. Improved signage for pedestrians and cyclists	Improvement on eastside overpass and turn lanes wider – possible turn lane	yes	Improved transit and commuter type within area
2	Left hand turning lanes		Yes, I do support an alternate route Shelton road and up Klahr	
3	Turn lane from 20/26 on to 95		Yes. Sorry, no suggestions at this time.	<ul style="list-style-type: none"> <li>▪ Wouldn't access to educational institutions be good?</li> <li>▪ Would an alt. Rt. Follow existing rds? Shelton and Klahr seem like a reasonable rt.</li> <li>▪ Clearer designation of riparian areas would be helpful.</li> <li>▪ "Historic farms" – or are they more important than other farms? Is this \$ talking?</li> </ul>
4	Lanes turning on to highway – oncoming traffic goes too fast. Anderson Corner. Hwy 95 a terrible design	In Payette County (Parma address) Anderson corner and traffic slowed down	No comment	State should have made Hwy 95 4 lane when improved last time
5	The speed limit from the overpass (East of Parma) coming into town should be reduced to 45 @or before the overpass. It is one lane heading West and if that vehicle turns to the right – people are passing to the left crossing	Turn Lanes – Right Slow down areas – deceleration lane.		

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	over solid lines. The turn left getting on Hwy 95 overpass needs to be longer – Bottlenecks up if a semi is turning			
6	Long pull-out areas are needed where cars form lines to get into the Parma Motor-Vu theatre and to get in and out of the fire station for dances, for trunk or treat (Halloween), for auction fundraisers, etc. Highway traffic whizzes by a line of stall & crawl traffic on the shoulder.	It seems I have heard of several bad accidents of people coming onto the highway north of town & getting hit – not seeing the highway traffic. I think the cross-road may be Pearl or one of the others near there. Sand Rd. comes up onto the overpass & trucks use it – accidents there?	Truck route could go north of town, turning north at the Co Op gas station then running west (be far enough north to miss the school area).	Needed more room – You need to have snow markers up when the lines on the road are covered up during snowfall at <u>night</u> . In particular, I was having a hard time lining up on the bridge over the Boise River when driving north on 95 past Tree Top Ranch. If there were some indicator of where the edges of the road were it would help.
7	Market Rd & Highway 95 intersection leg is failing	Turn lanes where needed	yes	Good job
8	Turn Ln to Parma Road & one at Market 3 lane from overpass to _	Parma Road & 95 Anderson Corner Pearl Road For Boise (Scenic By Way Coming In) Rowell Blvd	Yes Shelton	
9	Anderson corner intersection toward Nyssa – very dangerous Parma Road intersection by Fort Boise Park... Traffic will increase to schools	Parma Road intersection	No	

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	Pearl Road intersection both sides terrible intersection			
10	A few key intersections (Old Fort Boise & 95, Pearl & 95) have intersection improvements to accommodate ingress/egress	Widen @ strategic points	Yes. Push 95 north @flyover/intersection with 20/26 up Shelton. Route close to city fo facilitate business, & intersect old 95 @ Klahr	
11	<ol style="list-style-type: none"> <li>1. Parma Rd &amp; Hwy 95, bad angle and steep</li> <li>2. Anderson Corner, to short of a merge</li> <li>3. Cross road of Pear &amp; Hwy 95, needs turn lane and bad approached on both sides of the road.</li> </ol>		No	
12	Pearl Rd needs approach lanes Klahr Rd approach lanes need to be lengthened	Anderson corner merge lane needs to be lengthened		
13	Please consider lengthening merge lane heading south at Anderson corner	Same as Question 1		
14	More passing lanes, widening	Same		Is there a study done on the impact of removing pass through traffic on local business, removing the traffic may result in a loss of revenue and home values.
15		Major highways need consistant speed to make them effective (from point A to B), slowing	Yes, because the traffic that needs to stop will stop.	

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		down every 7 to 10 miles adds to congestion in traffic		
16	Pearl Rd – dangerous intersection Old Fort Boise Rd – People turn South into the passing lane coming North. Also, its hard to see the intersection from the highway	Get trucks out of the city if they are passing through Protection of pedestrians (esp. children)	Probably	Please put turning lanes at the intersection of Old Fort Boise & 95, and Pearl & 95
17	<ol style="list-style-type: none"> <li>1. Anderson’s Corner Junction – Acceleration Ln. for SB 95 needs to be extended. There are near misses frequently.</li> <li>2. Left turn lanes – Ustick Rd, Red Top Rd, Pearl Rd. This would help flow due to a number of heavy trucks traveling these rds.</li> <li>3. Right turn lane for East Bound Pearl &amp; West Bound Red Top.</li> </ol>	Anderson’s corner needs to be fixed.	Maybe a truck route around town on secondary roads	
18	Truck Route from the 95 overpass area to the south side of Parma back to 95 west of Parma. Or make 20-26-95 north bound only and Main Street south bound only – the best for the city business is the later.	The suggestion above.	No	
19	I think that it need to be widen to 4 lane all the way from State Lines, that would	4 lane is the most important but I do not know what the	I do not know what I feel I do think that it need not go	One of the thing that I think is the number of job such a

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	include turn out lanes.	condition of road is like past Homedale.	through Parma, but I do hate to see it go through Prim farm ground.	Wilder I do not see 1300 job coming to Wilder. Unless they know something I do not I do not see Parma get that many either. I know a few of the big industries want to move out. I see Canyon County do it forvast but I do not see the other doing that. I think Notus is the only one with common sense.
20				I think an 8 day notice of your public meeting in Parma is a little short. However, since I'll be out of town on that day, I would like to say that I hope the ITD will consider routing Hwy 95 around Parma via Shelton to Klahr or some other route. It is very dangerous to continue to have so much traffic (especially semi's) through town.

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				I hope your meeting is well attended and is productive. (comment via e-mail)
21				<p>US 95 runs through Wilder from the South side to the North side, splitting the city in half. At this time 95 is the primary path north and south.</p> <p>We have 3 cross-walks with two of them protected by flashing lights. This is adequate at this time. In the future we may need to add additional cross-walks.</p> <p>We feel that some of our growth will be to the south and west of our city dropping over the rim of Garman Hill. This ground is not prime farm ground and we will encourage growth in that direction.</p> <p>We want to make sure that no additional access will be allowed to enter or exit the</p>

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				<p>hi-way other than from existing access roads that we currently have.            If growth comes in that direction we will want traffic to be accessed by frontage roads only.            If growth comes in that direction we will want traffic to be accessed by frontage roads only.            We believe that some growth will grow from the north of town also, but we will encourage growth to go south, however if it does go north we want the same access we desire on the south side.            We hope that most of the ground north of the city will remain Agricultural. This is prime farm ground and we wish to keep it that way.            That you for giving us the opportunity to give input on</p>

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				this issue.
22				(E-mail) US 95 runs through Wilder from the South side to the North side, splitting the City in half. At this time 95 is the primary path north and south. We have 3 cross-walks with two of them protected by flashing lights. This is adequate at this time. In the future we may need to add additional cross-walks. We feel that some of our growth will be to the south and west of our city dropping over the rim of Garman Hill. This ground is not prime farm ground and we will encourage growth in that direction. We want to make sure that no additional access will be allowed to enter or exit the hi-way other than from existing access roads that we currently have. If growth

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23				(E-mail) I think an 8-day notice of your public meeting in Parma is a little short. However, since I'll be out of town on that day, I would like to say that I hope the ITD will consider routing Hwy 95 around Parma via Shelton to Klahr or some other route. It is very

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				dangerous to continue to have so much traffic (especially semi's) through town. I hope your meeting is well attended and is productive.
24				(E-mail) I spoke this morning with Reed from your office regarding the meeting this evening on the Hwy 95 corridor project. We are unable to attend but had some real concerns about this project. Our major concern is the intersection/junction at hwy 95 and 20/26 at the Anderson Corner Store. We live on Anderson Corner Road and have witnessed many accidents over the years, some fatal. We feel it needs to be marked better or have a slower speed limit as this intersection is very dangerous. Most of the

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				<p>accidents occur when someone is trying to make a turn onto the highway and pulls out in front of traffic. Nothing is scarier than sitting in the turn lane waiting to make a left and having the traffic zoom by in both directions. Signal lights or some sort of warning system seems warranted. Nunhems Seed company also has more traffic due to its newest expansion. The employees have a short lunch break and tend to speed across the highway. Maybe signals would slow them down. We appreciate ITD taking the time to listen to residents' concerns regarding this project.</p>
25.	Reconstruct US 95 from I on turn off south of Homedale to Snake River – by-pass route around Parma using	Parma by-pass and (Cambridge-Council)	Yes – (map not available) take “Shelton Road” north – or use “main Street” and	

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	"Shelton" Road from overpass north to "Fruitland" take the 90 degree turns out of "Cambridge" and "Council"		"grove as north-south one-ways.	
26	To handle the flow of traffic and being safe at the same time, Anderson Corner Road to many near hits also at Pearl and Fort Boise and Ward Lane not enough visual vue. In parma and Rosewell turning for semi to tight when car or truck there waiting to go.	When coming of overpass to Parma traffic coming to fast and when up to speed Market Road is not enough vue and time near miss all the time.	Yes. Do to increase of vehicles it would help either in Parma one way Grove-95 and or Main St. other way or build Anderson Corner or Kuna Road East over to Sheldon Road with wider overpass or 2 passes over 95.	
27	Remove the bottle neck by going around Parma with the __. I believe Rt. No. One I marked on the map would __ But keep it in the Parma impact area. I believe the city would benefit by new growth between the new route and the city.	Reroute around Parma. Widen from Fruitland to Wieser.	Yes. I marked two routes. Take R of way off the west side of Shelton. No __ to Mcahah into Klary and take R of way off of Shouth sie on Housin way. __ to Klahr. From Shelton may how one house in the way. __ from Klary into US 95 should misc honsid in that ahre by chasing over on the north side of them. No 2, US parma Rd North to Klahr. Lots of houses in the way.	I live on the north side of Klahr Rd and don't really want lots of traffic, but that's what good for moving traffic is more important than my wishes. I would adapt or move, no problem, go for it.
28	At the meeting someone mentioned turn		No – not at this time	At my age I remember what

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	lanes – there should be one south of Parma where you turn on Boise River Rd.			high way 95 once was so I don't find much wrong now.