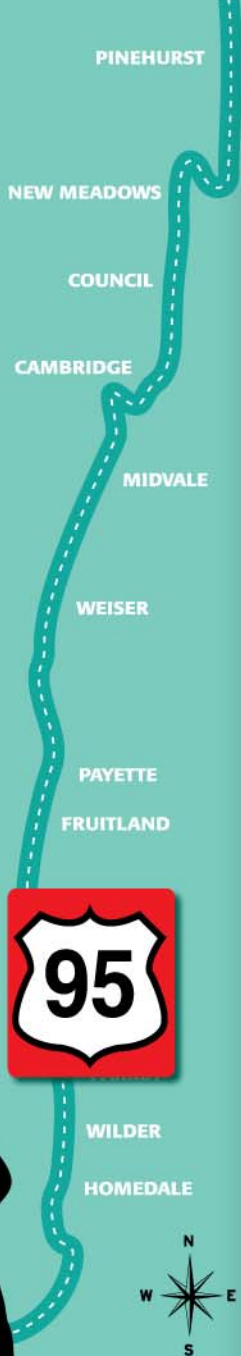


# *Adams & Northern Washington Counties*

U.S. 95 Corridor Study



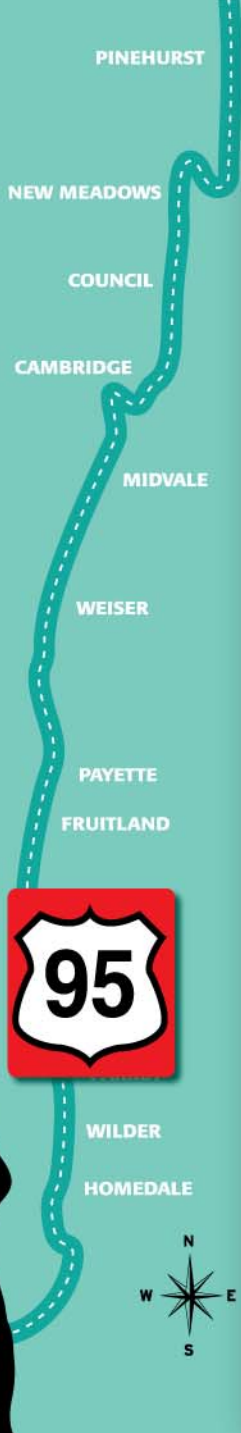


## Why are we here tonight?

- 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 indentify future improvements.

## What is a corridor plan?

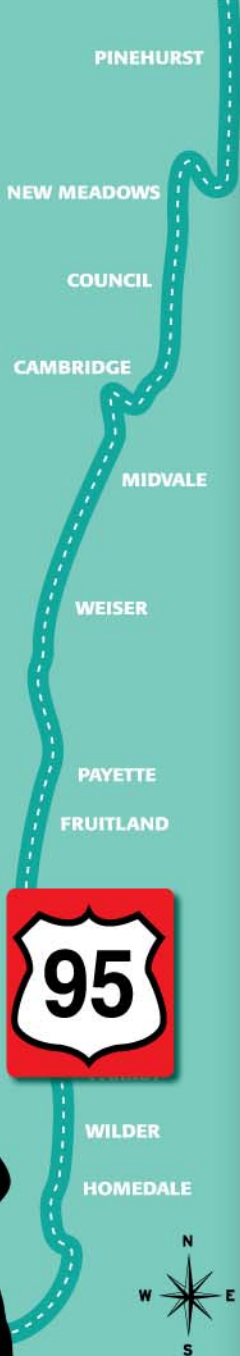
- A long-range (20 year) plan. Our “horizon year” is 2030.
- A corridor plan is a master plan that focuses on the problem areas on the highway with the aim of distilling the essential transportation needs and identifying a potential program of solutions and policies to improve **safety and functionality**.



# Focus of our planning effort

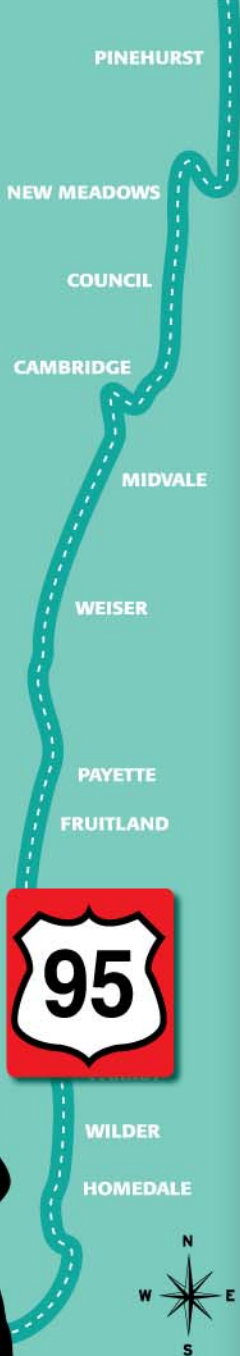
Project will include 4 studies:

- Potential safety improvements for Weiser R. Canyon segment.
- Review of potential improvements for safety in Little Salmon R. segment.
- Safety Redesign of US 95 and Idaho 55 intersection.
- Examine feasibility to reintroduce “near Horizons” project Council Alternate.



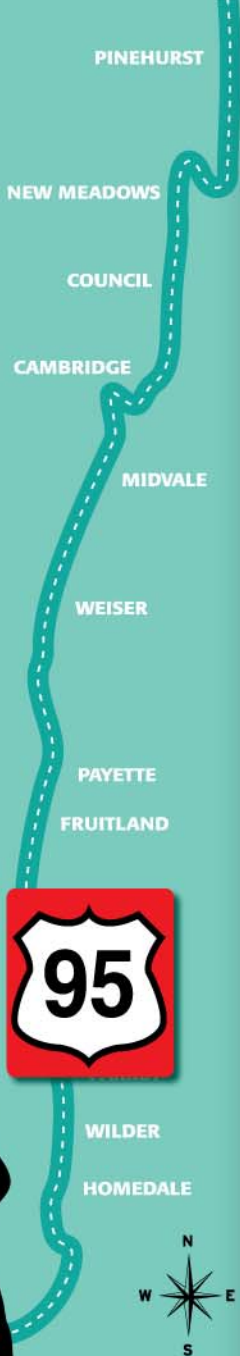
## ITD's Primary Objectives

- 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

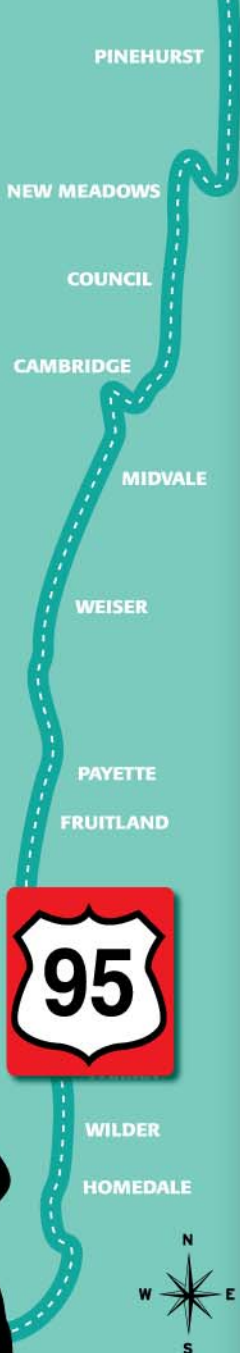
- ITD's 5 year Capital Investment Plan for Intermodal Transportation - principally funded (over 50%) by the Federal Department of Transportation
- Current DRAFT STIP includes the following Highway projects:
  - New Meadows Flusher Deicer – 2009: \$199k
  - US 95: Midvale Rest Area – 2008: \$2.866mm
  - Superior St / Mill Rd, Cambridge Rd Maintenance, 2008: \$1.478mm
  - Smokey Boulder to Adams Co Ln – 2012: \$2.534mm
- Total programming over 5 years: \$7.09mm



## Related Transportation Programming

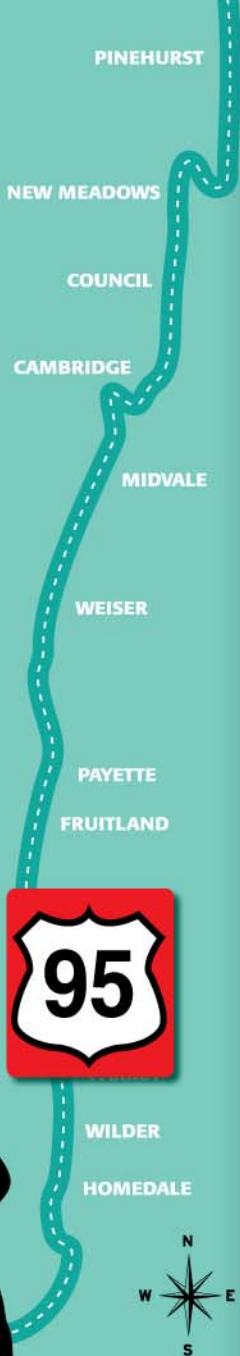
### Idaho Horizons

- Corridor and project planning – not funded; feeds investment plans into the STIP including the following Adams Co. projects:
  - US 95 Corridor Plan (Oregon Line to Pinehurst) – 2007: \$550k
  - Council Alternate (Near Horizons) - \$6.7mm
  - Reconstruct Smokey Boulder – Hazard Cr. (Far Horizons) - \$58.105mm
  - Council – Tamarack Passing Lanes (Far Horizons) - \$7.73mm



## IDT's and NATION's FUNDING Delimma – 'A Perfect Storm':

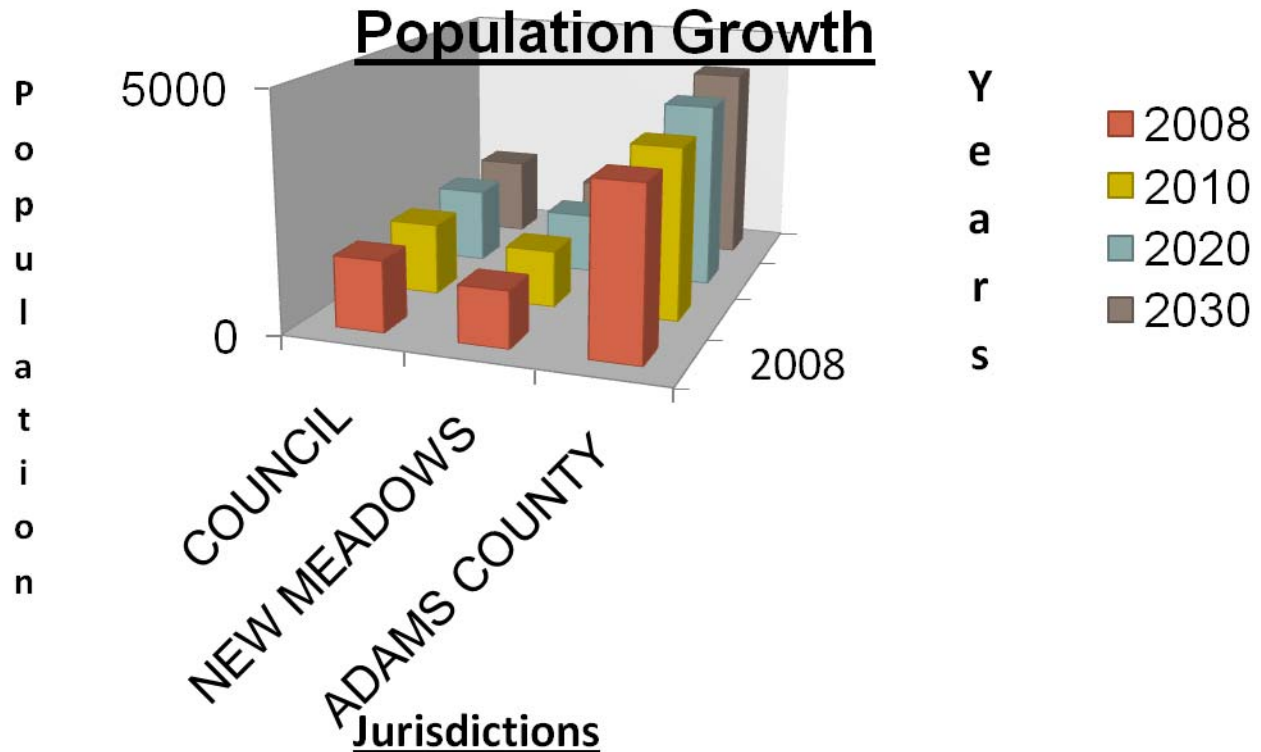
- **Static Gas Tax Base (over 90% of ITD funding)**
- **Improving National Fleet Fuel Economy**
- **Rapidly Escalating Construction Costs**
- **Dramatic Increase in the Price of Oil**



# What we know

## Population: Rate of Growth

- Council – 0.6%
- New Meadows – 0.7%
- Adams County - 0.8%

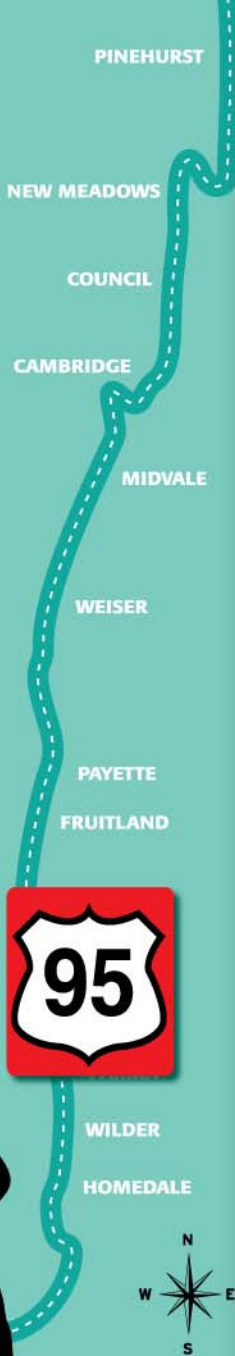
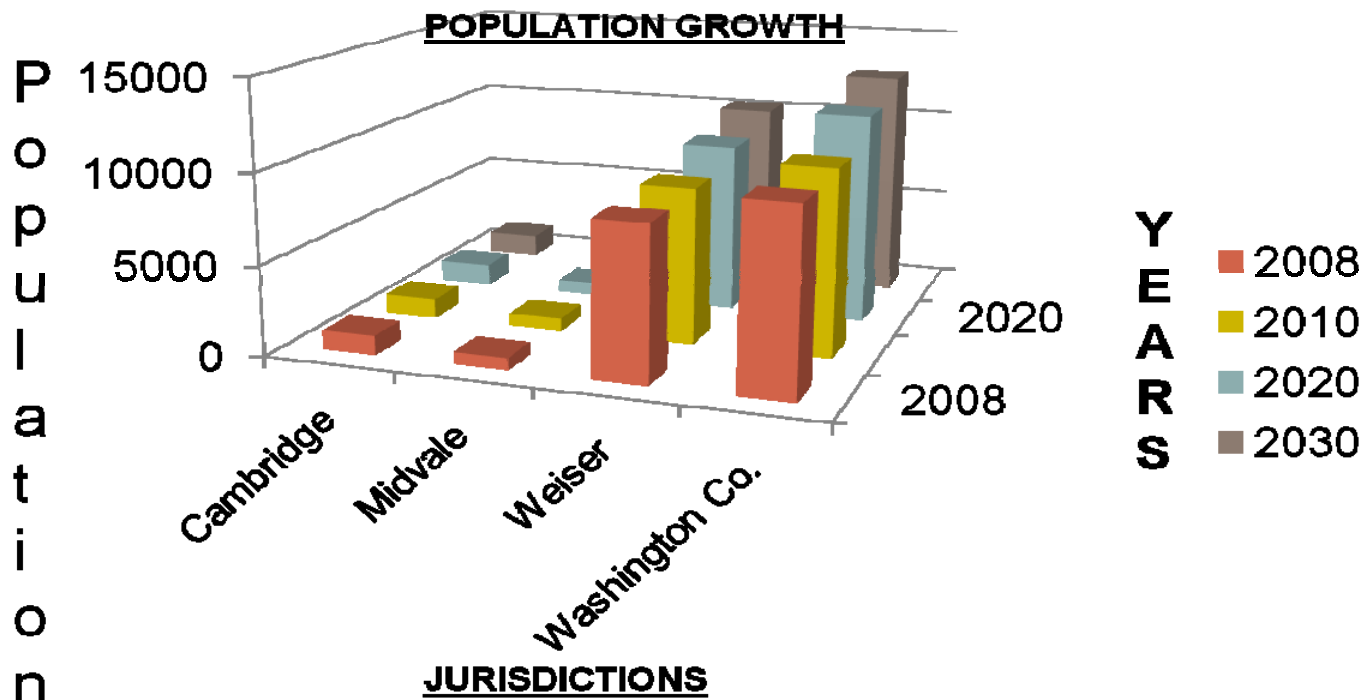


PINEHURST  
NEW MEADOWS  
COUNCIL  
CAMBRIDGE  
MIDVALE  
WEISER  
PAYETTE  
FRUITLAND  
WILDER  
HOMEDALE

# What we know

## Population: Rate of Growth

- Council – 0.6%
- New Meadows – 0.7%
- Adams County - 0.8%
- Cambridge – 0.6%
- Midvale – 0.3%
- Washington Co – 0.9%



NEW MEADOWS

COUNCIL

CAMBRIDGE

MIDVALE

WEISER

PAYETTE

FRUITLAND



WILDER

HOMEDALE

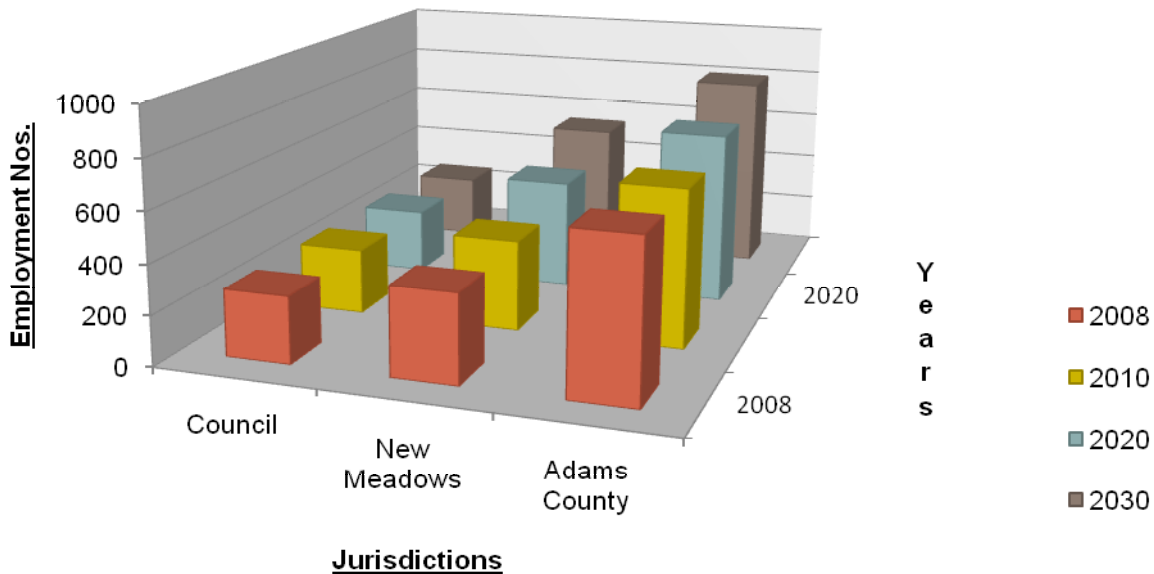


# What we know

## Rate of Employment Growth

- City of Council - -0.1%
- City of New Meadows – 1.8%
- Adams County – 1.0%

### Employment Growth

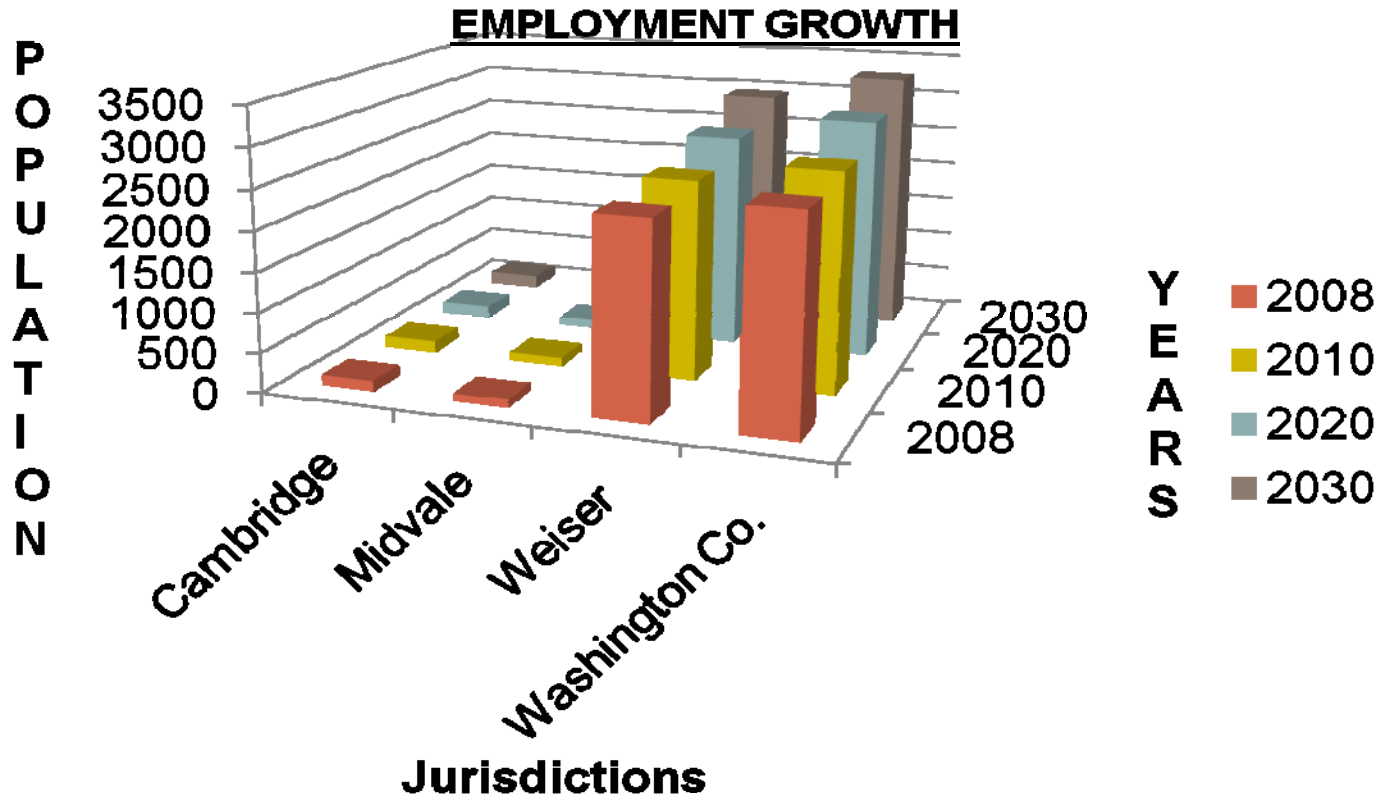




# What we know

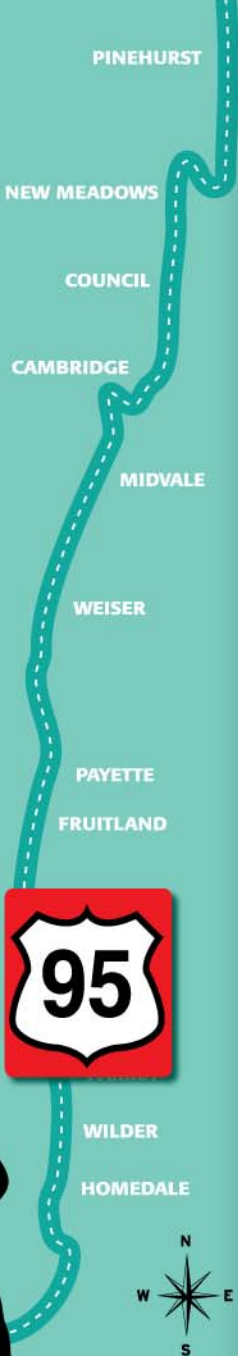
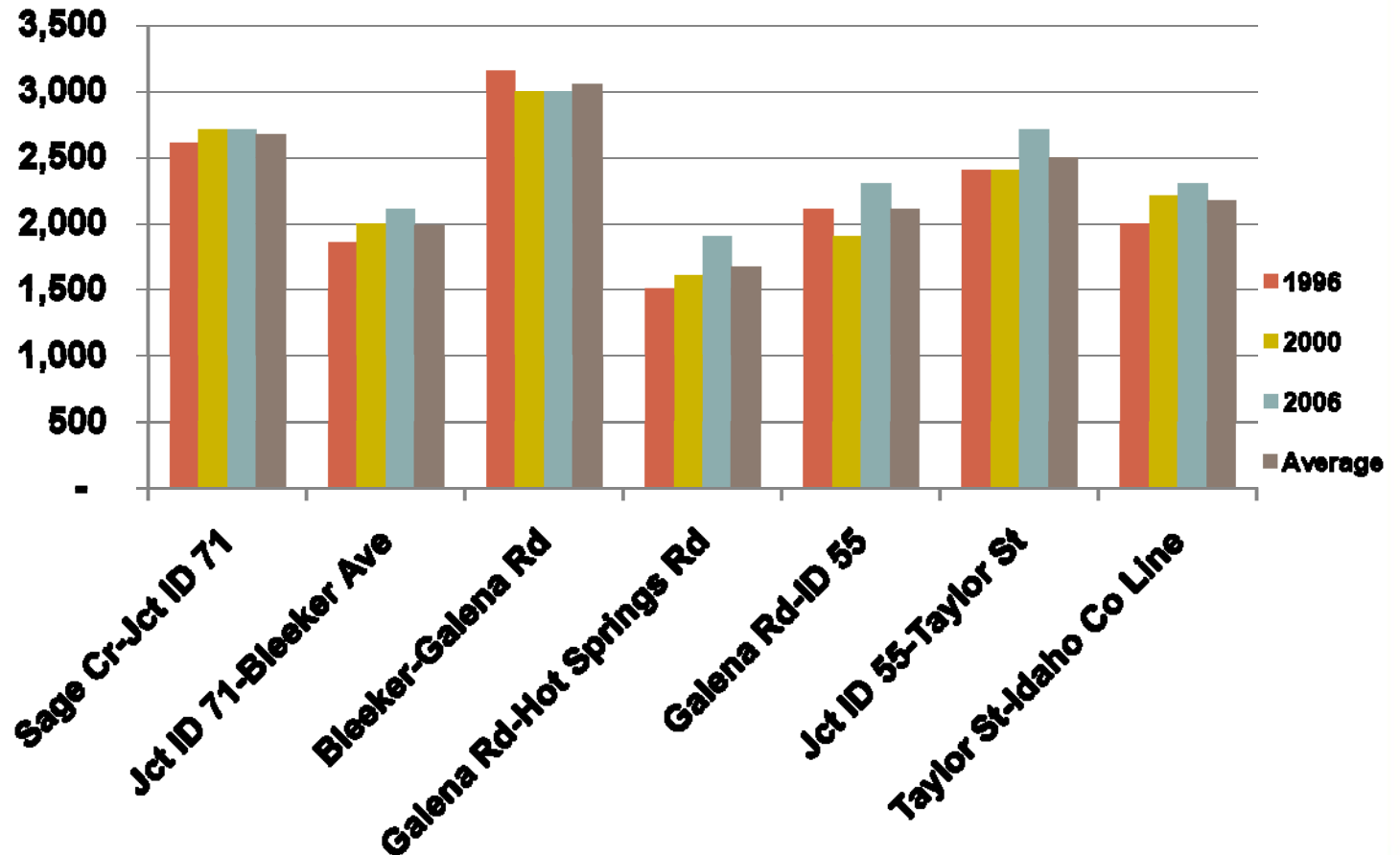
## Rate of Employment Growth

- Cambridge - 0.6%
- Midvale - 0.3%
- Adams County - 1.0%
- Washington Co. - 0.9%



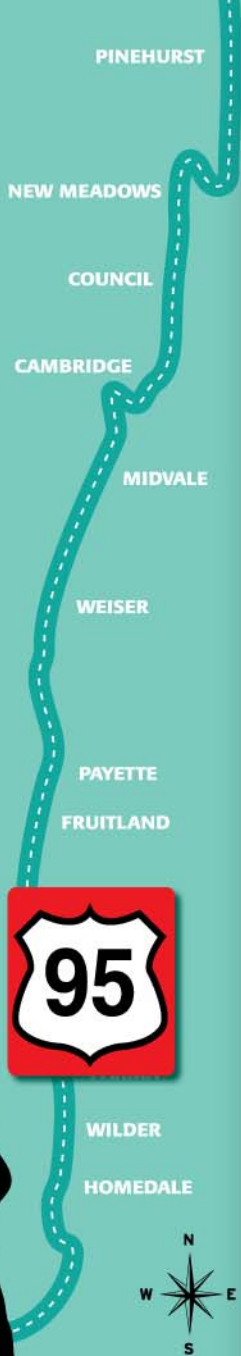
# What we know

1.21% Annual Average Daily Traffic (AADT) Growth



## Adams County U.S. 95 Corridor Study

# Projected Growth In Transportation Demand



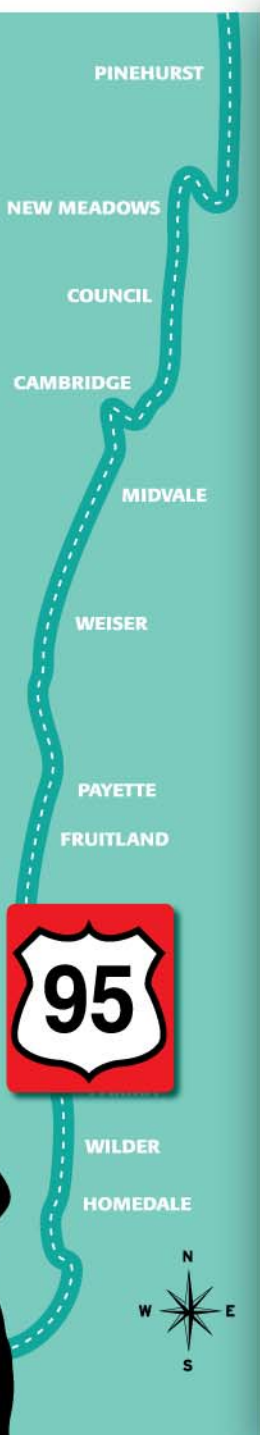
<u>Segment</u>	<u>2006 AADT</u>	<u>2030 AADT</u>	<u>Rate of Growth</u>
City of Midvale	2700	2949	0.38%
City of Cambridge	2325	2865	0.97%
Cambridge No. City Limits to Council So. City Limits	2,100	3,200	2.18%
City of Council	3,000	3,100	0.14%
Council No City Limits to Tamarack	2,300	2,825	0.95%
City of New Meadows	2,700	3,510	1.25%
<b>Average Segment Growth</b>			<b><u>0.98%</u></b>

*AADT=annual average daily traffic*

## 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.
- Study access issues within City Limits as they relate to critical intersections.



## Intersections with 5 or more crashes:

### Council

- US 95 at Mosher Avenue (Council)
- Accidents / million vehicle miles = 2.91 compared to base rate of 1.48

### New Meadows

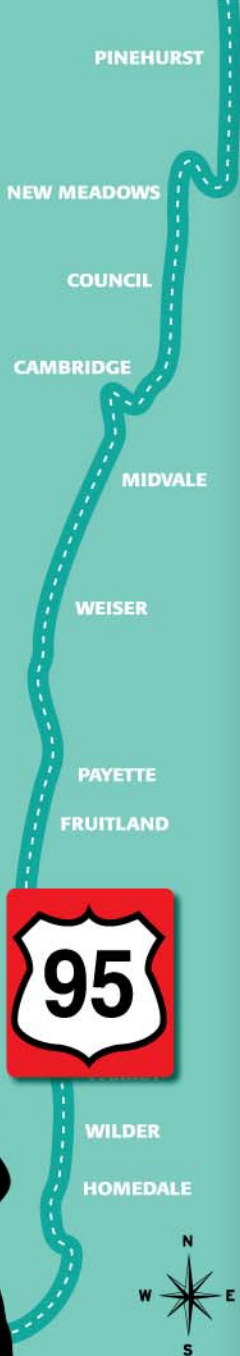
- Jct US 95 at Idaho 55
- Accidents / million vehicle miles = 4.14 compared to base rate of 1.34

### Cambridge

- 0 Locations
- Accidents / million vehicles miles= 1.32 compared to base rate of 1.15

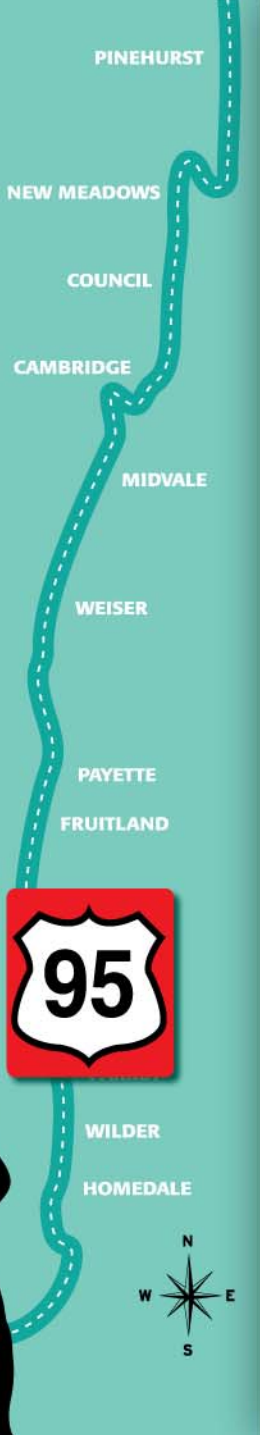
### Midvale

- 0 Locations
- Accidents / million vehicle miles= 2.97 compared to base rate of 0.95



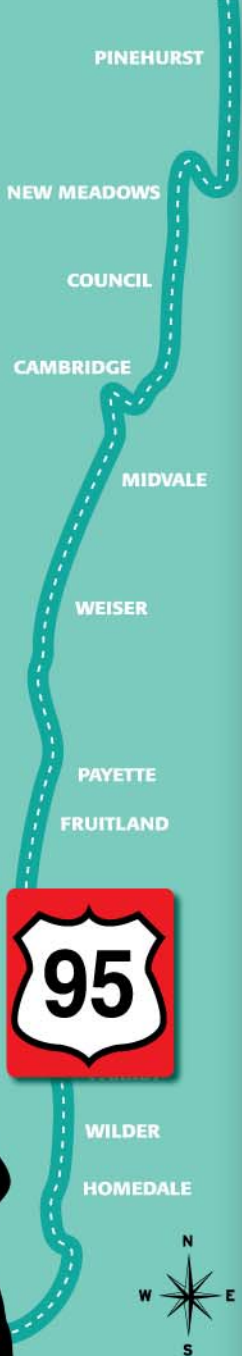
## Canyon Segment Crash Record

- **Weiser R. Canyon (Ft. Hall Hill to Tamarack) a 14 mile segment:**
  - 161 Crashes; 8 fatalities over 10 yr. study period
  - Accidents / million vehicle miles = 0.78 compared to base rate of 1.09
- **Little Salmon R. Canyon (Smokey Boulder to Pinehurst (Idaho County Line) a 10.2 mile segment:**
  - 62 Crashes; 1 fatality; 35 injuries over 10 year study period
  - Accidents / million vehicles miles = 1.30 compared to base rate of 1.48
- **Midvale Hill (Hoover Rd to Sage Cr) a 13.37 mile segment**
  - 70 crashes; 0 fatalities; 26 inuries over 10 year study period
  - Accidents / million vehicle miles = 0.96 compared to base rate of 1.48



## Truck traffic is heaviest (by %)

- 15% + at Burton Ln / Bain Road (MP 114.66 (Cambridge) to Council (Bleeker))
- 
- 7% - North of New Meadows

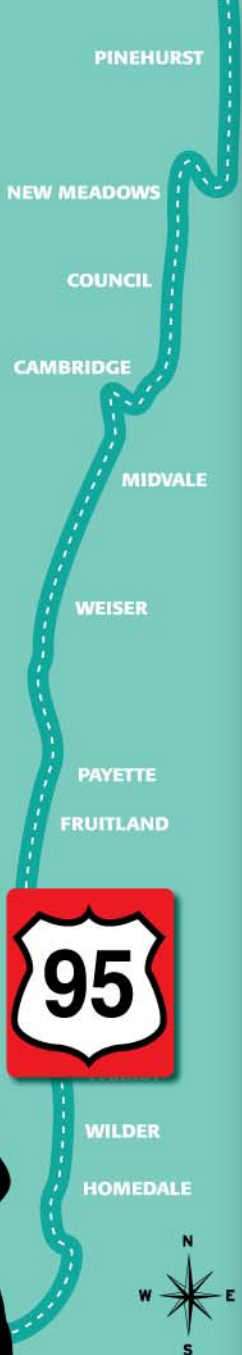


## Speed

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

## Roadway Capacity

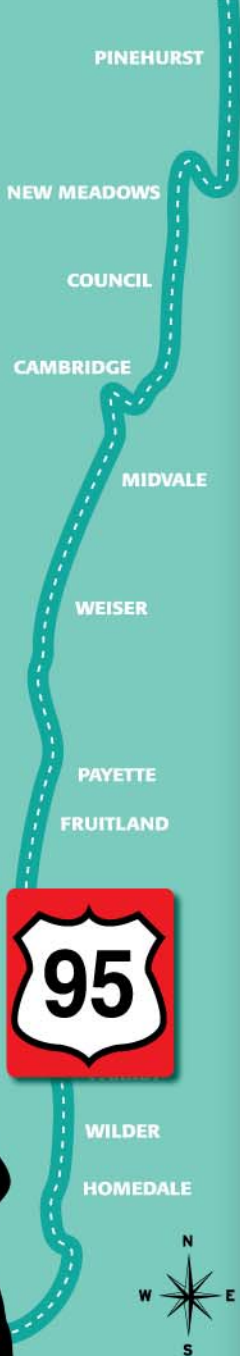
- For most segments (including 4 lane and 2 lane sections) we are not pressing the capacity of the roadway today (when we compare current volumes to existing capacity).



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

### **PROBLEMS:**

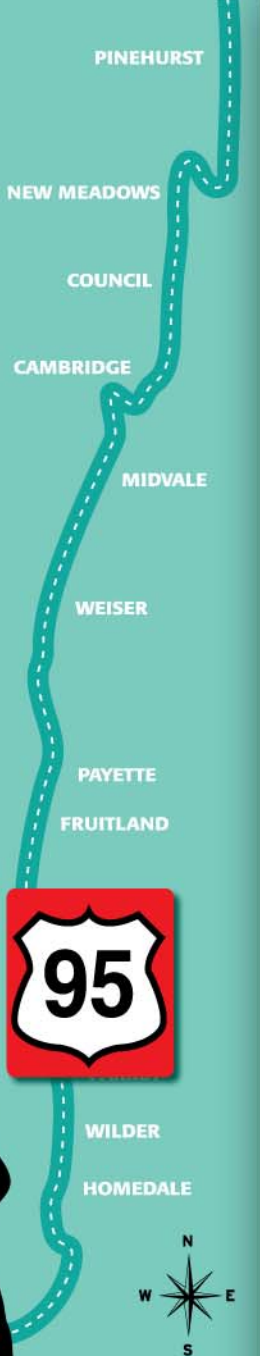
- Right-of-Way Width including Shoulders
- Passing Opportunities at Regular Intervals in River Canyons (Weiser & Little Salmon)
- Width and Geometry of Fort Hall Hill (no & so bound)
- Pedestrian Safety Near Schools (Council)
- Safety of Right Angle Curves on Illinois for Truck Traffic & Need for Alternate at Council
- Ground water influence on Stability of US 95 & lack of paved streets in New Meadows
- Safety of US 95 and ID 55 IS in New Meadows
- North Bound Left Turn Bay at Boulder Cr. Rd.
- Stability & drainage on Highway Smokey Boulder North
- Possible conflicts in Tamarack Industrial Area
- Lack of stable tax base for ITD and local highway authorities
- 90 degree corner in Cambridge
- Speeders in Midvale
- Drainage north of Cambridge



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

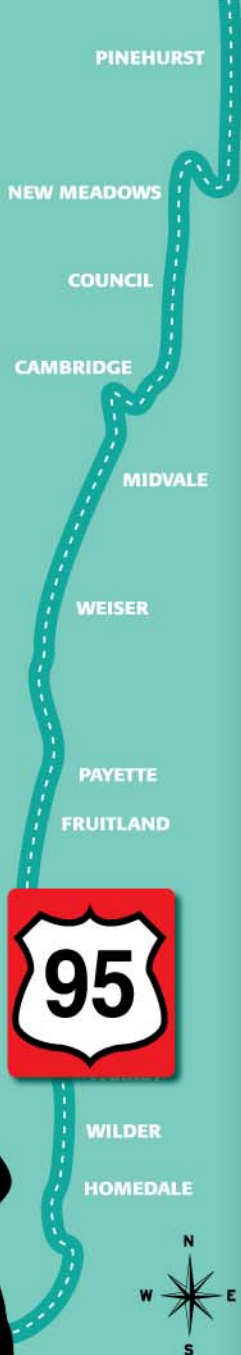
# NEEDS:

- Need for Council Alternate
- Reduce number of access points per mile in and near urbanized areas
- Improved Sight Distance Limits in River Canyons
- Need for Turning Lanes
- Need for Acceleration / Deceleration Lanes / Passing Lanes
- Need for wider Paved Shoulders
- Need for safer IS for ID 55 and US 95
- Need for lower water table and improved stability of US 95 at Meadows Valley and in Little Salmon Canyon Smokey Boulder NB
- Speed Limit Enforcement
- More reliable tax base for ITD



## Workshop questions (be specific)

- Identify any issues and 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 are the priorities do you see for those improvements?



## Thank you for attending

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

