

Comment Form Transcription November 6, 2008 (Weiser)

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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. Other Comments (have we missed anything?)
1	1. Increase de-icing of canyon south of Cambridge in winter. 2. Wildlife warning signs w/ flashers @ Midvale Hill; consider wildlife passages (tunnel or overpass).	-Increase ITD funding! -Increase speed limit enforcement from Weiser to Payette	Great job w/ your meetings!
2	Turning lane's from River Dock south Double yellow lines at these intersections		Doe the amount of auto accidents on 95 auto to auto include auto to train south of Weiser
3			Slow moving farm equipment creates problems
4	*Need signal lights @ US 95 intersection with ID 52 *Need signal lights @ US 95 intersection with Main St. in Weiser *Need to get improved roadway including bridge widening US 95, Weiser Commercial St. south towards Payette—identified in presentation	Widen bridge across Wsr River Traffic lights @ 7 th Street and Main Street intersection	
5	Turning lane on South end of Devils Elbow Rd. (north of Weiser) Fill end turning corner on north end of Devils Elbow Rd. north of Weiser (<i>see diagram #1</i>) Passing lanes on curve between Weiser and Payette		
6	Is a dedicated bike lane possible? The narrow shoulders north from Weiser to New Meadows make cycling dangerous.		

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7	Turn lane at Bi-Mart (Weiser) Passing lanes south of Weiser Safer crossings for pedestrians in Weiser Fewer access points to highway 95	Passing lanes south of Weiser	Possible to create safety zone from Payette to Weiser, drive with headlights on.
8	Traffic light at East Main and U.S. 95 in Weiser— (95 Spur) we have a lot of elderly vehicle and pedestrian traffic and with increased 95 traffic it is difficult to cross 95. There is a traffic light at East Park and 95 because of Park School. Light could be at E. Commercial and 95—but with bridge could be a problem.	Turn lane at Appleton and 95 into Bi Mart	
9	Must get a by pass around Council business district. Would like White Rock on highway again	Safety between Payette and Weiser Speed is not observed	
10	Weiser River bridge Hi speed city By Pass	Weiser River Bridge	
11	1. Speed 55 MPH!!! 2. Double yellow lines at intersections at MP 77 3. No passing signs at intersections	Speed 55 MPH!!!	
12	Hwy 95 and southern intersection with Devil's Elbow. At this time, the northbound passing lane starts south at Devil's Elbow Intersection. This passing lane currently serves as the westbound turn lane for traffic onto Devil's Elbow—which is a dangerous situation. Traffic behind the turning car assumes they are turning left to pass when in fact, the turning car is slowing, not accelerating. Should		This would be an ideal time to put a small turn median and “Historic Downtown Weiser” sign (maintained by the city) on the 95 business spur @95 and the 95 Spur (Main Street). How can we, the citizens, find statistics and support to create the case to make that happen? Who do we need to present the

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	be an easy fix by striping a turn lane and starting the passing lane north of Devil's Elbow. I believe there is also a passing lane sign that would need to be moved north.		case to? Are there grand funds we can access? (see diagram #2)
13	Mile post 77 US 95 and Crystal Lane needs no passing zone thru the intersection. Need pavement markings and advance signing Southbound trucks cut corner and hit street name signs and power pole.		
14	First may I say I think Hwy 95 should be a freeway from North to South of Idaho, to unite the state and because it is a major corridor from Mexico and Canada—in the “middle west” of the United States from commerce, travel access for both goods produced (ag to manufacturing) and purchase. It needs to be as up to date as Interstate 80/84 from east to west is between Payette and Weiser it would be nice if it were four lane and built up to make access across the R.R. tracks safer and easier. I really don't like three lane roads with the center a passing lane!	Turn lane at River Rd., Crystal, the big curve by the accountant office and storage shed going toward Payette, then the road over the tracks to the west before the wrecking yard is a bad intersection but until the road is widened to a four lane road the other fixes will just be patch improvements. I don't understand the reduction of truck traffic from N. of Weiser to S. because we have a great amount of commercial trucks on the highway from N to S and S to N.	A walkway might be a help over the highway at Park St. for Park St. students and other foot traffic. A sign to warn the condition of the Midvale Hill and a controlled reduced speed limit when hazardous conditions exist. People just <u>do not</u> slow down to drive safely for the conditions. The rocks at the curve going north up the hill are a problem. We did hit one on a dark rainy night and blew out a tire but there is so much traffic you can't stop to remove them off the roadway. A light may be needed at Main Street (Weiser) because it is a very busy intersection. Any improvement is welcome—as we drive the Oregon side most of the time.

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15	<p>A turn off lane at Cooper Lane, going south from Weiser</p> <p>Reduce the speed limit to 55, between Payette and Weiser until highway 95 is improved.</p>		
16	<p>1. Need 4-lanes between Weiser and Payette or at least passing lanes going both directions at endless curve--</p> <p>2. Widen roadway and new roadbed between Kiethly Cr. Bridge and where it enters canyon connecting to new canyon section south of Cambridge—this is a narrow straight section that has no road shoulders and trucks and cars frequently drive off especially in winter.</p> <p>3. Bypasses for Cambridge and Council.</p> <p>4. “Round Valley Bridge on Little Salmon River”—(canyon entrance) to where newer section begins near Hazard Cr.—widen and improve narrow tight curves.</p>	<p>1. 4-lanes between Weiser and Payette</p>	<p>More timely plowing of snow—section between Cambridge and Weiser—I frequently travel Highway 71 and it is consistently plowed more timely and better than Highway 95.</p>
17	<p><i>(Comment submitted via email)</i> We live just off of 95 at Riverdock Road. As we are driving out of town the speed limit increases to 65 too quickly. People are flying over the rise coming towards town and racing out of town, just as we are turning. It is often frightening to slow down and try to turn safely. We agree that the speed limit should be reduced to 55 until way past Crystal.</p>		
18	<p><i>(Comment submitted via email)</i></p>		

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	<p>Idaho Transportation Department:</p> <p>I read in the Weiser Signal American about the meetings you held in Weiser recently to obtain suggestions for improving Highway 95. The article stated that people could make suggestions by e-mail, so that is the reason for this e-mail.</p> <p>For several years I have been concerned about the dangers of the big curve in Highway 95 south of Weiser that extends south from Owens Road to the Payette-Washington County Line. I even tried to call you once about it but could never reach the correct person to talk to. People pass on the curve without being able to see ahead far enough. I have barely escaped head on collisions in this section seven or eight times in ten years. The problem is that the Union Pacific Railroad Tracks rise ten or fifteen feet above the highway and along the curve cut off the view of the cars and trucks ahead. You can't see far enough ahead to pass safely, but people thinks they can so they try it.</p> <p>Striping the highway with a double yellow line from near Owens Road south to the county line and placing signs at both ends of the section that say "no passing" would help solve this problem. You will probably want to go out there with a couple of vehicles and check the lack of visibility for yourselves. If you have any questions or need more information, please call me at 549-1820.</p> <p>Thank you very much for the opportunity to comment.</p>		
18	<p>Better street lights and signage at 95 and Indianhead Rd. Signage should indicate north and south Hwy 95 along with Weiser business</p>	<p>Signage</p>	<p>More law enforcement patrol with special attention between Weiser and Payette for speed, tailgating and unsafe passing.</p>
19	<p><i>(Comment submitted via email)</i> To whom it may concern:</p> <p>I was unable to attend the open house recently held at Weiser but would like to comment on the study.</p> <p>I feel that the stretch of highway between Weiser and Payette is extremely dangerous and I usually do not travel that way. It is congested and has many problems that slow the flow of traffic. Vision is limited in many areas that prevent passing which leads</p>		

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	<p>to a backup of vehicles that then start to jockey for position for the next chance to pass. Farm vehicles also add to the problem. Some will say that the speed limit needs to be lowered but I don't think that would help but add further to the problems. I think that ITD needs to begin to buy rights of way along this entire Payette to Weiser stretch with a plan to build a divided highway similar to the Idaho Falls to Rexburg highway. This would allow for the ever increasing traffic load for a long time to move safely and efficiently through the area.</p>		

Diagram #1 (from comment #5)

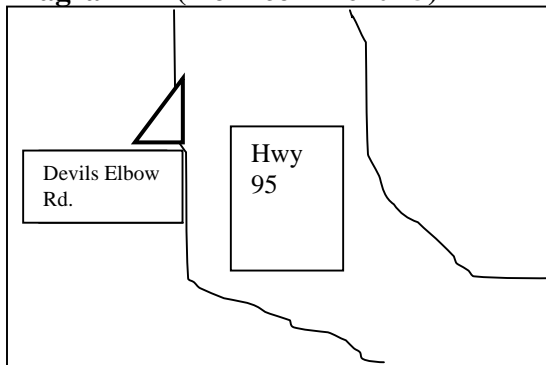


Diagram #2 (from comment #12)

