Welcome

Thank you for your interest in the Western Canyon and Owyhee County Corridor Studies. The purpose of today’s meeting is to gather input on locations for future improvements to:

- U.S. 95, Oregon State Line to Jct. U.S. 20/26 (Nyssa Junction)
- U.S. 20/26, Oregon State Line to I-84 (Caldwell)
- ID-19, Oregon State Line to Cleveland Blvd (Caldwell)
Study description

The Idaho Transportation Department is developing corridor studies for several highways in Canyon and Owyhee counties. A corridor study is a 10- to 20-year plan that documents the existing conditions and future needs of a highway.

Western Canyon and Owyhee County Corridor Studies

- U.S. 20/26, Oregon State Line to I-84 (Caldwell)
- U.S. 95, Oregon State Line to Jct. U.S. 20/26 (Nyssa Junction)
- ID-19, Oregon State Line to Cleveland Blvd (Caldwell)
Study process and schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>Timeframe</th>
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</thead>
<tbody>
<tr>
<td>Initiate corridor planning process</td>
<td>2018</td>
</tr>
<tr>
<td>Begin traffic analysis</td>
<td>August 2018</td>
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<tr>
<td>Determine potential locations for improvements</td>
<td>Spring 2019</td>
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<tr>
<td>Gather input from the public</td>
<td>Summer 2019</td>
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<tr>
<td>Finalize traffic analysis</td>
<td>Fall 2019</td>
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<tr>
<td>Finalize corridor studies</td>
<td>Spring 2020</td>
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<tr>
<td>Share studies with public</td>
<td>Spring 2020</td>
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</tbody>
</table>
Levels of Service

FREE FLOW
Low volumes and no delays.

STABLE FLOW
Speeds restricted by travel conditions, minor delays.

STABLE FLOW
Speeds and maneuverability closely controlled because of higher volumes.

STABLE FLOW
Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

UNSTABLE FLOW
Low speeds; considerable delay; volume at or slightly over capacity.

FORCED FLOW
Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.

Source: Utah Department of Transportation, Parley's Interchange EIS
### Traffic Capacity and Safety: Existing Conditions

#### Legend
- **Study Intersection**
- **Study Highway Segment**
- **Improvements Recommended**
- **AADT** Annual Average Daily Traffic
- **LOS** Level of Service

#### North Study Area

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Study Highway Segment</th>
<th>2018 AADT (veh/day)</th>
<th>2018 LOS</th>
<th>2030 LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Int. 7 US-95/20/26 &amp; Market Rd</td>
<td>Seg. 7 US-95</td>
<td>2018 AADT = 9,600 veh/day 2013-2017 Crashes: 8</td>
<td>2018 LOS = C</td>
<td>2040 LOS = F</td>
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<tr>
<td>Int. 8 US-95/20/26 &amp; Parma Rd</td>
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<td>2018 AADT = 11,300 veh/day 2013-2017 Crashes: 7</td>
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</tr>
<tr>
<td>Int. 10 US-95/20/26 &amp; Parma Rd</td>
<td>Seg. 10 US-95/20/26</td>
<td>2018 AADT = 8,100 veh/day 2013-2017 Crashes: 5</td>
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<td>2040 LOS = F</td>
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<td>Int. 9 US-95/20/26 &amp; Parma Rd</td>
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<td>2018 AADT = 8,900 veh/day 2013-2017 Crashes: 7</td>
<td>2018 LOS = C</td>
<td>2040 LOS = F</td>
</tr>
</tbody>
</table>

Additional Notes:
- **Int. 7 US-95/20/26 & Market Rd**: 2018 AADT = 11,200 veh/day 2013-2017 Crashes: 7
- **Int. 8 US-95/20/26 & Parma Rd**: 2018 AADT = 11,300 veh/day 2013-2017 Crashes: 7
- **Int. 10 US-95/20/26 & Parma Rd**: 2018 AADT = 8,100 veh/day 2013-2017 Crashes: 5
- **Int. 12 US-95/20/26 & Anderson Corner**: 2018 AADT = 9,000 veh/day 2013-2017 Crashes: 14
- **Int. 17 US-20/26 & Conway Rd**: 2018 AADT = 9,000 veh/day 2013-2017 Crashes: 4
- **Int. 19 US-20/26 & Parma Rd**: 2018 AADT = 7,300 veh/day 2013-2017 Crashes: 29
- **Int. 20 US-20/26 & Parma Rd**: 2018 AADT = 7,300 veh/day 2013-2017 Crashes: 8
- **Int. 21 US-20/26 & Parma Rd**: 2018 AADT = 7,300 veh/day 2013-2017 Crashes: 29
- **Int. 22 US-20/26 & Parma Rd**: 2018 AADT = 11,100 veh/day 2013-2017 Crashes: 7

**Note:** The 2013-2017 crash statistics are indicative of the safety conditions at each location.
Recommened Improvements

**Seg. 7 US-95**
- Add rumbles on centerline and edge lines/shoulders
- Widen to four or five lanes (long-term)

**Seg. 8 US-95/20/26**
- Add rumbles on centerline and edge lines/shoulders
- Widen to four or five lanes (long-term)

**Seg. 10 US-95/20/26**
- Widen to four or five lanes (long-term)

**Seg. 18 US-20/26**
- Add rumbles on centerline and edge lines/shoulders
- Widen paved shoulders to at least 6 feet

**Int. 7 US-95 & US-20/26**
- Provide a median refuge for vehicles turning left from US-95 onto US-20/26
- Widen US-95/20/26 to five lanes

**Int. 8 US-95/20/26 & Market Rd**
- Provide a median refuge for vehicles turning left from Market Rd onto US-95/20/26
- Widen US-95/20/26 to five lanes

**Int. 9 US-95/20/26 & Parma Rd**
- Add a southbound right turn lane
- Traffic signal
- Roundabout
- Provide a median refuge for vehicles turning left from Parma Rd onto US-95/20/26
- Widen US-95/20/26 to four or five lanes (long-term)

**Int. 12 US-95/20/26 & Anderson Corner**
- Add advance warning signs and beacons (North and south legs)
- Add transverse rumbles (East and west legs)
- Add "Cross Traffic Does Not Stop" plaques below stop signs
- Restricted Crossing U-Turn intersection (RCUT)
- Roundabout

**Int. 17 US-20/26 & Conway Rd**
- Provide a median refuge for vehicles turning left from Conway Rd onto US-20/26
- Widen US-20/26 to five lanes

**Int. 18 US-20/26 & Farmway Rd**
- Add a southbound right turn lane
- Traffic signal
- Roundabout

**Int. 19 US-20/26**
- Add rumbles on centerline and edge lines/shoulders
- Widen to four or five lanes (long-term)

**Seg. 21 US-20/26**
- Widen to four or five lanes (long-term)

**Seg. 22 US-20/26**
- Widen to four or five lanes (long-term)
**Traffic Capacity and Safety: Existing Conditions**

- **Int. 1 US-95 & SH-55**
  - 2018 AADT = 6,500 veh/day
  - 2018 LOS = B
  - 2013-2017 Crashes: 26
  - 2040 LOS ≈ C

- **Int. 2 US-95 & Idaho 19/Idaho Ave**
  - 2018 AADT = 11,000 veh/day
  - 2018 LOS = E
  - 2013-2017 Crashes: 1
  - 2040 LOS ≈ F

- **Int. 3 US-95 & Homedale Rd**
  - 2018 AADT = 10,900 veh/day
  - 2018 LOS = D
  - 2040 LOS ≈ F

- **Int. 4 Idaho 19/Notus Rd**
  - 2018 AADT = 7,900 veh/day
  - 2018 LOS = D
  - 2013-2017 Crashes: 5
  - 2040 LOS ≈ F

- **Int. 5 US-95 & Idaho 19/Simplot Blvd**
  - 2018 AADT = 9,600 veh/day
  - 2018 LOS = E
  - 2040 LOS ≈ F

- **Int. 6 US-95/5th St & Peckham Rd**
  - 2018 AADT = 9,600 veh/day
  - 2018 LOS = C
  - 2040 LOS = F

- **Int. 7 US-95**
  - 2018 AADT = 5,300 veh/day
  - 2018 LOS = B
  - 2040 LOS ≈ C

- **Int. 8 US-95/25th St & Idaho 19**
  - 2018 AADT = 9,600 veh/day
  - 2018 LOS = C
  - 2040 LOS ≈ D

- **Int. 9 US-95 & Homedale Rd**
  - 2018 AADT = 10,900 veh/day
  - 2018 LOS = D
  - 2040 LOS ≈ F

- **Int. 10 US-95 & Homedale Rd**
  - 2018 AADT = 10,900 veh/day
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- **Int. 12 US-95 & Homedale Rd**
  - 2018 AADT = 10,900 veh/day
  - 2018 LOS = D
  - 2040 LOS ≈ F

- **Int. 13 US-95 & Homedale Rd**
  - 2018 AADT = 10,900 veh/day
  - 2018 LOS = D
  - 2040 LOS ≈ F

- **Int. 14 Idaho 19/Idaho Ave**
  - 2018 AADT = 6,100 veh/day
  - 2018 LOS = C
  - 2040 LOS ≈ E

- **Int. 15 Idaho 19 & Farmway Rd**
  - 2018 AADT = 9,200 veh/day
  - 2018 LOS = F
  - 2013-2017 Crashes: 27
  - 2040 LOS ≈ F

- **Int. 16 Idaho 19/Simplot Blvd**
  - 2018 AADT = 10,300 veh/day
  - 2018 LOS = F
  - 2013-2017 Crashes: 28
  - 2040 LOS ≈ F

- **Int. 17 Idaho 19/Simplot Blvd**
  - 2018 AADT = 15,800 veh/day
  - 2018 LOS = F
  - 2013-2017 Crashes: 28
  - 2040 LOS ≈ F

**Legend**

- **Study Intersection**
- **Study Highway Segment**
- **Improvements Recommended**
- **AADT Annual Average Daily Traffic**
- **LOS Level of Service**

**SOUTH STUDY AREA**
Recommended Improvements

**Int. 6 US-95/5th St & Peckham Rd**
- Add a westbound left turn lane
- US-95 “road diet” through Wilder (convert from four lanes to three lanes)
- All-way stop

**Int. 1 US-95 & SH-55**
- Add advance warning signs and beacons (East and west legs)
- Add transverse rumbles (East and west legs)
- All-way stop
- Roundabout

**Seg. 1 US-95**
- Add rumbles on centerline and edge lines/shoulders
- Widen paved shoulders to at least 6 feet

**Seg. 2 US-95**
- Add rumbles on centerline and edge lines/shoulders

**Seg. 7 US-95**
- Add rumbles on centerline and edge lines/shoulders

**Seg. 10 Idaho 19/I-84**
- Add transverse rumbles (East and west legs)

**Seg. 11 Idaho 19/I-84**
- Provide a median refuge for vehicles turning left from Idaho 19/I-84 onto US-95
- Traffic signal
- Roundabout

**Seg. 5 Idaho 19/Idaho Ave**
- Add rumbles on centerline and edge lines/shoulders

**Seg. 12 Idaho 19/Idaho Ave**
- Add rumbles on centerline and edge lines/shoulders
- Widen to four or five lanes (long-term)

**Seg. 13 Idaho 19/Simplot Blvd**
- Add rumbles on centerline and edge lines/shoulders
- Widen to four or five lanes (long-term)
- Add “Cross Traffic Does Not Stop” plaques below stop signs
- Add a northbound right turn lane
- Add a southbound right turn lane
- Traffic signal
- Roundabout

**Seg. 14 Idaho 19/Idaho Ave**
- Restrripe to provide a two-way left turn lane
- Access management: Consolidate or close driveways when possible
- Limit the number of new accesses/driveways
- Add rumbles on centerline and edge lines/shoulders

**Seg. 15 Idaho 19/Simplot Blvd**
- Add rumbles on centerline and edge lines/shoulders
- Provide a median refuge for vehicles turning left from Idaho 19 onto US-95
- Traffic signal
- Roundabout

**Seg. 16 Idaho 19/Simplot Blvd**
- Add rumbles on edge lines/shoulders
- Provide a median refuge for vehicles turning left from Idaho 19 onto US-95
- Traffic signal
- Roundabout

**Seg. 17 Idaho 19/Simplot Blvd**
- Access management: Consolidate or close driveways when possible
- Limit the number of new accesses/driveways

- Add rumbles on centerline and edge lines/shoulders

**Legend**
- Study Intersection
- Study Highway Segment
- Improvements Recommended
INTERSECTION TYPES
All intersections can be designed to accommodate commercial and agricultural vehicles

**All-Way Stop**
- Pros: Low crash rate for vehicles and pedestrians
- Pros: Very inexpensive to install
- Cons: Often disobeyed by drivers if all-way is not warranted
- Cons: Limited traffic capacity; least effective form of control at moderate and high volumes

**Traffic Signal**
- Pros: Maximum degree of control at intersections
- Pros: Improved operation for minor street traffic
- Cons: Increase in rear-end collisions
- Cons: Expensive to install and maintain
- Cons: More right-of-way needed on approaches for turn lanes
- Cons: Unnecessary stopping when there is no cross traffic

**Roundabout**
- Pros: Improved safety, 35% fewer crashes, 76% fewer injuries
- Pros: Reduced delay and fewer stops
- Cons: More right-of-way needed at intersection center
- Cons: Can have a learning curve, especially with dual-lane roundabouts

**RCUT**
- Pros: Safer than signal due to fewer conflict points
- Cons: Inexpensive to maintain

**INTERSECTION TYPES**

- **All-Way Stop**
  - Limited traffic capacity; least effective form of control at moderate and high volumes
  - Cons: Often disobeyed by drivers if all-way is not warranted

- **Traffic Signal**
  - Cons: Increase in rear-end collisions
  - Cons: Expensive to install and maintain

- **Roundabout**
  - Cons: More right-of-way needed at intersection center
  - Cons: Can have a learning curve, especially with dual-lane roundabouts
Rumble strips are 1/2" deep grooves, typically located on the shoulder, outside the edge paint lines. These cause moderate noise and vibration when driven over.

Rumble Stripes
Rumble stripes are shallower (3/8") grooves cut in the same location as edge and/or center line paint causing minor noise and vibration. These have an added benefit of increasing the retro-reflectivity of the paint, particularly at night during rain.¹

Improved Safety
Studies have shown both types of rumbles improve safety. Centerline rumbles have been shown to reduce crossover crashes 40% to 60%. Shoulder rumbles on freeways have reduced single vehicle lane departure crashes by 30% to 40%. Studies also show rumbles reduce distracted and drowsy crashes 40% to 80%.¹

¹- Federal Highway Administration

Source: ITD Standard Drawing 631-1

Your Safety • Your Mobility • Your Economic Opportunity

KELLER ASSOCIATES
ROAD DIET

What is a road diet?
- A road diet is described as “removing travel lanes from a roadway and utilizing the space for other uses and travel modes.”

Benefits of a Road Diet
- Improve Safety
  - Overall crashes can be reduced by 19%.
  - Shorter pedestrian crossing distance; use with bulb-outs and islands.
  - Improve access for bicycle and pedestrian traffic.
  - Increased livability, thereby increasing the demand for housing.
  - Can be used with raised landscape medians for beautification and traffic calming.

General Example of a Road Diet

Existing US-95 through Wilder - from Original 1963 Plans

Potential Roadway Layouts Under a Road Diet

ILLUSTRATION A - Using Existing Curbs

ILLUSTRATION B - Using Existing Curbs

ILLUSTRATION C - New Construction
Thank you for attending today’s meeting. The Idaho Transportation Department appreciates your input. Comments on the corridor study are being accepted through Sept. 20, 2019. Comments can be sent to:

- Adam.Rush@itd.idaho.gov
- Idaho Transportation Department, Att. Adam Rush
  3311W. State St., Boise, ID 83703

Once the corridor studies are completed, ITD will determine how best to proceed with making the improvements to US 95, US 20/26 and Idaho 19 in Canyon and Owyhee counties.

To stay informed go to:
ITDprojects.org/WesternCanyonOwyheeStudy