Welcome

Idaho 55 Corridor Study
Mark Wasdahl, Idaho Transportation Department

Tonight’s Meeting

• The Idaho Transportation Department is conducting a study of Idaho 55 from New Meadows to Marsing.
• Tonight’s meeting is focusing on the section of Idaho 55 from Banks Lowman Road to New Meadows.
What is the Idaho 55 Corridor Plan

The Idaho 55 Corridor Study will result in three corridor plans (North, Central, South) that cover 134 miles of highway in six counties from New Meadows to Marsing.

• **South Corridor Plan** – ION Junction in Owyhee County to Interstate 84 in Canyon County

• **Central Corridor Plan** – State Street in Ada County to Banks Lowman Road in Boise County

• **North Corridor Plan** – Banks Lowman Road in Boise County to New Meadows in Adams County

Idaho 55 Corridor Plan

• **Each corridor plan will:**
  
  – Guide roadway policies and projects for the next 20 years.
  
  – Identify practical solutions and policies to improve safety and functionality for this important highway.
  
  – Be based on community input, engineering studies and city and county goals.
ITD’s Primary Objectives

Our Mission: Your Safety.
• Improvement to be measured through reduction in fatalities and serious injuries.
• Reduction in injuries and fatalities related to distracted and/or impaired driving.
• Increase in seat belt use.
• Impact of corridor-safety initiatives and improvements.

• Success to be measured by increase in Idaho gross domestic product.
• Increase in jobs and business revenues.
• Increase in the efficiency in which goods are transported.
• Reduction in travel times for commuting, commerce, recreation, and tourism.
Idaho 55 Traffic and Level of Service (LOS)

Level of Service (LOS) is measured by:
- Annual Average Daily Traffic (AADT) Volumes
- Hourly two-way vehicular traffic

LOS Standard for Rural Highways is “C” or better.

AADT 1990 - 2015

[Graph showing AADT for South of Donnelly M.P. 127.720]
2015 ATR Data by Month

ATR #184 South of Banks Lowman Road
Monthly Average Daily Traffic By Day Type
ATR #184 south of Banks Lowman Road
Average Vehicles per Hour

ATR #184 south of Banks Lowman Road
Average Sunday Traffic Volume by Direction by Hour
ATR #184 south of Banks Lowman Road
Average Monday through Thursday Traffic Volume by Direction by Hour

ATR #184 south of Banks Lowman Road
Average Friday Traffic Volume by Direction by Hour
ATR #184 south of Banks Lowman Road
Average Saturday Traffic Volume by Direction by Hour

Future Traffic Projections
What is Travel Demand Modeling (TDM)

- These are mathematical models that forecast long-term future travel demand based on current conditions and future projections of household and employment characteristics.
- Travel demand models were originally developed to determine the benefits and impact of major highway improvements in metropolitan areas.
- Travel demand models only have limited capabilities to accurately estimate changes in operational characteristics (such as speed, delay, and queuing, etc.) resulting from implementation of ITS/operational strategies.

(A TDM is:

- A way to forecast future traffic
  - Freight
  - Passenger

- A way to forecast where traffic is going
  - Work
  - Recreation
  - Shopping

- A way to forecast commodity flows
  - Types
  - Raw Materials
  - Finished Product

(ITD Readiness Assessment Team Definition May 2012)
Types of TDM’s

- Sketch Planning Models
- ODEM (Origin-Destinations Matrix Estimation Models) Models
- Three-(or Four) Step Models
- Activity Based Models

Future Population Estimates

<table>
<thead>
<tr>
<th>County</th>
<th>2010 Census</th>
<th>2040 Estimate</th>
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</thead>
<tbody>
<tr>
<td>Adams</td>
<td>3,950</td>
<td>4,590</td>
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<tr>
<td>Boise</td>
<td>7,020</td>
<td>10,390</td>
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<tr>
<td>Valley</td>
<td>9,780</td>
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Intersection Turn Warrants

Traffic Manual

January 2012

SECTION 485.55 - HIGHWAY APPROACHES

SECTION 481.00 - TURN LAKES FOR NEW APPROACHES

Idaho 55 & Warm Lake Road

ID 55 SB at Warm Lake Road: Left Turn

ID 55 NB at Warm Lake Road: Right Turn
Idaho 55 NB & Loomis Lane / Farm to Market Road

ID 55 NB at Loomis Lane: Left Turn

Number of Vehicles per Hour

Number of Left Turning Vehicles

ID 55 NB at Farm to Market Road: Right Turn

Number of Vehicles per Hour

Number of Right Turning Vehicles

Idaho 55 SB & Farm to Market Road / Loomis Lane

ID 55 SB at Farm to Market Road: Left Turn

Number of Vehicles per Hour

Number of Left Turning Vehicles

ID 55 SB at Loomis Lane: Right Turn

Number of Vehicles per Hour

Number of Right Turning Vehicles
Idaho 55 NB & Lake Fork Road

Idaho 55 SB & Lake Fork Road
Idaho 55 NB & Heinrich Lane / Rogers Lane

**ID 55 NB at Heinrich Lane: Left Turn**

- Number of Vehicles per Hour vs. Number of Left Turning Vehicles
- Lines: Determination Line, Left to Heinrich Lane, High Traffic Line

**ID 55 NB at Rogers Lane: Right Turn**

- Number of Vehicles per Hour vs. Number of Right Turning Vehicles
- Lines: Determination Line, Right to Rogers Lane

Idaho 55 SB & Rogers Lane / Heinrich Lane

**ID 55 SB at Rogers Lane: Left Turn**

- Number of Vehicles per Hour vs. Number of Left Turning Vehicles
- Lines: Determination Line, Left to Rogers Lane, High Traffic Line

**ID 55 SB at Heinrich Lane: Right Turn**

- Number of Vehicles per Hour vs. Number of Right Turning Vehicles
- Lines: Determination Line, Right to Heinrich Lane
Idaho 55 NB & Johnson Lane / Burr Road

ID 55 NB at Johnson Lane: Left Turn

ID 55 NB at Burr Road: Right Turn

Idaho 55 SB & Burr Road / Johnson Lane

ID 55 SB at Burr Road: Left Turn

ID 55 SB at Johnson Lane: Right Turn
Idaho 55 Crashes

2010 – 2014 Within ¼ mile of State Highway 55
• 749 Total Crashes – 664 on Idaho 55
• 11 Fatal Crashes – All on Idaho 55
• 40 Serious Injury Crashes
• 82 Visible Injury Crashes
• 94 Possible Injury Crashes
• 522 Property Damage Only Crashes
• 16 Domestic Animal Collisions
• 160 Wild Animal Collisions

Office of Highway Safety

Idaho Traffic Crashes

2014
### 2014 Fatal Crash Locations

#### Idaho 55 Fatal Crashes

<table>
<thead>
<tr>
<th>County</th>
<th>City</th>
<th>Mile Post</th>
<th>Day of the week</th>
<th>Time</th>
<th># of fatalities</th>
<th># of injuries</th>
<th>Road surface</th>
<th>Weather conditions</th>
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<tbody>
<tr>
<td>Valley</td>
<td>Cascade</td>
<td>109.003</td>
<td>Monday</td>
<td>8/16/10</td>
<td>1</td>
<td>4</td>
<td>Dry</td>
<td>Clear</td>
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<td>Valley</td>
<td>Cascade</td>
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<td>4</td>
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<td>McCall</td>
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<td>2</td>
<td>Ice</td>
<td>Clear</td>
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<td>Banks</td>
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<td>3</td>
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Crash Occurrence by Day and Time

Critical Reasons for Crashes
Idaho Statewide Crash Contributing Circumstances 2014

Idaho Statewide Wild Animal Crash Locations 2014
Crashes at Idaho 55 & Warm Lake Road

Two Crashes
- (1) Possible Injury Crash
- (1) Property Damage Only Crash

Crashes at Idaho 55 & Loomis Lane

Nine Crashes
- (1) Serious Injury Crash
- (1) Visible Injury Crash
- (2) Possible Injury Crashes
- (5) Property Damage Only Crashes
Crashes at Idaho 55 & Lake Fork Road

Three Crashes
- (1) Possible Injury Crash
- (2) Property Damage Only Crashes

Crashes at Idaho 55 & Heinrich Lane / Rogers Lane

Six Crashes
- (2) Visible Injury Crashes
- (1) Possible Injury Crash
- (3) Property Damage Only Crashes
Crashes at Idaho 55 & Johnson Lane / Burr Road

Two Crashes
- (2) Property Damage Only Crashes

Crashes at Idaho 55 & Elo Road

Six Crashes
- (1) Possible Injury Crash
- (5) Property Damage Only Crashes
Community Input

• Today you will have the opportunity to:
  – Identify transportation needs between Banks Lowman Road to New Meadows.
  – Review and comment on proposed improvements.

Next Steps

• ITD will review your comments and finish drafting the corridor plan.
• If you signed in today, ITD will distribute the draft corridor plan for your review and comment this spring.
• Once comments have been received on the corridor plan, ITD will review and finalize the corridor plan this summer.

Thank You for Attending!

Contact Information

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