

# US-20/SH-75 (Timmerman Jct.) Intersection Study

Community Advisory Committee (CAC) Meeting #3

October 5<sup>th</sup>, 2016

Blaine County Courthouse

Commissioners Large Conference Room

US 20 & SH 75  
TIMMERMAN JUNCTION  
*Intersection Study*



KITTELSON & ASSOCIATES, INC.  
TRANSPORTATION ENGINEERING/PLANNING

Study Website:

[http://itd.idaho.gov/projects/D4/US20\\_ID75\\_IntersectionStudy](http://itd.idaho.gov/projects/D4/US20_ID75_IntersectionStudy)

# Welcome

**Thank you for your commitment to participating with the Idaho Transportation Department (ITD) in this important study!**

## **Who is involved?**

- Idaho Transportation Department
- Blaine County & Local City Representatives
- Local Community Representatives:
  - Legislative Representatives
  - Emergency Responders
  - Agriculture & Trucking Services
  - Commerce & Tourism
  - Transportation Providers
  - Major Employers
  - Residents/Citizens



# Community Advisory Committee (CAC) Roles & Responsibilities

- **Roles:** Provide a wide range of perspectives and bring valuable information to the Study Management Team (SMT) through the alternatives development, evaluation, and selection process.
- **Responsibilities:**
  - Understand the intersection, the study context, the range of alternatives, and the implications of decisions
  - Share facts and decisions on the study with your organization and the community
  - Maintain a commitment to the study process. Provide open, honest, and continuous communication during the study



# Recap

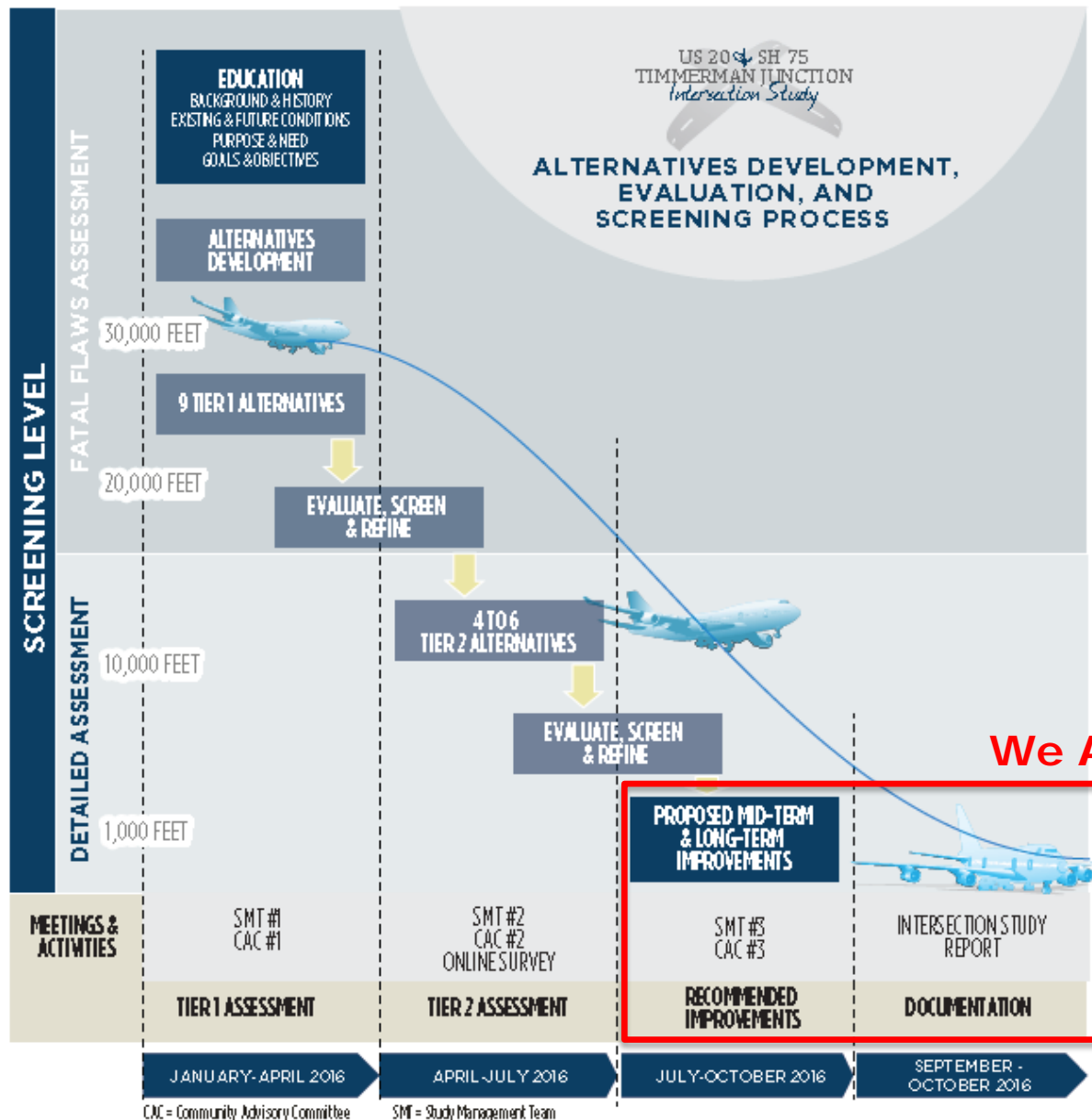
## Study Purpose & Goals

- **Study Purpose:** ITD is continuing its commitment to improve safety at the US-20/SH-75 intersection (Timmerman Junction), while providing reliable and efficient mobility.
  - Collaborate with local community leaders and representatives
  - Evaluate a wide range of intersection alternatives
  - Identify proposed mid-term and long-term improvements
  - Provide direction to pursue funding for future implementation
- **Goal #1: Improve safety performance**
- **Goal #2: Maintain acceptable mobility**
- **Goal #3: Collaborate with community representatives**
- **Goal #4: Establish a prioritized implementation plan**



# Recap

## Tiered Alternatives Evaluation Process



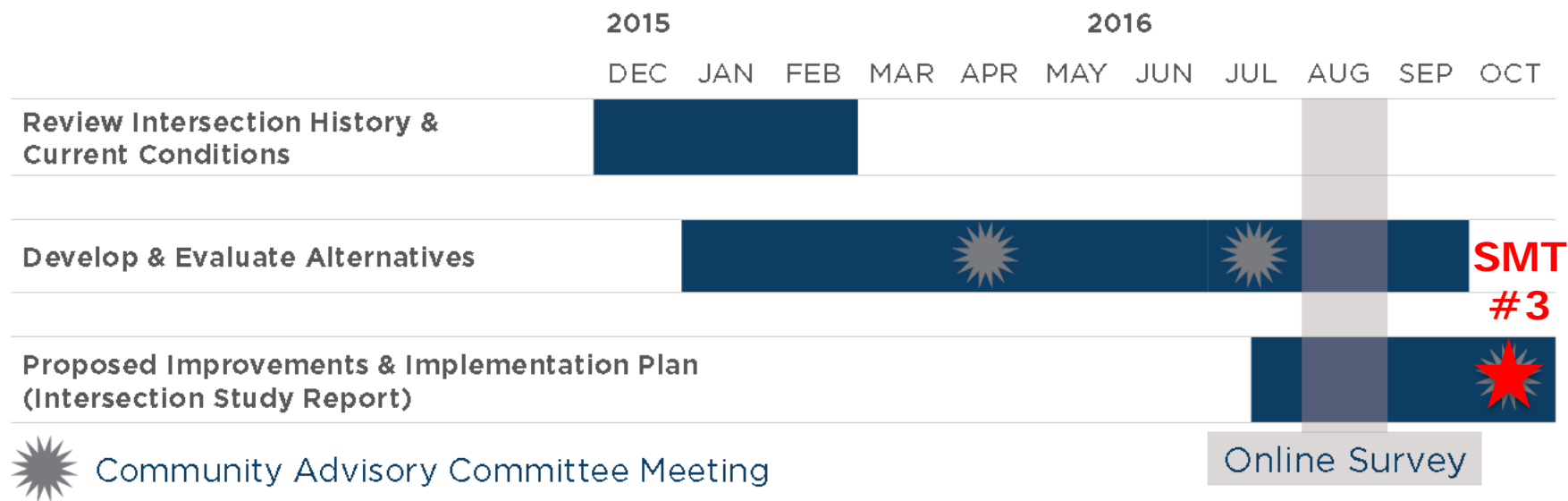
**We Are Here**



# Recap

## Study Schedule

### STUDY SCHEDULE



# SMT & CAC Meeting #2 Follow-Up Items

## Safety Comparison to Other Similar Intersections

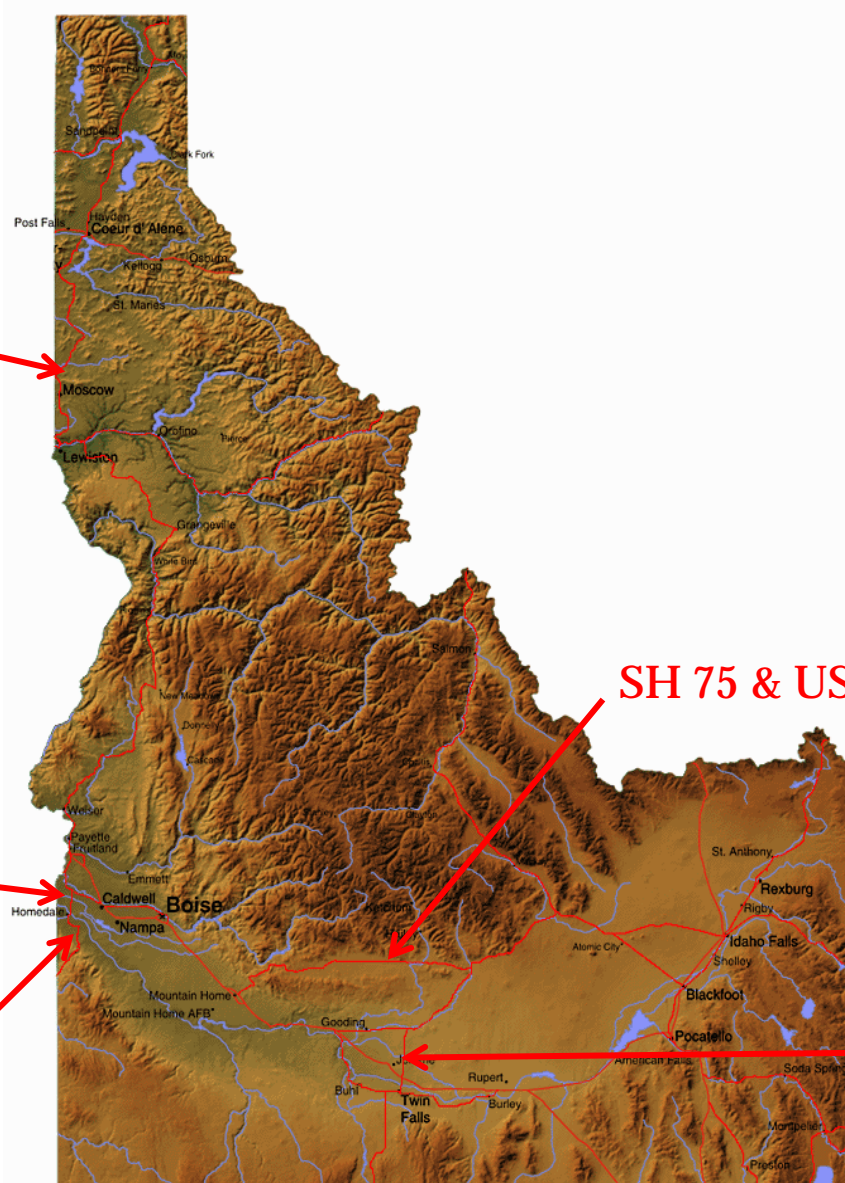
SH 6 & US 95

US 20 & US 95

SH 55 & US 95

SH 75 & US 20

US 93 & SH 25



# SMT & CAC Meeting #2 Follow-Up Items

## Safety Comparison to Other Similar Intersections

### Comparison by High Accident Location (HAL) Ranking

Statewide HAL Ranking	Intersection	County	City	Signalized?	ITD District	Crash Rate (Per Million Vehicles)	Statewide Frequency Ranking	Statewide Severity Ranking	Statewide Rate Ranking
145	US 20 & US 95	Canyon	-	No	3	2.04	442	119	128
238	SH 6 & US 95	Latah	-	No	2	1.49	663	170	283
358	SH 75 & US 20	Blaine	-	No	4	1.4	935	185	487
365	SH 55 & US 95	Owyhee	-	No	3	1.63	935	257	384
468	US 93 & SH 25	Jerome	-	No	4	1.66	935	494	375

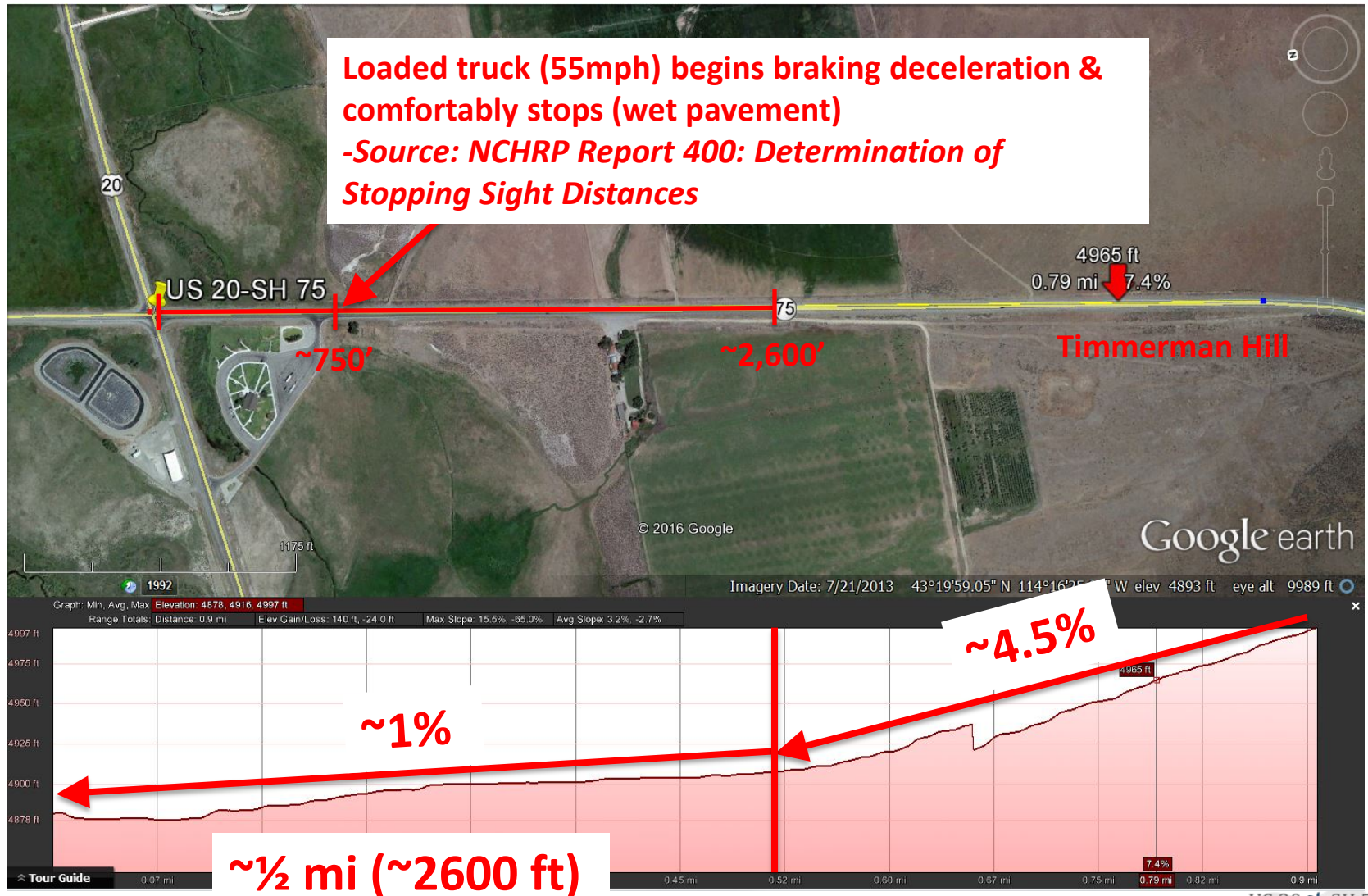
### Comparison by Crash Rate

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# SMT & CAC Meeting #2 Follow-Up Items

## Deceleration of Trucks Traveling Down Timmerman Hill

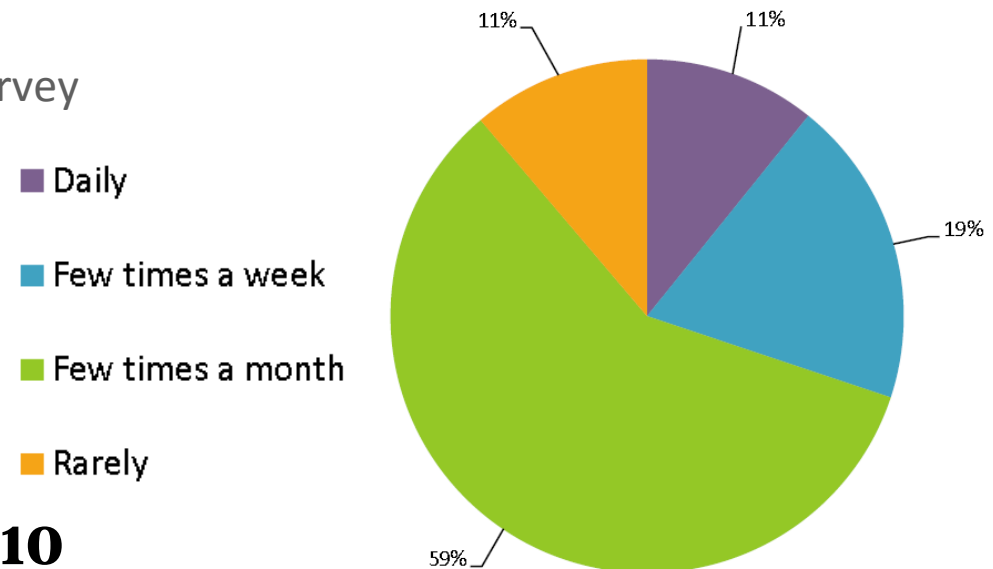


# Online Survey Summary

## Advertisement & Participation

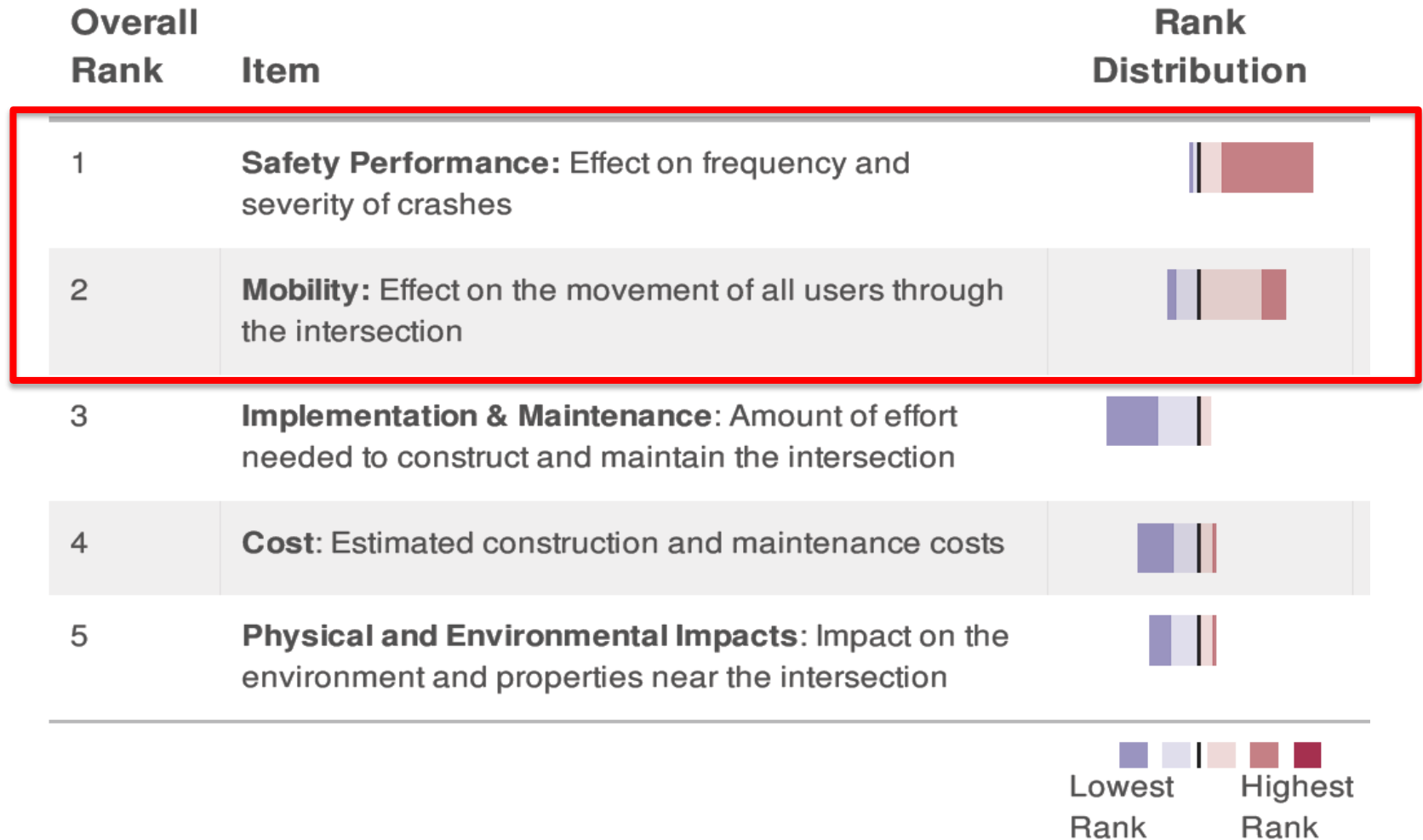
- Survey Open from August 8<sup>th</sup> – 21<sup>st</sup>, 2016
  - <http://www.surveygizmo.com/s3/2953321/US-20-and-Idaho-75-SH-75-Intersection-Timmerman-Junction-Study> (link no longer active)
- Notification via email, study website, two newspaper articles & two TV news stories and the local public advisory group
- Response Total: 762 people
  - 551 people completed survey
  - 211 people partially completed survey
  - #1: 83333 (Hailey)
  - #2: 83313 (Bellevue)
  - #3: 83340 (Ketchum)

**How often do you use the intersection?**



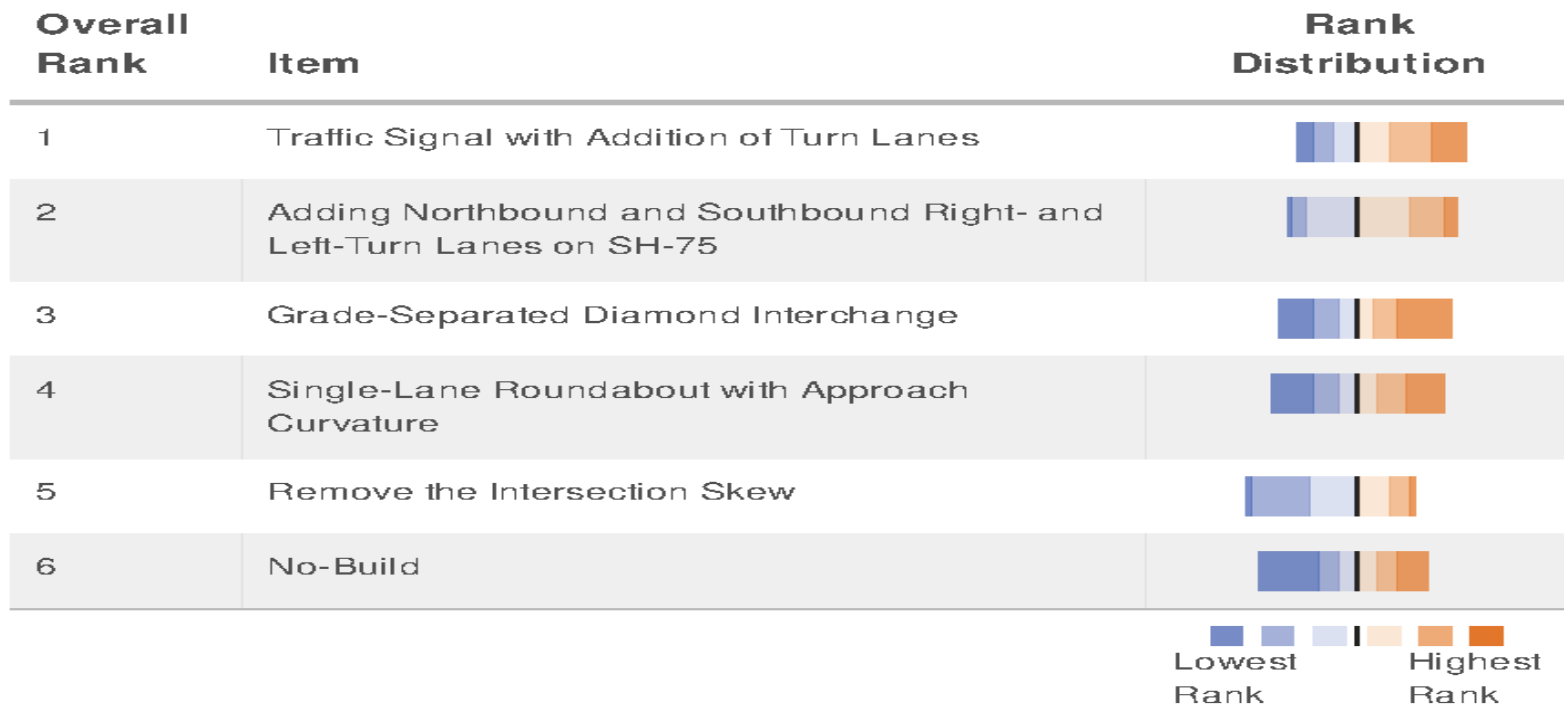
# Online Survey Summary

## Evaluation Criteria Ranking



# Online Survey Summary

## Intersection Alternatives Ranking



- Traffic Signal - Most combined #1, #2, #3 rankings
- Grade-Separated Interchange - Most #1 rankings
- Grade-Separated Interchange & Roundabout had high numbers of #1 & #6 rankings
- Addition of Turn Lanes & Remove Intersection Skew had most “mid-range” rankings (#2 through #5)

# Online Survey Summary

## Key Takeaways

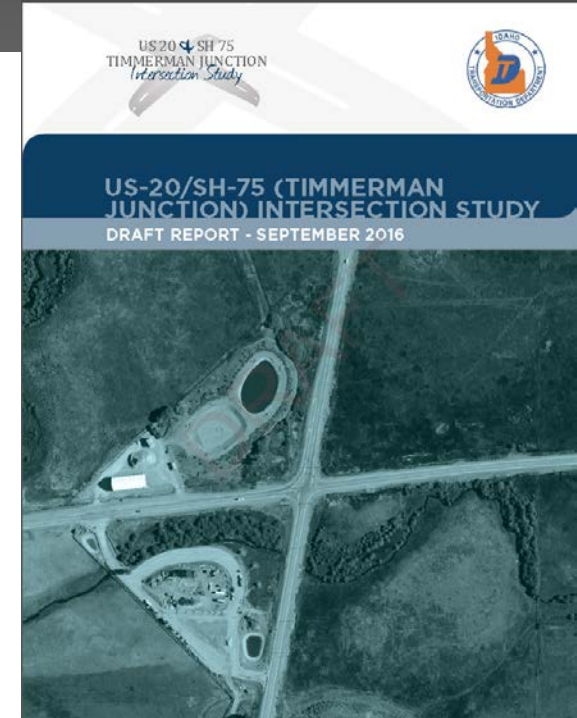
- Traffic Signal slightly more favored, but Grade-Separated Interchange, Roundabout, and Addition of Turn Lanes on SH-75 received relatively comparable levels of favor
- No-Build & Remove Intersection Skew less favored, but still received some support
- Other Key Comments
  - Safety needs to be the biggest concern
  - The perception of a problem is greater than the reality of one
  - Many of the problems at the intersection are related to drivers not paying attention
  - Existing signage needs to be improved with more warnings leading up to the intersection
  - Intersection would benefit from clearing weeds and debris



# Overview of Draft Intersection Study Report

## Report Overview

- Section 1: Introduction
  - Background & History
  - Study Purpose & Need
  - Study Goals & Objectives
- Section 2: Existing Conditions
- Section 3: Future No-Build Conditions
  - Expected Safety Performance
  - Future Traffic Conditions (Operational Performance)
- Section 4: Alternatives Development & Evaluation
  - Tiered Alternatives Evaluation Process Including Community Involvement
  - Key Conclusions & Outcomes
- Section 5: Implementation Plan
  - Summary of Recommendations along with Considerations in Moving Forward
- Technical Appendix – Separate Document available from ITD

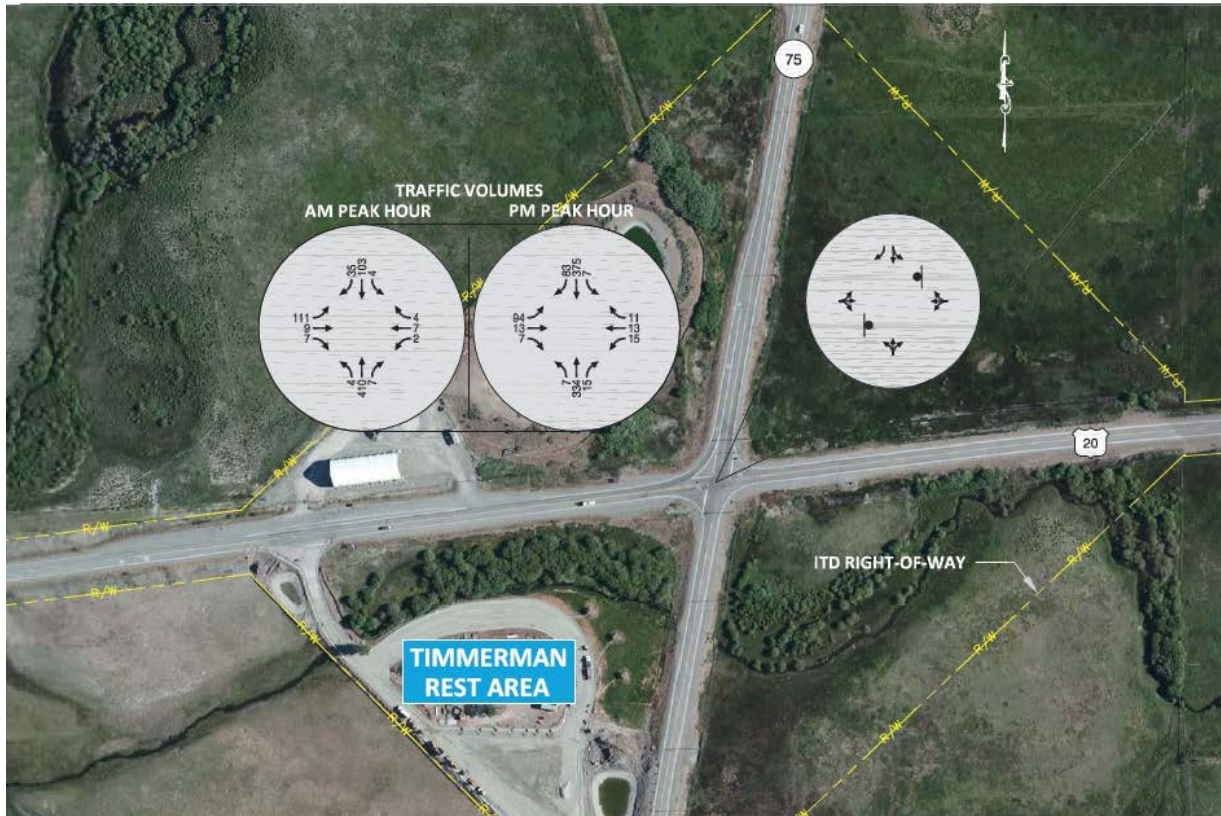




# Overview of Draft Intersection Study Report

## Implementation Plan Summary

### No Build



- Lack of crash history; Recent improvements may be enough.
- A build alternative should be planned for the long-term

### Average Rankings

- SMT: 1.2 / 7 (#1)
- CAC: 3.2 / 7 (#3)
- Public: 3.9 / 6 (#6)

Construction Cost: N/A

B/C Ratio: N/A

Time Frame: Short- To  
Mid-Term (~0-15 years)

**Reasonable option,  
particularly if  
intersection does  
not rise high in ITD's  
ITIP prioritization**

# Overview of Draft Intersection Study Report

## Implementation Plan Summary

### Remove Intersection Skew



- Cost-effective option that may benefit safety

#### Average Rankings

- SMT: 3.3 / 7 (#3)
- CAC: 2.7 / 7 (#1)
- Public: 3.9 / 6 (#5)

Construction Cost: \$1.6M

B/C Ratio: 0.13

Time Frame: Short- To  
Mid-Term (~0-15 years)

**Implementation  
option if roundabout  
is not programmed  
for short- to mid-  
term time frame**



# Overview of Draft Intersection Study Report

## Implementation Plan Summary

### Single-Lane Roundabout



#### Average Rankings

- SMT: 2.3 / 7 (#2)
- CAC: 2.7 / 7 (#1)
- Public: 3.5 / 6 (#4)

Construction Cost: \$2.8M

B/C Ratio: 0.34

Time Frame: Short- To Long-Term (~0-25 years)

**Improvement option best satisfying study goals**

- Significant support from SMT & CAC; general public support mixed
- Most anticipated safety benefit with lesser impacts on mobility

# Overview of Draft Intersection Study Report

## Implementation Plan Summary

### Grade-Separated Interchange



#### Average Rankings

- SMT: 7.0 / 7 (#7)
- CAC: 5.2 / 7 (#6)
- Public: 3.3 / 6 (#3)

Construction Cost: \$10.3M

B/C Ratio: 0.20

Time Frame: Very Long-Term  
(25+ years)

**Right-of-way  
preservation only**

- Limited support from SMT & CAC; some support from general public
- Good safety & mobility benefits, but at a high cost given current traffic volumes



# Overview of Draft Intersection Study Report

## Alternatives Not Included in Implementation Plan

- Add Turn Lanes on SH-75 Alternative
  - Not enough safety & mobility benefit anticipated & not warranted
  - **Not recommended for implementation**
  
- Traffic Signal Alternative
  - Support from general public, but not much support from SMT & CAC
  - Lowest benefit/cost ratio and anticipated increase in rear-end crashes
  - **Not recommended for implementation**





# Overview of Draft Intersection Study Report

## Implementation Plan Considerations

### ➤ Roundabout Contextual Considerations

- Rural Setting
  - Successive approach curvature progressively slows speeds
- A “New” Intersection Form
  - Well over 3,000 roundabouts throughout the U.S.
  - FHWA – Roundabout is one of nine proven safety countermeasures:  
<http://safety.fhwa.dot.gov/provencountermeasures/>
  - “Roundabout Rodeo”
- Accommodation of Large Trucks & OSOW Loads
  - Truck apron – meant for off-tracking of trucks!
  - Several proven strategies available to accommodate OSOW loads
- Maintenance Considerations
  - Many winter weather states have numerous roundabouts
  - Develop a maintenance plan and execute it
  - <https://www.youtube.com/watch?v=OGxbl7fe8Yg>



# Overview of Draft Intersection Study Report

## Implementation Plan Considerations

- Perception of Safety Issues Versus Reality
  - Average crash rate just slightly more than typical
  - Typically ~2 reported crashes/year
  - No reported fatalities in past 15 years
- Video Monitoring of Intersection
  - Obtain extensive data on key items (i.e., drivers running the stop signs, erratic maneuvers, etc.)
- Encourage Continued Collaboration within the Wood River Valley Community!

# Closeout & Next Steps

- We will take what we heard here today and from other meetings this week and revise the Intersection Study Report as appropriate.
- No future meetings planned as a part of this study. ITD will keep public informed of next steps for the intersection.
- Final Intersection Study Report expected to be available on the study website by November 2016:  
[http://itd.idaho.gov/projects/D4/US20\\_ID75\\_IntersectionStudy](http://itd.idaho.gov/projects/D4/US20_ID75_IntersectionStudy)
- **KAI Extends a Special Thanks To:**
  - Jenny Lovell
  - Rosemary Curtin & Kate Reed
  - Bruce Christensen

*Thank You!*

