

Comment Form Transcription

December 11, 2008—Horseshoe Bend Workshops

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#	1. What highway improvements are needed on Idaho 55? (Please be specific with improvements and locations.)	2. What is the most important improvement needed?	3. What transportation improvements are needed to accommodate foothill developments adjacent to Idaho 55?	4. Other Comments (have we missed anything?)
1		An alternate route from I-84 to McCall. Hwy 55 cannot reasonably be improved to accommodate future traffic on weekends from jobs (Treasure Valley) to vacation land (McCall).		
2	I am concerned that the speed limit in section 6 is 60 mph right up to segment 5. Please consider leaving the lower speed of 45 mph on the northern end of section 6. Decreasing speed from 60 to 35 is not realistic. It also increases possibility of accidents at the junction of 55 and Harris Creek Rd.	Changes in lanes north of Horseshoe Bend that would decrease accident rate—added lanes for turning or slow vehicles. The intersection at Gardena and Hwy 55 is extremely dangerous due to curve and hill grade to the north of this intersection. The vision is very poor for oncoming vehicles as well as those turning out the highway from Gardena.	Looking forward to more reports.	Banks Lowman intersection is a nightmare on high volume days.
3	Turn lanes—Horseshu Vue Ranch, Porter Creek. Speed control has helped but short lived. The extra patrols definitely help, and encouraged to continue.	Widening and turn lanes 1 st —turn lanes Horseshu Vue and Porter Creek.		

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4	<p>Harris Creek Rd (just south of HsB city limits), no way to comfortably (safely) enter #55 to turn south during vacation traffic. Average speeds at 60 mph despite 45-35!</p> <p>*Does ITD use signage that might alert people to “local traffic” turning ahead? Or, “please observe our local traffic—give ‘em a break.”</p> <p>I just moved here from Midwest and already have a really negative opinion of Ada County and Canyon County “1A’s” and “2C’s”</p>	_____		
5	<p>Truck traffic accommodations, education and enforcement. I would like to see the weight scale @ HSB to be staffed full time. If this section of the Hwy is designated as a restricted, or red, route, I think it should be enforced as such.</p>	<p>Truck accommodations: passing lane, slow traffic turn-outs.</p> <p>Truck education—teach the general population to accommodate and respect trucks and their needs. Truck enforcement as listed in #1.</p>		<p>Please, Please, Please limit stop lights on Hwy 55.</p>
6	<p>1) Turn lanes should be a <u>higher</u> priority than passing lanes. The</p>	<p>*Turn lanes at the weigh station north of Horseshoe Bend where</p>	<p>Encourage more new corridors into Boise Valley.</p>	<p>Work to require developers to pay</p>

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	following lanes are needed: Horseshoe Vue: Mile Porter Creek Road: Mile 67 Gardena: Mile 68.2-69 Mill Pond Access: Mile Weigh Station: Mile 2) Reconsider the “Indian Valley” bypass.	trucks are <u>required</u> to turn left.	Overpasses should be required at new development.	for road improvements.
7	Acceleration/decel lanes Turn lanes *Figure out how to make each developer pay for all of the above to each development.	Turn lanes at Gardena bridge entrance		Very disappointing to watch new projects be moved to the top of the list over local projects to benefit all—specifically the replacement of the bridge crossing the South Fork Payette to benefit the developer moved ahead of Middle Fork bridge replacement and turn lanes at Gardena
8	Safety turn lane at Gardena	Crash safety	Improvements identified by ITD	Coordinate crash

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	Maintain scenic beauty of corridor—multiple lanes detracts Turn lane @ weigh station (trucks turning left) Improvements @ Porter Crk—blind spot caused by small sign—move to safer location.	Shoulder widening Safety lane at Gardena Extra turn lane @ south ___ city of HSB	planners should address cumulative effects and ITD must be accountable to follow thru with developers to collect at the rate that is necessary for the year of projected construction. Minimize traffic disruption to Hwy 55 users	data with Idaho EMS Agree that new development begin to offset improvements for Highway 55 with development agreements directly with ITD—state should be proactive with Boise County Planning and Zoning and require mitigation for the cumulative effects.
9	Bypass HSB on the WEST side. Hook to 52 just before the current location west of the LDS temple. Start the bypass at Renfro's logging use the "damp" road (old Emmett highway/Montour Rd.). Minimal distance, people displacement with easy on/off access to HSB	Repair/replace bridge south of HSB <i>(arrow from question one pointing to question two)</i>	Overpass and 4 lane from ___ to Beaconlight.	Turn lanes into Cascade Raft and Coopers Bear Town. Turn lanes at golf course and road just prior to that (Brookside?) on both sides of road.

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				No speed patrols on Weds Emmett to G Valley
10	1) Turn lane is needed at Gardena—milepost 69—. 2) Grade up and down needs to be leveled out—approximately milepost 68 to 69 (dips and hills)	Turn lane is needed at Gardena—milepost 69— desperately A person is like a sitting duck waiting to be hit when the traffic and the speed of the traffic heighten.	Developments should be responsible for the monetary costs.	Speed limits need to be enforced. State patrols help to limit the speeders.
11	Gardena Bridge need passing and turning lane Turn lane at Bear Country and Cascade Raft Co. Bank Lowman Road and Hwy 55	1) Gardena passing and turning lanes 2) Turn lane at Bear Country and Cascade Raft Co. 3) Banks Lowman Road and Hwy 55		
12	Gardena northbound—need a turning lane. The traffic ADT increases and stopping on Hwy 55 and waiting for a break in the south bound traffic so you can turn onto a one lane bridge is very dangerous. The line of sight is limited heading north. Traffic cars that are coming along N	Gardena northbound turning lane and address the line of sight north and southbound Hwy 55		

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	Hwy 55 are not able to see a vehicle stopped to turn into Gardena until they are on top of the vehicle. Line of sight north and south are very poor.			
13	More slow vehicle turn-outs, center turn lanes at Gardena, Cascade Raft Co., Banks. Passing lanes or possibly add 1 north bound and so. bound lanes to mile marker 82.	For us who live at Gardena and work at the Road Dept. we need a turn lane at the Gardena turn off, extend the passing lane to connect to the existing four lanes at the Cascade Raft Co. MM 70	More lanes to accommodate more traffic, turn lanes, acceleration lanes, on ramps? Have a voice in development issues along Hwy 55 that would effect our driving to Boise.	Banks/Hwy 55 intersection? More traffic: more speeders, more trash along roads, more developers: Avimor, Tamarack etc. help offset the cost of Highway 55 improvements.
14	<p><i>(Comment submitted before the meeting via email)</i> The road is just fine. You are doing a great job of maintaining it. It does not need widening. It does not need 4 lanes. Don't create a solution to a non-existent problem. We drive 55 every week with passenger cars and truck/trailers - there is no problem. Our business on Hwy 55 sees no problems with the current road. When gas is \$6 and tax revenue is zero, we don't need a new road to maintain.</p>			

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15	<p>Boise County P&Z needs to <u>work with ITD!</u></p> <ul style="list-style-type: none"> - Decel/accel lanes= need long ones either side of subdivisions & future subdivisions at developers expense - Turn lanes for subdivisions/ future subdivisions/ developers expense - Gardena= ↓ speed turn lanes, accel lanes - Cascade Raft= turn lane 	<p>ITD need to find a way to get money from <u>each</u> developer for these improvements & future improvements. (Media blitz?-<u>legislature!</u>)</p>	<p><u>Too many huge subdivisions</u> This will limit foothill access & all will funnel onto 55</p> <ul style="list-style-type: none"> - #55 is already overused! Again Boise County P&Z needs to work with ITD - The things developments Ada P&Z have agreed to seriously & negatively impact <u>Boise County</u>, Highway # 55 	<p>Good luck Meetings are a great way to get public involved.</p>
16	<ul style="list-style-type: none"> - NO LIGHT AT AVIMOR! Temporary or not. The answer to all road problems seems to be put up a light. - Faul Ranch does not have a light and we are not asking for one. Faul Ranch marker # 68 	<p>- Mile marker # 68 should be a no passing zone. We have pulled on 55 from Hill Creek Rd going South and there is a car in my lane! We can not see the a car passing from Hill creek Rd.- until you are in the south bound lane then its about to late your looking at a high speed head on. I have had 4 near misses and that's just me. The ones I know of.</p>	<p><i>Picture</i></p>	<p>You can not see start of pass from Hill Creek Rd some one is going to get killed here.</p>

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17	The critical issue is access control & not allowing developers to gain an approved access any where they want. They need to forego some profits to reserve land and right-of-way for frontage roads. ITD has it in their control to not allow access without frontage roads proposed. The proposed grade separation at Brookside is in the wrong location. Shift it South to Dry Creek where there is better sight distance (safety) and it would serve The population better than locating a new road.	Stream crossing across valuable agricultural lands and wildlife habitat where it could create severe disturbances. Think beyond- where possible new road could be purchased, ultimately providing a much better alignment. Sketch Attached	As mentioned – frontage roads are vital to access control. No development should be approved without their inclusion.	Developers are driving the need for improvements. They must pay for it.
18	No lights- traffic light will cause issues & traffic flow problems Widen by Avimore/ Ada Boise County Line Passing Lanes from HSB north as feasible Improvement at intersection w/ Banks/ Lowman Rd		Alternate on/off ramps instead of traffic lights Widen to accommodate various traffic patterns	Ideas for travel through HSB- 2 lanes & 25 MPH causes issues during heavy travel Alternatives for Banks/ Lowman Rd intersection
19	You have numerous passing areas which I find very dangerous. Avimore to Horseshoe Bend	The bridge in HSB need to be wider. I don't find it safe for walking or biking across.	I have no idea	Sounds like you are taking care of problems with traffic flow in many areas along 55, but I fail to see what or if anything will be helping the traffic when it gets to Horseshoe Bend.

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20	<p>The replacement of the Horseshoe Bend Bridge in Horseshoe Bend. to a 4 lane so that the traffic is not hindered with narrowing down to a a tow lane with sidewalks, which is very dangerous</p> <p>The canyon from Smiths Ferry to Round Valley needs to be only a scenic by pass and the road from Smith Ferry to Round Valley which is already on the drawing board, this is the most dangerous section through that area.</p>	<p>Bridge in Horseshoe Bend and the Canyon south of Avimor</p>	<p>The canyon South of Avimor and the making of that area from Beacon light four lanes</p> <p>This area needs improved before anyone does stop lights at Avimor</p>	<p>With the stimulus package that is being proposed by th3e Feds, some of these projects need to be moved up to provide jobs locally and doing the improvements while the funds are available</p>
21	<p><i>(Comments submitted via email)</i></p> <p>In you recent "55 Corridor" presentation you asked for commentary on improving roads in Boise County, and I have one. I sit on the Boise County Planning and Zoning Commission. We have had a "formula" for determining the road fees charged to developers on their new developments for years. For years it has be inadequate. You at ITD could assist us in providing the Road and Bridge Department with data, studies and engineering support that would allow us to update that "formula" without having to pay a consulting engineering firm tons of money to do studies, etc. to properly update that "formula." If you would contact Bill Jones at out Road and Bridge Department to offer whatever information and assistance you have, you might be able to help us get the job done at a minimal cost. His e-mail address is bjones@co.boise.id.us</p>			
22	<p><i>(Comments submitted via email)</i></p> <p>The intersection of Idaho 55 with Banks is bad. There are many accidents and near-accidents. Visibility is obscured on the northwest corner of the Bank Bridge by a large highway sign (about six feet by 8 feet in dimensions).</p>			