

Comment Form Transcription October 29, 2008—McCall Open House

Comments are transcribed verbatim. A blank line (___) indicates that the comment was not legible.

#	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. Other Comments (have we missed anything?)
1	<p><i>(comment typed/ submitted previous to meeting)</i> My name is _____ and I am a full time resident and Business person in McCall.</p> <ul style="list-style-type: none"> • For 20 years this community has watched the “Bait & Switch” tactics of the ITD, spending \$\$20M on studies of a by-pass for HWY 55 around McCall • During this time ITD did nothing to improve 55 and the community accepted it because a new by-pass was coming “Any Year Now” and the city/county streets could handle the growth if the truck traffic went another way! • Now that the traffic from Lake Fork to McCall has increased 10X, HWY 55 is very dangerous and in need of considerable improvements. Residents along 55 take their lives in their hands trying to turn on and off the road during morning and evening hours considering all the speeding down behind you at 55/60/65 MPH. • During Winter weather, the snow plow can not clear the road because of the ruts where the snow melts and freezes making it treacherous to drive. The shoulders are steep and any deviation from the driving path becomes a shoot off into the fences and fields. <p>We need the road resurfaced and widened to at least 3 lanes to facilitate turn on and off the HWY.</p> <ul style="list-style-type: none"> • The shoulders should be flattened and widened to allow a little room for error and transition to the roadway. • All development must include turn lanes as commercial business, religious centers and all sorts of new access to the HWY is allowed between McCall and Donnally. <p>We need ITD to widen HWY 55 to 3 lanes from New Meadows all the way south to Cascade.</p> <ul style="list-style-type: none"> • Starting with the section from the Little Ski Hill to Lake Fork with immediate attention to the area from Lake Street to Elo Road where all the traffic from the housing development south of McCall has been built in the last 10 years. It will provide turning lanes in town to improve traffic flow and improve the pedestrian safty along the busy street in town by having sidewalks and curbs. <p>This needs to be done now! ITD should attach the commercial properties along HWY 55 and recover the cost when any development is done on those properties.</p> <p>It is cheaper now than later.</p> <p>It is easier and quicker to do before the development happens.</p> <p>It will all be done in the same way by state HWY Professionals.</p> <p>It will improve the whole Valley Co. transportation system.</p> <p>It will be cheaper and easier for ITD to maintain which will reducing the overall cost of the roadway over time.</p>		

	McCall from Deinhard Lane to Donnally needs to be the highest priority for repair and replacement due to: <ul style="list-style-type: none"> • Safty problems. • High accident rates. • Under width of roadway • Under width of shoulders 		
2	1. At least 3 lanes from Donnelly to McCall TO that end, turning lanes between Lake Fork and McCall at intersections with high turning rates...especially at Harldo's where the buses turn. 2. Some passing lanes between Donnelly and McCall	One or two additional lanes between Donnelly and McCall.	55, while not yet at a critical volume, has a wide variety of vehicles...everything from tractors to mopeds, from small cars to double trailer logging trucks, from RV's to school buses, and every type of construction vehicle you can think of. Add to that migrating elk, bicyclists, lots of snow and ice, hills, curves, canyons, and you have a truly unique set of conditions for a 2 lane high speed highway.
3	(1 st) There needs to be a <u>4 lane</u> or <u>Two lane with turn lane</u> from Lake Fork to McCall. With the businesses going in along 55 in this corridor the safety of turning traffic needs to be considered. If this was done the need for specific turn lane at each cross road would be eliminated. (2 nd) The surface of the road needs to be built up to withstand heavy loads without leaving the ruts, where each set of wheels runs. These cause problems when the roads are ice covered in winter. Either build the road surface to take the load or reduce the weights that can travel on the road.	4 lane or 3 lane with turn lane from Lake Fork to McCall through the new business section leading to McCall.	Change the road from Smiths Ferry to Roundvalley to bypass the curvie section north of Smiths Ferry. By pass Goose creek downgrade—build a road to New Meadows using the railroad saddle by Fish Lake plan that seems to be scraped.
4	no passing at Rogers/Heinrick and 55 signs and turning lanes at Rogers/Heinrick and 55 lower speed to 45 Lakefork to McCall	turning lanes, wider shoulders in higher speed corridors (Donnelly to Lakefork to McCall) I don't think we need more stop	We need to revisit alternate route for McCall. Get it into studies and future funding.

	lower speed to 55 Donnelly to McCall	lights—may 4 way stops	
5	<p>Deep grooves on highway 55 were there <u>6</u> months after done. Why were the contractors <u>not</u> held accountable for fixing the deep grooves.</p> <p>Our highways are not safe. We desperately need the deep grooves filled ASAP.</p> <p>Please work = the city of McCall to provide a safe place for bicycles to ride. We, the locals, try to keep our cars at home and business in the summer but have no safe place to ride.</p> <p>Dave Jones-District Engineer Accountability.</p>	<p>--Bike Lanes</p> <p>--Grooves that are filled __water, ice, snow.</p> <p>--Sidewalks for safe walking within the city limits</p> <p>--Safe turn lanes into Churches and Businesses when the speed limit is over 35</p> <p>--Safe turn lane @ Elo Road</p>	<p>--everytime you pave the Highway gets higher and higher it is <u>feet</u> above many propertys now that have been there for years! We need to put a sidewalk in front of our business but <u>need to know</u> the grade that is expected and need to be assured it will stay that way.</p>
6	<p>Need to make corridor usable for all transportation, not just cars and trucks.</p> <p>Towards this end, sidewalks, bike lanes, and encourage businesses to locate in concentrated areas so that people can WALK on the sidewalks from one business to another, which will minimize vehicle use</p>	<p>Try to figure out a way to make alternative transportation, because with the present Highway system, if a person doesn't have a car, or parents, or friends, who can drive for them, then they HAVE no transportation system.</p>	
7	<p>Stop lights along 55 south of McCall to Donnelly</p>		<p>I believe you need to have a 3rd party facilitator to help manage your meeting. I didn't feel that there was much discussion about the plan itself. I also believe you should hold another meeting in McCall during winter carnival and bring the Engineers, Planners, and advisors.</p>
8	<p>Maintenance of ruts from McCall to Donnelly need high priority—<u>extreme</u> safty issues when rain or icing conditions (hydroplaning)</p> <p>Turn lanes in McCall from Deinhard to Lakefork</p> <p>Bridge <u>replacement</u> South of Cascade needs to be pushed up –narrow and <u>dangerous</u></p> <p>Heavy truck traffic through McCall should be</p>	<p>(2)Turn lanes, (3) Bridge Replacement, (1) Maintenance of traffic ruts.</p>	<p>I regularly drive and serve the McCall and Cascade communities (3xwk) and drive the corridor to Boise at least 2-3X/mo minimum—the heavy traffic McCall to Donnelly are <u>major</u> issues and the tight spots in the canyon are <u>serious</u> issues. <u>Especially</u> safety!</p>

	<p>pressured/required to use the E/W loop Round Valley to Horseshoe Bend—designate as Safety Corridor and <u>require</u> lights on</p>		
9	<p>Sidewalks, bike paths, turn lanes truck bypass more passing lanes and pull-off lanes</p> <p>More intelligent speed limits (ie lower) where there are lots of access points—(many times have I nearly lost it at Pearson Lane)</p>	<p>Combination sidewalk/bike path in and around populated areas Support non-motorized uses of hwy ROW</p>	<p>Are recycled materials used or specified for paving?—crushed recycled class, crushed recycled concrete, fly ash</p> <p>Why are developers not made to invest in turn lanes and deceleration lanes at access points?</p> <p>No passing at access points.</p>
10	<p>I love driving from Boise to McCall but the safety issues, especially when it rains, are becoming very serious. We have more and more people coming up/down 55.</p> <p>Higher impact fees (if they exist) or develop impact fees for all construction involving roadways in state, county, and city!</p>	<p>#1 Ruts in roadway between McCall/Cascade turn lanes in high use areas</p>	<p>As with a lot of current issues in all aspects of state, local, and federal government, my biggest concern is accountability for the job being done. Engineers, design team project managers, and the contractors need to be held accountable for the work we pay dearly for! This comment is not directed at only ITD—any governmental group is directed at this comment. In my profession I was help accountable or I lost my job. We all need to work together!</p>
11	<p>Turn lanes @ Elo Rd. Bypass/Alt. route signage for Boydstrum/Deinhard Shoulders through McCall (match new elevations) Resurface Donnelly to McCall Pathways/bike path through McCall Stormwater on Lake St.—protect Payette Lake Stoplight @ Railroad Ave. Round Valley rest area</p>	<p>Indian Valley connection for HWY 95 (Emmett to New Meadows)</p>	

12	Resurface and redo base of Hwy 55, from Donnelly to Lake Fork Driving this corridor is like driving in a ditch. Turn out lanes in City of Donnelly	New Hwy Base	Less talk, solve the problem.
13	Need to repair existing hwy befor any improvements Do not spend money to improve hwy 55 untill you can make 55 safe now. The ruts are a hazard.	Fix existing road (Hwy 55) befor any improvements Turn lanes onto country roads should be next	
14	Hwy 55 by pass of McCall, The city of McCall cannot make the down town area (3 rd St. and Lake St) pedestrian friendly and economically viable with Hwy 55 running through it. A major goal of the city is to make the down town area more pedestrian friendly, thus, more economically successful. The city's ability to achieve its goals is impacted by the Hwy.	See above	
15	Reduce speed limit to 55 MPH from Donnelly to Lake Fork Rd. Remove passing ability on curve 1/2 south of Lake Fork + Hwy 55		
16	<ol style="list-style-type: none"> 1. Bypass south of McCall (approx. Johnson Lane to New Meadows) 2. Bypass Smiths Ferry to Round Valley 3. Traffic lights in McCall one at Park St. and 3rd St. 4. Bike paths/sidewalks along Hwy 55 through McCall. Airport to Warren Wgn Rd., or better yet, ELO road to Bear Basin Rd. 5. Fix condition of Hwy 55 from McCall to Cascade 	#1, #4 above	
17	1. Cascade Payette River bridge—	#1 above-This bridge fails, then	McCall is planning a major alteration to

	<p>Southern!</p> <ol style="list-style-type: none"> 2. Bypass from Smith Ferry to Round Valley 3. Traffic lights in McCall-Railroad Ave, and Boydstrum 4. Reduce speed limits—Boydstrum to County line to 35 mph (going west)—Little Ski Hill to County line—45 mph (going east) 5. Traffic light at 3rd (55) and East Lake St. (corner of Hotel McCall) 	<p>must go to Hwy 95! Its over 70 years old (I think) and very narrow.</p>	<p>the south and east of the airport. Included is a plan to extend Elo Road <u>across</u> 55 to the west. The design <u>will</u> include turn lanes and deceleration lanes. Also, an additional street access will be planned south of Elo (about ½ mile). Stay tuned!</p>
18	<p>Elo Road intersection and church egress/turn out lanes must be fixed Road surface must be fixed/replaced to eliminate ruts which collect water and ice causing safty issues from Deinhard lane to Pearson road. Drop offs along edge of new pavement through city of McCall will collect snow/ice making business entrance and exit dangerous.</p>	<p>Re-do roadway, McCall to Donnelly! Widen, remove ruts, turn lanes, passing lanes. Road maintenance and snow removal equipment relocated to Donnelly so they can service 55 south of McCall in a reasonable time.</p>	
19	<p>3rd St.—Downtown McCall: Need curb, gutter, sidewalks, bike lanes, throughout town. Do <u>not</u> need 2-way left turn lanes (in-town). Keep friction/(possibly congestion.....SHHHH!) High to create pedestrian friendly/bike environment.....Narrow roads, wide nodes. Design the highway through town to reflect a built, urban environment.</p>	<p>Sidewalks, 3rd St.</p>	
20	<p>Lakefork to McCall Elo road needs turn lane, very dangerous</p>		<p>Pathway along Hwy 55. Adding a 4ft shoulder striped for bikers and pedestrians</p>
21	<ul style="list-style-type: none"> • Sidewalks in DT Donnelly and McCall (along 3rd Street Dienhart to Lake) • Need <u>extra turn lanes</u> (and wider Hwy 	<ul style="list-style-type: none"> • Wider Hwy w/safety turn lanes or access roads, better roads between McCall and Donnelly 	

	<p>55) to have turn lanes in middle for left turns—especially inside McCall in front of Elk Creek and Mountain Life Church and future businesses</p> <ul style="list-style-type: none"> • Dave Jones—Why can't we expand 55 from <u>McCall</u> to <u>Lake Fork</u> or to <u>Donnelly</u> to include a middle turn lane or side access roads when the road is repaved in 2011. <u>Safety</u> is the biggest issue. <u>Big Ruts</u> in street right after being paved—make contractors accountable. • I am afraid to drive from McCall to Cascade to Boise in Winter—Road needs to be wider, sanded, better maintained. 	<ul style="list-style-type: none"> • Have <u>access roads</u> run parallel so we don't have tons of cars turning RT and left from the highway onto roads. Like a freeway off ramp. • Dave Jones—why are there Z road height and uneven transitions now when 3rd Street and Lake Street were done. Why not work with city and Pave further towards businesses. • Are you involved with Long Valley Airpark proposed development. If not, please contact them or me and I'll get you their #. Will need access roads! 	
22	<p>Move Hiway55 off Eagle Road.</p> <p>Bypass towns along Hiway 55. Speed limits in towns slow traffic more than curves in Payette River Canyon.</p>	<p>More Passing lanes in Payette River canyon.</p>	<p>Where is McCall Bypass? (to New Meadows) (I have been hearing about it since 1948. <u>Sixty Years!</u>)</p>
23	<p>We need to reconsider an alternate travel route from Lake Fork around McCall (i.e., West Mountain Road) that <u>avoids</u> Hwy 55 and the numerous residence driveways & increased number of side roads that lead to subdivisions.</p>	<p>Short term—decrease speed limit McCall to Lake Fork to 45 mph. No passing lane in this area. Long term—reroute Hwy 55 at Smiley Lane to West Mtn. Road & beyond—if possible reroute around Goose Creek Canyon—to New Meadows</p>	<p>Also—short term Get through traffic <u>out</u> of down town McCall—</p> <p>Long term—reroute through traffic In town traffic—needs sidewalks & improved intersections. Need a stop light next to May Hardware on Hwy 55</p>
24	<p>Need a traffic light at 3rd St. and Park Street</p>		

	<p>in McCall. No Parking in front of My Father's Place on 3rd St. in McCall. Parking here creates a diffinet safely hazard as vision is blocked to traffic moving west onto the highway from Park St. Need to eliminate truck traffic on Lake St.—reroute around town using new bridge near airport.</p>		
25	<p>Wider turn radius onto side streets Burr, Elo, Johnson, Pearson, Etc. Very Very Important!</p>	<p>1) Protect the individuals private property rights 2) Call it a Highway study. Not a corridor study. Corridor study implies that you are land planning the surrounding area.</p>	
26	<p>Please fix Hwy 55 thru the town of McCall—this last job of fixing the Hwy made it worse!!!</p>	<p>#1 3 of 5 intersections for vehicle crashes should indicate that a middle turn lane from Dienhard thru town is needed and should go thru to Stibnite. The corner of Stibnite and Hwy 55 is extremely difficult due to the location of the High School. #2 Acceleration and Deceleration Lanes needed in the rural part of Hwy 55-ie Northern Hwy 95, south of C'DL to Worley looks great and safe-</p>	
27	<p>A. ---Taking an over all look at the total road system from Boise to New Meadows. (junction of Federal Highway 95 and Idaho State Highway 55). There is no question in my mind that there are two areas that are the</p>		

<p>worse. One being worse than the other is questionable. Both were built for wagons pulled by a team of horses and cars that had a top speed of just over 40 mph. The two areas are narrow, crooked with no room for vast improvements available. However, there has been many studies that show that the best, not the cheapest, solution would be to relocate those sections. The relocation areas have long ago been identified.</p> <p>Smith's Ferry to Round Valley---Goose Creek Canyon</p> <p>Is the worse section the one with rapid running Payette River just at the edge of the road or is it the large drop to smaller Goose Creek. I suppose that would be a personal decision, depending on which one you are sliding into.</p> <p>The cost of one or the other can not determine based on the information I have at hand.</p> <p>B. -Passing lanes and turn lanes would be a greater help and certainly deserve consideration. I however, do not consider them as being #1.</p> <p>C. -Emergency parking on the shoulder of the road is not only needed for safety of the public but vital for law enforcement personnel. A standard shoulder width should be set to about 12 feet and that would not need to be paved beyond what it is now. New developments can be required to provide this as it front their development. As well if IDT would work with the cities and counties, those shoulders would soon be in place for a vast area where it is most needed.</p>		
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	<p>D. –<u>This item is intended to be directed to the head of the planning department.</u> As well all department heads may wish to think about adding a large sign posted in sight of all employees.</p> <p style="text-align: center;">What if Factor</p> <p>Ask your self what if when you make decisions that will affect others How will my decision affect others? If it is raining, If it is freezing, If it is snowing</p> <p>This is what I call the “What if Factor”. To this you may add “If it is--” as they may be pertinent to your job.</p> <p>I thank you for your consideration of my thoughts</p>		
28	<p>Hwy 55 needs to be completely re-built (base up) from Donnelly to McCall. The ruts are very deep and dangerous when there is any moisture. Simply repaving, as you have scheduled is only a bandaid. I would eliminate non-essential work such as Rd Valley Rest Area and put funds toward a new base for Donnelly to McCall. A center turn lane would be vital if funds were allocated, as traffic continues to increase and turning on and off becomes more dangerous. A turn lane through Donnelly, especially a Roseberry from Tamarack is vital and a stop light to control the intersection, once Tamarack gets up and running again.</p>	<p>Rebuilding the base road betw McCall and Donnelly. Prefearbly expanding to three lanes (center turn) at the same time.</p>	<p>Hwy 55 is a vital link to Boise, yet it is ignored and funds seem to go to other, less traveled roads (sections) like a 4 lane highway (95) between Lewiston and Moscow. McCall is the playground for Boise, yet there has been no major improvement on Hwy 55 in several years. The canyon area will likely never be re-designed so please concentrate funding on Cascade to McCall, especially north of Donnelly. The road from Rd. Valley to Cascade is in fairly good condition, so please provide funds for the rest of 55. I don’t believe funds are necessary for passing lanes in Rd. Valley when other sections of 55 are much much worse. The</p>

			<p>Rd. Valley area is open (for passing) and in decent condition.</p> <p>I would move up the timeframe of Paddy Flat to Johnson Ln. to 2009 and move Smith Ferry to Rd Valley to 2011. I would concentrate on funding the remaining sector of 55 north of Johnson Lane rather than fund ____ in Cascade (bridge to bridge).</p>
29	<p>(1) Need slow vehicle turnouts (more) and long enough to allow deceleration and accelerations along Payette River</p> <p>(2) Intersection @ Banks to Garden Valley is <u>horrible</u> in summer.</p> <p>Intersection in McCall @ Railroad and 55 is very congested with the road from new park oneway into town. Any help in cooperation with City of McCall_Need traffic light more than one on Mission St.</p> <p>(3) Lower speed limit Donnelly to McCall (55mpg)</p>	<p>Ruts in road—Donnelly to McCall</p>	<p>Why wasn't new road thr. McCall completed with rock chip surface? Winter driving will be bad.</p> <p>Road from McCall to Donnelly is <u>horribly rutted</u>.</p> <p>Winter driving and wet driving is <u>treacherous</u>.</p> <p>I have driven this road since 1960 and come to despise driving it with incr traffic and impatient speeding drivers.</p>
30	<p>(Comment submitted via email)</p> <p>Thank you for holding the recent workshops in communities along Highway 55. I hope you are able to complete a 20 year plan, and continue to keep citizens informed and involved in planning and implementation of highway improvements and changes to accommodate efficient transportation both to and through our communities. I urge you to include in the Plan:</p> <ol style="list-style-type: none"> 1. An alternate route around McCall. The new bypass should be encouraged for use to bypass downtown traffic, but an alternate, highway speed bypass should be seriously reconsidered; one that bypasses all of McCall and Goose Creek grade. I understand this would be a very costly endeavor, but in the long-term it will be necessary, and desirable; costs will only increase in the future; and land will become less available. Planning should start now. 2. Bicycle/pedestrian paths should be included in ALL highway improvements within five miles of all communities. These paths should be separated from motor vehicle traffic by buffers or barriers for safety. I chose the five mile radius somewhat arbitrarily; we must start promoting human powered commuting to/from work and local shopping. An easy GIS exercise could be used to determine what radius around communities would provide for bike/walking 		

	<p>path access for the most users.</p> <p>3. Reduce speed limits near communities: McCall to Lake Fork should be 45 mph; Lake Fork to Donnelly should be 55 mph. Really, in this time of starting to seriously address our use of petroleum, we should be considering a reduction of speed to 55 mph on all of our highways.</p> <p>4. As rural intersections become busier, roundabouts should be considered for traffic control. Roundabouts keep traffic flowing in one direction, slow main traffic down, and decrease chances of serious accidents.</p> <p>Thank you for accepting my comments.</p>		
30	<p>Bikeway and pedestrian usage need to be added to existing areas as well as planned into new construction. An 18" area that is actually the shoulder is NOT acceptable. The overall highway is great. Banking on curves, surface up keep and pullouts are always well maintained. DO NOT WIDEN to try and encourage faster travel! All that work over the last few years and it still takes the same amount of time to drive from McCall to Boise.</p>	<p>Fixing the area of CLIFFS that were recently created in the McCall area. Who ever thinks that having the highway 4" to 6" higher than the city streets is WRONG. Put in roundabouts. The common usage of roundabouts in England, Europe, and New Zealand have eased traffic as well as cut down on accidents and costs of roadways.</p>	<p>Consider future use of carpooling, bus route and other forms of travel, why not incorporate pullouts and/or scenic rest stops that allow some parking or sharing of transport? Please strive to keep our scenic views and overall majestic landscapes! Encourage towns to stop sprawl! Promote and regulate scenic byways. DO NOT ALLOW AIRPORT EXPANTION PARRALELL TO THE HWY! HORRID CONCEPT OF GRAVE SAFETY ISSUES TO DRIVING. Bigger, wider, faster does not make for better travel.</p>
31	<p>Elo turn lanes on Hwy 55. These were worked out with the adjoiners several years ago: Smith's Ferry/Round Valley. Just re-surfacing does not solve the traffic problem. Build west route. This was deemed the best solution.: Re construct Goose Creek grade to accommodate overlength trucks. This was agreed to as a priority by the Idaho Transportation Board</p>	<p>The most important improvement needed is to stop talking and having meetings to discuss what to do. The many meetings the last 30 years have produced very little new ideas.</p>	

	<p>when they dropped the study on the Goose Creek By Pass.: Supply the counties (Valley and Adams) with a route map for the future road from Franklin Building Supply to New Meadows so that a corridor can be preserved by planning and zoning. I tried to get this done with ITD while I was a County Commissioner, but could not get results.</p> <p>: When right-of-way is aquired in areas that will have limited access, also acquire right-of-way for a frontage road. This was discussed with ITD district 3 engineer and was agreed to be a good idea.</p> <p>: Traffic counts on Hwy 55 exceeded those on 95 in the past, therefore, Hwy 55 should get equal funding.</p> <p>: Turn lanes have been gone over in several places in Valley.</p> <p>Note: on page 2 of the hand out it states that the “objective is to continue to provide a safe and functional high-speed linkage from Valley County to other parts of Idaho.” This linkage also has to provide the same for other parts of Idaho that travel thru Valley County.</p>		
32	<ol style="list-style-type: none"> 1. We need a stop light at the corner of Highway 55 and Park Street in downtown McCall. 2. Parking should not be allowed at the corner of Highway 55 and Park Street in front of “my father’s place” because it obstructs vision approaching the highway from the east. 	<ol style="list-style-type: none"> 1. A stop light at the corner of Highway 55 and Park Street in downtown McCall. 	