# COMMUNITY MEETING #2

OCTOBER 14, 2022

# Community Meeting

## U.S. 20 Ashton to S.H. 87 project

Friday, Oct. 14, 2022, 6 p.m.

EMS Building, Island Park

**Discussion topics**

Develop a community solution

Current improvements

Tree cutbacks, etc.

Shoulders

Rumble Strips

2 Lane Highway

- Super 2 features
- JUB Engineers study

Intersection improvements

- Access
- Near term improvements

Ashton Hill

Wildlife

Path forward

***Please attend and be part of the solution!***

# PURPOSE

- Status: The PEL has been paused.
- Take advantage of the pause.
- Develop a community solution for the US 20 Ashton to SH 87 highway design.
- A solution the majority can support.
- Plan a path forward for the community solution.

# CURRENT/PROPOSED IMPROVEMENTS

- Tree cut back – continue north to the flats
- Shoulder rumble strips
- Center rumble strips
- Widening the shoulders
- Wider stripes
- Improved signage
- Improved highway paint/turning arrows
- Solar lighting at wildlife areas
- Message boards warning of hazards
- Speed limits: reduced and consistent?

- EMBRACE THESE IMPROVEMENTS?

# SUPER 2 HIGHWAY

- Unanimous Support at Community Meeting #1
- Used In Many States
- 4 ITD Studies
  - DKS & Associates - 2008
  - Kittelson & Associates - 2016
  - JUB Engineers $3.5M, 2020 - Prioritize passing lanes (JUB did this, Sheep Creek to Mack's Inn only)
  - BYU Study – Ashton Hills Estates - 2021
  - Horrocks Engineers - 2022
- Features
  - Wide lanes
  - Wide shoulders
  - Alternating passing lanes
  - Reduce access
  - Much lower cost

# SUPER 2 PHOTO

A super 2 highway is a two-lane rural highway in which a periodic passing lane has been added to allow faster vehicles to pass. The passing lane typically alternates from one direction of travel to the other within a section of roadway, which allows periodic passing opportunities in both directions in a safe manner. The transitions at the beginning and end of the passing lane allow sufficient room for the diverging and merging traffic.

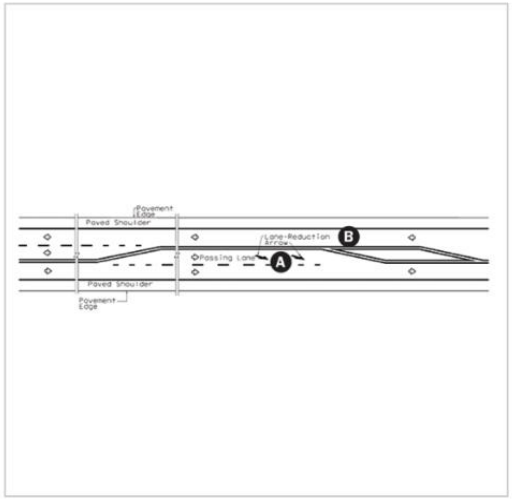
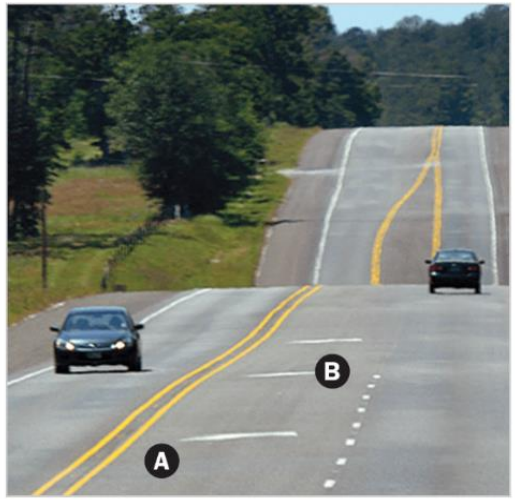



Illustration: Super 2 Highway




Photograph: Super 2 Highway

A. Super 2 periodic passing lane to allow vehicles to safely pass slower vehicles.

B. Super 2 arrow pavement marking of lane reduction indicating to drivers that the passing lane section is coming to an end.

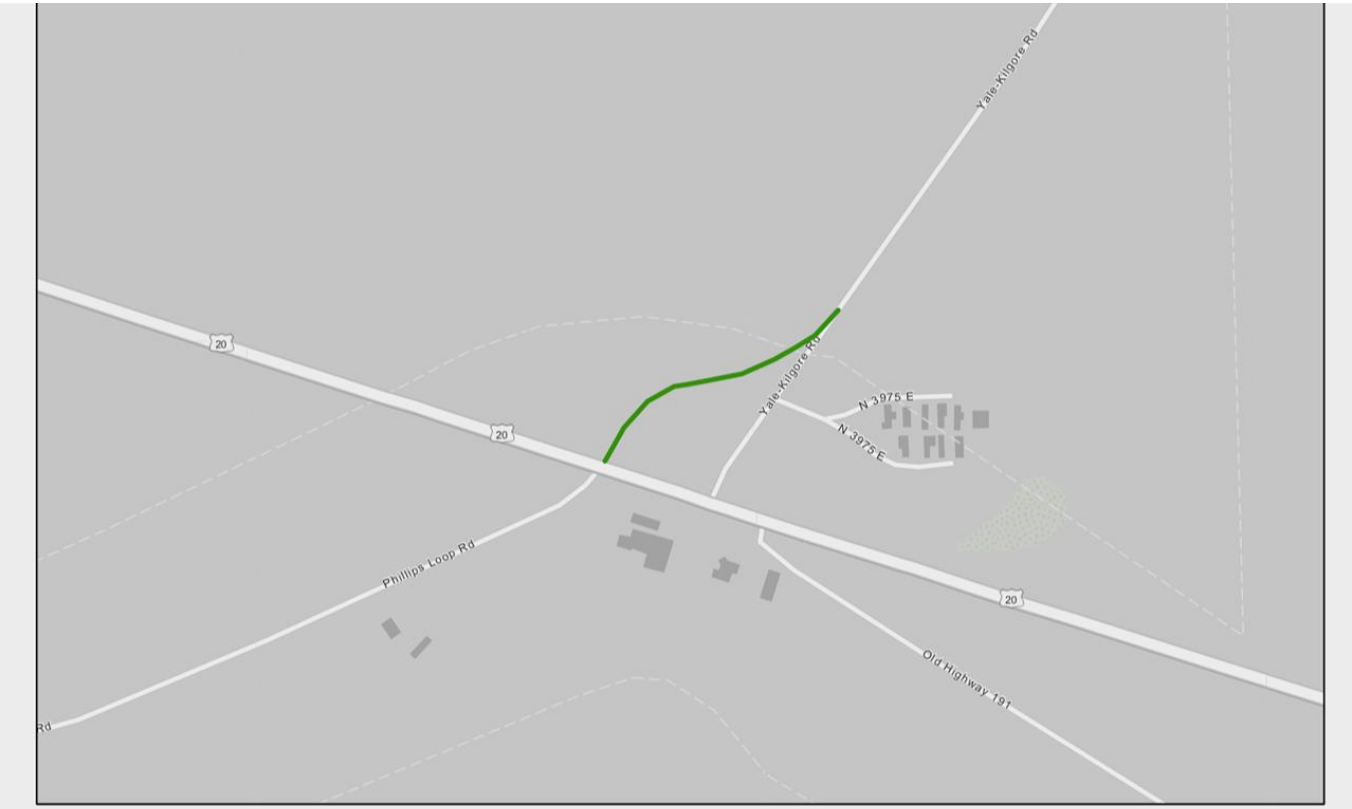
# SUPER 2 HIGHWAY SAFETY

The objective of this study was to evaluate the safety effectiveness of Super 2 highways in Texas. A before–after study was performed with the empirical Bayes (EB) method, which was superior to other methods because it could address the regression-to-the-mean bias. On the basis of potential study sites identified in seven districts (Paris, Childress, Corpus Christi, Austin, Wichita Falls, Yoakum, and Bryan) in Texas, four reference groups were considered by imposition of different restrictions. Negative binomial regression models were then used to develop safety performance functions for each reference group. From the model selection process, the most restricted reference group was selected for the final analysis. For roadway inventory and crash history data, 12 years (1997 to 2001 and 2003 to 2009) of data for Texas were examined. The analysis used fatal (K), incapacitating injury (A), non-incapacitating injury (B), and minor injury (C) crashes. Property-damage-only crashes were not included. The EB analyses were carried out on five corridors with about 53 centerline miles. The results showed that the installation of Super 2 highways led to statistically significant reductions in the incidence of crashes of 35% for crashes on segments only (KABC) and 42% for crashes on segments and at intersections (KABC) on the study corridors. These findings were consistent with those of previous studies of the safety of Super 2 corridors that showed improvements in safety with installation of passing lanes, even when traffic volumes were higher than those considered under previous guidance in Texas.

# INTERSECTIONS IMPROVEMENTS

- Near term (1 to 2 years?)
- Improvements can be incremental
- Simple merge lanes
- Simple de-acceleration lanes
- Reduce access points
- Frontage roads

# ELK CREEK INTERSECTION (longer term)




US-20 Elk Creek Intersection

# MACK’S INTERSECTION


US-20 Mack’s Inn Intersection

# ASHTON HILL SAFETY

- South bound (down hill) congestion
- Slow moving trucks
- Add a mid-hill passing lane (west side)?
- Must merge right at end of lane
- Trucks stay right
- Ashton Hills Estates access

# WILDLIFE

- Idaho Legislature memorial opposing overpasses, underpasses, and fencing on US 20 in Fremont County – HJM 6  2019
- Advisory vote: 4 out 5 voters oppose overpasses, underpasses, and fencing on US 20 in Fremont County – November 2018
- 4-lanes is not an option for wildlife

# PATH FORWARD

- REFINE THE COMMUNITY SOLUTIONS
- SUB-COMMITTEE TO REFINE THE SOLUTIONS?
- PREPARE A COMMUNITY PROPOSAL?
- SEND TO?
- PRESENT TO?
- RESOLUTIONS: COUNTY AND CITY?
- LEGISLATIVE MEMORIAL?

# CONTACTS

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- Governor Brad Little - Contact Us | Office of the Governor (idaho.gov)
- ITD Director, Scott Stokes - Idaho Transportation Department Comments
- ITD Chief Operating Officer, Dan McElhinney - Idaho Transportation Department Comments