Welcome

Thank you for attending tonight's open house.

The purpose of this open house is to give you an opportunity to:

- Review the intersection design alternatives
- Provide input on the proposed roundabout



Project purpose and need

Why are improvements being planned?

- ***Safety*** – The crash rate is **500% higher than the average crash rate** for similar intersections in Idaho
- ***Traffic flow*** – Additional capacity will be needed to handle future traffic
- ***Pedestrian and bicyclist access*** – Improvements will complete sidewalk connections and improve crossing safety

Crash history

Intersection Crash Data Summary (2010 to 2014)

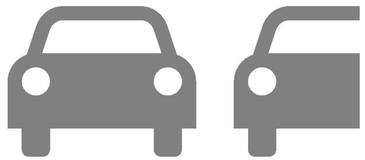
Total Crashes	Injury Crashes	Fatal Crashes	Property Damage Only Crashes	Base Crash Rate[1]	Existing Crash Rate
50	20	0	30	0.58	**2.92**

[1]Base crash rate is the expected number of accidents to occur at an intersection in Idaho with similar travel lanes and volumes

The existing crash rate is 500% higher than the average crash rate for similar intersections in Idaho

Existing and projected traffic

2015 traffic



1,900 vehicles enter the intersection during the PM peak hour

Traffic volumes are expected to increase nearly 85% by 2040

Projected 2040 traffic



3,500 vehicles enter the intersection during the PM peak hour

Intersection alternatives

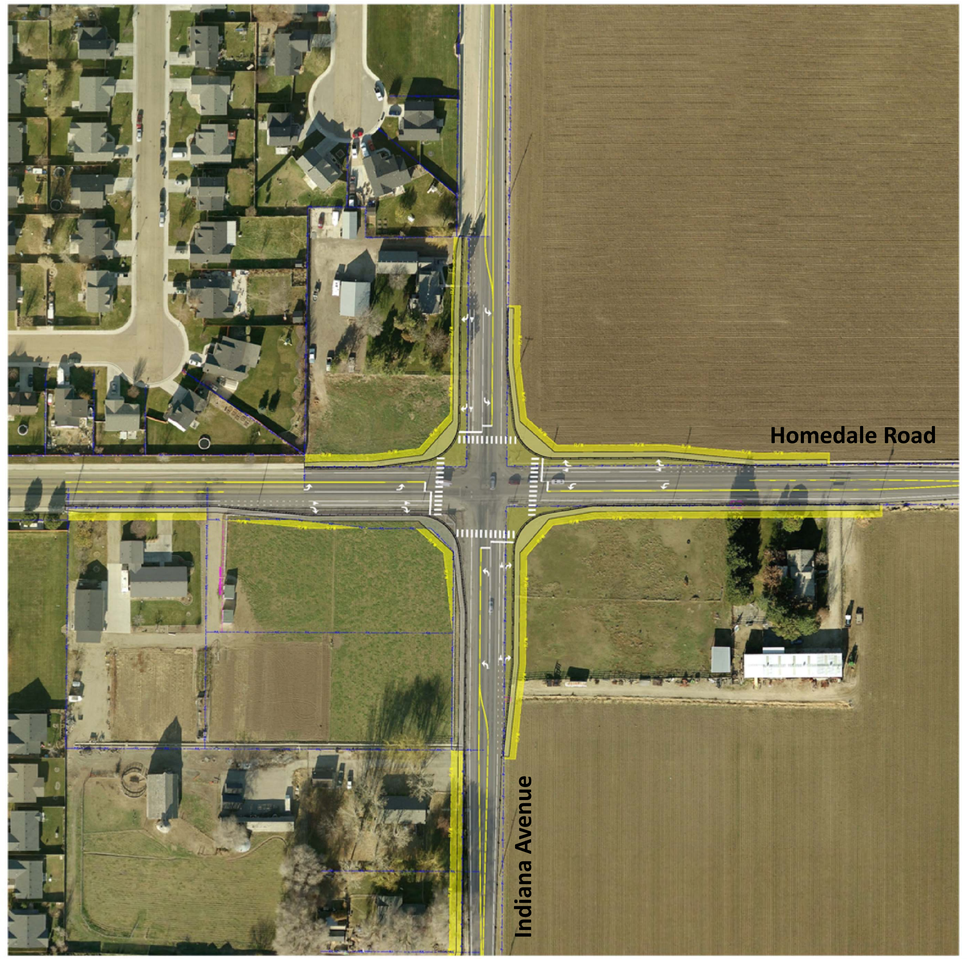
Two alternatives were evaluated:

- **Signalized intersection**
- **Roundabout**

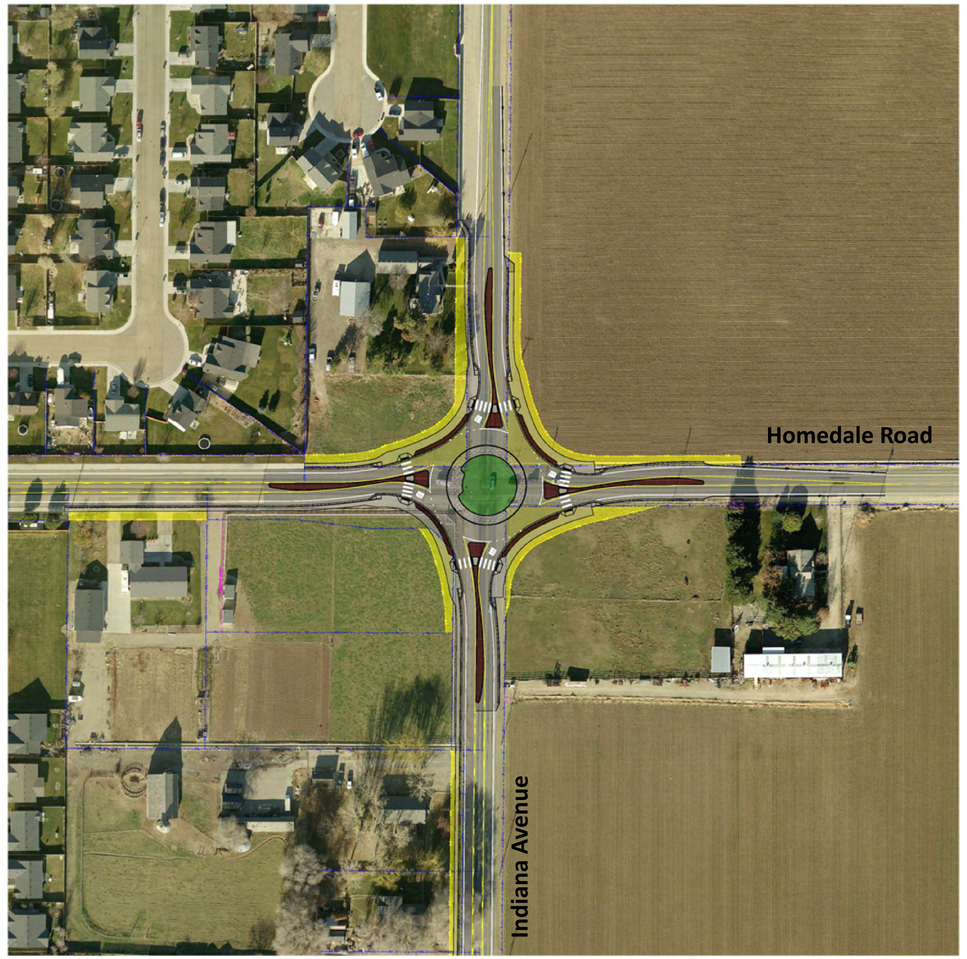
A concept study was conducted for the two alternatives to:

- Analyze traffic operations and safety
- Develop concept designs of the proposed improvements
- Estimate right-of-way impacts and construction costs

Intersection alternatives



Signalized Intersection



Roundabout

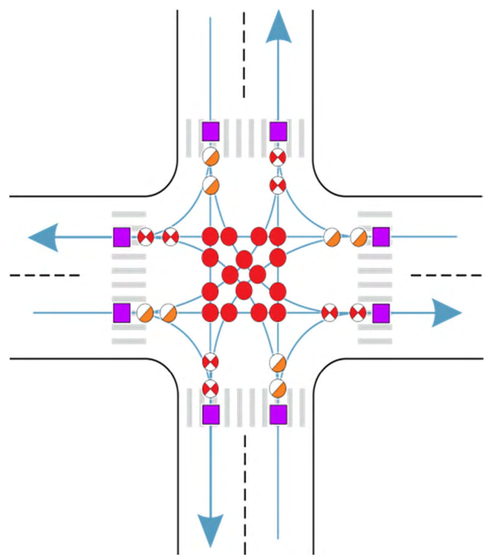
Alternative Comparison

Safety

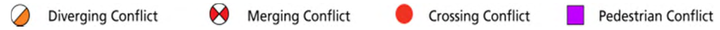
In comparison to signalized intersections, **roundabouts** have:

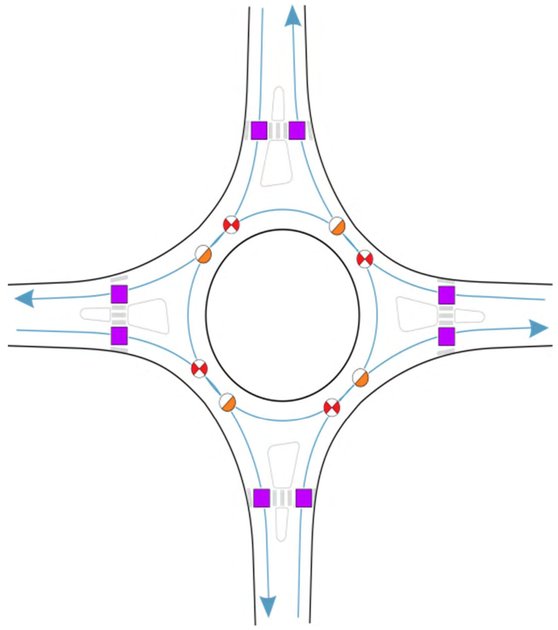
- 48% fewer total crashes
- 78% fewer injury and fatal crashes
- 75% fewer vehicle conflict points

From National Cooperative Highway Research Program (NCHRP) Report 672



Signalized Intersection
32 vehicle conflict points





Roundabout
8 vehicle conflict points

Traffic

	Signalized Intersection	Roundabout
Intersection delay (average delay in seconds per vehicle)	**33**	**10**

Project schedule and process

- **April 2018:** Public meeting and comment period
- **April 2018:** Begin preliminary design
- **October 2018:** Anticipated start of right-of-way negotiations
- **Spring 2019:** Anticipated start of construction

Thank you

Thank you for attending tonight's meeting.

Please submit your comments before leaving, or you can email or mail them to the address on the comment form by April 19th.

