

SH-55 (Eagle Rd) Corridor Operational Safety Plan

Scope of Work

December 2022

Background:

SH-55 (Eagle Rd) is a state highway, managed by ITD, between I-84 to the South and SH-44 to the North. The highway serves several purposes connecting the cities of Meridian, Boise and Eagle. Moving over 55,000 vehicles per day provides for a unique mix of operational considerations to ensure all users can travel safely and efficiently along the highway while maintaining access to residential, retail, commerce and entertainment centers in the area. Any changes to the operations of the highway (e.g. speeds, lane configuration, access) must be considered from a holistic perspective, so as not to cause unintended secondary or tertiary consequences.

The City of Meridian has expressed interest, as a stakeholder, in reducing speeds and identifying additional safety improvements along the Eagle Road corridor. Additionally, the working group will include representation from the City of Boise, City of Eagle, Ada County Highway District, Idaho State Police and ITD.

Objective:

To improve the safety of SH-55 (Eagle Rd) for all users and be responsive to stakeholders' concerns, including the City of Meridian's expressed concerns.

Approach:

The approach is to identify and analyze current safety challenges and issues, and identify possible solutions and provide recommendations, including an implementation plan and timeline. Use of third-party evaluation can assist the Department to consider relevant literature and studies. Focus will first be on the modifications to the existing highway infrastructure (i.e. speeds, access points, etc.) and then, if needed, consideration will be given to additional new infrastructure, largely technology based and traditionally more detailed solutions (e.g. variable speeds, driver feedback). See more detail below.

i) Speed data and travel times (operational vs posted) to include:

- (1) The whole corridor (I-84 to SH-44)
- (2) By segment (between every full signal)
- (3) Include AM/PM peaks and free flow conditions
- (4) Consider given to the day of week (weekday vs weekend)
- (5) Collection by a 3rd party, with ITD presenting and owning the data

- (6) Consideration will be given to the context of the roadway and USLIMITS2 recommendations
 - (7) Prepare a summary conclusion and make recommendation on potential changes
- ii) Crash data review to include:
 - (1) Speed related focus, to be conducted by ITD Office of Highway Safety to include:
 - (a) Pedestrians/Bicycles
 - (b) Vehicles
 - (c) Motorcycles
 - (2) Prepare a summary conclusion and make recommendation on potential changes
- iii) Sign Review to include:
 - (1) Current sign log, to be conducted by D3 Operations
 - (2) Identify any needed updates
 - (3) Prepare a summary conclusion and make recommendation on potential changes
- iv) Evaluate and develop an implementation plan proposal (including funding and timing), first considering changes to current infrastructure and maneuvers, and second consideration to additional infrastructure, to include:
 - (1) Closure/modification of mid-block left turns/u-turns
 - (2) Additional signage needs
 - (3) Enhanced coordination with the Traffic Control Center (ACHD)
 - (4) Speed limit changes
 - (5) Variable speed zones/periods
 - (6) Advisory speeds
 - (7) Digital message signs
 - (8) Speed feedback signs
 - (9) Safety corridor designation
 - (10) Queue detection and communication
 - (11) Travel time information and communication
 - (12) Implementation Plan Proposal prepared by ITD D3 Traffic in coordination with the working group
- v) Report back to Meridian City Council
 - (1) Share results of data collection
 - (2) Share recommendations
 - (3) Assess need for additional next steps
 - (4) Target March 2023