Northwest Foothills Transportation Study

ACHD Commission
City of Eagle Mayor & Council
Ada County Board of Commissioners

JOINT COORDINATION MEETING No. 1

October 15, 2008
Schedule for Today’s Meeting

• Background and Process
  - (10 minutes)

• Selection of Preferred Network
  - (20 minutes)

• Willow Creek Rd – Eagle Rd Connection
  - (10 minutes)

• Summary and Conclusion
  - (5 minutes)

• Discussion and Questions
  - (Remaining Time)
Purpose of the Study

This Study will:

- Analyze potential impacts of development
- Identify future transportation needs
- Identify a future roadway network
- Establish policies for improving the transportation system
- Explore funding through an Extraordinary Impact Fee assessment

This Study will not:

- Justify land use plans
- Endorse development
- Provide approval for future development
- Define detailed alignments
How did we get to the Network Alternatives?

- Eagle Comprehensive Plan
- Stakeholder Meetings
- Public Involvement Open House #1
- Idaho Transportation Department – Access Vision
- Land Tours with Property Owners
- Project Team Meetings
- Evaluation of alternatives with selection criteria
Public Open House #1 - General Comments

- Land use transportation coordination is key
- Access should be from main highways
- Maintain character of certain roads in Eagle
- Consider neighborhood impacts
- Explore alternate alignment to Willow Creek Rd.
- Consider wildlife and equestrian under crossings through BLM land (i.e. Palmer Rd/Linder Rd alignments)
- Roads should be built as development occurs.
- Improvements should be funded by developers.
Analysis of Network Alternatives

• Cooperative, multi-jurisdictional approach
  – Develop network alternatives
  – Define ranking criteria
  – Measure and rank alternatives
• 10 Alternatives were analyzed
• Tier 1 and Tier 2 criteria
  – Identified to measure agency and community goals
Analysis of Network Alternatives

**Tier 1 Criteria**
- Compatibility with City of Eagle Comprehensive Plan
- Emergency Response Times
- North Eagle Road Impacts
- General Traffic Performance

**Tier 2 Criteria**
- Avg. Volume to Capacity Ratio
- Cultural/Historic Impacts
- Environmental Impacts
- Total Connections to Existing Road Network
- Anticipated Size of Local Road Network
- General Constructability

City of Eagle Provided Criteria:
- City of Eagle # of Neighborhood Centers
- Impacts to Eagle Rd between Plaza and Old State St.
- Road/Trail Conflicts
- Roads within Visually Sensitive Areas
### Alternatives Comparison

<table>
<thead>
<tr>
<th>Evaluation Measures</th>
<th>Alternative # 4</th>
<th>Alternative # 7</th>
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</thead>
<tbody>
<tr>
<td>Compatibility with City of Eagle</td>
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<td>Comprehensive Plan</td>
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<td>Emergency Response Times</td>
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<td>North Eagle Rd Impacts</td>
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<td>General Traffic Performance</td>
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</tbody>
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* Least Impact or Greatest Benefit
* Mid Range Impact or Benefit
* Greatest Impact or Least Benefit

* Used in 1st Tier Analysis
# Alternatives Comparison

<table>
<thead>
<tr>
<th>Evaluation Measures</th>
<th>ALT – 4</th>
<th>ALT – 7</th>
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</thead>
<tbody>
<tr>
<td><strong>Tier 2 Measures</strong></td>
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<tr>
<td>Average Volume to Capacity Ratio</td>
<td><img src="#" alt="Green" /></td>
<td><img src="#" alt="Green" /></td>
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<tr>
<td>Anticipated Size of Local Road Network</td>
<td><img src="#" alt="Red" /></td>
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<tr>
<td>General Constructability</td>
<td><img src="#" alt="Yellow" /></td>
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<tr>
<td>City of Eagle Number of Neighborhood Centers</td>
<td><img src="#" alt="Yellow" /></td>
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<td><img src="#" alt="Yellow" /></td>
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</tr>
</tbody>
</table>

- **Least Impact or Greatest Benefit**: ![Green](#)
- **Mid Range Impact or Benefit**: ![Yellow](#)
- **Greatest Impact or Least Benefit**: ![Red](#)
Alternatives Comparison
Willowcreek Road/ Eagle Road

• Each alternative has two potential Willowcreek Road/Eagle Road Connection questions.
  – Modeling shows that a change in Eagle Road volume is based on:
    • Unconstrained Willowcreek Connection Alternative
    • Constrained Willowcreek Connection Alternative
  – City of Eagle interested in a limited increase of traffic in Downtown along Eagle Road.
    • Based on TLIP Discussions
  – Public Comment Support the Constrained Willowcreek Connection Alternative
    • This constrained connection assumes up to a 3-minute delay for users of this connection.
Public Open House #2

Comments

- Approximately 78% of the comments identified Alternative 4 as the preferred Alternative
- Approximately 11% of the comments identified Alternative 7 as the preferred Alternative

- Comments cited Alternative 4 as a reasonable compromise
- Comments stated that Alternative 4 would impact North Eagle Road the least
- Comments support the constrained Willowcreek connection
- Constrained connection assumes up to a 3-minute delay
- NACFA comments state their preference for Alignment 4 with the constrained Willowcreek alternative connection
- Comments indicated concern about number or connections across BLM land.
Network Alternative Selection

- Alternative network 4 has greater public support
- Alternative network 4 scores higher in selection criteria
- City of Eagle selection criteria indicates that Alternative 4 would have the least impact and provide the greater benefit of the two alternatives

Decision Point #1:
Staff seeks selection of Preferred Alternative
Willowcreek Road/ Eagle Road Alternative Route

- Overall Study Purpose:
  - Define network for the Northwest Foothills Area
  - Effort is not an alignment study
  - Scope was to determine a preferred network

- Staff seeks direction on the best way to represent this future connection
  - Options to follow
    - A future alignment study can be done to define the exact location.
    - More detailed information would be needed

- One option is to cut Willowcreek Road off from the main route and end in a cul-de-sac

- Direction Point
  - Should this existing connection remain connected or be cut off from the main route once the new connection is built

- Direction Point
  - Staff seeks your direction on how to best address this issue.
Willowcreek Road/Eagle Road Potential Alignment - Unpopular
Important Dates:

- **October 15, 2008**
  - First joint coordination meeting
    - ACHD, Ada County, & City of Eagle
- **November 13, 2008**
  - Final Public Involvement Meeting (Open House/Presentation)
    - Eagle Christian Church (5:00pm to 8:00pm)
- **December 2, 2008**
  - Second joint coordination meeting
    - ACHD, Ada County, & City of Eagle
- **December 17, 2008**
  - Last day for Public to submit comments prior to adoption
    - For those that cannot attend the adoption meeting
- **December 22, 2008**
  - Public Hearing with ACHD Commission for Adoption request at 6:00pm
    - Northwest Foothills Transportation Study – Phase II
THANK YOU

Final Public Involvement Meeting
November 13, 2008
Eagle Christian Church (5:00pm to 8:00pm)
Additional Information Slides
Network Alternatives – Prior to Selection Criteria

Alternatives Evaluation
Potential Cost Estimate Figures

- Here is some very general system and cost info in case it comes up tomorrow.
- Alt 4
  - 97.26 Lane-miles of Arterials
  - 48.27 Lane-miles of Collectors
- Alt 7
  - 97.26 Lane-miles of Arterials
  - 62.98 Lane-miles of Collectors
- Woods Gulch:
  - Total Construction Cost: $ 7.8 M
# Alternatives Evaluation Matrix

## Tier 1 Measures

If alternatives receive a red ranking on Tier 1 Measures they are removed from further analysis. Tier 1 Measures were identified as fatal flaws by regional agencies, service providers, and the public.

<table>
<thead>
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<tbody>
<tr>
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<tr>
<td>All 2 No Palmer Rd, No Linder Rd Connections</td>
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<tr>
<td>All 3 No Wildlife Study Connections, No Crossover</td>
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<tr>
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<tr>
<td>All 5 No Crossover Connections with Ninea Re</td>
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<td>All 8 All Connections to Comfortable Black</td>
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### Compatibility with City of Eagle Comprehensive Plan
- Compatibility to the Eagle Comprehensive Plan is based on input provided by the City of Eagle and identifies the approved Comprehensive Plan.

### Emergency Response Times
- Emergency response times are based on current emergency response times, traffic conditions, and expected travel times.

### North Eagle Rd Impacts
- North Eagle Rd impacts are assessed based on traffic distribution to this corridor from traffic simulation studies provided by the Community Planning Association (CPA).

### General Traffic Performance
- General traffic performance is measured from current and planned regional system impacts and performance. Traffic analysis was conducted using Synchro 7 simulation software and traffic model data obtained from CPA.

## Tier 2 Measures

Tier 2 measures were evaluated by assigning a value of 1 for red, 2 for yellow and 3 for green. Values were calculated from both Tier 1 and Tier 2 evaluation measures. The top 3 ranking alternatives are considered for further evaluation.

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### Cultural/Historic Impacts
- Cultural/Historic impacts are based on historic properties identified by the City of Eagle and cultural/landmark preservation organizations.

### Environmental Impacts
- Environmental impacts are based on current and proposed regional system impacts.

### Total Connections to Existing Road Network
- Total connections to existing road networks are based on current and proposed regional system impacts.

### Anticipated Size of Local Road Network
- Anticipated size of local road networks is based on current and proposed regional system impacts.

### Safety Goals, Community Goals, Regional Goals
- Safety goals, community goals, and regional goals are based on current and proposed regional system impacts.

### Final Ranking
- Final rankings are based on current and proposed regional system impacts.

<table>
<thead>
<tr>
<th>Final Ranking</th>
<th>Carried Forward</th>
<th>27</th>
<th>27</th>
<th>Carried Forward</th>
<th>28</th>
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Potential Variation to Popular Willowcreek Road/Eagle Road Connection
Public Open House #1
Public Open House #1