Purpose of the Study

This Study will:
- Analyze potential impacts of development
- Identify future transportation needs
- Identify a future roadway network

This Study will not:
- Justify land use plans
- Endorse development
- Define detailed alignments
Study of the Northwest Foothills

- 85% of the property in the Northwest foothills is privately owned
- A considerable number of development applications have been submitted for private property
- Studying the area now allows for planning and public involvement
Study Process

- Review working land use plans (City of Eagle, Ada County)
- Identify environmental conditions
- Gather public input
- Evaluate existing and future traffic needs
- Assess potential roadway alignments
- Coordinate with local agencies and ongoing studies
Roadway Considerations

Important considerations:

- Roads will be constrained by topography
- Existing roadway locations used to prevent creating additional roadways where possible
- Environmental conditions could influence future alignments
- Future alignments may shift to accommodate development
- Construction of future roads will be privately funded
Selection of the Preferred Network

- Eagle Comprehensive Plan
- Stakeholder Meetings
- Evaluation of Alternatives with Selection Criteria
- Public Involvement Open Houses #1 and #2
- Idaho Transportation Department – Access Vision
- Land Tours with Property Owners
- Selection of Alternative #4 by ACHD Commission, City of Eagle Mayor and Council, and Ada County Board of Commissioners
Approach to the Network Alternatives

- Cooperative, multi-jurisdictional approach
  - Gather public, stakeholder, and agency input
  - 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
  - If specific goals were not met, the alternative was removed from further evaluation
# 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
Public Open House #1 & #2
General Comments

- Land use & transportation coordination is key
- Access should be from main highways
- Consider neighborhood impacts
- Explore alternate alignment to Willow Creek Rd
- Wildlife/equestrian undercrossings of roads through public lands and open space
- Roads should be built as development occurs and improvements funded by developers
- Limit cut-through travel from the foothills to the State Highway system through downtown Eagle
- Maintain open space
- Consider transit routes and alternative transportation options
The Evaluation Matrix

- Provides a way to measure the alternatives through specific community goals
- Coordination and analysis with multiple agencies
- Alternative “4” and Alternative “7” were selected to move ahead.
Joint Coordination Meeting # 1

On October 15, 2008 a joint coordination meeting occurred between:

ACHD Commissioners

City of Eagle Mayor and Council

Ada County Board of Commissioners

Findings:

• Alternative 4 is recommended to proceed

• Alternate connection of Willow Creek will include measures for reducing traffic speed and volumes

• The alternative Willow Creek connection will be represented as shown in the Eagle Comp Plan
  - Alignment Study at later date as Development Warrants
Alternative 4
The Preferred Network:

- Open Space along Woods Gulch
- Most compatible to Eagle Comprehensive Plan
- Better distribution to State Highways
- Fewer neighborhood impacts
- Less trail conflicts

Benefits identified by the public

- Ranked highest among Alternatives in evaluation
- Greatest public support
The Preferred Network

Proposed Arterial Road
- Impact Fee Eligible

Proposed Collector Road
- Proposed Interchange

Future ACHD Alignment Study

Preferred Network
Constrained Willow Creek Road Connection (Speed and Volume Reducing)

Disclaimer: The road alignments shown may not represent exact alignments of final roads. There may be additional impacts outside of the study area.

Private Land = 85%
Public Land = 15%
The Future of Willow Creek Road/ Eagle Road

This Northwest Foothills Study was no intended to define alignments.

At the October 15, 2008 meeting it was decided a future alignment study will determine where the connection should occur when development or a specific project warrants a further look.

It will be represented on this map as it was in the Eagle Comprehensive Plan.

Analyze constrained connection.

Temporarily use Eagle Comp Plan connection.
2030 Original - Proposed Lane Configurations & Intersection Performance - Alternative 4

NOTES:
Delay and Level of Service displayed for unsignalized intersections represents the worst movement. Analysis is based on PM Peak Conditions.
Existing Intersection Configuration

- Analyzed Intersections
  - 2 Lanes
  - 3 Lanes
  - 4 Lanes
  - 5 Lanes

Represents worst movement at unsignaled intersection.

November 10, 2008
Important Upcoming Dates:

- **December 2, 2008**
  - Second joint coordination meeting
    - ACHD, Ada County, & City of Eagle

- **December 22, 2008**
  - Public Hearing with ACHD Commission for Adoption request at 6:00pm
    - Northwest Foothills Transportation Study – Phase II

- **December 17, 2008**
  - Last day for Public to submit comments prior to adoption
    - For those that cannot attend the adoption meeting
THANK YOU
Willowcreek Road