ACHD Commission, City of Eagle Mayor and City Council, and Ada County Board of Commissioners

JOINT COORDINATION MEETING #2
December 2, 2008
Agenda

- Preferred Network History
- Preferred Network Analysis
  - **Decision Point** – Number of lanes as represented on the map
- Policy Recommendations
  - **Decision Point** – Policy Recommendations for inclusion in Final Report
- Extraordinary Impact Fee Assessment Work
- What is Next?
Preferred Network History
Public Involvement History

- August 14, 2008 - Open House #1
- October 2, 2008 - Open House #2
- October 15, 2008 - Joint Policy Meeting
- November 13, 2008 - Open House #3
Preferred Network History

- 10 network alternatives were developed
- Evaluation criteria was created to measure agency and community goals
  - 2 networks were moved forward for further analysis
- Alternative 4 was selected by agencies as Preferred Network
Alternative #4 – Preferred

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.
Preferred Network Analysis
Preferred Network Analysis

- Lane Configurations
- Intersection Operations
- Review of Identified Needs
Preferred Network Analysis

- Population/Housing estimates
- ACHD and COMPASS accepted
- ADT Thresholds
- Lane Configuration

<table>
<thead>
<tr>
<th>Linder Rd</th>
<th>Existing Lanes (2008)</th>
<th>Preferred Network Initial Lanes</th>
<th>2030 Average Daily Traffic (COMPASS)</th>
<th>2030 ADT % over LOS E (COMPASS)</th>
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<tbody>
<tr>
<td>Floating Feather Road to State Highway 44</td>
<td>2</td>
<td>4</td>
<td>49,400</td>
<td>27% 6 Lanes</td>
<td>31,400</td>
<td>-19% 4 Lanes</td>
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</table>
Future Lane Configurations 2030
Lane Configurations
Model Ranges

- Linder Rd
- State Street (Segments 1 & 2)
- Beacon Light Rd
- SH 55
- 3CRX
- Chinden Blvd
Lane Configurations
Public Comments

November Open House

Most comments identified concern over extra lanes on:

• Beacon Light Road
• Eagle Road
• Willow Creek Road
Decision Point –
Determine Lanes on Key Segments
## Decision Point – Determine Lanes on Key Segments

### Linder Rd

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![Linder Rd Traffic Diagram](image)

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- Grade Separated Intersection
- High Capacity Intersection
**Decision Point – Determine Lanes on Key Segments**

**State Highway 44**

<table>
<thead>
<tr>
<th>State Highway 44</th>
<th>Existing Lanes (2008)</th>
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<th>2030 Average Daily Traffic (COMPASS)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Linder Road to West State Street</td>
<td>2</td>
<td>4</td>
<td>46,500</td>
<td>20% 6 Lanes</td>
<td>41,400</td>
<td>7% 4 Lanes</td>
</tr>
<tr>
<td>West State Street to Eagle Road</td>
<td>4</td>
<td>4</td>
<td>43,100</td>
<td>11% 6 Lanes</td>
<td>38,800</td>
<td>0% 4 Lanes</td>
</tr>
</tbody>
</table>

**Map:**
- 5 / 7 Lanes (Baseline 5 Lanes)
- 4 / 6 Lanes (Baseline 4 Lanes)
### Decision Point – Determine Lanes on Key Segments

**State Highway 44 (Segment 2)**

<table>
<thead>
<tr>
<th>State Highway 44</th>
<th>Existing Lanes (2008)</th>
<th>Preferred Network Initial Lanes</th>
<th>2030 Average Daily Traffic (COMPASS)</th>
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<th>2030 ADT % over LOS E (ACHD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle Road to State Highway 55 (at SH-55)</td>
<td>2</td>
<td>4</td>
<td>54,900</td>
<td>41% 6 Lanes</td>
<td>47,900</td>
<td>23% 6 Lanes</td>
</tr>
<tr>
<td>East of State Highway 55</td>
<td>4</td>
<td>4</td>
<td>52,200</td>
<td>35% 6 Lanes</td>
<td>47,300</td>
<td>22% 6 Lanes</td>
</tr>
</tbody>
</table>

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**Map:**

- **2 Lanes**
- **3 Lanes**
- **4 Lanes**
- **5 Lanes**
- **6 Lanes**
- **7 Lanes**
- Grade Separated Intersection
- High Capacity Intersection
### Decision Point – Determine Lanes on Key Segments

#### Beacon Light Rd

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<thead>
<tr>
<th>Beacon Light Rd</th>
<th>Existing Lanes (2008)</th>
<th>Preferred Network Initial Lanes</th>
<th>2030 Average Daily Traffic (COMPASS)</th>
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<th>2030 ADT (ACHD)</th>
<th>2030 ADT % over LOS E (ACHD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linder Road to Park Lane</td>
<td>2</td>
<td>4</td>
<td>17,800</td>
<td>54%</td>
<td>16,500</td>
<td>57%</td>
</tr>
</tbody>
</table>

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The diagram shows a map of the Beacon Light Rd area, indicating the current and proposed lane configurations. The map includes a legend for lane configurations: 2 Lanes, 3 Lanes, 4 Lanes, 5 Lanes, 6 Lanes, 7 Lanes, Grade Separated Intersection, and High Capacity Intersection.
## Decision Point – Determine Lanes on Key Segments

### State Highway 55

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<tr>
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<th>Existing Lanes (2008)</th>
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<th>2030 Average Daily Traffic (COMPASS)</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Beacon Light Road to Floating Feather Road</td>
<td>4</td>
<td>6</td>
<td>72,000</td>
<td>24% 8 Lanes</td>
<td>70,300</td>
<td>21% 8 Lanes</td>
</tr>
</tbody>
</table>

![Map of State Highway 55 showing lane configurations](image)
## Decision Point – Determine Lanes on Key Segments

### Three Cities River Crossing

<table>
<thead>
<tr>
<th>Three Cities River Crossing</th>
<th>Existing Lanes (2008)</th>
<th>Preferred Network Initial Lanes</th>
<th>2030 Average Daily Traffic (COMPASS)</th>
<th>2030 ADT % over LOS E (COMPASS)</th>
<th>2030 ADT (ACHD)</th>
<th>2030 ADT % over LOS E (ACHD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Highway 44 to Cloverdale Road</td>
<td>n/a</td>
<td>4</td>
<td>59,700</td>
<td>54% 6 Lanes</td>
<td>52,200</td>
<td>35% 6 Lanes</td>
</tr>
</tbody>
</table>

### Map

- **7 Lanes** (Baseline 5 Lanes)
- **7 Lanes** (Baseline 5 Lanes)
- **7 Lanes** (Baseline 5 Lanes)

Legend:
- 2 Lanes
- 3 Lanes
- 4 Lanes
- 5 Lanes
- 6 Lanes
- 7 Lanes
- Grade Separated Intersection
- High Capacity Intersection
## Decision Point – Determine Lanes on Key Segments

### Chinden Blvd (US 20/26)

<table>
<thead>
<tr>
<th>Chinden Boulevard</th>
<th>Existing Lanes (2008)</th>
<th>Preferred Network Initial Lanes</th>
<th>2030 Average Daily Traffic (COMPASS)</th>
<th>2030 ADT % over LOS E (COMPASS)</th>
<th>2030 ADT (ACHD)</th>
<th>2030 ADT % over LOS E (ACHD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle Road to Cloverdale Road</td>
<td>4</td>
<td>4</td>
<td>55,300</td>
<td>43% 6 Lanes</td>
<td>46,900</td>
<td>21% 6 Lanes</td>
</tr>
</tbody>
</table>

### Diagram

- **Eagle Road to Cloverdale Road**: 7 Lanes (Baseline 5 Lanes)
- **US 20/26**: 7 Lanes (Baseline 5 Lanes)
Policy Recommendations
Policy Recommendations

• Funding improvements on State facilities is critical

• Policy Options:
  – Expand ACHD network
  – Reconsider Development Densities
  – Address Funding of State Facilities
Policy Recommendations

• Let us illustrate what happens when State improvements are not funded

  – ITD No Improvement Scenario
    • No ITD improvements and No Three Cities River Crossing

  – ITD Partial Improvements Scenario A
    • SH55 improved, Chinden improved, and Three Cities River Crossing

  – ITD Partial Improvements Scenario B
    • SH16 improved, Chinden improved, and No Three Cities River Crossing
# Policy Recommendations

## Impacts of Limited State Facilities

<table>
<thead>
<tr>
<th>Section - From/To</th>
<th>Baseline Scenario</th>
<th>No ITD Improvements (Regional / ACHD)</th>
<th>Partial Funding Scenario A (Regional / ACHD)</th>
<th>Partial Funding Scenario B (Regional / ACHD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M3 Arterial to Homer Road</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Homer Road to Beacon Light Road</td>
<td>3</td>
<td>5</td>
<td>7 / 5</td>
<td>5</td>
</tr>
<tr>
<td>Beacon Light Road to Floating Feather Road</td>
<td>5</td>
<td>9 / 7</td>
<td>9 / 7</td>
<td>7 / 5</td>
</tr>
<tr>
<td>Floating Feather Road to State Highway 44</td>
<td>5</td>
<td>9 / 7</td>
<td>9 / 7</td>
<td>9 / 7</td>
</tr>
<tr>
<td>State Highway 44 to Chinden (US 20)</td>
<td>5</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
</tbody>
</table>
Preferred Network
ITD No Improvements Scenario
Policy Recommendations

Impacts of Limited State Facilities

• Significant volume increases in segments along:
  – Aerie Lane
  – Floating Feather Road
  – Palmer Road

  - Willow Creek
  - Ballantyne Lane

• Examples:
  – Floating Feather between Ballantyne and Linder:
    From 8,500 ADT to 16,700 / 20,000
  – Ballantyne between Floating Feather and State St.:
    From 4,000 ADT to 9,700 / 12,200
Policy Recommendations
Impacts of Limited State Facilities

- Additional east/west travel

- Non State System Intersections:
  - Decrease LOS (Level of Service)
  - Additional Lanes
  - Need for signals at some previously stop controlled intersections
Policy Recommendations
Impacts of Limited State Facilities

- Decision Point
  - Which option to recommend in study findings?
    - Expand ACHD network
    - Reconsider Development Densities
    - Address Funding of State Facilities
Extraordinary Impact Fees
Extraordinary Impact Fee Zone Work

Goal: Identify Impact Fee Area

- Requires growth to pay proportionate share
- Establish a geographic area for fee collection
- Could promote adequate facilities
Extraordinary Impact Fee Geography

Potential Fee Collection Area
Exact area to be determined at a later date.
What is Next
What is Next

- **December 17**
  - Last day for Public to submit comments prior to adoption meeting

- **December 22**
  - Public Hearing with ACHD Commission for adoption request
THANK YOU