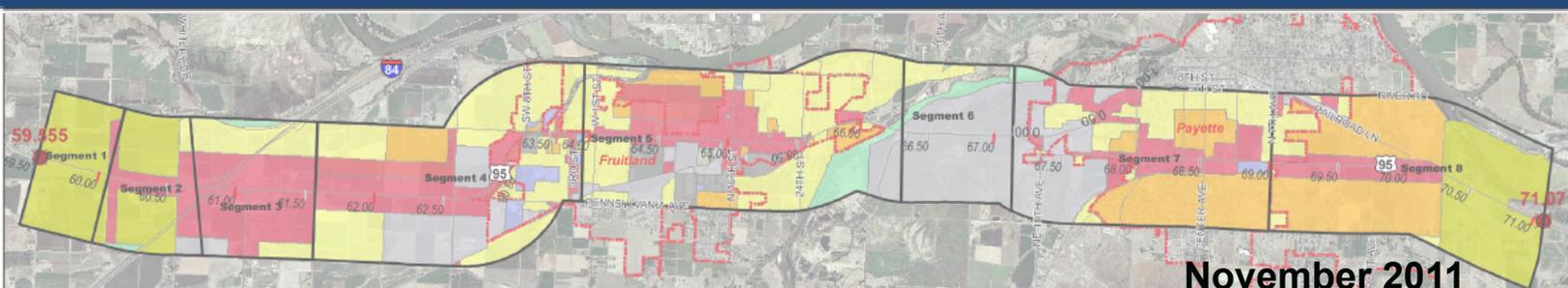
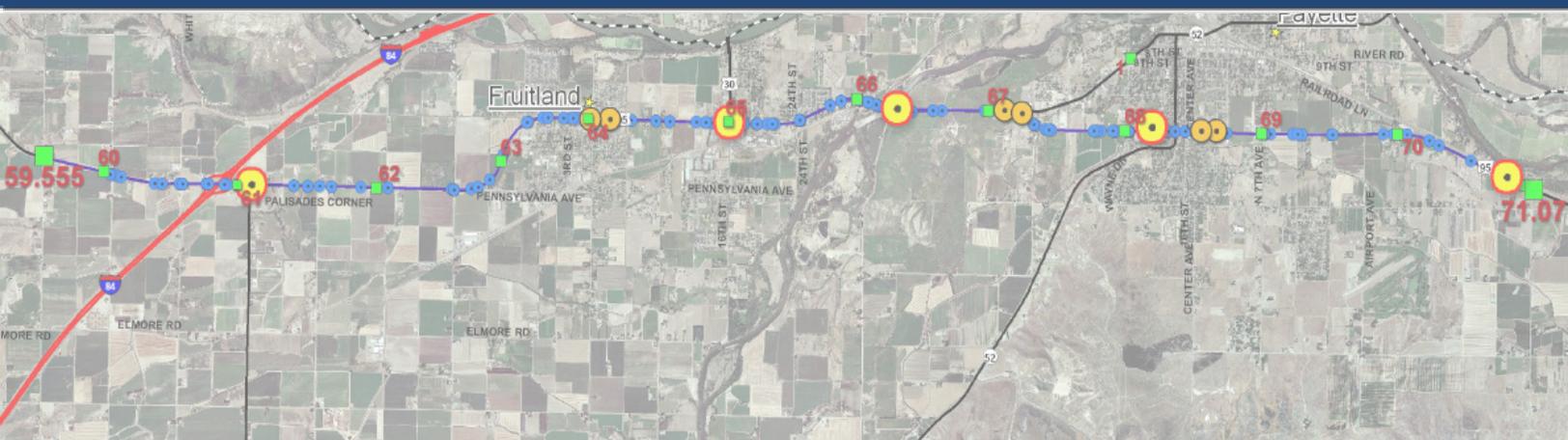
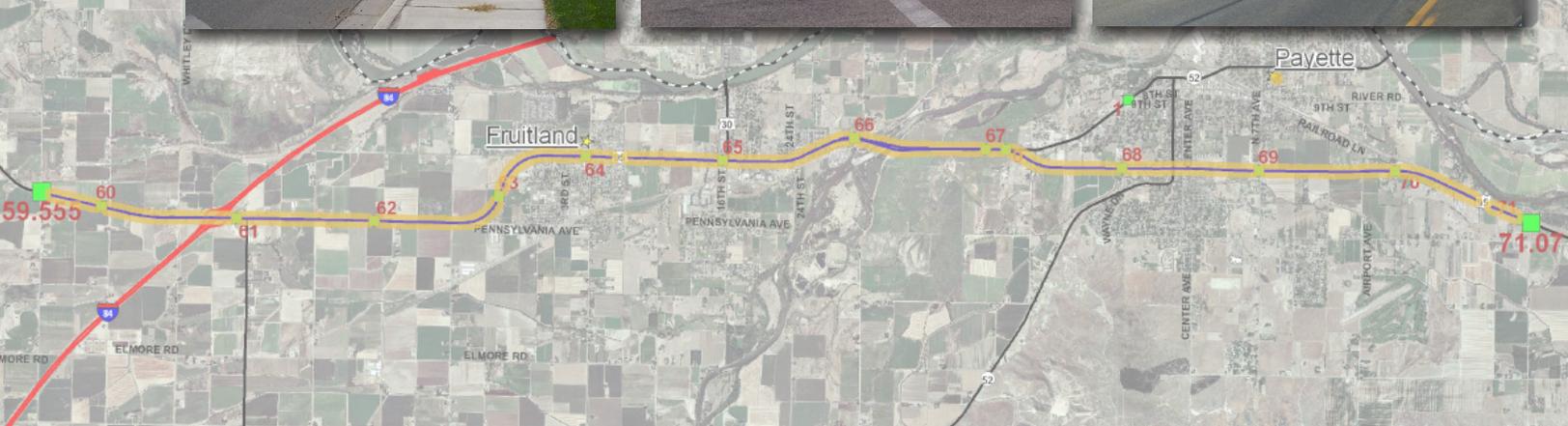




US 95 Access Management Plan Volume 1: Background



November 2011

Table of Contents

Volume I: Background

Introduction	1
Plan Summary	1
Participating Agencies	2
What Is Access Management?	4
Functional Classification	4
Access Management Benefits	5
Access-Managed Facilities in Southwest Idaho	5
Why Access Management Is Needed on U.S. 95	7
Safety Analysis	7
Key Issues on U.S. 95	9
Existing Conditions	11
Existing Roadway Characteristics	11
Existing Access Spacing	12
Existing Traffic Analysis.....	13
Existing Land Use.....	16
Future Conditions	18
Future Land Use	18
Future Traffic Analysis	20
Recommendations	21
Implementation	27
Enforcement of policies	27
Funding individual projects	28
Glossary	31
Bibliography	33
Appendix A: Public Involvement Summary	A-1
Appendix B: Corridor Mapping	B-1
Appendix C: Sample Access Management Ordinances	C-1

Volume II: Recommended Improvements

Introduction	1
Regional Maps	2
Local Maps	8



Tables

Table 1.	Study Corridor Crashes by Year, 2005-2009	7
Table 2.	Number of Fatalities/Injuries.....	8
Table 3.	Crashes Related to Roadway Geometry.....	8
Table 4.	Existing Roadway Characteristics	11
Table 5.	U.S. 95 Current Intersection Conditions.....	12
Table 6.	U.S. 95 Current Approach Spacing	13
Table 7.	Roadway Traffic Volumes (2009)	13
Table 8.	Existing and Future Land Use Change (1 Mile Corridor Buffer).....	18
Table 9.	U.S. 95 Future Land Use & Traffic Correlation Matrix.....	20
Table 10.	Recommendation Codes	21
Table 11.	ITD Policy for Intersection and Driveway Approach Spacing on U.S. 95.....	25
Table 12.	Effects of Median Treatment Techniques.....	26
Table 13.	Comparison of Crashes per Million Vehicle Miles	26

Figures

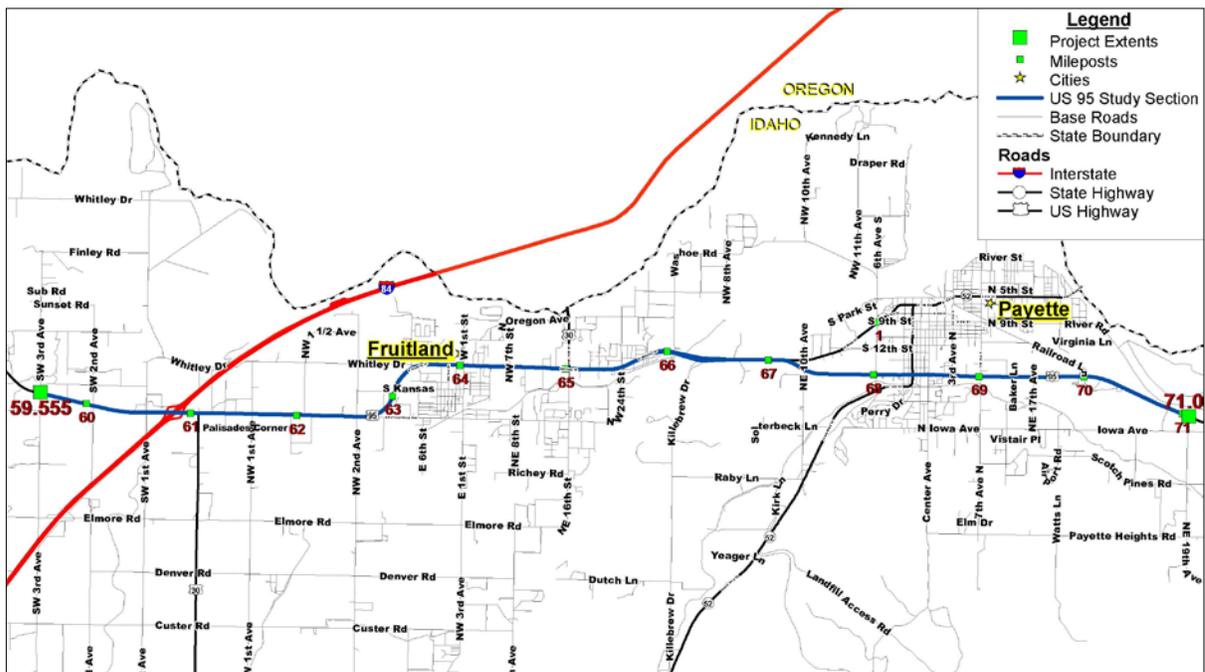
Figure 1.	Study Area for U.S. 95 Access Management Plan.....	1
Figure 2.	Functional Classification and Access Management	4
Figure 3.	Raised Median on Idaho 55 (Eagle Road) from I-84 to Franklin Road	6
Figure 4.	Crashes Related to Driveway Density Nationwide	7
Figure 5.	Examples of Access-Related Issues on U.S. 95	9
Figure 6.	Combined Annual Average Daily Traffic Volumes (2005-2009)	15
Figure 7.	U.S. 95 Existing Zoning Map	17
Figure 8.	U.S. 95 Future Land Use Map	19
Figure 9.	Sample Consolidated Driveway Application	22
Figure 10.	Sample Cross Access and Internal Circulation Applications	23
Figure 11.	Sample Shared Access Application.....	23
Figure 12.	Sample Cross-Street Site Access Application.....	24
Figure 13.	Sample Intersection Alignment Scenarios.....	25

Introduction

The Idaho Transportation Department is developing a corridor plan for 182 miles of U.S. Highway 95 in Southwest Idaho. The planning process included a detailed study of access management needs along 11.52 miles of the corridor in Payette County. The study begins just south of Interstate 84 and ends just north of the City of Payette. This area has experienced steady growth and has a high number of access points along U.S. 95. Figure 1 shows the boundaries of the access management study.

The U.S. 95 Access Management Plan outlines the benefits, techniques and options for improving access to and from U.S. 95 within this segment. It supports ITD’s overall goals of safety, mobility and sustainability for the corridor. Successful implementation will help preserve U.S. 95 as a functioning and safe travel route for commerce, tourism and local residents.

Figure 1. Study Area for U.S. 95 Access Management Plan



Plan Summary

U.S. Highway 95 is classified as both a rural principal arterial highway and an urban principal arterial highway between mileposts 59.555 and 71.070 in southwest Idaho. The majority of the corridor passes through the cities of Fruitland and Payette, as well as unincorporated portions of Payette County.

This 11.52-mile segment of U.S. 95 serves regional and local traffic as well as freight traffic. It is bisected by Idaho State Highway 52 (Idaho 52) and by U.S. Highway 30 (U.S. 30), which overlays the study corridor for approximately 3.8 miles from south to north before continuing across the Snake River.

Continued population growth along the corridor, especially in the city centers of Fruitland and Payette, has heightened the need for access management. Moreover, future land use plans throughout the corridor show that traffic can be expected to increase if these plans have realistically forecasted future events.

ITD contracted with HDR Inc. of Boise to complete the access management study. The study included an analysis of:

- Safety and operational issues
- Access spacing deficiencies
- Access circulation conditions
- Existing land use and traffic conditions
- Future land use plans and associated traffic impacts

The analysis showed that significant traffic impacts can be anticipated along the corridor if current points of access are not brought up to current standards. It also showed a need for ongoing land use and transportation integration as well as the need for improved transportation infrastructure in undeveloped areas. The plan recommends policies and techniques that will preserve a safe and efficient connection through Payette County and to other parts of Idaho:

- Providing frontage roads and parallel routes to nearby cross streets
- Consolidating driveways on properties with multiple accesses and providing shared access where appropriate
- Providing cross access between properties with frontage on U.S. 95
- Moving accesses to the nearest side street (cross-road)
- Aligning intersections that are skewed or offset
- Installing medians for restricting turn movements and encouraging right-in, right-out access
- Adding traffic signals where warranted
- Adding pedestrian crossing signals where warranted
- Improving the local road network

Participating Agencies

The U.S. 95 Access Management Plan is intended to be used by:

- ITD to program highway improvement projects
- Local agencies to coordinate development plans with property owners and developers
- Developers, engineers and planners to design access to homes and businesses when future re-development and/or corridor improvements occur

ITD formed a regional task force of agencies and stakeholders who provided data, input, concerns and ideas during the development process. The task force met eight times during the life of the project. Members included:

- City of Fruitland
- City of Payette
- Payette County
- Payette County Road and Bridge Department
- Highway District No. 1
- Idaho Transportation Department (ITD)

The study team also conducted a series of public workshops in Payette County in September 2008 and July 2009. Attendees were asked to identify issues and concerns, and to review the draft access management recommendations. A summary of public outreach is included in Appendix A.

Stakeholder involvement and buy-in throughout the life of the project created a system of checks and balances when making recommendations. Furthermore, coordination with local land use agencies resulted in a plan that balances transportation components with local infrastructure.



What Is Access Management?

The *Access Management Manual*, published by the Transportation Research Board in 2003, defines access management as:

“The systematic control of the location, spacing, design and operation of driveways, median openings, interchanges and street connections to a roadway...to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system.”

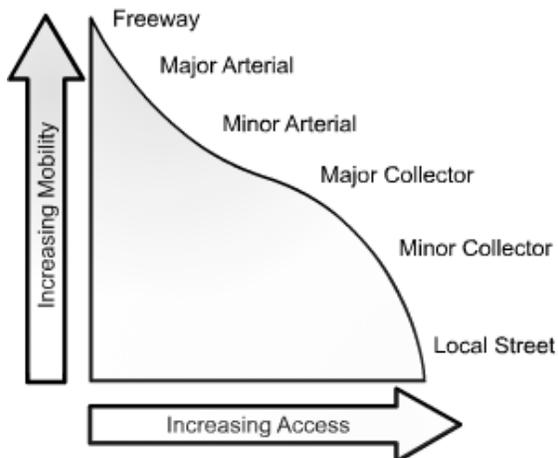
A successful access management plan will improve safety, increase capacity, manage congestion and benefit the surrounding road network.

Functional Classification

Access management must balance the needs for traffic movement (mobility) and access to property. Major highways or freeways with increased traffic mobility and speeds should have less access, while local streets and minor collectors – which promote less mobility and lower speeds – can allow greater access. This model improves the functionality of the entire transportation system.

The U.S. transportation system is divided into functional classifications based on the amount of mobility needed on each roadway. The relationship between a roadway’s functional classification and access to property is shown in Figure 2.

Figure 2. Functional Classification and Access Management



Note: Federal Highway Administration, Office of Operations

Because U.S. Highway 95 is classified as an arterial roadway, direct property access should be limited to enhance traffic mobility along the roadway.

Access Management Benefits

Access management includes benefits for roadway users, transportation and land use agencies, and local businesses.

Roadway users

Roadway users (drivers, pedestrians, and bicyclists) benefit from fewer decision points and potential vehicle conflict points. In addition, less travel time and delay contributes to greater fuel efficiency and decreased vehicle emissions. The *Access Management Manual* estimates that effective access management can reduce crashes as much as 50 percent, increase capacity by 23 to 45 percent, and reduce travel time and delay as much as 40 to 60 percent.

Transportation and land use agencies

Well-managed roads can carry more traffic at higher speeds, which reduces capital improvement costs over the life of the roadway. In addition, good plans help preserve property values and the economic viability of nearby development, which increases property tax receipts. The *Access Management Manual* gives several additional benefits for transportation and land use agencies:

- Lower cost of delivering an efficient and safe transportation system
- Improved internal and intergovernmental coordination
- Greater effectiveness in accomplishing transportation objectives

Careful management of U.S. 95 will extend the roadway life, increase public safety and contribute to an efficient and functioning traffic system.

Local businesses

One concern with access management policies is the perceived negative impacts to private businesses that could result from any change in access. In *Safe Access is Good for Business*, published in 2006, the Federal Highway Administration presents information to support the benefits of access management to businesses:

- Medians result in safer approaches. Medians can be hardscaped or landscaped to make business areas more attractive.
- Managing access results in better traffic flow, fewer crashes and a better experience for customers, which helps businesses capture a larger market area.
- Studies show the vast majority of businesses do as well or better after access management projects are completed.
- Business customers surveyed in three states overwhelmingly supported access management projects because their drives became quicker, safer and easier.

Access-Managed Facilities in Southwest Idaho

Several successful access-managed roadways already exist in southwest Idaho.

- Interstate 84 and Interstate 184 – The function of an interstate is to provide high-speed mobility. As a result, interstates have full access control with access limited to interchanges that are typically located at a minimum spacing of two miles.



- Idaho 55 from Idaho 44 (State Street) to Beacon Light Road – The access on this section of Idaho 55 is limited to public street approaches located at approximately one-mile spacing. The median is painted (traversable), but no access is allowed between traffic signals.
- Idaho 55 (Eagle Road) from I-84 to Franklin Road – This section of Idaho 55 was widened in 2006 to three lanes northbound and two lanes southbound, separated by a raised (non-traversable) median. The median limits access and enhances mobility. The number of reported crashes decreased by 23 percent in the three years following its installation.

Figure 3. Raised Median on Idaho 55 (Eagle Road) from I-84 to Franklin Road



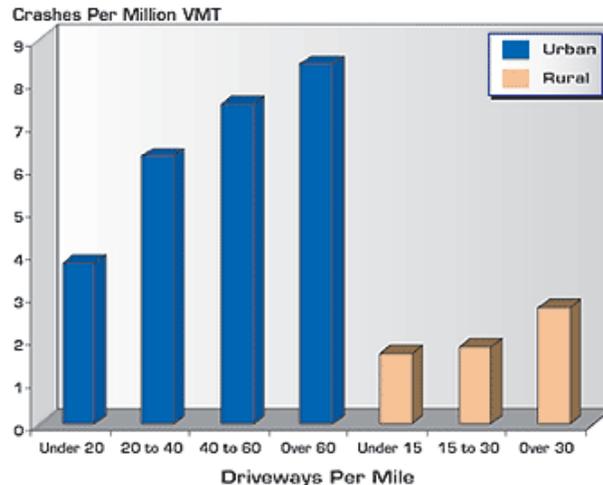
Why Access Management Is Needed on U.S. 95

The planning process included an analysis of safety, current access spacing and traffic-circulation issues on U.S. 95. The analysis showed that significant traffic impacts can be anticipated along the corridor if access management is not upgraded to current standards. It also supported the need for integrated land use and transportation planning as well as improved transportation infrastructure in undeveloped areas.

Safety Analysis

Existing safety data helps to identify the areas in need of access management improvements. In particular, relating high crash areas with high comparable access densities shows the areas with the greatest need. Figure 4 shows a direct relationship between the number of crashes and the number of driveways for rural and urban highways. As the number of driveways increases, the number of crashes also increases.

Figure 4. Crashes Related to Driveway Density Nationwide



Note: Federal Highway Administration, 2006.

Between the years of 2005 and 2009, approximately 511 vehicles were involved in reported crashes on U.S. 95 in the Access Management Plan corridor. The per-year average during this period was 54. Although ITD received comments at two public meetings from people concerned about truck traffic and safety, Table 1 shows that only 9 percent of crashes between 2005 and 2009 were related to truck/tractor vehicles.

Table 1. Study Corridor Crashes by Year, 2005-2009

	2005	2006	2007	2008	2009	Total	Average Per Year	Percent of Total
Total Crashes	77	45	38	50	60	270	54	
Total Vehicles Involved	158	78	73	97	105	511	102	
Truck/Tractor Related Crashes	8	2	6	3	4	23	5	9%

Note: Data is for U.S. 95, MP 59.534 to MP 71.934.

Table 2 shows that no fatalities were reported during this period, while 112 of the crashes (22 percent, based on vehicles involved) reported injuries. One percent of the crashes (6) were pedestrian-related. Of these, two occurred at Milepost 68.523, which is the intersection of U.S. 95 and Center Avenue.

Table 2. Number of Fatalities/Injuries

	2005	2006	2007	2008	2009	Total	Average Per Year	Percent of Total
Crashes with injuries	27	21	17	20	27	112	22	22%
Total fatalities	0	0	0	0	0	0	0	0%
Pedestrian-related crashes	1	0	2	3	0	6	1.2	1%

Note: Data is for U.S. 95, MP 59.534 to MP 71.934.

Table 3 shows that approximately one-third of the crashes were not related to roadway access points (intersections or driveways). Of the crashes involving roadway access, 93 percent occurred at intersections and 7 percent occurred at driveways.

Table 3. Crashes Related to Roadway Geometry

	2005	2006	2007	2008	2009	Total	Average Per Year	Percent of Total
Intersection	103	58	30	60	62	313	63	62%
Driveway	1	2	2	5	15	25	5	5%
Nonjunction	49	18	39	32	28	166	33	32%
Other	5	0	2	0	0	7	1.4	1%

Note: Data is for U.S. 95, MP 59.534 to MP 71.934. Counts are based on reports from each vehicle in the crash.

Within the study area, six intersections had five or more crashes from 2005 to 2009:

- U.S. 95 and U.S. 30 in Palisades (MP 61.078)
- U.S. 95 and SW 1st Street in Fruitland (MP 64.034)
- U.S. 95 and NW 3rd St. in Fruitland (MP 64.224)
- U.S. 95 and Killebrew Drive north of Fruitland (MP 66.348)
- U.S. 95 and NE 10th Avenue in south Payette (MP 67.333)
- U.S. 95 and 1st Avenue South in Payette (MP 68.447)

Five intersections had 10 or more crashes from 2005 to 2009:

- U.S. 95 and NW 16th Street/U.S. 30 in Fruitland (MP 65.035)
- U.S. 95 and 6th Avenue S. in Payette (MP 68.028)
- U.S. 95 and Center Avenue in Payette (MP 68.523)
- U.S. 95 and 7th Avenue N. north of Payette (MP 69.017)
- U.S. 95 and NE 19th Avenue north of Payette (MP 71.070)

The intersection of U.S. 95 and 6th Avenue South in Payette had the highest number of crashes (13 crashes between 2005 and 2009). The intersection of U.S. 95 and NW 16th Street (U.S. 30) had 12 crashes over the same timeframe.

Key Issues on U.S. 95

The study team conducted a windshield survey and GIS analysis of adjacent properties, access points and circulation conditions. A number of existing specific access-related issues were identified during the analysis:

- Many commercial and industrial parcels have multiple accesses onto U.S. 95, such as separate ingress and egress locations.
- Many rural residential parcels have individual accesses onto U.S. 95, even when they are located near other residential parcels.
- Many corner lots have access onto U.S. 95 as well as onto the intersecting local road.
- Some commercial properties have open access across the entire parcel.
- Some accesses are closely spaced to existing intersections.
- Commercial signs, skewed intersections and on-street parking frequently limit sight distance at access points, especially in city centers.
- Many areas have tightly spaced commercial lots with individual accesses, and connectivity between adjacent businesses rarely occurs.

In addition, the windshield survey showed a general lack of access-management strategies in high crash areas. For example, the study corridor includes few or no:

- Right-in, right-out intersections
- Medians for restricting turning movements into or out of driveways
- Frontage roads to provide cross-access between existing roads
- Internal channelization methods, such as islands, to control conflicts within parking areas adjacent to U.S. 95

Figure 5 shows examples of several existing issues.

Figure 5. Examples of Access-Related Issues on U.S. 95



Commercial parcel with more than one access onto U.S. 95 (Milepost 65.3)



Commercial parcel with separate ingress and egress locations (Milepost 68.6)



Multiple rural residential parcels with individual access (Milepost 60.5)



Multiple agricultural parcels with individual access (Between mileposts 64 and 65)



Corner lot with both front and side accesses (Milepost 63.7)



Commercial lot with open access across the entire parcel (Milepost 67.2)



Access closely spaced to existing intersections (Milepost 63.7)



Signs and posts hindering sight distance along U.S. 95 (Milepost 65.3)



No connectivity between adjacent businesses (Milepost 68.1)



Multiple commercial lots with tightly spaced individual accesses (Milepost 65.5)

Note: Milepost designations are approximate.

Existing Conditions

In addition to the safety analysis, the study included an analysis of existing roadway characteristics, traffic conditions and access spacing standards. The study team used corridor-wide mapping to identify areas of concerns during the existing conditions analysis. These maps have been included in Appendix B.

The existing conditions analysis established a baseline for analyzing future growth and highlighted areas where access standards are most needed.

Existing Roadway Characteristics

U.S. Highway 95 is classified as both a rural principal arterial highway and an urban principal arterial highway within the boundaries of the access management study (mileposts 59.555 and 71.070). The corridor passes through the cities of Fruitland and Payette and also serves the rural areas of Payette County.

This 11.52-mile segment of U.S. 95 serves regional and local traffic as well as freight traffic. It is bisected by Idaho State Highway 52 (Idaho 52) and by U.S. Highway 30 (U.S. 30), which overlays the study corridor for approximately 3.8 miles from south to north before continuing across the Snake River.

The corridor has been broken into eight segments for the purposes of this study. Table 4 identifies the functional class, number of lanes and access type for each segment.

Table 4. Existing Roadway Characteristics

Segment	Milepost Range	Approximate Location	Functional Class	Number of Thru Lanes	ITD Access Type
Segment 1	59.55 – 60.07	Beginning milepost to near SW 2 nd Ave.	Rural Principal Arterial	2	III
Segment 2	60.07 – 60.72	SW 2 nd Ave. to near I-84 ramps	Rural Principal Arterial	2	III
Segment 3	60.72 – 61.57	I-84 ramps to near NW 1 st Ave.	Rural Principal Arterial	4	IV
Segment 4	61.57 – 63.73	Near NW 1 st Ave. to near SW 3 rd St. in Fruitland	Rural Principal Arterial	4	IV
Segment 5	63.73 – 66.272	Near SW 3 rd St. in Fruitland to north of Payette River Bridge	Rural Principal Arterial	4	IV
Segment 6	66.272 – 67.142	North of Payette River Bridge to Payette southern city limit	Rural Principal Arterial	4	IV
Segment 7	67.142 – 69.017	Payette	Urban Principal Arterial	2	III
Segment 8	69.017 – 71.07	7 th Ave. N. to end of project	Rural Principal Arterial	2	III

Note: Only roadways inside cities with populations of more than 5,000 as of the last official census are classified as urban (IDAPA 39.03.42).



Existing Access Spacing

Principal arterials such as U.S. 95 need greater access control to preserve their functionality. The Idaho Administrative Procedures Act (IDAPA), 39.03.42, *Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way* identifies the recommended access type for each functional classification of highway. Access types are rated from I (most access) to V (least access). Each access type has its own spacing requirements.

In most locations along the U.S. 95 study corridor, existing access spacing standards are not met, particularly for driveways (approaches). In some cases, recommended intersection spacing is also exceeded beyond the standards allowed by IDAPA. The corridor includes 44 intersections, three of which are signalized. Table 5 shows the current intersection conditions along the corridor. Sections that do not meet IDAPA standards are highlighted in gray.

Table 5. U.S. 95 Current Intersection Conditions

Segment	Length (in miles)	Access Type	Intersection Spacing Standards	Existing Intersections	Meet Standards?
1	.52 mi	III - Rural	0.5 mile spacing	0	Yes
2	.65 mi	III - Rural	0.5 mile spacing	1	Yes
3	.85 mi	IV – Rural	1 mile spacing	4	No
4	2.16 mi	IV – Rural	1 mile spacing	6	No
5	2.54 mi	IV - Rural	1 mile spacing	20	No
6	.87 mi	IV - Rural	1 mile spacing	1	No
7	1.875 mi	III – Urban	0.25 mile spacing	8	No
8	2.053 mi	III - Rural	0.5 mile spacing	4	Yes

Note: Intersections were identified on project mapping and are approximate.

Table 6 shows the current number of approaches along the study corridor. Many of the driveway approaches are undeveloped, unpaved or agricultural accesses that experience infrequent use. The number of driveways exceeds the standards in IDAPA 39.03.42 on all segments. Type IV access does not have approach spacing standards because access is only allowed at intersections.

Table 6. U.S. 95 Current Approach Spacing

Segment	Length (in miles)	Approach Spacing Standards	Northbound Approaches	Southbound Approaches	Meet Standards?
1	.52 mi	1,000 ft	1	2	No
2	.65 mi	1,000 ft	3	13	No
3	.85 mi	--	10	6	No
4	2.16 mi	--	16	14	No
5	2.54 mi	--	58	47	No
6	.87 mi	--	1	2	No
7	1.875 mi	300 ft	32	38	No
8	2.053 mi	1,000 ft	17	11	No

Note: Approaches were identified on project mapping and are approximate.

IDAPA recommends that roadways with Type IV access classifications have no driveway approaches onto the arterial roadway, with primary intersection access only. Approaches along the U.S. 95 study corridor from milepost 60.72 to milepost 67.142 would have to be greatly minimized in order to regulate access to primary intersections only.

Existing Traffic Analysis

Current annual average daily traffic volume (AADT) data was gathered from the Idaho Transportation Department for the years 2005 to 2009. In addition, individual traffic counts collected over periods from one day to one week between the years 2006 and 2010 were also reviewed. Although the nearest automatic traffic recorders are located outside the study area at milepost 56.005 to the south and milepost 77.958 to the north, the data provided by these sites was invaluable in understanding traffic flows into and out of the study area. Table 7 shows average daily traffic volumes in 2009.

Table 7. Roadway Traffic Volumes (2009)

Segment	Milepost Range	Approximate Location	2009 AADT
1	59.55 – 60.07	Beginning milepost to near SW 2 nd Ave.	4,700
2	60.07 – 60.72	SW 2 nd Ave. to near I-84 ramps	6,000
3	60.72 – 61.57	I-84 ramps to near NW 1 st Ave.	9,700
4	61.57 – 63.73	Near NW 1 st Ave. to near SW 3 rd St. in Fruitland	10,500
5	63.73 – 66.272	Near SW 3 rd St. in Fruitland to north of Payette River Bridge	20,000
6	66.272 – 67.142	North of Payette River Bridge to Payette southern city limit	15,000
7	67.142 – 69.017	Payette	14,500
8	69.017 – 71.07	7 th Ave. N. to end of project	9,000



Understanding current traffic volumes helps to evaluate growth patterns and the areas of greatest need for access management techniques. The highest vehicle volumes in the study area occur in the vicinity of the junction with U.S. 30, west to the state line, in the City of Fruitland. The next largest volume of vehicles occurs on the segment of U.S. 95 that passes through the City of Payette in the vicinity of the junction with Idaho 52. Comparably low average daily traffic volumes occur in the beginning and final segments of U.S. 95 in the study area.

Over the five-year period, traffic counts have remained fairly constant. Two additional automatic traffic recorders have recently been installed at mileposts 61.6 and 66.74 to provide additional data when future traffic analyses are required.

Commercial traffic was also considered in the existing traffic conditions analysis. On the whole, the total number of commercial vehicles traveling through the corridor was relatively constant. The average number of daily commercial vehicles traveling through the corridor from 2005 to 2009 was approximately 517, which is about 5.5 percent of the average total traffic. Commercial vehicle volumes decreased an average of 4 percent from 2005 to 2009. The beginning segment from approximately milepost 59.55 to 60.922 has the highest percentage of commercial vehicles compared to total traffic volumes. The end segment from milepost 69.516 to 71.070 also has a high percentage of commercial vehicles. These two beginning and ending segments of the corridor are primarily rural, agricultural areas. The central segment from milepost 65.035 to 67.142 had the highest total commercial vehicle volumes, but due to higher overall traffic volumes, it had a lower total percentage of commercial vehicles.

Figure 6 represents 2005-2009 combined AADT for the study area.

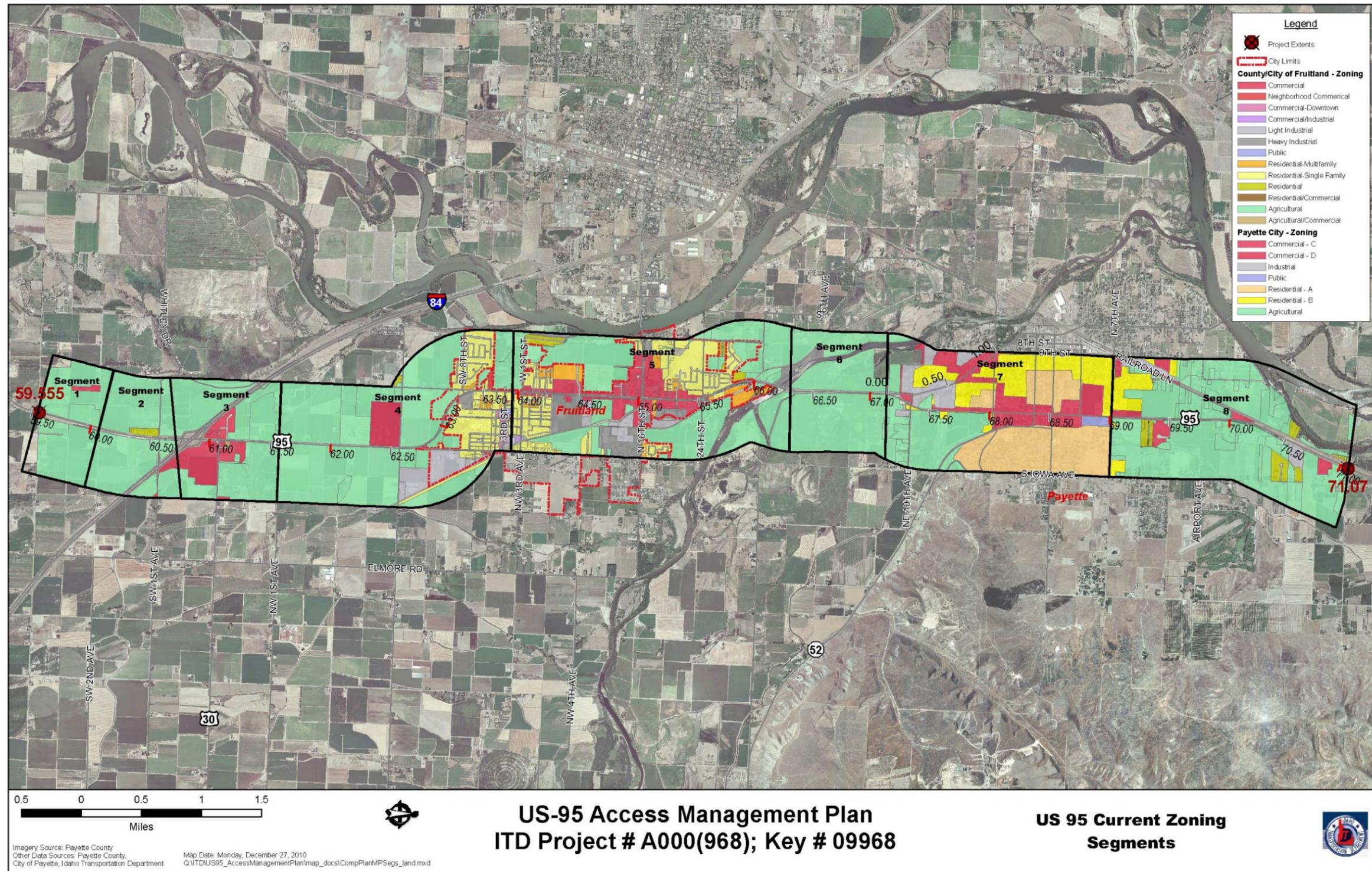
Existing Land Use

Land use along the study corridor is primarily agricultural (4,470 acres), followed by residential development (1,513 acres). Payette and Fruitland each have traditional downtown commercial areas surrounded by residential neighborhoods. The three miles between Payette and Fruitland are almost exclusively agricultural, as are the northern and southern ends of the corridor.

Most of the commercial development borders the U.S. 95 highway corridor through the downtown urban areas. Some commercial development also extends outside the urban areas along local highways. Industrial development occurs along the rail lines and other transportation corridors. Larger-lot residential development and small farms, along with agricultural support uses such as manufacturing and processing, occur in the outskirts of each town.

Each jurisdiction has established a system of zoning that identifies these existing land uses with more detailed descriptions and policies that govern the specific zoning designations. The cities of Fruitland and Payette both have zoning code and zoning maps. Figure 7 shows the current zoning data for the study corridor as of July 2008.

Figure 7. U.S. 95 Existing Zoning Map



Future Conditions

Increased traffic and congestion can typically be correlated to increased crash rates over time. In the case of U.S. 95, increases in commercial and industrial land uses can be expected to change traffic patterns considerably. Increased peak-hour and daily trip patterns caused by these land uses could impact safety and operations at intersections and accesses along the study corridor. The future conditions analysis focused on land use and traffic projections.

Future Land Use

Existing zoning data was analyzed for Payette County, the City of Fruitland, and the City of Payette. This data was compared against future land use projections identified by Payette County and the City of Fruitland. The land use analysis was based on available data and was used for general comparison purposes only. City of Payette future land use data was unavailable for the purposes of this report.

The existing zoning and future land use data, measured in acres, were compared within a half-mile radius of each milepost on U.S. 95. The results showed expected land use changes necessary to accommodate a population build-out. Table 8 shows the expected change in land use.

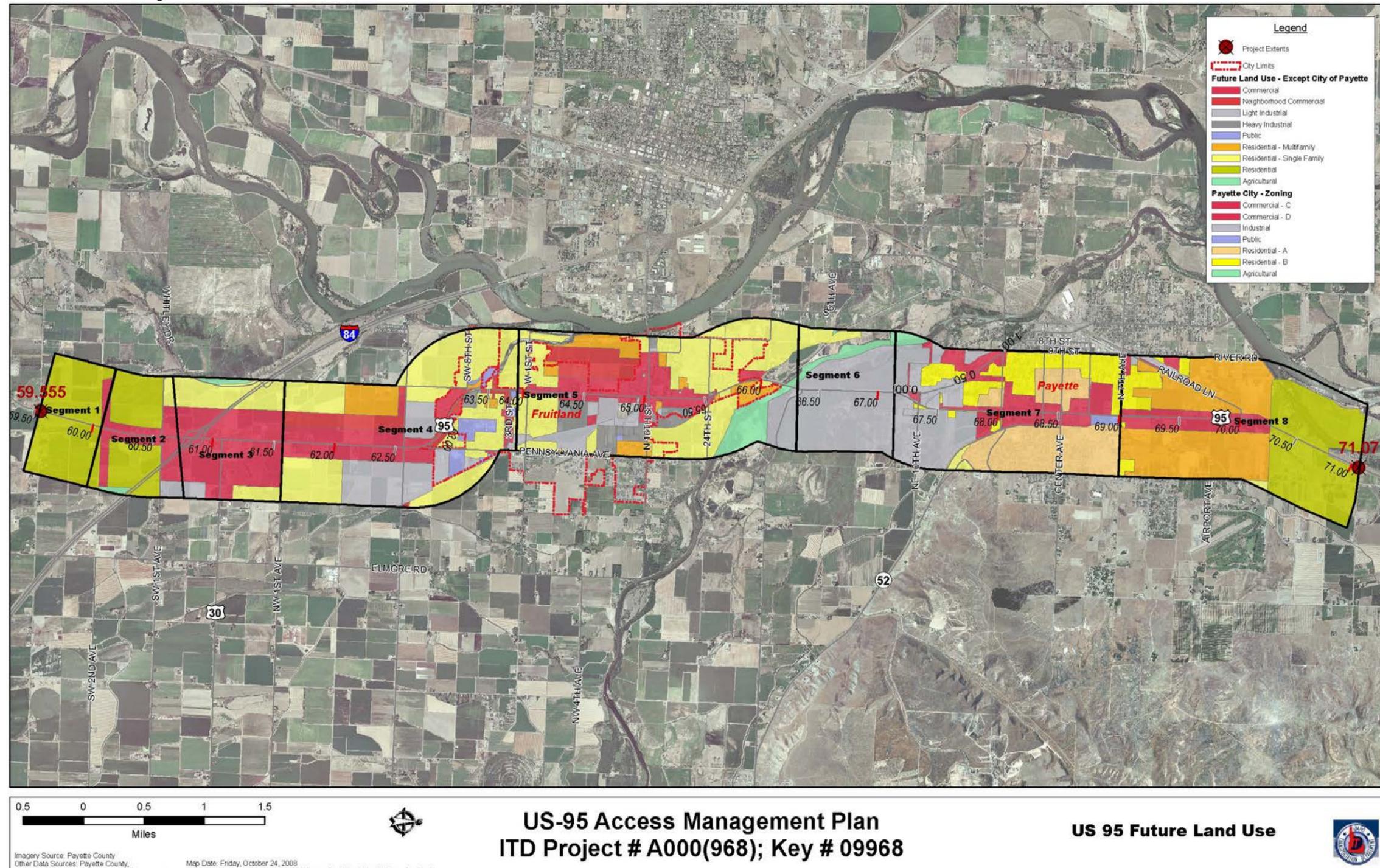
Table 8. Existing and Future Land Use Change (1 Mile Corridor Buffer)

Land Use Type	Existing Zoning (in acres)	Existing Percentage	Future Land Use (in acres)	Future Percentage
Agricultural	4,470.23	63.5%	161.82	2.5%
Commercial	613.35	8.7%	1,311.15	20.2%
Industrial	368.69	5.2%	1,205.16	18.5%
Residential	1,512.87	21.5%	3,756.95	57.8%
Public	75.13	1.1%	67.65	1%

Note: Total acreages will differ because zoning data does not include right-of-way acreages, while future land use does. Zoning and land use designations have been grouped into broader categories.

Figure 8 shows future land use along the study corridor. The future land use map shows the substantial changes from agricultural to more urbanized, residential, commercial and industrial land uses that are projected to occur along the study corridor.

Figure 8. U.S. 95 Future Land Use Map



Future Traffic Analysis

The study team used a trip generation methodology to estimate the traffic related to future land uses. The methodology uses trip generation rates from the Institute of Transportation Engineers (ITE). Traffic volumes identified in this assessment were not likely to represent actual future volumes, but provided a correlation to future land use.

This assessment showed that the city centers could experience the greatest increase in general volumes if substantial increases in commercial and industrial uses occur along the study corridor. Rural sections of the study corridor can be expected to experience the greatest percent change in growth because most of the current land use is agricultural and generates minimal traffic. The current lack of infrastructure in rural areas can be expected to provide the strongest influence on access standards in the future.

Table 9 shows the results of the trip generation analysis. Because the segments are different in length, a column named “Anticipated Traffic Impact per Mile” has been added to show future projected trips per highway mile. Segment 3 is expected to experience the greatest traffic impacts from growth. Segments 4, 5 and 7 will experience considerable traffic impacts but only half the volume of Segment 3.

Table 9. U.S. 95 Future Land Use & Traffic Correlation Matrix

Segment	Beginning Milepost	Ending Milepost	Existing Daily Volumes	Projected Daily Volumes			Total Projected Trips per Segment	Anticipated Traffic Impact per Mile
				Commercial Trips	Industrial Trips	Residential Trips		
1	59.555	60.070	3,840	542	---	3,141	3,683	7,082
2	60.070	60.720	7,260	5,767	117	2,505	8,389	12,906
3	60.720	61.570	7,260	26,295	109	2,346	28,751	33,824
4	61.570	63.730	8,940	26,063	2230	10,014	38,306	17,734
5	63.730	66.272	16,000	23,588	6925	11,073	41,586	16,359
6	66.272	67.142	16,000	---	2677	539	3,216	3,696
7	67.142	69.017	11,800	16,991	2149	9,153	28,294	15,090
8	69.017	71.070	5,920	6,567	91	10,390	17,049	8,304

A substantial increase in commercial and industrial land uses are planned to occur along the study corridor at full build-out. In some cases, commercial and industrial uses more than double in size near specific mileposts.

Recommendations

This plan recommends a set of access management tools that will improve the safety and travel efficiency for U.S. 95 in the study area. Volume II of this plan, *U.S. 95 Corridor Access Management Recommended Improvements*, includes the specific locations for each improvement.

In particular, this plan recommends:

- Providing frontage roads and parallel routes to nearby cross streets
- Consolidating driveways on properties with multiple accesses, and providing shared access where appropriate
- Providing cross access and/or shared access between properties with frontage on U.S. 95
- Moving accesses to the nearest side street (cross-road)
- Aligning intersections that are skewed or offset
- Installing medians for restricting turn movements and encouraging right-in, right-out access
- Adding traffic signals where warranted
- Adding pedestrian crossing signals where warranted
- Improving the local road network

The recommended access management improvements are divided into several categories: subdivision design/street patterns; site design standards; driveway operations; roadway function; median alternatives and additional tools. Each improvement has been coded and labeled on several maps of the project area in Volume II of the plan.

Table 10. Recommendation Codes

Map Code	Type of Improvement	Recommendation
C	Subdivision Design/Street Patterns	
C2		Frontage Road or Parallel Routes
D	Site Design Standards	
D1		Consolidate Driveways/Limit Driveways Per Parcel
D2		Cross Access
D3		Shared Access
E	Driveway Operations	
E3		Install Access on the Crossroad
F	Roadway Function	
F11		Align Intersection
G	Median Alternatives	
G4		Install Raised/Non-Traversable Median
--	Additional Tools	
--		Install Traffic Signal
--		Install Pedestrian Crossing (Xing) Signal
--		Improvements to Local Road Network

The code numbers have been derived from the 2008 *COMPASS Access Management Toolkit*. The COMPASS toolkit provides diagrams and sample ordinances for 66 access management tools, including those recommended for U.S. 95. Local governments may use the toolkit as a guide to additional techniques within each category. The toolkit is available in the “Reports” section of www.compassidaho.gov (Report 16-2008). The following explanations have been adapted from the toolkit.

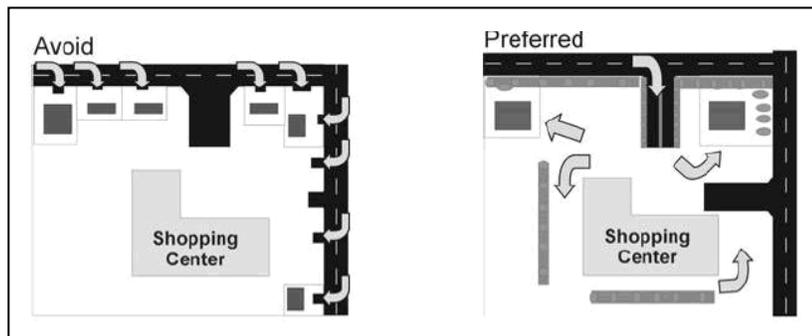
Subdivision Design/Street Patterns

- *Frontage Roads or Parallel Routes*
Frontage or service roads (also known as parallel routes) provide lower-speed access to commercial sites along U.S. 95 and separate lower-speed business traffic from higher-speed through traffic on U.S. 95. Connections of frontage or service roads to side streets or onto the highway should be a significant distance from signalized intersections, so entering and exiting traffic doesn’t conflict with traffic queuing at the signal.

Site Design Standards

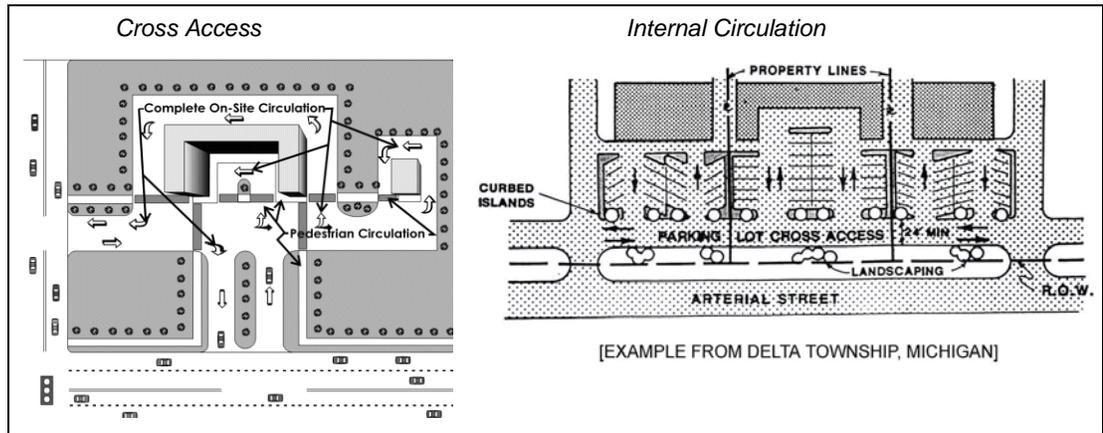
- *Consolidate Driveways, Limit Driveways per Parcel*
Providing connectivity between adjacent properties can allow consolidation of individual access onto U.S. 95 and may improve circulation among and between properties without forcing traffic to re-enter the major roadway. Joint or cross access requirements in land development code can help to encourage connections between major developments, as well as between smaller businesses along the corridor.

Figure 9. Sample Consolidated Driveway Application



- *Cross Access*
In many cases, adjacent shopping centers, office parks, or other commercial and industrial applications are often not connected by a service drive, common parking lot, and/or sidewalk. This sort of site design requires the driver to exit one parking lot site, travel a short distance on a major thoroughfare, and then access the next site. This can result in significant safety hazards. By providing cross access or designing for a common parking facility, traffic can be reduced on U.S. 95 and safety can be increased. Cross access applications can result in positive business benefits by allowing connectivity, improved accessibility, walkability for consumers, and business coordination.

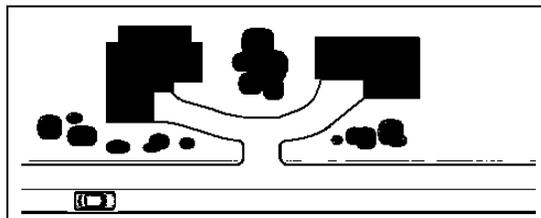
Figure 10. Sample Cross Access and Internal Circulation Applications



- *Shared Access*
 Shared access – in which two or more property owners share a single access point from U.S. 95 – will help reduce the number of driveways on U.S. 95. In many cases, shared access can result in mutual cross access agreements between property owners. Additional benefits include:
 - More defined and understandable access choices for the driver
 - Safer left-turning movements
 - Well-designed, un-signalized driveways that have good visibility and are located appropriate distances from a nearby signal
 - Improved left-turn accessibility from corner lots.

It is easier to provide cross and joint access at the beginning of a development process. Many local governments have identified joint- and cross-access requirements in their land development regulations (zoning) for large neighboring developments and small corner-out parcels. In post-construction situations, different grading has often occurred between parcels, and buildings may be situated in conflict with one another. Cross-access points between existing parcels are often too close to the shared driveway.

Figure 11. Sample Shared Access Application

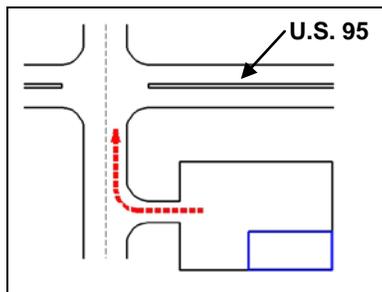


Driveway Operations

- *Install Access on the Crossroad*

In order to deter traffic from accessing a site from U.S. 95 on corner lots at main public cross streets, accesses can be moved to the adjacent cross street. In these circumstances, conflicting left and right turns from the corner lot access onto U.S. 95 and the adjacent intersection are avoided. In areas where a median exists, side street access can improve accessibility from directional traffic from U.S. 95. Appropriate signing can be installed to notify the driver of the access on the side street.

Figure 12. Sample Cross-Street Site Access Application



Roadway Operation

- *Driveway Spacing and Separation*

Driveway spacing standards establish a minimum separation distance between driveways on U.S. 95. These standards can reduce the potential for collisions at ingress and egress locations and can encourage alternate access management techniques where appropriate. Driveway spacing is often correlated with the posted speed limit or roadway classification to the adjacent arterial roadway. The minimum distance between driveways tends to increase as speed limits increase. Stopping distances and response times also help identify the appropriate maximum driveway separation.

In the case of U.S. 95, driveway spacing is identified by functional class and number of lanes. Table 11 identifies ITD's access management policy for intersection and driveway approach spacing by milepost along the U.S. 95 corridor. Although achieving these goals may not be realistic in all applications, this matrix should be used as a guide for achieving successful driveway spacing results along these segments of U.S. 95.

Table 11. ITD Policy for Intersection and Driveway Approach Spacing on U.S. 95

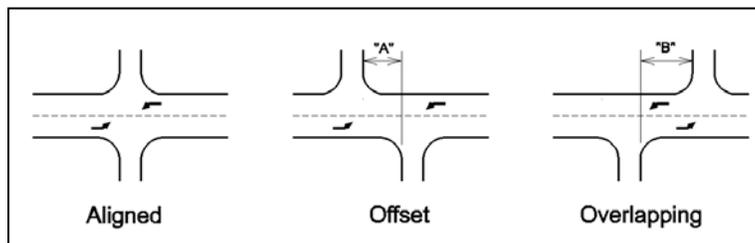
Milepost Range	Functional Class	# of Thru Lanes	ITD Suggested Access Type	ITD Intersection Spacing	ITD Approach Spacing
59.048-60.72	Rural Principal Arterial	2	III	0.5 mile (0.8 km)	1,000 feet (0.3 km)
60.72-67.142	Rural Principal Arterial	4	IV	1 mile (1.6 km)	NA
67.142-69.032	Urban Principal Arterial	2	III	0.25 mile (0.4 km)	300 feet (91.4 m)
69.032-71.07	Rural Principal Arterial	2	III	.5 mile (0.8 km)	1,000 feet (0.3 km)

- *Align Intersections*

At some locations along the U.S. 95 corridor, existing intersection approaches are offset. In these situations, aligning the intersection may improve traffic operations and will inhibit turn movement conflicts where turning movements are offset and can cause driver confusion.

In general, non-paved crossroads should be realigned using the same criteria as for paved crossroads. However, if a cost-benefit analysis reveals realignment would not be cost effective, intersection angles less than 60 degrees are acceptable. When realignment is warranted, the geometric criteria will be determined as described for paved crossroads.

Figure 13. Sample Intersection Alignment Scenarios



Median Alternatives

- *Install Raised/Non-Traversable Median*

One of the most effective measures to manage access and enhance safety on a roadway is to install a non-traversable median. Raised or grassy medians in the center of a road separate opposing lanes of traffic and help to restrict turning and crossing movements, thus restricting the conflicts that result. Studies show that thoroughfares with raised medians are significantly safer than those without. In particular, studies conducted by the Transportation Research Board (TRB) present the following findings:

Table 12. Effects of Median Treatment Techniques

Treatment	Effect
Adding a Non-Traversable Median	Reduces total crashes by 35%
	Decreases delay by 30%
	Increases capacity by 30%
Replacing a Two-Way Left Turn Lane with a Non-Traversable Median	15-57% reduction in crashes on 4 lane roads
	25-50% reduction in crashes on 6 lane roads

Note: Source: TRB Access Management Manual, 2004

Table 13. Comparison of Crashes per Million Vehicle Miles

Total access points per mile	Crashes per million vehicle miles, by median type		
	Undivided	Two-Way Left Turn lane	Non-Traversable
≤ 20	3.8	3.4	2.9
20 – 40	7.3	5.9	5.1
40 – 60	9.4	7.9	6.8
> 60	10.6	9.2	8.2
All	9.0	6.9	5.6

Note: Source: TRB Access Management Manual, 2004

Medians can also provide a protective area for pedestrians to wait and may help to reduce pedestrian-related crashes. Medians can also become part of beautification projects and can be landscaped as part of corridor improvement programs.

Additional tools

- Install traffic signal*
 Three of the 44 intersections on the study corridor are currently signalized. Volume II of this plan identifies future locations for traffic signals.
- Install pedestrian crossing signal*
 Pedestrian crossings, separate from traffic signals, provide additional mobility options for pedestrians and bicyclists.
- Improvements to local network*
 Improvements to local networks could include parallel minor arterials and collector roads that reduce the demand for capacity and access on U.S. 95.



Implementation

Task force meetings during the development of this plan included representatives from the cities of Fruitland and Payette, Payette County, Highway District No. 1, the Payette County Road and Bridge Department and ITD. These agencies will need to continue to work together to ensure consistent implementation of the plan within and between each jurisdictional boundary. The implementation process should include two components:

- Enforcement of new and existing state and local access management policies
- Funding individual projects along the corridor

Enforcement of policies

Due to existing private accesses, it will be difficult to consolidate accesses to already-developed parcels along U.S. 95. Existing state policies that require a new access permit for changes in land use or intensity will help to transform access spacing over time. In contrast, the undeveloped, rural sections of the corridor provide the greatest opportunities for applying successful access management techniques and infrastructure. These areas primarily consist of large agricultural parcels with limited grid-system infrastructure and many individual, unpaved accesses onto U.S. 95. Most occur outside the city centers of Fruitland and Payette, primarily in Payette County. By identifying approximate locations for frontage roads, consolidating accesses and linking parcels, these areas can become showcase areas for successfully planned access management.

State policies

The Idaho Administrative Procedures Act, 39.03.42, *Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way* mandates that any new development or change in land use or intensity along state highways requires a new access permit. Standards and procedures necessary to regulate and control access and encroachments within state highway rights-of-way are contained in the ITD document, *Access Management Standards and Procedures for Highway Right-of-Way Encroachments*, dated March 2011.

Access permits for State Highways in Payette County may be requested through the Access Management section of the ITD District 3 office in Boise.

Local policies

Cities, counties and highway districts have significant opportunities for improving the safety and efficiency of U.S. 95 through policy and regulatory approaches. In many cases, these approaches are particularly valuable in the development review, application, or permitting processes. In many cases, each of the recommendations from this toolkit can be applied to local or subdivision ordinances.

Three cities in the Treasure Valley – Kuna, Caldwell and Meridian – have recently added access management ordinances to their city codes. The ordinances include regulations for existing approaches and new development along state highways. All three are included as examples in Appendix C.



Applications for any change in land use or intensity regarding access along U.S. 95 should be forwarded to ITD for approval. The *2008 COMPASS Access Management Toolkit* includes a sample site-plan review ordinance, which outlines how ITD, municipal governments and transportation agencies could coordinate when reviewing such applications.

ITD will present the U.S. 95 Access Management Plan to the cities of Payette and Fruitland, Payette County and Highway District No. 1. These jurisdictions are encouraged to include elements of the plan in their regular comprehensive plans and other planning and development policies and processes.

Funding individual projects

Because of the multiple land-use and transportation agencies with jurisdiction within the project area encompassed by this plan, it is likely that many different funding sources will be needed to accomplish the recommended improvements. Many funding sources are available to ITD and local jurisdictions:

- Local Highway Technical Assistance Council – Local Rural Highway Investment Program
- Statewide Transportation Improvement Plan (Safety)
- Safe Routes to School Program
- Impact Fees
- Infrastructure Grants
- Partnership Agreements

It will be each local jurisdiction's decision to decide if these options are right for them. Funding may have to be pooled, combined or applied independently among the agencies. ITD participation with local agencies on the cost sharing of constructing shared facilities is determined through the framework of a State/Local Agreement (SLA). Additionally, some improvements may be necessitated and funded by private developments along the study corridor. The following list gives suggestions for funding and implementing each recommendation in the plan.

- *Frontage Roads or Parallel Routes*
Most frontage roads or parallel routes will occur outside of ITD right-of-way and will function as local roads. Cost allocation of purchasing additional right-of-way, if necessary, will be determined within an SLA. Frontage roads may be required as development occurs in locations that are currently underdeveloped. The funding sources associated with frontage or backage roads should be decided at the time of construction and may be influenced by current development ordinances and/or public or private roads designation. Construction of these facilities may be considered as a part of future ITD projects.

Adequate right-of-way needs and separation should be considered for future widening of U.S. 95 before decisions are made on the location of frontage roads that parallel U.S. 95.

- *Consolidated Driveways*

Many business and residences in the project area maintain individual access that could be consolidated or shared to improve access conditions along the U.S. 95 corridor. Existing accesses along U.S. 95 that are recommended and approved for consolidation should be analyzed for inclusion in future ITD projects. Consolidation of multiple access points might also occur with changes in use or intensity of adjacent properties.
- *Cross Access and Shared Access*

Providing cross access between properties with frontage on U.S. 95 will improve opportunities for reducing access points. Requiring cross access as properties redevelop is a low/no-cost method for establishing cross access. Additionally, as lot splits occur, no new access should be allowed, and access should be provided from the “parent” parcel.
- *Access Driveways on Local Crossroads*

Private access driveways on local crossroads are regulated by the appropriate local agency. Possible opportunities to bring access into compliance with this plan should occur as properties with access to the local network redevelop, and will require coordination between ITD, the local highway agency, and the land use jurisdiction. Existing accesses along U.S. 95 that do not meet the conditions outlined above but are considered prime for consolidation and approved by the local property owner may be considered for inclusion in future ITD projects.
- *Align Intersections*

Some cross street approaches to U.S. 95 in the project area are not aligned and result in offset or skewed intersections. For safety purposes, these intersections should be re-aligned. Adjustments to these intersections could occur as a local project or as part of a future ITD project. It might also be possible to realign intersections as development occurs.
- *Raised Medians*

Raised medians along U.S. 95 may be considered as a part of future ITD projects on U.S. 95, or they could be installed by permit using local land use jurisdiction financing. Maintenance of any median landscaping would be the responsibility of the local land use jurisdiction.
- *Traffic Signals on U.S. 95*

Installation of a traffic signal requires a signal warrant and a signal agreement with ITD defining the cost share of equipment purchase, power and maintenance of the signal. If a warrant for a traffic signal is generated by a local development, then that traffic signal will be funded through a private development agreement. If a warrant for a traffic signal is generated through normal growth, the cost for that signal will be shared by ITD and the local road authority based upon ratio of lanes in the intersection. If a traffic signal is warranted, through normal growth, at an intersection between two state highways, the signal will be funded by ITD. If the

warrant is generated by a local development then the cost will be shared by ITD and the private developer.

- *Pedestrian Crossings*
Pedestrian crossings will be likely be funded by the local agency. Local agencies can make applications for the Safe Routes to School program, which is administered by ITD. The Safe Routes to School program provides funding to improve safety and encourage more children to safely walk and bicycle to school.
- *Improvements to the Local Road Network*
Funding of transportation system improvements that occur to the local road network outside of the U.S. 95 corridor will likely be the responsibility of the local highway authority. However, improvements recommended by the U.S. 95 Access Management Plan are part of greater access improvements to U.S. 95 and may be considered as a part of future ITD projects on U.S. 95. Construction of these facilities may also be required with new development.

Glossary

AADT – The annual average daily traffic count for the highway or road segment represented (Total of all vehicles counted in a year divided by 365 days). AADT is calculated annually for all highway segments.

Arterial – A major thoroughfare used primarily for through traffic rather than adjacent land access. Usually these roadways have limited entry points.

Backage road – A backage road is a form of local frontage road (see frontage road definition below) located some distance away from a parallel limited access roadway. The term backage road is used because the road provides access to the rear side of properties that front a limited access roadway. Unlike a frontage road, a backage road also provides access to properties located on the opposite side of the backage road. A backage road most often serves to provide an alternative access location to the controlled access roadway when adequate right-of-way for a frontage road is not available.

Comprehensive plan – The basic foundational document for local planning which outlines the future needs and establishes policies for the development and improvement of the region's transportation system, infrastructure, land use, and zoning.

Connectivity – Roadway connectivity refers to the density and directness of travel within a roadway network. Increased connectivity reduces travel distances and time, and increases travel options. Increased connectivity also requires a larger roadway network. Decreased connectivity results from a more limited roadway network and fewer travel options. Decreased connectivity results in longer travel distances and travel times.

Frontage road – A frontage road is a local roadway that runs parallel to a limited access roadway and provides local access to individual properties without affecting the major roadway. Frontage roads are also known as access roads or service roads.

Functional classification – The classification of the segment of road, as defined by the Federal Highway Administration. Functional classification is based on the grouping of streets and highways into classes, or systems, according to the character of the service they are intended to provide. The system is broken into urban (i.e., where population is greater than 5,000 within city limits) and rural classifications.

GIS – Geographic Information System. This is a system of computer hardware, software and data for collecting, storing, analyzing and disseminating information about areas of the earth. From this, GIS can display attributes, such as roadway networks, and analyze results electronically in map form.

IDAPA – Idaho Administrative Procedures Act. Provides final and temporary administrative rules affecting the citizens of Idaho as authorized in Title 67, Chapter 52, Idaho Code.



Local road – A road that is primarily used for accessing individual properties that border it. Local roads carry smaller traffic volumes and operate at lower speeds than regional roadways. Regional roadways have greater access restrictions but can carry higher traffic volumes at higher speeds.

Operational (traffic operations) - The active prioritization of objectives and collection of information to efficiently manage traffic infrastructure and traffic control to maximize safety and through-put while minimizing delays.

Regional significance – Refers to an object, project or activity that can potentially impact a large population or area. Regionally significant objects or activities may be defined as economic development, housing, transportation, energy, environment, education, public health, emergency preparedness and social and economic equity.

Right-of-way – Publicly or privately owned area that allows for passage of people or goods, including, but not limited to, freeways, streets, bicycle paths, alleys, trails and walkways. A public right-of-way is dedicated or deeded to a public entity for use under the control of the public agency.

Study corridor – For the purpose of this study, the study corridor will consist of U.S. Highway 95 between mileposts 59.555 and 71.070.

Underdeveloped – Underdeveloped areas of the study corridor include agricultural properties and other raw land in a condition before grading, construction and subdividing.

Volume-capacity ratio – The ratio, sometimes expressed as a percentage, of the actual number of vehicles using a roadway divided by the maximum number of vehicles the roadway can accommodate.

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Appendix A: Public Involvement Summary

ITD hosted four public involvement meetings during the development of the U.S. 95 Access Management Plan. Two meetings occurred in the City of Fruitland and two meetings occurred in the City of Payette. Instead of large public open houses, which work best in larger areas, ITD advertised “public workshops” where community members could dialogue in small groups with ITD planners and staff. Two workshops were held each evening for maximum attendance.

Public workshops occurred on the following dates:

- September 29, 2008 – Fruitland
- September 30, 2008 – Payette
- July 7, 2009 – Fruitland
- July 8, 2009 – Payette

Attendees at each public workshop were asked to give their issues and concerns, review the status of the project and provide comments about the study.



Participants labeled corridor maps with their concerns at the 2008 workshops in Payette.

The first set of workshops in 2008 included information about existing conditions and system deficiencies in the project area. Attendees were asked to identify their issues and concerns. The workshops also included a presentation about the benefits associated with access management.

Table A-1. Public Involvement Workshop #1 Summary (September 2008)

Attendance	54 in Fruitland and 63 in Payette
Comments	15 in Fruitland and 22 in Payette
Stakeholder letter	Mailed to 500 people from stakeholder database
Postcard distribution	Mailed to 8,355 people
Media release	Sent to Argus Observer and Independent Enterprise
Display ad	Argus Observer (Sunday, Sept. 28), Independent Enterprise (Wednesday, Sept. 24)
Website	Notification placed on City of Payette, City of Fruitland, Payette County and ITD sites

At the second set of workshops in 2009, the public had the chance to view aerial images and access-management recommendations. Attendees were asked whether they agreed or disagreed with the recommendations.

Table A-2. Public Involvement Workshop #2 Summary (July 2009)

Attendance	31 in Fruitland and 33 in Payette
Comments	4 in Fruitland and 7 in Payette
Stakeholder letter	Sent to 39 stakeholders countywide
Postcard distribution	Mailed to 8,019 people countywide 7,889 by mail carrier route 130 to project database
Media release	Sent to Argus Observer and Independent Enterprise
Display ad	A display ad ran in the Independent Enterprise on Wednesday, July 1, 2009. A display ad ran in the Argus Observer on Sunday, July 5.
Website	Notice placed on City of Fruitland, City of Payette, Payette County and ITD sites

The workshops covered all topics related to the corridor plan in Payette County, including access management. In general, workshop participants agreed that access should be improved along U.S. 95.

Concerns related to access management included:

- The need to improve access to and from driveways in Fruitland and Payette
- The need for sidewalks along U.S. 95 to connect businesses and schools
- The need for turn lanes or passing lanes near major intersections
- Concerns with raised medians longer than one block.

Participants generally agreed with access-management improvements such as adding turn lanes or installing traffic signals at busy intersections.

Public input was incorporated into the Access Management Plan and U.S. 95 Corridor Plan and shared with members of the U.S. 95 Task Force. Participants received a newsletter after each workshop. Summaries of the public workshops are posted on ITD's website at www.itd.idaho.gov (click on Projects, District 3 and "U.S. 95 Corridor Plan").

Appendix B: Corridor Mapping

The team used corridor-wide mapping to identify areas of concern during the Existing Conditions analysis. The mapping identified access, safety, operational and land use concerns along the corridor. Figures B-1 through B-5 show the results of the mapping process.

- Figure B-1: Milepost 59.55 to 61.57
- Figure B-2: Milepost 61.57 to 63.73
- Figure B-3: Milepost 63.73 to 66.272
- Figure B-4: Milepost 66.272 to 69.017
- Figure B-5: Milepost 69.017 to 71.07



Figure B-1. Access Management Issues (MP 69.55 to 61.57)

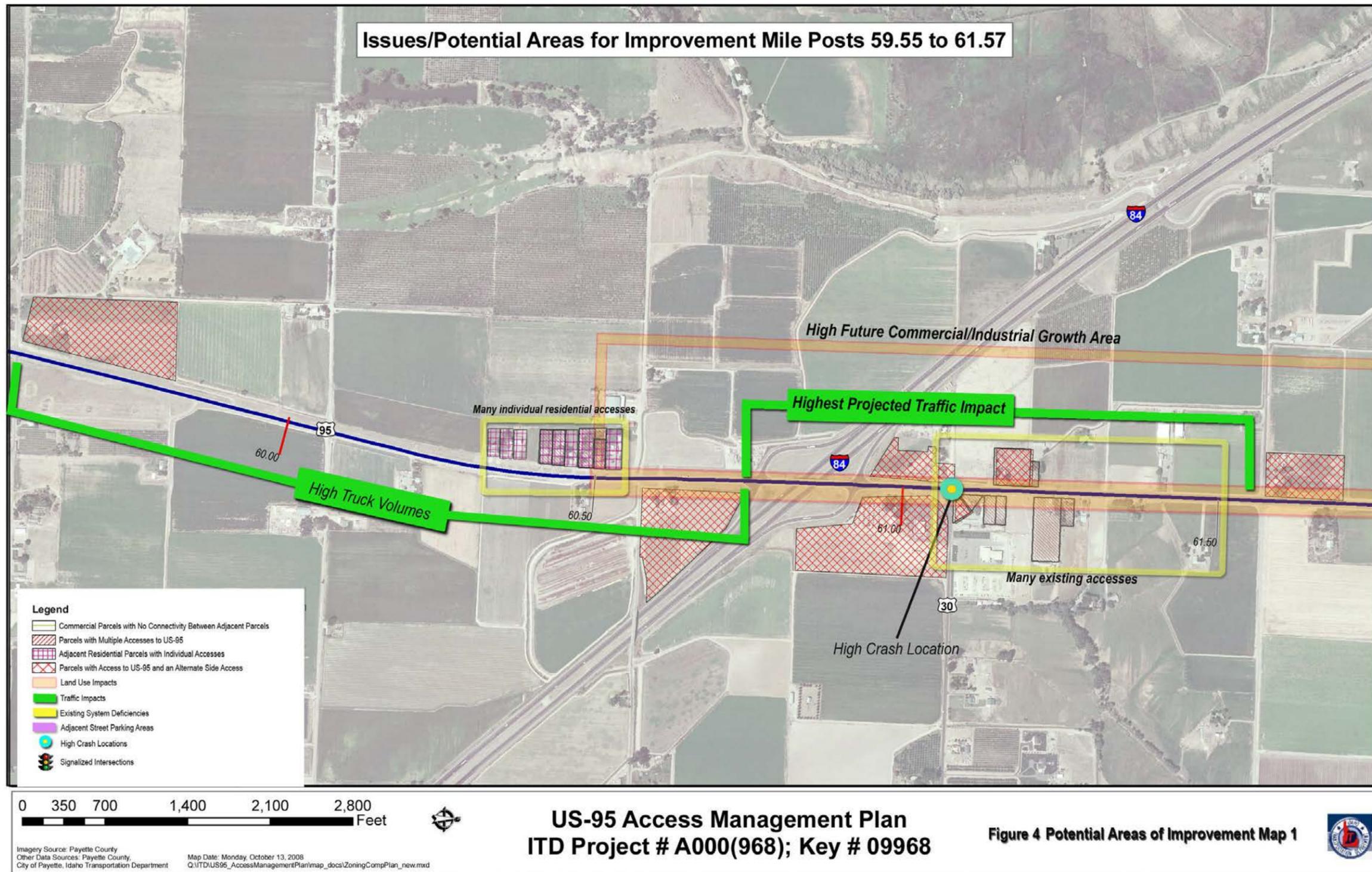


Figure B-2. Access Management Issues (MP 61.57 to MP 63.73)

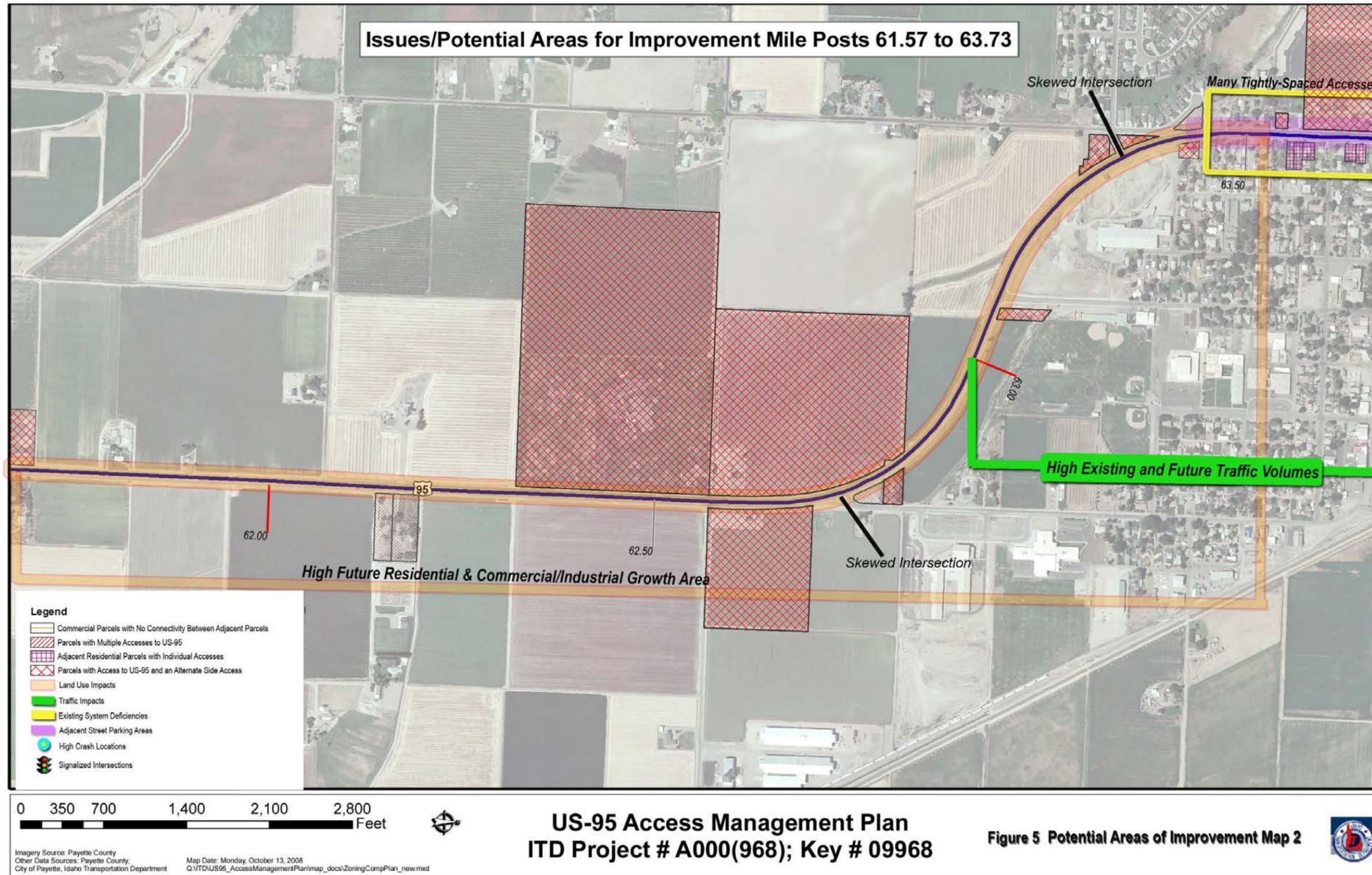


Figure B-3. Access Management Issues (MP 63.73 to 66.272)

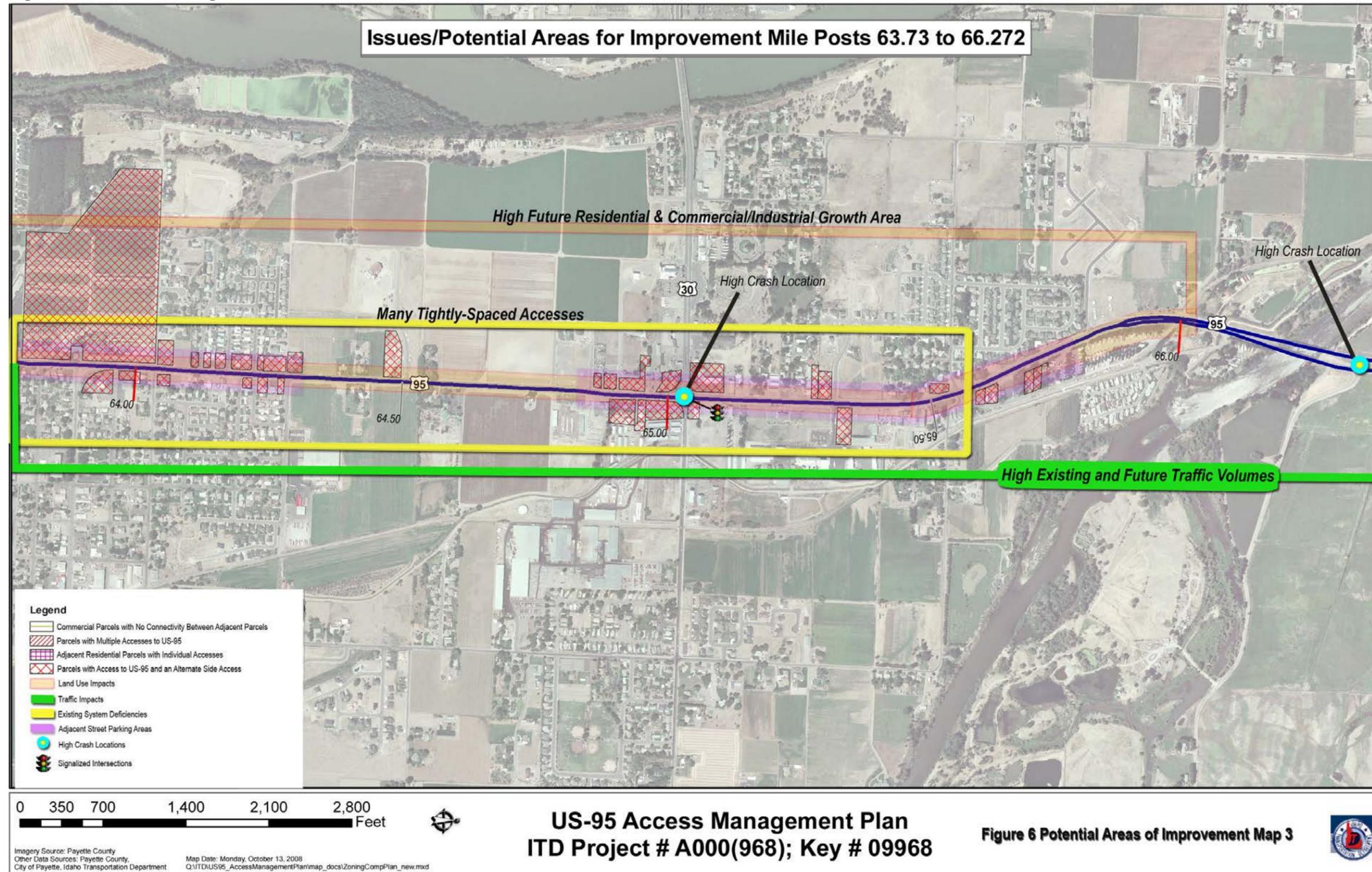


Figure B-4 Access Management Issues (MP 66.272 to 69.017)

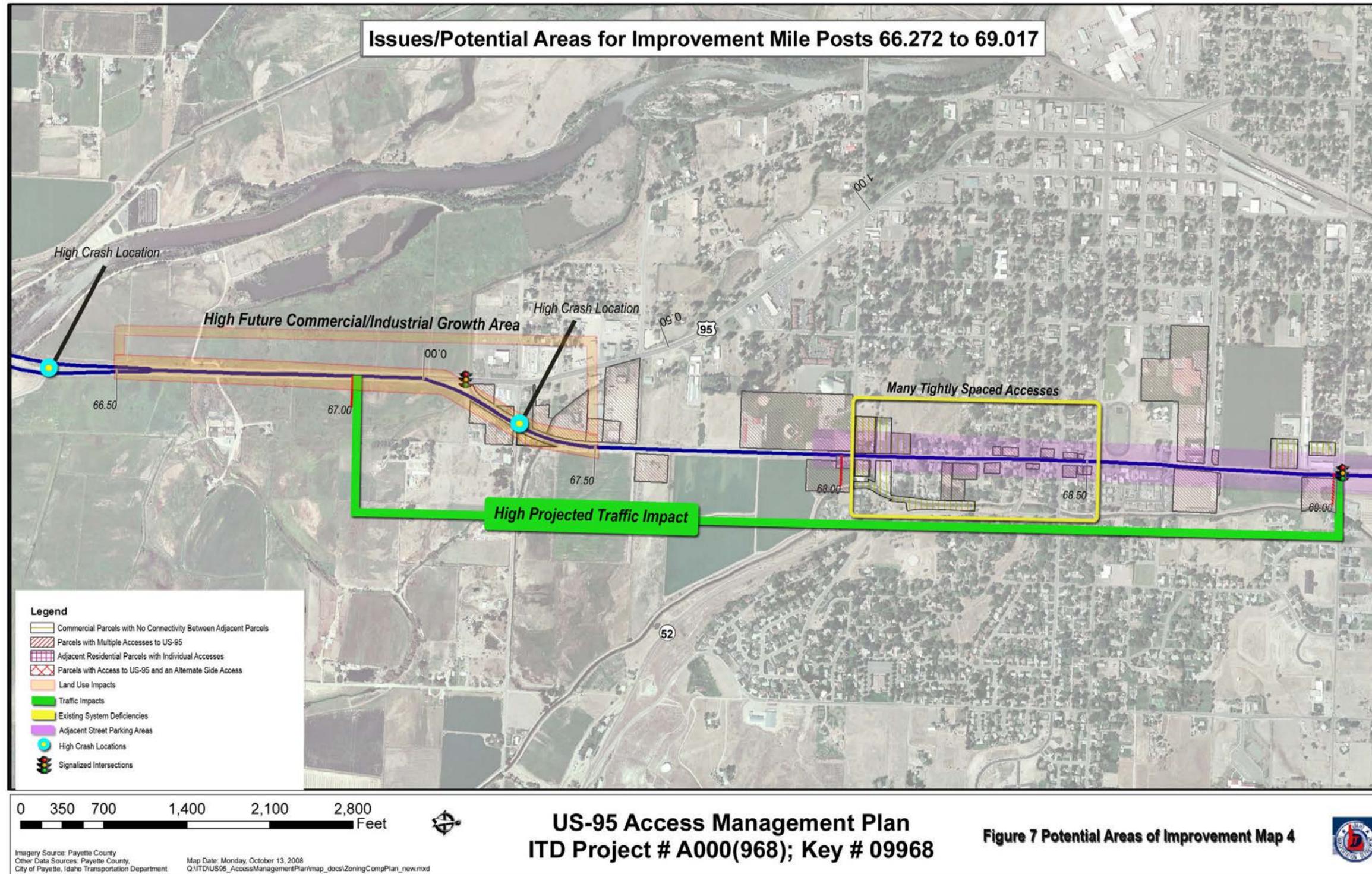
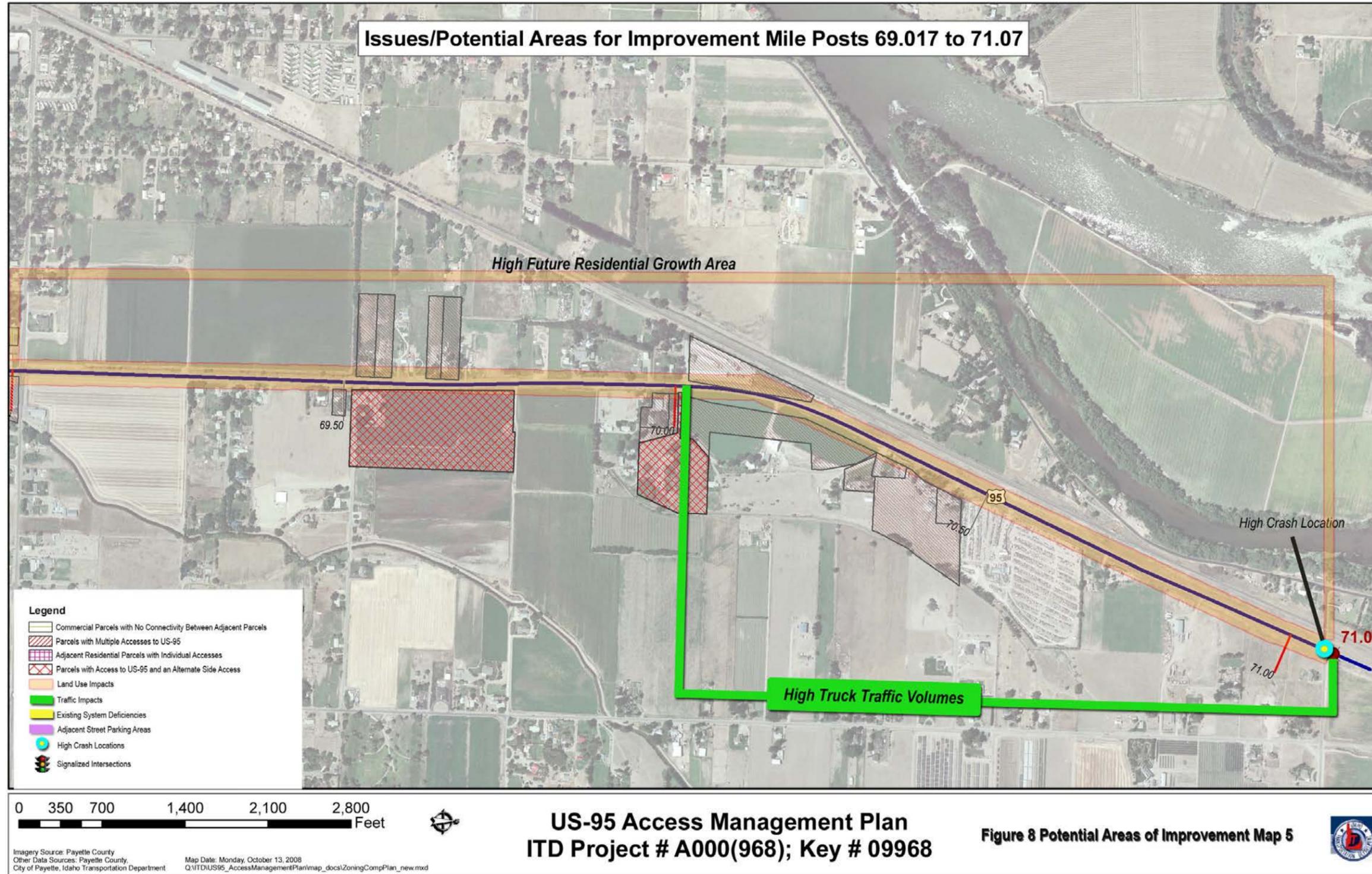


Figure B-5 Access Management Issues (MP 69.017 to 71)



Appendix C: Sample Access Management Ordinances

The cities of Kuna, Caldwell and Meridian in southwest Idaho have added access management ordinances to their city codes. Such ordinances include regulations for existing approaches and new development along state highways. This appendix includes the full text of ordinances from all three cities.

In addition, a sample site-plan review ordinance is included at the end of this appendix. The ordinance was excerpted from the *2008 COMPASS Access Management Toolkit*.

Table A-1. Access Management Ordinances

Jurisdiction	Ordinance Number	Title	Page Number
City of Kuna	Ord. 2009-32, § 1, 12-1-2009	Zoning and Overlay District	A-2
City of Caldwell	Ord. 2790, 6-15-2009	Access Control Standards	A-8
City of Meridian	Ord. 05-1171, 8-30-2005	Development along Federal and State Highways	A-16
COMPASS	--	Sample Site Plan Review Procedures	A-19

Electronic versions are online at each city's website (www.cityofkuna.com, www.cityofcaldwell.com and www.meridiancity.org). The *COMPASS Toolkit* is available in the "Reports" section of www.compassidaho.org (Report 16-2008).

The text of the following ordinances was downloaded on January 5, 2011.

City of Kuna

Chapter 2A – Overlay District

5-2A-1: - GENERAL APPLICABILITY:

A zoning overlay district is hereby established for all land within the City of Kuna within the following described areas:

The overlay district includes the area within one-quarter mile (1,320 feet) east and west aligning with the centerline of State Highway 69, also known as the Meridian Road and its future southern alignments. The portion of State Highway 69 that curves and becomes East Kuna Road is excluded from the overlay district beyond a distance of one thousand three hundred twenty (1,320) feet west of the north/south aligning township section line underlying State Highway 69. The zoning overlay district is expanded to include the area within one-quarter mile (1,320 feet) north and south aligning with the centerline of Kuna Mora Road and its future alignments. The overlay district only applies within the Kuna City limits (see map attached to Ordinance No. 2009-32).

Areas annexing into the City of Kuna, located within the overlay district are subject to the city's land use codes. All regulations imposed by the City of Kuna in any zone shall continue to apply in areas subject to this chapter. In cases where the chapter provisions are in conflict with other portions of City Code the more restrictive standard, as determined by the director, shall prevail.

5-2A-2: - PURPOSE AND INTENT:

The purpose and intent of this chapter is to improve safety conditions, reduce congestion and delays, sustain traffic speeds, provide property owners with safe access to these roadways, and promote desirable land use development patterns to include aesthetic considerations. These roadways are intended to serve, in part, as Kuna's gateway scenic corridors for public presentation purposes.

Provisions of this chapter shall be used to manage and control access to State Highway 69 and Kuna Mora Road and require that properties adjacent to these roadways utilize or obtain access on other public roads as part of the city's access management control strategy. This chapter is enacted pursuant to the following: IC Title 67, Chapter 6501, "Local Land Use Planning Act (LLUPA)"; City of Kuna Comprehensive Plan; and City of Kuna Zoning Ordinance.

5-2A-3: - APPROACHES:

Approaches directly accessing State Highway 69 and Kuna Mora Road within the overlay district shall be limited to the following circumstances:

- A. Continued roadway access is afforded to existing residences on parcels created prior to adoption of this chapter, provided the residential access does not pose a health or safety hazard as determined by the city engineer, and provided, access closure as part of some future land use action would not landlock the property.
- B. Agricultural field access (for lands designated agriculture and in active use); the access shall be located at a place with good sight distance.

- C. When local fire districts or other emergency service providers require a secondary access onto these roadways to provide for emergency services. These accesses shall be limited to emergency use only and closed except during an emergency. The fire district shall determine the method of access closure.
- D. Approach permits shall be required by the Idaho Transportation Department (ITD) and the Ada County Highway District (ACHD). Traffic counts, traffic studies and improvements may be required by Idaho Transportation Department, Ada County Highway District, or the City of Kuna.

5-2A-4: - USE OF EXISTING APPROACHES:

Use of existing State Highway 69 approaches as identified on the 2002 ITD access map and existing approaches on the Kuna Mora Road, within the city limits, as of the date of this text amendment adoption, shall be allowed to continue provided:

- A. The existing approach use is lawful, safe and properly permitted;
- B. The type of land use does not change (for example, a residential use is not converted to a commercial use);
- C. Intensity of commercial or industrial zoned use does not increase as determined by the director;
- D. The number of parcels served by the approach does not increase; and
- E. The approach is not expanded in its dimensions or relative to the nature of its use.

5-2A-5: - ADDITIONAL REQUIREMENTS:

- A. New approaches directly accessing State Highway 69 or Kuna Mora Road shall not be allowed, except as provided in this chapter.
- B. Public or private street connections shall access State Highway 69 and Kuna Mora Road at the section line road and the half-mile mark (mid-mile) between section line roads. These mid-mile connecting streets shall serve as collector roads. The street shall be designed to collect and distribute traffic.
- C. The applicant shall dedicate lands and participate in the construction of a frontage street to ACHD's collector standard. The frontage street shall generally parallel State Highway 69 or Kuna Mora Road. The frontage street shall be designed to accommodate future land use connectivity and provide an alternative means of roadway access to all properties fronting State Highway 69 and Kuna Mora Road. The frontage street is a feature of the city's access management control process.
- D. The applicant shall be responsible to construct the segment of the frontage street within the property subject to future land use application.
- E. The frontage street shall connect to the section line, mid-mile collector or existing roadways at a distance that is no closer than six hundred sixty (600) feet from the centerline of State Highway 69 or Kuna Mora Road, unless that distance is modified through the city's variance process.
- F. The frontage street shall accommodate public roadway access for buildable lots located between State Highway 69 or Kuna Mora Road and the collector road.

- G. Frontage streets shall be considered by the city council at the time of a development application.
- H. All structures within this overlay district shall meet the setback requirements of the underlying zone from the date this chapter amendment is approved.
- I. If there is a change in the use a special use permit shall be approved prior to the issuance of building permits.
- J. When the land use is approved for change, the existing approach(es) onto State Highway 69 and Kuna Mora Road shall be abandoned and removed, provided this action does not landlock the subject property. New accesses shall meet the requirements for location, design, right-of-way and other standards of the Ada County Highway District, ITD, and the City of Kuna. Ada County Highway District or ACHD may require public access road dedication.
- K. A traffic impact study (TIS) and public infrastructure improvements may be required by Idaho Transportation Department, Ada County Highway District, and the City of Kuna.
- L. A circulation plan shall be required for any new nonresidential or subdivision plat or planned unit development (PUD) located in the overlay district.
1. Plans shall be designed to create a safe flow of vehicular and pedestrian circulation to and through the subject parcel(s).
 2. Plans shall be drawn to scale and include the following features:
 - a. Identification of easements, irrigation easements, new and existing roads.
 - b. Identification and overall design of parking lots, stormwater treatment and sidewalks.
 - c. Other items as requested.
- M. The applicant shall be responsible for construction to ACHD road standards quarter-mile and mid-mile collector roads approximately paralleling the subject lands fronting on State Highway 69 or Kuna Mora Road, to the extent these lands extend these distances as to prompt these road improvements.
- N. All signs placed in the overlay district shall be according to the city's sign ordinance; except, no off-site signage shall be permitted within the confines of the overlay district, other than on property that is zoned commercial. Off-site signage on commercially zoned property shall be limited to one (1) sign per lot or parcel.
- O. No street or driveway approach may be placed along roadways running generally perpendicular to State Highway 69 or Kuna Mora Road within a six hundred sixty-foot distance of the road centerline; any modification to this distance standard requires a city variance.
- P. No wireless communication facilities (WFC) shall be installed in the overlay district to a distance of six hundred sixty (660) feet from the centerline of these roadways. WFC shall not exceed a height of one hundred (100) feet above the

- natural ground surface, within the overlay district. A special use permit shall be required to place a WFC within the overlay district.
- Q. Property that is landlocked but can meet the underlying zoning requirements necessary to its development, but constrained by the following impediments: a) without access onto State Highway 69 or Kuna Mora Road; b) without the ability to access a frontage road; c) without a road easement or prescriptive access to adjoining property not landlocked; and d) not adjacent to property in the same ownership with public or private road access; may be granted public access to State Highway 69 or Kuna Mora Roadway by the controlling authorities, on an exception basis, and provided, such consideration does not pose an undo public health or safety hazard.
- R. Pathways shall be placed along waterbodies located within the overlay district. The pathway shall be placed on one (1) side or the other of the waterbody in such a fashion as to provide a continuous alignment. The pathway shall connect with pathways constructed parallel to the State Highway 69 or Kuna Mora Road. Pathways shall be a minimum ten (10) feet wide, lighted at appropriate distances and directionally signed. Pathways shall feature park benches and vistas at appropriate locations. Pathways shall be separated from the waterbody by appropriate fencing. Pathways shall be constructed of a material that does not impede the access of American with Disabilities (ADA).

5-2A-6: - EXCEPTIONS:

Requests for exceptions from any section of this chapter shall follow the standards and procedures as outlined in this Code.

5-2A-7: - DESIGN AND CONSTRUCTION STANDARDS FOR STATE HIGHWAY 69 AND KUNA MORA ROAD AND THEIR FURTHER ALIGNMENTS:

- A. *Permit required:* The applicant shall have approved permit(s) from the Idaho Transportation Department (ITD) for construction of any access to the State Highway 69 or construction done in the highway right-of-way. The applicant shall have an approved permit(s) from Ada County Highway District, and/or the City of Kuna for construction of any access to Kuna Mora Road and/or construction done in the roadway right-of-way.
- B. *Right-of-way width:* State Highway 69 right-of-way width reservations shall be established by ITD. Right-of-way width reservations for Kuna Mora Road shall be established by ACHD in consultation with the City of Kuna.
- C. *Commercial and industrial zoned land requirements:* Along the overlay district portions of State Highway 69 and Kuna Mora Road, the applicant shall provide a minimum thirty-foot-wide landscape buffer and be responsible for constructing within that buffer area a ten-foot-wide concrete sidewalk located within a public use easement. The applicant shall install street lights, noise attenuation devices, signage landscape and irrigation source for landscape; all consistent with the City of Kuna Land Use Codes. The sidewalk shall be separated a minimum of fifteen (15) feet from the road or highway right-of-way.

The applicant shall acquire a permit from ITD, ACHD or the City of Kuna for care and maintenance of the land strip lying between the edge of pavement and the property line; along the subject property frontage within the overlay district. All landscaping shall comply with the landscape requirements contained in chapter 5-17 of this Code.

- D. *Residential buffer requirements:* Along the overlay district portions of State Highway 69 and Kuna Mora Road, the applicant shall provide a minimum fifty-foot-wide landscape buffer and be responsible for constructing within that buffer area a ten-foot-wide concrete sidewalk within a public use easement. The applicant shall install street lights, noise attenuation devices, signage, landscape and irrigation source for landscape; all consistent with the City of Kuna Land Use Codes. The sidewalk shall be separated a minimum of fifteen (15) feet from the road or highway right-of-way.

The applicant shall acquire a permit from ITD, ACHD or the City of Kuna for care and maintenance of the land strip lying between the edge of pavement and property line along the subject property frontage within the overlay district.

5-2A-8: - NOISE ABATEMENT FOR RESIDENTIAL USES ALONG HIGHWAY 69 AND KUNA MORA ROAD:

- A. The applicant shall apply traffic noise abatement strategies to the subject property by constructing a berm or a berm and wall combination approximately parallel to State Highway 69 and/or Kuna Mora Road within the overlay district.
- B. The top of the berm or berm and wall in combination shall be a minimum of ten (10) feet higher than the elevation at the centerline of State Highway 69 and/or Kuna Mora Road within the overlay district unless the height is modified through a special use permit.
- C. If a wall is proposed, the wall shall meet the following standards:
1. Wall materials shall be constructed of impervious concrete or stucco or other appropriate sound attenuating material. The wall and its footing shall be engineered to accommodate loading and stress impacts it may be subject to. The wall is subject to the city's design review and appropriate building codes, permits and inspections.
 2. Intermittent breaks in the berm or berm and wall in combination will degrade its function and shall not be allowed.
 3. The applicant shall avoid construction of a monotonous wall. To accomplish this goal, the wall shall be offset by a minimum relief distance of three (3) feet every three hundred (300) linear feet. If walls are used in combination with a berm, the wall shall be placed behind the berm, and under no circumstances, placed on the berm. The proposed wall will be evaluated for its design, color and texture.
 4. The director may approve alternative noise abatement compliance strategies where the applicant has a substitute noise abatement proposal that is in accord

with ITD, ACHD or City of Kuna standards and prepared by a qualified sound engineer.

Editor's note— Ord. No. 2009-32, § 1, adopted Dec. 1, 2009, amended ch. 2A in its entirety to read as herein set out. Former ch. 2A, §§ 5-2A-1—5-2A-8, pertained to similar subject matter and derived from: Ord. No. 2006-103, adopted Dec. 19, 2006.



City of Caldwell

Chapter 13, Article 5: Access Control Standards for State Administered Highways and City Administered Streets

13-05-01: SHORT TITLE:

This article shall be known and may be referred to as the CALDWELL ACCESS CONTROL STANDARDS FOR STATE ADMINISTERED HIGHWAYS AND CITY ADMINISTERED SURFACE STREETS ORDINANCE. (Ord. 2790, 6-15-2009)

13-05-03: PURPOSE:

The purpose of this article is to provide for the establishment of, and the implementation of, a system of access control standards relating to state administered highways and city administered surface streets within the city of Caldwell, and to the extent permitted by law, in the area of city impact of said city. Such a system will preserve the functionality and capacity of critical highway corridors and allow builders, contractors, developers and property owners to know the standards relating to state administered highways and city administered surface streets, which apply to construction, development sites and other property within the city or its area of city impact. The further purpose of this article is to provide for economy and efficiency in the administration of city government and thereby provide for safety, health, prosperity, peace and good order, comfort and convenience of the city and the inhabitants thereof, and protecting the property therein. (Ord. 2790, 6-15-2009)

13-05-05: AUTHORITY:

This article is adopted pursuant to title 50, chapter 3, Idaho Code including, without limitation, sections 50-301, 313 and 314 and pursuant to article XII, section 2 of the Idaho constitution. (Ord. 2790, 6-15-2009)

13-05-07: DEFINITIONS:

For purposes of this article, the phrase "state administered highways" shall refer to the following highways located in city of Caldwell corporate limits and area of city impact:

1. Idaho State Highway 19; also known as Simplot Boulevard.
2. U.S. Highway I-84B inclusive of Blaine Street and Cleveland Boulevard.
3. Idaho State Highway 55; also known as Karcher Road.
4. U.S. Highway 20 coincident with U.S. Highway 26.
5. Idaho State Highway 19 coincident with U.S. Highway I-84B; also known as Centennial Way. (Ord. 2790, 6-15-2009)

13-05-09: ESTABLISHMENT OF ACCESS CONTROL STANDARDS:

(1) For the Idaho State Highway 55, U.S. Highway 20/26, the portion of Idaho State Highway 19 west of the Farmway Road intersection and the state and federal highway known as Centennial Way, the urban type IV access control standards described in "Idaho Transportation Department, Access Management: Standards And Procedures For

Highway Right Of Way Encroachments", dated April 2001, shall apply in a modified form as follows:

US 20/26 west of I-84

1) IC 26 to Look Lane:

- a) First access (temporary full access): Approximately $\frac{1}{3}$ mile east of Gravel Lane
- b) $\frac{1}{6}$ mile right-in-right-out thereafter or a single $\frac{1}{4}$ mile right-in-right-out
 - i) Temporary full access may be permissible on a case by case basis (with the approval of Idaho transportation department and the city engineer) until cross access becomes available to an allowed full access point
 - (1) Terminable at discretion of highway authority and city engineer
 - (2) No signalization of temporary full access points shall be allowed
 - ii) Pond Lane may be restricted under this requirement to a right-in-right-out access in the future
 1. At discretion of highway authority and city engineer
 - iii) . The north and south side of the highway shall be permitted to apply $\frac{1}{6}$ or $\frac{1}{4}$ mile right-in-right-out spacing independent of each other provided a non-traversable median is present or installed
- c) $\frac{1}{2}$ mile full access shall be permitted (Gravel, Farmway, etc) including signalization when said signalization is warranted and approved by the city of Caldwell city engineer and Idaho transportation department

US 20/26 east of I-84

1) IC29 to Aviation Way

- a) No new access points

2) Aviation Way to Smeed Parkway

- a) $\frac{1}{8}$ mile right-in-right-out with improvements to accommodate the same
- b) $\frac{1}{4}$ mile full access (may become right-in-right-out in the future as safety needs demand)

3) Smeed to KCID

- a) $\frac{1}{6}$ mile right-in-right-out
- b) $\frac{1}{2}$ mile full (Smeed, KCID)

4) KCID to Ward

- a) $\frac{1}{4}$ mile right-in-right-out

5) Ward to Madison

- a) $\frac{1}{2}$ mile full access (city arterial and collector connections)
 - i) Future conversion of $\frac{1}{2}$ mile intersections to right-in-right-out for freeway.



SH19/Simplot Boulevard

- 1) Centennial Boulevard to Farmway
 - a) Existing access points may remain until parcels served are redeveloped
 - b) No more than two access points shall be allowed per development
 - c) Access points shall be restricted from signalized intersections at *greater* of:
 - i) Functional intersection area (95th percentile queue plus stopping distance [reaction, braking])
 - ii) 330 feet right-in-right-out, 660 full.
 - d) 330 feet right-in-right-out, 660 full access/intersection spacing (for unsignalized intersections).
 - e) Offset restrictions:
 - i) Less than a 10 centerline offset or,
 - ii) 150' or greater
 - f) Signalization limited to Farmway Road when warranted
- 2) Farmway to the west
 - a) 1/2 mile full access points (when annexed to city of Caldwell) municipal services agreement may act as temp surrogate for annexation.
 - b) 1 mile full otherwise.

SH55/Karcher Road

- 1) Type IV standards with no change.
 - a) Construction And Design Standards For State Administered Highways: For roadways subject to the modified type IV access control the following shall apply:
 - (1) Minimum standards for state administered highways segments:
 - (a) Minimum Right Of Way Width: One hundred forty feet (140') (70 feet half from centerline).
 - (b) Minimum No Build Setback: Forty-five feet (45') from the right of way, except from Aviation Way to Ward Lane where a thirty foot (30') no build setback is hereby required.
 - (c) Minimum Street Widening: One hundred twenty-two feet (122') (61 feet from centerline to back of curb). (Comprised of median/dual left turn lane [at or near full access intersections], 2 travel lanes in each direction and 1 auxiliary lane in each direction servicing right in right out acceleration and deceleration movements, and breakdown lane/shoulder.) The street width may be reduced by nine feet (9') (52 feet from centerline to top back of curb) within five hundred feet (500') of mile and half mile intersections.

- (d) Drainage: Drainage shall be handled in accordance with the version of the city of Caldwell stormwater manual current at the time of development.
- (e) Landscaped Median: Landscaped median twelve feet (12') in width centered on the centerline of the road.
 - (i) Landscaping in the landscape median shall consist of a combination of vegetative ground cover, flowers and shrubs and class 1 trees. Trees larger than class 1 (1 inch to 2 inch caliper at maturity) are prohibited and in no case shall any item, excepting class 1 trees, be planted that has a potential of reaching more than three feet (3') in height. Trees used shall be selected from the class 1 tree list in chapter 10, article 8 of this code or as approved by the city forester. Caliper limitations herein shall not be exceeded at maturity of the tree.
 - (ii) Improvement of the street section shall include connection points to the pressure irrigation system main of adjacent development by each developing party from four inch (4") valves via four inch (4") PVC pipe in eight inch (8") C-900 PVC sleeves to the median at spacing no greater than one thousand three hundred twenty feet (1,320'). The city engineer may waive part or all of this requirement upon finding that sufficient connections for the irrigation of the landscape median have already been made in the immediate locality of a given development.
 - (iii) Landscaping and irrigation connections in this subsection (1)A1(E), shall be the responsibility of the developing party but, upon dedication to and acceptance by the city, will be owned and maintained by the city.
- (f) Roadway Sectioning: Roadway sectioning depths shall meet more stringent of Caldwell's principle arterial standards and Idaho transportation department's current standards at the time of development or improvement for state highways.
- (2) For developments not requiring right in right out or any other access beyond the type IV one-half ($1/2$) mile intersections, the twelve foot (12') auxiliary lane intended to service right in right out movements may be waived. If, however, such relief is granted, adjacent development seeking right in right out access shall construct said auxiliary lane along the greater of said developments own frontage or the AASHTO acceleration length plus deceleration length for a fifteen (15) mile per hour initial and terminal speed.

b) Public Cross Access Requirements:

- (1) Publicly accessible cross access drive aisle or public backage roads shall be employed parallel to all state administered highways subject to this article (both those subject to and not subject to the modified type IV



access control) to facilitate free traffic circulation between developments and to half mile intersecting streets. Such streets or drive aisles shall be allowed to meander consistent with acceptable street design practices as shall be approved by the city engineer, within the development. Drive aisles shall not be required to include curb, gutter, or sidewalk but shall be well delineated, have connective alignment, and adequate section depth. Public backage roads shall conform to standard specifications. Development shall connect to and extend such streets or drive aisles as may exist adjacent to the same in order to provide connectivity and alternatives to use of the state highways.

- (a) Application of this provision respecting commercial development may employ drive aisles or public streets at the discretion of the developer.
 - (b) Connectivity under this provision for residential developments shall be in the form of public streets built to city specifications.
- c) Mitigation For Traffic Generated:
- (1) In the event that a traffic study establishes, in the opinion of the city engineer, the need for more restrictive access spacing or roadway/highway improvements said engineer shall be authorized to require the same (see also chapter 10, article 10, "Transportation Policies And Practices", of this code).
 - (2) For the portions of Idaho State Highway 19 and U.S. Highway I-84B not described in subsection (1) of this section as well as city administered streets, the following shall apply: (In instances of conflict between this subsection and the standards and policies of the Idaho transportation department for those facilities subject to the authority and control of the Idaho transportation department, the higher or more restrictive standard shall apply.)

I-84 BL Cleveland Boulevard

- 1. Downtown to 21st:
 - a) No new access points. Existing accesses may remain as provided herein (no degradation).
- 2. 21st Ave. to Homedale Road:
 - a) Cross access and cross connectivity mandatory on commercial. (Ord. 2790, 6-15-2009)
 - b) See subsection (2)A8 of this section for regulations regarding existing approaches. (Ord. 2800, 9-8-2009)
 - c) No more than two access points onto I-84 BL shall be allowed per each development.
 - d) Restriction near signalized intersections at *greater* of:

- i) Functional intersection area (95th percentile queue plus stopping distance [reaction, braking]).
- ii) 330 feet right-in-right-out, 660 full.
- e) 330 feet right-in-right-out, 660 full access (for unsignalized intersections).
- f) Opposing driveway/street offset restrictions:
 - i) No more than a 10-foot centerline offset or,
 - ii) No less than a 150-foot near curb to near curb separation.

Farmway Road

1. State Highway 19 to State Highway 55:
 - a) Existing accesses may remain as provided under for herein (no degradation).
 - b) Cross access and cross connectivity mandatory on commercial.
 - c) Cross connectivity mandatory on residential development.
 - d) Existing access points may remain until redevelopment of the site served
 - e) $\frac{1}{2}$ mile full access points with signalization permissible when warranted and approved by city of Caldwell
 - f) Access points proximate to signalized intersections shall be restricted as above. If less restrictive access is presently existing or is approved by the city council in exception to the requirements for Farmway Road, it shall be spaced at the *greater* of:
 - i) Functional intersection area (95th percentile queue plus stopping distance [reaction, braking])
 - ii) 330 feet right-in-right-out, 660 full (for unsignalized intersections).
- (1) Other streets shall be further regulated as follows:
 1. City Access Control Standards: The city access control standards for state administered highways referenced in this subsection (2) and other surface streets shall not exceed those adopted by Ada County highway district (ACHD) and found in the December 1999 "ACHD Development Policy Manual" unless a higher or more restrictive standard is imposed by the Idaho transportation department.
 2. Drive Approach: A new drive approach shall not be placed in the vision triangle of a street intersection where said vision triangle is defined per Idaho state statute.
 3. Sufficient Separation: If sufficient separation distance between a new drive approach and a street intersection cannot be achieved to meet the "ACHD Development Policy Manual", the new drive approach must be placed as far from the street intersection as physically possible.

4. **Shared Driveway Approach:** A shared driveway approach is encouraged over individual approaches to minimize the total number of drive approaches to the state controlled highway.
5. **New Drive Approach:** New drive approach width shall be sized for the intended use, subject to the judgment of the city engineer, and, for connection to facilities administered by Idaho transportation department, in consultation with the Idaho transportation department, but shall not exceed forty feet (40'). If an approach is required to act as a four (4) lane (or greater) intersection leg, the city engineer shall be authorized to permit or require a width appropriate to the number of lanes. For connection to facilities administered by Idaho transportation department, said authority is granted only subject to mutual approval of the Idaho transportation department.
6. **Alignment/Offset Of New Drive Approach:** A new drive approach shall either align within ten feet (10') of the cross street approach, measured at centerlines, or offset from the adjoining or cross street approach sufficiently to minimize turning movement conflicts, as may be determined to be practical according to the judgment of the city engineer and in consultation with the Idaho transportation department (where applicable). In making judgments concerning such matters, the city engineer may rely on guidance from the "ACHD Development Policy Manual".
7. **Deficient Approaches:** It is the intent of this standard to not perpetuate deficient approaches in situations where a reasonable alternative exists or to permit an expansion or increase in the deficiency of an existing approach. Accordingly, an existing deficient approach may be retained in connection with an application for building permit or land use application, at the same width and location, without deference to these standards, as long as there is not a substantial increase in intensity of use and no reasonable alternative exists for reducing or eliminating the deficiency. Otherwise, the full requirements of these standards shall apply and any request for change shall be considered a request for a new approach and may be accepted, rejected or modified pursuant to the requirements of these standards.
8. **Relocation:** In connection with subsection (2)A7 of this section, an existing approach may be relocated on a development site as long as it does not increase its deficiency with respect to these standards. A new deficient approach shall not be approved. An additional new conforming approach shall not be approved for a development site until all existing deficient approaches are either eliminated or brought into conformance with these standards.
9. **Public Cross Access Requirements:**
 - (A) Publicly accessible cross access drive aisles or public backage roads shall be employed parallel to all arterial roadway classifications to facilitate free traffic circulation between developments and to intersecting streets. Such streets or drive aisles shall be allowed to meander consistent with acceptable street design practices in terms of degree of curvature passable widths for drive aisles and per city specifications for public backage roads to be dedicated to the public. Said design practices shall be approved by the city engineer, within

the development. Development shall connect to and extend such streets or drive aisles as may exist adjacent to the same in order to provide connectivity and alternatives to use of the arterials. The city engineer shall have the authority to waive this requirement in part or in full upon on a case by case basis at his sole discretion.

10. Mitigation For Traffic Generated:

- (A) In the event that a traffic study establishes, in the opinion of the city engineer, the need for more restrictive access spacing or roadway improvements than set as minimum standard, said engineer shall be authorized to require the same (see also chapter 10, article 10, "Transportation Policies And Practices", of this code).
- (2) Determinations concerning applicability of standards to specific development are the responsibility of the Caldwell city engineer. The city engineer may seek the advice of appropriate representatives of the Idaho transportation department as circumstances may require.
- (3) Nothing contained herein shall be construed to remove or limit the authority of Idaho transportation department to manage and control highways under their jurisdiction or to countermand the Idaho transportation department in setting their own minimum standards or changing those standards from time to time. The city of Caldwell does hereby exercise its prerogative to establish its own minimum standards for state administered highways, which standards may be applied to development adjacent to said highways in circumstances where city standards equal or exceed corresponding Idaho transportation department standards. (Ord. 2790, 6-15-2009)

13-05-11: APPEAL PROCEDURE:

- (1) Any party aggrieved by a decision of the city engineer in administering Caldwell access control standards provided for herein may appeal said decision to the city council by filing a written notice of such appeal with the city clerk within ten (10) days of the date of such decision except that such appeal shall be applicable only to items at the city engineer's discretion as granted herein.
- (2) Appeals to the city council shall be processed as a contested case pursuant to chapter 1, article 5 of this code. (Ord. 2790, 6-15-2009)

13-05-13: REPEAL AND RESCISSION:

Any prior ordinance or part thereof, or any prior resolution adopted pursuant thereto, which is inconsistent with or contradictory to this article relating to Caldwell access control standards for state administered highways is hereby rescinded and repealed. Provisions of this article are not to be taken as a statement of intent by the city council regarding the meaning or interpretation of any other ordinance. (Ord. 2790, 6-15-2009)



City of Meridian

Title 11, Chapter 3, Article H. Development Along Federal and State Highways

11-3H-1: PURPOSE:

The regulations of this article are intended to achieve three (3) purposes: a) limit access points to state highways in order to maintain traffic flow and provide better circulation and safety within the community and for the traveling public, b) to preserve right of way for future highway expansions, and c) design new residential development along state highways to mitigate noise impacts associated with such roadways. (Ord. 05-1171, 8-30-2005, eff. 9-15-2005)

11-3H-2: APPLICABILITY:

The following standards shall apply to all development along state highways, including, but not limited to, State Highway 69, State Highway 55, State Highway 20-26, and Interstate 84. The following standards shall also apply to development along McDermott Road from Chinden Boulevard to Interstate 84 as the city of Meridian's preferred location for a future highway right of way for the State Highway 16 extension. If the Idaho transportation department (ITD) determines an alternate location for the State Highway 16 extension, these standards shall apply to the ITD determined location. (Ord. 05-1171, 8-30-2005, eff. 9-15-2005)

11-3H-3: PROCESS:

Staff shall review all development applications for compliance with these standards. The decision making body may consider and apply modifications to the standards of this article upon specific recommendation of the Idaho transportation department. (Ord. 05-1171, 8-30-2005, eff. 9-15-2005)

11-3H-4: STANDARDS:

- A. Access to and/or from I-84 and McDermott Road (or future Highway 16 extension): No access shall be allowed except at specific interchange locations as established by the Idaho transportation department.
- B. Access to and/or from State Highway 69, State Highway 55, and State Highway 20-26: (Ord. 07-1325, 7-10-2007)
 1. Use of existing approaches shall be allowed to continue provided that all of the following conditions are met:
 - a. The existing use is lawful and properly permitted effective September 15, 2005.
 - b. The nature of the use does not change (for example a residential use to a commercial use).
 - c. The intensity of the use does not increase (for example an increase in the number of residential dwelling units or an increase in the square footage of commercial space).

2. If an applicant proposes a change or increase in intensity of use, the owner shall develop or otherwise acquire access to a street other than the state highway. The use of the existing approach shall cease and the approach shall be abandoned and removed.
 - a. No new approaches directly accessing a state highway shall be allowed.
 - b. Public street connections to the state highway shall only be allowed at:
 - (1) The section line road; and
 - (2) The half mile mark between section line roads. These half mile connecting streets shall be collector roads.
3. The applicant shall construct a street, generally paralleling the state highway, to provide future connectivity and access to all properties fronting the state highway that lie between the applicant's property and the nearest section line road and/or half mile collector road. The intent is to provide for future connectivity and access to all properties fronting the state highway that lie between the applicant's property and the nearest section line road and/or half mile collector road. The street shall be designed to collect and distribute traffic.
 - a. The applicant shall be responsible to construct the segment of the street within the applicant's property. This standard is not intended to require off site improvements.
 - b. The street shall meet the road standards of the Ada County highway district.
 - c. The street shall connect to the section line road at a distance that is no closer than six hundred sixty (660) (as measured from centerline to centerline) from the intersection with the state highway.
 - d. The street shall provide buildable lots between the highway and the collector road. For the purposes of this article, such streets shall be termed "backage roads".
 - e. Frontage streets or private streets may be considered by the council at the time of property annexation or through the conditional use process. Frontage streets and private streets shall be limited to areas where there is sufficient access to surrounding properties and a public street is not desirable in that location.

C. Design and construction standards for state highways:

1. The applicant shall have an approved permit from the Idaho transportation department for construction of any access to the state highway and/or any construction done in the highway right of way.
2. The width of right of way reservations shall be as set forth by the ITD.
3. Along State Highway 55, the applicant shall be responsible for constructing a ten foot (10') multiuse pathway with a public use easement and installing streetlights and landscaping consistent with the Eagle Road corridor study. (Ord. 05-1171, 8-30-2005, eff. 9-15-2005)



4. Along Highway 69 and Highway 20-26, the applicant shall be responsible for constructing a ten foot (10') multiuse pathway with a public use easement. (Ord. 07-1325, 7-10-2007)
- D. Noise abatement shall be required for residential and other noise sensitive uses including, but not limited to, education institutions, churches or places of religious worship, libraries and/or hospitals adjoining state highways: (Ord. 10-1439, 1-12-2010, eff. 1-18-2010)
1. The applicant shall provide traffic noise abatement by constructing a berm or a berm and wall combination approximately parallel to the state highway.
 2. The top of the berm or berm and wall in combination shall be a minimum of ten feet (10') higher than the elevation at the centerline of the state highway.
 3. If a wall is proposed, the wall shall meet the following standards:
 - a. Wall materials shall be impervious concrete or stucco or other appropriate sound attenuating material.
 - b. Intermittent breaks in the berm or berm and wall in combination will degrade the function and shall not be allowed.
 - c. The applicant shall not construct a monotonous wall. In order to achieve this standard, the applicant may choose one or both of the following variations:
 - (1) The color and/or texture of the wall shall be varied every three hundred (300) linear feet. This could include murals or artwork.
 - (2) The wall shall be staggered every three hundred (300) linear feet subject to subsection D3b of this section that prohibits breaks in the wall.
 4. The director may approve alternative compliance as set forth in chapter 5, "Administration", of this title where the applicant has a substitute noise abatement proposal in accord with ITD standards and prepared by a qualified sound engineer. (Ord. 05-1171, 8-30-2005, eff. 9-15-2005)

COMPASS

Site Design/Access Permitting Ordinance Language

Site Plan Review Procedures

- a) Applicants shall submit a preliminary site plan for review by deparment responsible. At a minimum, the site plan shall show:
 - i. Location of access point(s) on both sides of the road where applicable;
 - ii. Distances to neighboring constructed or approved access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;
 - iii. Number and direction of lanes to be constructed on the driveway plus striping plans;
 - iv. All planned transportation features (such as auxiliary lanes, signals, etc.);
 - v. Trip generation data or appropriate traffic studies;
 - vi. Parking and internal circulation plans;
 - vii. Plat map showing property lines, right-of-way, and ownership of abutting properties; and
 - viii. A detailed description of any requested deviation from standards, and the reason the deviation is requested.
- b) Subdivision and site plan review shall address the following access considerations:
 - i. Is the road system designed to meet the projected traffic demand, and does the road network consist of hierarchy of roads designed according to function?
 - ii. Does the road network follow the natural topography and preserve natural features of the site as much as possible? Have alignments been planned so that grading requirements are minimized?
 - iii. Is access properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access? Are entry roads clearly visible from the major arterials?
 - iv. Do units front on residential access streets rather than major roadways?
 - v. Is automobile movement within the site provided without having to use the peripheral or arterial road network?
 - vi. Does the road system provide adequate access to buildings for residents, visitors, deliveries, transit vehicles, emergency vehicles, and garbage collection?
 - vii. Have the edges of the roadways been landscaped? If sidewalks are provided alongside the road, have they been set back sufficiently from the road, and has a landscaped planting strip between the road and the sidewalk been provided?
 - viii. Does the pedestrian path system link buildings with parking areas, entrances to the development, transit access, open space, and recreational and other community facilities?

- c) The city/county/district reserves the right to require traffic and safety analysis where safety is an issue or where significant problems already exist.
- d) After _____ days from filing the application, applicants must be notified by the department responsible if any additional information is needed to complete the application.
- e) Upon review of the access application, the department responsible may approve the access application, approve with conditions, or deny the application. This must be done within _____ days of receiving the complete application.
- f) Any application that involves access to the state highway system shall be reviewed by the Idaho Transportation Department (ITD) for conformance with state access management standards. Where the applicant requires access to the state system, and a zoning change, or subdivision or site plan review is also required, development review shall be coordinated with ITD, as follows:
 - i. An access management/site plan review committee that includes representatives of ITD traffic operations/planning, the streets department/highway district, and the land use agency/planning department shall review the application. The committee shall inform the developer what information will be required for access review. Information required of the applicant may vary depending upon the size and timing of the development, but shall at a minimum meet the requirements of this section.
 - ii. Upon review of the application, the access management review committee shall advise the department(s) responsible whether to approve the access application, approve with conditions, or deny the application.
- g) If the application is approved with conditions, the applicant shall resubmit the plan with the conditional changes made. The plan, with submitted changes, will be reviewed within _____ working days and approved or rejected. Second applications may only be rejected if conditional changes are not made.
- h) If the access permit is denied, the department(s) responsible shall provide an itemized letter detailing why the application has been rejected.
 - i. All applicants whose application is approved, or approved with conditions, have thirty (30) days to accept the permit. Applicants whose permits are rejected or approved with conditions have sixty (60) days to appeal.

Kuna City Code. Zoning and Overlay District. Ord. No. 2009-32, § 1. Municode, 2009.
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5, 2011.

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Administered Highways and City Administered Highways and City Administered
Surface Streets Ordinance. Ord. 2790. Sterling Codifiers, 2009.
http://www.sterlingcodifiers.com/codebook/index.php?book_id=377. Accessed January
5, 2011.

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Department, 2010.

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Manual. Washington, DC: Transportation Research Board, 2003.