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TRANSPORTATION ENGINEERING / PLANNING

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November 18, 2016

Project #: 20119

Mindy Wallace  
Ada County Highway District  
3775 Adams St.  
Garden City, ID 83714

***RE: Eagle-Amity Mixed-Use Development***

Dear Mindy,

The purpose of this letter is in response to your request for additional traffic information and analysis of the impacts to the local neighborhood streets due the vehicle and truck traffic associated with the proposed Eagle-Amity mixed-use development. This letter addresses the following:

- Current daily traffic counts on the following street sections in the vicinity of the site.
- Estimated change in traffic on the local street system in the vicinity of the site due to the proposed development.
- Proposed truck delivery routes

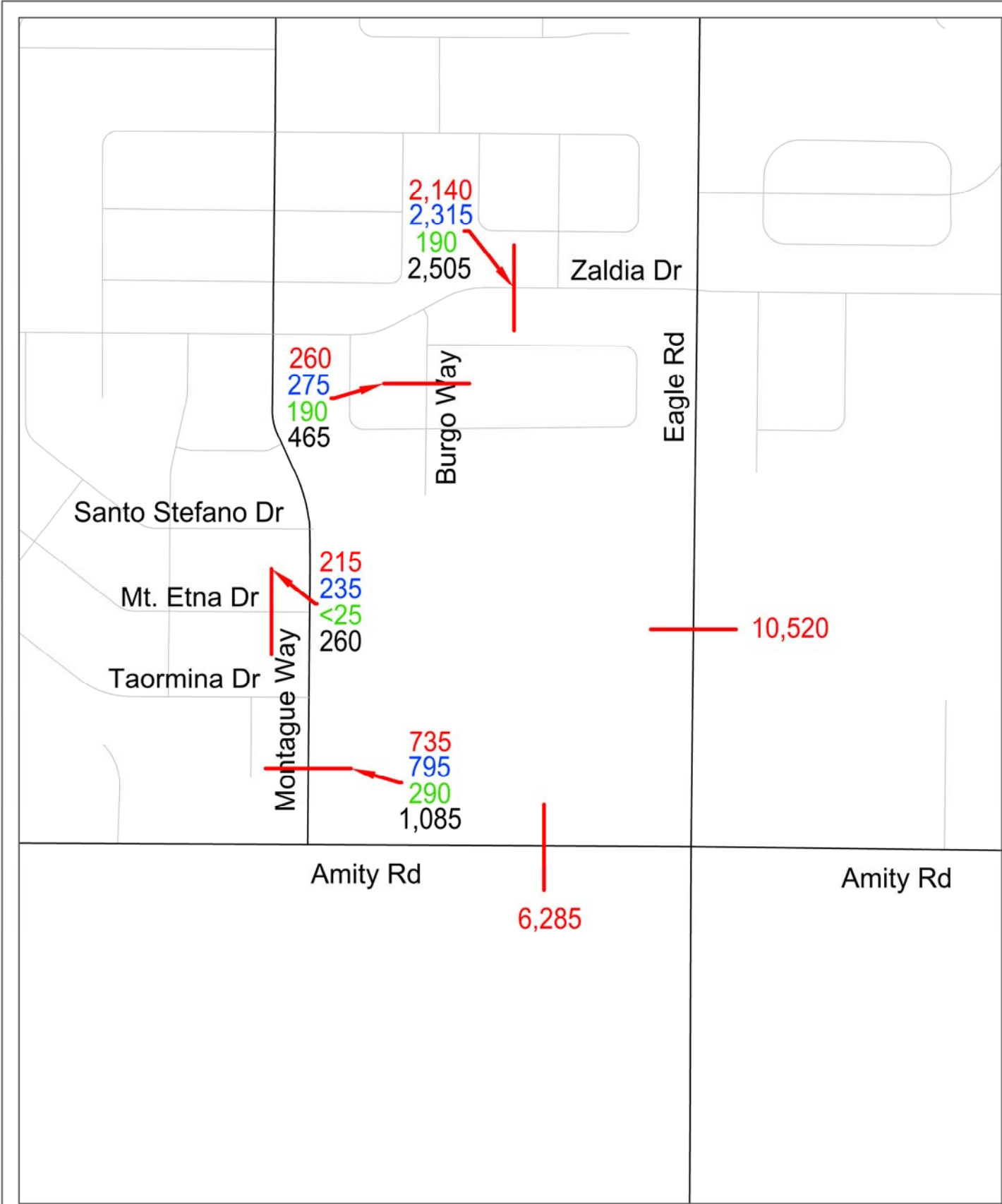
## UPDATED DAILY TRAFFIC VOLUMES

While new 2016 weekday p.m. peak hour and Saturday peak hour traffic data were collected per ACHD requirements, historical daily traffic counts collected by ACHD between 2014 and 2016 were shown in Table 3 of the Traffic Impact Study (TIS). Due to concerns from the nearby neighborhood residents, new daily traffic counts were collected by KAI at the following locations

- Montague Way (north of Amity Road)
- Burgo Way (south of Zaldia Drive)
- Zaldia Drive (east of Burgo Way)
- Mt. Etna Drive (west of Montague Way)
- Eagle Road (north of Amity Road)
- Amity Road (west of Eagle Road)

The purpose of collecting new daily traffic volumes is to provide a better estimate of the amount of traffic utilizing the local street system during non-peak hours and across a typical weekday 24-hour period.

Figure 1 shows a summary of the existing average daily traffic (ADT) counts in the study area as well as updated 2020 background ADT and total 2020 ADT with buildout of the development.



### Existing ADT  
### Background ADT  
### Site Generated ADT  
### Total ADT

Average Daily Traffic Counts  
Meridian, Idaho

Figure  
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## LOCAL STREET TRAFFIC IMPACTS

There are three types of trips that impact the local street system which are described below:

- **Cut-through trips:** These trips have origins and destinations outside the area accessed by the local neighborhood streets, but the driver chooses to use the local street system through the neighborhood instead of staying on the external arterial system to access the development.
- **New trips:** These are new trips from the proposed development that will now use the local street system to access the new development.
- **Re-routed neighborhood trips:** These are trips that would already occur within the neighborhood, but will change their route because of the new development provides a better shopping alternative. These trips are often incorrectly characterized as cut-through trips by homeowners because a neighbor a few blocks down the road is now driving in front of their home versus someone else's home.

Based on the trip generation and trip distribution identified in the TIS, Table 1 shows the estimated daily site-generated trip anticipated to utilize the existing surrounding roadways, describes the trip type, and documents the volumes meet ACHD criteria.

Table 1. Predominant Trip Type on the Local Streets

Roadway	Estimated ADT from Site	Predominant Trip Type	Estimated Total ADT with Site Development	ACHD Policy Planning Threshold	Meets ACHD Criteria
Montague Way (North of Amity Road) – Collector	290	New Trips	1,085	5,000 (for section with front-on housing)	Yes
Burgo Way (South of Zaldia)	190	New Trips/Re-Routed trips	465	2,000	Yes
Mt. Etna Drive/Santo Stefana Drive/Taormina Drive	<25	Re-routed Trips	260	2,000	Yes
Zaldia Drive - Collector	190	New Trip/Re-routed Trips	2,505	None	Yes

As shown in Table 1, the trip impacts from the new development are primarily associated with new trips from the development and re-routed trips from existing homes in the development. Due to the design of the development, there are not obvious cut-through routes that would result in trips on Eagle Road, Victory Road, or Amity Road to cut-through the neighborhood on local streets, such as Etna Drive, to access the proposed development.

Additionally traffic projected on all the local and collector streets is well below the ACHD policy thresholds with buildout of the proposed development.

Each of the street segments is discussed below:

## Montague Way

This connection to the development will primarily be used by the residential phases of the development. Access to the commercial development through the two driveways along the Amity Road will be much faster than using Montague Way to Amity Road.

Based on the analysis, the ADT Montague Way will increase from approximately 795 to 1,085. Montague Way is a collector, so it does not have an ADT threshold with the exception of a 5,000 ADT thresholds for sections to the north with front-on driveways.

## Burgo Way

This connection to the development will primarily be used by homes directly north of the development and existing homes to the north of Zaldia Way within the development. Some rerouting of traffic will also occur with the extension of the stub street to connect through the development to Eagle Road and Amity Road. A small amount of cut-through traffic is possible from Eagle Road to Zaldia Street to Burgo Way, but the travel time to the development from Eagle Road via Zaldia Street and Burgo Street is greater than staying on Eagle Road to directly access the commercial and higher density portions of the development.

Based on the analysis, the ADT on Burgo Way will increase from approximately 275 to 465. This is still well below the ACHD policy guidance of 2,000 ADT on local streets.

## Mt. Etna Drive

While Mt Etna Drive connects to adjacent neighborhoods, it does not provide a convenient route for traffic to cut-through from the Locust Grove Road or Victory Road. The small increase in traffic is primarily due to the re-routing of shopping trips that may occur from existing homes that choose to go to the new development versus going up to Victory Road or over to Locust Grove Road to access the arterial system to go to existing shopping centers to the north. No new trips from destinations outside the surrounding arterial system are projected to use Mt Etna Drive or other similar connections such as Santo Stefano Drive or Taormina Drive.

Based on the analysis, the ADT Mt. Etna Drive will increase from approximately 235 to 260. This is still well below the ACHD policy guidance of 2,000 ADT on local streets.

## Zaldia Drive

This street connects to the development through Burgo Way. This connection to the development will primarily be used by homes directly north of the development and to the north of Zaldia Way within the development. Some rerouting of traffic will also occur with the extension of the stub street to connect through the development to Eagle Road and Amity Road. A small amount of cut-through traffic is possible from Eagle Road to Zaldia Street to Burgo Way, but the travel time to the

development from Eagle Road via Zaldia Street and Burgo Street is greater than staying on Eagle Road to directly access the commercial and higher density portions of the development.

Based on the analysis, the ADT Zaldia Drive will increase from approximately 2,315 to 2,505. Zaldia Drive is a collector, so the 2,000 ADT cap doesn't apply.

## TRUCK ROUTES

The trucks for the commercial part of the Eagle-Amity Mixed-Use Development will not use neighborhood roads for access. Figure 2 shows the truck routes to and from I-84 via Eagle Road. Trucks are expected to come down Eagle Road and turn right onto Amity and access the development via the full access driveway (Proposed Street) on Amity Road. To exit the site, trucks will go east on Mt. Etna Drive through the site and turn left onto Eagle Road. During high-traffic time periods, exiting trucks also have the option to turn right onto Eagle Road and make a U-turn using the roundabout at Amity Road. Trucks will not be going through neighborhood streets and stay around the commercial development.

## CONCLUSIONS

Based on this evaluation, given adequate direct access to Amity and Eagle Roads, as per proposed, there is not a substantial impact to the surrounding neighborhood due to the Eagle-Amity Mixed-Use Development for the following reasons:

- There is a small increase on surrounding local and collector street system, but all volumes will remain below the ACHD policy ADT thresholds.
- The estimated increase in traffic on Mt Etna Drive to the west of Montague is very low and primarily due to re-routing of shopping trips from existing homes in the area to take advantage of the new option that will come with the proposed development.
- Trucks will not be going through neighborhood streets as they will use Eagle Road and Amity Road for direct access to the site.

We trust this letter adequately addresses the neighborhood concerns about cut-through traffic and truck routes for the proposed Eagle-Amity Mixed Use Development. If you have any questions or comments regarding this analysis and explanations, please do not hesitate to contact us at (208) 338-2683.

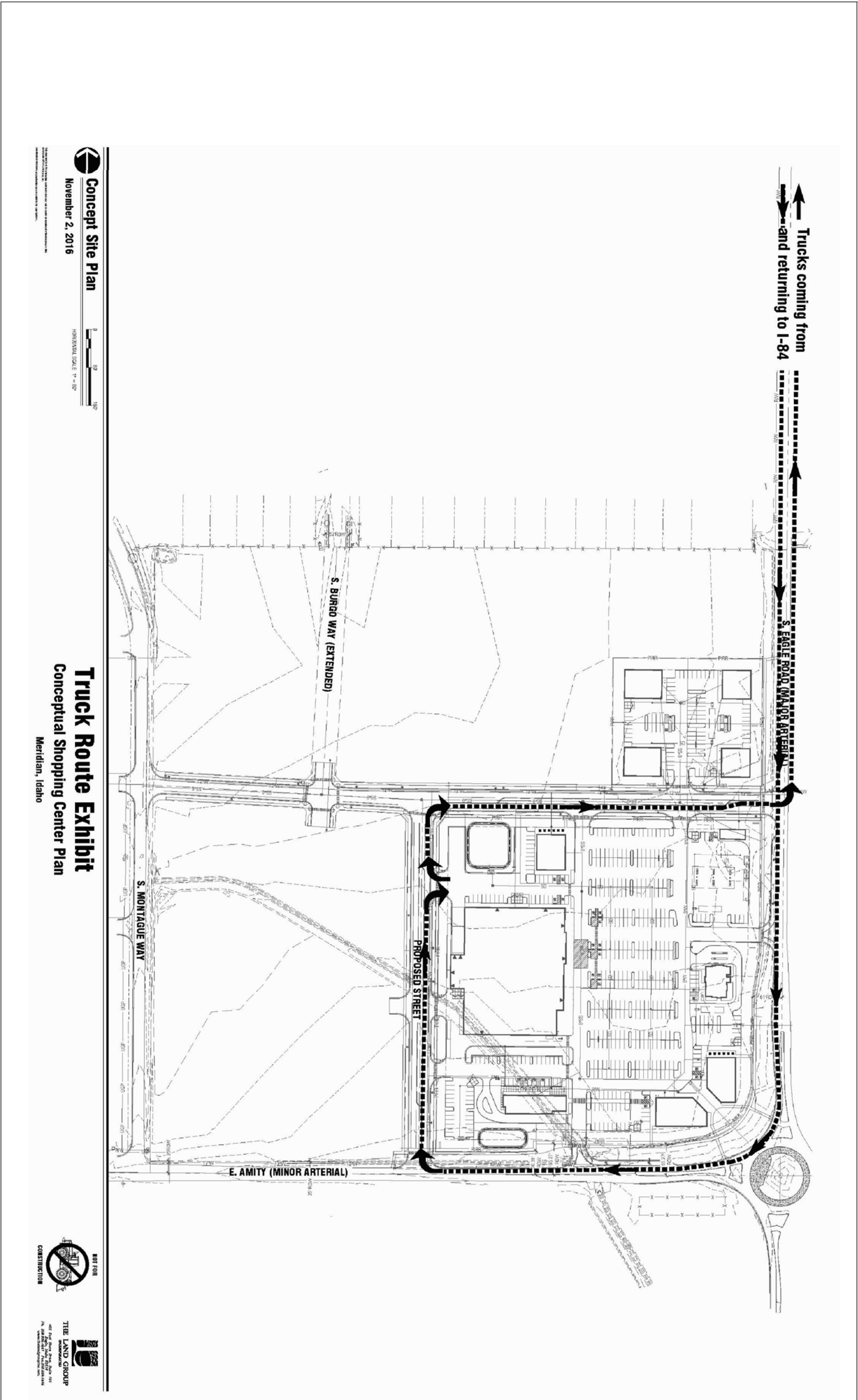
Sincerely,  
KITTELSON & ASSOCIATES, INC.



John Ringert, PE  
Senior Principal Engineer



Lauren Nuxoll EI  
Transportation Analyst



Proposed Truck Routes  
Meridian, Idaho

Figure  
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