

## 1.0 Executive Summary

The goals of the Street System Master Plan include:

- Identify existing and future transportation deficiencies<sup>1</sup> taking place within the next 20 years
- Document all mitigation measures in Capital Improvement Program (CIP) needed to achieve LOS D or better conditions in system.
- Develop/document planning level cost estimates for CIP mitigation.
- Identify funding sources and mechanisms to pay for CIP.

In this study, several deficiencies were identified in the City's street system for both existing conditions and future conditions (20 year planning horizon). Figure 1.1 shows the locations of these various deficiencies and a description of each. In order to mitigate these deficiencies, it will be necessary to implement capacity enhancing improvements at the deficient location, as well as:

- Providing new roads (i.e. Centennial connector, various SDA internal roads, etc.)
- Improving adjacent or parallel routes to congested routes (i.e. Richardson Street, etc.)
- Building new freeway interchanges (i.e. Dorsey and Crestview)
- Building connector routes to new interchanges (i.e. Dorsey Drive and Crestview extensions)

Figure 1.2 shows the location and description of the improvements in the City's Capital Improvement Program (CIP) that will help achieve LOS D or better conditions in the City by implementing mitigations that are acceptable to the City. Short term (5 years) improvements are shown in green.

The City can mitigate and achieve LOS D or better conditions in the next 20 years using the CIP developed in this Street System Master Plan. Chapter 3 of this document details the recommended CIP (see Figures 3.18-20 and Tables 3.9-11).

There are some exceptions where the existing level of service is at LOS E or worse conditions today, and specific development projects are being delayed from proceeding by not being able to adequately mitigate their relatively small traffic impacts. This is because the mitigation solution is "larger<sup>2</sup>" than what a smaller development project would normally mitigate by itself, and

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<sup>1</sup> A transportation deficiency is defined as LOS E or LOS F conditions, where traffic delays are unacceptable, exceeding 60 seconds average per vehicle.

<sup>2</sup> For example, a mitigation larger than simply adding a lane or installing a signal, but which is much larger than a single intersection. A series of intersections, etc.



where funding sources have not been readily available. The Idaho Maryland / East Main Street intersection and the street segments attached to this intersection are one of these unique locations.

The NCTC recently completed the SR 20/49 Frontage Road Study which identified a series of inter-related mitigations that address transportation problems not only at the Idaho Maryland / East Main intersection, but also at the freeway weave, as well as the South Auburn / Neal / Colfax triangle of intersections. It is being considered a "regional" mitigation and will likely be funded by the Regional Transportation Fee. During the interim period while this frontage road improvement project undergoes the official approval, design, and construction processes, developments that are projected to have some traffic impact to these areas could move forward with their own construction process to coincide with completion of these roadway improvements. In order to do this, the City would need to adopt some "exception" criteria for the LOS D policy.

It is recommended that in order for such an exception to take place, the proposed mitigation should be a part of the City's approved CIP or the Regional CIP. It should have a funding mechanism/source. It should be far enough along to be ready for construction before the City allows a specific development to proceed in its own construction, etc. After construction of the CIP project, a specific development's traffic impact must be mitigated to an acceptable level of service.

The CIP section of this document outlines all improvements that need to take place in the next 20 years, with particular attention to the first 5 years. The Recommendations section details mitigations for the next five years. Each mitigation has been fully studied and analyzed to determine its relative merit to the transportation system, and each transportation project has been categorized as a:

1. City expense (funding from budget and other sources)
2. A local traffic mitigation fee expense (AB 1600 program)
3. A condition of approval expense (developer funded)
4. A regional expense (NCTC AB 1600 program)

Each capital improvement has been identified with a funding stream coming from one of these four categories.



