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Date: August 2, 2024

To: Marty Vizcarra, via email

Staff Contact: KaraLeigh Troyer, Planner

Project Description: Idaho State University

Trip Generation: This development is estimated to generate 5,330 vehicle trips per day, 552 vehicle trips per hour in the AM peak hour and 481 vehicle trips per hour in the PM peak hour, based on the traffic impact study.

Proposed Development Meets	
All ACHD Policies	*
Requires Revisions to meet ACHD Policies	

Area Roadway Level of Service	
Do area roadways meet ACHD's LOS Planning Thresholds?	
Yes	X
No	
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	
No	

Traffic Impact Study	
Yes	X
No	
If yes, is mitigation required	X

ACHD Planned Improvements	
IFYWP	X
CIP	X

Livable Street Performance Measures	
Pedestrian	LTS 4
Cyclist	LTS 3

Is Transit Available?	
Yes	
No	X

Comments: The tables above list the existing conditions of the surrounding roadways without the proposed development as this application is for annexation and rezone only. With a future development application, this summary will be updated to reflect the development and its impact.

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**Project/File:** **Idaho State University / MER23-0070 / H-2024-0027**  
This is an annexation and rezone application for the future development of academic buildings, university housing, clinical space, multi-use facilities, and outdoor amenities on 23.25-acres.

**Lead Agency:** City of Meridian

**Site address:** Locust Grove Road

**Staff Approval:** August 2, 2024

**Applicant:** Marty Vizcarra  
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Pocatello, ID 83209

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**Report Summary:**

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# ACHD Planned Improvements

## 1. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):

- Locust Grove Road is scheduled in the IFYWP to receive a community improvement project including the installation of an enhanced crossing (PHB) between Woodbridge Drive and Watertower Street and upgraded ADA ramps with a design year of 2026-2027, a right-of-way year of 2028, and a construction year yet to be determined.
- The intersection of Overland Road and Locust Grove Road is listed in the CIP to be widened to 7-lanes on the north leg, 7-lanes on the south, 8-lanes east, and 7-lanes on the west leg, and signalized between 2026 and 2030.

## Level of Service Planning Thresholds

### 1. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
Locust Grove Road	886-feet	Minor Arterial	1,152	Better than "E"
Central Drive	0-feet	Collector	189	Better than "D"

\* Acceptable level of service for a five-lane minor arterial is "E" (1,540 VPH).

\* Acceptable level of service for a three-lane collector is "D" (530 VPH).

### 2. Average Daily Traffic Count (VDT)

*Average daily traffic counts are based on ACHD's most current traffic counts.*

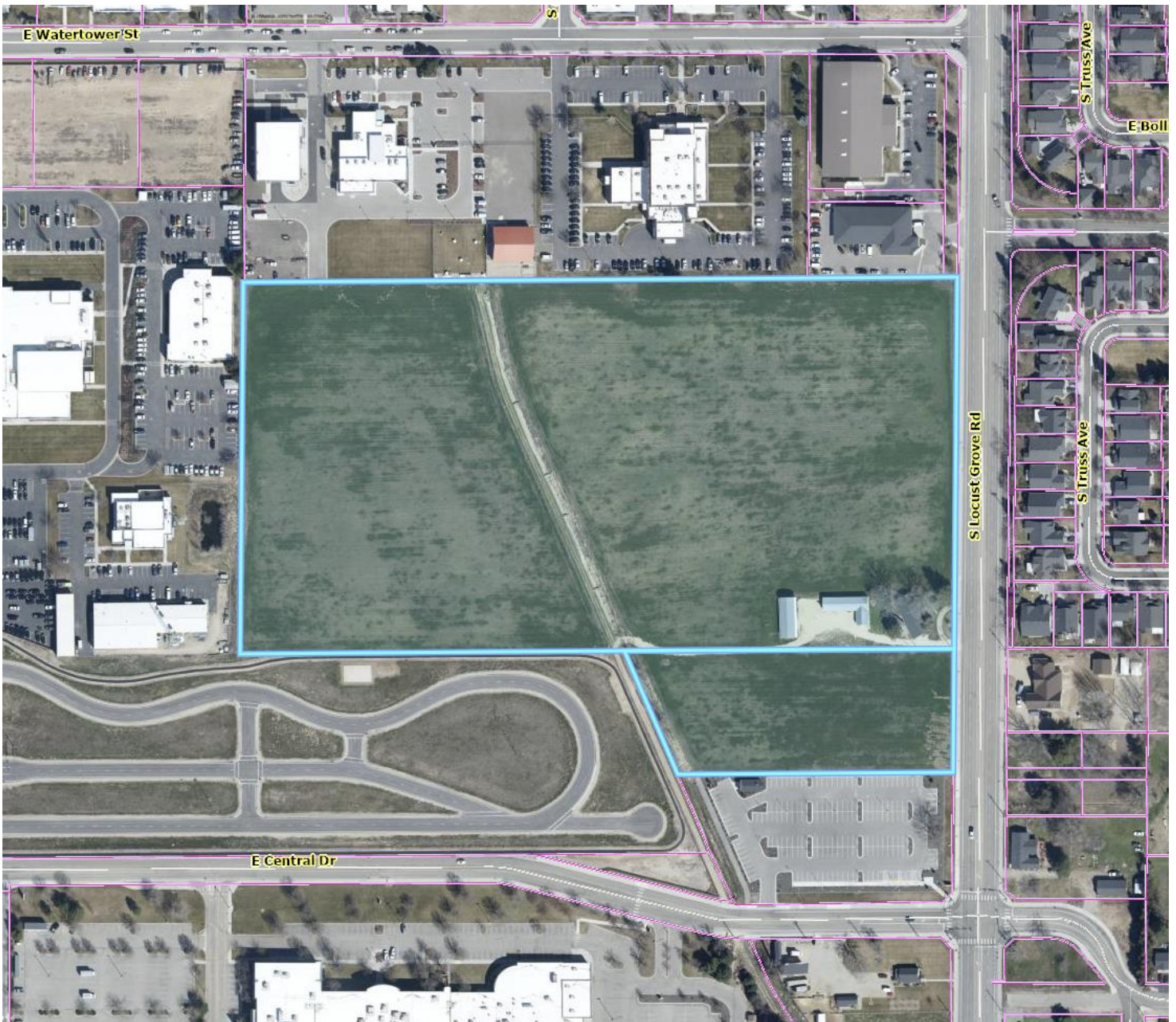
- The average daily traffic count for Locust Grove Road south of Franklin Road was 23,018 on September 27, 2023.
- The average daily traffic count for Central Drive west of Locust Grove Road was 6,195 on November 16, 2023.

## **A. Site Specific Conditions of Approval**

This application is for annexation and rezone only. Site specific conditions of approval will be established through the review of a future development application.

1. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
2. There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.
3. Comply with all Standard Conditions of Approval.

## B. Vicinity Map



## C. Traffic Impact Study – Summary and Findings

### 1. Traffic Impact Study

Keller Associates prepared a traffic impact study (TIS) for the proposed Idaho State University Meridian Campus. An executive summary of the findings **as presented by Keller Associates** can be found as an attachment. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices and may have additional requirements beyond what is noted in the TIS. Staff comments and recommendations on the submitted traffic impact study can be found below.

#### a. Policy:

**Mitigation Proposals:** Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District's planning Capital Projects.
- Reducing the scope and/or scale of the project.

**Alternative Mitigation Measures:** 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Integrated Five Year Work Plan (IFYWP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the IFYWP or the CIP; the applicant may (i) analyze the shoulder hour, defined as the hour prior to after the determined peak hour within the two-hour peak period, (sometime analyzed as hour before or after peak period) and (ii) provide a safety analysis to determine alternative mitigation requirements.
  - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour, the applicant may suggest feasible alternative mitigation measures beyond improvements from District policy, such as: off-site sidewalks, off-site bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.
  - If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.
- Alternative Mitigation may also include:
  - Revision to the Phasing Plan to coincide with the District's future Capital Projects.
  - Reducing the scope and/or scale of the project.

**Level of Service Planning Thresholds:** District Policy 7205.3.1 states that Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD's Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic

shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

**b. TIS Findings:** Staff has reviewed the submitted traffic impact study (TIS)

I-84/Meridian Road Intersection

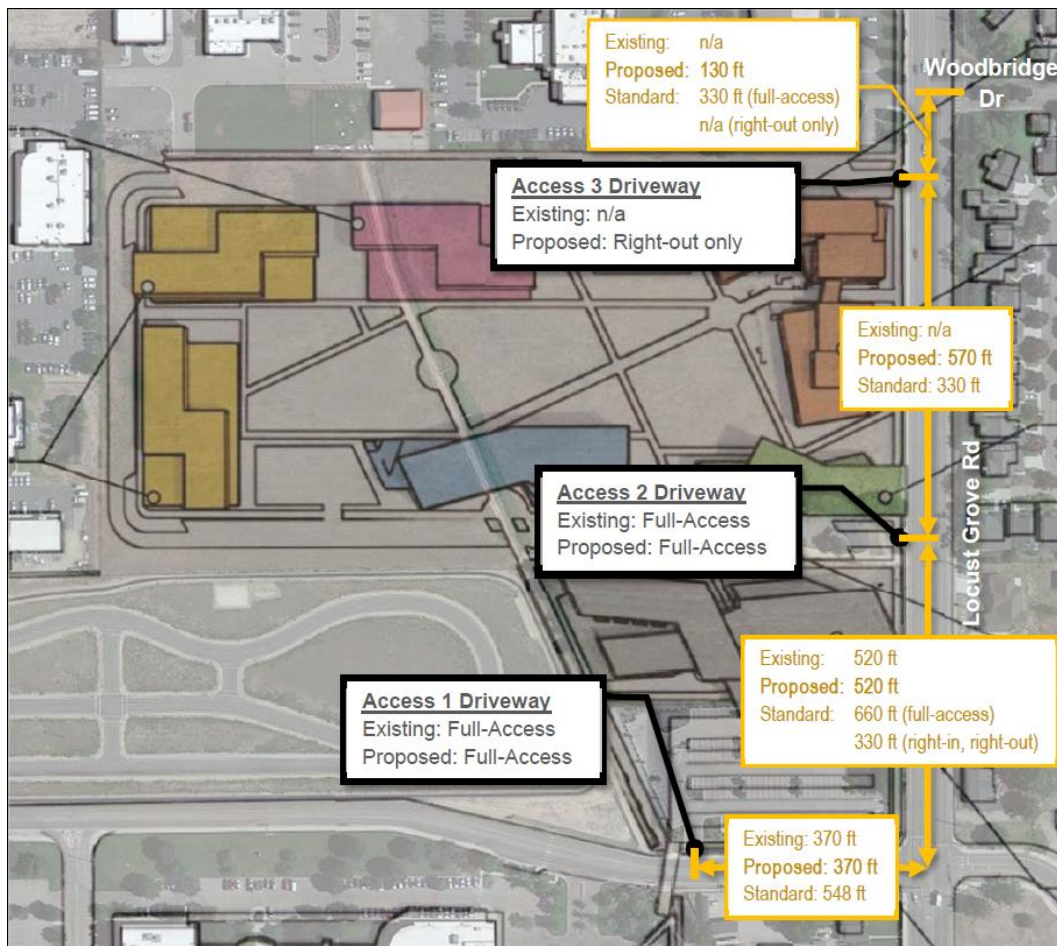
There is an existing capacity deficiency at the I-84 and Meridian Road intersection. Due to the capacity deficiency currently existing and the development only expecting to contribute 1% of the intersection traffic volume in 2035, detailed capacity analysis of mitigation options was not performed for this traffic impact study.

Central Drive/Locust Grove Road Intersection

The Central Drive and Locust Grove Road intersection has current v/c ratios that are unacceptable per ACHD policy. The 2023 existing and 2035 no build scenarios can be mitigated by adjusting the current signal timing to shift green time to the Locust Grove Road phases during the AM peak hour and shifting green time to the Central Drive phases during the PM peak hour. The 2035 build scenario can be mitigated by adding a southbound right turn lane in addition to signal timing adjustments.

Central Drive Roadway Segment

Central Drive between Locust Grove Road and Access 1 is expected to have an unacceptable level of service in the westbound direction under the 2035 build scenario. Central Drive can be mitigated by adding a second westbound through lane that starts at the Locust Grove Road intersection and terminates as a right-turn lane into Access 1.



### Turn Lane Warrants

The applicant's TIS included turn lane warrant analysis. With the 2035 build scenario for the development, two right turn lanes are expected to be warranted as follows based on the findings of the TIS:

- A southbound right-turn lane on Locust Grove at the Access 2 intersection
- A second westbound through lane on Central Drive that starts at the Locust Grove Road intersection and terminates as a right-turn drop lane at the Access 1 intersection.

### Access Evaluation

The applicant is requesting a variance to ACHD's spacing standards to allow full access for Access 1 and Access 2.

- Access 1 is proposed as a full access driveway as it is located as far as possible for the Locust Grove Road/Central Drive intersection. The proposed access would replace an existing full-access driveway and is critical to the traffic operation and circulation of the proposed development.
- Access 2 is proposed as a full-access driveway as it would replace the existing access to the residential home and is critical to traffic operation and circulation of the proposed development.
- Access 3 is proposed as right-out only access due to its proximity to Woodbridge Drive and the neighboring property to the north. Access 3 meets District access spacing standards and avoids turning movement conflicts.

- c. **Staff Comments/Recommendations:** As a part of a future development application, the applicant should be required to construct a southbound right-turn lane at the Locust Grove Road/Access 2 intersection and a second westbound through lane at the Central Drive/Locust Grove intersection that runs from the intersection west to terminate as a right-turn drop lane at the Central Drive/Access 1 intersection.

The applicant's proposal does not meet District Access and Driveway Location Policies. Typically, the applicant would be restricted to taking access off of Central Drive, a collector roadway, as it is a lesser classified roadway than Locust Grove Road, a minor arterial roadway. However, as Access 1 provides access to a parking lot then Accesses 2 and 3 are necessary for access internal to the site. Driveways off of Locust Grove Road should be located 660-feet away from other existing or proposed driveways for full-movement driveways or 330-feet for driveways restricted to right-in/right-out only. However, as all driveways are necessary for proper site circulation and as Access 3 is being restricted to right-out only, then staff is supportive of the applicant's access evaluation provided through the traffic impact study.

## **D. Findings for Consideration**

This application is for annexation and rezone only. Listed below are some findings for consideration that the District may identify when it reviews a future development application. The District may add additional findings for consideration when it reviews a specific development application.

### **1. Locust Grove Road**

- a. **Existing Conditions:** Locust Grove Road is improved with 5-travel lanes, vertical curb, gutter, and 7-foot wide sidewalk abutting the site. There is 96-feet of right-of-way for Locust Grove Road (48-feet from centerline).
- b. **Staff Comments/Recommendations:** As a part of a future development application, the applicant shall be required to repair or replace any damaged or deteriorated transportation facilities abutting the site on Locust Grove Road. For any portions of sidewalk in need of being replaced, the applicant shall be required to construct 7-foot wide attached concrete sidewalk to tie into existing improvements on either side.

Consistent with the findings and recommendations of the traffic impact study, as a part of a future development application, the applicant should be required to construct a southbound right-turn lane on Locust Grove at the Access 2 intersection.

### **2. Central Drive**

- a. **Existing Conditions:** Central Drive is improved with 3-travel lanes, vertical curb, gutter, and 8-foot wide sidewalk abutting the site. There is 60-64 feet of right-of-way for Central Drive (27-29 feet from centerline).
- b. **Staff Comments/Recommendations:** A third parcel directly abutting the site to the south at the northwest corner of Locust Grove Road and Central Drive has been included in the traffic impact study as the development has an agreement to use the parcel for access onto Central Drive for a parking lot. As a part of a future development application, improvements and access onto Central Drive will be evaluated.

Consistent with the findings and recommendations of the traffic impact study, as a part of a future development application, the applicant should be required to construct a second westbound through lane on Central Drive that starts at the Locust Grove Road intersection and terminates as a right-turn drop lane at the Access 1 intersection.

### **3. Driveways**

#### **3.1 Locust Grove Road**

- a. **Existing Conditions:** There are five existing driveways onto Locust Grove located as follows (measured centerline to centerline):
  - A 17-foot wide curb-cut type driveway located 377-feet north of Central Drive.
  - A 21-foot wide curb-cut type driveway located 491-feet north of Central Drive.
  - A 14-foot wide curb-cut type driveway located 583-feet north of Central Drive.
  - An 18-foot wide curb-cut type driveway located 617-feet north of Central Drive.
  - A 14-foot wide curb-cut type driveway located 407-feet south of Woodbridge Drive.
- b. **Staff Comments/Recommendations:** As a part of a future development application, the applicant should be required to close the existing driveways with vertical curb, gutter, and 7-foot wide attached concrete sidewalk to tie into existing improvements on either side.

#### **4. Bridge for Hunter Lateral Crossing**

The District will require that the applicant have ACHD approved plans for the crossing of the Hunter Lateral to the pre-construction meeting and final plat approval. Note: Timing of project plan submittals should take into account review times, lead time for precast members and potential roadway closures. To ensure construction prior to irrigation season, approval of the project plans must be attained by January 15<sup>th</sup>. The District retains the right to modify road closure approvals on any project based on the needs of the District. Construction of projects approved after January 15<sup>th</sup> may be postponed until after irrigation season is over in October. It is recommended that bridge submittals be submitted before the end of the current irrigation season to ensure the best time frame for construction is attained. Submittals will need to include the street section extending over the bridge to ensure the requirements of the roadway are met.

#### **5. Other Access**

Locust Grove Road is classified as a minor arterial roadway. Other than the access specifically approved with a future development application, direct lot access is prohibited to this roadway and should be noted on the final plat.

## **E. Policy**

### **1. Federal Accessibility Design Guidelines and Standards**

District policy 7203.1.1 states that developers shall follow the current version of the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 36 CFR Part 1190, September 7, 2023; (Also see, <https://www.access-board.gov/prowag> and <https://www.access-board.gov/files/prowag/planning-and-design-for-alternatives.pdf> for additional information).

### **2. Minor Improvements**

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing Highways adjacent to a proposed development may be required. These needed transportation facilities are to correct deficiencies or replace deteriorated facilities. Included are sidewalk and/or bike lane construction or replacement (with physical buffers if missing and needed); construction of transitional sidewalk segments; crosswalk construction or replacement; curb and gutter construction or replacement; repair, replacement or expansion of curb extensions; replacement of unused driveways with curb, gutter, sidewalk, repair or addition of traffic calming or speed mitigation features; installation or reconstruction of pedestrian ramps; pavement repairs; signs, motor vehicle, pedestrian and bicycle traffic control devices; and other similar items. The current version of PROWAG will determine the applicable accessibility requirements for alterations and elements added to existing streets. ACHD staff is responsible for identifying the minor improvements that would be proportionate to the size and complexity of the development.

### **3. Livable Street Performance Measures**

District policy 7203.8 states that ACHD has adopted performance measures (level of stress) for evaluating the experience of bicyclists and pedestrians. ACHD seeks to create a transportation network that serves all ages and abilities. Bike and pedestrian facilities built through development should achieve a bike and pedestrian level of traffic stress 1 or 2, with no new bike lane below a minimum of 5-feet.

### **4. Locust Grove Road**

**Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with the current version of PROWAG.

**Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map, Livable Streets Design Guide, and the most current ACHD Livable Streets Performance Measures Plan as adopted by the ACHD Commission. The developer or engineer should contact the District before starting any design.

**Street Section and Right-of-Way Width Policy:** District Policies 7205.2.1 & 7205.5.2 state The standard 5-lane street section shall be 59-feet (back-of-curb to back-of-curb). This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane or landscaped median with intermittent turn lanes, and curbs and gutters. A 5-lane road shall also include a minimum 10-foot wide multi-use path on both sides with an 8-foot wide buffer from back-of-curb. Other bike facility treatments as defined in the ACHD Bike Master Plan may be approved at the discretion of the ACHD Development Review Supervisor. If an interim on-street bike lane is required in order to connect to existing facilities, the street section shall be 75-feet to allow for a 5-foot wide bike lane and 3-foot wide painted buffer. The standard right-of-way width for a 5-lane arterial is 100-feet.

**Right-of-Way Dedication:** District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact

fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

**Pedestrian Facilities:** District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide are required on both sides of all arterial streets. A parkway strip at least 8-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Alternatively, on roadways identified for improvement in the Capital Improvement Plan, a minimum 10-foot wide multi-use path may be required. The path shall be placed in accordance with planned buildout in the Master Street Map with a minimum 8-foot wide planter strip as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Consult the District's planter width policy if trees are to be placed within the parkway strip. In some instances, to match existing conditions, a minimum 7-foot wide sidewalk may be constructed next to the back-of-curb. ACHD Development Review staff will be responsible for determining the required facility. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Detached sidewalks and multi-use paths are encouraged and should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line parallel to the roadway when authorized by Development Review staff to accommodate site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public pedestrian facilities are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the pedestrian facility. Pedestrian facilities shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

**Frontage Improvements Policy:** District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Locust Grove Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 59-foot street section within 100-feet of right-of-way.

## 5. Central Drive

**Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with ADA and the current version of PROWAG.

**Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard

street sections shall serve as the default. ACHD reserves the right to require bicycle and pedestrian facilities above those identified in the Livable Streets Design Guide and Master Street Map to ensure the safest facility possible based on current best practice.

**Street Section and Right-of-Way Policy:** District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk or multi-use path and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk or multi-use path is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

**Half Street Policy:** District Policy 7206.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the top back of curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

**Pedestrian Facilities:** District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 8-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalk constructed next to the back-of-curb shall be a minimum of 7-feet wide. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the back-of-curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian facilities should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line when authorized by Development Review staff to meet site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public sidewalks or multi-use paths are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk or multi-use path. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Central Drive is designated in the MSM as a Commercial Collector with 3-lanes and on-street bike lanes, a 46-foot street section within 62-feet of right-of-way.

## **6. Driveways**

### **6.1 Locust Grove Road**

**Access Points Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

**Access Policy:** District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

**Driveway Location Policy:** District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

**Successive Driveways:** District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 40 MPH to align or offset a minimum of 330-feet from any existing or proposed driveway.

**Driveway Width Policy:** District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

**Cross Access Easements/Shared Access Policy:** District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

### **6.2 Central Drive**

**Access Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

**Driveway Location Policy (Signalized Intersection):** District policy 7206.4.3 requires driveways located on collector roadways near a signalized intersection to be located outside the area of influence; OR a minimum of 440-feet from the signalized intersection for a full-access driveway and a minimum of 220-feet from the signalized intersection for a right-in/right-out only driveway. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

**Successive Driveways:** District policy 7206.4.5 Table 1 requires driveways located on collector roadways with a speed limit of 30 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 260-feet from any existing or proposed driveway.

**Driveway Width Policy:** District policy 7206.4.6 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7206.4.6, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7206.4.6.

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing Highways adjacent to a proposed development may be required. These needed transportation facilities are to correct deficiencies or replace deteriorated facilities. Included are sidewalk and/or bike lane construction or replacement (with physical buffers if missing and needed); construction of transitional sidewalk segments; crosswalk construction or replacement; curb and gutter construction or replacement; repair, replacement or expansion of curb extensions; replacement of unused driveways with curb, gutter, sidewalk, repair or addition of traffic calming or speed mitigation features; installation or reconstruction of pedestrian ramps; pavement repairs; signs, motor vehicle, pedestrian and bicycle traffic control devices; and other similar items. The current version of PROWAG will determine the applicable accessibility requirements for alterations and elements added to existing streets. ACHD staff is responsible for identifying the minor improvements that would be proportionate to the size and complexity of the development.

## **7. Tree Planters**

**Tree Planter Policy:** Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

## **8. Landscaping**

**Landscaping Policy:** A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm

drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

- 9. Pathway Crossings:** United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

## F. Traffic Impact Study Technical Memorandum



100 East Bower St., Suite 110  
Meridian, ID 83642  
(208) 288-1992

### Technical Memorandum

TO: Marty Vizcarra; Idaho State University

FROM: Alex Grover, PE, PTOE  
Stephen Lewis, PE, PTOE

DATE: June 19, 2023  
REVISED August 4, 2023



SUBJECT: ISU Meridian Campus – Traffic Impact Study

This memo summarizes a traffic impact study of the proposed Idaho State University (ISU) Meridian Campus development in Meridian, Idaho (see location in **Figure 1**). The proposed development will consist of buildings with 725 university students, 335 student apartments, 315 elementary school students, and a medical clinic with 140 employees. The proposed development will have three driveway accesses: one onto Central Drive (Access 1) and two onto Locust Grove Road (Access 2 and Access 3). Full buildout is anticipated in 2035. The preliminary site plan is **attached** to this memo.

The Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) identified the required study intersections (green circles in **Figure 1**) from an influence area analysis performed by the Community Planning Association of Southwest Idaho (COMPASS), which is **attached** to this memo. A scoping memorandum, including trip generation and background growth assumptions was approved by ACHD staff and is **attached** to this memo.

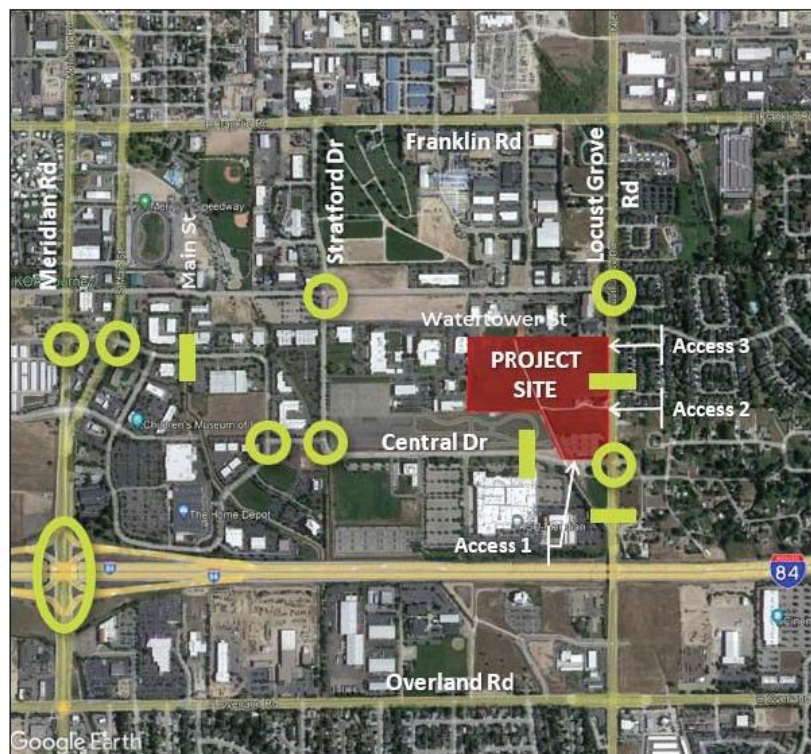


Figure 1: Vicinity Map

## **G. Standard Conditions of Approval**

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA), Public Right-of-Way Accessibility Guidelines (PROWAG), ISPWC, or ACHD requirements . The applicant's engineer should provide documentation of compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property, which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

## **H. Conclusions of Law**

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

## **Request for Appeal of Staff Decision**

To request an appeal of a staff level decision, see District policy 7101.6.7 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>

## **Request for Reconsideration of Commission Action**

To request reconsideration of a Commission Action, see District policy 1006.11 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>