

DATE: March 6, 2020
TO: The River District
FROM: City of Cascade
SUBJECT: The River District TRAFFIC IMPACT STUDY: City Comments No. 1

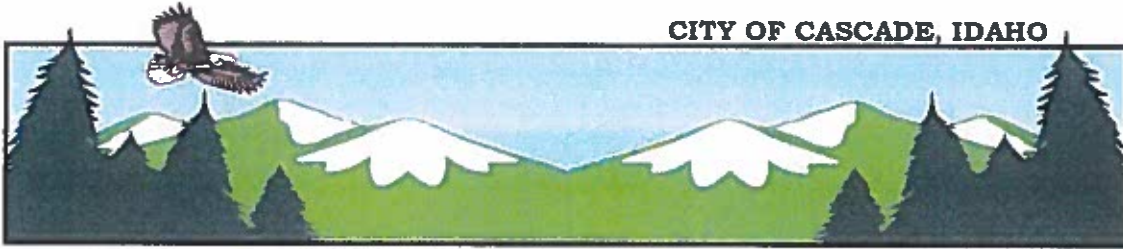
Now that we have ITD's final comments and approval relative to their roadway, we have drafted the initial City Comments to send to the Applicant (please cut and paste comments onto City Letterhead). Please review prior to sending, and give us a call to discuss if you have any questions or additional comments to be added.

The City of Cascade has reviewed the Applicant's Traffic Impact Study dated January 10, 2020 along with Idaho Transportation Department's (ITD) comments dated February 7, 2020, and approval letter dated February 25, 2020. The City provides the following comments for Applicant's action.

1. ITD has denied a permit for the applicant's request to permit Payette Street as a public road, but is willing to permit it as a gated emergency access.
 - A. Applicant shall provide a secondary public access or satisfactorily demonstrate that a single public access and a gated emergency access will satisfactorily serve the needs of the City's emergency services.
 - B. Requirement or waiver of a secondary public access is additionally conditioned upon comments and requirements provided by Cascade Rural Fire District.

2. ITD has indicated that one access with a single lane roundabout will mitigate added traffic and congestion on SH-55.
 - A. Applicant shall be responsible for all costs (including, but not limited to design, right of way, construction of improvements, and financial guarantee) required by ITD to secure an access permit.
 - B. Applicant shall provide adequate financial security for all estimated costs to permit, design, and construct the roundabout prior to approval of the Phase 1 Final Plat.

3. The traffic generated by the development (7,628 vehicles per day/645 peak-hour trips) will have a significant impact on the City's transportation network. The extent of the impact cannot be determined without a city-wide traffic model.
 - A. The City will facilitate completion of such traffic model. The Applicant shall be responsible for all costs associated with the development of such city-wide traffic model. The model will adequately identify how the traffic generated by the



development impacts the City's transportation network, what (if any) mitigation is required, and the estimated cost of any required mitigation. Other minimum requirements of the traffic model will include:

1. The traffic model shall show how traffic generated by the Development impacts the City's transportation network. It shall include the 4 key intersections identified in the City's Master Transportation Plan Table 11 (Lake Cascade Parkway, Pine Street, Cascade Street, and Cabarton Road). It shall include traffic on SH-55 at the northern and southern city limits.
2. The traffic model shall show impacts to the City's traffic network at full build out of each phase. If the model determines that mitigation is required at a threshold (# of development trips) prior to build out of a phase, the model shall specify timing the required mitigation will likely be required.
3. The traffic model shall illustrate performance of a single public access, whether it will adequately serve normal subdivision and emergency services at full build-out; if traffic model shows that a single public access does not adequately service such traffic at full build-out, traffic model will indicate at what phase of development a second public access will be required.
4. The scope of the traffic model will be clearly defined and agreed to by City Council and Applicant prior to commencing any work to develop the model.

4. Applicant shall address the following comments:

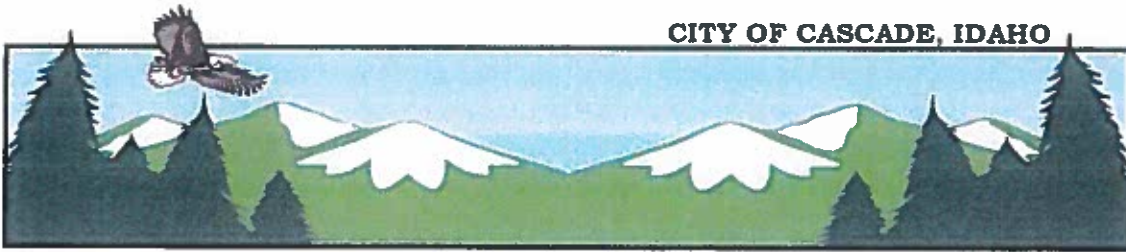
Executive Summary

A. Executive Summary; Item 1.4/page 5; Item 2.2/page 7 -

1. Study analyzes traffic conditions for years 2019 and 2040 only. Provide analysis for year 2025 and year 2030.
- B. Analysis included study of weekday traffic conditions only. Provide analysis of weekend traffic conditions for summer and winter seasons.
- C. Per CCC (8)(5)(4)(B-6) as River View Drive is directly across Highway 55 from the subdivision's main access the roadway shall share the same name. Rename Ponderosa Street and all references thereto to River View Drive.

4.0/Page 3

- A. Item 4.1 - Northwest-bound right turn lane Section 4.1 of the TIS states that the turn lane is warranted when the development generates approximately 590 PM peak hour trips with 2 accesses. Indicate when development will generate 590 PM peak hour trips with 1 access.



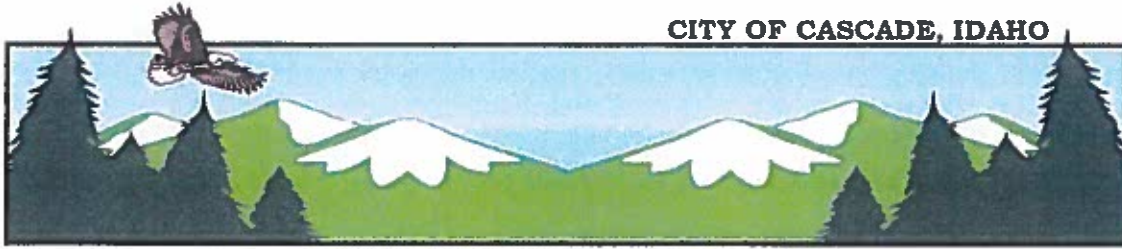
- B. Item 4.2 A roundabout must be installed prior to 120 peak hour site trips per ITD TIS Acceptance Letter dated February 25, 2020. Section 4.6 indicates that each dwelling unit will generate 1 PM Peak hour trip. The river District Market Absorption Letter Dated January 27, 2020 anticipates build out of 100 dwelling units and 2 commercial units in the first year of construction.
1. The roundabout shall be sufficiently designed to develop a reliable estimated cost of design and construction prior to final plat approval of Phase 1.
- C. Item 4.2/page 3 states roundabout will provide LOS C; Item 4.5/page 20 states roundabout will provide LOS B. Clarify which is accurate.

4.0/Page 14-15

- A. Item 4.1 and 4.2.1 - Roadway Network - Analysis completed was based on two full-access approaches on Highway 55. A second public access approach on Highway 55 was denied by ITD.
1. Analyze based on single full-access approach on Highway 55 showing all anticipated 7,628 trips generated per weekday utilizing River View Drive.
 2. Demonstrate that one single access approach for the subdivision at full build-out will be adequate.
 - I. Based on Ada County Highway District (ACHD) standards "Section 7200 - Technical Requirements" (*which agency has ample experience with subdivisions of this size and scale in addition to working closely with ITD on state highways*), **3,000 trips from a single subdivision onto a Major Collector (as Hwy 55 is classified in both Valley County and ITD roadway classifications - see Exhibit A)** requires a second, full-time access approach into the subdivision.
 - II. For comparison, 5,000 trips from a single subdivision onto an Arterial roadway per the same ACHD standard requires a second, full-time access approach into the subdivision. The River District is expected to generate 7,628 trips.
 3. Analyze **weekend** trips at the single full-access approach on Highway 55.
- B. Table 4.2 - Adjust for single access.

Figure 4.2 & 4.3/Pages 17 & 18

- A. Update these figures to accurately represent the development with one access at Riverview Parkway.



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- B. Explain why the total number of peak hour trips leaving the development in these figures are significantly less than the summary in Table 4.1.

4.4/Page 19

A. **Table 4.4** - Intersection Operations - One Access

1. Analysis reflects Level of Service "C" presumably during weekday traffic (AM / PM labels).
2. Analyze for weekend traffic with single intersection
 - i. What mitigations are required to achieve a Level of Service C during weekday and weekend traffic?

ITD Approval Letter:

City of Cascade requests annual Traffic Volumes as provided to ITD be provided to City as well.

EXHIBIT A

VALLEY COUNTY ROADS MAP



5 The Functional Classification Map of roads in Valley County is adopted by Valley County and the Idaho Transportation Department. The map is updated every five years. The most recently adopted Functional Classification Map shall be incorporated as a part of this plan. The map designates the roads classified as arterial and collector roads.