

From: Katie Pincus

Sent: Thursday, January 07, 2010 2:42 PM

To: Fred Kitchener; Kathleen Lacey; Sabrina Anderson; Kelli Fairless

Cc: Chris Zahas; Tina Mosca; John Cullerton; David Zagel; Rosemary Curtin; Andy Daleiden; John Ringert; Peter Koonce; Ed Myers; Katie Pincus

Subject: State Street TTOP - ROW and Alignment Study Summary

Hello PMT,

Earlier this week Andy and I met with Shawn Martin of ACHD to discuss the State Street ROW and Alignment Study. Below is a summary of the meeting discussion.

Please let us know if you have any questions. We look forward to seeing you tomorrow afternoon for the PMT Meeting.

Regards,
Katie

January 5, 2010 at 11:00 AM

State Street TTOP Meeting

Subject: State Street ROW and Alignment Study

Attendees: Shawn Martin (ACHD), Andy Daleiden (KAI), Katie Pincus (KAI)

The State Street ROW and Alignment Study is developing a preferred alignment for a seven lane section on State Street east of Glenwood Street to 23rd Street. The ROW and Alignment Study assumes a 120' cross-section as identified for the transit scenario in the 2004 State Street Corridor Study. The 120' cross-section details (lane widths, busway placement, etc.) may change as a result of the State Street TTOP. The traffic operations for the alignment study are based on analysis in the 2004 State Street Corridor Study.

The following three alternatives for acquiring the necessary ROW to accommodate a 120' cross-section were developed:

- Acquire ROW and widen to the north of the existing roadway
- Acquire ROW and widen to the south of the existing roadway
- Widen about the existing centerline and acquire ROW to the north and south as needed

From these three alternatives, a best fit alignment was developed by choosing the alternative on each roadway segment that minimized the amount of additional ROW needed. The following details of the best fit alignment should be noted:

- The best fit alignment does not include improvements to existing intersections besides widening for the 120' cross-section. High-capacity intersection designs for State Street/Veterans Memorial Parkway were initially being considered, but until further analysis is performed the plan leaves State Street/Veterans Memorial Parkway as a conventional intersection.
- The alignment includes median breaks for U-turns at least every quarter mile and does not provide full access to any private driveways. Most driveways are right-in/right-out only, but most public roads have full access to State Street.
- The plan will include new traffic signals at the intersection of State Street/Rose Street (for the planned 30th Street extension). The existing signal at the intersection of State Street/32nd Street would be removed in the plan.

Currently, the plan is on hold due to an existing easement issue with Idaho Power and is currently being addressed by the ACHD legal department. Depending on the outcome of this issue, the best fit alignment may have to change to only acquire ROW to the south. Once this issue is resolved, the preferred alignment (currently, the best fit) will be presented to the public for feedback.

ACHD provided the following items that will be useful for the State Street TTOP study:

- Transit Scenario Cross-Section (Open House Board)
- A complete set of 11x17 figures that illustrate the ROW impacts of the three alignment alternatives
- A complete set of 11x17 figures that illustrate the Proposed Best Fit Alignment Alternative with ROW, lane geometry, median placement, bike lanes, curb/gutter, and sidewalk

We have asked ACHD about obtaining the CAD files from this study for use in developing the concepts for State Street TTOP Study. It is likely that we would be able to obtain these in a couple months from ACHD, but Shawn would confirm this for us.

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