



July 18, 2013

Jeff Lowe, AICP  
Senior Transportation Planner  
Ada County Highway District  
3775 Adams St.  
Garden City, ID 83714

**Re: ITD Review Comments – DRAFT Northwest Foothills Transportation Plan**

The Idaho Transportation Department (ITD) has reviewed the referenced draft transportation plan and submit the following comments

- ITD has never identified a project to bring US 20-26 to seven lanes west of Eagle Road. At best, it will be six lanes and a median.
  - SH-44 (west of Eagle Road) is being constructed to four lanes plus a median. ITD has no plans to construct a five-lane section.
  - Please consider the deletion of any reference to access control on SH-44 west of Linder Road. ITD's standard access control policy applies to this corridor. ITD Board action is required to change the access control policy.
  - Any proposed HOV lanes on state highways will require a legislative change to the Idaho Code (49-1421A). Please delete any reference to HOV lanes on State Highways or amend the report to acknowledge that this potential conflicts with HOV implementation.
  - ITD has not formally accepted the TTOP concepts. Portions of that concept also require a legislative change to the Idaho Code (49-1421A).
  - Please edit Footnote 1 on Table 2 to add the sentence: "ITD has not established planning thresholds for state highways."
  - ITD has no plans to build a five or seven lane section on SH-55. At best, they will be four or six lane sections with a median.
  - Approaches are already prohibited on SH-55 between Beacon Light and SH-44 in response to ITD Board action. The reference to "access control" may be unnecessary on these two roadway segments.
  - ITD has no plans to build a seven lane section on SH-16. At best, it will be a six lane section with a median.
  - Different sections of Eagle Road are either ACHD or ITD responsibilities. Please consider making the "Eagle Road" row (Table 2) into two rows, one for the ITD segments and one for the ACHD segments. Please reference ITD's Eagle Road segments as SH-55.
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- The report's appendix uses a capacity analysis summary that is not the same process required by ACHD's Development Services Department. This difference makes it difficult to make a direct comparison between this regional study and any subsequent study submitted by private developers.
- ITD accepts that it is our responsibility to accommodate regional traffic. However, budget constraints sometimes delay the full development of these projects. Continued land use changes in the region will continue to generate additional traffic volumes and may result in regional traffic diversions to the arterial street system.

Some of these comments refer to both changes in both the text and the tables.

If you have any questions, you may contact me at 334-8377.

Sincerely,

A handwritten signature in blue ink that reads "Dave Szplett". The signature is fluid and cursive, with the first name "Dave" and last name "Szplett" clearly legible.

Dave Szplett  
Development Services Manager  
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