

Canyon Highway District No. 4 letter:

RE: Idaho 19 Corridor Study

Thank you for conducting the informative workshop presentation held October 14, 2009 at the Caldwell Public Library. District staff found the workshop helpful in focusing on the District's concerns related to this important corridor. The following comments address short-term and long-term issues the Highway District believes are important to consider in management of the Hwy 19 corridor:

Short-Term

1. Hwy 19 & Farmway Road Intersection – This intersection should be improved to accommodate heavy truck traffic turning movements and address the limited vehicle storage distance between Hwy 19 and railroad tracks. Improvements should include larger curb radii on the southwest and southeast corners, increased width on the northbound Farmway Road lane(s), sufficient width southbound or stop bar placement to accommodate trucks turning south from westbound Hwy 19, and improvement of the railroad track crossing. A cooperative project between ITD, Canyon Highway District No. 4, City of Caldwell, and the Railroad would be beneficial in implementing these improvements.

Long-Term

2. Intersection Spacing – The future location of intersections along this corridor, especially between Farmway Road and Notus Road, should be identified and coordinated with the local highway jurisdictions before further growth occurs in this area. With growth, these intersections may eventually require signalization, and consistent and adequately spaced intersections will allow future high speed traffic progression along Hwy 19. Identified now, local jurisdictions can assure adjoining roads constructed with adjoining development correspond to the identified intersection locations.

3. Intersection Design – The area along Hwy 19 between Farmway Road and Notus Road includes industrial land uses and numerous gravel pits located or permitted to the north. Additionally, recent rezones to industrial land use have been requested or approved along the corridor and the area is included in Canyon County's proposed Enterprise Zone. These factors will lead to increased truck traffic along and accessing this portion of the corridor. As a result, improvement of intersections along this corridor to accommodate heavy truck volumes should be considered. In addition, design standards or requirements for such improvements should be established in conjunction with local road jurisdictions for developments occurring along the corridor.

4. Intersection/Railroad Spacing – A concept for addressing the limited space between Hwy 19 and the railroad at existing and future intersections should be developed to prevent the loss of opportunities to correct or properly construct these intersections in the future. The concept(s) should consider the need for future turn lanes, including right-turn lanes from Hwy 19. One option to consider is shifting Hwy 19 north at these locations to provide sufficient space between the railroad and Hwy 19.

5. Access Management – Along with local road intersections, direct access to the corridor must be managed to protect the capacity and maintain the safety. Access management

standards should be coordinated with the local land use authority and local road jurisdictions to provide an integrated approach to protecting this corridor as development occurs.

6. Backage Roads/Parallel Collectors – The limited development and location of the railroad along the Hwy. 19 corridor between Farmway Road and Notus Road offer the opportunity, and in some cases necessity due to the railroad, to implement an effective system of parallel collect or backage roads. This system is essential to providing access to fronting parcels, will accomplish an effective access management program, allows for development of a supporting road system and intersections that support truck traffic, and permits successful design of the major Hwy 19 intersections and the local roads on either side. Backage roads/parallel collectors should be integrated with the access management coordination undertaken with local land use and road jurisdictions.

7. Future Arterials – The proposed planning function classification map for Canyon County includes a proposed extension of Farmway Road north, across the Boise River, to Hwy 20/26 and possibly connecting to an extension of Hwy 44. Also, Canyon Highway District No. 4 is developing alternatives to extend the Western Canyon County Arterial from the District's south boundary, north to I-84 for the purposes of corridor preservation. Consideration of these intersection locations, once determined, should be addressed for right-of-way preservation.

Thank you again for the opportunity to participate in the planning of this important regional corridor. The District supports the Idaho Transportation Department's efforts to plan and protect these critical corridors.