

Traffic Study Comparison

The two traffic studies made many of the same assumptions and projected similar impacts. The differences in projections are due, at least in part, to some somewhat different assumptions they made. Below is first a table that compares some of the key differences in assumptions and second a table that compares their projections.

Comparison of Some Differences in Assumptions

Assumptions	City of Eagle Study	Hwy 55 Developer Consortium Study	Implication
Number of residential units	24,000	28,000	Developer study will tend to project more improvements needed
Where residential units located	Between Hwy 16 & 55, but including Suncor properties (including in Boise and Gem Counties)	Includes units on east side of Highway 55	Will tend to show impacts in somewhat different places
Level of Service*	D	E	Eagle study will tend to project more improvements needed

LOS is a recognized standard of how much congestion is on roads, and it ranges from "A" (the best level of service with very little congestion) to "F" (the worst level of service, failing because of congestion). ACHD's standard is LOS D.

Comparison of Projections

Road/Highway	Projected without Foothills Development	With Foothills Development According to City of Eagle Study	With Foothills Development According to Hwy 55 Joint Study
HIGHWAY 55			
• Hwy 44 to Beacon Light	4 lane arterial (same as currently)	6 lane arterial	6 lane expressway
• Beacon Light to Brookside Ln/Dry Creek Rd	4 lane arterial (same as currently)	4 lane expressway	6 lane expressway
• Brookside Ln & Dry Creek Rd to new East/West foothills connector (btwn Hwy 16 and 55)	4 lane arterial (currently 2 lane arterial)	4 lane expressway	4 lane expressway or 6 lane arterial
• New east/west foothills connector to county line	4 lane arterial (currently 2 lane arterial)	4 lane expressway	
HIGHWAY 16			
• Hwy 44 to new east/west foothills connector	4 lane arterial (currently 2 lane arterial)		4 lane expressway
HIGHWAYS 20/26 & 44			
• Intersections with Hwy 16, Linder Rd, and Eagle Rd (and with Hwy 55 for Hwy 44)	Traditional intersections		Grade separated interchanges or other type of high capacity intersection
EAGLE ROAD (turns into WILLOW CREEK ROAD north of Beacon Light)			
• State Street to Floating Feather	2 lane arterial (same as currently)		4 lane arterial
• Beacon Light to Woods Gulch (about 2 miles north of Beacon Light)	2 lane arterial (same as currently)		4 lane arterial
LINDER ROAD			
• Hwy 20/26 to Floating Feather	2 lane arterial (same as currently)		6 lane arterial
• Floating Feather to Homer	2 lane arterial (same as currently)		4 lane arterial
• Homer to new east/west foothills connector	No road (same as currently)	4 lane arterial	4 lane arterial
PALMER ROAD			
• Beacon Light to new east/west foothills connector	No road (same as currently)	2 lane arterial	
BEACON LIGHT ROAD			
• Park Ln to Hwy 55	2 lane arterial (same as currently)		4 lane arterial

Blank cell = No improvement due to foothills development needed

Blue = Both studies project the same improvement needed due to foothills development

Green=One study showing a less significant improvement needed due to foothills development

Red=One study showing a more significant improvement needed due to foothills development