



# **CITY OF KUNA**

**P. O. BOX 13  
KUNA, ID 83634**

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[www.kunacity.id.gov](http://www.kunacity.id.gov)

## **February 4, 2014**

### **7:00 P.M. REGULAR CITY COUNCIL MEETING**

**KUNA CITY COUNCIL CHAMBER  
763 W. AVALON ST.  
KUNA, IDAHO**

### **CITY OFFICIALS**

**W. Greg Nelson, Mayor  
Richard Cardoza, Council President  
Briana Buban-Vonder Haar, Council Member  
Pat Jones, Council Member  
Joe Stear, Council Member**

NOTICE: Copies of all agenda materials are available for public review in the Office of the City Clerk. Persons who have questions concerning any agenda item may call the City Clerk's Office at 922-5546 to make inquiry concerning the nature of the item described on the agenda.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at 922-5546 at least forty-eight (48) hours prior to the meeting to allow the City to make reasonable arrangements to ensure accessibility to this meeting.

**CITY OF KUNA  
REGULAR CITY COUNCIL MEETING  
AGENDA  
TUESDAY, FEBRUARY 4, 2014  
Kuna City Hall Council Chamber, 763 W. Avalon Street, Kuna, Idaho**

**7:00 P.M. REGULAR CITY COUNCIL**

**Call to Order and Roll Call**

Invocation: Stan Johnson, Kuna Life Church

**Pledge of Allegiance:** Mayor Nelson

**1. Consent Agenda:**

*All items listed under the Consent Agenda are considered to be routine and are acted on with one motion by the City Council. There will be no separate discussion on these items unless the Mayor, Council Member, or City Staff requests an item to be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be placed on the Regular Agenda under Old Business or as instructed by the City Council.*

A. City Council Meeting Minutes:

1. Minutes of January 21, 2014

B. Accounts Payable Dated February 4, 2014 in the Amount of \$142,405.79

C. Alcohol Licenses:

D. Resolutions:

E. Findings of Facts and Conclusions of Law:

**2. Citizen's Reports or Requests:**

A. American Cancer Society Relay for Life in Kuna – Loren Olsen, Relay for Life Specialist

B. Brief Update and Introduction of Two Patrol Sergeants – Justin Dusseau, Kuna City Police Chief

**3. Old Business:**

A. Consideration of the Kuna Crossing Feasibility and Implementation Plan

B. City Council Move to Paperless Environment Presentation – John Marsh, City Treasurer

**4. Public Hearings:** (7:00 p.m. or as soon thereafter as matters may be heard.)

**5. New Business:**

A. Resolution No. R12-2014 Valley Regional Transit – Richard Roats, City Attorney

A RESOLUTION OF THE CITY OF KUNA, IDAHO APPOINTING A BOARD MEMBER AND ALTERNATE BOARD MEMBER TO THE VALLEY REGIONAL TRANSIT BOARD; AND PROVIDING FOR AN EFFECTIVE DATE.

B. January Construction Report – Gordon Law, City Engineer

C. Review Comprehensive Plan Amended Section 13.0 Community Design – Wendy Howell, P&Z Director

**6. Ordinances:**

**7. Mayor/Council Discussion Items:**

**8. Announcements:**

**9. Executive Session:**

**10. Adjournment:**



**CITY OF KUNA**  
**REGULAR CITY COUNCIL MEETING**  
**MINUTES**  
**TUESDAY, JANUARY 21, 2014**  
**Kuna City Hall Council Chamber, 763 W. Avalon Street, Kuna, Idaho**

**6:00 P.M. WORK SESSION**

**COUNCIL MEMBERS PRESENT:** Mayor W. Greg Nelson  
Council President Richard Cardoza  
Council Member Pat Jones  
Council Member Joe Stear

**EXCUSED ABSENCE:** Council Member Briana Buban-Vonder Haar

**CITY STAFF PRESENT:** Richard T. Roats, City Attorney  
Gordon Law, City Engineer  
Wendy Howell, Planning & Zoning Director  
Brenda Bingham, City Clerk

**1. Call to Order and Roll Call**

Mayor Nelson called the Work Session to order at 6:00 p.m. Roll call reflected Council Members Cardoza, Jones and Stear present at the meeting. Council Member Buban-Vonder Haar was out of town on vacation.

Mayor Nelson welcomed Zions Bank explaining they will be doing a video of the meeting and have been chosen as the Fiscal Agent for the sports complex. They have already provided considerable information and Mayor Nelson welcomed them as partners in our attempt to get a swimming pool and other things for the kids in this city.

**2. Initial presentation and question/answers regarding the Feasibility Study for Community Swimming Pool and Recreation Center – Richard T. Roats, City Attorney**  
*(Timestamp 00:01:27)*

Attorney Roats reported the committee selected LCA Architects for the community pool. Phase 1 of the project is determining the financial feasibility of the project. If it is determined that the financial ability exists then Phase 2 of the project will begin which is the architectural portion of it.

Nate Turner, LCA Architects representative for Steven Simmons, 1221 Shoreline Lane, Boise, Idaho, explained they are a local architectural firm. They will team up with their consultants, Ballard King and Associates out of Denver, Colorado and Opsis Architecture from Portland, Oregon to perform most of the feasibility study. They will work with a

company called Water Technology, Inc. located in Phoenix, Arizona for the aquatic portion of the project.

Phase 1 of the project will determine what the community wants in a recreation and pool facility, how large it needs to be, the project costs to construct it and the operational/maintenance costs and projected revenue to offset the operational costs.

Phase 2 depends on what comes out of Phase 1.

It was noted the total costs for Phase 1 will be \$37,040. The survey portion is estimated at \$11,500 which will begin mid-February and will take approximately 90 days. A report on the feasibility of the project will be prepared with analysis and recommendations.

Council President Cardoza requested a copy of the survey for review before it is used.

Mr. Turner stated a kick-off meeting will be held with the council and committee at the beginning of the project.

Attorney Roats reminded the group of a resolution that was approved at the last meeting to sign the contracts for LCA Architects and Zions Bank.

Mr. Roats reported a map and boundaries will be decided upon for the recreation district in conjunction with the project.

Mayor Nelson is planning a meeting with the Melba's Mayor and Superintendent to discuss the Gateway West project and also to see if they might be interested to join in with the recreation district since they are inquiring about a swimming pool in their area.

Discussion on property for a sports complex took place. Kuna Police Athletic League (KPAL) has offered to put in fields at no cost to the city. It would offer plenty of parking and would be centrally located for all the schools.

*(Timestamp 00:31:25)*

Mayor Nelson provided an update on the Gateway West project explaining every route has to be restudied. Information will be coming out to update the public. Other items were briefly reported on by the Mayor.

### **3. Adjournment**

Council Member Stear moved for the meeting to adjourn at 6:50 p.m.

### **7:00 P.M. REGULAR CITY COUNCIL**

#### **COUNCIL MEMBERS PRESENT:**

Mayor W. Greg Nelson  
Council President Richard Cardoza  
Council Member Pat Jones  
Council Member Joe Stear

**EXCUSED ABSENCE:** Council Member Briana Buban-Vonder Haar

**CITY STAFF PRESENT:** Richard T. Roats, City Attorney  
Gordon Law, City Engineer  
Wendy Howell, Planning & Zoning Director  
Bobby Withrow, Parks & Recreation Supervisor  
Brenda Bingham, City Clerk

**Call to Order and Roll Call**

Mayor Nelson welcomed everyone and called the meeting to order at 7:00 p.m. Roll call reflected Council Members Cardoza, Jones and Stear present at the meeting. Council Member Buban-Vonder Haar was out of town on vacation.

**Invocation:** Karen Hernandez, United Methodist Church

**Pledge of Allegiance:** Mayor Nelson

**1. Consent Agenda:** (Timestamp 00:50:21)

*All items listed under the Consent Agenda are considered to be routine and are acted on with one motion by the City Council. There will be no separate discussion on these items unless the Mayor, Council Member, or City Staff requests an item to be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be placed on the Regular Agenda under Old Business or as instructed by the City Council.*

A. City Council Meeting Minutes:

1. Minutes of January 7, 2013 Regular Meeting

B. Accounts Payable Dated January 21, 2014 in the Amount of \$387,638.30

C. Alcohol Licenses:

D. Resolutions:

E. Findings of Facts and Conclusions of Law:

1. 13-02-AN (Annexation) and 13-01-DA (Development Agreement) – Sharron L. Fisher Annexation

2. 13-01-PUD (Planned Unit Development), 13-03-ZC (Rezone), 13-03-DA (Development Agreement), 13-05-S (Preliminary Plat) - Sorrel Residential Subdivision; Randy VanderWerff represented by ULC Management (Bob Unger)

**Council Member Stear moved to approve the Consent Agenda as printed. Seconded by Council President Cardoza, all voting aye. Motion carried 3-0.**

**2. Citizen's Reports or Requests:**

**3. Old Business:**

- A. Avalon/Shortline/Bridge Project Update – Peter Blake, Project Manager , Ada County Highway District  
(Timestamp 00:50:54)

Peter Blake provided an update on the status of the Kuna Gateway Project that was first proposed in the spring of 2013 as an economic development project in conjunction with the Ada County Highway District (ACHD) and the City of Kuna. The purpose is to provide safe pedestrian access from School Street to Main Street along with access to the downtown center. Landscaping and aesthetic improvements to the bridge are also part of the project. The intersection at Avalon, Shortline and Bridge will also be improved.

If the right-of-way agreement is approved from Union Pacific then plans to begin the project could begin as early as March with completion prior to Kuna Days.

- B. Approve Resolution No. R08-2014 Adopting Amended Policy for Cost Recovery Agreements for Water System Construction – Gordon Law, City Engineer  
(Timestamp 01:01:02)

**Council Member Stear moved to approve Resolution No. R08-2014. Seconded by Council Member Jones, all voting aye. Motion carried 3-0.**

- C. Approve Resolution No. R09-2014 Adopting Amended Policy for Cost Recovery Agreements for Sewer System Construction – Gordon Law, City Engineer  
(Timestamp 01:08:19)

**Council Member Stear moved to approve Resolution No. R09-2014. Seconded by Council Member Jones, all voting aye. Motion carried 3-0.**

- D. Approve Resolution No. R10-2014 Adopting Amended Policy for Cost Recovery Agreements for Pressure Irrigation System Construction – Gordon Law, City Engineer  
(Timestamp 01:09:19)

**Council Member Stear moved to approve Resolution No. R10-2014. Seconded by Council Member Jones, all voting aye. Motion carried 3-0.**

**4. Public Hearings: (7:00 p.m. or as soon thereafter as matters may be heard.)**  
(Timestamp 01:09:44)

- A. A Public Hearing for all Interested Parties and Citizens to Have an Opportunity to be Heard Regarding the Review and Consideration of the Kuna Crossing Feasibility and

Implementation Plan – Jeff Lowe, Senior Transportation Planner, Ada County Highway District

Mitch Jaurena, ACHD Commissioner, Meridian, addressed the group to explain they will be presenting a recommendation from their staff but no action has been taken by the ACHD Commission. This Friday, a Joint ACHD and Kuna Council Meeting will be held to discuss the matter. He suggested placing the Kuna Crossing matter on the February 4, 2014 council meeting agenda for a decision to be considered at that time. It was stated that ACHD will most likely follow the Council's decision.

The Ten Mile Road location ranked out well on safety, mobility, feasibility and economically developed but has impacts to the neighborhood. It would also create a new link between Kuna and I-84.

The Swan Falls location is slightly more but does not make a new travel route. It enhances safety and improves access for emergency service. There are also neighborhood impacts.

ACHD will hold a public meeting on February 5, 2014 in the evening regarding the Kuna Crossing.

Jeff Lowe, ACHD, presented information on the project explaining items for consideration such as priorities, interested parties, advantages and disadvantages. The purpose of the project is to identify the need, location and feasibility of crossing the Union Pacific railroad tracks and Indian Creek, including funding and implementation.

Cost ranges from \$11.5 million - \$110 million. Not likely to be funded by ACHD due to low regional prioritization.

Public meetings were held with involvement and input received from the citizens of Kuna.

ACHD Project Management Team recommends Option 3, Ten Mile Road Extension.

Public preferred:

- Option 7B - Swan Falls Road to Linder Road (Shortline Street Underpass Realignment to Stagecoach Way)
- Option 8 - SH 69 Meridian Road Extension.

Mayor Nelson opened the public hearing at 7:56 p.m. An invitation was extended to the audience to make public comment. (*Timestamp 01:44:30*)

### SUPPORT

**Emily Richards**, 6055 Murphy Road, Kuna, has resided in Kuna seven years and has five children. She drives back and forth to Kuna approximately 5 times each day. She is in favor of the Ten Mile Road crossing because she finds it difficult to get to town from her home and in transporting her children to Falcon Crest Charter School.

NEUTRAL

None

OPPOSE

**Tom Stieneke**, 1647 West 4<sup>th</sup> Street, explained the Ten Mile Road extension directly affects him and others who could not attend. He understands the lady who spoke but it only takes a few extra minutes to go one direction or the other. People moved to this community knowing there are railroad tracks and should expect to wait for a train. He disagrees with the Ten Mile option being the best option. He would like to go with the “no option”.

**Layne Saxton**, 1185 South Ash Avenue, Kuna, lives south of the tracks and heard tonight that ACHD is not paying to help get us across the tracks. The Ten Mile crossing will increase the traffic from Ten Mile, down 4<sup>th</sup> Street and Deer Flat. He feels there needs to be more input. A lot of people showed up for the meetings and the safety of crossing the tracks is very important. It is important if Union Pacific helps with 5% of the funding to get costs down. Increased traffic on 4<sup>th</sup> Street and Deer Flat is a concern since one student has already been hit. The Ten Mile crossing would be a disaster. We need to continue to look at getting across the railroad tracks at any cost.

**Ron Schroeder**, 4<sup>th</sup> Street, third place from Ten Mile, stated the Ten Mile option would be a disaster. Nine of the properties will be affected and they will have to move. He has been in his house for 18 years. Bringing more traffic down Ten Mile past two schools is more dangerous for kids as well as on 4<sup>th</sup> Street. There is already a lot of traffic going by Indian Creek Elementary and this would only add more traffic. It is not a good idea to create more traffic going by these three schools plus for nine of us to lose our properties for a bridge across the railroad tracks. Swan Falls or Meridian Road would be the better option. He stated it is a bad, bad, bad idea to use the Ten Mile option.

The Public Hearing closed at 8:08 p.m. Mayor Nelson explained the Council would not be making any decision tonight on the issue. It will be placed on the agenda for the February 4, 2014 meeting.

**Council Member Stear moved to table the discussion on the overpass until the regular Council Meeting on February 4<sup>th</sup> at 7 pm. Seconded by Council President Cardoza, all voting aye. Motion carried 3-0.**

**5. New Business:**

- A. Irrevocable Standby Letter of Credit for Ada County Highway District – John Marsh, City Treasurer (*Timestamp 01:56:38*)

**Council Member Stear moved to adopt Resolution R11-2014. Seconded by Council Member Jones, all voting aye. Motion carried 3-0.**

- B. Adopt Resolution No. R07-2014 Approving Consultant Services Agreement with Civil Survey Consultants Regarding School Street Pressurized Irrigation Project – Gordon Law, City Engineer (*Timestamp 01:58:14*)

**Council Member Stear moved to adopt Resolution No. R07-2014. Seconded by Council Member Jones, all voting aye. Motion carried 3-0.**

- C. Review Comprehensive Plan Amended Section 12.0 Housing – Wendy Howell, P&Z Director (*Timestamp 02:01:07*)

Ms. Howell explained this is just a continuation from the past meetings and asked for questions or corrections to be submitted to her.

**6. Ordinances:**

- A. **First Reading of Ordinance No. 2014-02 Fisher Annexation** (*Timestamp 02:02:58*)

*Consideration to dispense with full reading and three consecutive readings.*

*Consideration to approve ordinance.*

*Consideration to approve a summary publication of the ordinance.*

AN ORDINANCE ANNEXING CERTAIN REAL PROPERTY, NOW KNOWN AS PARCEL S1313347025 WITH A SITE ADDRESS OF 450 E. DEER FLAT ROAD, KUNA, IDAHO; SITUATED IN THE UNINCORPORATED AREA OF ADA COUNTY, IDAHO, AND CONTIGUOUS TO THE CORPORATE LIMITS OF THE CITY OF KUNA, TO THE CITY OF KUNA, IDAHO; ESTABLISHING THE ZONING CLASSIFICATION OF SAID REAL PROPERTY; DIRECTING THAT COPIES OF THIS ORDINANCE BE FILED AS PROVIDED BY LAW; AND PROVIDING AN EFFECTIVE DATE.

**Council Member Stear moved to dispense with the full reading and three consecutive readings of Ordinance No. 2014-02. Seconded by Council Member Cardoza, all voting aye. Motion carried 3-0.**

**Council Member Stear moved to approve Ordinance No. 2014-02. Seconded by Council President Cardoza with the following roll call vote:**

**Voting Aye: Council Members Cardoza, Jones and Stear**

**Voting No: None**

**Absent: Council Member Buban-Vonder Haar**

**Motion carried 3-0**

**Council Member Stear moved to approve a summary publication of Ordinance No. 2014-02. Seconded by Council Member Cardoza, all voting aye. Motion carried 3-0.**

- B. **First Reading of Ordinance No. 2014-03 Sorrel Subdivision Rezone**

*(Timestamp 02:05:51)*

*Consideration to dispense with full reading and three consecutive readings.*

*Consideration to approve ordinance.*

*Consideration to approve a summary publication of the ordinance.*

AN ORDINANCE OF THE CITY OF KUNA, IDAHO, REZONING CERTAIN REAL PROPERTY, NOW KNOWN AS PARCEL R7686320030 WITH AN ADDRESS OF 700 S. LUKER ROAD, KUNA, IDAHO, FROM M-1 TO R-8; AMENDING THE ZONING MAP OF THE CITY OF KUNA TO REFLECT SUCH CHANGE; AND PROVIDING AN EFFECTIVE DATE.

**Council Member Stear moved to dispense with the full reading and three consecutive readings of Ordinance No. 2014-03. Seconded by Council President Cardoza, all voting aye. Motion carried 3-0.**

**Council Member Stear moved to adopt Ordinance No. 2014-03. Seconded by Council President Cardoza with the following roll call vote:**

**Voting Aye: Council Members Cardoza, Jones and Stear**

**Voting No: None**

**Absent: Council Member Buban-Vonder Haar**

**Motion carried 3-0.**

**Council Member Stear moved to approve a summary publication of Ordinance No. 2014-03. Seconded by Council President Cardoza, all voting aye. Motion carried 3-0**

**7. Mayor/Council Discussion Items:**

**8. Announcements:**

**9. Executive Session: *(Timestamp 02:07:34)***

- A. Adjourn to Executive Session Pursuant to Idaho Code 67-2345(c) for the Purpose of Discussing Property Acquisition.**

**Council Member Stear moved to adjourn into an Executive Session pursuant to Idaho Code 67-2345(c) for the purpose of discussing pending litigation. Seconded by Council Member Jones with the following roll call vote:**

**Voting Aye: Council Members Cardoza, Jones and Stear**

**Voting No: None**

**Absent: Council Member Buban-Vonder Haar**

**Motion Carried: 3-0**

**Time: 8:24 p.m.**

**Council Member Stear moved to adjourn from Executive Session. Seconded by Council President Cardoza, all voting aye. Motion carried 3-0.**

**10. Adjournment:**

Council Member Stear moved for the meeting to adjourn at 8:46 p.m.

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W. Greg Nelson, Mayor

ATTEST:

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Brenda S. Bingham, City Clerk

*Minutes prepared by Brenda Bingham*

*Date Approved: CCM 2/4/14*

***An audio recording of this meeting is available at City Hall upon request or it can be accessed at the City of Kuna website [www.cityofkuna.com](http://www.cityofkuna.com).***



Payment Approval Report - City Council Approval  
Report dates: 1/27/2014-1/27/2014

City of Kuna

Report Criteria:

- Detail report.
- Invoices with totals above \$0.00 included.
- Only unpaid invoices included.

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
<b>2M COMPANY, INC.</b>												
1461	2M COMPANY, INC.	4080200-000	1324	WEED BARRIER TEST WELL #3/11 PROJECT. B. WITHROW	01/15/2014	400.00	.00	20-6150 MAINT. & REPAIRS - SYSTEM	0	1/14		
Total 2M COMPANY, INC.:							400.00	.00				
<b>ADA COUNTY HIGHWAY DISTRICT (RENT)</b>												
1037	ADA COUNTY HIGHWAY DISTRICT (RENT)	02/14		ACHD SHOP RENT. FEBRUARY 2014 - PARKS	01/29/2014	148.50	.00	01-6211 RENT- BUILDINGS & LAND	1004	2/14		
1037	ADA COUNTY HIGHWAY DISTRICT (RENT)	02/14		ACHD SHOP RENT. FEBRUARY 2014 - WATER	01/29/2014	126.00	.00	20-6211 RENT- BUILDINGS & LAND	0	2/14		
1037	ADA COUNTY HIGHWAY DISTRICT (RENT)	02/14		ACHD SHOP RENT. FEBRUARY 2014 - SEWER	01/29/2014	121.50	.00	21-6211 RENT- BUILDINGS & LAND	0	2/14		
1037	ADA COUNTY HIGHWAY DISTRICT (RENT)	02/14		ACHD SHOP RENT. FEBRUARY 2014 - P.I.	01/29/2014	54.00	.00	25-6211 RENT- BUILDINGS & LAND	0	2/14		
Total ADA COUNTY HIGHWAY DISTRICT (RENT):							450.00	.00				
<b>AIR DIFFUSION SYSTEMS</b>												
393	AIR DIFFUSION SYSTEMS	4356	1323	CONNECTORS, TUBING, INSERTS, PER QUOTE DATED 1/13/14, FOR LAGOON POND #Z REPAIRS. SEWER. JAN '14 - T. FLEMING	01/21/2014	777.50	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	1/14		
Total AIR DIFFUSION SYSTEMS:							777.50	.00				
<b>ALLOWAY ELECTRIC CO</b>												
1087	ALLOWAY ELECTRIC CO	31269		REPAIR TO ST. LIGHT FROM ACCIDENT @LUKER & RED BUD. JAN '14 - ST. LIGHTS	01/22/2014	3,475.00	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1002	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total ALLOWAY ELECTRIC CO:												
						3,475.00	.00					
<b>ANALYTICAL LABORATORIES</b>												
1	ANALYTICAL LABORATORIES	26046		WATER SAMPLES, WATER, DEC. '13, C. DEYOUNG	12/31/2013	949.50	.00	20-6150, MAINT. & REPAIRS - SYSTEM	0	12/13		
1	ANALYTICAL LABORATORIES	26047		BACTERIA TEST, DEC. '13 - SEWER	12/31/2013	825.30	.00	21-6142, MAINT. & REPAIRS - EQUIPMENT	0	12/13		
Total ANALYTICAL LABORATORIES:												
						1,774.80	.00					
<b>ARTCO (US, INC.) dba</b>												
1435	ARTCO (US, INC.) dba	1418930	1276	BUSINESS CARDS FOR CLINT DEYOUNG, WATER, JAN '14	01/07/2014	40.00	.00	20-6160 MISCELLANEOUS EXPENSES	0	1/14		
Total ARTCO (US, INC.) dba:												
						40.00	.00					
<b>ASSN. OF IDAHO PUBLIC WORKS PROFESSIONAL</b>												
1474	ASSN. OF IDAHO PUBLIC WORKS PROFESSIONAL	2014-096		ANNUAL MEMBER DUES FOR G. LAW, JAN '14 - WATER	01/15/2014	16.80	.00	20-6075, DUES & MEMBERSHIPS	0	1/14		
1474	ASSN. OF IDAHO PUBLIC WORKS PROFESSIONAL	2014-096		ANNUAL MEMBER DUES FOR G. LAW, JAN '14 - SEWER	01/15/2014	16.80	.00	21-6075, DUES & MEMBERSHIPS	0	1/14		
1474	ASSN. OF IDAHO PUBLIC WORKS PROFESSIONAL	2014-096		ANNUAL MEMBER DUES FOR G. LAW, JAN '14 - P.I.	01/15/2014	6.40	.00	25-6075, DUES & MEMBERSHIPS EXPENSE	0	1/14		
Total ASSN. OF IDAHO PUBLIC WORKS PROFESSIONAL:												
						40.00	.00					
<b>AUTOZONE, INC.</b>												
1606	AUTOZONE, INC.	4126390458	1221	1 SET JUMPER CABLES FOR SHOP, DIESEL, ADDITIVE, WATER, DEC. '13 - C. DEYOUNG	12/09/2013	46.18	.00	20-6305, VEHICLE MAINTENANCE & REPAIRS	0	12/13		
1606	AUTOZONE, INC.	4126407875	1302	1 TOGGLE SWITCH FOR TRK #14, PARKS, JAN '14 - B. WITHROW	01/08/2014	6.97	.00	01-6305, VEHICLE MAINTENANCE & REPAIRS	1004	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided	
1606	AUTOZONE, INC.	4126407875	1302	1 TOGGLE SWITCH FOR TRK #25. WATER, JAN '14 - B. WITHROW	01/08/2014	6.97	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/14			
1606	AUTOZONE, INC.	4126407875	1302	LIGHT TESTER, WIRING KIT. PARKS, JAN '14 - B. WITHROW	01/08/2014	27.72	.00	01-6175 SMALL TOOLS	1004	1/14			
1606	AUTOZONE, INC.	4126418361	1364	GREASE CLEANER, CLEANER FOR BLOWER PARTS, ETC., SEWER, JAN '14 - M. NADEAU	01/28/2014	30.12	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/14			
Total AUTOZONE, INC.:							117.96	.00					
<b>BEDLINERS OF TREASURE VALLEY, INC.</b>													
1192	BEDLINERS OF TREASURE VALLEY, INC.	8317		1 EA. BED LINER TRK #24. PARKS, DEC '13	12/31/2013	549.00	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	1004	12/13			
Total BEDLINERS OF TREASURE VALLEY, INC.:							549.00	.00					
<b>COMPASS</b>													
4	COMPASS	214029		ORTHOPHOTOGRAPHY SECTIONS, WATER, DEC. '14	12/10/2013	58.80	.00	20-6175 SMALL TOOLS	0	12/13			
4	COMPASS	214029		ORTHOPHOTOGRAPHY SECTIONS, SEWER, DEC. '14	12/10/2013	58.80	.00	21-6175 SMALL TOOLS	0	12/13			
4	COMPASS	214029		ORTHOPHOTOGRAPHY SECTIONS, P.I., DEC. '14	12/10/2013	22.40	.00	25-6175 SMALL TOOLS	0	12/13			
Total COMPASS:							140.00	.00					
<b>CUSTOM ELECTRIC, INC.</b>													
147	CUSTOM ELECTRIC, INC.	6893	1312	TROUBLESHOOT/REPLACE TRANSDUCER @ CRIMSON PT L/S. SEWER JAN '14 - T. FLEMING	01/02/2014	2,068.88	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	1/14			
Total CUSTOM ELECTRIC, INC.:							2,068.88	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
D & B SUPPLY												
75 D & B SUPPLY		610289	1190	PR WORK BOOTS, PR OVERALLS FOR P KAUFMAN, PARKS, DEC '13 - B. WITHROW	12/03/2013	289.98	.00	01-6230 SAFETY TRAINING & EQUIPMENT	1004	12/13		
75 D & B SUPPLY		612024	1220	REPLACE INSULATED WORK VEST AND INSULATED WORK PANTS (R. FORD); 5 PAIRS WORK GLOVES (C. DEYOUNG)	12/09/2013	141.54	.00	20-6285 UNIFORMS EXPENSE	0	12/13		
75 D & B SUPPLY		612024	1220	REPLACEMENT INSULATED WORK VEST AND INSULATED WORK PANTS (R. FORD) - 5 PAIRS WORK GLOVES (C. DEYOUNG)	12/09/2013	35.39	.00	25-6285 UNIFORMS EXPENSE	0	12/13		
75 D & B SUPPLY		614611		UNIVERSAL STARTER HANDLE KIT, PARKS, DEC '13	12/17/2013	3.99	.00	01-6175 SMALL TOOLS	1004	12/13		
Total D & B SUPPLY:							470.90	.00				
<b>EDMARK GM SUPERSTORE</b>												
357 EDMARK GM SUPERSTORE		1000348		EMISSIONS TEST ON CITY HALL CAR #71-FUSION, B. WITHROW, JAN. '14	01/06/2014	10.00	.00	01-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/14		
357 EDMARK GM SUPERSTORE		458431	1265	REPLACE HEADLIGHT LAMP FOR WATER TRK #23, DEC '13 - WATER	12/30/2013	13.93	.00	20-6305 VEHICLE MAINTENANCE & REPAIRS	0	12/13		
Total EDMARK GM SUPERSTORE:							23.93	.00				
<b>FASTENAL COMPANY</b>												
1507 FASTENAL COMPANY		179317	1185	2/3/16" SOCKET, LOCK RING PLIERS, GAUGE, 3LB DRILL HAMMER, 4PC CHISEL SET, 5PC FILE SET TO REBUILD SEWER BLOWERS, PER QUOTE #81904, DEC '13 - I. SHAFFER	12/31/2013	361.37	.00	21-6175 SMALL TOOLS	0	12/13		
1507 FASTENAL COMPANY		179826		4 PC. MICROMETER, SEWER, JAN. '14	01/07/2014	280.32	.00	21-6175 SMALL TOOLS	0	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided	
1507	FASTENAL COMPANY	179856		WRONG DEPTH GAUGE ORDERED. RETURNED FOR CREDIT. SEWER. JAN. '14	01/07/2014	-81.91	.00	21-6175 SMALL TOOLS	0	1/14			
1507	FASTENAL COMPANY	179858		WRONG ITEM ORDERED. RETURNED 4 PC MICROMETER FOR CREDIT. SEWER. JAN. '14	01/08/2014	-280.32	.00	21-6175 SMALL TOOLS	0	1/14			
1507	FASTENAL COMPANY	IDBOS179859	1297	1 NEW DEPTH MICROMETER IN BLOWER ROOM. SEWER. JAN '14 - T. SHAFFER	01/08/2014	280.32	.00	21-6175 SMALL TOOLS	0	1/14			
Total FASTENAL COMPANY:							559.78	.00					
<b>HACH COMPANY</b>													
157	HACH COMPANY	8638435		2 EA PIPET TIPS. SEWER. T. SHAFFER. JAN. '14	01/07/2014	184.77	.00	21-6150 MAINT. & REPAIRS- SYSTEM	0	1/14			
Total HACH COMPANY:							184.77	.00					
<b>HD SUPPLY WATERWORKS LTD</b>													
63	HD SUPPLY WATERWORKS LTD	B828859	1307	REBUILD VALVES @ PUMP HOUSE/WATER TOWER. PARKS. JAN '14 - B. WITHROW	01/10/2014	94.83	.00	01-6150 MAINTENANCE & REPAIRS- SYSTEM	1004	1/14			
63	HD SUPPLY WATERWORKS LTD	B915010	1272	STREET LIGHT LABELS FOR K'S & O'S. JAN '14 - ST LIGHTS	01/17/2014	16.00	.00	01-6142 MAINT. & REPAIR- EQUIPMENT	1002	1/14			
63	HD SUPPLY WATERWORKS LTD	B940751		SEGO POND REPAIRS. STEM. NUT. HEX SAW. KEY. JAN '14 - P.L.	01/17/2014	181.88	.00	25-6150 MAINT. & REPAIRS- SYSTEM (PI)	0	1/14			
Total HD SUPPLY WATERWORKS LTD:							292.71	.00					
<b>HDR ENGINEERING, INC.</b>													
1646	HDR ENGINEERING, INC.	00127375B		NPDES PERMIT ASSISTANCE. SEWER. JAN '14	01/07/2014	999.00	.00	21-6202 PROFESSIONAL SERVICES	0	1/14			

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1646	HDR ENGINEERING, INC.	129252B		<u>FIRE SCREEN EQUIPMENT DESIGN, SEWER, JAN '14</u>	01/13/2014	12,845.50	.00	21-6020 CAPITAL IMPROVEMENTS	0	1/14		
Total HDR ENGINEERING, INC.:												
						13,844.50	.00					
<b>HOCOCHAN HOLDINGS, INC.</b>												
1619	HOCOCHAN HOLDINGS, INC.	AR289682		<u>COPIER LEASE, SHARP/MX4110N, JAN '14 - CITY HALL</u>	01/17/2014	235.68	.00	01-6142 MAINT. & REPAIR-EQUIPMENT	0	1/14		
1619	HOCOCHAN HOLDINGS, INC.	AR289682		<u>COPIER LEASE, SHARP/MXM503N, JAN '14 - CITY HALL</u>	01/17/2014	117.82	.00	01-6142 MAINT. & REPAIR-EQUIPMENT	1003	1/14		
1619	HOCOCHAN HOLDINGS, INC.	AR289683		<u>MAINT. SHARP MX4110N, COLOR COPIES, JAN '14 - CITY HALL</u>	01/17/2014	19.26	.00	01-6142 MAINT. & REPAIR-EQUIPMENT	0	1/14		
1619	HOCOCHAN HOLDINGS, INC.	AR289683		<u>MAINT. SHARP MX4110N, COLOR COPIES, JAN '14 - P &amp; Z</u>	01/17/2014	19.26	.00	01-6142 MAINT. & REPAIR-EQUIPMENT	1003	1/14		
1619	HOCOCHAN HOLDINGS, INC.	AR289683		<u>MAINT. SHARP MX4110N, COLOR COPIES, JAN '14 - WATER</u>	01/17/2014	23.63	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/14		
1619	HOCOCHAN HOLDINGS, INC.	AR289683		<u>MAINT. SHARP MX4110N, COLOR COPIES, JAN '14 - SEWER</u>	01/17/2014	30.85	.00	21-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/14		
1619	HOCOCHAN HOLDINGS, INC.	AR289683		<u>MAINT. SHARP MX4110N, COLOR COPIES, JAN '14 - P.I.</u>	01/17/2014	10.00	.00	25-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/14		
1619	HOCOCHAN HOLDINGS, INC.	AR289683		<u>MAINT. SHARP MXM503N, B&amp;W COPIES, JAN '14 - CITY HALL</u>	01/17/2014	10.11	.00	01-6142 MAINT. & REPAIR-EQUIPMENT	0	1/14		
1619	HOCOCHAN HOLDINGS, INC.	AR289683		<u>MAINT. SHARP MXM503N, B&amp;W COPIES, JAN '14 - P &amp; Z</u>	01/17/2014	10.11	.00	01-6142 MAINT. & REPAIR-EQUIPMENT	1003	1/14		
1619	HOCOCHAN HOLDINGS, INC.	AR289683		<u>MAINT. SHARP MXM503N, B&amp;W COPIES, JAN '14 - WATER</u>	01/17/2014	12.41	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1619	HOCOHAN HOLDINGS, INC.	AR289683		MAINT. SHARP MXM503N. B&W COPIES. JAN '14 - SEWER	01/17/2014	16.20	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/14		
1619	HOCOHAN HOLDINGS, INC.	AR289683		MAINT. SHARP MXM503N. B&W COPIES. JAN '14 - P.I.	01/17/2014	5.25	.00	25-6142 MAINT. & REPAIRS - EQUIPMENT	0	1/14		
Total HOCOHAN HOLDINGS, INC.:							510.58	.00				
<b>HOME DEPOT CREDIT SERVICES</b>												
29	HOME DEPOT CREDIT SERVICES	8090173	1239	ROOF DE-ICING KIT FOR SEWER. DEC '13 - T. SHAFFERT. FLEMING	12/12/2013	172.80	.00	21-6140 MAINT. & REPAIR BUILDING	0	12/13		
Total HOME DEPOT CREDIT SERVICES:							172.80	.00				
<b>IDAHO FIRST AID &amp; SAFETY, INC. DBA</b>												
1576	IDAHO FIRST AID & SAFETY, INC. DBA	51801	1327	RESTOCK FIRST AID CABINET. ADMIN. JAN '14 - VENDOR	01/15/2014	70.43	.00	01-6230 SAFETY TRAINING & EQUIPMENT	0	1/14		
1576	IDAHO FIRST AID & SAFETY, INC. DBA	51803	1329	RESTOCK FIRST AID @ PLANT FOR SEWER. WATER. PARKS. JAN '14 - VENDOR	01/15/2014	10.96	.00	20-6230 SAFETY TRAINING & EQUIPMENT	0	1/14		
1576	IDAHO FIRST AID & SAFETY, INC. DBA	51803	1329	RESTOCK FIRST AID @ PLANT FOR SEWER. WATER. PARKS. JAN '14 - VENDOR	01/15/2014	10.96	.00	21-6230 SAFETY TRAINING & EQUIPMENT	0	1/14		
1576	IDAHO FIRST AID & SAFETY, INC. DBA	51803	1329	RESTOCK FIRST AID @ PLANT FOR PI. JAN '14 - VENDOR	01/15/2014	3.77	.00	25-6230 SAFETY TRAINING & EQUIPMENT	0	1/14		
1576	IDAHO FIRST AID & SAFETY, INC. DBA	51803	1329	RESTOCK FIRST AID @ PLANT FOR PARKS. JAN '14 - VENDOR	01/15/2014	8.56	.00	01-6230 SAFETY TRAINING & EQUIPMENT	1004	1/14		
Total IDAHO FIRST AID & SAFETY, INC. DBA:							104.68	.00				
<b>IDAHO HUMANE SOCIETY</b>												
833	IDAHO HUMANE SOCIETY	02/14		CONTRACT SERVICES. FEBRUARY 2014	01/29/2014	4,537.67	.00	01-6005 ANIMAL CONTROL SERVICES	0	2/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total IDAHO HUMANE SOCIETY:												
						4,537.67	.00					
<b>IDAHO POWER CO</b>												
38	IDAHO POWER CO	01/2014		JANUARY 2014 - CITY HALL	01/17/2014	413.80	.00	01-6290 UTILITIES	0	1/14		
38	IDAHO POWER CO	01/2014		JANUARY 2014 - P & Z	01/17/2014	110.19	.00	01-6290 UTILITIES	1003	1/14		
38	IDAHO POWER CO	01/2014		JANUARY 2014 - SR CTR	01/17/2014	309.92	.00	01-6290 UTILITIES	1001	1/14		
38	IDAHO POWER CO	01/2014		JANUARY 2014 - P.L.	01/17/2014	480.07	.00	25-6290 UTILITIES EXPENSE	0	1/14		
38	IDAHO POWER CO	01/2014		JANUARY 2014 - WATER	01/17/2014	7,281.15	.00	20-6290 UTILITIES EXPENSE	0	1/14		
38	IDAHO POWER CO	01/2014		JANUARY 2014 - STREET LIGHTS	01/17/2014	5,986.27	.00	01-6290 UTILITIES	1002	1/14		
38	IDAHO POWER CO	01/2014		JANUARY 2014 - PARKS	01/17/2014	880.55	.00	01-6290 UTILITIES	1004	1/14		
38	IDAHO POWER CO	01/2014		JANUARY 2014 - SEWER	01/17/2014	20,978.89	.00	21-6290 UTILITIES EXPENSE	0	1/14		
38	IDAHO POWER CO	01/2014		JANUARY 2014 - SEWER	01/17/2014	2,737.12	.00	21-6090 FARM EXPENDITURES	0	1/14		
Total IDAHO POWER CO:												
						39,177.96	.00					
<b>IDAHO RURAL WATER ASSOC</b>												
33	IDAHO RURAL WATER ASSOC	2838		WASTEWATER OPS/MAINT CLASS. FOR M. NADEAU, J. DUPPONG, JAN '14 - SEWER	01/13/2014	90.00	.00	21-6265 TRAINING & SCHOOLING EXPENSE	0	1/14		
Total IDAHO RURAL WATER ASSOC:												
						90.00	.00					
<b>IDAHO TRACTOR INC</b>												
34	IDAHO TRACTOR INC	99259	1277	OIL & HYDRAULIC FILTERS FOR U25 EXCAVATOR, PARKS, JAN '14 - B. WITHROW	01/02/2014	62.56	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
34	IDAHO TRACTOR INC	99259	1277	OIL & HYDRAULIC FILTERS FOR U25 EXCAVATOR, WATER, JAN '14 - B. WITHROW	01/02/2014	84.46	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/14		
34	IDAHO TRACTOR INC	99259	1277	OIL & HYDRAULIC FILTERS FOR U25 EXCAVATOR, SEWER, JAN '14 - B. WITHROW	01/02/2014	84.46	.00	21-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/14		
34	IDAHO TRACTOR INC	99259	1277	OIL & HYDRAULIC FILTERS FOR U25 EXCAVATOR, P.I., JAN '14 - B. WITHROW	01/02/2014	18.77	.00	25-6142 MAINT. & REPAIRS-EQUIPMENT	0	1/14		
Total IDAHO TRACTOR INC:							250.25	.00				
<b>IDAHO TRANSPORTATION DEPT.</b>												
180	IDAHO TRANSPORTATION DEPT.	9323443		EXEMPT TRAILER PLATES, JAN '14 - PARKS	01/15/2014	23.00	.00	01-6142 MAINT. & REPAIR-EQUIPMENT	1004	1/14		
Total IDAHO TRANSPORTATION DEPT.:							23.00	.00				
<b>INTEGRINET SOLUTIONS, INC.</b>												
1595	INTEGRINET SOLUTIONS, INC.	64752		COMPUTER SET UP/CONNECTION FOR G. LAW, T. SHAFFER, COUNCIL ROOM PC, J. MARSH, UTIL. BILLING, NOV '13 - ADMIN	11/24/2013	169.85	.00	01-6142 MAINT. & REPAIR-EQUIPMENT	0	11/13		
1595	INTEGRINET SOLUTIONS, INC.	64752		COMPUTER SET UP/CONNECTION FOR G. LAW, T. SHAFFER, COUNCIL ROOM PC, J. MARSH, UTIL. BILLING, NOV '13 - WATER	11/24/2013	55.86	.00	20-6142 MAINT. & REPAIRS-EQUIPMENT	0	11/13		
1595	INTEGRINET SOLUTIONS, INC.	64752		COMPUTER SET UP/CONNECTION FOR G. LAW, T. SHAFFER, COUNCIL ROOM PC, J. MARSH, UTIL. BILLING, NOV '13 - SEWER	11/24/2013	98.88	.00	21-6142 MAINT. & REPAIRS-EQUIPMENT	0	11/13		
1595	INTEGRINET SOLUTIONS, INC.	64752		COMPUTER SET UP/CONNECTION FOR G. LAW, T. SHAFFER, COUNCIL ROOM PC, J. MARSH, UTIL. BILLING, NOV '13 - P.I.	11/24/2013	10.81	.00	25-6142 MAINT. & REPAIRS-EQUIPMENT	0	11/13		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1595	INTEGRINET SOLUTIONS, INC.	65627		COMPUTER MAINTENANCE JAN '14 - ADMIN	01/12/2014	12.06	.00	01-6142 MAINT. & REPAIR- EQUIPMENT	0	1/14		
1595	INTEGRINET SOLUTIONS, INC.	65627		COMPUTER MAINTENANCE JAN '14 - P & Z	01/12/2014	4.02	.00	01-6142 MAINT. & REPAIR- EQUIPMENT	1003	1/14		
1595	INTEGRINET SOLUTIONS, INC.	65627		COMPUTER MAINTENANCE JAN '14 - WATER	01/12/2014	9.86	.00	20-6142 MAINT. & REPAIRS- EQUIPMENT	0	1/14		
1595	INTEGRINET SOLUTIONS, INC.	65627		COMPUTER MAINTENANCE JAN '14 - SEWER	01/12/2014	12.88	.00	21-6142 MAINT. & REPAIRS- EQUIPMENT	0	1/14		
1595	INTEGRINET SOLUTIONS, INC.	65627		COMPUTER MAINTENANCE JAN '14 - P.L.	01/12/2014	4.18	.00	25-6142 MAINT. & REPAIRS- EQUIPMENT	0	1/14		
1595	INTEGRINET SOLUTIONS, INC.	65719		SERVER SUPPORT. JAN '14 - ADMIN	01/15/2014	73.19	.00	01-6142 MAINT. & REPAIR- EQUIPMENT	0	1/14		
1595	INTEGRINET SOLUTIONS, INC.	65719		SERVER SUPPORT. JAN '14 - P & Z	01/15/2014	24.40	.00	01-6142 MAINT. & REPAIR- EQUIPMENT	1003	1/14		
1595	INTEGRINET SOLUTIONS, INC.	65719		SERVER SUPPORT. JAN '14 - WATER	01/15/2014	59.87	.00	20-6142 MAINT. & REPAIRS- EQUIPMENT	0	1/14		
1595	INTEGRINET SOLUTIONS, INC.	65719		SERVER SUPPORT. JAN '14 - SEWER	01/15/2014	78.17	.00	21-6142 MAINT. & REPAIRS- EQUIPMENT	0	1/14		
1595	INTEGRINET SOLUTIONS, INC.	65719		SERVER SUPPORT. JAN '14 - P.L.	01/15/2014	25.37	.00	25-6142 MAINT. & REPAIRS- EQUIPMENT	0	1/14		
Total INTEGRINET SOLUTIONS, INC.:							639.40					
<b>INTERMOUNTAIN GAS CO</b>												
37	INTERMOUNTAIN GAS CO	11502500-001-		METER READ DATES DEC 16, 2013-JAN 15, 2013. JAN '14	01/20/2014	1,164.44	.00	01-6290 UTILITIES	1001	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
37	INTERMOUNTAIN GAS CO	15194900-824-		METER READ DATES DEC.16. 2013-JAN.15. 2013. JAN. '14	01/20/2014	273.30	.00	01-6290 UTILITIES	0	1/14		
Total INTERMOUNTAIN GAS CO: 1,437.74 .00												
<b>INTERNATIONAL INSTITUTE OF MUN</b>												
112	INTERNATIONAL INSTITUTE OF MUN	14937		ANN'L MBR RENEW & NEW-B. BINGHAM, C.ENGELS	01/07/2014	230.00	.00	01-6075 DUES & MEMBERSHIPS	1000	1/14		
Total INTERNATIONAL INSTITUTE OF MUN: 230.00 .00												
<b>J &amp; M SANITATION, INC.</b>												
230	J & M SANITATION, INC.	1.16.14-1.29.1		1.16.14-1.29.14 SANITATION RECEIPT TRANSFER	01/30/2014	45,092.30	.00	26-7000 SOLID WASTE SERVICE FEES	0	1/14		
230	J & M SANITATION, INC.	1.16.14-1.29.1		1.16.14-1.29.14 SANITATION RECEIPT TRANSFER - LESS ADMIN FEE	01/30/2014	-4,455.12	.00	01-4170 FRANCHISE FEES	0	1/14		
Total J & M SANITATION, INC.: 40,637.18 .00												
<b>JACK HENRY &amp; ASSOCIATES, INC.</b>												
1328	JACK HENRY & ASSOCIATES, INC.	1601938		ACH PROCESSING LOCKBOX CHECKS, NOV '13 - ADMIN	11/30/2013	66.94	.00	01-6505 BANK FEES	0	11/13		
1328	JACK HENRY & ASSOCIATES, INC.	1601938		ACH PROCESSING LOCKBOX CHECKS, NOV '13 - P & Z	11/30/2013	1.65	.00	01-6505 BANK FEES	1003	11/13		
1328	JACK HENRY & ASSOCIATES, INC.	1601938		ACH PROCESSING LOCKBOX CHECKS, NOV '13 - WATER	11/30/2013	83.62	.00	20-6505 BANK FEES	0	11/13		
1328	JACK HENRY & ASSOCIATES, INC.	1601938		ACH PROCESSING LOCKBOX CHECKS, NOV '13 - SEWER	11/30/2013	137.99	.00	21-6505 BANK FEES	0	11/13		
1328	JACK HENRY & ASSOCIATES, INC.	1601938		ACH PROCESSING LOCKBOX CHECKS, NOV '13 - P.I.	11/30/2013	33.04	.00	25-6505 BANK FEES	0	11/13		
Total JACK HENRY & ASSOCIATES, INC.: 323.24 .00												

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
KAMAN INDUSTRIAL TECHNOLOGIES												
396	KAMAN INDUSTRIAL TECHNOLOGIES	T116879	1344	2 BEARINGS FOR ELECTRIC MOTOR ON ODOR SCRUBBER PUMP, HEADWORKS BLDG., SEWER, JAN '14 - M. NADEAU	01/17/2014	42.45	.00	21-6142_MAINT. & REPAIRS-EQUIPMENT	0	1/14		
Total KAMAN INDUSTRIAL TECHNOLOGIES:												
						42.45	.00					
<b>KUNA CHAMBER OF COMMERCE</b>												
314	KUNA CHAMBER OF COMMERCE	KCC-0122013	1376	CHAMBER GIFT CHECKS FOR: BINGHAM, EGNAL, JENSEN, MARSH, ROATS, BUBAN, VONDERHAAR, DEC '13 - ADMIN	12/20/2013	62.64	.00	01-6155_MEETINGS/COMMITTEES	0	12/13		
314	KUNA CHAMBER OF COMMERCE	KCC-0122013	1376	CHAMBER GIFT CHECKS FOR: EGNAL, JENSEN, MARSH, ROATS, DEC '13 - WATER	12/20/2013	25.11	.00	20-6155_MEETINGS/COMMITTEES	0	12/13		
314	KUNA CHAMBER OF COMMERCE	KCC-0122013	1376	CHAMBER GIFT CHECKS FOR: EGNAL, JENSEN, MARSH, ROATS, DEC '13 - SEWER	12/20/2013	25.11	.00	21-6155_MEETINGS/COMMITTEES	0	12/13		
314	KUNA CHAMBER OF COMMERCE	KCC-0122013	1376	CHAMBER GIFT CHECKS FOR: EGNAL, JENSEN, MARSH, ROATS, DEC '13 - P.I.	12/20/2013	7.14	.00	25-6155_MEETING/COMMITTEES	0	12/13		
314	KUNA CHAMBER OF COMMERCE	KCC-0122013	1376	CHAMBER CHECKS FOR: I. JEFFERS, D. HENNIS, L. YOUNG, DEC '13 - P & Z	12/20/2013	60.00	.00	01-6155_MEETINGS/COMMITTEES	1003	12/13		
314	KUNA CHAMBER OF COMMERCE	KCC-0122013	1376	CHAMBER CHECKS FOR: BACHMAN, KAUFMAN, DEC '13 - PARKS	12/20/2013	40.00	.00	01-6155_MEETINGS/COMMITTEES	1004	12/13		
314	KUNA CHAMBER OF COMMERCE	KCC-0122013	1376	CHAMBER CHECKS FOR: ARMSTRONG, DAVILA, JONES, DEC '13 - WATER	12/20/2013	48.00	.00	20-6155_MEETINGS/COMMITTEES	0	12/13		
314	KUNA CHAMBER OF COMMERCE	KCC-0122013	1376	CHAMBER CHECKS FOR: DUPPONG, FLEMING, MCDANIEL, SHAFFER, DEC '13 - SEWER	12/20/2013	80.00	.00	21-6155_MEETINGS/COMMITTEES	0	12/13		
314	KUNA CHAMBER OF COMMERCE	KCC-0122013	1376	CHAMBER CHECKS FOR: ARMSTRONG, DAVILA, JONES, DEC '13 - P.I.	12/20/2013	12.00	.00	25-6155_MEETING/COMMITTEES	0	12/13		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total KUNA CHAMBER OF COMMERCE:												
						360.00	.00					
<b>KUNA MACHINE SHOP</b>												
44	KUNA MACHINE SHOP	9161	1286	BUILD A BENCH FOR BLOWER REPAIRS IN SEWER DEPT., B. BACHMAN, JAN. '14	01/06/2014	109.43	.00	21-6140 MAINT. & REPAIR BUILDING	0	1/14		
Total KUNA MACHINE SHOP:												
						109.43	.00					
<b>KUNA TRUE VALUE HARDWARE</b>												
43	KUNA TRUE VALUE HARDWARE	115299	1121	PKG. OF BATTERIES FOR LOCATOR - SEWER (T.FLEMING)	11/06/2013	12.99	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	11/13		
43	KUNA TRUE VALUE HARDWARE	115299	1121	SPRAY BOTTLE, PAPER TOWELS, RAIN-OFF FOR SEWER FARM VEHICLE TEMPORARILY W/O WINDSHIELD WIPERS (C. MCDANIEL)	11/06/2013	8.77	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	11/13		
43	KUNA TRUE VALUE HARDWARE	115626	1135	2 EA CANS OF MARKING PAINT FOR MARKING GOPHER TRAP POSTS FOR SEWER FARM. 3 EA. GOPHER TRAPS. 20' LENGTH OF CHAIN FOR GOPHER TRAPS. 8 EA BOLTS + 10 LOCKING NUTS FOR GOPHER TRAPS (C. MCDANIEL)	11/13/2013	69.31	.00	21-6090 FARM EXPENDITURES	0	11/13		
43	KUNA TRUE VALUE HARDWARE	116239	1173	COUPLER, BUSING W/HOSE, GREASE, COARSE WHEEL, CHLORINE LINE FIX, MIKE NADEAU	11/27/2013	22.54	.00	20-6142 MAINT. & REPAIRS - EQUIPMENT	0	11/13		
43	KUNA TRUE VALUE HARDWARE	116240	1174	GOPHER TRAPS, PLASTIC WELD, BRASS VALVES, PLUMB TAPE, PIPE DOUGH, COUPLER, NUT, WASHER, CRIMSON LIFT STATION FIX, MIKE NADEAU	11/27/2013	176.16	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	11/13		
43	KUNA TRUE VALUE HARDWARE	116650	1207	1 MOUSE BAIT, 2 UTILITY HEATERS (BATHROOMS), PARKS, DEC '13 - B. BACHMAN	12/06/2013	159.58	.00	01-6140 MAINT. & REPAIR BUILDING	1004	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
43	KUNA TRUE VALUE HARDWARE	116650	1207	MARKING FLAGS, PARKS, DEC '13 - B. BACHMAN	12/06/2013	51.96	.00	01-6020 CAPITAL IMPROVEMENTS	1004	1/14		
43	KUNA TRUE VALUE HARDWARE	116650	1207	1 SODIUM BULB 70, DEC '13 - SR CTR	12/06/2013	23.99	.00	01-6140 MAINT. & REPAIR BUILDING	1001	1/14		
43	KUNA TRUE VALUE HARDWARE	117181	1241	REPLACEMENT SCREWDRIVER, HAMMER, DRILL BIT, SCREWDRIVER, EXT. CORD, PARKS, DEC '13 - B. BACHMAN	12/17/2013	48.96	.00	01-6175 SMALL TOOLS	1004	12/13		
43	KUNA TRUE VALUE HARDWARE	117181	1241	STAIN, BRUSHES, FOR BENCHES, PARKS, DEC '13 - B. BACHMAN	12/17/2013	50.95	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	1/14		
43	KUNA TRUE VALUE HARDWARE	117181	1241	4 EA SODIUM LIGHTS, FUSES, SR CTR, DEC '13 - B. BACHMAN	12/17/2013	96.65	.00	01-6140 MAINT. & REPAIR BUILDING	1001	1/14		
43	KUNA TRUE VALUE HARDWARE	117181	1241	HEATER, ANTI-FREEZE FOR HISTORY CENTER, PARKS, DEC '13 - B. BACHMAN	12/17/2013	24.99	.00	01-6140 MAINT. & REPAIR BUILDING	1004	1/14		
43	KUNA TRUE VALUE HARDWARE	117303	1250	RESTOCK DUCT TAPE, GALV TEE, TEE PASTE, FLARE NUT, COPPER TUBING, INSULATION, WATER, DEC '13 - C. ARMSTRONG	12/19/2013	90.19	.00	20-6160 MISCELLANEOUS EXPENSES	0	12/13		
43	KUNA TRUE VALUE HARDWARE	117464	1256	RESTOCK 1 ICE SCRAPER, 1 GROOVE JOINT PLIERS, 1 ADJUSTABLE WRENCH, 1 PIPE WRENCH, WATER, DEC '13 - R. FORD	12/10/2013	47.76	.00	20-6175 SMALL TOOLS	0	12/13		
43	KUNA TRUE VALUE HARDWARE	117467		ANCHORS, BOLTS, SELF TIE, SLIDE BOLT, PARKS, DEC '13	12/24/2013	53.98	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	12/13		
43	KUNA TRUE VALUE HARDWARE	117467		RATCHET STRAP, SLIDE BOLT, PARKS, DEC '13	12/24/2013	18.48	.00	01-6175 SMALL TOOLS	1004	12/13		
43	KUNA TRUE VALUE HARDWARE	117467		STAIN, PARKS, DEC '13	12/24/2013	63.37	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	12/13		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
43	KUNA TRUE VALUE HARDWARE	117467		COBALT BIT, PARKS, DEC '13	12/24/2013	3.49	.00	01-6142 MAINT. & REPAIR - EQUIPMENT	1004	12/13		
43	KUNA TRUE VALUE HARDWARE	117640	1263	MISC. PARTS - SEWER DEPT - CLOSING OUT MONTHLY TICKETS - CAREY KNIGHT	12/06/2013	153.73	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	12/13		
43	KUNA TRUE VALUE HARDWARE	117641	1263	NWTP - MISC PARTS - CLOSING OUT MONTHLY TICKET - CAREY KNIGHT	12/30/2013	21.96	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	12/13		
Total KUNA TRUE VALUE HARDWARE:							1,199.81	.00				
<b>LINE-X OF IDAHO LLC</b>												
1674	LINE-X OF IDAHO LLC	1-2014-0511	1370	BEDLINER COATING FOR TRK #23, SEWER, JAN '14 - B. BACHMAN	01/28/2014	932.96	.00	21-6305 VEHICLE MAINTENANCE & REPAIRS	0	1/14		
Total LINE-X OF IDAHO LLC:							932.96	.00				
<b>MASTER ROOTER SERVICES INC.</b>												
834	MASTER ROOTER SERVICES INC.	160134		EL GALLO SEWER LINE AND MAN HOLE INSPECTION, VIDEO INSPECTION & DVD CREATION, SEWER, JAN '14	01/08/2014	486.74	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	1/14		
Total MASTER ROOTER SERVICES INC.:							486.74	.00				
<b>MOTION INDUSTRIES, INC.</b>												
1456	MOTION INDUSTRIES, INC.	5578120		5 EA PARKER FEMALE TEE, DANSKIN CLAY VALVE VAULT REPAIR, WATER, B. BACHMAN, DEC '13	12/12/2013	48.67	.00	20-6150 MAINT. & REPAIRS - SYSTEM	0	12/13		
Total MOTION INDUSTRIES, INC.:							48.67	.00				
<b>PAIGE MECHANICAL GROUP, INC.</b>												
1654	PAIGE MECHANICAL GROUP, INC.	19309	918	FALL HVAC MAINTENANCE, N.WWTP, OCT '13 - R. DAVIS	10/31/2013	1,090.00	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	10/13		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total PAIGE MECHANICAL GROUP, INC.:												
						1,090.00	.00					
<b>PARAMOUNT SUPPLY COMPANY</b>												
593	PARAMOUNT SUPPLY COMPANY	854356	1199	HVAC UNIT AIR FILTERS, M. NADEAU, SEWER, JAN. '14	01/07/2014	248.85	.00	21-6150, MAINT. & REPAIRS - SYSTEM	0		1/14	
Total PARAMOUNT SUPPLY COMPANY:												
						248.85	.00					
<b>PARTS, INC.</b>												
470	PARTS, INC.	038027	993	ALTERNATOR BELT FOR KUBOTA 500, PARKS, SEPT '13 - B. BACHMAN	09/16/2013	6.10	.00	01-6142, MAINT. & REPAIR - EQUIPMENT	1004		9/13	
470	PARTS, INC.	038032		CREDIT FOR WRONG ALTERNATOR BELT FOR KUBOTA, PARKS, SEPT '13	09/16/2013	-6.10	.00	01-6142, MAINT. & REPAIR - EQUIPMENT	1004		9/13	
470	PARTS, INC.	038032		PURCHASE CORRECT ALTERNATOR BELT FOR KUBOTA, PARKS, SEPT '13	09/16/2013	10.66	.00	01-6142, MAINT. & REPAIR - EQUIPMENT	0		9/13	
470	PARTS, INC.	044860	1222	FUEL FILTER FOR KUBOTA, PARKS, DEC '13 - B. BACHMAN	12/09/2013	4.22	.00	01-6142, MAINT. & REPAIR - EQUIPMENT	1004		12/13	
470	PARTS, INC.	045037	1227	DIESEL FUEL SUPPLEMENT FOR BACKHOE, PARKS, DEC '13 - P. KAUFMAN	12/11/2013	8.98	.00	01-6142, MAINT. & REPAIR - EQUIPMENT	1004		12/13	
470	PARTS, INC.	046325	1266	TAILLIGHT FOR TRK #23, HITCH & PIN W/LOCK FOR NEW TRUCK, DEC '13 - PARKS	12/30/2013	89.63	.00	01-6305, VEHICLE MAINTENANCE & REPAIRS	1004		12/13	
470	PARTS, INC.	046350	1268	2 EA SPARK PLUGS FOR PRESSURE WASHER-PARKS DEPT - B. BACHMAN	12/31/2013	3.20	.00	01-6142, MAINT. & REPAIR - EQUIPMENT	1004		12/13	
470	PARTS, INC.	046350	1268	2 EA CANS STARTER FLUID, MAINTENANCE DEPT. ALL DEPARTMENTS, B. BACHMAN	12/31/2013	4.66	.00	01-6142, MAINT. & REPAIR - EQUIPMENT	1004		12/13	
Total PARTS, INC.:												
						121.35	.00					

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
<b>PAULS MARKET</b>												
56	PAULS MARKET	004067981801		GIFT CERT #552014. G. SMITH. DEC '13 - ADMIN	12/21/2013	4.64	.00	01-6155 MEETINGS/COMMI TEES	0	12/13		
56	PAULS MARKET	004067981801		GIFT CERT #552014. G. SMITH. DEC '13 - WATER	12/21/2013	6.42	.00	20-6155 MEETINGS/COMMI TEES	0	12/13		
56	PAULS MARKET	004067981801		GIFT CERT #552014. G. SMITH. DEC '13 - SEWER	12/21/2013	6.43	.00	21-6155 MEETINGS/COMMI TEES	0	12/13		
56	PAULS MARKET	004067981801		GIFT CERT #552014. G. SMITH. DEC '13 - P.I.	12/21/2013	1.08	.00	25-6155 MEETING/COMMIT TEES	0	12/13		
56	PAULS MARKET	004069261430		GIFT CERT #542014. K. RICE. DEC '13 - ADMIN	12/22/2013	5.00	.00	01-6155 MEETINGS/COMMI TEES	0	12/13		
56	PAULS MARKET	004069261430		GIFT CERT #542014. K. RICE. DEC '13 - WATER	12/22/2013	6.92	.00	20-6155 MEETINGS/COMMI TEES	0	12/13		
56	PAULS MARKET	004069261430		GIFT CERT #542014. K. RICE. DEC '13 - SEWER	12/22/2013	6.92	.00	21-6155 MEETINGS/COMMI TEES	0	12/13		
56	PAULS MARKET	004069261430		GIFT CERT #542014. K. RICE. DEC '13 - P.I.	12/22/2013	1.16	.00	25-6155 MEETING/COMMIT TEES	0	12/13		
56	PAULS MARKET	005026481609	1181	JOINT SCHOOL MTG. 12/3/13 - PLATES, NAPKINS, UTENSILS, WATER, COOKIES TO SERVE W/SUBWAY SANDWICHES - B. BINGHAM	12/02/2013	17.26	.00	01-6155 MEETINGS/COMMI TEES	0	12/13		
56	PAULS MARKET	005036131405	1171	REFRESHMENTS FOR DON BROWNFIELD'S MEMORIAL, PER BRENDA BINGHAM	12/05/2013	132.21	.00	01-6160 MISCELLANEOUS EXPENSES	0	12/13		
56	PAULS MARKET	005069861651		GIFT CERT #572014. J. YERTON. DEC '13 - WATER	12/20/2013	16.00	.00	20-6155 MEETINGS/COMMI TEES	0	12/13		
56	PAULS MARKET	005069861651		GIFT CERT #572014. J. YERTON. DEC '13 - P.I.	12/20/2013	4.00	.00	25-6155				



Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1021	PEAK ALARM COMPANY, INC	570435		PRAIRIE WELL, MENDI WELL, EL CAJON WELL, BEST BATH WELL, WATER, DEC. '13	12/25/2013	207.57	.00	20-6150_MAINT.& REPAIRS- SYSTEM	0	1/14		
1021	PEAK ALARM COMPANY, INC	570435		ALARM MONITOR CEDAR, SNOW HAWK, COLUMBIA, SEGO PRAIRIE, MENDI, EL CAJON, BEST BATH RDS, P.I., JAN. '14	01/17/2014	30.55	.00	25-6150_MAINT.& REPAIRS- SYSTEM (PI)	0	1/14		
1021	PEAK ALARM COMPANY, INC	570435		ALARM MONITOR CEDAR, SNOW HAWK, COLUMBIA, SEGO PRAIRIE, MENDI, EL CAJON, BEST BATH RDS, WATER, JAN. '14	01/17/2014	207.57	.00	20-6150_MAINT.& REPAIRS- SYSTEM	0	1/14		
Total PEAK ALARM COMPANY, INC:							476.24	.00				
<b>RENTAL CONNECTION</b>												
893	RENTAL CONNECTION	33660	1290	EXCHANGE GAS TANKS FOR WELDING, PARKS, JAN '14 - B, WITHROW	01/06/2014	12.98	.00	01-6150 MAINTENANCE & REPAIRS - SYSTEM	1004	1/14		
893	RENTAL CONNECTION	33660	1290	EXCHANGE GAS TANKS FOR WELDING, WATER, JAN '14 - B, WITHROW	01/06/2014	17.52	.00	20-6150_MAINT.& REPAIRS- SYSTEM	0	1/14		
893	RENTAL CONNECTION	33660	1290	EXCHANGE GAS TANKS FOR WELDING, SEWER, JAN '14 - B, WITHROW	01/06/2014	17.52	.00	21-6150_MAINT.& REPAIRS- SYSTEM	0	1/14		
893	RENTAL CONNECTION	33660	1290	EXCHANGE GAS TANKS FOR WELDING, P.I., JAN '14 - B, WITHROW	01/06/2014	3.89	.00	25-6150_MAINT.& REPAIRS- SYSTEM (PI)	0	1/14		
Total RENTAL CONNECTION:							51.91	.00				
<b>REPUBLIC SERVICES #884</b>												
1610	REPUBLIC SERVICES #884	0884-0006092		SLUDGE DISPOSAL, SEWER, DEC. '13	12/31/2013	380.00	.00	21-6150_MAINT.& REPAIRS- SYSTEM	0	12/13		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total REPUBLIC SERVICES #884:												
						380.00	.00					
<b>RICOH USA, INC. (FINANCE)</b>												
1448	RICOH USA, INC. (FINANCE)	91574343		COPIER LEASE JAN '14 - WATER	01/07/2014	40.27	.00	20-6212 RENT - EQUIPMENT	0	1/14		
1448	RICOH USA, INC. (FINANCE)	91574343		COPIER LEASE JAN '14 - SEWER	01/07/2014	47.92	.00	21-6212 RENT - EQUIPMENT	0	1/14		
1448	RICOH USA, INC. (FINANCE)	91574343		COPIER LEASE JAN '14 - P.I.	01/07/2014	16.76	.00	25-6212 RENT - EQUIPMENT	0	1/14		
Total RICOH USA, INC. (FINANCE):												
						104.95	.00					
<b>SIMPLOT PARTNERS</b>												
491	SIMPLOT PARTNERS	216010776	1306	1 PALLET ICE MELT FOR SENIOR BLDG AND CITY HALL JAN '14 - B. WITHROW	01/10/2014	171.50	.00	01-6140 MAINT. & REPAIR BUILDING	1001	1/14		
491	SIMPLOT PARTNERS	216010776	1306	1 PALLET ICE MELT FOR P & Z JAN '14 - B. WITHROW	01/10/2014	171.50	.00	01-6140 MAINT. & REPAIR BUILDING	1003	1/14		
491	SIMPLOT PARTNERS	216010777	1306	1 PALLET ICE MELT. PARKS JAN '14 - B. WITHROW	01/10/2014	85.75	.00	01-6140 MAINT. & REPAIR BUILDING	1004	1/14		
491	SIMPLOT PARTNERS	216010777	1306	1 PALLET ICE MELT FOR WATER JAN '14 - B. WITHROW	01/10/2014	115.76	.00	20-6140 MAINT. & REPAIR BUILDING	0	1/14		
491	SIMPLOT PARTNERS	216010777	1306	1 PALLET ICE MELT FOR SEWER JAN '14 - B. WITHROW	01/10/2014	115.77	.00	21-6140 MAINT. & REPAIR BUILDING	0	1/14		
491	SIMPLOT PARTNERS	216010777	1306	1 PALLET ICE MELT FOR P.I. JAN '14 - B. WITHROW	01/10/2014	25.72	.00	25-6140 MAINT. & REPAIR BUILDING	0	1/14		
Total SIMPLOT PARTNERS:												
						686.00	.00					
<b>STAPLES ADVANTAGE</b>												
1292	STAPLES ADVANTAGE	8028372639	1288	3 desk calendars. 2 wall calendars. B. Withrow	01/11/2014	22.77	.00	01-6165 OFFICE SUPPLIES	1004	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	1 desk calendar/desk pad. P&Z T. Behunin	01/11/2014	3.44	.00	01-6165 OFFICE SUPPLIES	1003	1/14		

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1292	STAPLES ADVANTAGE	8028372639	1288	1 case letter sized 3-hole punch paper, 10 ea. 5-tab dividers. B. Bingham	01/11/2014	52.63	.00	01-6165_OFFICE SUPPLIES	1000	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	W-2 & 1099 FORMS AND ENVELOPES, ADMIN, JAN '14 - J. MARSH	01/11/2014	35.75	.00	01-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	W-2 & 1099 FORMS AND ENVELOPES, P & Z, JAN '14 - J. MARSH	01/11/2014	21.03	.00	01-6165_OFFICE SUPPLIES	1003	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	W-2 & 1099 FORMS AND ENVELOPES, PARKS, JAN '14 - J. MARSH	01/11/2014	21.03	.00	01-6165_OFFICE SUPPLIES	1004	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	W-2 & 1099 FORMS AND ENVELOPES, BLDG INSP, JAN '14 - J. MARSH	01/11/2014	10.52	.00	01-6165_OFFICE SUPPLIES	1005	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	W-2 & 1099 FORMS AND ENVELOPES, WATER, JAN '14 - J. MARSH	01/11/2014	50.48	.00	20-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	W-2 & 1099 FORMS AND ENVELOPES, SEWER, JAN '14 - J. MARSH	01/11/2014	58.89	.00	21-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	W-2 & 1099 FORMS AND ENVELOPES, P.I., JAN '14 - J. MARSH	01/11/2014	12.61	.00	25-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	1 CS THREE-HOLE PUNCHED LETTER PAPER FOR KATIE, ADMIN, JAN '14	01/11/2014	10.01	.00	01-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	1 CS THREE-HOLE PUNCHED LETTER PAPER FOR KATIE, WATER, JAN '14	01/11/2014	13.33	.00	20-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	1 CS THREE-HOLE PUNCHED LETTER PAPER FOR KATIE, SEWER, JAN '14	01/11/2014	13.33	.00	21-6165_OFFICE SUPPLIES	0	1/14		
1292	STAPLES ADVANTAGE	8028372639	1288	1 CS THREE-HOLE PUNCHED LETTER PAPER FOR KATIE, P.I., JAN '14	01/11/2014	3.36	.00	25-6165_OFFICE SUPPLIES	0	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total STAPLES ADVANTAGE:												
						329.18	.00					
<b>SUBURBAN PROPANE</b>												
118	SUBURBAN PROPANE	36961		PROPANE FOR HEATING @ SHOP WATER DEC '13	12/31/2013	509.35	.00	20-6290 UTILITIES EXPENSE	0	12/13		
118	SUBURBAN PROPANE	36962		PROPANE FOR HEATING @SHOP PARKS DEC '13	12/31/2013	314.63	.00	01-6290 UTILITIES	1004	12/13		
Total SUBURBAN PROPANE:												
						823.98	.00					
<b>TIM GORDON</b>												
997	TIM GORDON	02/14		CITY HALL RENT - FEBRUARY 2014 - CITY HALL	01/29/2014	1,259.87	.00	01-6211 RENT-BUILDINGS & LAND	0	2/14		
997	TIM GORDON	02/14		CITY HALL RENT - FEBRUARY 2014 - P & Z	01/29/2014	420.11	.00	01-6211 RENT-BUILDINGS & LAND	1003	2/14		
997	TIM GORDON	02/14		CITY HALL RENT - FEBRUARY 2014 - WATER	01/29/2014	1,030.72	.00	20-6211 RENT-BUILDINGS & LAND	0	2/14		
997	TIM GORDON	02/14		CITY HALL RENT - FEBRUARY 2014 - SEWER	01/29/2014	1,345.68	.00	21-6211 RENT-BUILDINGS & LAND	0	2/14		
997	TIM GORDON	02/14		CITY HALL RENT - FEBRUARY 2014 - P.I.	01/29/2014	436.28	.00	25-6211 RENT-BUILDINGS & LAND	0	2/14		
Total TIM GORDON:												
						4,492.66	.00					
<b>TOM SHAFFER</b>												
1168	TOM SHAFFER	1302014		REIMBURSEMENT TO PASS CLASS III EXAM. T. SHAFFER, DEC '13 - SEWER	01/30/2014	97.00	.00	21-6265 TRAINING & SCHOOLING EXPENSE	0	12/13		
Total TOM SHAFFER:												
						97.00	.00					
<b>TREASURE VALLEY COFFEE</b>												
992	TREASURE VALLEY COFFEE	2160-0333903	1299	2 EA 5 GAL WATER JAN '14 - WATER	01/07/2014	5.45	.00	20-6165 OFFICE SUPPLIES	0	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
992	TREASURE VALLEY COFFEE	2160-0333903	1299	2 EA 5 GAL WATER, JAN '14 - P.I.	01/07/2014	5.45	.00	25-6165 OFFICE SUPPLIES	0	1/14		
992	TREASURE VALLEY COFFEE	2160-0333903	1299	1 COOLER RENTAL, JAN '14 - WATER	01/07/2014	5.00	.00	20-6212 RENT - EQUIPMENT	0	1/14		
992	TREASURE VALLEY COFFEE	2160-0333903	1299	1 COOLER RENTAL, JAN '14 - P.I.	01/07/2014	5.00	.00	25-6212 RENT - EQUIPMENT	0	1/14		
Total TREASURE VALLEY COFFEE:							20.90	.00				
<b>UNITED OIL</b>												
316	UNITED OIL	431054		OIL FOR WELL PUMPS, WATER, DEC. '13	12/31/2013	83.65	.00	20-6150 MAINT. & REPAIRS - SYSTEM	0	12/13		
Total UNITED OIL:							83.65	.00				
<b>UNIVAR USA, INC.</b>												
1410	UNIVAR USA, INC.	552556	1322	CHEMICALS TO CLEAN MEMBRANES, SYSTEM, ETC., SEWER, JAN '14 - T. SHAFFER	01/17/2014	8,396.88	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	1/14		
1410	UNIVAR USA, INC.	NA362790		RETURNABLE DEPOSIT, SEWER, JAN '14	01/22/2014	-700.00	.00	21-6097 DEPOSITS ON ACCOUNT	0	1/14		
Total UNIVAR USA, INC.:							7,696.88	.00				
<b>USA BLUE BOOK</b>												
265	USA BLUE BOOK	148037		FREIGHT CHGS ON SALT BRIDGES FOR BIO-TRAIN SENSORS, SEPT '13 - SEWER	09/11/2013	62.87	.00	21-6142 MAINT. & REPAIRS - EQUIPMENT	0	9/13		
265	USA BLUE BOOK	179704		FREIGHT CHGS FOR NEW EMPLOYEE VESTS, SEWER, OCT '13	10/18/2013	3.90	.00	21-6230 SAFETY TRAINING & EQUIPMENT	0	10/13		
265	USA BLUE BOOK	179704		FREIGHT CHGS TO SEND CHLORINE RESIDUAL TESTS, SEWER, OCT '13	10/18/2013	22.98	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	1/14		

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City of Kuna

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
Total USA BLUE BOOK:												
						89.75	.00					
<b>VALLI INFORMATION SYSTEMS, INC</b>												
857	VALLI INFORMATION SYSTEMS, INC	23047		LOCKBOX, ESTATEMENT, DEC '13 - ADMIN	12/31/2013	78.78	.00	01-6190, POSTAGE & BILLING	0	12/13		
857	VALLI INFORMATION SYSTEMS, INC	23047		LOCKBOX, ESTATEMENT, DEC '13 - WATER	12/31/2013	109.80	.00	20-6190, POSTAGE & BILLING	0	12/13		
857	VALLI INFORMATION SYSTEMS, INC	23047		LOCKBOX, ESTATEMENT, DEC '13 - SEWER	12/31/2013	143.33	.00	21-6190, POSTAGE & BILLING	0	12/13		
857	VALLI INFORMATION SYSTEMS, INC	23047		LOCKBOX, ESTATEMENT, DEC '13 - P.I.	12/31/2013	46.50	.00	25-6190, POSTAGE & BILLING	0	12/13		
857	VALLI INFORMATION SYSTEMS, INC	23123		PRINTED INSERTS FOR CITY OF KUNA, DEC '13 - ADMIN	12/31/2013	815.16	.00	21-6165, OFFICE SUPPLIES	0	12/13		
857	VALLI INFORMATION SYSTEMS, INC	23123		POSTING, ESTATEMENT, DEC '13 - ADMIN	12/31/2013	706.50	.00	01-6190, POSTAGE & BILLING	0	12/13		
857	VALLI INFORMATION SYSTEMS, INC	23123		POSTING, ESTATEMENT, DEC '13 - WATER	12/31/2013	984.80	.00	20-6190, POSTAGE & BILLING	0	12/13		
857	VALLI INFORMATION SYSTEMS, INC	23123		POSTING, ESTATEMENT, DEC '13 - SEWER	12/31/2013	1,285.17	.00	21-6190, POSTAGE & BILLING	0	12/13		
857	VALLI INFORMATION SYSTEMS, INC	23123		POSTING, ESTATEMENT, DEC '13 - P.I.	12/31/2013	417.07	.00	25-6190, POSTAGE & BILLING	0	12/13		
Total VALLI INFORMATION SYSTEMS, INC:												
						4,587.11	.00					
<b>W.W. GRAINGER</b>												
162	W.W. GRAINGER	9331188483	1280	HOUR METER FOR BLOWER #1 @LAGOONS, JAN '14 - SEWER	01/03/2014	57.00	.00	21-6150, MAINT. & REPAIRS - SYSTEM	0	1/14		
Total W.W. GRAINGER:												
						57.00	.00					
<b>WATER DEPOSIT REFUNDS #6</b>												
1627	WATER DEPOSIT REFUNDS #6	110280.02		C.T. DAVIDSON, #110280.02 - ACCT OVERPMT	01/08/2014	58.35	.00	99-1075, Utility Cash Clearing	0	1/14		

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
1627	WATER DEPOSIT REFUNDS #6	131350.02		J. LUCK #131350.02 - WATER DEP REFUND	01/07/2014	33.47	.00	20-2200 WATER DEPOSITS HELD	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	140596.01		DON YOUNG LAND CO. #140596.01 - ACCT OVERPMT	01/08/2014	273.17	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	170410.01		R. O. HARRISON #170410.01 - ACCT OVERPMT	01/08/2014	49.61	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	182860.01C		S. BALLS #182860.01C - ACCT OVERPMT	12/24/2013	25.14	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	221665.01B		CBH HOMES #221665.01B - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	255015.01B		HUBBLE HOMES #255015.01B - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
1627	WATER DEPOSIT REFUNDS #6	280715.01B		C. BARTON HOMES #280715.01B - ACCT OVERPMT	01/09/2014	43.55	.00	99-1075 Utility Cash Clearing	0	1/14		
Total WATER DEPOSIT REFUNDS #6:							570.39	.00				
<b>WESTERN RECORDS DESTRUCTION, INC.</b>												
1633	WESTERN RECORDS DESTRUCTION, INC.	0234044		RECORDS DESTRUCTION JAN '14 - ADMIN	01/01/2014	9.35	.00	01-6052 CONTRACT SERVICES	0	1/14		
1633	WESTERN RECORDS DESTRUCTION, INC.	0234044		RECORDS DESTRUCTION JAN '14 - WATER	01/01/2014	5.74	.00	20-6052 CONTRACT SERVICES	0	1/14		
1633	WESTERN RECORDS DESTRUCTION, INC.	0234044		RECORDS DESTRUCTION JAN '14 - SEWER	01/01/2014	7.49	.00	21-6052 CONTRACT SERVICES	0	1/14		
1633	WESTERN RECORDS DESTRUCTION, INC.	0234044		RECORDS DESTRUCTION JAN '14 - P.I.	01/01/2014	2.42	.00	25-6052 CONTRACT SERVICES	0	1/14		
Total WESTERN RECORDS DESTRUCTION, INC.:							25.00	.00				
<b>WESTERN STATES CHEM</b>												

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
274	WESTERN STATES CHEM	132262		SCRUBS IN A BUCKET, CHOKE/CARB CLEANER FOR EQUIPMENT, PLUS FREIGHT, JAN '14 - PARKS	12/27/2013	96.08	.00	01-6142 MAINT. & REPAIR- EQUIPMENT	1004	12/13		
274	WESTERN STATES CHEM	132262		SCRUBS IN A BUCKET, CHOKE/CARB CLEANER FOR EQUIPMENT, PLUS FREIGHT, JAN '14 - WATER	12/27/2013	126.47	.00	20-6142 MAINT. & REPAIRS- EQUIPMENT	0	12/13		
274	WESTERN STATES CHEM	132262		SCRUBS IN A BUCKET, CHOKE/CARB CLEANER FOR EQUIPMENT, PLUS FREIGHT, JAN '14 - SEWER	12/27/2013	126.47	.00	21-6142 MAINT. & REPAIRS- EQUIPMENT	0	1/14		
274	WESTERN STATES CHEM	132262		SCRUBS IN A BUCKET, CHOKE/CARB CLEANER FOR EQUIPMENT, PLUS FREIGHT, JAN '14 - P.I.	12/27/2013	35.33	.00	25-6142 MAINT. & REPAIRS- EQUIPMENT	0	12/13		
274	WESTERN STATES CHEM	132262		AIR FRESHENER, STAIN REMOVER, CAN LINERS, PLUS FREIGHT, JAN '14 - PARKS	12/27/2013	130.33	.00	01-6140 MAINT. & REPAIR BUILDING	1004	12/13		
274	WESTERN STATES CHEM	132262		AIR FRESHENER, STAIN REMOVER, CAN LINERS, PLUS FREIGHT, JAN '14 - WATER	12/27/2013	92.62	.00	20-6140 MAINT. & REPAIR BUILDING	0	12/13		
274	WESTERN STATES CHEM	132262		AIR FRESHENER, STAIN REMOVER, CAN LINERS, PLUS FREIGHT, JAN '14 - SEWER	12/27/2013	92.62	.00	21-6140 MAINT. & REPAIR BUILDING	0	12/13		
274	WESTERN STATES CHEM	132262		AIR FRESHENER, STAIN REMOVER, CAN LINERS, PLUS FREIGHT, JAN '14 - P.I.	12/27/2013	26.97	.00	25-6140 MAINT. & REPAIR BUILDING	0	12/13		
Total WESTERN STATES CHEM:							726.89	.00				
<b>WESTERN STATES EQUIPMENT CO.</b>												
98	WESTERN STATES EQUIPMENT CO.	GY56626		GENERATOR INSPECTION AND REPAIR, BUTLER WELL, WATER, JAN '14	01/09/2014	311.10	.00	20-6150 MAINT. & REPAIRS - SYSTEM	0	1/14		
98	WESTERN STATES EQUIPMENT CO.	GY56919		GENERATOR SERVICE, DANSKIN, SEWER, DEC. '13	12/26/2013	145.23	.00	21-6150 MAINT. & REPAIRS - SYSTEM	0	12/13		

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98	WESTERN STATES EQUIPMENT CO.	GY57035		GENERATOR INSPECTION, CEDAR WELL, WATER, JAN '14	01/09/2014	290.46	.00	20-6150_MAINT. & REPAIRS- SYSTEM	0	1/14		
98	WESTERN STATES EQUIPMENT CO.	GY57036		GENERATOR INSPECTION, WELL #6, WATER, JAN '14	01/09/2014	290.46	.00	20-6150_MAINT. & REPAIRS- SYSTEM	0	1/14		
98	WESTERN STATES EQUIPMENT CO.	GY57037		GENERATOR INSPECTION, DANSKIN WELL, WATER, JAN '14	01/09/2014	290.46	.00	20-6150_MAINT. & REPAIRS- SYSTEM	0	1/14		
98	WESTERN STATES EQUIPMENT CO.	GY57081		GENERATOR INSPECTION AND REPAIR, TEN MILE, SEWER, JAN '14	01/14/2014	634.68	.00	21-6150_MAINT. & REPAIRS- SYSTEM	0	1/14		
98	WESTERN STATES EQUIPMENT CO.	GY57082		GENERATOR INSPECTION, CRIMSON PT, SEWER, JAN '14	01/14/2014	290.46	.00	21-6150_MAINT. & REPAIRS- SYSTEM	0	1/14		
98	WESTERN STATES EQUIPMENT CO.	GY57083		PM GENERATOR INSPECTION, DANLIFT, SEWER, JAN '14	01/14/2014	290.46	.00	21-6150_MAINT. & REPAIRS- SYSTEM	0	1/14		
98	WESTERN STATES EQUIPMENT CO.	GY57084		GENERATOR INSPECTION, DEER HORN, SEWER, JAN '14	01/14/2014	290.46	.00	21-6150_MAINT. & REPAIRS- SYSTEM	0	1/14		
Total WESTERN STATES EQUIPMENT CO.:							2,833.77	.00				
Grand Totals:							142,405.79	.00				

Payment Approval Report - City Council Approval  
Report dates: 1/27/2014-1/27/2014

City of Kuna

Vendor #	Vendor Name	Invoice Number	PO #	Description	Invoice Date	Net Invoice Amount	Amount Paid	GL Account and Title	GL Activity #	GL Period	Date Paid	Voided
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Dated: \_\_\_\_\_  
Mayor: \_\_\_\_\_  
City Council: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
City Treasurer: \_\_\_\_\_

Report Criteria:  
Detail report.  
Invoices with totals above \$0.00 included.  
Only unpaid invoices included.



John S. Franden, President  
 Mitchell A. Jaurena, Vice President  
 Rebecca W. Arnold, Commissioner  
 Sara M. Baker, Commissioner  
 Jim Hansen, Commissioner

January 14, 2014

Planning and Programming

TO: Mayor Nelson, Kuna City Council Members  
 FROM: Jeff Lowe, AICP, Senior Transportation Planner  
 SUBJECT: Kuna Crossing Feasibility and Implementation Plan  
 City Council Meeting - January 21, 2014

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### Project Summary

The Kuna Crossing Feasibility and Implementation Plan (KCFIP) is the culmination of a process to identify the need, location, and feasibility of crossing the railroad tracks and Indian Creek located within the City of Kuna. This memo highlights key elements of the Plan including the purpose of an additional crossing, criteria used to analyze options, potential impacts and, a funding and implementation strategy. These elements are explained further in the Draft Plan document attached to this memo. The options to construct range in cost from \$11.5 million to \$23 million. A recommendation for Option #3 –Ten Mile Road Extension is included in this memo. ACHD Staff will make a presentation at the January 21, 2014, meeting and seek a recommendation from the Council.

### Project Purpose

The City of Kuna has long contemplated an overpass; efforts were undertaken in 1995 and 2006. Eleven crossing options were identified in these previous efforts, but none of them acknowledged an adopted location, complete costs, or impacts. These studies did provide a foundation and reference for potential options to consider with this study. Further evaluation of crossing locations was recommended in the *Kuna Downtown Corridor Plan (KDCP)* and after its adoption by ACHD and the City of Kuna in October 2012, ACHD initiated this planning study. When adopted, the Plan will serve as a planning and policy document to aid in future decision-making for both ACHD and the City of Kuna.

### Planning Process

The planning objective was to analyze connectivity for users across the UPRR tracks and Indian Creek, understand existing and future north-south traffic between Kuna and I-84, and to address perceived safety and congestion problems at the existing at-grade railroad crossings. In addition to a thorough technical analysis (building upon results from the *(KDCP)*, and public outreach (including a three-day Public Workshop and an Open House) has led to a recommendation to incorporate into the final Plan. The Project Management Team (composed of staff from ACHD and City, ITD, FHWA, and UPRR) helped to develop objectives and criteria used to define and analyze options and to make a recommendation.

### Evaluation Criteria and Potential Impacts

Criteria were established by the Project Management Team (PMT), stakeholders, and the public, based on transportation-related goals identified in land use policies and studies. These six goals were used to define and analyze options and to make a recommendation:

- Mobility: Move people and provide connectivity.
- Safety: Minimize conflicts; improve access and response times for emergency vehicles.
- Sustainability: Minimize impacts to environmental, cultural, and social resources.
- Economic Development: Support local economic development opportunities and access to businesses.
- Feasibility: Ability to fund and create partnerships for implementation.
- Constructability: Consistency with current plans and ability to build.

The goals and objectives were later used to develop evaluation criteria for screening the crossing options.

### Options

Six options (including No-build and two variations on the Swan Falls option) were presented to the public at an Open House on September 5<sup>th</sup>, 2013. The public comments indicated that options 7B: Swan Falls Road to Linder Road

(Shortline Street Underpass Realignment to Stagecoach Way) and 8: SH 69 (Meridian Road) Extension, were the most desirable. Based on the technical data alone, a crossing is not warranted, but it is understood that there are other values to be considered as evidenced by public comments received.

### Recommendation

The Project Management Team (PMT) considered the options and recommended that **Option #3 – Ten Mile Road Extension** as the preferred option due to its strong ranking among the other options and its ability to provide the area with a regional connection on Ten Mile Road between Kuna and I-84. This option has the following advantages:

- provides a regional connection that benefits Kuna, Meridian, and Ada and Canyon Counties;
- captures a high percentage of traffic volumes traveling from the west on Avalon Street to SH 69;
- reduces vehicle/train exposure using the existing two at-grade crossings in the downtown;
- addresses the connectivity for emergency services between the north and south areas of the City;
- provides opportunity for expanded growth in and around the Ten Mile Road area; and
- results in the lowest estimated cost (\$11.5 to \$14 million) of the different options.

Similar to other options, this option has impacts - nine properties adjacent to the crossing, as well as the sewer-lift station located south of the UPRR tracks and Indian Creek on Ten Mile Road, and a decrease in traffic on Main Street. Please refer to pages 27 in the draft Plan and the attached chart for option evaluations.

### Implementation and Funding

Adoption of the Plan will identify a location of a crossing (unless the No Build option is selected) which will set a framework for planning in Kuna as development occurs. The Plan provides a tool for the continued coordination between the City of Kuna and ACHD; providing a common message (right-of-way preservation) to developers/land owners as applications for development are requested or public projects proposed; and, will ensure that improvements are in line with the purpose of the crossing.

The proposed crossing is to be constructed as opportunities develop and funding becomes available. ACHD will assist the City in planning efforts and in supporting these opportunities to help make the crossing a reality. However, until traffic operations and safety data reflect the need for a crossing, ACHD's regional mission and need to prioritize in that framework, places the project as a low priority at this time for ACHD to fund the project. Kuna will need to lead efforts for finding a funding mechanism for the alignment. If federal funds are pursued, a full alternatives analysis would be required.

Finally, the responsibility for putting the Plan into effect rests with agencies, decision-makers, and property owners and developers in the area working together.

### Requested Input from the City

The Plan includes a recommended option (Option #3 –Ten Mile Road Extension). The City Council is requested to make a recommendation to the ACHD Commission on the Plan, including which option below best fits the interests of the community:

1. No Build
2. Option #3 Ten Mile Road Extension
3. Option #6 Avalon Street to Avalon Street
4. Option #7A Swan Falls to Linder Road
5. Option #7B Swan Falls to Linder Road
6. Option #8 SH 69 (Meridian Road) Extension

### Next Steps

A joint meeting between the Kuna City Council and ACHD Commission is scheduled for January 24, 2014, at which this item may be discussed. At its February 5, 2014, meeting, the ACHD Commission will consider the City's selection and the Plan in its entirety and consequently act on the adoption of the plan.

### Attachments:

Draft Kuna Crossing Feasibility and Implementation Plan

Table of Most Promising Options Evaluation Results and Design and Operations Comparison

Table 5. Most Promising Options Evaluation Results and Design and Operations Comparison

Option No.	Description	Public Comment Ranking	PMT Ranking	Mobility	Safety	Sustainability	Economic Development	Feasibility	Constructability	Bridge Structure Length (Feet)	Potential Full Property Acquisitions*	Preliminary Cost Estimate (Millions)	Estimated Changes in Year 2035 Traffic Volumes
0	No-Build	6	6	○	○	○	○	○	○	N/A	0	\$0	<ul style="list-style-type: none"> <li>■ No Change</li> </ul>
3	Ten Mile Road Extension	4	1	●	○	○	○	○	●	625	9	\$11.5 - \$14	<ul style="list-style-type: none"> <li>■ 58% Increase on Ten Mile Road (S of Hubbard)</li> <li>■ 24% Decrease on Main Street and Shortline Street</li> <li>■ 9% Decrease on Linder Road (S of Hubbard)</li> <li>■ 1% Decrease on SH 69 (S of Hubbard)</li> </ul>
6	Avalon Street to Avalon Street	5	5	●	○	○	○	○	○	1,100	3	\$19 - \$23 <sup>1</sup> OR \$90 - \$110 <sup>2</sup>	<ul style="list-style-type: none"> <li>■ No Change on Ten Mile Road (S of Hubbard)</li> <li>■ 79% Decrease on Main Street and Shortline Street</li> <li>■ No Change on Linder Road (S of Hubbard)</li> <li>■ 4% Increase on SH 69 (S of Hubbard)</li> </ul>
7A	Swan Falls Road to Linder Road (Short-line Street At-Grade Realignment with Stagecoach Way)	3	3	●	●	○	○	○	○	600	9	\$15.5 - \$18.5	<ul style="list-style-type: none"> <li>■ 2% Decrease on Ten Mile Road (S of Hubbard)</li> <li>■ 15% Decrease on Main Street and Shortline Street</li> <li>■ 5% Increase on Linder Road (S of Hubbard)</li> <li>■ No Change on SH 69 (S of Hubbard)</li> </ul>
7B	Swan Falls Road to Linder Road (Shortline Street Underpass Realignment to Stagecoach Way)	1	2	●	●	○	○	○	○	700	8	\$13.5 - \$16.5	<ul style="list-style-type: none"> <li>■ 2% Decrease on Ten Mile Road (S of Hubbard)</li> <li>■ 15% Decrease on Main Street and Shortline Street</li> <li>■ 5% Increase on Linder Road (S of Hubbard)</li> <li>■ No Change on SH 69 (S of Hubbard)</li> </ul>
8	Meridian Road Extension	2	4	○	○	○	○	○	○	400 (Creek Crossing) + 500 (Railroad Crossing)	1	\$13.5 - \$16.5	<ul style="list-style-type: none"> <li>■ No Change on Ten Mile Road (S of Hubbard)</li> <li>■ 4% Decrease on Main Street and Shortline Street</li> <li>■ 1% Decrease on Linder Road (S of Hubbard)</li> <li>■ 2% Increase on SH 69 (S of Hubbard)</li> </ul>

\* Note: Any acquisitions would be further refined as part of the environmental and/or design stages.

<sup>1</sup> Assumes piers placed in UPRR ROW.

<sup>2</sup> Assumes a signature span bridge.



# KUNA CROSSING FEASIBILITY AND IMPLEMENTATION PLAN DRAFT

Kuna, Idaho

January 2014





## Kuna, Idaho

### Prepared For:

Ada County Highway District  
City of Kuna

### Prepared By:

Kittelson & Associates, Inc.  
101 S. Capitol Blvd., Suite 301  
Boise, ID 83702  
(208) 338-2683

In association with:

Parametrix

Project No. 13153

January 2, 2014



## PREFACE

The Kuna Crossing Feasibility and Implementation Plan was developed under the guidance of the Project Management Team (PMT). PMT members are identified below, along with members of the consultant team. The PMT was responsible for reviewing all work products, providing direction for the project, facilitating the Public Workshop Series and Public Informational Meeting (PIM), and making recommendations to the Kuna City Council and Ada County Highway District (ACHD) Commission for consideration during plan adoption. The PMT included representatives from ACHD, the City of Kuna, the Idaho Division of the Federal Highway Administration (FHWA), the Idaho Transportation Department (ITD), and Union Pacific Railroad (UPRR). Thank you to the following PMT members for their instrumental involvement with the development of the Kuna Crossing Feasibility and Implementation Plan.

## PROJECT MANAGEMENT TEAM

Andrew Cibor, Ada County Highway District  
 Christy Foltz-Ahlrichs, Ada County Highway District  
 Jeff Lowe, Ada County Highway District  
 Amar Pillai, Ada County Highway District  
 Wendy Howell, City of Kuna  
 Gordon Law, City of Kuna  
 Ed Miltner, Federal Highway Administration, Idaho Division  
 Lori Porreca, Federal Highway Administration, Idaho Division  
 Dave Szplett, Idaho Transportation Department  
 Bill Ince, Union Pacific Railroad

## CONSULTANT TEAM

*Kittelson & Associates, Inc.*

Marc Butorac, PE, PTOE – Project Principal  
 Andy Daleiden, PE – Project Manager  
 Yuri Mereszczak, PE – Project Engineer  
 Alison Tanaka – Project Analyst

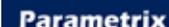
*Parametrix*

Cody Janson, PE – Environmental  
 Kristen McCoy – Environmental  
 Michael Pyszka, PE – Structural

Additional thanks to Mitchell Jaurena, Ada County Highway District Commission for his involvement with this project.

A special thanks to the Kuna City Council and Ada County Highway District Commission for attending the Public Workshop Series and the PIM, and providing input and guidance during the development of the Plan.

A final thank you to any person, individual, group, agency, or participating member of the public that provided information, comments, suggestions, or their valuable time during this planning process.



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## SUPPORTING DOCUMENTATION

Technical memoranda were developed to summarize analyses, evaluations, and concept designs throughout the project. The technical memoranda were prepared in coordination with the PMT, stakeholders, and general public through regular meetings, the Public Workshop Series, and Public Informational Meeting (PIM). Data and information from those documents are referenced throughout the Plan, and can be found in the Technical Appendix and digitally filed at ACHD. Documents and reports developed as part of this study include:

- Project Overview Memorandum
- Public Involvement Plan
- Technical Memorandum #1: Purpose, Goals, Objectives, and Evaluation Criteria
- Technical Memorandum #2: Existing and Future Conditions
- Technical Memorandum #3: Workshop Series Summary
- Refined Evaluation Table
- Environmental Scan
- Conceptual Structure Cost Estimates
- PIM Summary
- ACHD Staff Update to Kuna City Council (October 15th)
- ACHD Staff Update to ACHD Commission (October 21st)
- PMT Meeting Agendas

Technical Appendix is a separate document and can be accessed through ACHD.

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## INTRODUCTION

The purpose of the Kuna Crossing Feasibility and Implementation Plan (herein referred to as the Plan) is to identify the need, location, and feasibility of crossing the Union Pacific Railroad (UPRR) tracks and Indian Creek in the City of Kuna, Idaho. Key elements identified in the Plan include the following:

- Purpose and Need of a crossing
- Potential cumulative impacts
- Logical sequence of improvements
- Funding outline
- Process for implementation

The Plan serves as a policy document to aid in future decision-making for both the Ada County Highway District (ACHD) and City of Kuna. The Plan summarizes the feasibility of the options under consideration, but is not an assessment to comply with National Environmental Policy Act (NEPA) requirements. In order to summarize project efforts and introduce final recommendations, the Plan is organized into the following sections:

- Introduction
- Interagency and Public Involvement Program
- Background
- Options Development and Evaluation
- Feasibility Plan
- Funding and Implementation Strategy

## PROJECT STUDY AREA

The City of Kuna is a community located approximately 16 miles southwest of Boise, Idaho, in Ada County. Its primary connection to the Treasure Valley is State Highway (SH) 69 (also known as Kuna-Meridian Road), which is a north-south connection between the City and Interstate 84 (I-84). Figure 1 illustrates the focus area and study intersections.

## PAST STUDIES AND PLANS

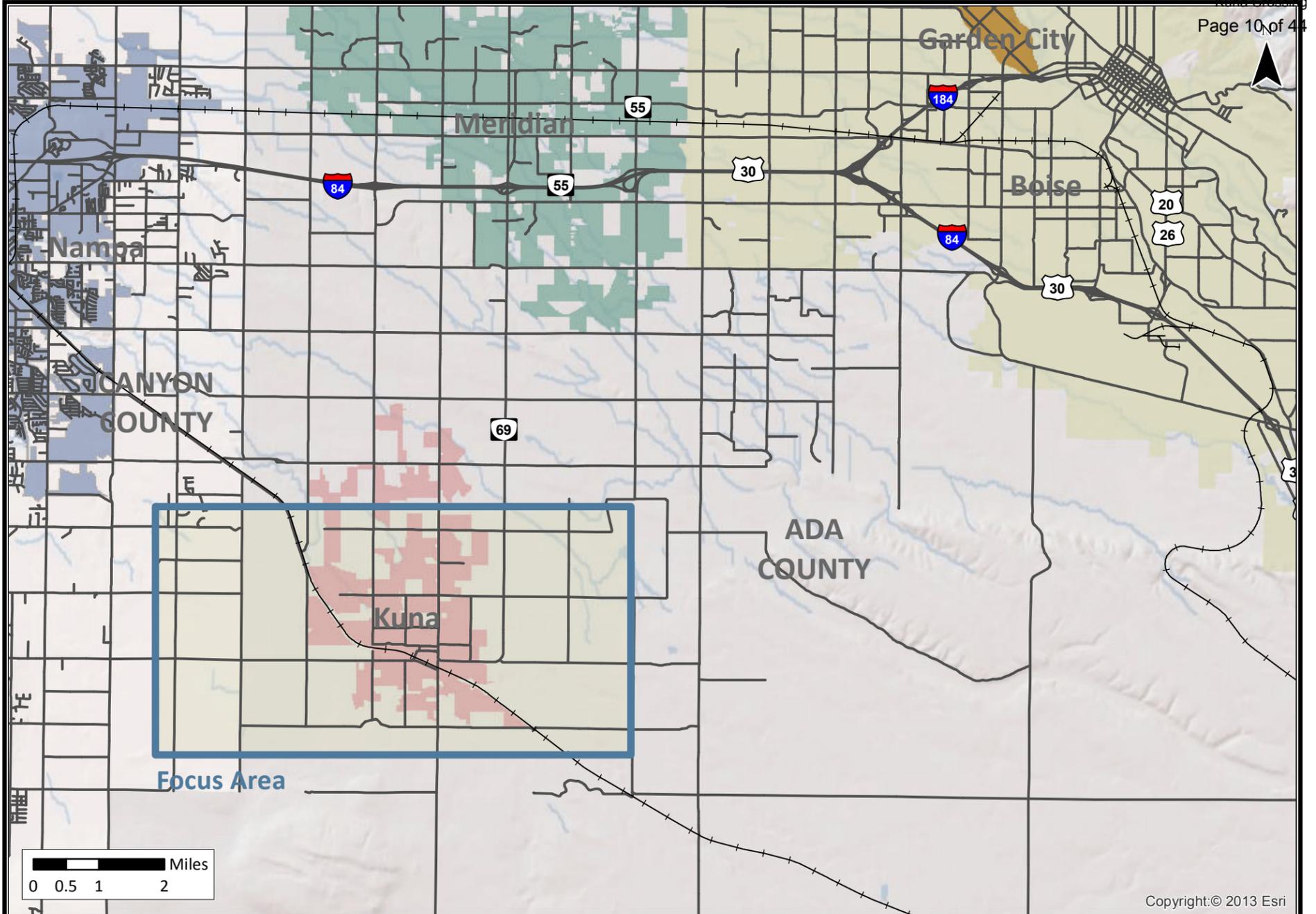
This study builds upon information, feedback, and results from the Kuna Downtown Corridor Plan (KDCP) completed and adopted by ACHD and the City of Kuna in October 2012. The City of Kuna has long contemplated an overpass of the UPRR tracks and Indian Creek; efforts were undertaken in 1995 (Kuna Railroad Crossing Study, conducted by ACHD) and in 2006 (Extension of Meridian Road Proposal, conducted by ACHD, ITD, Swan Falls Development, LLC, and City of Kuna). The findings of the 1995 and 2006 studies were not adopted and/or programmed for long-term implementation. A broader evaluation of grade-separated crossing locations was recommended in the KDCP.

Eleven crossing options were identified in these previous efforts, but none of them acknowledged an adopted location, complete costs, or impacts. These studies provided a foundation and reference for potential crossing options to include with this study.

## PRELIMINARY PURPOSE AND NEED

The purpose and need statement sets the stage for consideration of alternatives. The “purpose” defines the transportation problem to be solved and outlines goals and objectives that should be included as part of a successful solution to the problem. The “need” provides the basis or reason to support the problem statement (purpose). The purpose and need statement is intended to clarify the expected outcome of public expenditure and to justify that expenditure – what are you trying to accomplish and why do you think it is necessary? As such, a preliminary purpose and need statement was developed from the technical data and analysis findings from this project effort. This preliminary purpose and need statement provides a starting point for future efforts associated with the Plan implementation phase.

The project purpose is to provide connectivity for all modes across the UPRR tracks and Indian Creek, serve existing and future north-south traffic between Kuna and I-84, and address safety and congestion problems at the existing at-grade railroad crossings in downtown Kuna.



Map Elements

- Study Intersections
- Focus Area

Site Vicinity Map & Project Study Area



Figure 1

The project purpose is demonstrated with the following statement of need:

- **Connectivity:** The major Principal Arterial routes between Kuna and I-84 are SH 69 to Avalon Road and Ten Mile Road to 4th Street to Avalon Road. The SH 69 route connects the north and south areas of Kuna via traveling through downtown Kuna and one at-grade railroad crossing on the south side of Indian Creek. The Ten Mile Road route does not cross Indian Creek or the UPRR railroad tracks, so transportation users must utilize 4<sup>th</sup> Street, Avenue D, Bridge Avenue, Avalon Street to cross Indian Creek and the UPRR tracks.
- **Accessibility:** The four railroad crossings in Kuna are at-grade crossings. The different transportation users (pedestrians, bicycles, autos, trucks, and emergency services) that travel through Kuna are impacted throughout the day when a train passes through town. Average delay is approximately 2.5 minutes for users at the two crossings when a train travels through downtown.
- **Travel Time Reliability:** An average of twenty trains travel through downtown Kuna daily. Given the randomness of the train arrivals and train travel through downtown, there is a variability of travel time associated with the trips (pedestrians, bicycles, autos, trucks, and emergency services) through downtown.
- **Safety:** All of the transportation modes using Avalon Road or Swan Falls Road to travel between the north and south areas of Kuna are exposed to potential conflicts with trains due to the two at-grade railroad crossings.

In addition to the above needs, economic development, land use, accommodation of future growth, and emergency services could be explored further to determine if a need statement is applicable.

### GOALS, OBJECTIVES, AND EVALUATION CRITERIA

Goals and objectives were established by the Project Management Team (PMT), stakeholders, and the public, based on transportation-related goals in applicable transportation and land use policies and studies. The six goals associated with crossing the UPRR tracks and Indian Creek are:

- **Mobility:** Move people and provide connectivity.
- **Safety:** Minimize conflicts; improve access and response times for emergency vehicles.
- **Sustainability:** Minimize impacts to environmental, cultural, and social resources.
- **Economic Development:** Support local economic development opportunities and access to businesses.
- **Feasibility:** Ability to fund and create partnerships for implementation.
- **Constructability:** Consistency with current plans and ability to stage construction.

The goals and objectives were later used to develop evaluation criteria for screening the crossing options. The goals, objectives, and evaluation criteria used throughout the project are summarized in Table 1.

**Table 1. Project Goals, Objectives, and Evaluation Criteria**

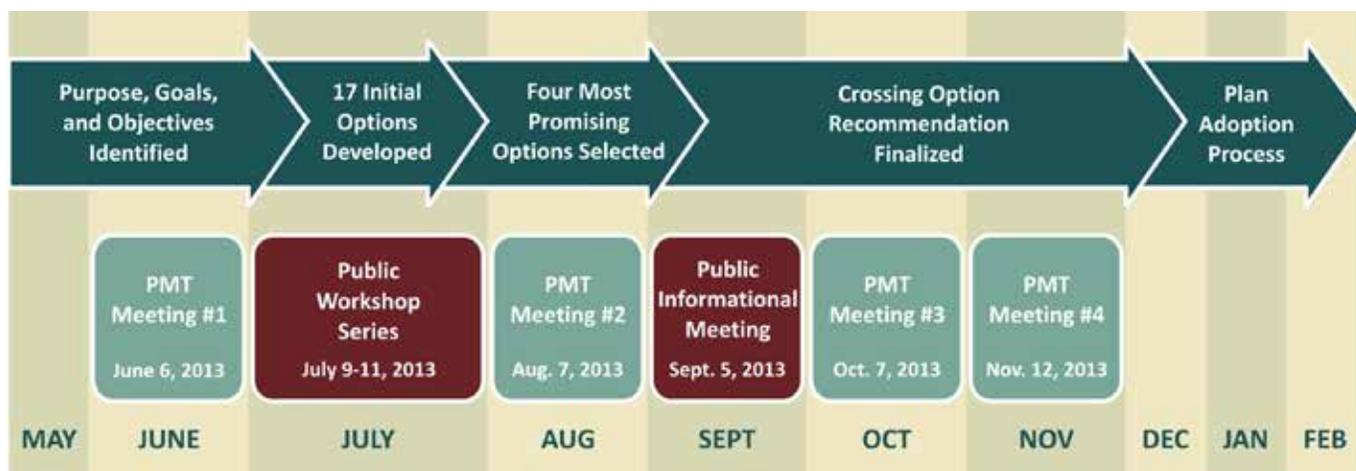
Goal	Objectives	Evaluation Criteria
<b>Mobility</b>	<ul style="list-style-type: none"> <li>■ Decrease travel time across the railroad tracks and Indian Creek through an improvement in local circulation options.</li> <li>■ Improve level of service for all users.</li> <li>■ Protect or improve the function and operation of the existing roadway facilities.</li> <li>■ Accommodate freight movement.</li> <li>■ Connect existing neighborhoods, businesses, and public facilities.</li> </ul>	<ul style="list-style-type: none"> <li>■ Does the project reduce expected travel time across the railroad tracks and Indian Creek?</li> <li>■ Does the project improve multimodal conditions?</li> <li>■ Does the project maintain existing intersection operations (level of service, delay, volume-to-capacity ratio) near the crossing?</li> <li>■ Does the project accommodate and improve freight connectivity?</li> <li>■ Does the project connect key destinations?</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>■ Minimize conflicts at the railroad crossing for vehicles, pedestrians, and bicyclists.</li> <li>■ Provide improved access and response times for emergency vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>■ Does the project reduce conflict points for vehicles and non-motorized traffic at the railroad crossing?</li> <li>■ Does the project improve accessibility and response time for emergency vehicles?</li> </ul>

Goal	Objectives	Evaluation Criteria
<b>Sustainability</b>	<ul style="list-style-type: none"> <li>Avoid geographic constraints to the greatest extent possible.</li> <li>Avoid impacts to sensitive environmental resources to the greatest extent possible.</li> <li>Minimize cultural and social impacts to the greatest extent possible (such as impacts to community facilities and institutions, property takings, and displacement of existing businesses and residences).</li> </ul>	<ul style="list-style-type: none"> <li>Does the project impact the environment (e.g., streams, wetlands, floodplain, riparian areas, wildlife habitats, open spaces, farmlands) negatively?</li> <li>Does the project impact existing developments (e.g., property acquisitions, socioeconomic impacts, historical buildings, noise/air impacts)?</li> </ul>
<b>Economic Development</b>	<ul style="list-style-type: none"> <li>Support local economic development opportunities.</li> <li>Provide appropriate access to businesses and land uses near the crossing.</li> <li>Provide connectivity for projected growth areas.</li> </ul>	<ul style="list-style-type: none"> <li>Does the project support or impact future economic development opportunities?</li> <li>Does the project provide reasonable access to businesses and land uses near the crossing?</li> <li>Does the project provide access and connectivity to projected growth areas?</li> </ul>
<b>Feasibility</b>	<ul style="list-style-type: none"> <li>Identify relative magnitude of design and construction costs and benefits.</li> <li>Identify potential funding options for the proposed improvements.</li> <li>Develop state, regional, and local partnerships to fund and implement the proposed improvements.</li> <li>Gather support from local businesses, residents, members of the public, and affected stakeholders.</li> </ul>	<ul style="list-style-type: none"> <li>Is the overall cost of the project restrictive?</li> <li>Are there potential funding sources for the project?</li> <li>Are there potential partners for implementing the project?</li> <li>Is there community support for the project?</li> <li>Are there potential obstacles to the project (e.g., permitting, right-of-way acquisition, utility relocations)?</li> </ul>
<b>Constructability</b>	<ul style="list-style-type: none"> <li>Coordinate with existing land use and transportation plans.</li> <li>Consider staged and/or development-related construction.</li> </ul>	<ul style="list-style-type: none"> <li>Is the project consistent with adopted plans and policies?</li> <li>Can the project be constructed in multiple phases (to preserve the function of the existing infrastructure)?</li> </ul>

**PLAN DEVELOPMENT PROCESS**

The Plan effort was initiated in May 2013, and completed with consideration for plan adoption in February 2014. Figure 2 illustrates the Plan development process, which is described in more detail throughout this document.

Figure 2. Plan Development Process



During a preliminary review of previous plans and studies, the project team identified 11 crossing options, which were presented at the Public Workshop Series in July 2013. Based on input from the PMT, stakeholders, and general public, those 11 options were expanded to include six additional options, for a total of 17 initial options. Those 17 options were taken through two levels of screening during the project.

The first level of screening utilized a qualitative approach based on the goals identified in Table 1. The four most promising options were identified for further refinement and evaluation through this screening process. The four most promising options were then taken through a second level of screening that applied a more detailed quantitative and qualitative approach based on the evaluation criteria. This final screening facilitated the selection of a preferred option, which was advanced through the development of a feasibility plan and implementation strategy.

## **INTERAGENCY AND PUBLIC INVOLVEMENT PROGRAM**

### **WHO'S INVOLVED?**

Public involvement and agency coordination during the development of the Plan was critical for Plan acceptance and adoption by ACHD and the City of Kuna. The following groups were involved in the development process:

- Project Team: Including consultant staff from Kittelson & Associates, Inc. (KAI) and Parametrix, Inc. and key ACHD staff (Project Manager, Planning & Programming Department staff, and Communication Department staff).
- Project Management Team (PMT): Including the project team, additional ACHD staff, City of Kuna staff, Idaho Transportation Department (ITD) staff, UPRR representative, and Federal Highway Administration (FHWA) representatives.
- Stakeholders: Including the PMT, representatives from key community organizations and businesses, and property owners and tenants within the vicinity of potential crossing locations.
- Elected Officials: Including Kuna City Council and ACHD Commission members.
- General Public

### **PROJECT MANAGEMENT TEAM**

The PMT advised the project team on the technical elements of the project, and made the final decisions regarding the overall project direction, based on input from the project team and general public. The PMT participated in four meetings occurring on June 6th, August 7th, October 7th, and November 12th, 2013, in addition to the Public Workshop Series in July 2013 and public informational meeting (PIM) in September 2013.

### **PUBLIC WORKSHOP SERIES**

The Public Workshop Series held in July 2013 was the core of the public involvement process for the Plan. On Day 1, crossing options were developed by the PMT, stakeholders, and general public during alternatives development sessions. Days 2 and 3 involved project team work sessions (open for drop-in by stakeholders and the general public) to further develop and evaluate the initial options. At the end of Day 3, a final work session was held with the public and stakeholders to present the evaluation of initial options and collaboratively identify the four most promising options to carry forward for further refinement. The public comment period lasted for two weeks after the Public Workshop Series. Table 2 provides a complete schedule for the workshop series, including the activities that took place during each meeting. For the workshop series, approximately 52 people attended Day 1, 18 people attended Day 2, and 34 people attended Day 3. A total of 84 comments were received from the Public Workshop Series.



Photo 1. Public Workshop Series Initial Options Discussion



Photo 2. Public Workshop Series Presentation



Photo 3. Public Workshop Series Initial Options Development

Table 2. Workshop Series Schedule

Meeting		Date & Time	Purpose/Activities
Day 1	<b>Coordination Meeting</b> (Project Management Team)	Tuesday, July 9, 2013 9:00 a.m. to 11:00 a.m. Kuna High School	<ul style="list-style-type: none"> <li>Workshop Series Overview &amp; Preparation</li> <li>Existing and Future Conditions Overview</li> </ul>
	<b>Initial Alternatives Development Session #1</b> (General Public)	Tuesday, July 9, 2013 12:00 p.m. to 2:00 p.m. Kuna High School	<ul style="list-style-type: none"> <li>Project Overview and Background</li> <li>Existing and Future Conditions Overview</li> <li>Alternatives Development Workshop</li> </ul>
	<b>Initial Alternatives Development Session #2</b> (General Public)	Tuesday, July 9, 2013 5:30 p.m. to 7:30 p.m. Kuna High School	<ul style="list-style-type: none"> <li>Same agenda and format as Initial Alternatives Development Session #1</li> <li>Intended to provide alternative time for interested parties to participate</li> </ul>
Day 2	<b>Key Stakeholder Session #1</b>	Wednesday, July 10, 2013 10:30 a.m. to 12:00 p.m. Kuna High School	<ul style="list-style-type: none"> <li>Project Overview</li> <li>Discuss key issues with stakeholders</li> <li>Focused meeting with key stakeholders; public is welcome to attend</li> </ul>
	<b>Key Stakeholder Session #2</b>	Wednesday, July 10, 2013 1:30 p.m. to 3:00 p.m. Kuna High School	<ul style="list-style-type: none"> <li>Project Overview</li> <li>Discuss key issues with stakeholders</li> <li>Focused meeting with key stakeholders; public is welcome to attend</li> </ul>
	<b>Project Team Work Session</b> (Public Drop-in)	Wednesday, July 10, 2013 9:00 a.m. to 6:00 p.m. Kuna High School	<ul style="list-style-type: none"> <li>Project team work session on alternatives development; public is welcome to stop by and visit with the project team.</li> </ul>
Day 3	<b>Coffee Session</b> (Project Management Team)	Thursday, July 11, 2013 9:00 a.m. to 10:30 a.m. Kuna High School	<ul style="list-style-type: none"> <li>Overview of Day #1 and #2 Activities &amp; Alternatives Development Sessions</li> <li>Review of Day #3 Agenda</li> </ul>
	<b>Project Team Work Session</b> (Public Drop-in)	Thursday, July 11, 2013 9:00 a.m. to 4:00 p.m. Kuna High School	<ul style="list-style-type: none"> <li>Project team work session on alternatives development; public is welcome to stop by and visit with the project team.</li> </ul>
	<b>Identification of Most Promising Alternatives</b> (General Public)	Thursday, July 11, 2013 5:30 p.m. to 7:30 p.m. Kuna High School	<ul style="list-style-type: none"> <li>Review Evaluation Matrix of Initial Alternatives</li> <li>Alternatives Refinement Workshop</li> <li>Identification of Most Promising Alternatives</li> </ul>

## PUBLIC INFORMATIONAL MEETING

The public informational meeting (PIM) was held on September 5, 2013; to offer the general public the opportunity to review and comment on the initial rankings of the four most promising options and elements to be included in the Plan. The public comment period lasted for two weeks following the PIM. The rankings and comments were used by the PMT to identify a single preferred option.



Photo 4. PIM Informational Boards



Photo 5. PIM Comment Sheets

## NOTIFICATIONS

ACHD developed meeting mailers and newspaper advertisements for both the Public Workshop Series and PIM. The mailers and advertisements introduced the project, overall schedule, and identified the meeting dates and locations. The mailers were sent to all residents and businesses within the study area, while newspaper advertisements were placed in the Idaho Statesman and Kuna-Melba News. An email announcement was sent out to the PMT regarding the Public Workshop Series and PIM. Additionally, sandwich boards were posted at four locations in the City of Kuna announcing the Public Workshop Series and PIM.

## PROJECT WEBSITE

ACHD maintained a project website throughout the project. The site is located on ACHD's projects page with an address of <http://www.achdidaho.org/Projects/>. Project announcements and materials from the Public Workshop Series and PIM were posted and available to the public.

## UPDATES/PLAN ADOPTION

ACHD provided project updates to the City of Kuna Council and ACHD Commission in October 2013. The Technical Appendix includes the staff briefings used for the project updates. Plan adoption is scheduled for February 2014 with both agencies.

## BACKGROUND

This section summarizes background information that was used during the initial options development process. This information was presented to the public during the Public Workshop Series, and was available for review at the PIM.

## EXISTING CONDITIONS

The existing conditions assessment established baseline conditions for reference during the future conditions analysis and next steps of the project. It included a planning-level review of the following items: general transportation facilities, traffic operations at key intersections, field inventory of railroad operations, and an environmental scan.

### Transportation Facilities

A review of the existing transportation facilities was conducted, in conjunction with field visits in June and July 2013.

#### *Roadway Facilities*

The roadway facilities in the project focus area are mostly arterials arranged in a grid network. Along the study roadways, there are currently four existing at-grade crossings of the UPRR tracks and three existing bridges over Indian Creek. Figure 3 illustrates the existing transportation facilities in the study area. The at-grade railroad crossings located along Swan Falls Road (two separate, closely-spaced crossings), Bridge Avenue, and Stroebel Road all have gates installed, but the crossing on Black Cat Road only has stop signs. The Indian Creek bridges are located along Bridge Avenue, Stroebel Road, and Swan Falls Road (as shown in the photos below).



Photo 6. Stroebe Road At-Grade Crossing



Photo 7. Bridge Avenue At-Grade Crossing



Photo 8. Swan Falls Road At-Grade Crossing



Photo 9. Ten Mile Road At-Grade Crossing

### **Railroad Facilities**

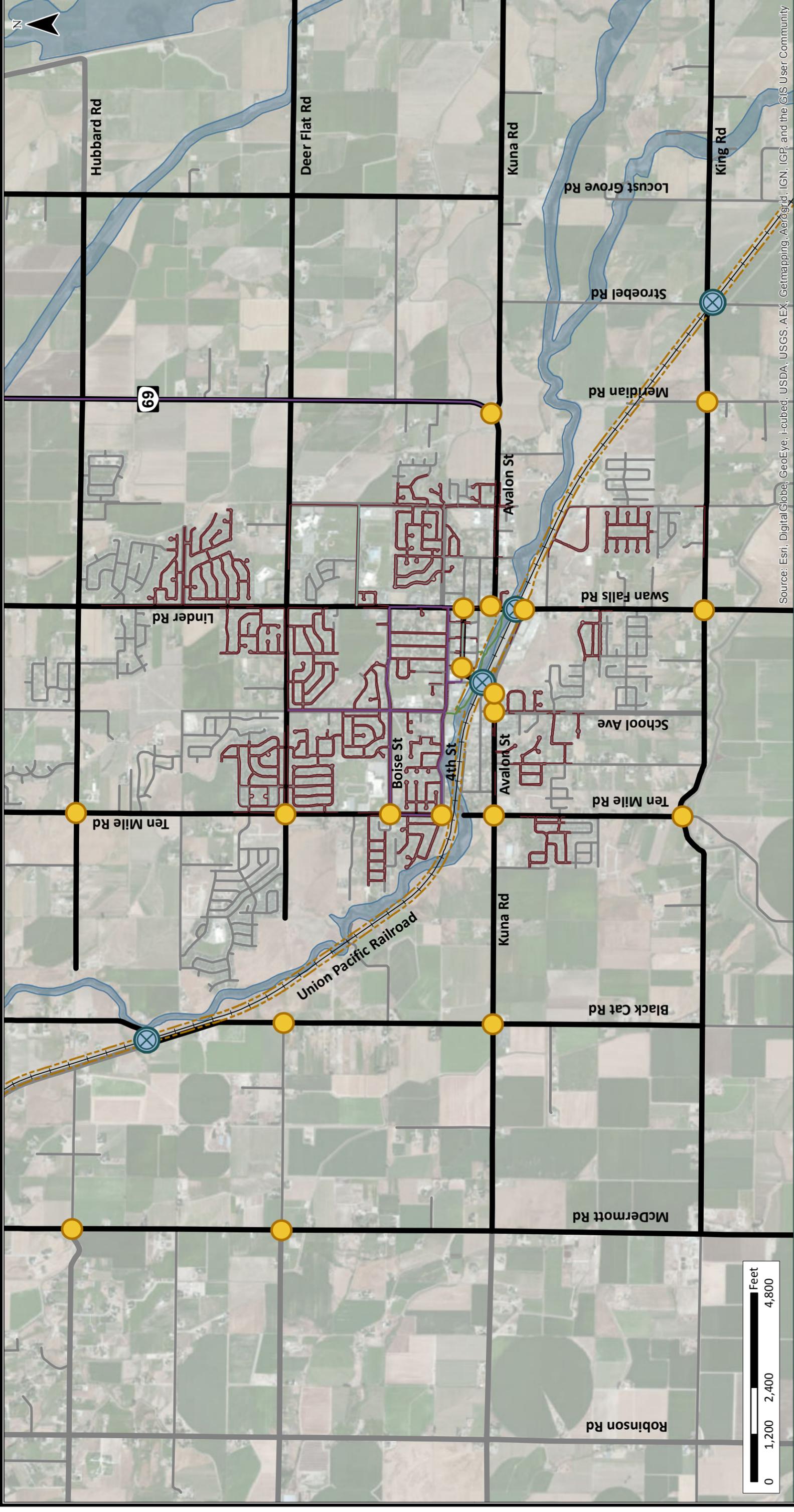
The UPRR segment that runs through the City of Kuna is part of the Northwest Corridor within the Nampa UPRR Sub-division (238.6 miles). The Northwest Corridor carries double-stack containers, many destined for West Coast ports and foreign markets or towards Chicago and domestic distribution, but none are loaded or unloaded on UPRR's system in Idaho. According to UPRR, the three lines on the Northwest Corridor see an average of seven intermodal trains per day out of approximately 20 daily trains, or 35% of all traffic; none of these seven intermodal trains stop in Idaho (Reference 1).

UPRR maintains an existing rail yard in downtown Kuna, located approximately 200 feet west of Bridge Avenue to approximately 700 feet east of Kuna-Meridian Road. The total length is approximately 10,000 feet (or just under two miles). The main area of the yard is between Bridge Avenue and Swan Falls Road, where it becomes three tracks. The yard is used to allow trains to pass and for trains to drop off and pick up railroad cars (Reference 2).

The UPRR right-of-way (ROW) extends approximately 100 feet on either side of the tracks for most of the segment near Kuna (as shown in Figure 3). However, the ROW does widen near downtown Kuna and spans across Indian Creek to include the Greenbelt area. The Technical Appendix includes more specific information about the UPRR ROW.

### **Land Use**

Figure 4 shows existing land use zoning and points of interest within the study area. Emergency response services were of particular interest, considering the goals of the project. The Kuna Fire District Station and Kuna City Police Department are located north of the railroad tracks (as depicted in Figure 5). The Sheriff's Department has reported that "there is no significant difference in response times to calls for service north and south of the railroad tracks except for Code 2 calls. The Department cannot state that the railroad is the cause of the difference" (Reference 3). However, the longer distances to destinations south of the tracks could be a contributing factor to the longer response times. The Fire District noted that most calls occur north of the tracks.



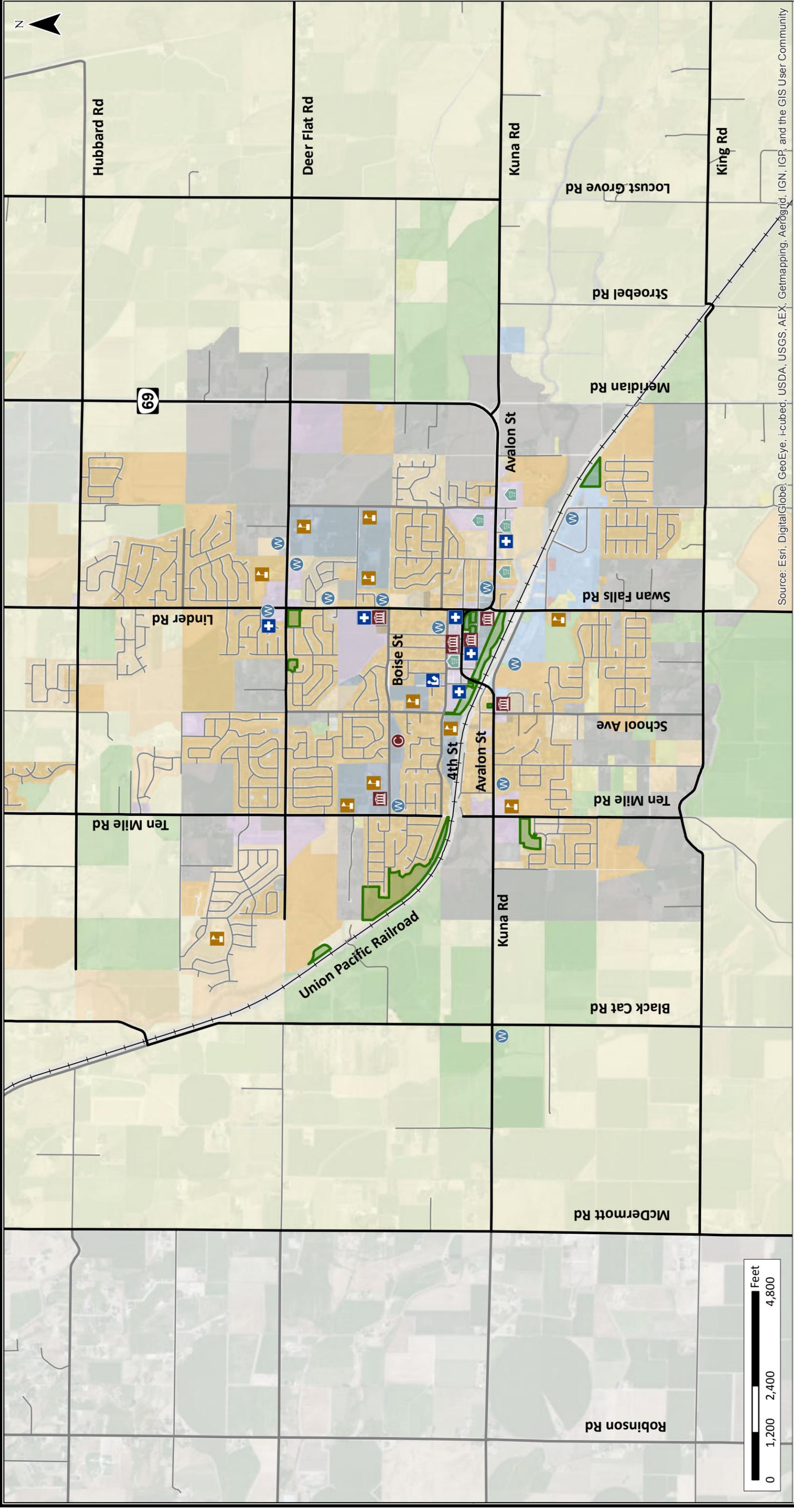
Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



Figure 3

### Existing Transportation Facilities

- Map Elements**
  - Study Intersections
  - Roadway Classifications
    - Arterial Streets
    - Collector Streets
    - Local Streets
- Community Features**
  - Railroad
- Existing Bicycle Facilities**
  - Bike Lane
  - Bike Route
  - Multi-Use Path
- Other Features**
  - Approximate Floodplain
  - Approximate UPRR Right-of-Way
- Existing Pedestrian Facilities**
  - Sidewalks



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

**Roadway Classifications**

- Arterial Streets
- Collector Streets
- Local Streets

**Community Features**

- Railroad

**Zoning Designations**

- Parks
- Agricultural
- Commercial
- Office
- Manufacturing
- Public

**Points of Interest**

- Shopping Center
- Cemetery
- Civic Use
- Library
- Medical Use
- Place of Worship
- School

**Rural Residential**

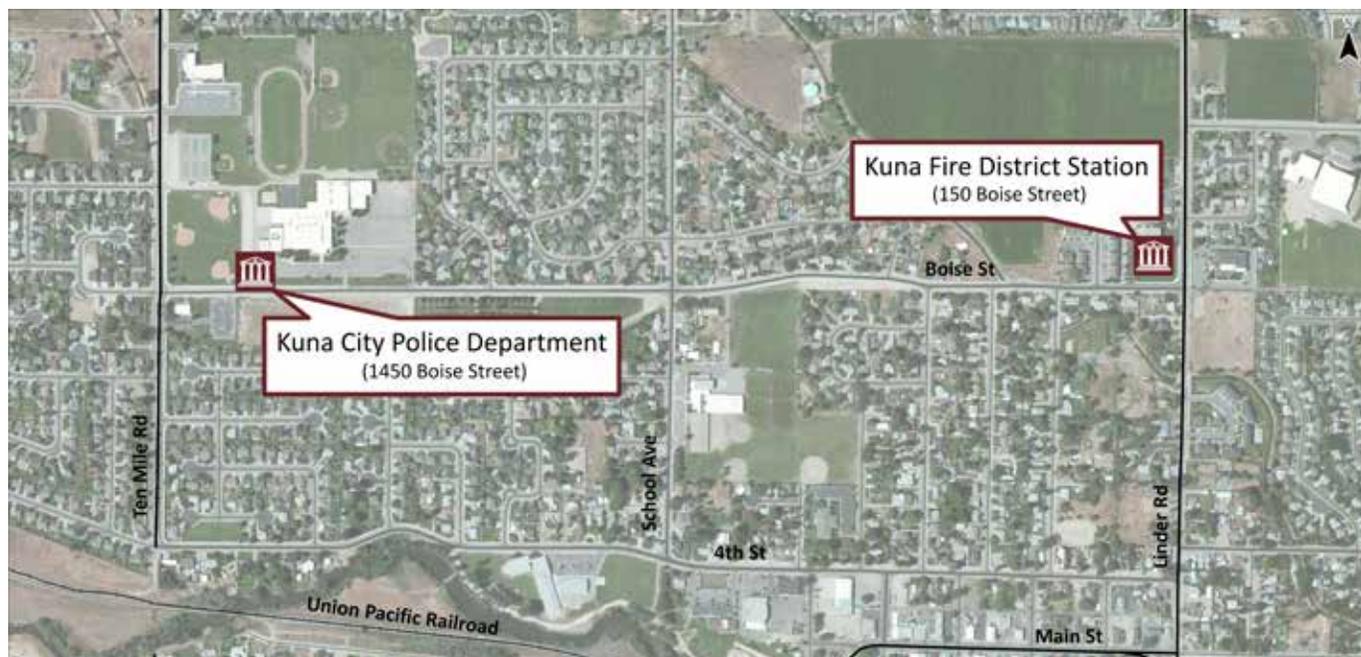
- Single Family Res.
- Low Density Res.
- Medium Density Res.
- High Density Res.
- High Density Multi-Family Res.
- Rural Urban Transition

## Existing Land Use and Zoning



Figure 4

Figure 5. Existing Emergency Response Services



### Environmental

An environmental scan was performed by members of the project team through an at-the-desk/office review of the environmental features in the study area. (No field work was performed with this scan.) The scan identified the following key environmental findings.

- There are eight public parks (Butler Park, Community Garden, Heritage Park, Colonel Bernard Fisher Veteran’s Memorial Park, City Park, Nicholson Park, Sadie Creek Park, and Winchester Park) within the study area. There are several other recreation facilities within the study area.
- The State Historic Preservation Office indicated that there are no listed historical places in the study area.
- Based on 2010 data from the U.S. Census Bureau, the socioeconomic characteristics of Kuna include a population of 15,210 people, 5,108 housing units, a median household income of \$53,387, a per capita income of \$17,889, and persons below poverty line at 11.9%. The majority of the population is white (93.4%) with a small percentage (1.1%) of American Indian and Alaska Native. Additionally, there are a few mobile home parks (including the Swan Falls Mobile Home Center near Avalon Street and School Street) located within the study area and near the UPRR tracks.
- All of the Environmental Protection Agency (EPA)-identified possible hazardous materials sites (five in total) are either in compliance or inactive/closed.
- The Idaho Department of Environmental Quality’s (IDEQ) database indicated that there are nine locations with Underground Storage Tanks (UST) and no locations with Leaking Underground Storage Tanks (LUST).
- Five threatened/endangered species were identified for Ada County. However, these species are unlikely to be found in the habitat within the study area.
- Over 50% of the study area is considered “Prime Farmland if Irrigated.”
- Based on a review of the National Wetland Inventory maps, no wetlands were identified in the study area, with the exception of those located along creeks and canals.
- A 100-year FEMA floodplain is located adjacent to Indian Creek. This is the only floodplain located within the study area (shown in Figure 3).
- The Kuna Cemetery is located at the southwest corner of School Avenue and Boise Street.
- Any future construction of a crossing is likely to require several permits, including the NPDES Construction General Stormwater Permit, Clean Water Act Section 404 Permit, Section 401 Water Quality Certification, and Irrigation License Agreement(s), as well as local permits for the crossing such as a right-of-way, grading, and/or building permits.

Future coordination (after development of the Plan) is recommended with the different resource agencies, especially if federal funds are used for design and construction of the project.

## Existing Volumes and Operations

### *Traffic Conditions*

Turning movement counts taken between September 2011 and May 2013 were used to analyze intersection week-day p.m. peak hour operations for existing conditions. As summarized in Figure 6, all of the study intersections meet ACHD level of service (LOS) standards, with the exception of the Swan Falls Road/Avalon Street intersection. The Swan Falls Road/Avalon Street intersection operates at a volume-to-capacity (v/c) of 0.70 and LOS F during the week-day p.m. peak hour due to the delay for vehicles turning left from Swan Falls Road onto Linder Avenue.

Figure 6 also shows average daily traffic (ADT) volumes recorded by ACHD along the study roadways. These volumes were adjusted to reflect year 2013 conditions based on a historical growth rate of 2.7 percent, which is consistent with projected growth identified in the regional travel demand model (TDM).

### *Railroad Conditions*

Based on field work collected for the KDCP (Reference 4), recent field work collected in July 2013, discussions with UPRR representatives, and data provided by ITD, a summary of train activity and general operations at the two at-grade crossings (Bridge Avenue and Swan Falls Road) in downtown Kuna is presented below:

- Train activity ranges between 10 and 39 trains per day, with an average of 20 trains occurring per day (Data from ITD; Reference 1).
- The train speeds through these crossings range between 40 miles per hour (mph) and 70 mph.
- There was one reported minor vehicle/train crash at the Swan Falls crossing in 1975. No crashes have been reported since that time.
- There was one fatal vehicle/train crash (involving three people) at the Bridge Avenue crossing in 1988. No fatal crashes have been reported since that time.
- There have been four non-fatal, train-related crashes near the Bridge Avenue crossing in the last ten years (according to the Ada County Sheriff's Office IMPACT Crash Database).
  - Three rear-end collisions have occurred (two southbound and one northbound) at the crossing due to a train crossing or a school bus stopping at the tracks (without a train crossing).
  - A fourth collision occurred when a single vehicle "bottomed out" on the tracks causing under-carriage damage.
- Train length ranges between 9 and 150 cars (approximately one to two miles in length depending on train car lengths).
- From the ITD Draft Idaho Statewide Rail Plan (Reference 1), this segment of the Northwest Corridor currently operates at a Railroad LOS of C or better, which corresponds to a v/c ratio of 0.7 or less (i.e., low to moderate train flows).

In July 2013, field observations of train activity were conducted from 7:00 a.m. to 6:30 p.m. at the existing west (Bridge Avenue) and east (Swan Falls Road) at-grade railroad crossings in downtown Kuna. Table 3 summarizes the field observations.

As shown in Table 3 (on page 17), 12 trains were observed during this observation time period, with train lengths ranging between nine and 120 cars (but lengths can be up to 150 cars). On average, vehicles waited approximately 2.5 minutes at the two crossings when a train traveled through downtown. Additionally, average vehicle queues were observed to be approximately eight vehicles on both sides of the two crossings. There were several instances where vehicle queues were observed to be greater than 10 vehicles and spilled back to the adjacent cross streets.

Other observations included pedestrian, bicycle, and truck activity at the two crossings. Approximately 50 pedestrians/bicyclists and 40 trucks were observed crossing the railroad tracks during this 11-hour time period.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



Figure 6

Existing Traffic and Railroad Conditions

Roadway Classifications

- Arterial Streets
- Collector Streets
- Local Streets

Community Features

- Railroad

Intersection Level of Service (Weekday PM Peak Hour)

- Meets ACHD LOS Standard
- Available Capacity But Does Not Meet ACHD LOS Standard

Daily Volumes

- Average Daily Traffic Volume (24-hour average traffic volume in both directions)
- Average Daily Train Activity

**Table 3. Existing Train Activity and Operations at Existing West (Bridge Avenue) and East (Swan Falls Road) Crossings**

Time of Train Arrival	Number of Train Cars Observed	Train Travel Time (Minutes: Seconds)	Time of Gates Down (Minutes: Seconds)	Queue Length (Number of Vehicles)			
				West Crossing (Bridge Avenue)		East Crossing (Swan Falls Road)	
				Northbound	Southbound	Northbound	Southbound
9:12 AM	95	3:05	3:35	14	10	4-8*	4-8*
9:18 AM	80	2:35	3:00	11	4	4-8*	4-8*
10:00 AM	120	2:35	3:00	6	4	6	2
10:52 AM	120	2:40	3:15	4-6*	3-4*	26	11
11:54 AM	20	0:20	0:50	6	1	6-14*	6-12*
14:23 PM	9	0:10	0:30	2	1	6-14*	6-12*
15:35 PM	120	1:40	2:10	8	11	4-12*	4-12*
16:35 PM	120	1:35	2:10	5	7	4-12*	4-12*
17:15 PM	95	2:10	2:40	6	9	4-12*	4-12*
17:45 PM	65	1:00	1:35	9	11	4-12*	4-12*
17:53 PM	110	2:20	2:55	11	16	8	6
18:20 PM	20	0:55	1:05	5	3	4-12*	4-12*
<b>Average</b>	<b>88</b>	<b>1:52</b>	<b>2:29</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>7</b>
<b>Range</b>	<b>9-120</b>	<b>0:20-3:05</b>	<b>0:50-3:35</b>	<b>2-14</b>	<b>1-16</b>	<b>4-26</b>	<b>2-12</b>

\*Observed from another crossing point, and therefore based on cars entering the crossing after the train cleared.

## YEAR 2035 CONDITIONS

The future conditions analysis provided a basis for comparing the options that were developed as part of the project.

### Future Volumes and Operations

#### Traffic Conditions

The year 2035 regional TDM was used to identify population and employment characteristics, as well as develop year 2035 forecast traffic volumes on the study roadways and at the study intersections. Figure 7 shows the results of the future year 2035 conditions operations analysis. There are four intersections that do not meet ACHD LOS standards and have v/c ratios above 1.0:

- Bridge Avenue /Avalon Street/Shortline Street
- Avenue D/Main Street
- Swan Falls Road/Avalon Street
- SH 69/Kuna Road

There are three intersections that do not meet ACHD LOS standards, but they have available capacity with v/c ratios less than 1.0:

- Ten Mile Road/Deer Flat Road (Based on conversations with ACHD staff, this intersection is anticipated to be converted to an all-way stop-controlled intersection by the year 2035. With an all-way stop-controlled intersection, this intersection is projected to operate with an acceptable LOS and v/c ratio.)
- School Avenue/Avalon Street
- Linder Avenue/1st Street/Main Street/3rd Street (This intersection is currently under design for a single lane roundabout by ACHD with construction planned for 2016.

Although the above intersections are projected to not meet ACHD LOS standards, the recently adopted KDCP identifies that the intersections within the downtown area will meet ACHD LOS standards with the recommended intersection improvements. With these improvements, only the SH 69/Kuna Road intersection (no improvements identified) is still projected to not meet ACHD LOS standards and have a v/c ratio above 1.0.

#### Railroad Conditions

From the ITD Draft Idaho Statewide Rail Plan (Reference 1), the segment of the UPRR Northwest Corridor that travels through the City of Kuna is projected to operate at a Railroad LOS of F in year 2040, which corresponds to a v/c over 1.0 (i.e., service break-down conditions). By year 2040, a demand of 52 trains per day is anticipated on the UPRR.

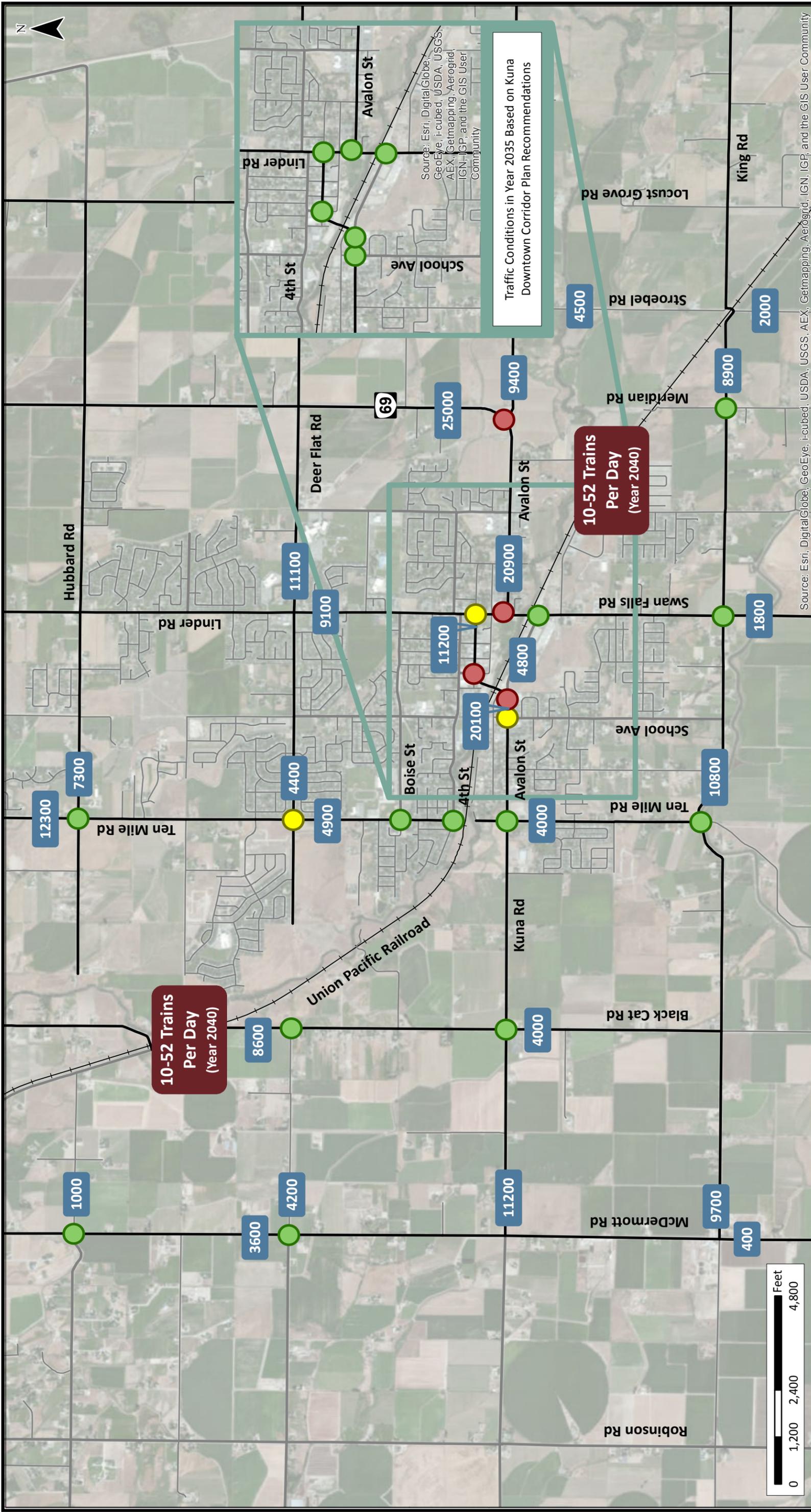


Figure 7

Year 2035 Traffic Conditions

Roadway Classifications

- Arterial Streets
- Collector Streets
- Local Streets
- Community Features
- Railroad

Intersection Level of Service (Weekday PM Peak Hour)

- Meets ACHD LOS Standard
- Available Capacity But Does Not Meet ACHD LOS Standard
- Does Not Meet ACHD LOS Standard

Daily Volumes

- Average Daily Traffic Volume (24-hour average traffic volume in both directions)
- Average Daily Train Activity



Source: ACHD 2035 TDM; ACHD GIS Database; COMPASS 2015 Federal Functional Classification Map; Canyon County GIS Database

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## OPTIONS DEVELOPMENT AND EVALUATION

The options development process began at the Public Workshop Series in July 2013, and was refined throughout the PIM in September 2013 and several PMT meetings through November 2013.

### EVALUATION CRITERIA

Evaluation criteria, associated with the six project goals, were used by the project team to compare the different options. (Detailed descriptions of the evaluation criteria are provided in Table 1.) The evaluation results were provided to the public for their decision-making and feedback, as well as used by the project team to assess whether an option should move forward in the evaluation process.

The public responses identified safety (30% of 139 responses), mobility (27% of 139 responses), and economic development (17% out of 139 responses) as the top three evaluation criteria. The other three criteria received 10% or less support.

### EVALUATION PROCESS

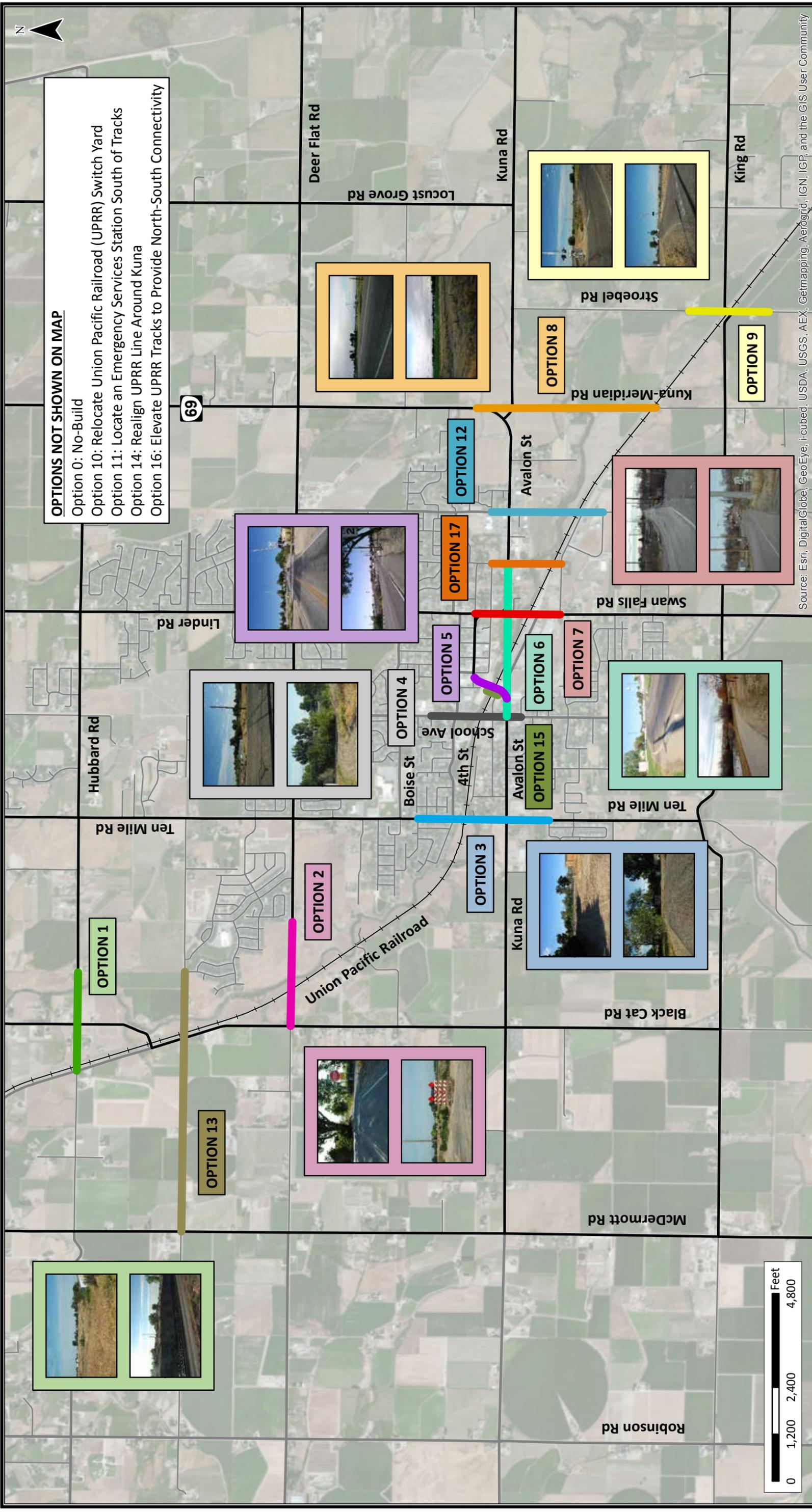
As shown in Figure 8, 17 initial options were identified and evaluated by the participants at the public workshop series. Participants were asked to decide whether they liked, maybe liked, or disliked each option. The 17 initial options are illustrated in Figure 9.

**Figure 8. Options Development and Evaluation Process**



Using the evaluation criteria, the project team ranked the 17 initial options as good, fair, or poor. Based on these rankings and feedback from the public, the project team made preliminary recommendations to advance, possibly advance, or not advance each option for further review. These recommendations were shared with the public on the final day of the Public Workshop Series. The public was given the opportunity to agree or disagree with the project team recommendations.

Based on feedback from the Public Workshop Series, the four most promising options were identified. These options were advanced and further evaluated, as described throughout the next sections. At the PIM in September 2013, participants were asked to rank the most promising options and provide additional comments. The feedback from the PIM was ultimately used by the PMT to choose a preferred option.



**OPTIONS NOT SHOWN ON MAP**

- Option 0: No-Build
- Option 10: Relocate Union Pacific Railroad (UPRR) Switch Yard
- Option 11: Locate an Emergency Services Station South of Tracks
- Option 14: Realign UPRR Line Around Kuna
- Option 16: Elevate UPRR Tracks to Provide North-South Connectivity

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



Figure 9

Initial Options

- |                                |  |
|--------------------------------|--|
| <b>Roadway Classifications</b> | <b>Initial Options from Past Studies</b>         |
| Arterial Streets               | Option 1: Hubbard Road Extension                 |
| Collector Streets              | Option 2: Deer Flat Road Extension               |
| Local Streets                  | Option 3: Ten Mile Road Extension                |
| <b>Community Features</b>      | Option 4: School Avenue Extension                |
| Railroad                       | Option 5: Bridge Avenue                          |
|                                | Option 6: Avalon Street to Avalon Street         |
|                                | Option 7: Swan Falls Road                        |
|                                | Option 8: SH 69 Extension                        |
|                                | Option 9: Stroebel Road                          |
|                                | Option 12: Kay Avenue Extension                  |
|                                | Option 13: Ardeil Road Extension                 |
|                                | Option 15: Ped/Bike Only Bridge at Bridge Avenue |
|                                | Option 17: Orchard Avenue Extension              |

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### SCREENING #1 – INITIAL OPTIONS

The four most promising options (of the 17 initial options) identified during the Public Workshop Series included:

- Option 3: Ten Mile Road Extension
- Option 6: Avalon Street to Avalon Street
- Option 7: Swan Falls Road to Linder Road
- Option 8: Meridian Road Extension

Table 4 provides an overview of how the project team ranked the options during the first level of screening. While responders were supportive of moving *Option 11: Locate an Emergency Services Station South of Tracks* to a recommended option, it was not carried forward as part of the Plan. ACHD does not have jurisdiction over emergency services; the recommendation to the fire district and emergency services providers is to incorporate a service station in their facility planning efforts.

**Table 4. Preliminary Evaluation Results of the Initial Options**

Option Number	Description	Mobility	Safety	Sustainability	Economic Development	Feasibility	Constructability
0	No-Build	○	○	●	○	●	●
1	Hubbard Road Extension	○	○	◐	○	◐	●
2	Deer Flat Road Extension	○	○	◐	○	●	●
3	Ten Mile Road Extension	●	●	○	●	●	●
4	School Avenue Extension	◐	◐	○	◐	○	●
5	Bridge Avenue	●	◐	○	○	◐	◐
6	Avalon Street to Avalon Street	●	●	○	◐	◐	◐
7	Swan Falls Road to Linder Road	●	●	○	●	●	◐
8	Meridian Road Extension	◐	◐	◐	●	◐	●
9	Stroebe Road	○	○	◐	○	◐	●
10	Relocate Union Pacific Railroad Switch Yard	○	◐	◐	○	○	●
11	Locate an Emergency Services Station south of the railroad tracks	○	◐	●	○	●	●
12	Kay Street Extension	◐	◐	○	○	◐	●
13	Ardell Road Extension	○	○	●	○	○	●
14	Realign Union Pacific Railroad Line Around Kuna	●	●	○	●	○	○
15	Ped/Bike Only Bridge at Bridge Avenue	○	◐	◐	◐	●	●
16	Elevate Union Pacific Railroad Tracks to Provide North-South Connectivity	●	●	○	◐	○	○
17	Orchard Avenue Extension	◐	◐	○	○	○	●

Represents options to carry forward  
 Represents options to not carry forward

Good    
  Fair    
  Poor

## SCREENING #2 – MOST PROMISING OPTIONS

The four most promising options were further evaluated after the Public Workshop Series. Two alignment options were developed for Option 7: Swan Falls Road to Linder Road (Options 7A and 7B), and Option 0: No-Build was included in the evaluation of the most promising options. This resulted in a total of six options (depicted in Figures 10-15).

- Option 0: No-Build
- Option 3: Ten Mile Road Extension
- Option 6: Avalon Street to Avalon Street
- Option 7: Swan Falls Road to Linder Road
  - Option 7A – Shortline Street At-Grade Realignment with Stagecoach Way
  - Option 7B – Shortline Street Underpass Realignment to Stagecoach Way
- Option 8: Meridian Road Extension

Design concepts were developed for each of these options to allow for a more detailed comparison. The options were evaluated further based on the following parameters:

- Length of bridge structure (if required)
- Number of property acquisitions
- Preliminary cost estimate
- Change in traffic volumes on study roadways

Table 5 summarizes these items for the most promising options. This information was used to refine the evaluation results from the Public Workshop Series (also summarized in Table 5). The information in Table 5 was provided to the public during the September 2013 PIM for their decision-making and feedback.

In addition to the adjusted evaluation results for the most promising options, Table 5 summarizes the rankings the public and the PMT assigned to the crossing options. PIM results showed public support for Option 3: Ten Mile Road Extension, Option 7: Swan Falls Road to Linder Road, and Option 8: Meridian Road Extension. Option 0: No-Build and Option 6: Avalon Street to Avalon Street were least supported by the public. Project updates about these results were presented to the City Council and ACHD Commission in October 2013.

The PMT met in October and November 2013 to discuss the evaluation results of Options 3, 7, and 8. Each option was further reviewed based on local and regional connectivity, cost, funding, regional priorities, and public and community support. Option 8: Meridian Road Extension was discarded, as it was determined that it does not address the problem with the existing at-grade crossings or reduce the traffic volumes or vehicle/train exposure using the two at-grade crossings in the downtown area. The PMT selected Option 3: Ten Mile Road Extension as the preferred option due to its strong ranking among the other options and its ability to provide the area with a regional connection on Ten Mile Road between Kuna and I-84.

The PMT met in October and November 2013 to discuss the evaluation results of Options 3, 7, and 8. Each option was further reviewed based on local and regional connectivity, cost, funding, regional priorities, and public and community support. Option 8: Meridian Road Extension was discarded, as it was determined that it does not address the problem with the existing at-grade crossings or reduce the traffic volumes or vehicle/train exposure using the existing two at-grade crossings in the downtown area. This option could have a long-term benefit (outside the planning horizon) to the community, but does not address the immediate problem in the downtown area.

Option 7: Swan Falls Road to Linder Road provides a grade-separated crossing in downtown; removes an existing at-grade crossing of the UPRR tracks; connects emergency services between the north and south areas of the City; and maintains connectivity for the greenbelt (can go under the new bridge). Additionally, UPRR could potentially be a funding partner, since the grade-separated crossing removes an existing at-grade crossing. This option results in minimal changes to traffic patterns and does not provide a direct regional connection for the community. As identified in Table 5, this option has impacts to eight to nine properties and an estimated cost of \$13.5 to \$18.5 million. The lack of regional connectivity with this option among other factors resulted in the PMT selecting Option 3: Ten Mile Road Extension.

Table 5. Most Promising Options Evaluation Results and Design and Operations Comparison

Option No.	Description	Public Comment Ranking	PMT Ranking	Mobility	Safety	Sustainability	Economic Development	Feasibility	Constructability	Bridge Structure Length (Feet)	Potential Full Property Acquisitions*	Preliminary Cost Estimate (Millions)	Estimated Changes in Year 2035 Traffic Volumes
0	No-Build	6	6	○	○	○	○	○	○	N/A	0	\$0	<ul style="list-style-type: none"> <li>No Change</li> </ul>
3	Ten Mile Road Extension	4	1	●	○	○	○	○	○	625	9	\$11.5 - \$14	<ul style="list-style-type: none"> <li>58% Increase on Ten Mile Road (S of Hubbard)</li> <li>24% Decrease on Main Street and Shortline Street</li> <li>9% Decrease on Linder Road (S of Hubbard)</li> <li>1% Decrease on SH 69 (S of Hubbard)</li> </ul>
6	Avalon Street to Avalon Street	5	5	●	○	○	○	○	○	1,100	3	\$19 - \$23 <sup>1</sup> OR \$90 - \$110 <sup>2</sup>	<ul style="list-style-type: none"> <li>No Change on Ten Mile Road (S of Hubbard)</li> <li>79% Decrease on Main Street and Shortline Street</li> <li>No Change on Linder Road (S of Hubbard)</li> <li>4% Increase on SH 69 (S of Hubbard)</li> </ul>
7A	Swan Falls Road to Linder Road (Short-line Street At-Grade Realignment with Stagecoach Way)	3	3	●	○	○	○	○	○	600	9	\$15.5 - \$18.5	<ul style="list-style-type: none"> <li>2% Decrease on Ten Mile Road (S of Hubbard)</li> <li>15% Decrease on Main Street and Shortline Street</li> <li>5% Increase on Linder Road (S of Hubbard)</li> <li>No Change on SH 69 (S of Hubbard)</li> </ul>
7B	Swan Falls Road to Linder Road (Shortline Street Underpass Realignment to Stagecoach Way)	1	2	●	○	○	○	○	○	700	8	\$13.5 - \$16.5	<ul style="list-style-type: none"> <li>2% Decrease on Ten Mile Road (S of Hubbard)</li> <li>15% Decrease on Main Street and Shortline Street</li> <li>5% Increase on Linder Road (S of Hubbard)</li> <li>No Change on SH 69 (S of Hubbard)</li> </ul>
8	Meridian Road Extension	2	4	○	○	○	○	○	○	400 (Creek Crossing) + 500 (Railroad Crossing)	1	\$13.5 - \$16.5	<ul style="list-style-type: none"> <li>No Change on Ten Mile Road (S of Hubbard)</li> <li>4% Decrease on Main Street and Shortline Street</li> <li>1% Decrease on Linder Road (S of Hubbard)</li> <li>2% Increase on SH 69 (S of Hubbard)</li> </ul>

\* Note: Any acquisitions would be further refined as part of the environmental and/or design stages.

<sup>1</sup> Assumes piers placed in UPRR ROW.

<sup>2</sup> Assumes a signature span bridge.



Figure 10



Option 0: No-Build

**Roadway Classifications**

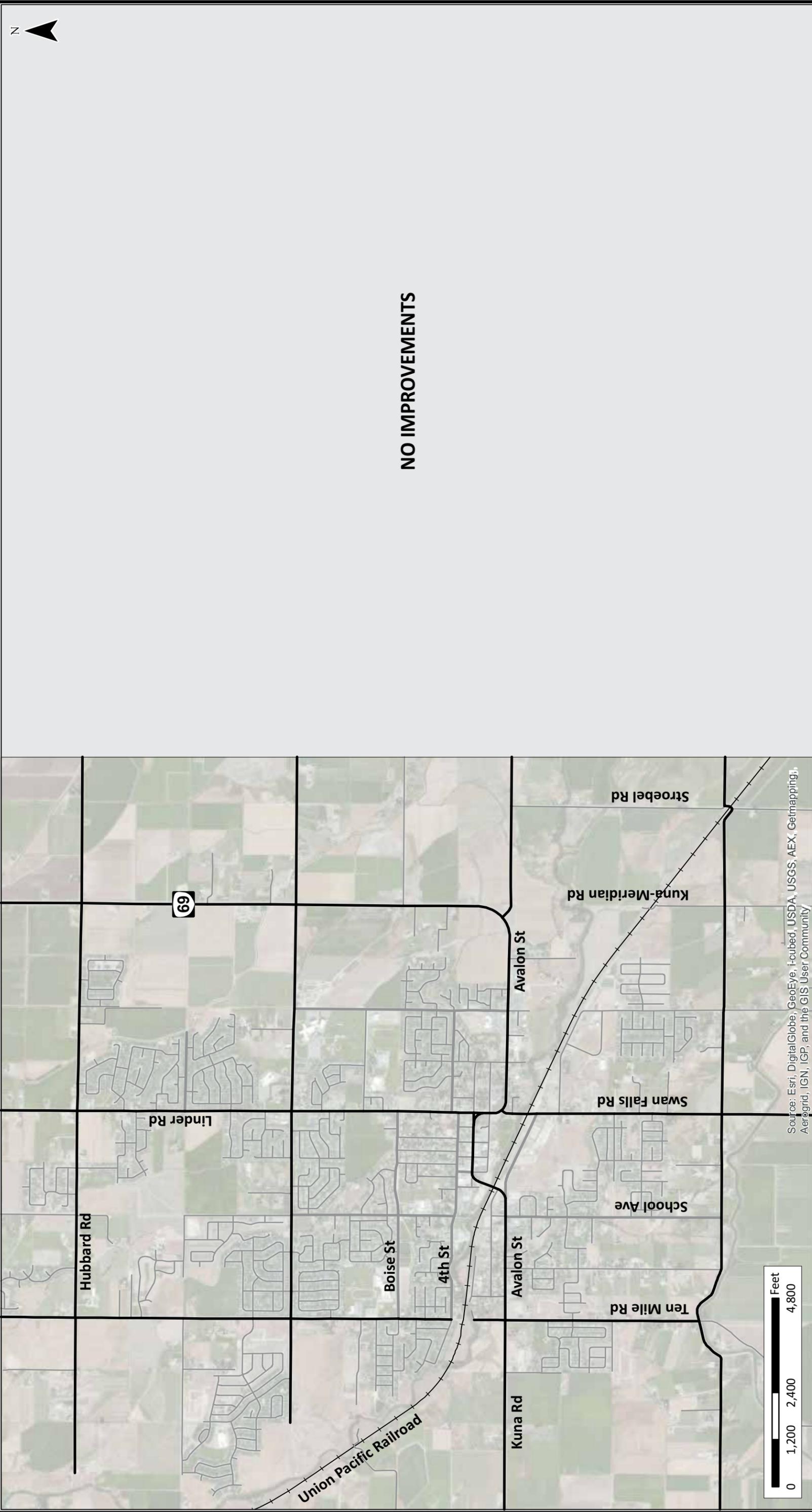
- Arterial Streets
- Collector Streets
- Local Streets

**Community Features**

- Railroad

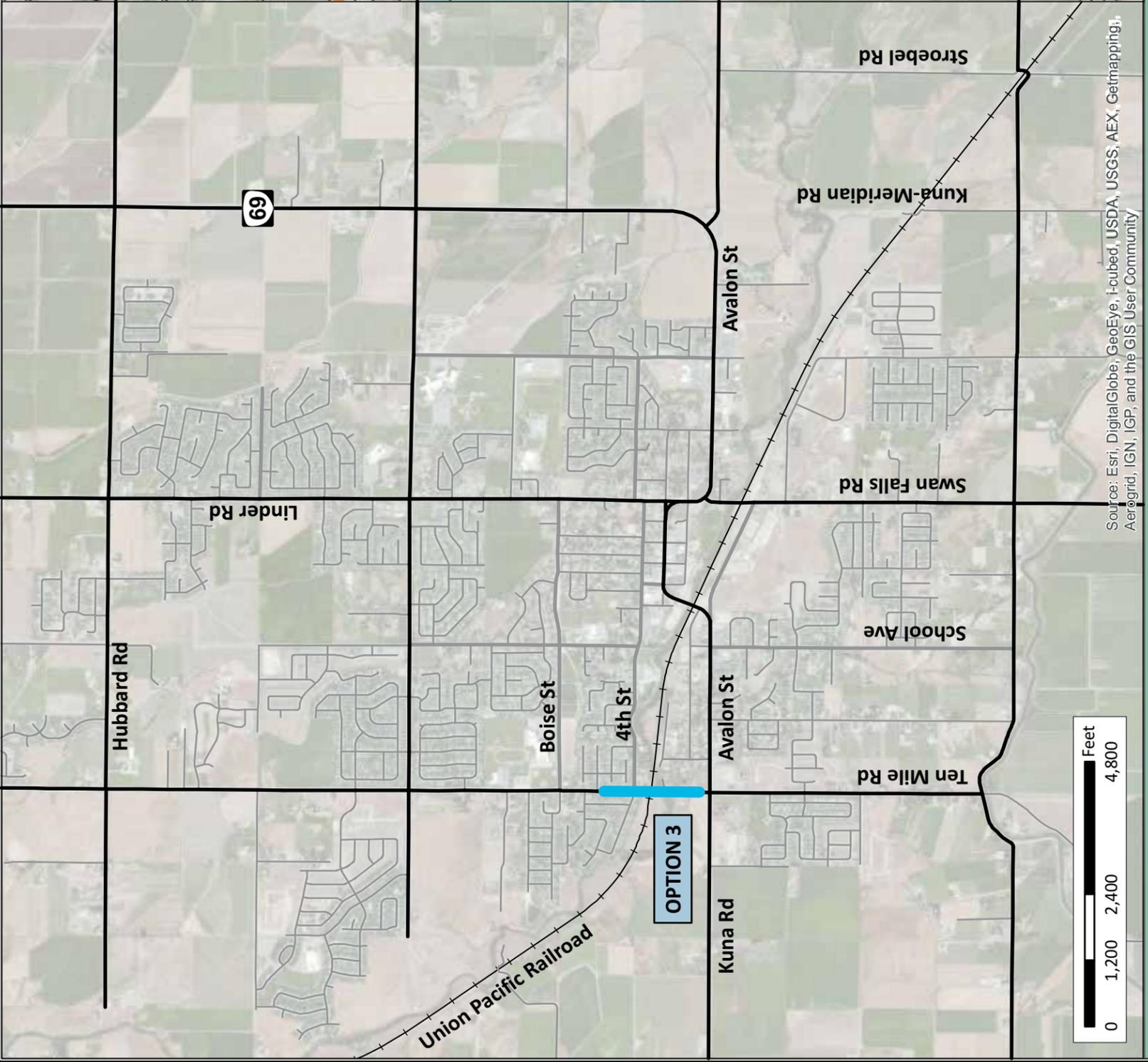
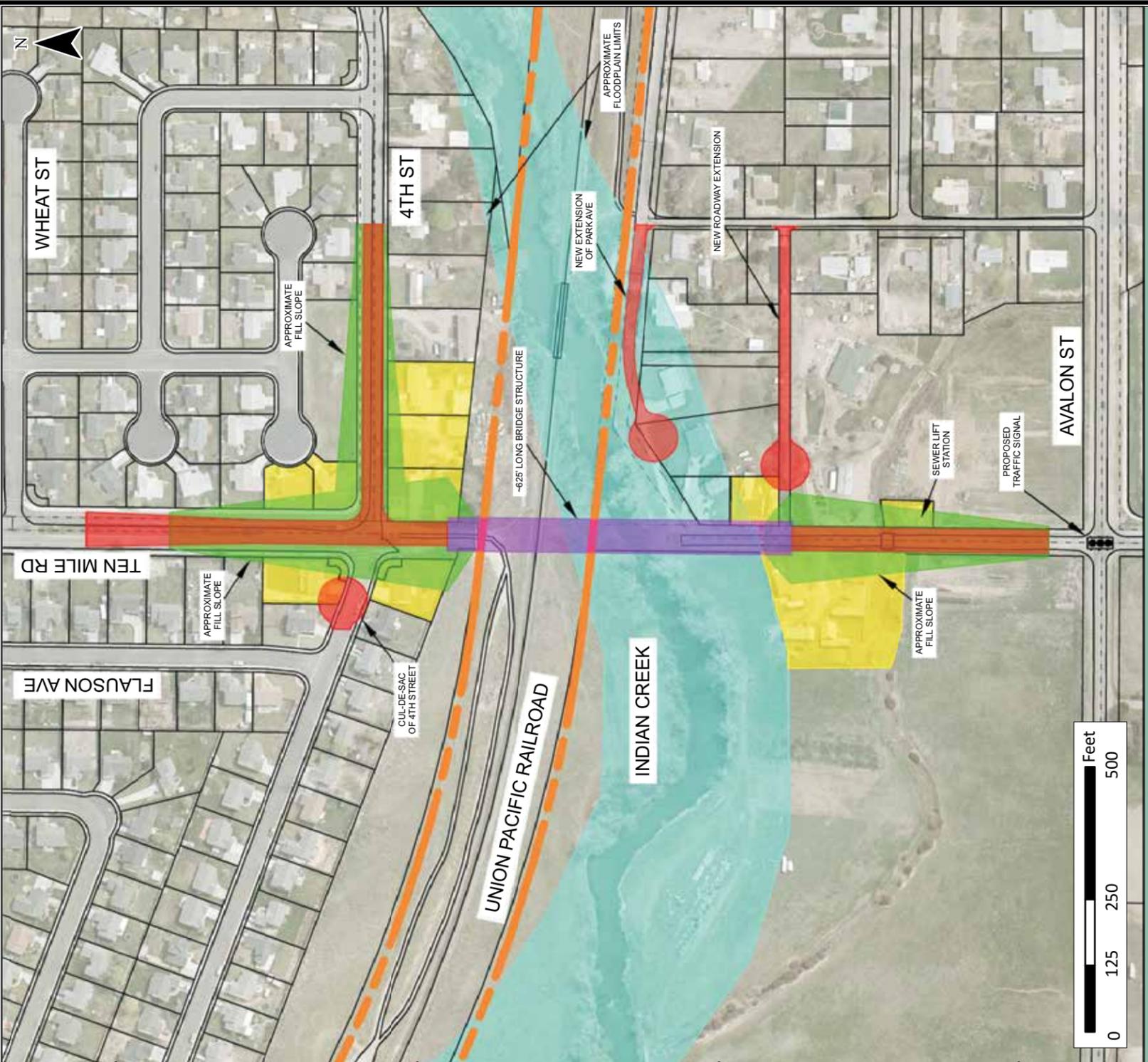


Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community



NO IMPROVEMENTS





Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Roadway Classifications	Initial Options from Past Studies	Design Features
Arterial Streets	Option 3: Ten Mile Road Extension	Bridge Structure
Collector Streets		Fill Area
Local Streets		Roadway Area
Community Features		Potential Full Property Acquisitions
Railroad		Approximate Floodplain
		Approximate UPRR Right-of-Way
		Approximate ACHD Right-of-Way

**Option 3: Ten Mile Road Extension**



**Figure 11**

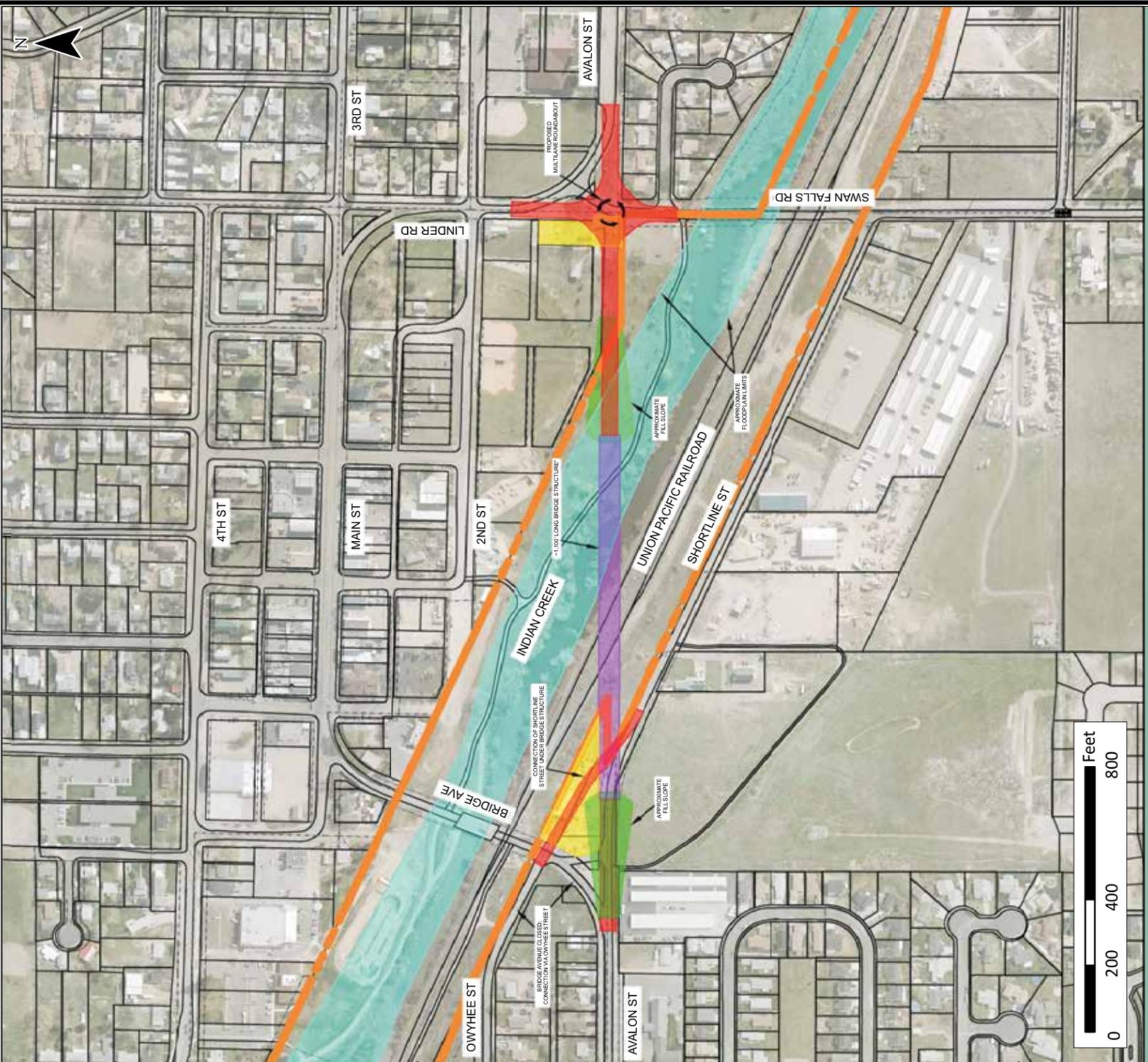
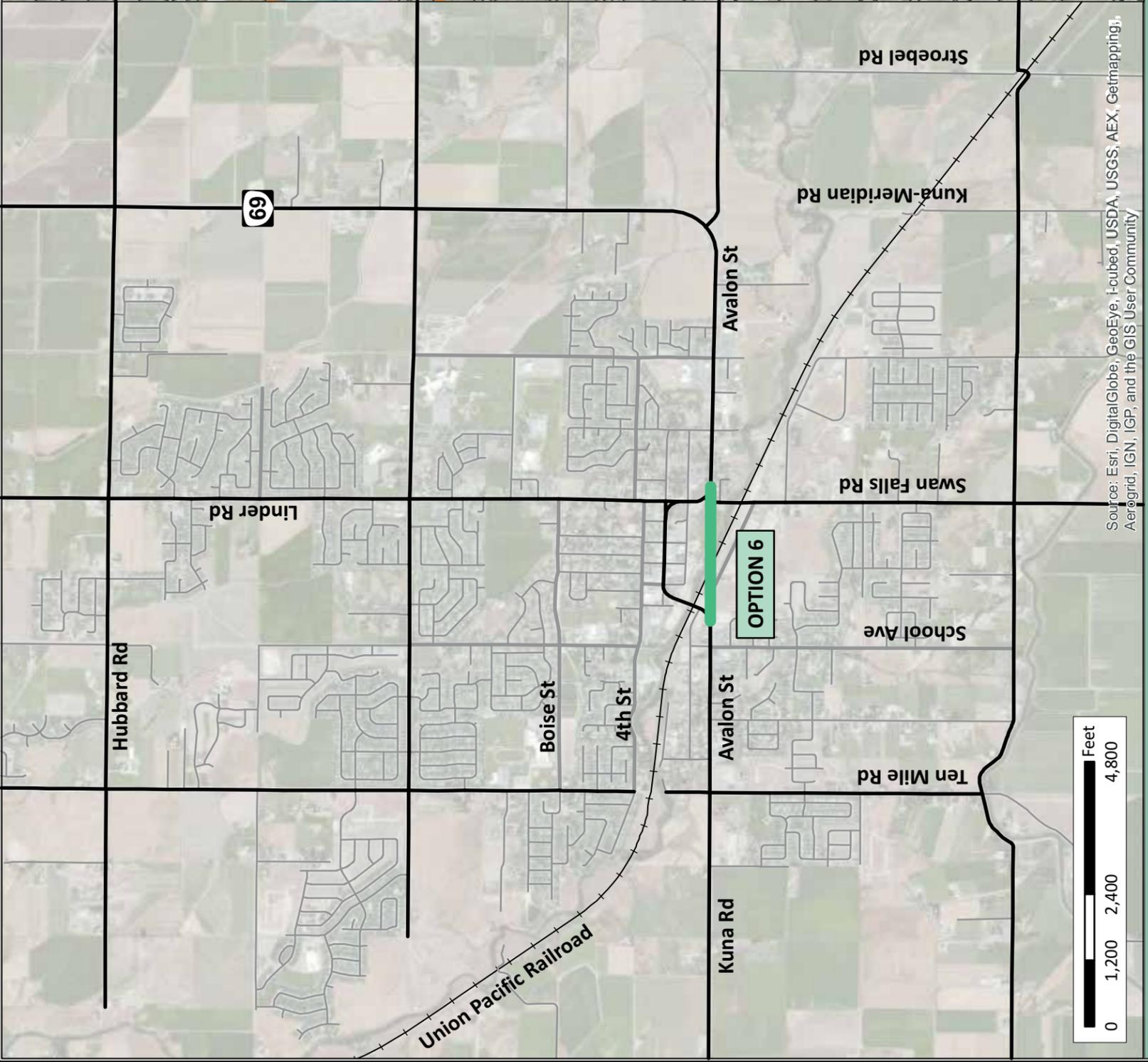


Figure 12



Option 6: Avalon Street to Avalon Street



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

Roadway Classifications	Initial Options from Past Studies	Design Features
Arterial Streets	Option 6: Avalon Street to Avalon Street	Bridge Structure
Collector Streets		Fill Area
Local Streets		Roadway Area
Community Features		Potential Full Property Acquisitions
Railroad		Approximate Floodplain
		Approximate UPRR Right-of-Way
		Approximate ACHD Right-of-Way

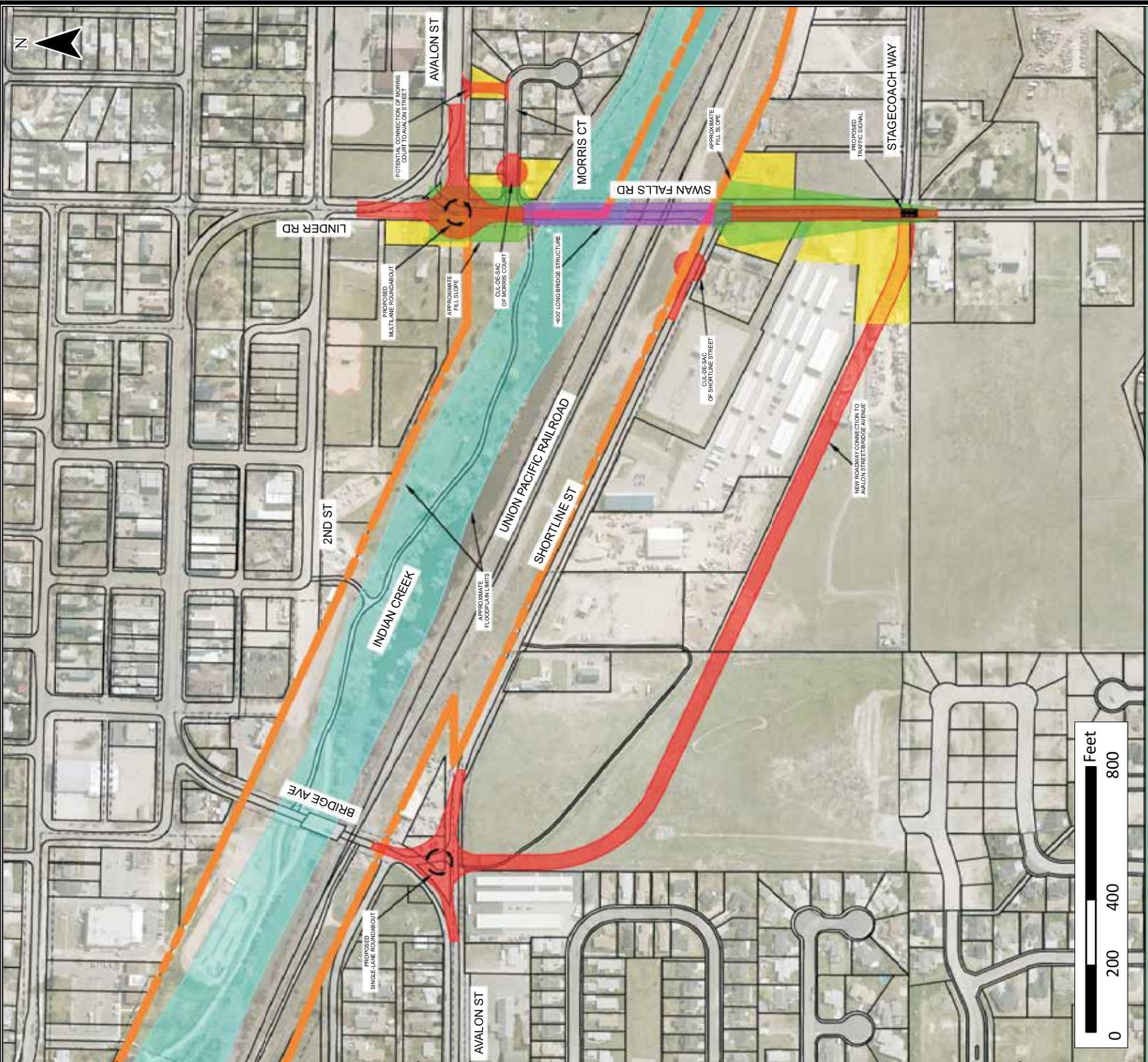
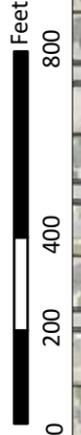
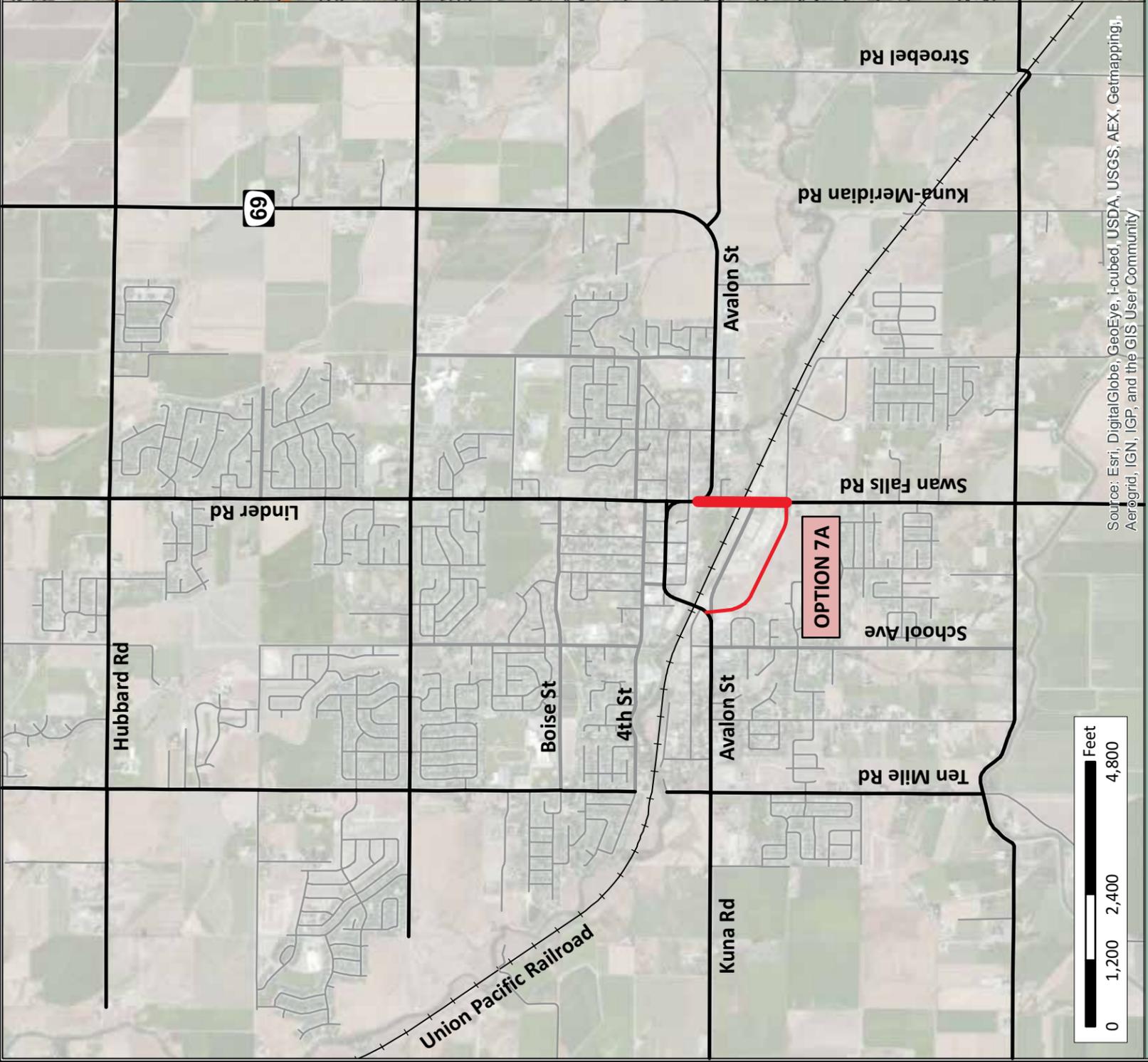


Figure 13



Option 7A: Shortline Street At-Grade Realignment with Stagecoach Way



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

- Roadway Classifications**
  - Arterial Streets
  - Collector Streets
  - Local Streets
- Community Features**
  - Railroad
- Initial Options from Past Studies**
  - Option 7A: Shortline Street At-Grade Realignment with Stagecoach Way
- Design Features**
  - Bridge Structure
  - Fill Area
  - Roadway Area
  - Potential Full Property Acquisitions
  - Approximate Floodplain
  - Approximate UPRR Right-of-Way
  - Approximate ACHD Right-of-Way

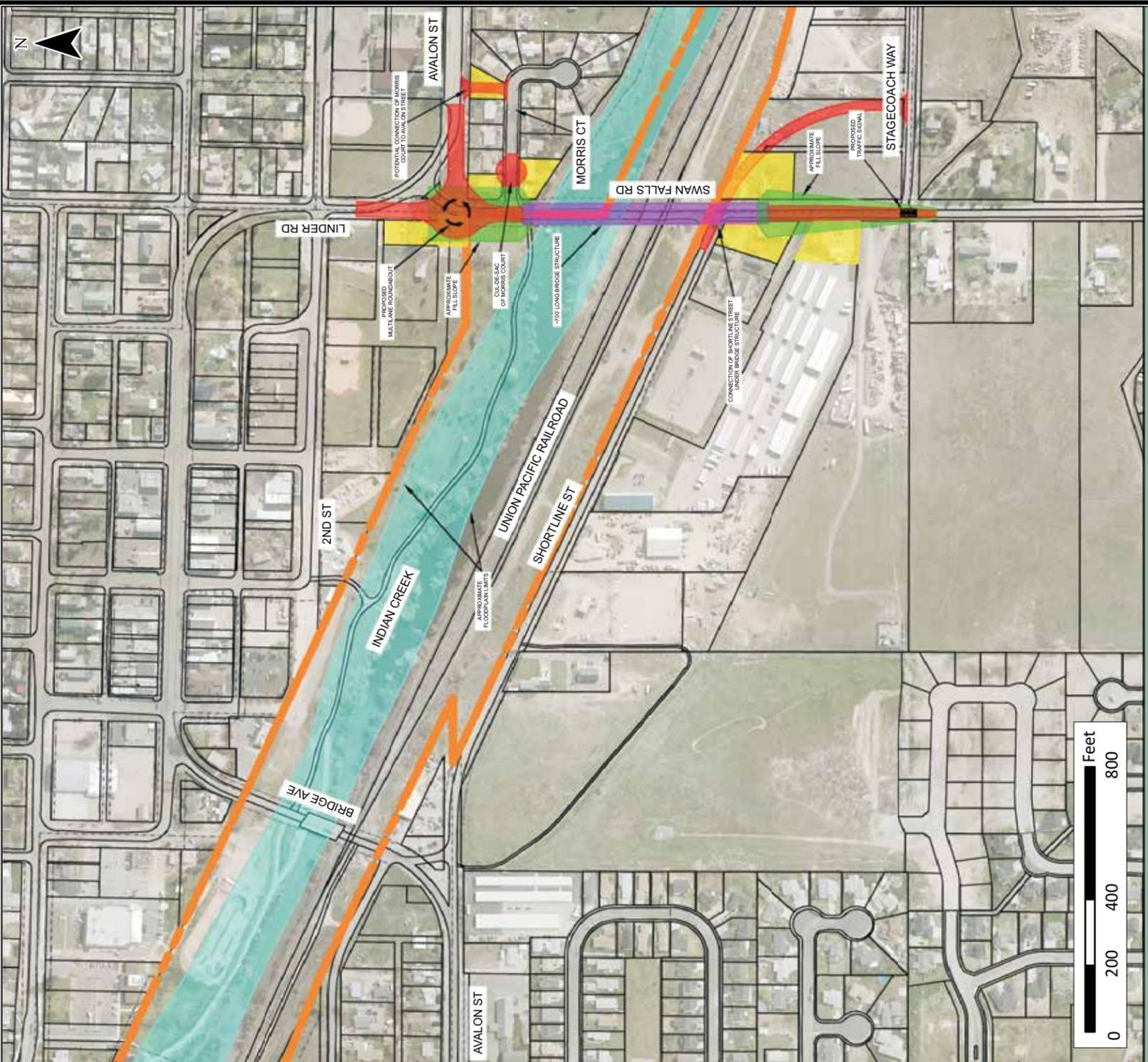
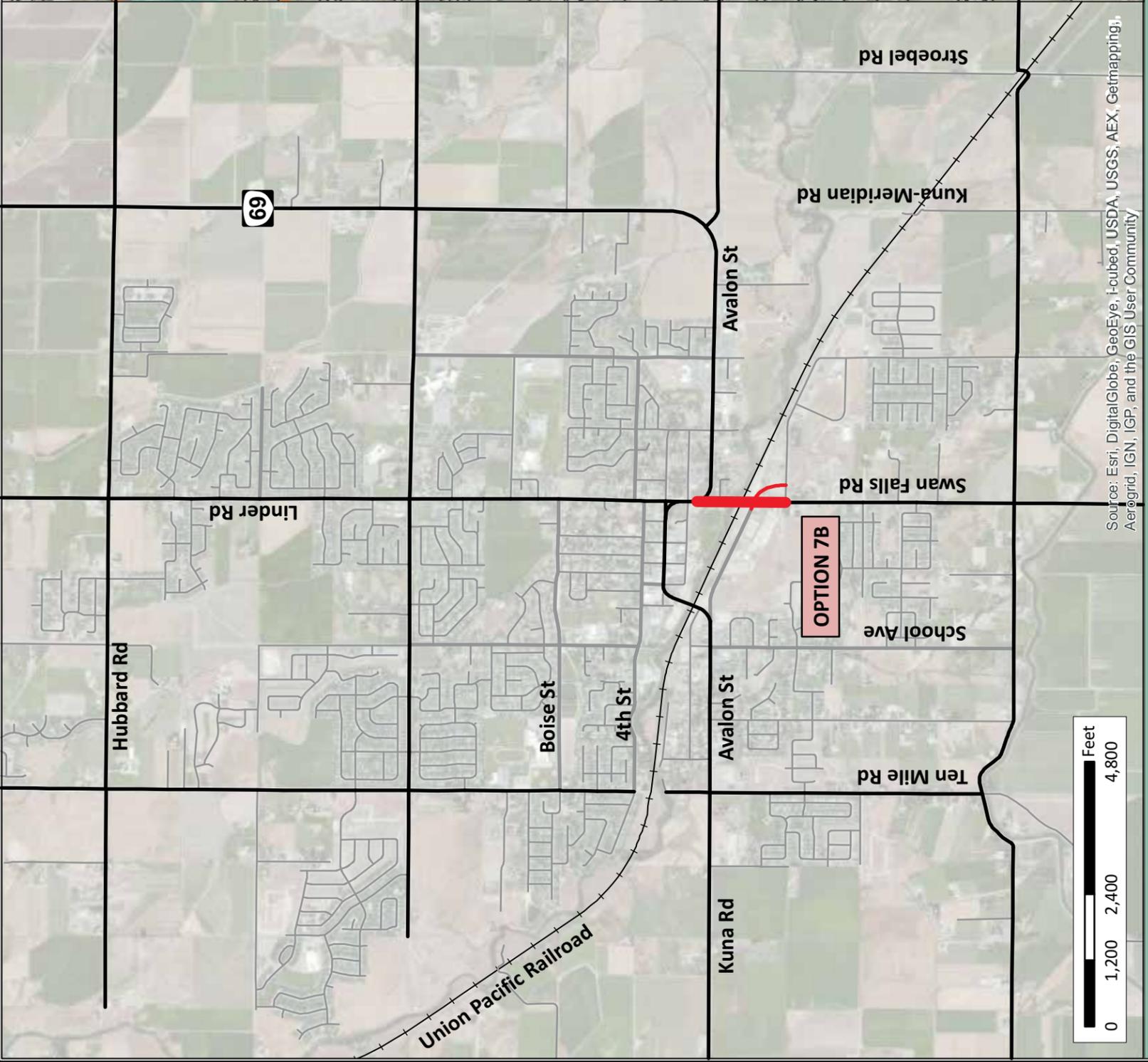


Figure 14



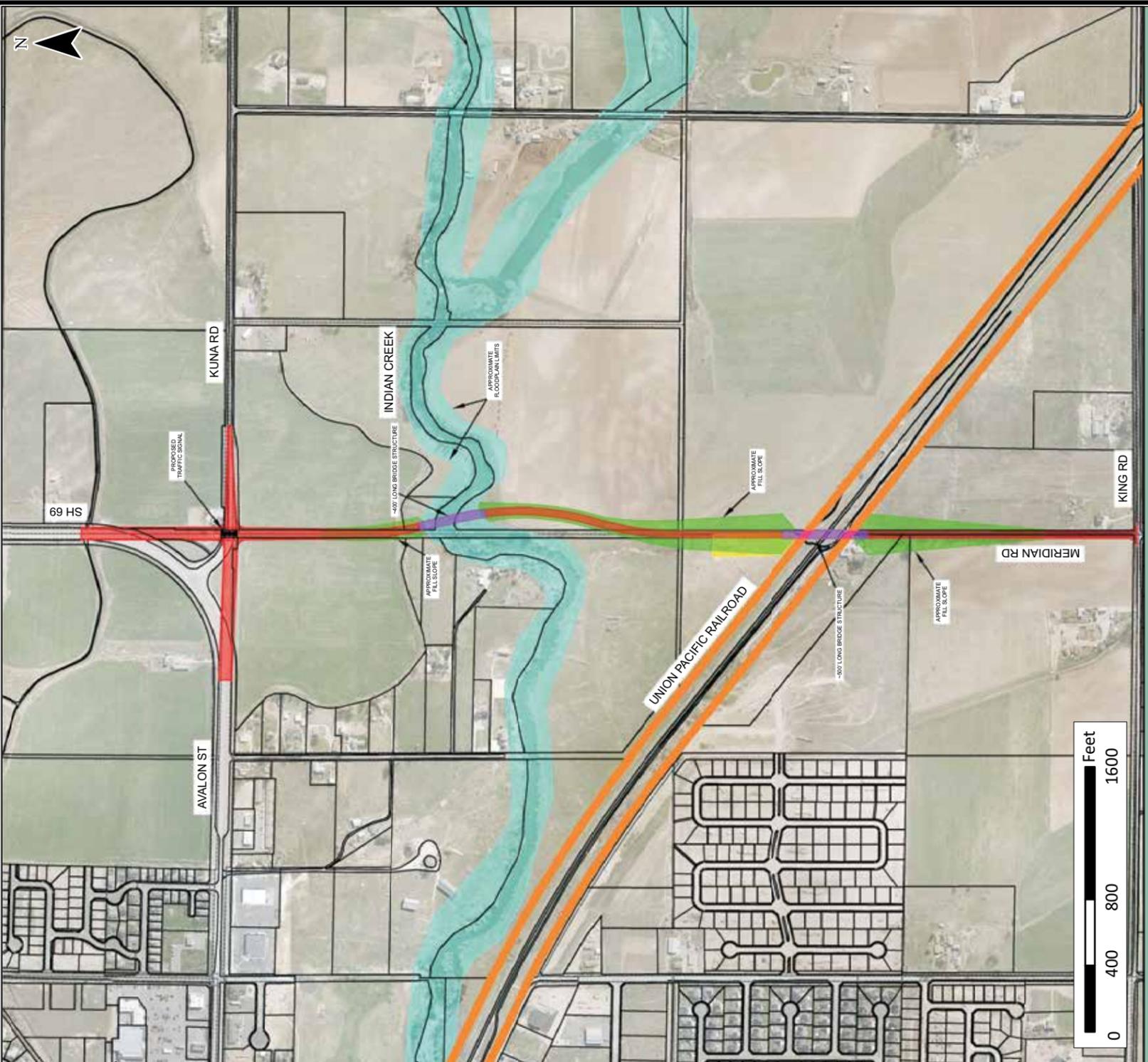
Option 7B: Shortline Street Underpass Realignment to Stagecoach Way



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

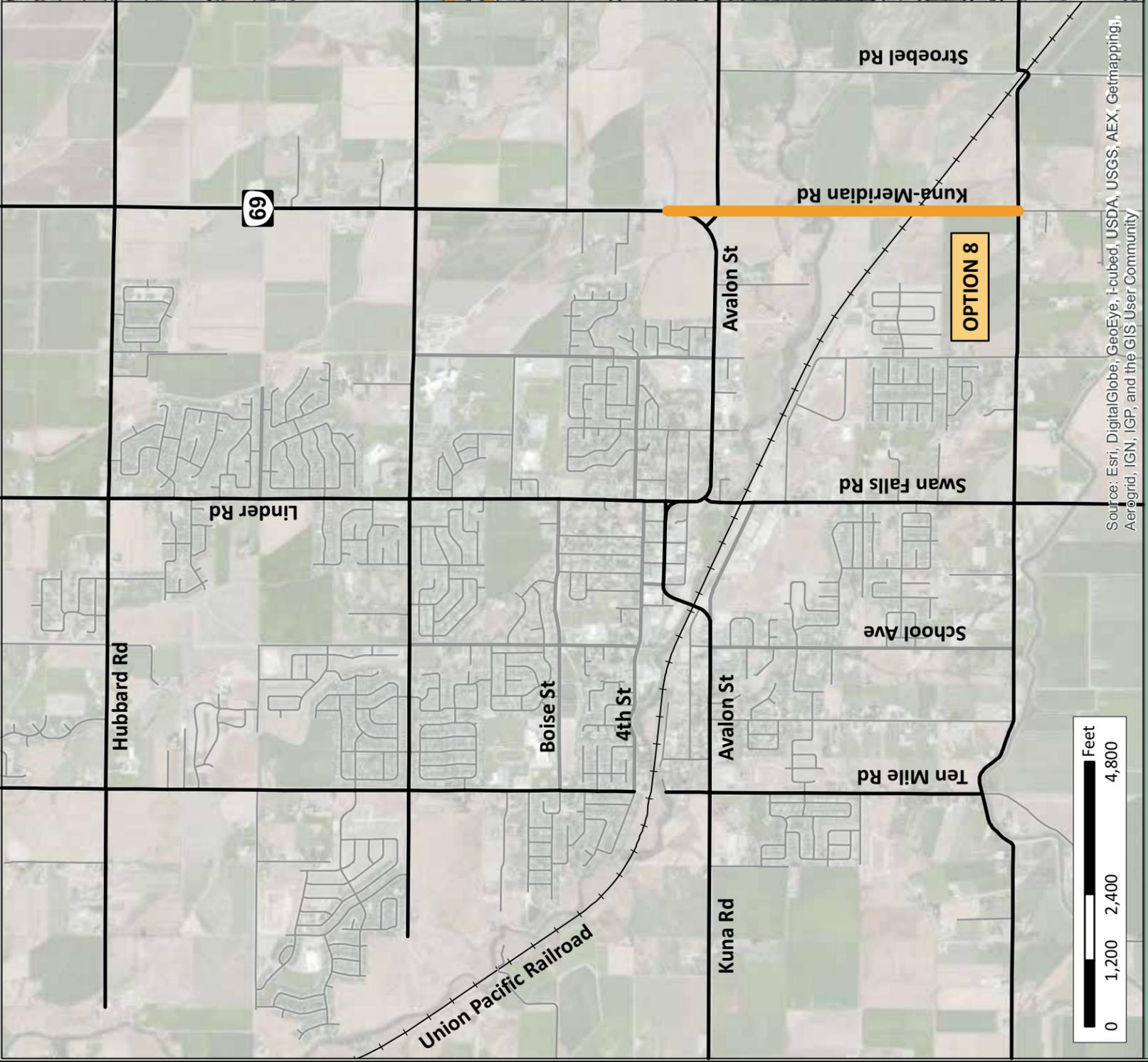
Roadway Classifications	Initial Options from Past Studies	Design Features
Arterial Streets	Option 7B: Shortline Street Underpass Realignment to Stagecoach Way	Bridge Structure
Collector Streets		Fill Area
Local Streets		Roadway Area
Community Features		Potential Full Property Acquisitions
Railroad		Approximate Floodplain
		Approximate UPRR Right-of-Way
		Approximate ACHD Right-of-Way

January 2014



**Figure 15**

### Option 8: Meridian Road Extension



Roadway Classifications	Initial Options from Past Studies	Design Features
Arterial Streets	Option 8: Meridian Road Extension	Bridge Structure
Collector Streets		Fill Area
Local Streets		Roadway Area
Community Features		Potential Full Property Acquisitions
Railroad		Approximate Floodplain
		Approximate UPRR Right-of-Way
		Approximate ACHD Right-of-Way

Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogric, IGN, IGP, and the GIS User Community

Kuna Crossing Feasibility and Implementation Plan

The PMT selected Option 3: Ten Mile Road Extension as the preferred option due to its strong ranking among the other options and its ability to provide the area with a regional connection on Ten Mile Road between Kuna and I-84. This option has the following advantages:

- provides a regional connection that benefits Kuna, Meridian, and Ada and Canyon Counties;
- captures a high percentage of traffic volumes traveling from the west on Avalon Street to SH 69;
- reduces vehicle/train exposure using the existing two at-grade crossings in the downtown;
- addresses the connectivity for emergency services between the north and south areas of the City;
- provides opportunity for expanded growth in and around the Ten Mile Road area; and
- results in the lowest estimated cost (\$11.5 to \$14 million) of the different options.

Similar to other options, this option has impacts to nine properties adjacent to the crossing, as well as the sewer lift station located south of the UPRR tracks and Indian Creek on Ten Mile Road. The next two sections describe the feasibility plan and implementation strategy associated with Option 3: Ten Mile Road Extension.

## FEASIBILITY PLAN

### PROJECT PLAN

Option 3: Ten Mile Road Extension is the recommended crossing option as shown in Figure 11. It was selected by the PMT for both regional and local reasons.

From a regional perspective, this option connects the City of Kuna with I-84, which advances the regional vision for Ten Mile Road proposed in the ACHD Master Street Map (Reference 5). The Master Street Map identifies Ten Mile Road as a five-lane principal arterial between I-84 and 4th Street. Additionally, this option provides a crossing over the UPRR tracks and Indian Creek to connect the northern and southern areas of the City.

From a local perspective, the Ten Mile Road Extension crossing provides a grade-separated crossing near downtown Kuna. The City of Kuna Comprehensive Plan (Reference 6) forecasts growth between Avenue D and Ten Mile Road and a commercial area at Avalon Street and Ten Mile Road. This new crossing provides connectivity and accessibility to this growth area of downtown and south Kuna. This option will draw traffic from Bridge Avenue, Shortline Street, and Swan Falls Road that would previously have traveled to and from SH 69, which reduces the exposure of vehicles conflicting with trains at the at-grade crossings and improves traffic operations at the intersections and roadway segments in downtown.

### PLANNING-LEVEL COST ESTIMATE

With a bridge span of approximately 625 feet, Option 3: Ten Mile Road Extension is estimated to cost between \$11.5 million and \$14 million. This planning-level cost estimate considers the cost of infrastructure, construction, and right-of-way. Option 3: Ten Mile Road Extension has the lowest estimated cost of the most promising options.

### OTHER DESIGN CONSIDERATIONS

Option 3: Ten Mile Road Extension includes a three-lane roadway section over Indian Creek at the UPRR tracks. A traffic signal is identified at the Ten Mile Road/Kuna Road-Avalon Street intersection (projected to meet signal warrants), while the reconstructed intersection at Ten Mile Road/4th Street will remain stop-controlled. Approximately 550 feet of 4th Street (east of Ten Mile Road) would be reconstructed, in order to match the elevation of Ten Mile Road. Cul-de-sacs are identified due to topographic constraints on 4th Street (west of Ten Mile Road), Park Avenue (east of Ten Mile Road), and on a new roadway extension between Park Avenue and Avalon Street (east of Ten Mile Road).

Using preliminary design calculations based on GIS data and GIS topographic information, it is anticipated that Ten Mile Road will have a grade of approximately 4.20 percent on the north side of the bridge structure and a grade of approximately 3.75 percent on the south side of the bridge structure. A clearance of 23.5 feet is required between the bottom of the bridge structure and the railroad tracks. Using the grades mentioned previously, Option 3 is estimated to have a clearance of approximately 30 feet between the bridge structure and the railroad tracks. These design values are subject to change once more detailed survey and design is performed.

Option 3 includes approximately nine full property acquisitions. In addition, there is a sewer lift station located south of the UPRR tracks on Ten Mile Road. The lift station is anticipated to be impacted and would require relocation and/or adjustments with Option 3 in place.

Prior to any decision, this project will require detailed surveying, environmental review, permitting, and coordination with adjacent property owners and stakeholders.

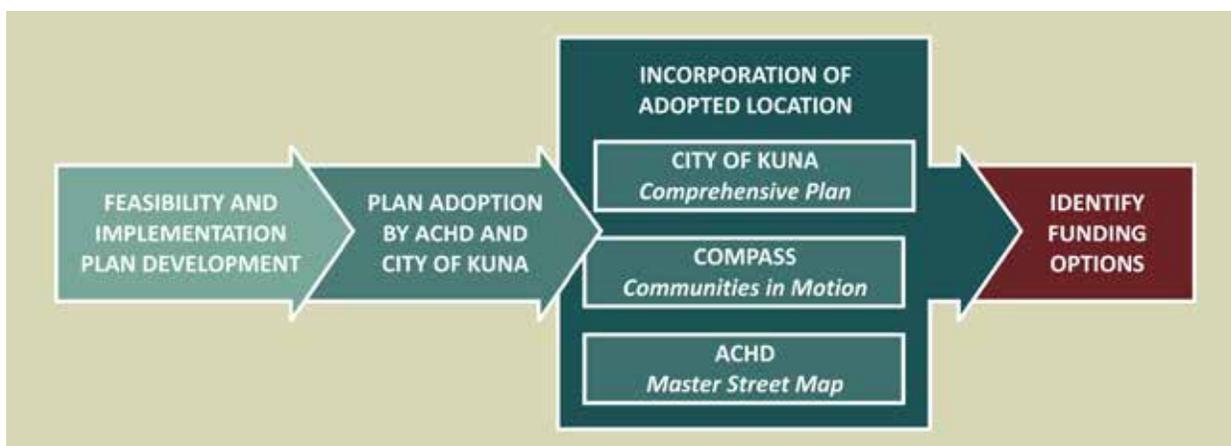
## FUNDING AND IMPLEMENTATION STRATEGY

This section describes the implementation strategy associated with incorporating the findings within local and regional plans and assessing options for a locally-funded or federally-funded project. Given the major infrastructure expense associated with this project (greater than \$10 million), the implementation strategy identifies a framework and potential funding options that could be explored by the City of Kuna and ACHD. It is important to note that the reality of each current funding source being a viable or reliable source in the future is diminishing; there is simply not enough funding available to complete all identified projects. Secondly, these projects (needs) are competing for the same limited funds; and, as ACHD places priority on congestion and safety (crash data), it is not likely to be funded by ACHD. This is not to say that ACHD is forgoing all opportunities to contribute funds, but again those opportunities are limited relative to the other transportation needs in the County. Third, at a regional-level through COMPASS (regional metropolitan planning organization for Ada and Canyon Counties), this project is currently unfunded and ranked #20 out of 33 regional projects in the 2040 Communities in Motion (CIM). However, the project priority rankings provide the region with a starting point when or if federal or other funding were to become available for this type of project. For this project to be federally funded, the region through efforts led by the City of Kuna and ACHD would need to identify this project as a higher priority.

### IMPLEMENTATION FRAMEWORK

Plan identifies a preferred location (Option 3: Ten Mile Road Extension) for the crossing. Once adopted, ACHD and the City of Kuna should incorporate the adopted location into the Master Street Map and Comprehensive Plan (respectively), as well as coordinate with COMPASS to incorporate this location in 2040 Communities in Motion (a long-range transportation plan for Ada and Canyon Counties that is currently being updated). Figure 16 illustrates the implementation strategy.

**Figure 16. Implementation Strategy**



By adopting the option into the Plan, agencies, developers, and the public can effectively plan for, and around, the alignment, making appropriate land use and transportation decisions to preserve land for the alignment and to diminish impacts to the future built environment when the crossing is constructed.

Selection of a preferred alignment now is necessary in order to define a project footprint and begin to preserve right-of-way as development occurs. However, funding for this major investment is not available at this time to move the project forward into design and construction. Therefore, some options and strategies are described below for local, regional, and federal partnerships and funding opportunities that should be considered as future steps by the City of Kuna, ACHD, and the community.

### LOCAL PARTNERSHIPS AND FUNDING

#### ACHD Integrated Five-Year Work Plan (IFYWP)

The proposed crossing is to be constructed as opportunities develop and funding becomes available. However, as growth occurs, traffic operations may worsen and safety concerns may rise, changing timeframes to provide improvements to capacity, safety, and system efficiency. ACHD could consider incorporating the project into the Integrated Five-Year Work Plan (IFYWP, updated annually) should priority criteria be met and the project prioritize high among other county-wide projects. When the project is incorporated into the IFYWP, ACHD would initiate a design and construction project that is consistent with the concept-level design (shown in Figure 11) and specific capital and community program projects.

## City of Kuna

The City of Kuna has identified this project as a priority. Given the limited funding, the City of Kuna can explore funding the project through its general fund, potentially over several years. The City may also consider applying for grants to fund the project.

### Public-Private Partnership

Cooperative agreements can be established between agencies and private developers to share costs of certain roadway improvements. Private development land use actions and/or land use amendments will follow the development application and approval procedures of the City of Kuna and ACHD. The Plan provides guidance for identifying the necessary transportation facility provisions (e.g., right-of-way, improvements, traffic control devices, etc.) associated with specific land use action(s) and amendment(s).

## REGIONAL PARTNERSHIPS AND FEDERAL FUNDING

Funding may also be available through regional partnerships and federal funding. The City of Kuna and ACHD could consider partnerships with the Community Planning Association of Southwest Idaho (COMPASS) and Idaho Transportation Department (ITD) to seek federal funding for this project. The adopted location should be coordinated with COMPASS to incorporate into Communities in Motion (the regional long-range transportation plan for Ada and Canyon County, updated every four years). The region utilizes a prioritization process to rank federally-funded projects and currently has this project ranked as #20. To receive federal funding, it is recommended that ACHD and the City of Kuna coordinate with the region through COMPASS to improve the priority ranking of this project against all other competing regional projects.

With a federally-funded project, the City of Kuna and/or ACHD would need to complete an environmental study under the National Environmental Policy Act (NEPA). Once the project priority is improved at the regional level with COMPASS and federal funding is secured, ACHD and the City of Kuna should coordinate with FHWA to determine the type of environmental study to embark on for evaluation, design, and construction.

### COORDINATION WITH UPRR

UPRR has been a key stakeholder with this planning effort. It is recommended that ACHD and the City of Kuna continue to maintain this level of coordination with UPRR on future project efforts, as well as look for ways to partner with UPRR in funding this project. UPRR may be able contribute funds to the project due to changes or traffic volume reductions anticipated at the existing at-grade railroad crossings. Regardless of funding opportunities, coordination with UPRR will be required, particularly related to right-of-way and construction activities.

## CONCLUSION

ACHD and the City of Kuna recognize that this Plan is not the end; the Plan plays one of the many roles in providing direction as the City continues to grow. Continual assessment of the need for a crossing over the UPRR and Indian Creek is necessary to ensure that the goals of the plan remain valid and the purpose for the crossing is achieved.

The first implementation steps of the Plan will need to be carried out with the City's planning through the Kuna Comprehensive Plan, requiring an update to reflect the preferred alignment, and modifying future land use designations, particularly with changes to the roadway network.

ACHD will commit to assisting the City in planning efforts and in supporting opportunities to help make the crossing a reality. However, until traffic operations and safety data reflect the need for a crossing, ACHD's regional mission and need to prioritize in that framework, limits the ability for ACHD to fund the project.

Going forward, the ability for implementing agencies to be adaptive to change is necessary so that the intended outcome of the strategy – a crossing of the Indian Creek and the UPRR - is realized. A strong coordinating and communication effort between all parties is necessary.

Through their respective Planning and Development divisions, ACHD and the City of Kuna will maintain an effective relationship and a consistent focus to achieve the intended outcomes of the Plan. Together, ACHD and the City of Kuna will:

- Be available to discuss projected outcomes relative to any suggested/proposed modifications to the adopted Plan;
- Will review proposed development in the alignment area for conformance with the adopted Plan;
- Maintain communications with residents, property owners, government, partner organizations, and developers participating in or affected by the alignment;

- Assist in coordinating activities to implement the Plan, including detailed land and transportation planning of the area;
- Assist in informing and educating the public and partners and to advise decision-makers on options and the consequences of decisions relative to impacts and mitigation in the alignment area;
- Maintain a standard development review procedure specific to this Plan, including:
  - increased communication before and during development review;
  - consistency in conditions of approval for projects near the alignment;
  - property dedication through development review and approval.

Further, each agency will have separate efforts:

ACHD will:

- Continue to monitor traffic and safety data in the area, and implement traffic mitigation measures as deemed necessary; and,
- Support exploring alternative funding sources for the construction of the crossing facility; and,
- Maintain the Master Street Map to delineate the adopted alignment and update roadway details as development or planning changes occur.

Kuna will:

- Adopt the plan by reference in the City's Comprehensive Plan
- Make appropriate amendments to city code to ensure consistent development of the alignment and intended outcomes.
- Be responsible for finding a funding mechanism for the alignment.

Finally, the responsibility for putting the Plan into effect rests with agencies, decision-makers, and property owners and developers in the area working together.

## REFERENCES

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Idaho Transportation Department, April 10, 2013  
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2. *UPR in Kuna Memorandum*  
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3. *Kuna Overpass Work Session Memorandum*  
Ada County Highway District, May 16, 2012
4. *Kuna Downtown Corridor Plan*  
Ada County Highway District  
<https://www.achdidaho.org/projects/PublicProject.aspx?ProjectID=225>
5. *Master Street Map*  
Ada County Highway District, January 27, 2010  
<http://www.achdidaho.org/departments/PP/TLIP.aspx>
6. *City of Kuna Comprehensive Plan*  
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<http://www.cityofkuna.com/090915.Final%20Comp%20Plan---with%20MAPS.pdf>

## Public Comments From September 5, 2013, Open House

### OPTION 0: NO-BUILD

#### Rank 2

- ⌚ Move train switching lanes down out of town.

#### Rank 6

- ⌚ Need to do something.
- ⌚ We need a crossing.
- ⌚ Not wise!
- ⌚ This is not an option.
- ⌚ Not a viable option.
- ⌚ Something needs to be done. I live on the southwest side of the tracks, and don't feel safe being in town and not able to get to my family at home when a train is on the tracks.
- ⌚ Crossing is needed!
- ⌚ No-build is the worst option for Kuna. We need a reliable railroad crossing. Crossing the tracks is bad at times now, and will only get worse with the anticipated increase in rail traffic and the anticipated increase in home building on the south side of the tracks.

#### Not Ranked

- ⌚ Nope.

### OPTION 3: TEN MILE ROAD EXTENSION

#### Rank 1

- ⌚ By far is the best choice, especially school-wise as it eliminates much traffic by schools.
- ⌚ This is my favorite because of the western side needing access south to Kuna Highway and others.
- ⌚ I think it relieves the crossings; it connects well to Ten Mile interchange; may impact a few more houses.
- ⌚ Puts Canyon and Owyhee County traffic over tracks before tying up traffic in town.
- ⌚ Good access to Crimson Point and middle school and Indian Creek; should keep significant traffic percentage out of the congested downtown area; also better fire/EMS access to far side.
- ⌚ New crossing creates accessibility to interstate.
- ⌚ Expanding Ten Mile will have a positive impact on traffic in Kuna by allowing traffic south of the railroad tracks an opportunity to keep traffic flowing. Twice in the last week, I have spent more than 20+ minutes in traffic due to trains. Traffic downtown becomes more like rush hour traffic on I-5 when a train passes through during prime commute hours. I favor the Ten Mile option because it will allow traffic traveling in from south Ada and Canyon Counties new access to the freeway, and it will ease traffic through town as well as on Meridian Road. I think it is also a business opportunity for service industries (like fuel stations) to build on that side of town.
- ⌚ I live southwest of Kuna, and would prefer the bridge to be on the west side of town. Getting to north Kuna (especially around the train) is a challenge. I have lived southeast of Kuna (Kuna Mora & Cloverdale), and the west side has a harder time getting to town due to so few bridges over Indian Creek. I also prefer the Ten Mile option because it would be a straight shot to the freeway.
- ⌚ I would love to see the Ten Mile connection completed. I add five to seven minutes in driving each day because it isn't.
- ⌚ Ten Mile is a better location; it would not take as much time and money (I think) to put it in there.
- ⌚ Ten Mile (with a new interchange) would make for a major arterial with better travel use.

### Rank 2

- ⌚ Avoids town.
- ⌚ Must take house.
- ⌚ I am a lifetime resident of Kuna, and this has always been the plan.

### Rank 3

- ⌚ Not as easy for fire and medical. Okay, would expand Ten Mile Road for development due to Ten Mile interchange.
- ⌚ This would work for me, but would redirect a lot of traffic.
- ⌚ Least expensive.

### Rank 4

- ⌚ Does not address crossing safety in Kuna.
- ⌚ I personally like this option, but I think it takes too many homes away from people with the full acquisitions; also, the increase in traffic on Ten Mile Road would make it really hard to get to Silver Trail and Crimson Point Elementary in the mornings.
- ⌚ I think Option 3 is a poor choice because it would have a ripple effect that would mean many other road upgrades would be required in a very short timeframe that are not shown in the plan. I do think we should have a crossing at Ten Mile one day, but I think a crossing at Avalon would benefit Kuna to a greater extent.

### Rank 6

- ⌚ Stupid choice.
- ⌚ Sewer is in the way; Ten Mile and Kuna Road would be a jam.
- ⌚ Too much property taken.

## OPTION 6: AVALON STREET TO AVALON STREET

### Rank 1

- ⌚ This one is best, but too expensive.
- ⌚ Most likely future flow.
- ⌚ Solves several problems with one project.
- ⌚ I think Option 6 is the best choice for Kuna long-term. Kuna does not need the "Signature Span." We need to work with UPRR and put piers in the right-of-way. I would like to see the "pass-through" traffic diverted away from the downtown area, and we need a reliable crossing for emergency services. I also believe that creating a quicker route through Kuna will draw commuter traffic that currently uses Southside, Robinson, and Black Cat to travel to and from the interstate, which could benefit Kuna businesses.

### Rank 2

- ⌚ Makes some sense; it's at least a direct lane through town for EMS; still have to doubleback to schools.

### Rank 3

- ⌚ Way too expensive.
- ⌚ This would solve the accessibility and safety issues, but may possibly cost way too much and, most significantly, decreases traffic (moves it away from) many of the businesses in town. If downtown were developed as a pedestrian-friendly town with foot traffic on Main Street, maybe this option could have a redeeming factor in that regard.

### Rank 5

- ⌚ Impacts to park not acceptable; way too costly; may be structurally impractical.
- ⌚ Low ranking mostly because of cost and constructability.
- ⌚ Costly with a large span to build.
- ⌚ Please don't do this to our parks; this would be very damaging to the Greenbelt.
- ⌚ Too big and unattractive.
- ⌚ Stupid idea.

### Rank 6

- ⌚ Too costly.

### No Ranking

- ⌚ Too close to town for the amount of traffic this generates.
- ⌚ No.

## OPTION 7A: SWAN FALLS ROAD TO LINDER ROAD (SHORTLINE STREET AT-GRADE REALIGNMENT WITH STAGECOACH WAY)

### Rank 1

- ⌚ Great for future growth and business along new extension back to Avalon; it would make a smooth crossing; simple for fire and ambulance.
- ⌚ Need to keep it downtown.
- ⌚ Need to keep downtown traffic, as it will hurt the businesses.
- ⌚ This one is way better than Option 7B because of the roundabout at Avalon/Bridge Street; it is the best overall because it has the least effect on traffic (doesn't add new load to current traffic), and solves the issues of accessibility and safety in the best way.
- ⌚ Swan Falls seems to be the logical choice for a crossing, as it seems to be the main corridor over the railroad.

### Rank 2

- ⌚ It relieves the crossings; it does not connect well to interchanges; may be connection problem with Avalon; more obstructive to view from park.
- ⌚ Best Swan Falls option because of enhanced way of moving traffic from Avalon to Swan Falls.
- ⌚ Do not like the additional roundabouts; don't think a four-way intersection at Stagecoach/Swan Falls is as safe as a three-way.
- ⌚ This only works if other crossing [at Bridge Avenue] is left open.
- ⌚ My second choice is Option 7A, only because I believe the two keys to success of this project is if it creates a viable route for pass-through traffic and creates a reliable crossing for emergency services. I think 7A is the next best option for doing that.

### Rank 3

- ⌚ Seems roundabout route for west side.

### Rank 4

- ⌚ Don't like the roundabouts.

## OPTION 7B: SWAN FALLS ROAD TO LINDER ROAD (SHORTLINE STREET UNDERPASS REALIGNMENT TO STAGECOACH WAY)

### Rank 1

- ⌚ Swan Falls/Avalon intersection should be a "T" intersection controlled by a light, not a roundabout.
- ⌚ This would probably be the most economical and provide the most benefit for all of the community. However, it would be really nice to take Ten Mile clear through given the I-84 interchange. Too bad the two can't be combined as a side-by-side project. Option 7B is also in line with existing emergency.
- ⌚ It's a start, and it's needed.
- ⌚ Mobility; safety; economic development.
- ⌚ Will there still be a roundabout at Main & Linder also?
- ⌚ Swan Falls seems to be the logical choice for a crossing, as it seems to be the main corridor over the railroad.
- ⌚ This will eliminate the trashy trailers on the corner and the trashy house opposite the tracks, and make the park and the entrance more appealing to look at.

### Rank 2

- ⌚ Simple for fire and ambulance.
- ⌚ Second choice; good for future development.
- ⌚ Overall, Option 7 is the best, but I prefer Option 7A over Option 7B.

### Rank 4

- ⌚ Option 7A is my preference because the route is more direct, and the bridge is shorter.
- ⌚ This just seems like a traffic jam waiting to happen at the Stagecoach intersection.
- ⌚ Makes no sense; only serves a small portion of the population on the south and west sides.

### No Ranking

- ⌚ Not a good one because others are better; too much center of town.

## OPTION 8: SH 69 EXTENSION

### Rank 1

- ⌚ Best option; be most economical.
- ⌚ The best fit through farm ground and avoids downtown.
- ⌚ For future growth and emergency.
- ⌚ To meet future development, this option provides greater possibilities.
- ⌚ This is the only plan that allows for future growth.
- ⌚ Would be quicker than going down Avalon.
- ⌚ Most sensible choice; very good for future development.
- ⌚ Reduces truck traffic; quicker access for fire; eliminates back-up from Swan Falls railroad crossing.
- ⌚ I find this option to be the most logical with the least disruption to the community.
- ⌚ Freeway traffic; flow south of tracks; least impact on city.
- ⌚ I prefer extending Highway 69 to avoid bringing all that traffic through town. Highway 69 is already built with five lanes, with traffic lights all the way from I-84. If the crossing connects with Kuna Mora Road, this would provide an alternate to I-84 through Boise.

### Rank 2

- ⌚ This is good because of the State Highway connection, but not needed as much as Ten Mile now.
- ⌚ Great for long-term.
- ⌚ This option is away from the neighborhood, so the noise would be controlled.

### Rank 3

- ⌚ I really like this option to tie in two interchanges into Kuna, but it does not relieve the existing crossings.
- ⌚ Does not address crossing safety in Kuna.
- ⌚ I think it will take too much traffic out of town.

### Rank 4

- ⌚ Brings up other issues on King Road, etc.; does not really solve the overall problem.
- ⌚ Too far out of town, and two spans are needed to cross the creek and railroad; this puts the other end out of town also.

### Rank 5

- ⌚ Dumps traffic out on no roads currently built.
- ⌚ This would require big improvements to King and Swan Falls.
- ⌚ This is the least helpful bridge site when considering access to the schools, etc. in town; more people live and access town closer to Bridge Street who have kids/school buses, etc.
- ⌚ Who does this benefit, and how does this improve EMS access for south and west sides?
- ⌚ I think Option 8 is a poor choice because it would create a road that would benefit very few.

## GENERAL COMMENTS

- ⌚ Need to build one soon.
- ⌚ Good study. Provided enough information to evaluate options in contrast to each other.
- ⌚ Any option should be coupled with efforts to move switch yard out of Kuna City.
- ⌚ "No-Build" is not wise and short-sighted.
- ⌚ From a regional perspective, I feel Ten Mile may be a better option. Locally, Option 7A would be the most beneficial from an economic perspective, in my opinion.
- ⌚ Access speed to get to hospitals.
- ⌚ On Option 7B, the small hill on Swan Falls Road (going south) obstructs driver vision for drivers going west on Stagecoach and turning.
- ⌚ Need to keep the overpass downtown.
- ⌚ While we do not feel that Option 8 should be considered as a choice in this line-up, it should be considered as a project in itself sometime in the future (near future).
- ⌚ Thank you for allowing public input. This is important to me, my family, neighbors, etc. If I had given input earlier on in this process, I would have championed Option 5 with the Bridge Street overpass because it would solve the two top priorities (in my opinion) of safety and accessibility, with the least overall disruption, change to property owners, and the way the town is. I love Kuna!
- ⌚ I think Swan Falls would keep the town tied together better and produce more city commerce.
- ⌚ The Swan Falls to Linder is the most sensible due to the fact that a crossing is already present. There would be more growth that way.
- ⌚ Option 7B is by far the best because that's where the current traffic and growth is there.
- ⌚ I have long thought that Kuna needed roundabouts. Thank you!
- ⌚ Still need to address moving switch yard out of Kuna. The railroad tracks may have been there first, but switch yard was not. Average wait time may be one to three minutes, but when switching, I've waited 20 to 30 minutes at 5:30 p.m. Also, City needs to address putting at least one fire engine south of the tracks. It's not a question of moving the entire fire department south of the tracks, but leave what is available now north of the tracks and just put one engine at City Hall south of the tracks. (Or some other location. I understand there have been offers of land.) There may have only been a few fire/emergency calls south of the tracks, but when it happens to you and you need a fire engine or emergency service, you want to be

able to have that service provided without worrying whether a train is going to stop the fire engine/EMT from getting to you.

⌚ A railroad overpass is very much needed for safety (emergency services) and for economics (time waiting for trains).

⌚ Thank you for all your hard work and time put into this Kuna Crossing Study.

⌚ There needs to be an overpass on one of the cross roads that go across the railroad tracks. I live south of the railroad tracks as do hundreds of others. If there were to be an emergency, there needs to be quick access for emergency personnel to get across the tracks. I have been stopped numerous times for up to ten minutes on the railroad tracks. There have also been times that two out of the three crossings are blocked by trains at the same time. This would not be an ideal situation for emergency crews. As more people move south of the tracks, it would also be favorable to have a better traffic flow, but my main concern is with the response of emergency vehicles if they get stopped by a train.

⌚ Being that I live in the downtown that is impacted by the railroad tracks, Option 7B is my #1 pick. It looks like it would be very convenient, and make entering this side of the tracks more appealing to the eye.

### GENERAL COMMENTS NOT SPECIFIC TO PROJECT

⌚ Correct lights at Meridian/Kuna Road (Columbia and Deer Flat), so that there is a continuous lane to turn left; avoids people having to sit through two whole lights because they did not get to the intersection in time or speeding to make it.

⌚ Crosswalk for 4th and Linder to cross Linder should be placed at north-most crossing; I live on 4th and Linder (northeast corner); I see safer flow of pedestrian traffic there and more likely usage.

## RESOLUTION NO. R12-2014

A RESOLUTION OF THE CITY OF KUNA, IDAHO APPOINTING A BOARD MEMBER AND ALTERNATE BOARD MEMBER TO THE VALLEY REGIONAL TRANSIT BOARD; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the State of Idaho authorized the creation of regional public transportation authorities under Chapter 21, Title 40 of the Idaho Code, to “. . . provide public transportation services, encourage private transportation programs and coordinate both public and private transportation programs, services and support functions . . .”; and

WHEREAS, an election was held on November 3, 1998, in accordance with Idaho Code 40 2105(1) and resulted in voter approval of the Ada County Regional Public Transportation Authority; and

WHEREAS, Idaho Code §40-2106(1) mandates the creation of a governing board appointed by and serving at the pleasure of the governing bodies of counties, incorporated cities and highway districts located wholly or partially within the authority; and

WHEREAS, the City of Kuna is established under the laws of the State of Idaho as an incorporated City, and it is located within the boundaries of the Ada County Regional Public Transportation Authority; and

WHEREAS, Idaho Code §40-2106(3) provides that board members shall be appointed by resolution of the appointing agency.

NOW, THEREFORE, BE IT RESOLVED by the City of Kuna, pursuant to Idaho Code §40-2106, that the following persons be appointed to the Ada County Regional Public Transportation Authority and to the Valley Regional Transit Board:

\_\_\_\_\_ as primary representative

\_\_\_\_\_ as alternate representative

NOW, THEREFORE BE IT FURTHER RESOLVED that this resolution is effective upon passage.

**PASSED BY THE COUNCIL** of Kuna, Idaho this 4<sup>th</sup> day February 2014.

**APPROVED BY THE MAYOR** of Kuna, Idaho this 4<sup>th</sup> day of February 2014.

\_\_\_\_\_  
W. Greg Nelson, Mayor

ATTEST:

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Brenda S. Bingham, City Clerk



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## MEMORANDUM

**TO:** Mayor Nelson and Members of City Council

**FROM:** Gordon N. Law  
Kuna City Engineer

**RE:** City Construction and Planning Projects  
January 2014

**DATE:** January 28, 2014

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**REQUEST: FYI**

The city has a number of capital and planning projects budgeted for 2014 and in various stages of progress at present. Some projects may ultimately affect traffic mobility or temporarily inconvenience neighborhoods and Mayor and Council may receive comments and questions concerning them. Other projects are simply included for informational purposes. This memo is intended to give a short review of each project.

1. **Test Well (#11)** – This project is for the purpose of developing a higher quality potable well to replace Well 3 (Butler). The City Engineer is awaiting signed contract documents from Post Drilling, Inc. Drilling is expected to commence February 3<sup>rd</sup>. The City Attorney has filed an application for a point of diversion for this water right.
2. **2014 PI Line Extensions** – This project is for the extension of PI lines on Boise Street (unopened) from Orchard to Kay and on School Street from Sandbox to Sunwood. The consultants are designing the lines. The City intends to construct in the spring.
3. **Butler PI Project** – This project is intended to extend PI to as many as desire it in Butler Subdivision. The first two clusters of homes are connected and extension of service to the third cluster is in progress. Construction is awaiting spring thaw.
4. **2014 Water Line Extensions** – This project is for the extension of water lines on Titan (unopened) from Park Avenue to Owyhee Avenue and on Linder Street from Hillgreen to Quaking Aspen. The consultants are designing the lines. The City intends to construct in the spring.
5. **Greenbelt East** – This project extends the greenbelt along Indian Creek from Swan Falls Road east toward Orchard. The site has been grubbed and cleared and the irrigation main has been started.

Funding from an RCD Grant is still being secured. ACHD has agreed to pave the pathway. Funding for Orchard Street improvements is also being secured. Construction is awaiting spring thaw.

6. **Greenbelt Irrigation Main** – This project extends a PI Main from Swan Falls eastward to irrigate the new greenbelt. The initial layout has been completed and construction commenced. Rock has been a significant issue. Construction is awaiting spring thaw.
7. **Indian Creek Pump Station** – This project is to re-start an abandoned irrigation pump station to water Bernie Fisher Park, existing greenbelt and new additions to greenbelt areas. A formal request has been submitted to Boise Project to re-start the station and the City is preparing a Corps of Engineers Permit request.
8. **Pizza Hut Park Extension** – This project is to install irrigation main, sprinklers and turf in the undeveloped park area south of Pizza Hut. The irrigation main and sprinklers are in plan review. Parts have been purchased and are in stock awaiting the spring thaw.
9. **Indian Creek Garden** – Not started.
10. **Fine Screen Project** – This project is to install a secondary fine screen at the NWWTP to protect its membranes from fibers and other trash. The fine screen unit has been ordered and final design is at 60% completion review.
11. **Pond 7 Blower Replacement** – The purpose of this project is replace an inefficient unreliable roots-type positive displacement blower with an energy efficient turbo-type blower. The funding for this project will come from an Idaho Power Grant if the power savings are justified. The city is in the process of completing an energy savings audit to justify the grant.
12. **Farm Pump Panel** – Construction on the West Well panel replacement is complete except for the final punch list items.
13. **Mobile Mapping Project** – This project makes maps and plans available to staff in the field electronically through smart phones and tablets. Implementation is complete and tablets are being ordered.
14. **SCADA Upgrade** – This project is intended to improve the gathering and presentation of operational data to assist in the proper management of our piping and pumping systems. Contractor is gathering equipment prices.
15. **West Avalon Gateway Project** – ACHD is now designing project.
16. **Vehicle Inventory Control** – Not started.
17. **Document Storage Software** – In the process of Vendor selection.
18. **Water Master Plan Amendment** – Not started.
19. **Greyhawk Subdivision #2** – Infrastructure construction is in progress.
20. **Crimson Point Subdivision #6** – Infrastructure construction is in progress.

**21. Arbor Ridge Subdivision #2** – Construction plans approved and awaiting construction.

**22. Silver Trail Subdivision #1** – Construction plans approved and awaiting construction.

**23. The Villas at Crimson Point** – Construction plans are in review.

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**City of Kuna**

# Memo

**To:** City Council  
**From:** Wendy I. Howell, PCED  
**Date:** February 4, 2014  
**Re:** Amended Kuna Comprehensive Plan  
Section 13.0 Community Design

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This amendment is to update the data to reflect the 2010 Census or more current data throughout the plan. Any context changed was deemed incorrect or duplicated information.

### 13.0 COMMUNITY DESIGN

#### 13.1 Background and Introduction

Kuna is a growing community within the Treasure Valley. The City's slogan as the "Gateway to the Birds of Prey" National Conservation Area, describes the unique natural environment in which it is located. A community's success depends to a large extent on its design and development patterns. A good community design portfolio will contribute to its residents and visitors quality of life.

#### **Why is community design important?**

Community design is dependent on a community's physical location and an active design review process. Community design capitalizes on the City's natural assets and reinforces these with design principles that can help to produce a livable and vibrant community. Community design can benefit a city or community in the following ways:

#### Health and Safety

Good community design establishes development patterns that allow the natural environment to permeate through the built environment. Green spaces and natural environments promote health and well-being. The visual presence of green and natural space replenishes brain power. Access to trails, bikeways and walkways can improve health by encouraging people to exercise.

A good community design ensures the street networks, buildings, open space, and activity centers work together to increase community safety.

#### Aesthetics

A community's aesthetic quality provides its residents a source of pride and attachment. Pleasant and scenic natural areas and community spaces help to provide unique community character. The restoration of historic structures helps to improve the appearance of the built environment. Retaining open space along waterways and canals can enhance their natural beauty and protect water quality simultaneously.

#### Fossil Fuel Dependence

City development patterns, street networks, block designs and building footprints establish how the community consumes energy. Communities that are designed in a sprawling suburban style tend to promote the use of energy resources since there are more miles driven for daily trips. By contrast, communities that are designed to be compact and walkable reduce auto dependency as measured in terms trip capture. Compact development supports transit use and this mode of transportation, uses less fossil fuel per capita to transport people. Compact development also reduces the cost of utility production and transmission.

#### Sustainability

Community design that encourages people to walk, bike or utilize public transportation enhances community sustainability.



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### Elements of Community Design

Planning and design elements can be formulated to produce good community design. Some of these elements are detailed below:

#### Street/ Mobility Networks

The layout of street and mobility networks frames the community's development. Street systems define major corridors and thoroughfares, open space configurations, core city activity centers and connections within the City.

A City's choice of street network affects the lives of its residents. For example: suburban street patterns which promote disconnected street forms that terminate in cul-de-sacs and high-speed arterials that encourage a culture of driving and adversely influence community behaviors.

By contrast, grid patterns that rely upon use of multiple local roads reduce travel distance and support alternate transportation methods such as transit, bicycles, and pedestrian activity. These healthy forms of transportation help create a sense of community. Transportation and street systems also influence community design by helping to determine the placement of activity centers, residential neighborhoods and open space.

#### Development Patterns

Development patterns can be categorized broadly as suburban or traditional. Suburban development patterns increase both the number of vehicle trips initiated per household and the duration of each trip. Suburban development patterns are auto-dependent and diminish people's incentive to use alternative modes of transportation.

The compactness of traditional development patterns minimizes use of land and impacts on natural systems and results in reductions in energy, and water use, air pollution and efficient waste handling. Accordingly, the choice of an urban or rural feel is determined by community design and the City may be drawn towards one or the other depending on its long range vision.

## 13.2 Goals and Objectives

**Goal 1: *Strengthen the image of the City through good community and urban design principles.***

Objective 1.1: Foster good community design concepts.

Policy: Promote the use of design standards for commercial ~~and residential~~ structures.

~~Policy: Adopt residential design standards.~~

Policy: Regularly update the City's design and site planning standards for commercial ~~and residential~~ development.



Policy: Public and private facilities should be accessible to those with disabilities.

Policy: Avoid the creation of buildings that looks strange or out of place relative to its location.

Policy: Require off-street parking to be paved for purpose of reducing dust, enhancing air quality and reducing weed growth.

Objective 1.2: Ensure the development community applies sufficient landscaping to its developments for purpose of reducing scale, creating a sense of place and mitigating incompatible uses.

Policy: Street trees should be incorporated in landscape plans. Street trees should reflect the four (4) seasons by the planting of conifers and deciduous species. Trees should be planted in such a fashion as to assure their longevity and not be disruptive to infrastructure.

Policy: Incorporate landscape features to serve as buffers between moving traffic, street and pedestrian activity.

~~Policy: Incorporate landscape features to serve as buffers between fast-moving traffic and pedestrian activity.~~

Policy: Rely upon trees and other forms of organic landscaping to minimize storm water runoff.

Policy: Ensure that stormwater produced by rain events has the capacity to seep through the soil and recharge the groundwater.

Policy: Require the installation of bio-swales and water retention ponds to reduce runoff where possible.

Policy: Construct and adopt a tree ordinance.

**Goal 2: *Create self-sufficient neighborhood units within a larger City-wide framework.***

Objective 2.1: Create a system of identifiable communities.

Policy: Adopt mixed-use land strategies which assure the self-sufficiency of neighborhoods.

Policy: Ensure that neighborhoods incorporate multiple forms of transportation.

Policy: Develop a hierarchical system of neighborhoods which elevate some to a service center status. Provide different services and destination focuses within each neighborhood.



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**Goal 3: Draw upon the history and natural environment of the City to guide future development and preserve its character.**

Objective 3.1: Capitalize upon natural assets that contribute to the beauty and the character of Kuna.

Policy: Designate Indian Creek and other waterways as waterway corridors. Require developers to preserve their portion of the corridor for recreational and aesthetic purposes.

Policy: Ensure watershed preservation.

Policy: Ensure that vacated or abandoned rail or trail rights-of-way are considered for pathway adaptation.

**Goal 4: Preserve Kuna's portals, entranceways and view-sheds that provide a unique sense of entry, invitation, and identity.**

Objective 4.1: Preserve and protect vistas, nodes, viewpoints, and other landscape and urban design elements and strategies that frame Kuna's sense of place.

Policy: ~~Keep Update~~ the City's Design Review process updated from time to time periodically with respect to signage, lighting, and other street furniture elements.

Policy: Require standardized decorative street lighting along all arterials and commercial frontages.

Policy: Incorporate design standards whereby the City protects vistas and view-sheds along its Mobility Transportation Corridors.

Objective 4.2: Protect agricultural lands and natural vegetation for purpose of creating open space green buffer zones.

Policy: Work with the community to set aside tracts of open space for trails, pathways, greenbelts or agricultural purpose in proximity to the City's portals, and entryways and view-shed areas.

Objective 4.3: Preserve Highway 69, McDermott, Ten Mile, Columbia, Cloverdale and Kuna Mora roads as important gateways and Mobility Transportation Corridors. Create overlay zones to preserve the integrity of gateways and Mobility Transportation Corridors.

Policy: Designate land use patterns for this corridor-overlay that preserve its aesthetic qualities.



### 13.3 Existing Conditions

#### Introduction

Kuna can generally be described as suburban in nature but becoming more urbanized. Recent development patterns and subdivisions reflect this assessment. Kuna's center area was designed with a traditional grid pattern of development. However as one moves away from the City core this grid system unravels due to the installation of cul-de-sacs, other road impediments and lack of corridor preservation.

The City has traditionally served as a bedroom community to nearby jurisdictions such as Boise and most of its residents commute to work (approximately 84 percent). This bedroom status is starting to change as the City begins to acquire commercial development and employment centers that redirect transportation trips and investment dollars. Until recently, street networks and arterials have been designed to facilitate the commuter with little regard for the installation of pedestrian and non-motorized modes of transportation. There is a need to reinstitute a strong grid system that accommodates all modes of transportation.

The City Center is the commercial and social center of Kuna. This area is relatively compact with a variety of retail establishments and services, financial institutions, and government facilities. This is the time to preserve the historic elements of the downtown and assure they are incorporated into new development locating there.

~~Until recently, community design was dictated by the City's Subdivision Ordinance, which regulates physical layout, lots, and blocks but did little to address design elements.~~ Kuna has recently adopted design regulations in the form of a design review process, and signage and Landscape-landscape Ordinanceordinances. ~~the~~ The City is considering a Tree-tree and Signage-ordinances to further enhance the design review process.

#### Historic development patterns

When the United States Reclamation Service was established in 1902, among their planned irrigation project sites was the Treasure Valley. Major reservoir development began on what was known as the Boise Project, which included expansion of the New York Canal System. Eventually the irrigation system ran south of Boise to the Kuna area and extended onto Deer Flat Reservoir near Nampa.

In 1905, Mr. and Mrs. Fremont H. Teed anticipated the coming irrigation trend and filed a 200-acre claim under the Desert Land Act, where Kuna now stands. Water for stock and human consumption was hauled in barrels from Snake River and later from an 18-foot well, dug in the bed of Indian Creek near Kuna Mora. The Teeds opened a post office in Kuna in 1905 and that same year the town site was opened. The promise of water brought numerous settlers to the area, although Kuna remained sparsely settled until 1909.



*A typical residential street in a subdivision*



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In 1907, D.R. Hubbard, F.H. Teed's brother-in-law, purchased a half-interest in the town site and the entire west eighty (80) acres. On February 22, 1909, the first water was let into the New York Canal at Diversion Dam east of Boise. Irrigation water was now available to the Kuna region. In an effort to promote the area, D.H. Hubbard placed advertisements in the Idaho Daily Statesman that claimed, "To Build a city of Kuna... We want 200 partners to help build a city". Two hundred (200) lots were available for sale at \$100 dollars a lot. Many people came to the area to buy town lots or make homestead claims.

Settlers who claimed land through the Homestead Act or Desert Land Claim needed to live on the selected property for five (5) years and meet specific regulations to get the land. Many people would build "prove-up" shacks, which they would live in as they made improvements on their property to get final patent on the land.

The small community of Kuna began to take shape when Frank Fiss established the first general mercantile store. The mercantile store can be found today ~~on~~ at 482 W. Main Street. That same spring, Avalon Orchard Tracts Company was organized southwest of town. Two (2) years later a portion of the land was platted and placed on record as the Avalon Addition. Many of the acres were planted in vineyards, apples and prunes. Kuna now boasted a bank, a hotel and a school. The population of Kuna was approximately seventy-five (75), but was rapidly growing as more people settled in the area and other companies sought to take advantage of the land made fertile by irrigation.

Just a year later, the population had grown to 300 people. In addition to the bank, hotel and school, Kuna also had a Methodist Episcopal Church. Kuna was developing as a fruit-growing center. Another orchard company, Nampa Apple Orchard Company was incorporated in 1911. The shareholders acquired 240 acres southwest of town. The land was platted as the Kuna Orchard Tracts and planted three (3) commercial varieties of apples. As the town grew many new homes were built, which helped to establish the town's urban fabric.



*Panoramic view of homes and south side of railroad tracks and creek. circa 1911*



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Numerous homes were built in Kuna from 1910 until 1920. A majority of houses were built in the Craftsman architecture style, which was particularly popular between 1905 and 1930. The Craftsman style identifying features include low-pitched, gabled roof with wide, unenclosed eave overhangs with roof rafters, usually exposed, and decorative beams or braces commonly, known as lookouts, added under the gables.<sup>13</sup>

Kuna's historic downtown is made up of small blocks that are less than 400 feet in length. This downtown core compactness offers great potential for the development of a dense walkable historic downtown. Main Street is the major east-west collector that runs through the historic downtown.

### Development Patterns

#### Residential Development

Kuna's predominant residential development pattern is the suburban style subdivision. This development pattern emanates from the City Center in all directions. The residential subdivisions are primarily comprised of single-family homes with a majority of them constructed to a size of about 2,000 square feet. New residential subdivisions are starting to acquire ~~other than 'cookie cutter' building a variety of designs~~ rather than 'cookie cutter' dwellings because of a new design review process, ~~complemented with a design review committee that evaluates development's design details~~

Traditional residential neighborhoods can be found close to the City Center. These neighborhoods feature smaller lots and building square footages.

#### **Streets**

##### City-wide Street Network

Major east-west aligning arterials connect Kuna to Highway 69 and Interstate 84. These arterials connect rural farmlands and farmsteads, new residential developments and the City Center. At present, the streetscape along key arterials is primarily an assemblage of farmlands and natural open spaces which have yet to be developed.

Entryway corridors serve as a community's portals. It is acknowledged that corridor trees, commercial signage, and site character provide the first, and most lasting, impression of the community following the adage "you have one time to make a first impression." Kuna will continue to benefit from corridor protective measures through use of its Highway District Overlay. Additionally, the placement of entryway features which provide a strong statement about the City's values and desire for high-quality development.



*View of Main Street Kuna*



*Highway 69, a gateway arterial in Kuna*

<sup>13</sup> Culled from, *A Brief History of the Kuna Area*. Prepared by the Arrowrock Group, Inc. November 2000



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City-designated gateways include the following:

- Highway 69 / East Kuna Road / East Avalon Road
- West Avalon Road / West Kuna Road
- Linder Avenue
- Ten Mile Road
- Kuna Mora Road
- Columbia Road

#### Residential Streets

Until recently, the transportation development pattern has deviated from the traditional transportation grid system but linear alignments reinstating the grid pattern are now a development requirement with some exceptions due to physical constraints.

The local subdivision streets are required to align with the mile and half-mile section lines. Street alignments at these distance separations are intended to minimize the isolation of neighborhoods, which are difficult to navigate.

A grid street system is present in the City Center's historic core south of 4<sup>th</sup> Street. This alignment breaks down in all directions away from the historic core. The City staff is attempting to restore its traditional grid system to assure neighborhood connectivity.

#### **Streetscape**

##### Street Widths

Kuna has fairly wide streets with its arterial roads having the greatest widths and these streets widths affect the character of a place.

The streets in the historic downtown are aligned on a grid system with a width of about thirty-five feet (35'). Main Street is nearly sixty feet (60') wide with on-street parking, a travel lane in each direction, bike lanes and a turn lane in the middle. The blocks in the historic downtown south of 4<sup>th</sup> Street feature alleys which are less than twenty feet (20') wide.

##### Street Characteristics

The City Center's streetscape may be characterized as a combination single-family residential and limited commercial retail. The building stock in the historic downtown is generally limited to one-story buildings. The street's continuous facade is not solid or well defined. The City Center is complemented, to some extent, with park and open space features, such as the Colonel Bernard Fisher Veteran's Memorial Park. Main Street's 60-foot width is too wide and its accompanying sidewalks possess few street trees, bike lanes, and on-street parking hence there is considerable opportunity to improve its street characteristics.



*Large trees and shrubs fronting more mature residential areas in Kuna*



### Parking

Residents of Kuna perceive a general lack of parking availability in the City Center and this belief is accentuated during City events and festival activities. None the less, parking is generally available in the City Center a majority of the time. On-street parking is available on Main Street and other nearby streets. Parking is also available behind buildings fronting Main Street. However, there is a need to clearly indicate the location of parking lots and their entrances ~~to allay this lack of parking perception.~~

On-street parking is generally allowed in the residential subdivisions to augment driveway and garage parking. Public buildings, such as schools and churches, have designated parking areas close to the buildings.

### Street Furnishings and Pedestrian Amenities

Sidewalks are a feature of the City Center streets and new residential subdivisions. There is a need however to increase the number of sidewalks along major arterials and collector roads as their paucity limits pedestrian activity.

There are designated bike lanes on Main Street through the City Center. Bike lanes should be consistently available through the City for bicyclists to travel safely and with ease from neighborhood to neighborhood.

Kuna's City Center lacks basic street furniture that entices pedestrian activity. The downtown sidewalks are too narrow to support café type activities and they possess few street trees, benches and typical City Center public amenities such as ~~drinking fountains,~~ kiosks, interactive public art, newspaper corrals, and vending carts, which can entice pedestrian and retail activity.



### Signage and Lighting

Signage, lighting, and similar features are subject to architectural design because they influence the way the City looks. Kuna's commercial signage is generally functional with few distractive nuisances. Kuna's signage is primarily comprised of road, projecting and retail wall signs. The City street lighting is subject to the dark skies concept. Lighting and signage are subject to design review. The City's signage guidelines should slowly but positively influence the City's aesthetics.



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### Open Space and Public Space

Open space can contribute to an area's ambience, through its passive and aesthetic features. Kuna has considerable open space and most notably, along Indian Creek. This open space accommodates civic and recreation activity.

Landscaping is significant to the City's ambience. Trees, flowers, and shrubs are perceived as being a reflection of the natural world. Thus, landscaping is seen as a means of beautifying and humanizing the urban environment. Kuna's more mature residential areas feature streets lined with large trees whose canopies add to its grace and dignity.

Land use may have a dramatic effect on the appearance of a community. For example: abandoned and unkempt spaces fronting major arterials and City roads can have an overall detrimental effect on how the community is viewed. Undeveloped lots, old industrial areas, lumber yards, automotive garages, fuel storage, and similar type uses may also deter from the City's appearance unless guided by design review standards.

### Buildings and Structures

Kuna's building stock when viewed in its entirety is an interesting assemblage, as it encompasses a vast array of building styles and types. Contemporary architectural styles are reflected in newer building styles like the high school. Many of the City's original historic buildings throughout the City are still in use and have enjoyed little alteration from the time of their construction and they portray a certain assuredness and stability.

### Visual Considerations

The City's attractiveness is reflected in its agricultural and pastoral lands as they are back-dropped by the Owyhee Mountain Range. The community is endowed with many natural ~~and~~ man-made waterways including rivers and canals. The many open fields and farmlands provide a natural look, ~~and~~ feel and help attract people to invest in Kuna.

The Indian Creek, Mason Creek and other waterways create interesting visual view sheds. These waterways, when complemented by greenways, add to the City's appeal.

### Nodal Points, Corridors, Edges and Landmarks

#### Nodal Points

Nodal points or activity centers are locations that are defined by a great deal of human activity whether it ~~be~~is recreation, shopping, health care or similar ventures in which people exchange communication, goods and services. Nodal points are important as they serve as places for communal exchange and as a means of improving a community's quality of life.

Throughout history, they have served as settings for public forum, markets and squares. They also served as critical termination points for major transportation routes. These nodal points are for civic participation and community networking.



*View towards the east on Main Street with the water tower in the distance*



Kuna has many nodal prospects and particularly as it develops Neighborhood Centers.

Corridors

Kuna has a number of transportation, waterway, right-of-way, trails, pathway and walkway-greenbelt corridors.

Transportation corridors provide a means for people and goods to travel to, and through, a community. They also help to define the manner in which the community functions and the visual impression it leaves with travelers and visitors. Kuna's principal transportation corridors are Highway 69 and Kuna Mora roads, which also serve as the City's entryways. ~~At present, these corridors have not been subject to redevelopment activity.~~ In anticipation of their redevelopment, the City has overlain these roadways with Design Review Overlay Districts to establish a sense of entry as they redevelop.

The natural corridors provide for open space and wildlife migration protection. These corridors also serve as greenway, trail-pathway, and bikeway alignments. Natural corridors help to define a community's overall character, as well as smaller portions or neighborhoods (as boundaries). Indian Creek serves as a major natural corridor.

Edges

Edges define the boundaries of specific areas and may include large woodlands, significant sloped areas and physical elements, such as elevated highways. Kuna has few defined edges, rather it transitions into Ada County with little to note the distinction between the two (2) jurisdictions. It will be important to develop Kuna's edges through promotion of significant features or gateways.

The City's Plan update includes a proposed diagonal greenway running through the northern part of the City from the Hubbard Reservoir area to the intersection of Lake Hazel and Ten Mile roads. This greenway serves as the City's northern edge. Rural areas to the west and east of the City serve as edges and a recreational area located to the south of the City serves as its southern edge.

Landmarks

Landmarks are considered site-specific reference points and often promote an image reflecting the surrounding community. The landmark can be physical structures ranging in scale from a sign to a building, or it may be imbued in the natural landscape. A landmark creates a specific identity for a community because it serves as a reference or focal point to distinguish different parts of the City or its transitions.

Kuna's primary landmark is the water tower located in Colonel Bernard Fisher Veteran's Memorial Park. It serves as a focal and reference point for navigation and as an understood point for convergence. Another landmark feature is the Garrison size United States flag located to the west of Main Street. These landmarks frame the east and west dimensions of historic downtown. Indian Creek also serves as a significant landmark to demark the City north and south.



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### **Needs Analysis**

Kuna has many positive elements present in its physical design which contribute to its appearance and character; however, there are weaknesses which can become development pattern strengths.

One of Kuna's primary strengths is a small-town atmosphere. Community design plays an important role in sustaining this atmosphere. The accessibility, viability, and pedestrian friendliness of the historic downtown also contribute to this small-town feel.

While it may be convenient to have businesses located adjacent to residential areas, their presence there may pose a visual liability. Care should be taken in site layout, signage, landscaping, and lighting placements to assure business uses are fully compatible with residential neighborhoods.

Innovation is needed to add design variety to residential development. Developers should be encouraged to develop more interesting residential design patterns for purpose of providing neighborhood variety.

## **13.4 Future Community Design Plan**

Community design entails more than landscaping, building design, and parks. It involves the City's physical layout, the natural setting, and the visual relationship among the individual features that comprise a community. Good community design results in a City that functions well, has a pleasant environment, and strong visual identity.

### **Development patterns**

Kuna is expected to develop based on development patterns which provide opportunity for transit oriented development, mixed-use, sustainable design and pedestrian activity. An enhancement of the grid system is proposed that ties the historic downtown with its major arterials.

Development patterns are intended to complement the City's existing structures. The downtown will be strengthened by the integration of development with Indian Creek and its Greenway Corridors.

### **Urban Design and Architecture**

Kuna's success will depend upon the initiation of urban design and architectural strategies. Kuna's urban design should capitalize upon the street network system to improve transportation access patterns. The street system should also be pedestrian friendly especially in the City Center and the core Neighborhood Centers.

The City's aesthetic quality may be enhanced with good design and the introduction of new and contemporary architectural elements.

### **City Center**

#### Historic Downtown

The downtown area should be designed and developed to incorporate residential and commercial uses that complement its historic scale.

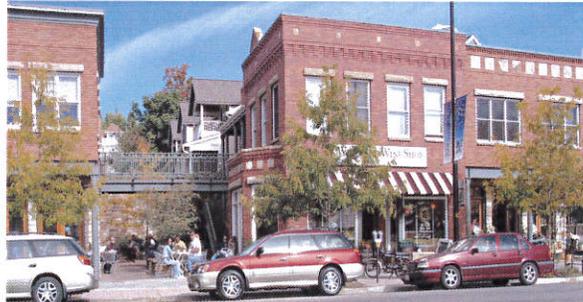


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One- to four-story commercial or mixed-use structures are acceptable downtown if they are built close up to the street to aid in the development of a defined street wall that exudes character and promise.

Mixed-use concepts will be promoted in the historic downtown area to reinforce the City character. The historical character should be maintained through use of fenestration, entranceways and wall treatments, awnings, lighting, and other storefront elements.

Street widths should be narrowed to provide a human scale connection between the street sides so that downtown becomes a more intimate place to work, live and play. Traffic calming devices should be integrated into the street design to increase pedestrian safety. A landscaped median with street trees could be installed on Main Street or alternatively angled parking could be introduced to increase the number of parking stalls available for retail convenience and to help to diminish the street's width.



*Above is an example of a historic downtown street. The building's scale is pedestrian friendly. The building's first floors are transparent in that they seamlessly connect interior spaces to the street; on-street parking, street trees and outdoor seating all help to create a lively environment.*

#### Commercial Areas

The City Center will feature two (2) new commercial areas (large and community retail). These areas are described in more detail in the Land Use Chapter. The Commercial Districts should be designed to embrace contemporary urban design and architecture trends. A transit system reliant upon light rail, trolley or bus should be installed in the large retail area of the City Center to promote the concept of a vehicle-free Commercial District.

Block sizes and building massing should be structured and assembled to encourage pedestrian and non-motorized activity. The use of smaller blocks, especially in commercial districts, makes it easier for people to walk and bike by providing them a variety of route options. Smaller blocks also provide a good canvas for architectural variety and texture.



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Commercial areas should feature buildings that engage the pedestrian. First-floor shops and retail facades should be designed with transparent glass for invitation purpose. The commercial areas should be designed and constructed with a mixture of activities to engage shoppers.

#### Civic Center

The Civic Center should have a design theme which reflects its various uses. Schools, churches and public structures can be incorporated into the Civic Center. The Civic Center is intended to create a social atmosphere through its affiliation with parks, recreation centers and other mixed-use applications.

#### Existing Residential Subdivisions

Residential placement is intended to increase social interactions at various times of the day. Multi-family residential uses should be located closer to the neighborhood cores and be interspersed with mixed-uses.

Residential infill should be encouraged to enhance density and maximize development. Infill promotes the preservation of natural open space by reducing sprawl.

#### **Neighborhoods**

Kuna's updated Plan is an advocate for the development of self-sufficient neighborhoods. These neighborhoods are intended to be connected by transit and other non-motorized methods of transportation. Each neighborhood will have a center, a core and an edge. The Neighborhood Center will be the core of the neighborhoods churches, schools, and public facilities. The neighborhood centers will feature denser developments and multi-family residential development.

The neighborhood core will feature single-family homes. The community edge will feature single-family homes located on larger lots that offer a transition between open spaces, farmsteads and neighborhood cores.

These neighborhoods are described in greater detail in the Land Use section.

#### **Streetscape**

Thoughtfully designed and constructed streetscapes will enhance the Kuna experience. The City's place making quality will depend on how the public space is designed and defined. The City will feature transportation entry gateways that will help frame a sense of community. Streets will be shaped and constructed to create opportunities for outdoor activity and help to delineate public, semi-public as well as private spaces. The streetscape should make the pedestrian feel safe and provide an invitational physical setting that encourages daily use.

Lighting, signage, and street furniture should have common themes that are relied upon throughout the City.



**Landscaping**

Landscaping is intended to complement the natural environment and if properly implemented will tie together the City's green systems as they are developed. Landscape attributes include boulevards with planted medians, and planters. Natural open space should also be viewed as part of the built-up environment.

Streetscapes should be made pedestrian friendly with the introduction of street trees and other plantings that help reduce its scale. The plantings provide heating and cooling properties as well as shade and a natural feel to the streetscape scene. Hard landscaped areas, plazas, and squares will be constructed to serve as gathering points for civic activity.

Xeri-scape landscaping should be used liberally and particularly in public spaces. This landscape application is environmentally sustainable, given its water conservation properties.

**View-sheds**

A view-shed captures topographical features which are visible from a fixed or traveling vantage point containing certain aesthetic values. View-sheds tend to be areas of a particular scenic or historic value that are worthy of preservation. View-sheds needing protection include Indian Creek and Kuna Butte, which are endowed with many natural features and landscape elements. Efforts should be made to preserve and protect Main Street and the water tower landmark view-sheds from development encroachment.

Design standards should be placed over arterial roads which positively project view-sheds. The current Highway District Overlay provides a built-in measure of view-shed protection but certain roads located outside the Overlay District deserving protection do not. These view-shed design standards should promote increased landscape buffer sizes and building set-backs according to the proposed use. The buffer size and set-backs would increase with land use intensity. As development occurs along these protected arterials the incorporation of the appropriate design standard will reduce common problems such as canyon and tunnel effect and improve the view-sheds. Implementing the use of an increased buffer and set-backs along these arterials will add variety to the streetscape as well.

Another means of reducing the canyon effect is to limit building height along these view-sheds to 2-stories with a certain percentage of the residential structures capped at one-story. The City will need to evaluate which roads deserve view-shed status and embrace this as a design policy as necessary. Roads entertained for this consideration include Amity, Deer Flat, Linder, Locust Grove, and Kuna roads.

The City's ambience can be further sustained by burying power and other utility lines in the City core and particularly where these lines cross principal streets and corridors. Communication towers should also be placed at points where they do not overly impede the City's view-shed.

**Urban Renewal District**

The City should consider the development of an Urban Renewal District to sponsor needed renovation in the downtown core.



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