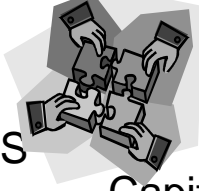


Blueprint for Good Growth

Adequate Public Facilities Implementation

Capacity Demand



LOS Capital Plan



Creating a Long-term Strategy for
Our Community's Growth

Unintended consequence slides
adapted from presentation by
Rich Unger, AICP

What is APF?

- A requirement that:
 - specified public facilities and services
 - in defined areas
 - are available
 - at the adopted level of service (LOS) standard
 - at the time that the impacts of development will be felt
 - so that adopted levels of service are maintained

Specified Public Facilities

- Transportation
- Water
- Sewer
- Schools
- Stormwater Management
- Fire Protection

Transportation APF Implementation Considerations

- Areas of applicability
- Public facilities included
- LOS standards
- Current & projected capacities
- Types of applicable development
- Timing of determination
- Effect of failure to meet LOS
- Allocating/monitoring capacity

Transportation Area of Applicability

- County-wide

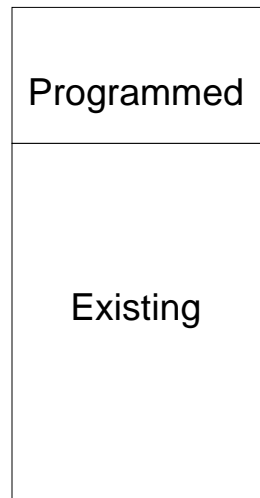
Public Facilities Included

- All public streets
 - ACHD
 - ITD

LOS Standards

- Measured based on volume/capacity
- Jointly developed by local governments and ACHD through TLIP
- LOS standards should
 - Consider constrained facilities
 - Identify areas that allow more congestion
 - Consider travel mode options
 - Allow less congestion outside of urban areas

Measuring Capacity



← Ordinance must consider timing of facility completion

Applicable Development

- New subdivisions
- Non-residential site plans
- Multi-family site plans

- Exempt (de minimis) development must be tracked

Measuring Demand

Proposed – traffic from proposed development

Approved – approved, but unbuilt + demand from exempt development + projected background traffic

Existing – existing internal & external traffic

Proposed
Approved
Existing

Timing of Determination, Assignment & Mitigation

- Early determination provides more predictability for all
- Early determination requires accurate tracking of approved, but un-built demand
- Early assignment benefits private interests
- Early assignment of capacity complicates monitoring and requires expirations
- Mitigation must be coordinated with demand creation

Effect of Failure to Meet LOS

- Disapproval
- Demand Reduction
- Demand Phasing
- Capacity Enhancement

Allocating/Monitoring Capacity

- ACHD/COMPASS/ITD coordinate to monitor capacity
- Cities allocate capacity through development approval process
- Central entity needed to consolidate development tracking and capacity allocations

Intended Consequences

- Capacity is coordinated with the generation of new demands
- Capacity is coordinated with the ability to maintain facilities
- Development is guided by capacity
- Congestion is managed

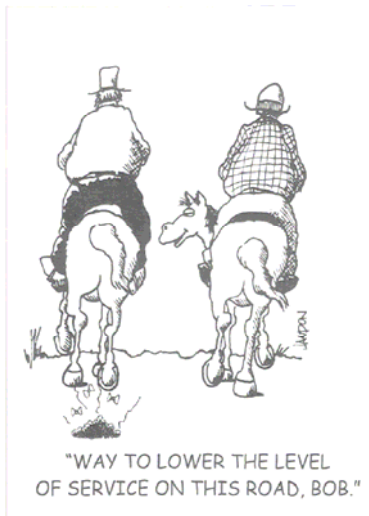
Unintended Consequence #1

CREATE INCOMPATIBLE/INEFFICIENT CAPACITY

- Expand Facilities (real capacity)
- Reduce LOS standards (artificial capacity)

- Remedies
 - CIP coordination
 - Carefully crafted LOS standards
 - Clear priorities for capital planning

Unintended Consequence #1



Courtesy of Rich Unger, AICP

Unintended Consequence #2

DISCOURAGE INFILL AND REDEVELOPMENT

- Urban core roads already over capacity
- Limiting infill development will result in urban decline
- Widening roads can mean losing older, often historic, buildings or neighborhoods

- Remedies
 - Adjust LOS standards (exception areas)
 - Measure alternative capacity
 - Limit capacity investment in rural areas

Downtown Orlando: Shortly After Exception Legislation



www.fostertravel.com

Downtown Orlando: 2006



www.downtownorlando.com

Unintended Consequence #3

CAN ENCOURAGE SPRAWL

- Roadway segments on the urban edge or in rural areas are more likely to have an acceptable LOS, which:
 - Increases travel distances
 - Increases travel times
 - Increases travel costs
 - Increases congestion
 - Increases demand for other facilities

Increased Commute Distances & Single Direction Commutes



Avoiding Sprawl Promotion

- Coordinate APF program
- Adjust LOS standards to tolerate less congestion in rural areas
- Focus capacity investments to avoid sprawl

Unintended Consequence #4

INABILITY TO FUND ROAD MAINTENANCE

- APF requires ongoing funding for capacity improvements and maintenance
- Maintenance shortfalls reduce capacity
- Mitigation and impact fees can only be used for new capacity

- Remedies
 - Secure more funding
 - Ensure that growth pays for its share of capital costs
 - Require mitigation projects to be included in CIP

The Bottom Line

- Coordinated Transportation APF program can help manage long-term congestion
- Uncoordinated Transportation APF program will:
 - Discourage infill
 - Promote sprawl
 - Impair funding capacity
 - Promote future blight in all areas

Specific Consequences of Failure to Coordinate

- Ada County
 - Increased service cost burdens
 - Increased congestion between rural and urban areas
 - Limited alternatives to congestion
 - Diminished funding capacity
- Boise
 - Least impact – increased congestion
 - Lost opportunities for needed facilities

Specific Consequences of Failure to Coordinate

- Eagle
 - Increased congestion
 - Limited alternatives to congestion
 - Lack of, or incompatible facilities
 - Lost opportunities for needed facilities
- Garden City
 - Lost opportunities for needed facilities

Specific Consequences of Failure to Coordinate

- Kuna
 - Increased service costs
 - Increased congestion
 - No alternatives to congestion
 - Lack of facilities
 - Lost opportunities for needed facilities

Specific Consequences of Failure to Coordinate

- Meridian
 - Increased congestion
 - Lack of facilities
 - Lost opportunities for needed facilities
- Star
 - Very limited alternatives to congestion
 - Diminished funding capacity
 - Lack of facilities
 - Lost opportunities for needed facilities