

CHAPTER 3

GETTING AROUND

Where Are We Now?

People in the Treasure Valley move around the region in many ways. This chapter explores mobility in 2006, including roads, transit, pedestrian, bicycle, and freight options, and defines both street classifications and the “congestion management system.” More detail on transportation services can be found in *Existing Conditions and Trends Analysis*.⁴⁹

Roadways

A number of agencies manage roadways throughout the region. These are:

Idaho Transportation Department (ITD) – ITD has jurisdiction over the state and federal roadways throughout the state, and is responsible for 11,853 lane miles and 1,700 bridges. ITD District 3, which comprises ten counties in Southwest Idaho, has 2,529 lane miles of highway and 392 bridges. The ten counties contain 43% of the state population. Of the 160 miles that were congested across Idaho in 2004, District 3 accounted for half the mileage.⁵⁰ ITD also has divisions for aviation and public transportation.

Ada County - Ada County has a unique jurisdiction for roadways. There is only one roadway jurisdiction in the entire county, Ada County Highway District (ACHD). ACHD maintains and makes improvements throughout the county. No cities have roadway jurisdiction. Ada County is perhaps the only county in the nation with this type of jurisdiction.

Boise County – The larger cities within Boise County (Horseshoe Bend and Idaho City) have roadway jurisdiction. The county has a Road and Bridge Department with jurisdiction over the unincorporated areas of the county.

Canyon County – Canyon County has multiple roadway jurisdictions. Each larger city (Nampa, Caldwell, Middleton, and Parma) within the county has jurisdiction over its roadways. There are four highway districts: Nampa Highway District #1, Notus-Parma Highway District #2, Golden Gate Highway District #3, and Canyon Highway District #4. The smaller cities contract roadway services from the nearest highway district.

⁴⁹ “Existing Conditions and Trends Analysis,” Kittelson & Associates, URL: <http://www.communitiesinmotion.org/Documents/datareports/ExistingConditions.pdf>

⁵⁰ *Annual Report, 2004*. Idaho Transportation Department, URL: <http://itd.idaho.gov/Publications/2004AnnualReport.pdf>

Elmore County – Elmore County also has multiple roadway jurisdictions. The cities in Elmore County (Glenns Ferry and Mountain Home) have jurisdiction over their roadways. There are also three highway districts: Atlanta Highway District, Glenns Ferry Highway District, and Mountain Home Highway District with roadway jurisdiction over the remainder of the county.

Gem County – The City of Emmett has roadway jurisdiction, and the county has a Road and Bridge Department with jurisdiction over the unincorporated areas of the county.

Payette County – The cities in Payette County (Fruitland, New Plymouth, and Payette) have roadway jurisdiction. There is one highway district (Highway District #1) with roadway jurisdiction over the unincorporated areas of the county.

Transit Services

The roadway system also serves the bus system, thus roadway congestion affects bus service. The *Communities in Motion* process has proven the interconnection of roadway improvements and transit improvements.

In 1994, state legislators passed a law giving citizens the opportunity to vote on the formation of public transportation authorities. At that time, voters in Ada County and Canyon County recognized the need for a regional public transportation system and approved the formation of a regional public transportation authority (RPTA) for the region in November 1998. The



law stipulates that where an RPTA is approved, it will have sole jurisdiction over public transportation services inside its region. COMPASS was instrumental in the educational outreach efforts forming the RPTA.

December 1998, COMPASS members (then Ada Planning Association), helped form a RPTA Board of Directors to serve each county. In early 1999, the two RPTA Boards voted to merge together to form one RPTA, named Valley InterArea Transportation (VIATrans). In June 2002, the VIATrans Board voted to change the agency name to ValleyRide.

Bus Services

In July 2002, all assets of the Boise system (Boise Urban Stages, or BUS) were transferred to ValleyRide. ValleyRide became the grantee and recipient of federal funding for public transportation in Ada County and Canyon County. ValleyRide also operates the bus line in Garden City. In 2003, ValleyRide entered into agreements to provide service in Nampa and Caldwell as well as between Ada County and Canyon County. The confusion between the various bus services and the RPTA, caused the

agency to change its name again in November 2004, to Valley Regional Transit. Bus services are still referred to as ValleyRide. Public transportation provided 0.6% of the commute trips in 2000 within Ada County and Canyon County.⁵¹

The current fixed route services⁵² for Ada County and Canyon County can be found on the ValleyRide website. There are no fixed route services for the Partnering Counties, which lie outside the boundaries of Valley Regional Transit. All six Partnering Counties have bus services for senior citizens through senior programs in each county, although, most of these services are on a limited basis. Due to lack of fixed-route services, only 0.1% of the work trips were served by transit.

Vanpool and Carpool Services

Ada County Highway District operates a carpool and vanpool program called Commuteride, and sponsors twenty-two park & ride lots throughout the Treasure Valley. ACHD Commuteride carpools and vanpools are available in Ada, Canyon, Elmore, Gem, and Payette Counties; these carpools and vanpools are essential commuting options for people in these counties who choose not to drive. Between 1992 and 2004, the number of vans in the vanpool program increased from ten to seventy-one vans.

Another fifteen vehicles were added to the vanpool fleet in 2005 bringing the total number of

vans to eighty-six. ACHD Commuteride maintains a database of 1,600 people who are interested in carpooling. For longer trips on lower-demand corridors, vanpools offer cost-effective public transportation to commuters with regular work schedules. Since drivers are commuters who volunteer to drive the vehicles, operating costs are low and the monthly fares paid by riders pick up a substantial portion of the cost. Carpooling and vanpooling in the six-county area represented 11.4% of the commutes in 2000 according to the U.S. Census.



Passengers Boarding ACHD Commuteride Van

⁵¹ U. S. Bureau of the Census, 2000.

⁵² Valley Regional Transit, "Fixed route services," URL: <http://valleyride.org/>

Transit and Land Use

If the "Trend" scenario continues, the effectiveness of the transit system, even if expanded, will not be much better than it is today. Why? Because housing needs to be developed in a more compact form in order to support transit service. Think of it as having customers close to a business. The more spread out the development patterns the longer people have to walk to the service and the more expensive it is to provide the service. Mixed-use transit nodes support a more efficient transportation system by doing double-duty; they eliminate or limit the need for travel by putting goods & services closer to more people AND they make transit more efficient by clustering housing around a transit node.

Fixed-route buses become much more effective when housing densities approach six to



eight units per acre within a quarter mile of a transit route. Clustered employment, shopping and services are also beneficial for an effective transit system. Since most transit passengers need to walk at one end of their trip or the other, the distance between their homes and the routes or between the routes and their destinations is important. National and local surveys find that nearly all transit riders have their origins and destinations within a quarter to a half mile of their bus routes.

The pedestrian aspect of transit also means that the quality of the pedestrian experience is critical in encouraging transit use. Good sidewalks, street lighting, safe street crossings, and landscaping are all elements in that experience.

Valley Regional Transit recently completed a six year Regional Operations & Capital Improvements Plan⁵³ (ROCI) that includes two conceptual service plans referred to as Low Growth and High Growth scenarios. The “growth” in this case refers to the growth in income levels for the transit system.

As of 2006, Valley Regional Transit has no dedicated local source of income other than voluntary general contributions from local governments. The income referred to in the ROCI includes some sort of tax or fee collected solely for the purpose of funding the transit system. Valley Regional Transit implemented a

⁵³ Valley Regional Transit, “Regional Operations and Capital Improvements Plan,” URL: <http://site303.webhost4life.com/vrtransit/PROJECTSSTUDIES/REGIONALOPERATIONSANDCAPITALIMPROVEMENTPLAN/tabid/103/Default.aspx>

short-range restructure of the transit system and are developing incremental service enhancements based on the ROCIP. However, the expansion proposals in the ROCIP are not scheduled to begin until a funding source is identified, then it would extend for six years.

The “Trend” scenario anticipates about the same amount of service as is available today because the land use is not conducive to public transportation services. The “Community Choices” scenario begins with current service levels and quickly expands to and beyond the High Growth scenario identified in Valley Regional Transit’s ROCIP to include rail service or a bus rapid transit system.⁵⁴

The transportation bill signed in August 2005, Safe, Affordable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) provided some new categories of funding. However, to be eligible for these funds, a detailed and involved plan for transportation services must be developed. This plan is called the *Transportation Service Coordination Plan* (TSCP). Valley Regional Transit, in cooperation with COMPASS, is in the process of creating this plan with a target completion in 2007.

Discussion about the progress of the rail corridor is on page 9 of this chapter.

⁵⁴ Bus Rapid Transit (BRT) is a transit system that operates like a train on dedicated right of way; however, it is on rubber tires, allowing it to operate on streets like a bus. There are numerous internet sites that give detailed information on BRT. *Metro Magazine* is one that provides good information about this type of transit service. URL: http://www.metro-magazine.com/t_brt_home.cfm

Transportation by Foot and Two-Wheels

Ada County jurisdictions support pedestrian and bicycle facilities. The Greenbelt is over thirty miles long and runs along the Boise River through the cities of Boise, Garden City, and Eagle. The City of Kuna has a half-mile stretch of Greenbelt along Indian Creek, and Meridian has a small portion along the Ten Mile Canal. These are used for recreation, but can also serve as a corridor for bike and pedestrian commuting. *Communities in Motion* evaluates formal transportation facilities rather than those recreational in nature.

Bikeway Map⁵⁵

The Ada County Highway District has increased the miles of bikeways (bicycle lanes and wide, bike-able shoulders) in Ada County from about forty in 1998 to more than one-hundred miles in 2005. In 2004, the Ada County Highway District received the Bicycle Friendly Community Designation from the League of American Bicyclists.



⁵⁵ Bikeway Map 2030, COMPASS, URL: http://www.communitiesinmotion.org/Documents/datareports/Bikeway_E.pdf

The cities of Nampa, Caldwell, and Middleton are also working to create a better connected bicycle and pedestrian network.

As with transit, pedestrian and bicycle trips in the “Trend” scenario will be rare. The 2000 Census reported that 3.3% of commuters in the six-county area walked or biked to work versus 91.2% who drove or shared a ride in a private vehicle. The walk/bike share declined from 1990, when it was 3.7%. Pedestrians and bicyclists need relatively short trips to destinations as well as facilities that are well-connected and safe. The “Community Choices” scenario supports pedestrian and bicycle activities because people live closer to where they work and recreate. The transportation system for “Community Choices” encourages alternate modes of transportation with better connections, closer commutes, and available connections on transit services for longer trips. Bicycle and pedestrian facilities can account for 30% of the total cost of widening a two-lane roadway to a five-lane roadway.

As noted above, improved bicycle and pedestrian facilities will increase the use of public transit by easing access to bus stops and train stations. Also, pedestrian and bicycle trips can make a disproportionate, positive impact on air quality by replacing short trips by car. The reason is that the first mile or two with a cold engine produces far more pollutants than when the engine is warm and operating efficiently.

A cultural change is also necessary to make walking or bicycling an effective choice. Work places must have a place to store bicycles, a bathroom that includes shower facilities, and possibly flexible hours to support those commuters that do not wish to drive their cars to work.

In 1996, an Ada County bicycle and pedestrian plan, *Ridge to Rivers Pathway Plan*⁵⁶, was adopted by the COMPASS Board. This plan for bicycle and pedestrian transportation will be updated and expanded into other counties in the future.

Freight Services

Freight in Southwestern Idaho is moved by highway, rail, and air. Little information exists regarding freight movement for Southwest Idaho. However, a study of truck freight movement is scheduled for FY 2007.

Highway Freight

The majority of freight movement in the region occurs via the highway system. Even freight brought into or leaving the area by other means is transported by truck either to or from the other mode of transportation.

Trucking companies serve the region’s freight needs with widely varying travel patterns, times of operation, and specializations. The planning team interviewed personnel of several trucking companies to gain information about the materials

⁵⁶ “Ridge to Rivers Pathway Plan,” URL: <http://www.compassidaho.org/documents/planning/studies/Ridge-to-Rivers.pdf>

they haul, the routes they take, hours of operation and capacity or safety issues that they observe in their travels.

The majority of those interviewed want:

- Safe roadway conditions;
- Increased capacity on the arterial network, reducing the need for commuters to resort to I-84; and
- Longer acceleration lanes at selected interchanges to allow for safe merging of large trucks.

Some of the trucking companies serve a limited number of regional destinations and schedule their trips around peak periods so that congestion does not hinder their business. Others noted that they serve a large number of local customers and that congestion is adding to their business cost. They clearly want to see alternatives. Business people participating on the [Regional Transportation Task Force](#)⁵⁷ noted that the “cost of doing business, such as transporting materials, is increasing;” and that driving from one end of town to the other has become difficult and hinders business.

[Rail Facilities Map](#)⁵⁸ (Six-county map)

⁵⁷ “Report,” Regional Transportation Task Force, URL: <http://www.communitiesinmotion.org/rttf.html> .

⁵⁸ Rail Facilities Map, COMPASS, URL: <http://www.communitiesinmotion.org/Documents/datareports/rail.pdf>

"...statistics will save us from doing what we do, in the wrong places. ... The surplus, that which is produced in one place to be consumed in another; the capacity of each locality for producing a greater surplus; the natural means of transportation, and their susceptibility for improvement; the hindrances, delays, and losses of life and property during transportation, and the causes of each, would be among the most valuable statistics in this connection."

Internal Improvements, Speech of Mr. A. Lincoln of Illinois in the House of Representatives, June 28, 1848, Cong. Globe, 30th Cong., 1st Sess. 709-711 (1848)

Rail Freight (with Passenger Discussion)

Rail freight in Southwest Idaho focuses on farm, food, and wood products, and this focus is expected to continue. The closing of the region’s Boise Cascade sawmills and the Nampa intermodal facility (Comptons) will result in a reduction in the proportion of wood products being shipped by rail in the future.

The Union Pacific (UP) Railroad main line will remain the primary rail system in the region that moves goods to and from the West Coast ports and Midwest markets. Amalgamated Sugar and Simplot are UP’s largest customers in the region. According to UP staff, the company does not plan to change its operations in the region; however, they are concerned about the safety of rail crossings and adequate separation from populated areas.

Idaho Northern & Pacific Railroad (INPR) leases the freight rights for the Boise Cutoff (the

section of rail between Nampa and Boise) and serves a number of industrial customers, with a focus on forest products, agricultural products, and chemicals. In recent years, INPR has rebuilt a declining freight market, increasing volume by a third. This demonstrates a legitimate need for rail freight movement. While there is still some room for future expansion through existing customers, the line has a limited number of available building lots that abut the rail corridor. Some prime rail building sites are occupied by non-rail users.

The City of Boise wants to continue to preserve the rail corridor for industrial uses in order to encourage economic development as well as for a variety of local and regional uses including



potential passenger service. Any significant increase in rail-served industrial land would likely have to come east of Boise, along a line previously used by Amtrak, to provide service to Boise off the UP main line. INPR says clients have expressed interest in finding large industrial development parcels that could be served by rail but that a limited number of sites are currently available. Existing restrictions prohibit the movement of hazardous materials along the Boise Cutoff due to its proximity to urban areas.

While INPR leases the freight rights on the Boise Cutoff, it does not own the rails or have the rights to operate passenger service. After the end of Amtrak service on the Cutoff in 1997, the City of Boise acquired the rail section connecting Boise to the main line near the Orchard town site, southeast of Boise, through a purchase and donation to preserve that corridor.

In 2003, Valley Regional Transit took an initial step to evaluate the possibility of regional passenger rail service from Boise to Nampa. This technical study, called the Rail Corridor Evaluation,⁵⁹ determined that the track is still in good condition, but requires upgrades. This upgrade is estimated to cost between \$40 and \$50 million, with at least that much more for the purchase of the rail cars and construction of stations, park & ride lots, dispatch/control center and a maintenance facility. Funding to support the

⁵⁹ "Rail Corridor Evaluation," Valley Regional Transit, URL: <http://site303.webhost4life.com/vrtransit/PROJECTSSTUDIES/RAILCORRIDOREVALUATION/tabid/109/Default.aspx>

costs to operate the system would have to be secured.

According to INPR staff, they believe that the introduction of passenger service on the Boise Cutoff will dramatically affect the company's business along the single branch line. However, because the Boise-Nampa rail line handles only a moderate to light level of local freight traffic, it may be possible to shift rail freight service to nighttime hours only. While there are some areas where freight trains could pull aside to allow passenger trains to pass, it would most likely require INPR to service customers at off-peak hours. Assuming public ownership of the Boise Cutoff, commuter passenger service would still require an agreement with INPR.

The feasibility of passenger commuter rail service along that corridor will depend upon the development of an integrated land use and urban design pattern and identification of a local, on-going, funding stream. The rail system also depends on an extensive complementary bus system to link other parts of the region to the rail corridor. A feasibility study on the rail corridor between downtown Boise and the City of Nampa will begin in late 2006.

Air Travel and Freight

The largest air facility in the region is the Boise Airport (BOI), also known as Gowen Field or Boise Air Terminal. In the mid-1990s, the Boise Airport began expansion to accommodate more passengers and freight. A master plan evaluated the community's recent and future

growth and suggested that the airport grow in

Boise constructed its first municipal airport in 1926 along the Boise River, where Boise State University is located today.... By 1938, Boise purchased land and relocated the airport to its current location. At the time the 8,800-foot runway was the longest in the nation.

- Boise Airport Year in Review 2003

phases. The plan predicts an increase from the current three million annual passengers to approximately six million by 2020⁶⁰. A new terminal was opened in 2003; a year later, the airport unveiled a new food court, ground-loading concourse, and a security checkpoint. In 2005, Concourse B was refurbished. Future additional improvements include:

- New taxiway exit for the runway;
- Full-length, parallel taxiway on the south side of the runway;
- New, longer parallel runway;
- Relocation of the traffic control tower;
- Larger spaces for general aviation, air cargo, and the National Interagency Fire Center; and
- Additional parking.

These improvements are paid for using federal grant funds, direct funding from the Federal Aviation Administration (FAA), use fees, and terminal rent. No local tax payer dollars were used.

⁶⁰ "Boise Airport Year in Review," 2003, Page B.

Boise Airport Statistics⁶¹

	End of Year 1995	End of Year 2004	Change 1995-2004	Projected 2020	Change 2005-2020
Enplaned Passengers	1,107,571	1,444,260	30.4%	2,620,000	81.4%
Total Freight and Air Mail (tons)	35,952	48,203	34.1%	129,600	168.9%

The above table shows general statistics and projections for the Boise Airport from 1996 through 2020 below, which illustrate the growth the airport has experienced and expects to experience in the next fifteen years.

Gowen Field, located within the Boise Airport, is home to the Idaho National Guard, which includes the 124th Wing of the Air National Guard and two aviation battalions of the Army National Guard. With Mountain Home Air Force Base located approximately fifty miles east of Boise, U.S. Air Force aircraft use the Boise Airport on a regular basis.

All counties within the study area rely on the Boise Airport for commercial passenger air travel.

Two airports in Canyon County serve commercial aviation: Caldwell Industrial Airport and Nampa Municipal Airport.

The Caldwell Industrial Airport sits alongside I-84 on 154 acres of land. A total of 460 acres was purchased in 1971 for the airport to ensure an adequate amount of land for future growth. Over 400 aircraft are housed at the airport with enough

room for 1,000 more. The airport's Master Plan calls for an extension to the runway (from 5,500 feet to 7,140 feet) and installation of a precision approach. A new terminal building is also under construction with expected completion in 2006. The new terminal will include a state of the art pilots' lounge, car rental booths, insurance and freight offices, and a one-hundred-seat café.⁶²

The Nampa Municipal Airport was built in the 1930s and is located on 2000 acres in northeast Nampa; it has an additional twenty acres for future development. The city owns the airport. A single runway, 4,050 feet by seventy-five feet accommodates an estimated 118,100 annual operations (August 2005) and 315 based aircraft. Nampa airport staff estimates the facility could accommodate another seventy-one aircraft hangers plus twelve business lots for additional aircraft. Future plans integrate airport development and surrounding uses to achieve long-term compatibility. The airport has a Master Plan that will guide phased development through 2012.

⁶¹ City of Boise, <http://www.cityofboise.org/transportation/airport/statistics/?MID=022Y>, June 2005 and "Boise Airport Master Plan: Final Report," February 2001, Exhibit 2E: Aviations Forecasts Summary.

⁶² City of Caldwell website: <http://city.cityofcaldwell.com/index.v3page?p=32336>, August 1, 2005.

There are many airports in the six-county area⁶⁴, but the majority are private use facilities.

Below is a listing of public use airports in the planning area.

Public Use Airports in the Six-County Area⁶³

County	Airport	Acreage	Comments
Ada	Boise Airport	5,000	Operated by the City of Boise
Boise	Garden Valley Airport	25	Operated by the Idaho Transportation Department, Division of Aeronautics
	Idaho City USFS Airport	12	Operated by the U.S. Forest Service
	Warm Springs Creek (Lowman)	19	Operated by the Idaho Transportation Department, Division of Aeronautics
Canyon	Caldwell Industrial Airport	154	Operated by the City of Caldwell
	Nampa Municipal Airport	126	Operated by the City of Nampa
	Parma Airport	44	Operated by the City of Parma
Elmore	Atlanta Airport	14	Operated by the Idaho Transportation Department, Division of Aeronautics
	Graham USFS Airport	11	Operated by the U.S. Forest Service
	Weatherby USFS Airport	15	Operated by the U.S. Forest Service
	Glenns Ferry Municipal Airport	85	Operated by the City of Glenns Ferry
	Mountain Home Municipal Airport	443	Operated by the City of Mountain Home
	Pine Airport	16	Operated by the Idaho Transportation Department, Division of Aeronautics
	Smith Prairie Airport (Prairie)	39	Operated by the Idaho Transportation Department, Division of Aeronautics
Gem	Emmett Municipal Airport	80	Operated by the City of Emmett
Payette	Payette Municipal Airport	260	Operated by the City of Payette

⁶³ “Report,” Idaho Transportation Department, Division of Aeronautics, NFDC Facilities, May 3, 2005.

⁶⁴ Aviation Facilities Map (Six-County), URL: <http://www.communitiesinmotion.org/Documents/datareports/rail.pdf>

⁶⁵ “City of Nampa Comprehensive Plan,” January 2004, pages 81 and 91, and Colleen Hartnett, Nampa Airport Director, City of Nampa, August 10, 2005.

Although **Mountain Home Air Force Base** (AFB) in Elmore County is not used publicly, the Base is important to the region. Mountain Home AFB and the 366th Wing have a rich history that stretches back more than fifty years to the United States' entry into World War II. Although the wing itself was not activated until after World War II, it shares the World War II heritage of the 366th Operations Group, whose precursor organization, the 366th Fighter Group, was established about the same time the base was being built.

Short-Range Funded (Committed) Projects

The preceding information is intended to help the reader understand the context of the plan: the players, the variety of issues, and the different modes. This section presents information about what is already underway in terms of transportation investments. Many of these projects have surfaced in prior plans and are just now being budgeted for improvements. Because they are budgeted, they will not need to show up in the plan's recommendations in Chapter 4, but the reader needs to know they are in process.

Projects that are already programmed⁶⁶ in the State Transportation Improvement Program for FY 2006-2010 are considered to be the short-range (committed) list of projects for this planning period. Those projects include:



MOUNTAIN HOME AIR FORCE BASE, Idaho (AFPN) -- A crew chief uses hand signals to communicate with an aircrew before they take off to perform an evening training sortie over central Idaho. The F-15E Strike Eagle is a dual-role fighter designed to perform air-to-air and air-to-ground missions. An array of avionics and electronics systems gives the F-15E the capability to fight at low altitude, day or night, and in all weather. (U.S. Air Force photo by Master Sgt. Scott Wagers)

The projects listed below include only the major capital improvements in the region, i.e., projects on arterial roads or highways that involve additional lanes or new construction or transit equipment and facilities. They are listed here for informational purposes and are not subject to prioritization or additional planning reviews. Other projects of less significance are also programmed. These minor or more localized improvements can be found in the Idaho Transportation Department's [State Transportation Improvement Program](#)⁶⁷ or the jurisdiction's Capital Improvements Program.

⁶⁶ Programmed Projects are projects that have been budgeted for implementation within the next three years.

⁶⁷ "State Transportation Improvement Program," ITD, URL: <http://itd.idaho.gov/planning/reports/category.htm>

REGIONAL SHORT RANGE (COMMITTED) PROJECT LIST

Key Number ⁶⁸	Project and Brief Description	Cost	Programmed Year of Construction
08799	7 th Ave North (Payette). Reconstruction/Realignment.	\$1,780,000	2006
07219	Elk Creek Bridge (Elmore County). Bridge Replacement.	\$150,000	2006
08048 / A014	Locust Grove Road: Grade Separation at I-84 (Meridian). Construct new interstate overpass 500 feet north of Overland Road to Central Way. Build to 4/5 lanes.	\$5,010,000	2006 / 2007
10062	25 Commuter Vans (Ada). ACHD purchase 25 fifteen-passenger vans (additional and/or replacement vehicles).	\$750,000	2006
03214	I-84: Karcher Road Interchange (Nampa). Construct new interchange.	\$20,379,000	2006
07192 / A013	Maple Grove: Franklin – Fairview (Boise). Widen roadway to 5 lanes with bike lanes, sidewalk, railroad crossing improvement and conduit for future signal at Irving Street. The Fairview Ave intersection will include double left turns on all legs, 2 through lanes on all legs, and right turn lanes on the east/west bound legs.	\$4,588,000	2006
RD202-53	Overland: Cloverdale – Five Mile (Meridian). Widen the roadway to a 5-lane urban section. This project will include curb, gutter, and sidewalks.	\$1,096,000	2006
08815	SH 55: Junction I-84 westbound off ramp to Franklin (Meridian). Major widening.	\$1,230,000	2006
TBD	Transit – Capital (Ada). VRT* purchase wheelchair accessible, alternative fueled replacement vehicles for the Boise Urbanized Area.	\$679,518	2006
08686	Allen Road: Junction US 30 – Vista Ave (Fruitland). Reconstruction / realignment.	\$653,000	2007
06456	Dunnigan Creek Bridge (Boise County). Bridge Replacement.	\$2,175,000	2007
09417	FY 07 Fleet Expansion (Ada). VRT purchase an alternative fueled, wheelchair accessible bus equipped with a bicycle rack to support expanded services in FY 07.	\$340,000	2007
07795	I-84: Exit 29 Franklin Road Interchange (Caldwell). Reconstruct interchange bridge and acquire additional right-of-way.	\$19,549,000	2007
09814	I-84: Gowen – Isaacs Canyon (Boise). Reconstruction of I-84 between Gowen and Isaacs Canyon interchanges.	\$10,750,000	2007
02842	Payette River Bridge (Payette). Bridge Replacement (Construction costs contingent on identification of funding source).	\$7,410,000	2007
08669	SH 21: Mores Creek Bridge (Ada). Bridge replacement.	\$3,440,000	2007

⁶⁸ Key Number. These numbers are assigned to a project for tracking purposes.

REGIONAL SHORT RANGE (COMMITTED) PROJECT LIST

Key Number ⁶⁸	Project and Brief Description	Cost	Programmed Year of Construction
10091	Transit – Capital (Ada). VRT purchase wheelchair accessible, alternative fueled replacement vehicles for the Boise Urbanized Area.	\$920,482	2007
PU3178	Transit – Capital (Canyon). VRT lease for 14 transit buses to operate Nampa Urbanized Area local and inter-county services.	\$271,700	2007
07148	US 20/26: Cloverdale Rd – Hewlett Packard Main Entrance. Major Widening.	\$5,311,000	2007
09187	11 th Ave/Indian Creek Bridge (Caldwell). Bridge Replacement.	\$712,000	2008
09188	21 st Ave/Indian Creek Bridge (Caldwell). Bridge Replacement.	\$665,000	2008
09991	21 st Ave: Chicago – Franklin (Caldwell) Widen 21 st Ave to 4/5 lanes, raise the vertical alignment and replace the Notus Canal Bridge with an inverted siphon.	\$1,310,000	2008
08433	Freezeout Hill South Passing Lanes (Gem County), Major Widening.	\$2,800,000	2008
09815	I-84: Ten Mile Interchange (Meridian). Construct new I-84 interchange at Ten Mile Road.	\$68,650,000	2008
10080	Transit – Capital (Ada). VRT purchase wheelchair accessible, alternative fueled replacement vehicles for the Boise Urbanized Area.	\$920,000	2008
PU3717	Transit – Capital (Canyon). VRT lease for 14 transit buses to operate Nampa Urbanized Area local and inter-county services.	\$271,700	2008
07238 / A015	Five Mile: Franklin – Fairview (Boise). Widen to 5 lanes with shoulder, sidewalk, and railroad crossing improvements.	\$5,616,000	2008 / 2009
08698 / A016	Franklin: Touchmark (east of Eagle Rd) – Five Mile (Boise). Reconstruct and widen existing 2/3-lane roadway to 4/5 lanes with an urban section.	\$6,414,000	2008 / 2009
08705	Canyon Creek Bridge (Mountain Home). Bridge Replacement.	\$412,000	2009
09504	Franklin: Ten Mile – Linder (Meridian). Widen roadway to 4 lanes.	\$5,430,000	2010
09817	I-84: Orchard Interchange (Boise). Modify interchange to accommodate future widening of I-84.	\$29,445,000	2010
MA203-02	Park Center Bridge East (Boise). Construct a new 2-lane bridge over the Boise River to include bike lanes, sidewalk, and greenbelt.	\$10,782,000	2010
04221	US 95: Junction SH 55 to Homedale (Canyon). Reconstruction / realignment.	\$12,560,000	2010

Congestion Management System

With the new designation of the Boise Urbanized Area as a transportation management area, a [Congestion Management System Plan](#)⁶⁹ is required under federal regulation.

A Congestion Management System (CMS) is a process for collecting data and identifying congested transportation facilities with the intent of developing appropriate mitigation measures. This system will not eliminate congestion, but will instead slow the rate at which it increases. Although federal regulations provide general requirements for a CMS, federal approval of the CMS is not required.

Generally, a CMS is designed to:

- Define and measure congestion;
- Identify and evaluate congestion and its causes;
- Identify and evaluate mitigation strategies;
- Define implementation responsibilities;
- Define an evaluation process; and
- Include all aspects of transportation planning.

Functional Street Classification

The attached maps show the functional classification of roadways for the [six-county area](#)⁷⁰ and for [Ada County and Canyon Counties](#).⁷¹ For

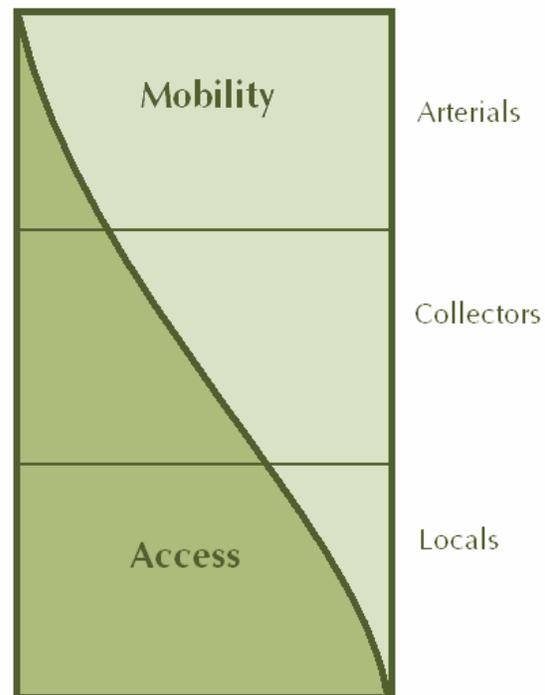
⁶⁹ "Congestion Management System Plan," COMPASS, URL: http://www.compassidaho.org/documents/prodserv/report_s/TreasureValleyCMSFinal.pdf

⁷⁰ "Planning Functional Classification Map for Six-County Region – 2030," URL: <http://www.communitiesinmotion.org/Documents/datareports/6countyfunclass.pdf>

⁷¹ "Planning Functional Classification Map for Ada County and Canyon County – 2030," URL:

the purposes of this plan, only roadways classified as arterials are shown due to the size of the planning area and the fact that the plan is regional in nature. This plan proposes sub-area studies to develop circulation and collector systems at the local level. There is also a separate map of functionally classified roadways for federal funding purposes, but with only a ten-year horizon.

Typology -- a concept that recognizes that land uses and street function should mesh with each other -- is not addressed in *Communities in Motion* at this time, but will be in an update. The



Concept drawing shows how roadways function. Published by the U.S. Department of Transportation, Federal Highway Administration, revised March 1989.

<http://www.communitiesinmotion.org/Documents/datarep>

name of this report is: *Defining the Regional Transportation System and Key Terms*.⁷²

How to Use the Functional Classification Maps

The Federal Functional Classification map is a federal requirement. The Federal Highway Administration (FHWA) requests an update of this map approximately every five years with a ten-year horizon. Roadways classified as a collector, arterial, interstate, and national highway system are identified on this map and are eligible for federal funding.

The Planning Functional Classification map is not a requirement under the federal rules. It is used as a planning and corridor preservation tool by COMPASS and local governments. This map is officially updated along with the long-range transportation plan and includes at least a twenty-year horizon. The COMPASS Board is concerned with roadways classified as arterials or greater. Proposed roadways are shown on this map to indicate where land needs to be preserved from development and to guide access management.

Definitions and Specifications

Streets in the transportation network are typically classified by how they will function in serving the traveling public. For example, local streets are intended to serve residential areas and not heavy traffic, while arterials are designed to

serve through-traffic, often restricting access (driveways and local streets) to adjacent development. The federal classification system is more restrictive than the local classification system in limiting where roads can be classified as arterial. The former is used to define the streets on which federal funds may be spent, and the latter is a corridor preservation tool for local governments.

Each roadway jurisdiction has criteria upon which to classify a roadway. These criteria range from vehicle miles traveled (VMT) to length of the roadway. However, the way a road actually functions should be the main factor in determining the classification. Various jurisdictions also have standard criteria on the number of lanes and width of roadways for each classification. These criteria vary greatly and are only used as guidance in the decisions of each agency. COMPASS staff expects to create a guidebook for functional classification to aid in future decisions of functional classification.

Interstate (classification for planning and federal map) – The Interstate system consists of all presently designated routes of the interstate system. This is the highest level of arterial roadway and includes the highest levels of access control.

Expressway (classification for planning map only) – Expressways permit through traffic flow through urban areas and between major regional activity centers. Expressways are similar to an interstate with grade separated intersections, but can include some at-grade intersections at cross streets and may or may not be divided.

[orts/adacan2030Edit_nocollector.pdf](https://www.comunitiesinmotion.org/Documents/datareports/adacan2030Edit_nocollector.pdf)

⁷² “Defining the Regional Transportation System and Key Terms,” prepared by Kittelson & Associates for COMPASS, November 2, 2004, URL: <http://www.comunitiesinmotion.org/Documents/datareports/4DefiningRegTranspSystemKeyTerms-DRAFT.pdf>

Expressways are intended to provide higher levels of mobility rather than local property access.

Expressways may have partial control of access with small amounts of direct land access.

Principal Arterials (classification for planning and federal map) – Principal arterials serve the major regional centers of activity of a metropolitan area, the higher traffic volume corridors, and the longer trips while carrying a higher proportion of the total urban areas travel on a minimum of roadway mileage. Principal arterials carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements. To preserve the long term functionality of such roadways, they should have limited access with less access control than an Expressway, but more than a minor arterial.

Minor Arterials (classification for planning and federal map) – Minor arterials interconnect with and augment the principal arterial system and provide service to trips of shorter length at a lower level of travel mobility than principal arterials. Minor arterials also distribute travel to geographic areas smaller than those identified with the higher systems. This classification includes all arterials not included in a higher classification and places more emphasis on land access than principal arterials. Such roadways should still have limited access with less access control than a principal arterial, but more than a collector.

Collectors (classification for federal map only) are roads providing traffic circulation within residential, commercial and industrial areas.

Collectors carry trips to and from arterials. Single-family homes are normally discouraged from having driveways onto collectors. Urban collector standards are generally two to three traffic lanes with sidewalks. The local roadway jurisdictions are responsible for the classification of collector designations, as collectors are considered more local in nature.

Steps to Finalize Functional Classification

A three-step process is needed to fully adopt the new Planning Functional Classification Map:

1. The COMPASS Board adopts recommended changes to the regional long-range transportation plan - which includes changes to the Planning Functional Classification Map.
2. The highway districts in Ada County and Canyon County, each city within Ada County and Canyon County, and the counties adopt the new Planning Functional Classification map in their planning documents.
3. The Partnering Counties adopt the proposed roadways and request ITD to incorporate the new roads or alignments when they could fit within the ten-year horizon of the Federal Functional Classification map.

The new Planning Functional Classification Map will replace the 2025 version in Canyon County and the old 2030 version in Ada County as the official countywide map. Changes in Boise, Elmore, Gem, and Payette Counties will be provided to the Idaho Transportation Department for incorporation into their planning maps. The following links will take you to a digital copy of these maps. (Note: the maps are formatted to print on large-sized paper.)

- [2030 Planning Functional Classification Map for Six-County Region](#)⁷³
- [2030 Planning Functional Classification Map for Ada County and Canyon County](#)⁷⁴
- Federal 2010 Functional Classification Maps for [Ada](#),⁷⁵ [Canyon](#),⁷⁶ [Boise](#), [Elmore](#), [Gem](#), and [Payette](#) counties.⁷⁷

Transit Classification

The transit system has a similar system of classification hierarchy for transit routes.

Communities in Motion focuses on the premium corridors, primary routes, and express services.

Premium Corridors are the main trunk routes, notably along the I-84/Union Pacific Rail line corridors, serving major activity centers.

Primary and Secondary Routes are fixed-routes with larger buses.

Special Routes are custom operations including demand-responsive services for persons with disabilities.

Express Services are commuter-oriented peak hour services. Outlying rural areas would be served by a different package considered more suitable to the lower population and densities. Smaller vehicles would be used, and most routes would connect to “transit centers” located at the periphery of the urban service area. These centers would allow rural residents access to the urban transit services. More detail on the classification of transit routes can be found in the [Transit Development Plan: Service Alternatives Technical Memorandum](#)⁷⁸.

Non-Motorized Classification

The pathway system has classifications for non-motorized routes. The [Ridge to Rivers Pathways Plan](#)⁷⁹ in Ada County provides details on the various paths and on-street routes for non-motorized travel. It is anticipated that the *Ridge to Rivers Pathways Plan*, or a similar plan, will expand soon beyond Ada County. The focus of *Communities in Motion* is the non-motorized routes that can be used for transportation rather than recreation.

⁷³“Planning Functional Classification Map for Six-County Region – 2030,” URL: <http://www.communitiesinmotion.org/Documents/datareports/6countyfunclass.pdf>

⁷⁴ “Planning Functional Classification Map for Ada County and Canyon County – 2030,” URL : http://www.communitiesinmotion.org/Documents/datareports/adacan2030Edit_nocollector.pdf

⁷⁵ “Ada County 2010 Functional Classification Map,” URL: <http://www.compassidaho.org/documents/prodserv/maps/adafun2010.pdf>

⁷⁶ “Canyon County 2010 Functional Classification Map,” URL: <http://www.compassidaho.org/documents/prodserv/maps/can2010E.pdf>

⁷⁷ “Partnering County 2010 Functional Classification Maps” can be found on the GIS main page of the ITD website. Each county has one rural and one or two urban functional classification maps.

URL:<http://www.itd.idaho.gov/planning/GIS/>

⁷⁸ “Transit Development Plan: Service Alternatives Technical Memorandum (page 31),” Valley Regional Transit (then ViaTrans), URL: <http://site303.webhost4life.com/vrtransit/Portals/0/Studies/TDP/FinalTDP.pdf>

⁷⁹ Ridge to Rivers Pathways Plan URL: <http://www.compassidaho.org/documents/planning/studies/Ridge-to-Rivers.pdf>

On-Street Bikeways consists of bikeways on the roadway network. Bikeways are any combination of sidewalks, bicycle lanes and bicycle routes designed to create a safer environment on the roadway for bicyclists, pedestrians and motorists.

Multiple-Use Paths consist of facilities separated from the road right-of-way for the purpose of both recreation and non-motorized transportation. A multiple-use path component is also part of a fully integrated bicycle/motor vehicle model.

Multiple-Use Trails consist of unpaved trails for open space recreation in the foothills, waterways, rural deserts of Ada County and along the historic Oregon Trail.



