



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Working together to plan for the future

FY2022 – FY2024 Regional Park and Ride Management Report

Report Number 09-2024

May 2024

Introduction

As of spring 2024, there are more than 50 park and ride lots that primarily serve connections in and out of Ada and Canyon Counties, Idaho (the “Treasure Valley”). Most lots are in Ada and Canyon Counties, but several are in Payette, Gem, Boise, and Elmore counties (Figure 1). Twelve of these are formal lots owned and maintained by a public agency (Figure 1 and Appendix A). The Ada County Highway District (ACHD) owns six lots, Valley Regional Transit (VRT) owns four lots, Boise State University (BSU) owns one lot, and the City of Nampa owns one lot. The remaining park and ride sites are existing parking lots where a public agency or a private business allows the location to be used as a park and ride, typically through a lease or other contractual agreement. One unique characteristic of the Treasure Valley park and ride system is that most park and rides are not served by fixed-route public transportation. Instead, most park and rides are intended to serve vanpools or carpools.

Recent planning documents (Table 1) have identified the need to standardize the system across different agencies, collect more data to better understand existing demand, and develop a vision for improvement and expansion of the system, especially in Canyon County. To that end, the Community Planning Association of Southwest Idaho (COMPASS) formed the Park and Ride Coordinating Team (PARCT) in March 2022 to better coordinate park and ride planning across multiple planning partners in the region. The PARCT is a sub-group of the [COMPASS Public Transportation Workgroup](#)ⁱ. This report documents progress by the PARCT from 2022 – 2024 to inform the region’s long-range transportation plan, *Communities in Motion* (CIM).

It is anticipated that this management report will be updated in future years as agencies make progress on various initiatives.

Table 1: Recent Park and Ride Studies and Plans

Date	Plan Name	Description
2021	Regional Park and Ride Study, COMPASS ⁱⁱ	Describes existing conditions of the park and ride system as well as future actions and strategies to induce smart commuting.
2022	Integrated Mobility Playbook, VRT ⁱⁱⁱ	Describes barriers to integrating/implementing transportation demand management (TDM) programs as well as short, medium, and long-term recommendations and actions to address barriers.
	Communities in Motion 2050, COMPASS ^{iv}	Describes funded and unfunded auto, freight, bicycle & pedestrian, and public transportation projects out to 2050 in Ada and Canyon counties.
	2023 – 2027 Transportation Development Plan, VRT ^v	Describes funded and unfunded public transportation fixed route, demand response and specialized service and capital projects out to 2027 in Ada and Canyon counties.
2023	Treasure Valley Regional Vanpool System Plan, VRT ^{vi}	Describes the vision to align vanpool services with the planned public transportation network.

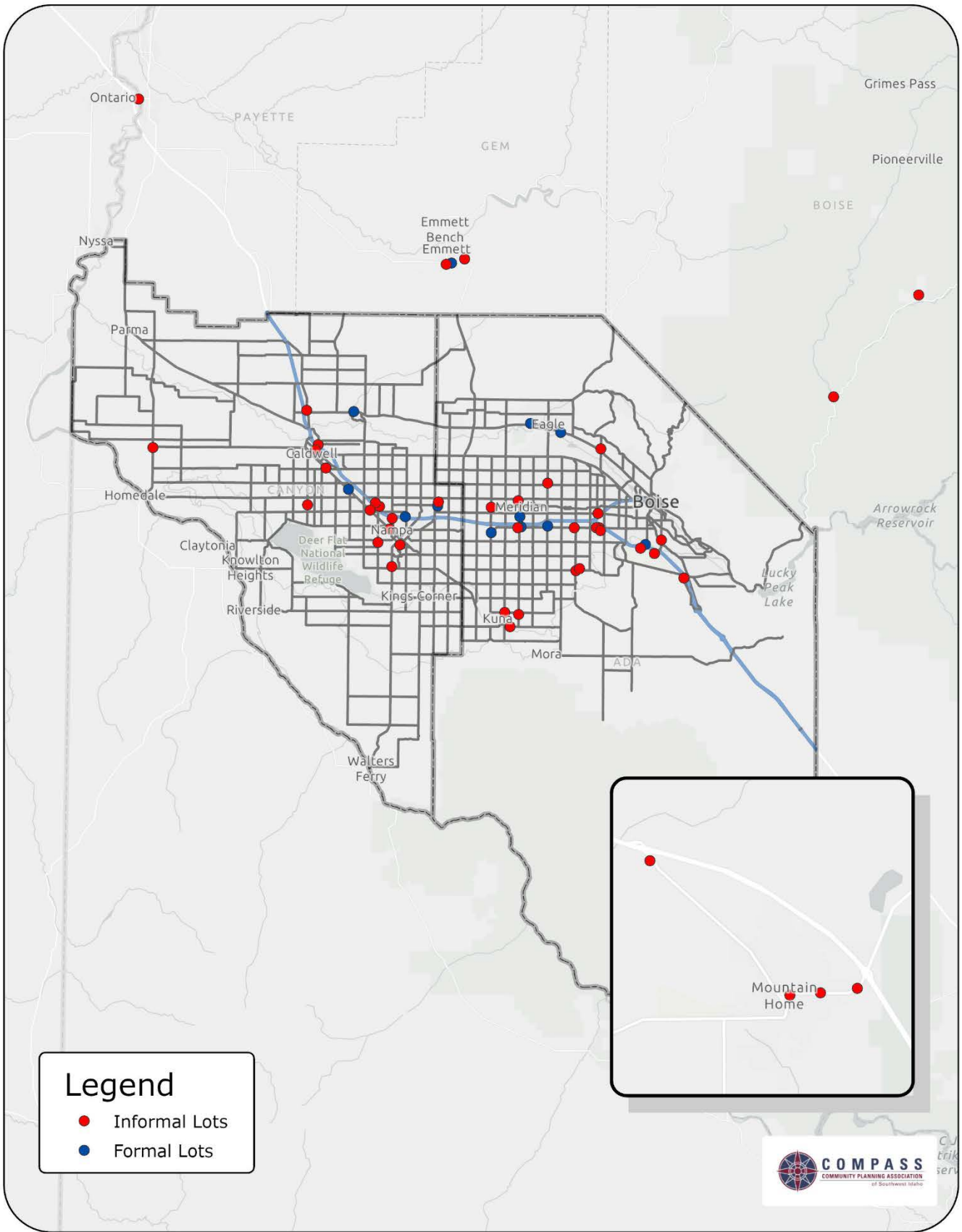


Figure 1: Park and Ride Lots in Southwest Idaho

1 | Standardization Guide

Past studies (Table 1) recommend identifying clear maintenance, signage, and wayfinding standards for park and rides in the region. As some facilities are built and maintained by public agencies and others come and go based on current demand, consistent standards are recommended based on site ownership or lease agreement status (Table 2). PARCT members approved the level 3 standards for park and ride sites in their February 2023 meeting and level 2 standards in their April 2024 meeting.

Table 2: Park and Ride Lot Typology and Standards

Facility Type	Description	Standards
Level 1	Site is used on a temporary basis.	None
Level 2	Site has an active agreement in place.	<ul style="list-style-type: none"> ▪ The site has an active agreement enabling its use as a park and ride ▪ The site is signed as a park and ride or the stalls are marked for park and ride usage in the agreement ▪ A managing agency is identified in the agreement ▪ The lot is included in the Share the Ride Idaho trip planner ▪ The lot is included in the VRT trip planner
Level 3	Site is leased or owned by a transportation agency and the agency can construct necessary improvements.	<ul style="list-style-type: none"> ▪ The site is signed with the official lot name and “Park and Ride” in large letters ▪ The sign includes the managing agency’s name/phone number, fee details, security details, towing rules, notification about cameras, and who is liable for security issues ▪ The lot has adequate lighting ▪ The lot is included in the Share the Ride Idaho trip planner ▪ The lot is included in the VRT trip planner ▪ The lot is categorized as a “Park and Ride” on Google Maps ▪ The site has an active agreement enabling its use as a park and ride or the site is owned by a transportation agency

Note: ADA accessibility is determined based on the managing agency’s policies on accessible facilities. See Appendix B for a comprehensive list of needs at level 3 park and ride sites.

Regional Park and Ride Template Agreement

In addition to the level 2 site standards, a Regional Park and Ride Template Agreement (Appendix C) was developed. The intent of this template is to standardize agreement language across agencies. The standard agreement includes optional statements to strengthen the agreement, based on the lessee’s needs. The template agreement is not meant to be

prescriptive, but a best practice for the long-term growth and standardization of the park and ride system.

Transit Considerations

At park and ride lots that also serve as bus stops, the following features at either the park and ride lot or the bus stop should be considered:

- Bicycle parking that includes covered bike racks at transit stops; ensure it does not conflict with vehicular or pedestrian travel
- Shelters, benches, trash receptacles, lighting, and landscaping to enhance the overall comfort and attractiveness of transit; ensure amenities do not block pathways, sidewalks, or bike lanes
- Sidewalks designed to meet the needs of all users (including elderly, children, and individuals with disabilities) to connect park and rides lots to transit stops
- Turning bays designed with a turning radius that accommodates bus access where appropriate
- Traffic calming measures to discourage drivers from drifting

2 | Scoring Methodology

Past studies (Table 1) recommend developing a regional scoring methodology to identify new park and ride locations. To address this, the PARCT created a phase 1 and phase 2 scoring process.

- **Phase 1** – identify and score publicly owned parcels near (0.5 miles) informal (level 1 or 2) park and ride lots that could be developed as level 3 lots.
- **Phase 2** – compare features at potential sites.

Future PARCT meetings should revisit whether keeping the two phases is appropriate and useful to member agencies.

Phase 1 - Public Parcel Analysis

Table 3 shows the criteria and points used to score publicly owned parcels.

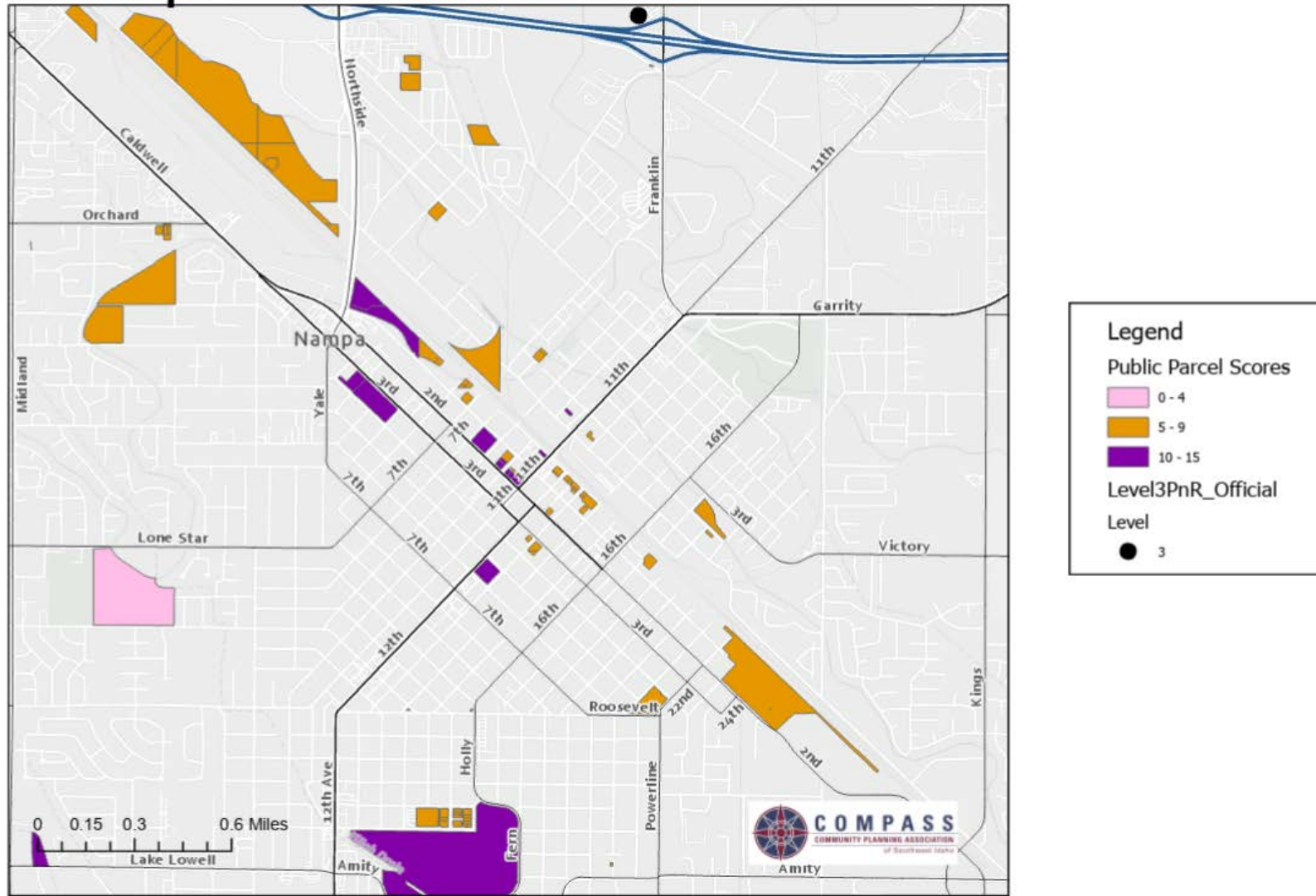
Table 3: Phase 1 Scoring Criteria

	Criteria	Points
Visibility	Is the parcel visible?	
	Parcel is within 100 ft. from a principal arterial	3
	Parcel is within 0.5 miles of a state highway access point	2
	Maximum	5
Equity	Is the parcel in an underserved area?	
	Parcel scores a 7 or above in the COMPASS Equity Index ^{vii}	1
	Maximum	1
Transit Service	Is the location served by transit or planned to be served by transit in the future?	
	Parcel is located on a current fixed bus route, VRT On Demand service area, or CIM 2050 Funded Public Transportation route ^{viii} *If the parcel is on a CIM 2050 Unfunded Public Transportation route ^{ix} it receives 2 points.	3
	Maximum	3
Congestion Issues	Does the location provide an option to address or avoid a congestion issue?	
	Parcel is located within 0.5 miles of a segment or intersection considered “highly congested” or “unreliable” in the COMPASS Congestion Management Process ^x	3
	Maximum	3
	Total Possible Points	15

Note: Scoring rural and urban park and ride lots separately was considered, but not pursued since the land use differences in rural and urban areas was not significant enough to warrant two different scores.

Figure 2 provides an example of the application of the scoring criteria. It shows that the Nampa area has one level 3 park and ride lot north of Interstate-84 (Franklin Park and Ride) and two level 1 or 2 park and ride lots south of Interstate-84, suggesting that there is demand for a level 3 park and ride lot south of the I-84 in Nampa. The dark purple parcels score highest (10-15 points) based on scoring criteria in Table 3. The full map is available online here: <https://platform.remix.com/project/f69d1e6d?latlng=43.62521,-116.47035,11.3>

Nampa Area



Created 3/1/2024

Figure 2: Nampa Area Phase 1 Results

Phase 2 – Site Scoring

Phase 2 scoring compares features of different potential park and ride sites to help determine which sites would provide the greatest benefit.

The first step in phase 2 scoring is to assign a **weight** to each criterion based on the surrounding land use:

- 0.7 = Desirable
- 0.8 = Important
- 0.9 = Very Important
- 1.0 = Essential

Each site is then scored using the criteria in Table 4.

The final score for each location is calculated by multiplying the weight from step 1 by the criterion score from step 2.

Table 4: Phase 2 Scoring Criteria (from the 2021 Regional Park and Ride Study)

Criterion	Brief Description	Metric	Points			
			0	1	2	3
Visibility	The extent to which motorists can see the park and ride facility from adjacent travel routes.	Signage - existing or proposed	No signage	Signage is not visible from more than 50 feet of the facility entrance	Signage is not visible from more than 100 feet of the facility entrance	Signage is visible from more than 100 feet of the facility entrance or Automated Parking Guidance Systems (APGS) direct commuters to the facility
Accessibility	The ease with which the park and ride facility can be accessed and moved throughout by both passenger vehicles and transit vehicles.	Movements necessary to enter the facility from the closest collector or arterial classified roadway	More than 3 Turns	3 turns	2 turns	1 turn or direct access
Safety	The extent to which commuters feel safe about leaving their car or bicycle at the park and ride facility.	Crime statistics available for the subarea served; annual violent or property crimes reported for the subarea	> 1,000	501 - 1,000	101 - 500	≤100
Security	Resources installed at the facility intended to increase commuter safety.	<ul style="list-style-type: none"> • Surveillance cameras • Emergency call boxes • Enhanced lighting • Routine security patrols • Other installation(s) 	No security resources installed	1 item listed under metrics installed	2 items listed under metrics installed	3 or more items listed under metrics installed
Amenities	Extra features that are desirable or useful to commuters utilizing the facility.	<ul style="list-style-type: none"> • Sheltered waiting area • Decorative landscaping • Electric vehicle chargers • Garbage cans • Other installation(s) 	No amenities	1 item listed under metrics installed	2 items listed under metrics installed	3 or more items listed under metrics installed
Transit Availability	The extent to which the park and ride facility is served by public transit.	Existing bus stops, routes, and/or high-capacity transit connections are provided on site or within a reasonable walking distance of the facility or are planned for the future with reasonable certainty	No existing transit access within 1,000 feet of the park and ride	1 transit stop served by 1 route within 1,000 feet of the facility	At least 1 transit stop served by at least 2 routes within 500 feet of the facility	At least 1 bus loading space provided within the facility and serves at least 2 routes
Bicycle Access	The extent to which the park and ride facility is connected to, and the quality of, bicycle infrastructure.	Bike parking	No bike parking available on site	Bike racks available on site	Bike racks and repair stand(s) available on site	Bike lockers and repair stand(s) available on site
		Highest bicycle level of service (LOS) per the Highway Capacity Manual developed at the University of Idaho on the immediately adjacent roadway(s)*	LOS F	LOS D or E	LOS B or C	LOS A
Pedestrian Access	The extent to which the park and ride facility is connected to, and the quality of, pedestrian infrastructure.	Score from the Pedestrian Environment Quality Index	≤ 35	36 - 50	51 - 80	> 80
Topography and Other Site Restrictions	The extent to which the site is impeded by topographical challenges or other environmental features, such as wetlands.	Average slope of site	≥8%	5 - 7.99%	3 – 4.99%	1 – 2.99%
Site Size	The size of the site is adequate to accommodate a new park and ride facility.	Potential parking stalls available	≤10	11 - 25	26 - 50	> 50

Criterion	Brief Description	Metric	Points			
			0	1	2	3
Population Density	The existing and future population density of the area served by the facility based on subarea as outlined in the CIM forecast.	Existing population of subarea	< 2,000	2,000 - 4,999	5,000 - 14,999	≥ 15,000
		Projected future population growth of subarea	< 10%	10 – 29.99%	30 - 99%	≥ 100%
Employment Density	The existing and future employment density of the area served by the facility.	Existing jobs of subarea	< 750	750 - 4,999	5,000-14,999	≥ 15,000
		Projected future job growth of subarea	< 10%	10 – 29.99%	30 - 99%	≥ 100%
Existing Park and Ride Activity	The presence of informal park and ride activity.	Typical, consistent usage of the facilities based on car counts	< 5	5 - 9	10 - 19	≥ 20
Land Acquisition Costs	The costs to acquire the land for the park and ride facility.	Cost per acre	≥\$300,000	\$200,00 - 299,999	\$100,000 - \$199,999	< \$100,000
Funding	The funding opportunities for the facility's initial acquisition and ongoing operations and maintenance.	Funding commitment per interagency agreement for the site	No outside funding commitment	Partial site acquisition or less than 25% ongoing maintenance commitment fully funded by local jurisdiction or other agency(s)	Site acquisition or at least 50% ongoing maintenance commitment fully funded by local jurisdiction or other agency(s)	Site acquisition and ongoing maintenance commitment fully funded by local jurisdiction or other agency(s)
Potential Trip Distance	The average potential commute length to be served by the facility.	Miles measured from the central area of the anticipated served residential population core to the general employment commute terminus core	< 26.45	26.45 - 37.73	37.74 - 49.02	> 49.02

3 | Funding Opportunities

Table 5 outlines funding options that could be used to fund the capital and/or operating costs for park and ride lots.

Table 5: Funding Options for Park and Ride Lots

Program	Area	Administering Agency	Description	Required Match
State/Federal Programs				
Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program	Boise and Nampa Urban Areas	VRT	5307 funds may be used to construct or acquire park and ride lots. Shared use projects are eligible pending written FTA approval. If leasing is more cost effective than direct purchase, FTA regulations allow funds to be spent to lease capital assets such as a park and ride lot. Generally, the need for new park and ride lots should be documented in a feasibility analysis.	20% for capital projects, 15% for vehicles, 10% for vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities), 50% for operating assistance
FTA Section 5311 Non-Urbanized Area Formula Program	Rural Areas	Idaho Transportation Department (ITD)	5311 funds may be used to construct, acquire, or improve park and ride lots. If leasing is more cost effective than direct purchase, FTA regulations allow funds to be spent to lease capital assets such as a park and ride lot. Generally, the need for new park and ride lots should be documented in a feasibility analysis.	20% for capital projects, 50% for operating assistance, and 20% for Americans with Disabilities Act (ADA) non-fixed route paratransit service
FTA 5339 Bus and Bus Facilities Program	Boise and Nampa Urban Areas; Rural Areas	VRT (Boise and Nampa Urban Areas) ITD (Rural Areas)	5339 funds may be used to construct, acquire, or improve park and ride lots or stations. Generally, the need for new park and ride lots should be documented in a feasibility analysis.	20% for capital projects
Federal Highway Administration (FHWA) Surface Transportation Block Grant (STBG) Program	Boise and Nampa Urban Areas	COMPASS	STBG funds can be flexed to fund transit projects eligible for assistance under chapter 53 of title 49, United States Code such as FTA programs 5307, 5311, and 5339 (see program descriptions above).	7.34% for capital projects

Program	Area	Administering Agency	Description	Required Match
Vehicle Investment Program (VIP)	N/A	ITD	Park and ride lots are not eligible, but van purchases for vanpool services are eligible. However, priority is for 5310 services (seniors and individuals with disabilities).	20% for capital projects
Federal Discretionary Grant Programs	N/A	N/A	COMPASS may assist in applying for or understanding discretionary grants available. Member agencies are encouraged to submit applications to the COMPASS resource development plan.	N/A
COMPASS Local Grants				
CIM Implementation Grant	Ada and Canyon Counties	COMPASS	Funds may be used to construct, acquire, or improve park and ride lots. Maximum grant awards are \$50,000.	7.34% for capital projects
Project Development Program (PDP)	Ada and Canyon Counties	COMPASS	Funds may be used to conduct planning or feasibility studies for future park and ride lots. Maximum grant awards are \$50,000.	0% for planning projects
Other Funding Options				
General Fund Appropriations	Any	Any	Governing bodies may use general fund dollars to build park and ride infrastructure.	N/A
Urban Renewal Districts (URD)	URD boundaries	Urban Renewal Agencies	URDs may use tax increment financing to pay for the cost of a park and ride lot within the boundaries of an urban renewal district.	N/A
Public Private Partnerships	Any	Non-profit/private sector	Arrangements vary.	N/A

Note: Park and Ride lots are considered capital projects.

4 | Continued Needs

In February 2024, PARCT representatives from VRT, ACHD Commuteride, ITD, and the City of Nampa participated in a poll (Figure 3) to prioritize the list of needs from prior park and ride plans (Table 6).

The poll results show that (1) standardizing existing park and ride facilities, (2) expanding data collection, and (3) formalizing/enhancing select existing park and ride lots are the three most important needs for the PARCT to continue working on. Agency priorities are shown for information only to illustrate that there are items that agencies are working on that are not applicable to the work of the PARCT.

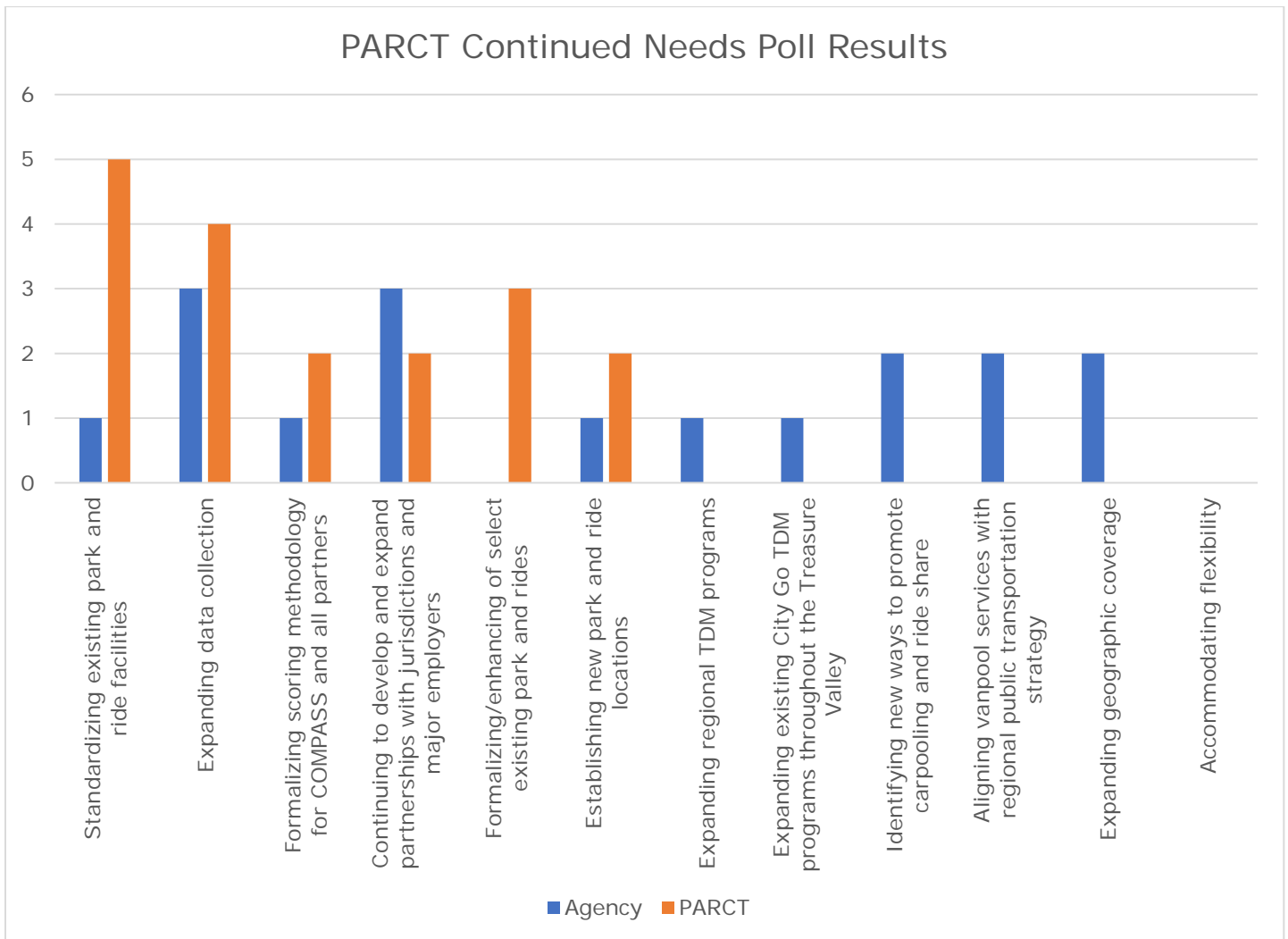


Figure 3: PARCT Continued Needs Poll Results

In the April 2024 meeting, PARCT members expressed support for COMPASS to initiate a Regional Park and Ride Site Survey Program to expand regional data collection efforts. Surveys will be conducted in May and October. See Appendix D for details.

Table 6: Outstanding Needs from Prior Park and Ride Plans

Need	Description	Progress
2021 Regional Park and Ride Plan, COMPASS		
Standardization of existing park and ride facilities	Provide standard levels of maintenance, signage and wayfinding, lighting and light levels, ADA compliance, and trip planning tools for all park and ride facilities, formal and informal.	Appendix B identifies needed improvements to standardize level 3 park and ride lots based on level 3 standards (see Section 1.2). Other park and ride lots should use the standard agreement to develop lease agreements.
Expanded data collection	Collect regular data and develop key performance indicators for rider usage, facility utilization, and facility conditions.	Regional Park and Ride Site Survey Program
Formalization of scoring methodology for COMPASS and all partners	Refine and formalize the recommended scoring methodology for new park and ride investments.	Phase 1 and Phase 2 scoring methodologies were developed.
Continue to develop and expand partnerships with jurisdictions and major employers	Create collateral materials, such as one-pagers and brochures, social media, etc. to share the benefits of the park and ride system and smart commuting generally with jurisdictions and major employers in the service area.	ACHD advertises their Commuteride program through a number of marketing materials and events. These efforts mostly occur in Ada County.
Formalization/enhancement of select existing park and ride lots	Using the scoring methodology, consider formalization and enhancement of existing park and ride lots where expanded service and ridership is projected or possible and where applicable criteria are sufficiently met.	None.
Establishment of new park and ride locations	Using the scoring methodology, consider adding new park and ride lots to the system where applicable criteria are sufficiently met.	None.
2021 Integrated Mobility Plan, VRT		
Expand regional transportation demand management (TDM) programs	Expand or create more regional programming for Treasure Valley.	None.

Need	Description	Progress
Expand existing City Go TDM programs throughout the Treasure Valley.	Expand outreach and partnerships in quickly growing communities throughout the Treasure Valley and increase offerings for use cases beyond work and school commutes. Initial expansions should focus on populations and trips that most need increased access based on location and travel patterns.	None.
Identify new ways to promote carpooling and ride share.	Promote existing carpool and ridesharing programs through targeted branding campaigns. Seek support from local community organizations, non-profits, schools, etc. who can relay information to population groups, acting as liaisons to students, workers that traveling outside of the peak commute, seniors, individuals with low-incomes, and refugees.	None.
2023 Treasure Valley Regional Vanpool System Plan, VRT		
Align vanpool services with the regional public transportation strategy.	Expand vanpools' reach to better align with the overall public transportation strategy articulated in ValleyConnect 2.0.	None.
Expand geographic coverage.	Eliminate restrictions on agencies to expand coverage throughout Ada and Canyon counties.	None.
Accommodate flexibility.	Identify innovative options and tools to address new and diverse commute needs.	None. In the November 2023 PARCT meeting, Idaho Power suggested conducting a market survey of riders to understand demand for OnDemand and electric vehicle services at park and ride facilities.
Connect with hard-to-reach and vulnerable populations.	Increase the utility of vanpool and shared mobility options for populations who need it most, such as low-income commuters, immigrant and refugee communities, and communities with little to no access to personal vehicles.	None.

Conclusion

Over the last two years, the PARCT has created definitions for different types of park and rides, identified standards for the regional park and ride system, reviewed scoring

methodologies, conducted cross-agency coordination, and discussed many challenges and opportunities facing the park and ride system. This report documents all key planning products developed by the PARCT from 2022 – 2024 and identifies next steps for the group. The PARCT will continue to coordinate across agencies to support the park and ride system.

Appendices

Appendix A: Level 3 Park and Ride Site Amenities

Name	Ballantyne	College Of Western Idaho	Country Terrace	Eagle Riverside	Elder Street	Franklin	Gem County Fairgrounds	Gem St.	Happy Day Transit Center	Picadilly Park	Rackham Way	Ten Mile
BASIC DETAILS												
Agency	ACHD-C	VRT	ACHD-C	ACHD-C	BSU	Nampa	VRT/Gem County	ACHD-C	VRT	VRT	ACHD-C	ACHD-C
GoogleMapsLink	https://goo.gl/maps/rnB9sQeJoZyhPGwxg	https://goo.gl/maps/bcRcbjz5Xze6Yft69	https://goo.gl/maps/khpaExf8BFKaT6GX6	https://goo.gl/maps/1kEJEWzwJv6uh9vB6	https://goo.gl/maps/jcmz87DDiA4MiLKg9	https://goo.gl/maps/vXMG7vhy1nt2Qx3N8	https://goo.gl/maps/ZVCic5P2yWsDjHFW7	https://goo.gl/maps/FqiiVUUTUViM4nwCA	https://goo.gl/maps/6MuJfqRe4NCVXWfW9	https://goo.gl/maps/PgYeSuMq2caGCYFT9	https://goo.gl/maps/azJMwGhGJ6ne3jXR8	https://goo.gl/maps/mCeage5QpGx9P899A
Level	3	3	3	3	3	3	3	3	3	3	3	3
Construction Year	2004	2013	2000	2005	2016	1992	2014	unknown	2014	2016	1998	2013
Agreement	n/a	2013	n/a	n/a	n/a	1992	2014	n/a	n/a	2016	n/a	n/a
Lat	43.69673	43.61131981	43.59083	43.68797463	43.57348	43.60004569	43.86053	43.60117248	43.62765633	43.70735	43.59190022	43.5846863
Lng	-116.37904	-116.5089874	-116.3912	-116.3362119	-116.21625	-116.5546658	-116.49281	-116.3930077	-116.6349953	-116.62899	-116.3538185	-116.4333
Location Description	W State St & Hwy 44	CWI Campus-NW Corner	NE corner of Meridian & Overland	S of Hwy 44 on Riverside	Vista and Elder	Stage Dr. and Franklin (behind Shilo Inn)	John's Avenue & Hwy 16	Gem between 1st and Meridian	Happy Day Dr	Across from Middleton Middle	Eagle Rd & Overland	Ten Mile P&R
Access	N of Hwy 44 & S of State on Ballantyne Lane	CWI Campus-NW Corner	Overland turn left on Country Terrace Way, behind the Axion Gym	Hwy44/Riverside	Behind Super 8	Stage Dr. and Franklin (behind Shilo Inn)	SW corner S Johns Ave and Hwy 16	Gem between 1st and Meridian	Cleveland Blvd or Happy Day Dr	SH-44/W Main St	Rackham Rd	Overland Rd
County	Ada	Canyon	Ada	Ada	Ada	Canyon	Gem	Ada	Canyon	Canyon	Ada	Ada
City	Eagle	Nampa	Meridan	Eagle	Boise	Nampa	Emmett	Meridian	Caldwell	Middleton	Meridian	Meridian
LandOwner	ACHD	CWI	ACHD	ACHD	State of Idaho Board of Education/Boise State University	Shilo Inn	Gem County	Franklin United Inc	VRT	City of Middleton	ACHD	ACHD
FTA Assisted Property	N	Y	N	N	Y	N	Y	N	Y	Y	N	N
CONDITION												
Paved	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Marked Stalls	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
SIGN DATA												
Official Lot Name	N	N	N	N	N	N	N	N	N	N	N	N
Park and Ride in large letters	Y	Y	Y	Y	Y	N	N	Y	N	N	Y	Y
Managing agency's name/phone number	Y	N	Y	Y	Y	N	N	Y	N	N	Y	Y
Fee details	Y	N	Y	Y	N	N	N	Y	N	N	N	Y
Security details	Y	N	Y	Y	N	Y	N	Y	N	N	Y	Y
Towing Rules	Y	N	Y	Y	N	N	N	Y	N	N	Y	Y
Security Issues liability	Y	N	Y	Y	N	N	N	Y	N	N	Y	Y

AMENITIES												
Total Spaces	20	190	115	46	74	44	50	31	74	73	25	100
ADASpaces	1	6	5	2	6	0	2	1	6	6	3	5
Trash Can	1	2	1	1	1	0	0	0	1	2	1	2
Lighting	2	1	6	5	6	0	3	0	4	4	2	4
BikeRack	0	2	0	0	1	0	0	0	1	0	0	0
BikeLocker	2	0	2	4	0	0	0	1	0	0	1	0
Bench	0	2	2	1	2	0	0	0	4	7	1	1
Fee	None	None	None	None	None	None	None	None	None	None	None	None
Camera	1	0	1	1	0	0	0	0	0	0	1	2
Bathroom	0	0	0	0	0	0	1	0	1	1	0	0
Sidewalk	Y	Y	Y	Y	Y	0	N	Y	Y	Y	Y	Y
Shelter	1	2	1	1	1	0	1	0	1	2	1	2
EVCharger	0	0	0	0	0	0	0	0	0	0	0	0
SERVICES												
Transit	160	40, 42, 45, 150	40, 42	160	3	150	None	45, 30	40, 42, 150	None	42	40, 42
FutureTransit	Unfunded	Funded	Funded	Unfunded	Funded	Unfunded	None	Funded	Funded	Unfunded	Funded	Funded
AltFuelCorridor	N	N	I-84	SH-55	I-84	I-84	N	N	I-84	N	I-84	I-84

Appendix B: Level 3 Park and Ride Needs List

The Level 3 Park and Ride Lot Needs List (Table 7) shows what is needed at each level 3 park and ride site to make it consistent with the level 3 standards (Table 2).

Table 7: Level 3 Park and Ride Lot Needs List

Lot Name	Responsible Agency	Capital Need
Rackham Way Park and Ride	ACHD Commuteride	Update sign to include official park and ride lot name
Gem St. Park and Ride	ACHD Commuteride	Update sign to include official park and ride lot name
Country Terrace Park and Ride	ACHD Commuteride	Update sign to include official park and ride lot name
		Update sign to include fee details
Ballantyne Park and Ride	ACHD Commuteride	Update sign to include official park and ride lot name
Eagle Riverside Park and Ride	ACHD Commuteride	Update sign to include official park and ride lot name
Ten Mile Park and Ride	ACHD Commuteride	Update sign to include official park and ride lot name
		Move existing shelter to bus stop on Overland Road
Franklin Park and Ride	City of Nampa	Update sign to include official park and ride lot name
		Update sign to include fee details
		Update sign to include managing agency's name/phone number
		Update google maps category from "Parking Lot" to "Park and Ride"
College of Western Idaho Park and Ride	VRT	Install "level 3" sign
		Update google maps category from "Bus Station" to "Park and Ride"
Happy Day Transit Center Park and Ride	VRT	Install "level 3" sign
		Update google maps category from "Bus Stop" to "Park and Ride"
Picadilly Park Park and Ride	VRT	Install "level 3" sign
		Update google maps category from "City Park" to "Park and Ride"
Gem County Fairgrounds Park and Ride	VRT	Install "level 3" sign

The status of two former level 3 park and rides lots are in a state of flux:

- Elder Street Park and Ride: Due to security concerns, alternate uses for this site are being explored such a transit station for long-distance inter-city bus carriers.
- Saxton Avenue and Gary Lane Park and Ride: The lease is out of date and the owner is evaluating the site for re-development which may affect its use as a park and ride.

Appendix C: Regional Park and Ride Template Agreement

This Agreement dated this ___ day of _____, _____ between the _____ [Lessee] and _____ [Lessor].

Purpose: The purpose of this Agreement is to provide the Lessee with the use of the Lessor's premises as a park and ride facility for the benefit of persons participating in ridesharing.

Premises (attach map for Exhibit "A"): Lessor hereby licenses the Lessee to use, for ridesharing purposes, that portion of Lessor's premises marked "Park and Ride" in Exhibit "A" hereto (hereinafter called "Premises").

[Could include:

- Number of spaces
- Notation if the Agreement is recorded in the Official Real Property Records of the County.]

Use of Property: The Lessee may use the Premises for a park and ride facility for ridesharing members, vehicle access and parking for persons using ridesharing vehicles, marking of the Premises, and all similar and related uses.

[Could include:

- Days and hours of operation
- Condition
 - Accept the Premises in its "as-is" condition.
- Maintenance
 - Agency responsible for maintenance
 - Types of maintenance activities required by both parties
 - Required identification (badge, tag) for parked vehicles
- Rules and regulations
 - If the Lessor changes regulations governing the use of the property, these rules and regulations shall apply uniformly to all users of the Premises.
- If the site is planned for public transportation:
 - Add "may use the Premises for (...) persons who use public transportation" and include the ability for the Lessee to construct bus stop pads, bus shelters, pavement, curbs, gutters, sidewalks, parking space striping, landscaping, drive aisles, lighting, and identification and directional signage.]

Marking of Premises and Publicity: The Lessee may/may not mark the Premises and will install appropriate signage indicating that the Premises are available for persons in ridesharing programs as a result of Lessor's courtesy.

[Could include:

- Signage requirements or restrictions]

Governmental Charges: The Lessee will have no obligation to pay any taxes, assessments, or governmental charges against the Premises.

Indemnification: The Lessee hereby indemnifies and holds Lessor harmless from and against any and all loss, injury, death and/or all damage, arising out of the Lessee's installation, maintenance, and permissible use of the Premises.

[Could include:

- Additional detail about indemnification.

- Insurance:
 - Insurance obligations of both Parties
- Environmental laws:
 - Need to remediate and remove hazardous materials.
- Violation of terms:
 - Actions taken if the Premises are not used according to the terms and conditions of this Agreement.]

Termination: On termination of this Agreement, the Lessee will surrender use of the Premises to Lessor, will remove all signs placed on the Premises by the Lessee, and will repair any damage to the premises caused by the removal.

[Could include:

- Severability
 - Who may terminate the agreement and under what conditions.
- Contact Person:
 - Contact person(s) to deal with issues related to this Agreement.
- Notices:
 - Where to notify and how to notify the other Party of notices and demands under the provisions this Agreement.
 - How to modify the Agreement and who needs to sign off.]

Authority: Each Party represents and warrants that each person executing this Agreement on behalf of such Party is, at the time of such execution, duly authorized to do so by such Party's governing body and is fully vested with the authority to bind such Party in all respects.

[Could include:

- List of applicable laws
- Note that this agreement supersedes any and all other agreements, oral or written.]

Signatures:

By _____
 Title _____
 Date _____

By _____
 Title _____
 Date _____

Appendix D: Regional Park and Ride Site Survey Program Memorandum

Date	April 12, 2024
To	COMPASS Park and Ride Coordinating Team (PARCT)
From	Lila Klopfenstein (COMPASS)
Subject	Regional Park and Ride Site Survey Program

INTENT & APPROACH

In February 2024, PARCT representatives from VRT, ACHD Commuteride, ITD, and the City of Nampa participated in a poll to prioritize the list of needs from prior park and ride plans. The poll results show that (1) standardizing existing park and ride facilities, (2) expanding data collection, and (3) formalizing/enhancing select existing park and rides are the top three needs for the PARCT to work on.

To expand data collection efforts across the region, COMPASS staff propose a site survey program, run by COMPASS.

The primary goals of this program are:

- **Collect data** – currently data is collected on an agency-by-agency basis. By collecting data at a regional level, the data can demonstrate use across the system, regardless of agency ownership.
- **Identify ongoing capital needs** – collect data on site condition/amenities using standards set by the workgroup. This data is beneficial because it helps standardize a user’s experience, regardless of agency ownership.

TIMING

Surveys will be conducted every May and October.

ROLES & RESPONSIBILITIES

COMPASS staff are responsible for collecting and reporting data to the PARCT on level 3 park and ride facilities. COMPASS may collect data on level 1 or 2 facilities if requested by a workgroup member and dependent on staff availability.

DATA COLLECTION FORM

The draft site survey form is attached. COMPASS staff may edit this form at their discretion.

PARCT members concurred with this program in their April meeting.

DRAFT COMPASS Park and Ride Site Survey Form**General Information**

Lot Name	
Data Collector Name	
Date	
Time	
Weather	

Observed Use

Number of parking spaces	
Number of ADA parking spaces	
Number of parked cars	
Number of parked vanpool vans	

Site Condition

What is the condition of the site?	
Paved	Yes / No
Marked stalls	Yes / No
Does the sign include the following?	
Official lot name and "Park and Ride" in large letters	Yes / No
Managing agency's name/phone number	Yes / No
Fee details	Yes / No
Security details	Yes / No
Towing rules	Yes / No
Notification about cameras	Yes / No / N/A (no cameras)
Who is liable for security issues	Yes / No
How many of the following are present at the site?	
Light poles	
Shelters	
Bike parking racks	
Bike lockers	

Appendix E: Agency Roles and Responsibilities



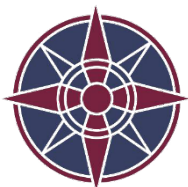
Ada County Highway District (ACHD) Commuteride: Commuteride is a program of ACHD that educates residents on smart commute options and provides/coordinates rideshare services in Ada County. Commuteride runs the ACHD Commuteride Works, Club Red, and Share the Ride Idaho programs and manages ACHD-owned park and ride facilities.



CityGo: CityGo is a program of Valley Regional Transit that educates residents on smart commute options and works with public, private, and individual partners to reduce the number of single-occupancy vehicle trips in downtown Boise.



Boise State University (BSU): BSU's Department of Public Safety is responsible for transportation, parking, and safety systems in and around the campus and educating the campus community about their transportation resources. BSU operates the Bronco Shuttle, a free transportation service for students, faculty, and guests.



Community Planning Association of Southwest Idaho (COMPASS): COMPASS is the metropolitan planning organization for Ada and Canyon Counties and works with local, state, and federal partners to plan the regional transportation system.



Idaho Transportation Department (ITD): ITD is responsible for planning, operating, and maintaining state transportation infrastructure. While not authorized to maintain park and ride facilities, ITD may collaborate with local transportation agencies on travel demand management strategies and public transportation options to reduce trips on the state highway system.



Valley Regional Transit (VRT): VRT is the regional public transportation authority for Ada and Canyon Counties and is responsible for operating fixed-route bus services, on-demand bus service, and ACCESS paratransit service. As part of this, VRT reports on the state of good repair of transit assets, including park and ride lots, for which VRT or other transit providers in the region have capital responsibility to the Federal Transit Administration (FTA). VRT also has a responsibility to coordinate FTA funding, provision, and planning related to park and ride investments that support fixed route transit.

Other

Other agencies such as cities, counties, and urban renewal districts can own park and ride facilities. Responsibility for maintaining and operating the facilities will be outlined in various site agreements.

References

- ⁱ COMPASS, *Public Transportation Workgroup*, n.d., <https://compassidaho.org/workgroups/#PTWG>
- ⁱⁱ COMPASS, *Regional Park & Ride Study*, January 2021, https://compassidaho.org/wp-content/uploads/FinalReport_COMPASS_ParkRide_FINAL_20210203.pdf
- ⁱⁱⁱ VRT, *Integrated Mobility Playbook*, November 2022, https://www.valleyregionaltransit.org/wp-content/uploads/2022/12/FULL_VRT_IMP_FINAL.pdf
- ^{iv} COMPASS, *Communities in Motion 2050*, December 2022, <https://cim2050.compassidaho.org/>
- ^v VRT, *Transportation Development Plan 2023-2027*, October 2022, https://www.valleyregionaltransit.org/wp-content/uploads/2022/10/TDP_2023_Adopted.pdf
- ^{vi} Valley Regional Transit and ACHD Commuteride, *Treasure Valley Regional Vanpool System Plan*, 2022, <https://www.valleyregionaltransit.org/wp-content/uploads/2023/03/RegionalVanpoolStudyFinal-Report.pdf>
- ^{vii} COMPASS, *Communities in Motion 2050 Equity Index*, December 2022, <https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=a76f5dd73f6442129cf92761c8318707>
- ^{viii} COMPASS, *Communities in Motion 2050 Public Transportation Funded Routes*, December 2022, <https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?webmap=41e9ca50ff264abb82efd e7bdb79dfb3>
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- ^x COMPASS, *2018 – 2021 Congestion Management Performance Measures*, n.d., <https://compassidaho.maps.arcgis.com/apps/mapviewer/index.html?layers=68b9e0762e664740a33ee88d8a6d16e9>