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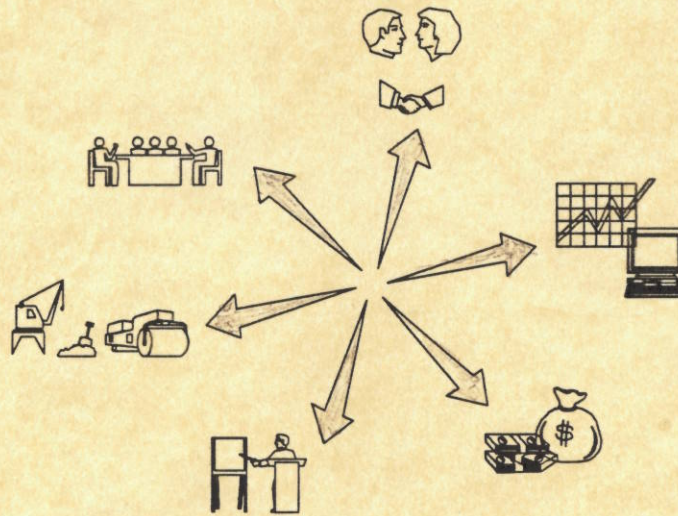


Ada
Planning
Association

No. 17-92

2010 REGIONAL TRANSPORTATION PLAN FOR NORTHERN ADA COUNTY

Adopted by the Ada Planning Association Board
June 15, 1992



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ACKNOWLEDGEMENTS

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Boise Chamber of Commerce
Streets & Highway Committee
Gateways Committee
Boise City Council
Boise City Parking Commission
Boise City Planning & Zoning Commission
Capitol City Development Corporation
Citizens Advisory Committee (CAC)
Eagle City Council
Eagle Transportation Task Force
Garden City Chamber of Commerce
Garden City Council
Garden City Planning & Zoning
Kuna City Council
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Autumn 1992

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2010 REGIONAL TRANSPORTATION PLAN FOR NORTHERN ADA COUNTY

-- TABLE OF CONTENTS --

	APA BOARD ADOPTION, RESOLUTION No. 10-92	iii
I.	INTRODUCTION	1
II.	TRANSPORTATION GOALS AND OBJECTIVES	7
III.	ASSUMPTIONS	9
IV.	PUBLIC INVOLVEMENT	15
V.	TRANSPORTATION NEEDS ASSESSMENT ELEMENTS	17
	- ROADWAYS	17
	Western Ada County	17
	Boise/Garden City Urban Area	21
	Roadway Element (Balanced System)	21
	Projects Beyond Twenty Years	21
	Project List (Figure V-2)	22
	Mitigation Measures	27
	Downtown Boise Circulation	29
	Functional Street Classification	32
	Project Programming	32
	- TRANSIT	33
	- RIDESHARING	38
	- BIKEWAYS	39
	- TRANSPORTATION SYSTEM MANAGEMENT/CORRIDOR MANAGEMENT	41
	- OTHER	42
	Airport	42
	Parking	43
	Gateways	43
VI.	AIR QUALITY CONFORMITY DETERMINATION	47
	- APA BOARD RESOLUTION No. 1-93	51
VII.	FINANCIAL ELEMENT	53
	APPENDICES	57
	A. Acknowledgements	57
	B. Glossary	58
	C. Transportation Issues	62
	D. Traffic Modeling Process	65
	E. Functional Classification: Definitions and Standards	66
	F. Summary of Transportation Needs Assessment Analysis	67
	G. Corridor Study and Analysis Process	69

TABLE OF FIGURES

FIGURE III-1	ADA COUNTY GROWTH DISTRIBUTION CHART	10
FIGURE III-2	BOISE/GARDEN CITY URBAN AREA GROWTH DISTRIBUTION	12
FIGURE III-3	WESTERN CITIES AND RURAL ADA COUNTY GROWTH DISTRIBUTION	12
FIGURE III-4	EXISTING AND COMMITTED ROADWAY IMPROVEMENTS	13
FIGURE III-5	BOISE/GARDEN CITY URBAN AREA ROADWAY DEFICIENCIES	14
FIGURE III-6	DOWNTOWN BOISE AREA ROADWAY DEFICIENCIES	14
FIGURE V-1	WESTERN ADA COUNTY ROADWAYS (MAP & LIST OF PROJECTS)	20
FIGURE V-2	BOISE/GARDEN CITY ROADWAY ELEMENT (LIST OF PROJECTS)	22
FIGURE V-3A	BOISE/GARDEN CITY URBAN AREA ROADWAY ELEMENT (MAP)	24
FIGURE V-3B	BOISE/GARDEN CITY ROADWAY ELEMENT - CORRIDOR STUDIES	25
FIGURE V-4	MAJOR NEW PROJECTS BEYOND TWENTY YEARS	26
FIGURE V-5	DATA COMPARING DOWNTOWN BOISE CIRCULATION NEEDS	30
FIGURE V-6	DOWNTOWN CIRCULATION STUDY RECOMMENDATIONS	31
FOLD OUT	FUNCTIONAL STREET CLASSIFICATION MAP	Follows Page 32
FIGURE V-7	B.U.S. WEEKDAY FIXED ROUTE SERVICE AREA	34
FIGURE V-8	PERCENT DOWNTOWN TRIPS USING CARPOOLS	38
FIGURE V-9	1992 INTERIM PATHWAY PLAN (FOLD OUT MAP)	Follows Page 40
FIGURE V-10	BOISE/GARDEN CITY URBAN AREA GATEWAYS ELEMENT	46
FIGURE VII-1	ACHD: PROJECTED REVENUES & EXPENDITURES	55
FIGURE VII-2	ACHD: PROJECTED REVENUES vs EXPENDITURES, YEAR-BY-YEAR	56
FIGURE F-1	SUMMARY OF PLAN OPTIONS ANALYSIS	68

Additional supplemental materials are available at the APA Offices upon request:

1. An EXECUTIVE SUMMARY is available which briefly describes major elements of the Plan.
2. AIR QUALITY CONFORMITY DETERMINATION (APA Report #2-93): An evaluation of the Plan's conformity in supporting the goals and objectives of the 1982 State Implementation Plan (SIP).
3. PLAN SUPPLEMENT: Provides more thorough descriptions of Plan elements. Includes: Financial Capacity Analysis for Boise Urban Stages (The BUS); complete Transportation Task Force recommendations from the Cities of Eagle, Kuna and Meridian. Also documents technical methodologies used (financial analyses, determining costs, benefit-to-cost ratio, etc.).
4. PROCESS SUPPLEMENT: Describes the steps followed in creating the Plan. Includes: a list of all meetings held; the minutes of public hearings; details of the public involvement meetings, etc.



Ada Planning Association

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APA

Serving Governments in Ada County Since 1977

RESOLUTION NO. 10-92

PROVIDING FOR ADOPTION OF THE REGIONAL TRANSPORTATION PLAN FOR NORTHERN ADA COUNTY

WHEREAS, the Ada Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in northern Ada County; and

WHEREAS, Title I of the Intermodal Surface Transportation Efficiency Act of 1991 requires the development of a Long Range Plan containing as a minimum "transportation facilities (including but not necessarily limited to major roadways, transit, and multimodal and intermodal facilities) that should function as an integrated metropolitan transportation system"; and

WHEREAS, the Ada Planning Association Board, by Resolution No. 1-90, endorsed a 2010 Transportation Plan and Needs Assessment for Northern Ada County and directed it be submitted to member agencies for formal adoption and incorporation into comprehensive plans; and

WHEREAS, said adoption process is complete and member agencies have recognized similar but not identical versions of the 2010 Transportation Plan and Needs Assessment for their areas; and

WHEREAS, by Resolution No. 1-90 the Ada Planning Association Board further expressed its desire to adopt the completed 2010 Transportation Plan and Needs Assessment as a Regional Transportation Plan for northern Ada County.

NOW, THEREFORE, BE IT RESOLVED, that the Ada Planning Association Board adopts the Ada County Highway District 2010 Transportation Plan and Needs Assessment for Northern Ada County as the Regional Transportation Plan intended to guide major transportation decisions and meet the requirements of federal, state and local agencies for all regional transportation and air quality planning purposes.

DATED this 15th day of June, 1992.

APPROVED:

BY:

**Al Hooten, Chairman
Ada Planning Association Board**

ATTEST:

BY:

**Clair M. Bowman, Executive Director
Ada Planning Association**

Ada County Highway District, Ada County, Cities of Boise, Eagle, Garden City, Kuna, and Meridian
Boise Auditorium District, Boise Independent School District, Meridian Joint School District, and Boise State University

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I. INTRODUCTION

PURPOSE

This report describes the 2010 Regional Transportation Plan for Northern Ada County. The Plan is designed to provide a long-term framework through which local transportation needs can best be met. The goals, objectives, issues, and projects described here provide a basis for developing major transportation facilities -- a plan that has been adopted by the elected officials of all cities in Ada County, the Highway District and the County Commission, among others. As such, the Plan represents the only comprehensive, long-term, locally adopted direction for future transportation planning in Ada County.

The projects identified in this report are projected to cost approximately \$221 million (see Figure V-2, p 22). If this is added to the current estimated \$100 million backlog in roadway and bridge repair needs in Ada County, the proposed cost for all projects in this plan exceeds \$300 million. Current funding falls far short of providing even for current maintenance needs; therefore, the funding needs outlined in this report are clearly a key issue. The 2010 Regional Transportation Plan for Northern Ada County addresses both long-term transportation needs and the necessity of seeking funding to support them. Specifically, the Plan:

- Fosters consensus among local governments on future transportation needs; and
- Initiates the search for a Financial Plan to meet those needs.

Increased funding for transportation needs as outlined in the Plan is so critical that, if adequate funding does not receive public support, the Plan will be revised to reflect reduced transportation services. Lack of funding for implementation of the Plan could lead to greater congestion, reduced growth potential for the local economy and a greater reliance on measures to reduce demand such as ridesharing, flex time or other system management measures.

BACKGROUND

The development of the 2010 Regional Transportation Plan was supervised, coordinated and staffed by the Ada Planning Association. APA is a voluntary association of local governments in Ada County, and is the Metropolitan Planning Organization (MPO) designated by the Governor for the area. One of APA's primary responsibilities is to perform long-range transportation planning on behalf of its members.

Ten years ago, APA supervised the creation and adoption of a *1982 Transportation Plan for Northern Ada County* ("The 1982 Plan;" APA Report 4-83). The 1982 Plan was based on the following assumptions about transportation needs between 1982 and 2000:

- Ada County's population would increase from 173,000 in 1980 to 289,000 in 2000.
- A regional mall would be located in the downtown Boise area.
- Transit ridership would increase from 2% of all work trips to 15% by 1987, and then maintain that level through 2000.
- Major residential growth would occur in Southeast and Northwest Boise.

The 1982 Plan listed construction and maintenance projects necessary to meet transportation needs as they were then perceived; construction completed since then has already implemented much of the plan. Projects from the 1982 Plan which are completed include the Broadway-Chinden Connector, the Maple Grove Overpass of I-84, and additional lanes on Curtis Road, Franklin Road, Chinden Boulevard and other roads.

Much has changed since the 1982 Plan was completed. A regional shopping mall, the Boise Towne Square Mall, was built near Franklin and Cole Roads in West Boise rather than downtown; significant spinoff development has since occurred near that site. Roadway improvements were made around the Boise Towne Square Mall. Once the Mall was completed, redevelopment of downtown Boise has been emphasized, and has included business, commercial and even residential uses of the downtown Boise area. In 1988, the *APA Demographic Report* was revised to reflect these developments and their effects on residential growth patterns. A similar revision will be conducted during Fiscal Year 1993 to account for growth over the past 5 years.

With much of the 1982 Plan implemented and with several of its significant assumptions modified or repealed, it was clear that a new transportation plan was needed. The process began with the development of the *2010 Transportation Plan and Needs Assessment for Northern Ada County* (APA Report #2-90). Transportation Task Forces were created in the Cities of Eagle, Kuna and Meridian. The Task Forces identified local transportation needs for the county-wide Plan. Short and long-term needs were approved by each City Council and received by APA Board to add to the Plan. Extensive public presentations and hearings involving individuals, groups and agencies throughout mid-1989 led to the endorsement of the *2010 Transportation Plan and Needs Assessment* by the APA Board on November 21, 1989. The Board then directed that the Plan be submitted to APA members for adoption.

In a parallel process, and as part of a state-wide program to update Functional Street Classifications, APA, ACHD and ITD began preparation of a revision of the Functional Street Classification Map for Ada County. A public hearing sponsored by these three agencies, open to all Ada County citizens, was held on May 31, 1990. The Functional Class Map that resulted from this process was endorsed by the APA Board on September 18, 1990. The Board directed that the Map be incorporated into the Plan and be sent to the local governments for adoption.

The next step required that the local governments adopt the Plan's overall goals and objectives, its mitigation process, and all portions of it which apply within their areas of impact. After substantial internal review and formal public hearings, the five incorporated cities in Ada County adopted versions of the Plan for their respective jurisdictions, which left some issues between jurisdiction not clearly resolved. Both Ada County and the Ada County Highway District delayed adoption until after the cities completed their processes so that they could look more broadly at these intergovernmental issues.

The 2010 Regional Transportation Plan was adopted by the Ada County Commissioners at their March 8, 1992 meeting and recognized it as a regional plan intended for the greater benefit of all the citizens of Ada County and its incorporated cities. As part of their adoption the Commissioners recognized the numerous changes proposed in each of the cities and in rural areas of the county, and added language to the Plan that would meet the requirements of the 1990 Americans with Disabilities Act regarding Special Transit programs.

The Plan was adopted by the Ada County Highway District (ACHD) on May 28, 1992. ACHD added language calling for the Bench-to-Valley Corridor Study to consider alternatives to provide access between the bench and valley regions in the Boise/Garden City Urban Area.

Final adoption of the 2010 Regional Transportation Plan by the APA Board came on June 15, 1992. This included simultaneous adoption of the updated Functional Street Classification Map. This adoption satisfies the need for a truly inter-governmental, long-range Regional Transportation Plan that provides a framework through which local transportation needs can best be addressed. The Plan also meets all federal transportation planning requirements.

SUMMARY OF THE PLAN

Major sections of the Plan contain the following:

SECTION II. TRANSPORTATION GOALS AND OBJECTIVES: Transportation goals and objectives were required to guide the planning process for developing the Plan. The APA Board identified the transportation goal and the 14 objectives listed in Section II.

SECTION III. ASSUMPTIONS: As residential and business locations change, new driving patterns emerge. Section III summarizes how much and where new growth is expected to occur. It explains the computer modeling process used to replicate as accurately as possible how people make driving decisions. This section then describes future roadway needs resulting from this expected growth.

SECTION IV. PUBLIC INVOLVEMENT: Without public consensus, major transportation facilities are often controversial and difficult to implement. This section describes the rigorous public involvement process followed during the development of the 2010 Regional Transportation Plan, and summarizes the citizen participation in numerous public meetings and outreach efforts.

SECTION V. ELEMENTS OF TRANSPORTATION NEEDS ASSESSMENT: As local and state policy-makers seek to accommodate population and economic growth and to maintain our quality of life, they must agree upon the design and development of a safe and adequate transportation network. This key section is an assessment of the twenty-year transportation needs of the northern Ada County network. Elements of the network include:

- **Roadways:** When people think of a transportation network, most will first visualize the road upon which they travel. Ada County citizens travel upon 1,473 miles of roadway, usually in their own vehicles (one occupant). Construction and maintenance needs of those rural and urban roads must be considered. This section documents: 1) Western Ada County roadway expansions adopted by the City Councils of Eagle, Kuna and Meridian; and 2) Balanced Transportation needs chosen for the Boise/Garden City Urban Area utilizing the public hearing process.

Also included are: a mitigation review process; the Downtown Boise Circulation Plan; and an orderly scheduling of projects in accordance with the annual Transportation Improvement Program (TIP) process, which will depend on the Financial Plan and provisions for funding new facilities.

- **Functional Classification of Streets:** Streets in the transportation network are typically classified by how they function in serving the traveling public. Individual roads and streets do not function independently, but as part of a network. The roadway element identifies new or changing projects that may affect how streets function within the network. Local governments, developers and the general public all benefit from having an official functional classification map of Ada County's arterial and collectors streets.

- **Transit:** Public transit is another key part of the transportation system. Bus systems are designed to carry many people in few vehicles; thus, transit can help reduce the number of vehicles using the roads. This section discusses attainable transit levels in Ada County. As a result of public input, Boise City has adopted a twenty-year ridership goal of 10% of commuters for transit.

- **Ridesharing:** Another method of reducing the number of vehicles on our roads is to encourage ridesharing (two or more commuters per vehicle). This section describes how the ACHD promotes ridesharing through two programs: a carpool matching service and a vanpool service. Also given are realistic five-year and ten-year goals.

- **Bikeways & Pathways:** Bicycles have many uses, such as recreation and commuting to work. For many school-age children bicycles may be their only form of personal transportation. Ada County has approximately 30 street-related miles and 15 separate miles of bike paths. This section describes suggested improvements to the bikeway system, and on-going outreach and planning efforts to achieve them. As a result of strong public input, a major pathways plan is currently under development.

- **Transportation System Management and Corridor Management:** By the year 2010 the Plan seeks to have all Ada County roads carry a stable flow of traffic where drivers have reasonable freedom to select their speed and make necessary lane changes. However, even with all the projects listed, not all roadway problems will be solved. Some problems will require management solutions such as phasing signals, restriction turn movements, or other measures which allow more traffic to share the roads. This section lists specific routes requiring management studies and guidelines for addressing other principal corridors.

- **Other:** Other transportation facilities which affect our transportation system include:

- **Airport:** Adequate airport facilities are vital to both our business community (where such facilities can be a determining factor for location of a business) and general citizenry. This section describes a 19-year development plan for the Boise Air Terminal, including improvements to current structures and construction of new facilities.

- **Parking:** Parking is also an important aspect of the transportation system, as vehicles which transport most of Boise's commuters and shoppers must be stored. Recommendations in this section focus on evaluating ways of improving parking in Downtown Boise.

- **Gateways:** When major roads into Ada County communities are landscaped and attractive, it portrays community pride to visitors and markets our area as an attractive place in which to live, to do business, and to visit for recreation. This section identifies twenty-one such gateways in Boise, Garden City and the Western Cities.

SECTION VI. AIR QUALITY CONFORMITY DETERMINATION: The 1990 Clean Air Act Amendment (CAAA) requires all transportation plans, programs and projects to conform with the State Implementation Plan (SIP). In accordance with this requirement, APA Staff conducted an *Air Quality Conformity Determination* for the 2010 Regional Transportation Plan (APA Report 2-93, November 1992).

It was determined that the Plan supports the intent of the 1982 SIP and contributes to the reduction of carbon monoxide in the area. It was also determined that no element of the Plan contradicts the intent of the 1982 SIP. Overall, forecasted vehicular emissions will be lower by the 2000 and 2010 in the build-scenario than the no-build scenario.

SECTION VII. FINANCIAL PLAN: No matter how well a Plan meets the projected needs, it cannot become a reality until there is adequate funding to pay for the construction and maintenance projects it supports. This section explains the estimated transportation funding needs of the next twenty years and what is needed to develop a Financial Plan for implementing the Plan.

II. TRANSPORTATION GOALS AND OBJECTIVES

The following broad transportation goal and implementing objectives are a key portion of the 2010 Regional Transportation Plan, providing guidance and focus for its implementation.

The policy direction goal, derived from all existing Comprehensive Plans, is to:

COOPERATE IN THE DEVELOPMENT OF A BALANCED, MULTI-MODAL TRANSPORTATION SYSTEM THAT ENHANCES THE AREA'S LAND USE, ENVIRONMENTAL, SOCIAL, ECONOMIC AND ENERGY OBJECTIVES.

Specific Comprehensive Plans reviewed by APA staff were: *A Policy Plan for the Boise Metropolitan Area* (updated February 1992); *The Ada County Comprehensive Plan* (Amended July 1990); *The Garden City Comprehensive Plan* (adopted July 1980); *The Boise River Plan Revision* (adopted February 1988; updated March 1990); *The Eagle Comprehensive Plan* (revised, January 1987); *The Goals, Objectives & Policies for Kuna, Idaho* (updated, 1992); and *The Meridian Comprehensive Plan* (amended April 1990).

These plans were also examined for specific transportation planning policies incorporated in their text. (See the Process Supplement for specific transportation goals and objectives.) Those policies were extracted, collated, and reviewed by the Transportation Technical and Citizens Advisory Committees. The following objectives were then developed for the Plan:

1. Increase the efficiency and safety of the transportation system.
2. Identify the major transportation corridors (existing or new) and preserve them for future growth.
3. Place a greater reliance on public transportation and ridesharing for future needs.
4. Develop a transportation system to the year 2010 that maintains the public health standard for carbon monoxide attainment.
5. Preserve the integrity of the built community and other traffic sensitive areas.
6. Support and be consistent with local and area-wide Comprehensive Plans.
7. Meet the basic needs of the community for mobility.
8. Develop an energy efficient transportation system.
9. Develop a transportation system within the reasonable financial ability of local and state governments.
10. Continue to improve a safe non-vehicular system.
11. Pursue private sector involvement in funding transportation improvements needed because of growth.
12. Expand opportunities for beautification of roadway entries and designated corridors.
13. Develop a Functional Street Classification Map which identifies existing and future arterial/collector systems in the urban and rural areas consistent with the Comprehensive Plans.
14. Identify alternative public sector funding opportunities for transportation investments and seek a more equitable distribution of existing public funds.

This goal and these objectives were used to determine which projects are included in the Plan. The needs of the community will continue to be balanced against competing objectives. Meeting all fourteen objectives is not always possible because of conflicts.

LEVEL OF SERVICE POLICY

In addition to the formal goals and objectives of the 2010 Regional Transportation Plan, the APA Board also adopted a Level of Service (LOS) Policy to be used for identifying new or expanded roadway facilities, and for setting funding priorities. Endorsement of such an LOS Policy was also seen as a desirable component of ACHD's system of roadway impact fees.

The LOS Policy Goal was adopted by the APA Board in their meeting on March 21, 1989. The policy statement adopted is as follows:

Determination of future transportation needs will be based on a twenty-year forecast of travel demand. Roadway needs will be based on LOS C criteria except on some arterials, where LOS D may be considered. For such arterials, the following factors will be explored when deciding whether LOS C or LOS D is appropriate:

- A. Economic Feasibility**
- B. Engineering Feasibility**
- C. Environmental Impact**
- D. Impact on Adjacent Development**
- E. Maximum System Benefit**
- F. Policy Board Decision**
- G. Technical Staff Recommendation**
- H. Total Cost**

Based on the criteria laid out in the LOS Policy, thirteen corridors (with the potential for others to be included later as necessary or appropriate) were identified in which a LOS D was deemed appropriate. These corridors are described in the section on "Transportation System Management/Corridor Management" on pages 41-42.

For more detailed information on the definitions of levels of service, consult the Glossary (Appendix B) under "LOS."

III. ASSUMPTIONS

As residential and business locations change, new driving patterns emerge. Population and employment growth data were used to forecast how much and where such new growth is expected to occur. A computer model was used to replicate as accurately as possible how people make driving decisions. Future roadway needs were then estimated based on projected growth and traffic patterns.

The assumptions of population and travel patterns presented here are based on projections developed from the 1988 Ada County *Demographic Report* and APA programs for monitoring residential and commercial construction activity. More current information from the 1990 U.S. Census is not yet available. An updated Demographic Report, based on data from the 1990 U.S. Census, will be created during Fiscal Year 1993, and will more accurately reflect the growth in Ada County in recent years. The new Demographic Report will then serve as a basis for making more refined and accurate projections for implementing the 2010 Regional Transportation Plan.

GROWTH ASSUMPTIONS

To predict future growth patterns, it is necessary to have an accurate picture of how growth has occurred previously. In 1980 APA began monitoring subdivision plats and building permits. Monitoring building permits provides an accurate means of tracking development patterns and helps estimate population changes in the county. During the 1980s Ada County's growth rate has been 2.3% per year, twice the national rate. The 1988 Ada County population estimate of 202,864 is expected to increase to 290,000 by 2010.

Data from three sources were used to project employment: the 1980 U.S. Census, the Idaho Population and Employment Forecast, and independent forecasts prepared by the Idaho Power Company. Ada County employment is expected to increase from 93,870 in 1988 to 139,200 by 2010. Figures III-1, III-2 and III-3 show population and employment growth distribution in Ada County.

These growth data were reviewed by the Citizens and Technical Advisory Committees (CAC/TAC), the Boise Chamber of Commerce, and the Boise Office of Economic Development. The APA Board also reviewed and refined these growth data. Final forecasts were then approved by the APA Board and are now used by local governments. These projections are further detailed in the 1988 Ada County *Demographic Report*. APA used these growth data when creating transportation scenarios to forecast 2010 travel demand. Based on such projected traffic, future roadway needs can then be assessed. As more recent data from the 1990 U.S. Census becomes available, they will be used to further refine the projections and improve the forecasts.

FIGURE III-1: ADA COUNTY GROWTH DISTRIBUTION CHART *

POPULATION				
	1987/88	2010	CHANGE	Share of Growth
Boise/Garden City Urban Area	167,067	234,989	+ 67,922	78%
Western Cities/Rural Ada County	35,797	55,011	+ 19,214	22%
TOTAL	202,864	290,000	+ 87,136	100%
EMPLOYMENT				
	1987/88	2010	CHANGE	Share of Growth
Boise/Garden City Urban Area	86,526	127,985	+ 41,459	91%
Western Cities/Rural Ada County	7,344	11,215	+ 3,871	9%
TOTAL	93,870	139,200	+ 45,330	100%

* Information in Table based on *Demographic Report, Ada County, Idaho* (October 1988).

TRAFFIC MODELING PROCESS

With these growth projections APA employs a computer model to forecast where people will want to travel and what roads they will most likely be using. Future traffic levels and roadway deficiency data were produced with this traffic model, a software system called the Urban Transportation Planning System (UTPS).

The UTPS modeling process has four steps: trip generation, distribution, modal split, and assignment. It was developed by the Federal Highway Administration (FHWA) and the Urban Mass Transportation Administration (UMTA). Briefly, a trip is defined as travel from a single origin to a single destination. Thus, a trip from work to a gas station and then to home would be two trips. The modal split step models the mode, or type of vehicle used (automobile, bus, etc), for a trip. Since there are too few trips made on fixed route transit services in Ada County to affect the model, this step is generally not used. For a more complete description of the traffic modeling process, see Appendix D.

APA's roadway network and modeling approach was developed by the Idaho Transportation Department (ITD) in the late 1970s. The network and other model assumptions are checked against actual traffic counts and other data to calibrate the model and verify how well results match the actual traffic conditions. In the future, both the ITD and APA will be using a more advanced modeling software package called TRANPLAN, which employs a similar modeling process.

DEFICIENCIES ANALYSIS

The previous sections described populations and employment projections for growth over the next twenty years, and the computer model used to forecast travel demand. With these assumptions and modeling tools, future transportation needs could then be assessed.

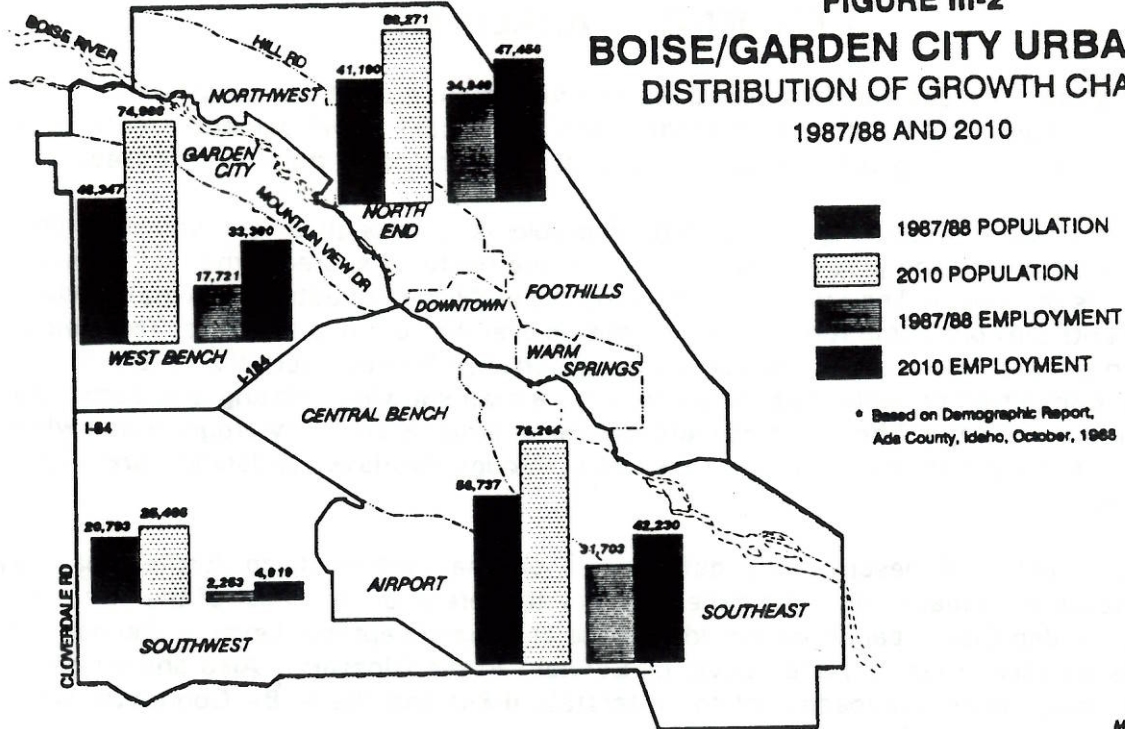
A typical method of describing transportation problems is through a roadway deficiency analysis: what will be the probable deficiencies in the roadway system when subjected to twenty years of growth? The first step in defining the problem is to determine what roadway improvements are considered funded and committed over the next twenty years. The projects included in the first five years of the current Transportation Improvement Plan were used as the list of committed projects (see Figure III-4 for a map showing existing and committed roadway improvements). The map also identifies major projects currently programmed which would increase capacity of the roadway system through overlays, widenings and similar improvements.

Figures III-5 and III-6 describe the deficiencies on the system if no further roadway improvements were made and if the expected growth were to occur. Most of the arterials in the Boise/Garden City Urban Area would operate at an unacceptable Level of Service (For definitions of service ratings, see "Level of Service" in the Glossary). Also shown on the deficiency maps is an overloading of the Interstate (I-84) and the I-184 Connector which would require additional lanes.

If future roadway needs are not met, the potential for growth in certain areas could be affected. The high level of congestion would contribute to poorer air quality, higher fuel consumption, increased travel times, impacts on neighborhoods, and more frustration for the public.

FIGURE III-2
BOISE/GARDEN CITY URBAN AREA
DISTRIBUTION OF GROWTH CHANGE*

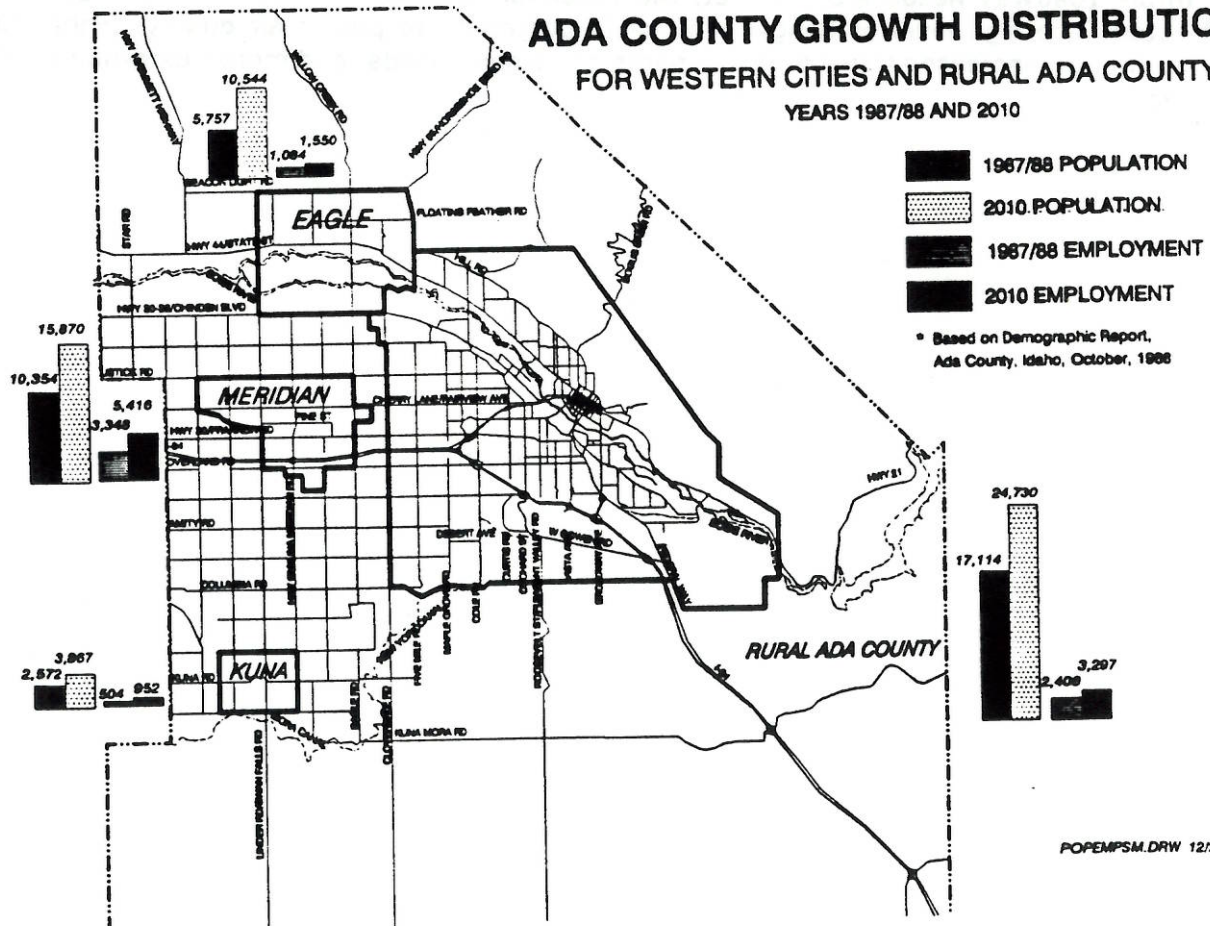
1987/88 AND 2010



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FIGURE III-3
ADA COUNTY GROWTH DISTRIBUTION
FOR WESTERN CITIES AND RURAL ADA COUNTY*

YEARS 1987/88 AND 2010



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FIGURE III-4

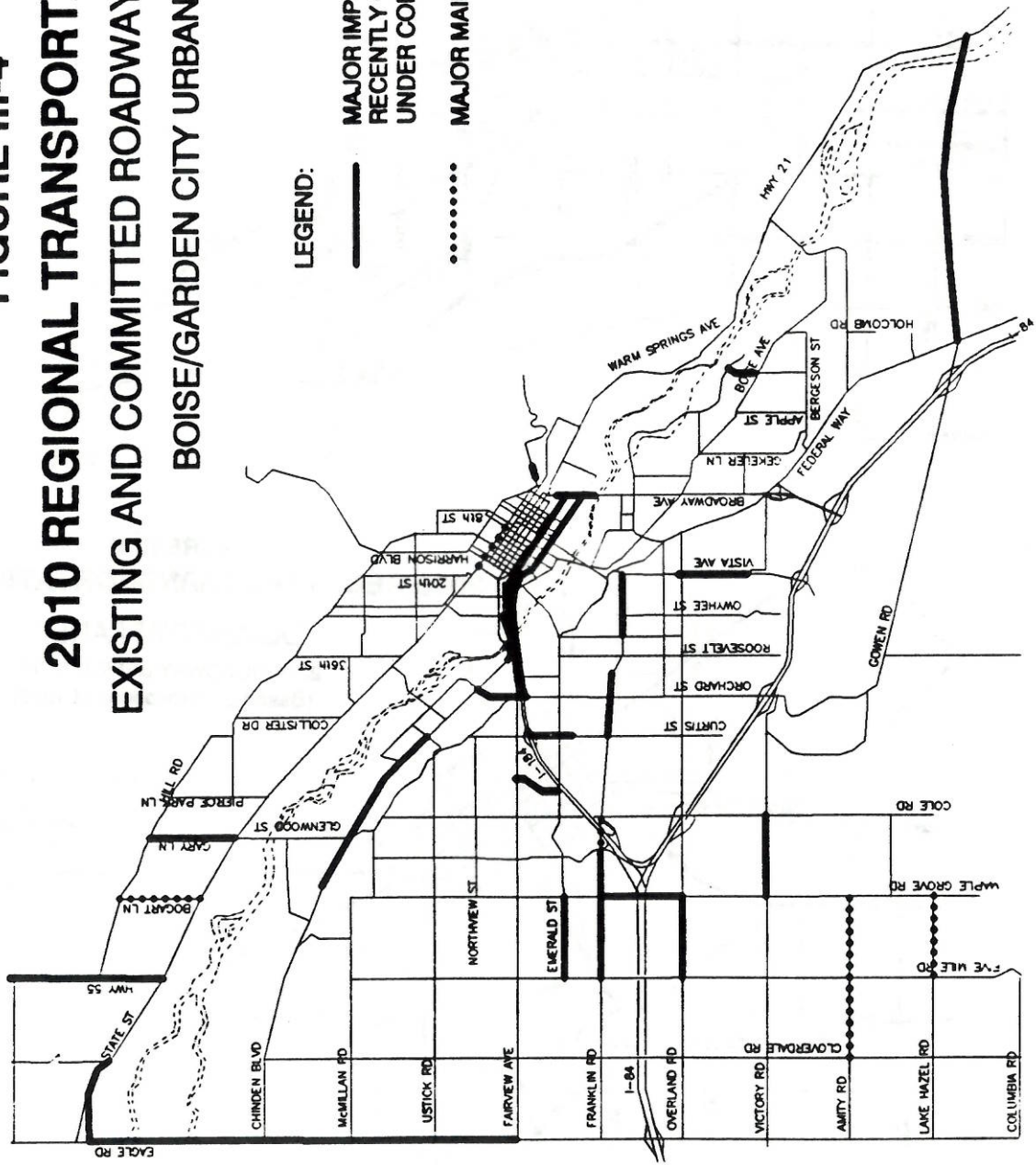
2010 REGIONAL TRANSPORTATION PLAN

EXISTING AND COMMITTED ROADWAY IMPROVEMENTS

BOISE/GARDEN CITY URBAN AREAS

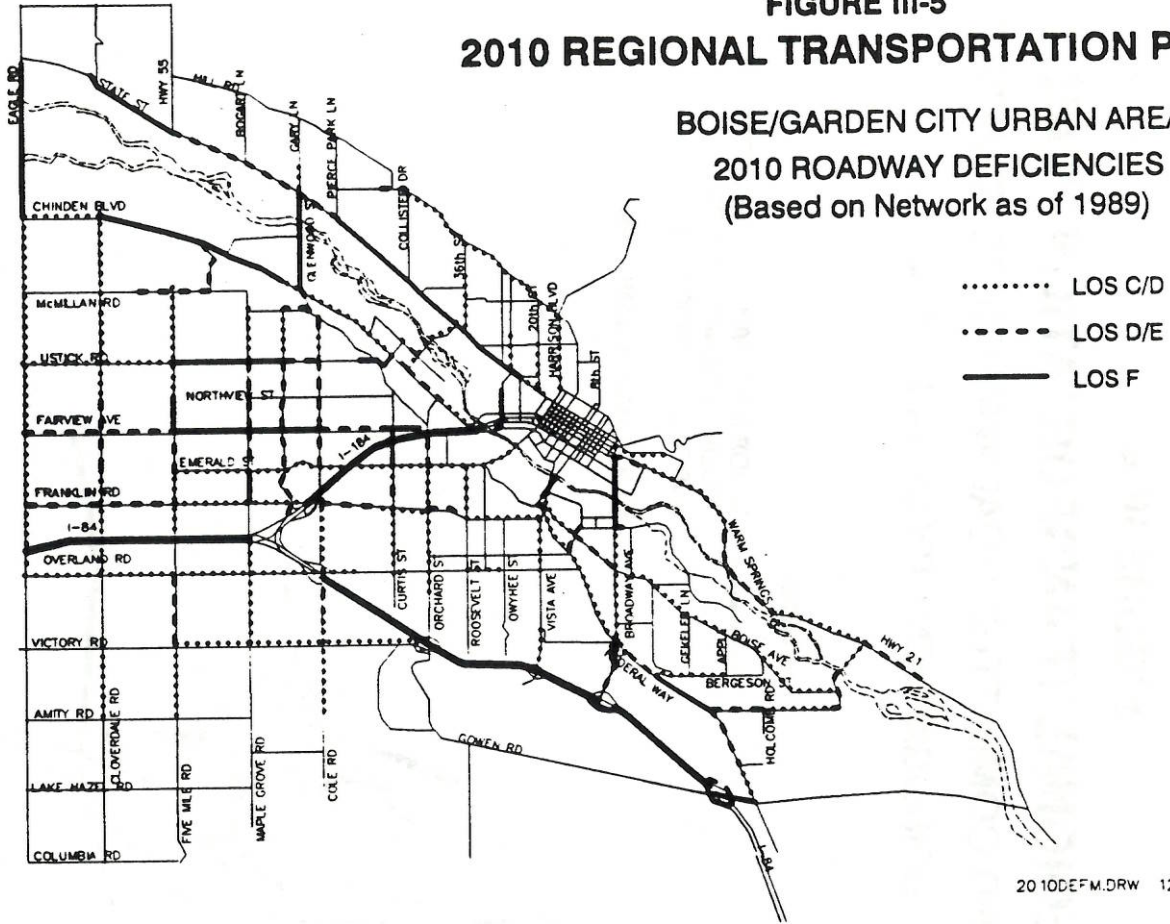
LEGEND:

- MAJOR IMPROVEMENT PROJECTS RECENTLY COMPLETED OR UNDER CONSTRUCTION
- MAJOR MAINTENANCE PROJECTS



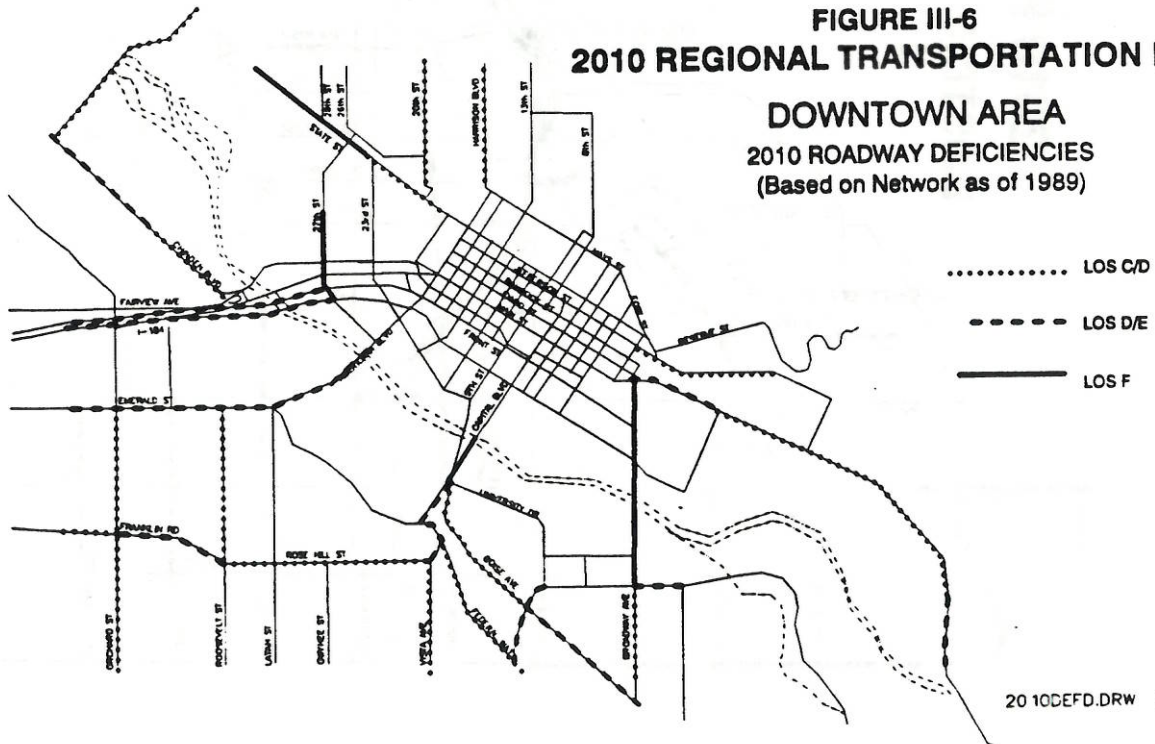
**FIGURE III-5
2010 REGIONAL TRANSPORTATION PLAN**

**BOISE/GARDEN CITY URBAN AREA
2010 ROADWAY DEFICIENCIES
(Based on Network as of 1989)**



**FIGURE III-6
2010 REGIONAL TRANSPORTATION PLAN**

**DOWNTOWN AREA
2010 ROADWAY DEFICIENCIES
(Based on Network as of 1989)**



IV. PUBLIC INVOLVEMENT

Without public consensus, major transportation facilities are often controversial and difficult to complete. Transportation planners have technical points of view in solving roadway needs; non-technical people have other points of view which must be considered. The APA Board on April 18, 1989, gave "wholehearted support to a public involvement process" which directed staff to aggressively seek public comment on the options in developing a regional transportation plan.

Presentations by staff from APA and other transportation related agencies were made to individuals, groups, and agencies during the year and a half long process that led to the initial adoption of the *2010 Transportation Plan and Needs Assessment for Northern Ada County* (see Process Supplement). Early in the Plan process, Transportation Task Forces were created in the Cities of Eagle, Kuna, and Meridian. The Task Forces identified local transportation needs for the county-wide Plan. Short and long-term needs were addressed and approved by each City Council and received by the APA Board to add to the Plan. (Section V details the results of this process.)

For the Boise/Garden City urban area, eight public meetings were held in May and June, 1989; and a Public Hearing for all of Ada County was held July 26, 1989. The public meetings were hosted by the APA Executive Committee and a subgroup of the APA Citizens Advisory Committee. The subgroup, the Public Involvement Team, gave insight to how material was presented, input on the format of meetings, and many other areas of support.

An extensive outreach effort was conducted to encourage public involvement in formulating the Plan. Nearly 7,000 postcards about the meetings were mailed to various local groups, citizens, and public agencies. A number of articles appeared in the *Idaho Statesman* and on local television and radio stations, and extensive media coverage of the Plan and its development appeared throughout the entire process. Notices of public hearings were published in the *Statesman* and in the *Valley News* and the *Kuna/Melba News*. Public comment was sought on projects for the Plan and on preferred funding options.

Records of the testimony and comment sheets detailing public input during this phase of the Plan's development are available at the Ada Planning Association office, 413 West Idaho, Suite 100.

The APA Board endorsed the *2010 Transportation Plan and Needs Assessment* on November 21, 1989. It then directed that the Plan be submitted to its members for adoption.

In a parallel process and as part of a state-wide update of Functional Street Classifications, APA, ACHD and ITD co-sponsored a public hearing open to all the citizens of Ada County on the local Functional Street Classification Map. This hearing was held on May 31, 1990. The Map that resulted from this process was endorsed by the APA Board on September 18, 1990. The Board directed that the Map be incorporated into the Plan and be sent to local governments for formal adoption.

The 2010 Regional Transportation Plan was adopted by the City of Kuna in 1989 and by Cities of Eagle, Garden City and Meridian in April of 1991. Boise City held several hearings,

in conjunction with public meetings of both Boise's Planning and Development Commission and the full City Council. Final Boise City adoption occurred in February 1992.

The Ada County Planning & Zoning Commission considered the Plan at public meetings during 1991 and 1992. The Ada County Commissioners adopted the 2010 Regional Transportation Plan at a public meeting held on March 8, 1992 and recognized it as a regional plan intended for the greater benefit of all the citizens of Ada County and its incorporated cities. As part of their adoption the Commissioners recognized the numerous changes adopted by each of the incorporated cities.

The Plan was also adopted by the Ada County Highway District (ACHD) on May 28, 1992. This adoption incorporated all the previous changes made by the cities, as well as changes recommended for rural areas of the county. In response to public concern, ACHD also added language calling for the Bench-to-Valley Corridor Study to consider alternatives to provide access between the bench and valley regions in the Boise/Garden City Urban Area.

Final adoption of the 2010 Regional Transportation Plan by the APA Board came on June 15, 1992. This included simultaneous adoption of the updated Functional Street Classification Map (see page 32).

Throughout the process leading to final adoption, concerned citizens provided their comments, criticism and advice. Public response to development of the Plan and the changes made to it during the adoption process were monitored by the Citizens Advisory Committee, and by the members of the Transportation Task Forces who had helped initiate the Plan's development. Numerous civic, business and citizen's groups also contributed. The participation of all these groups and individuals made an invaluable contribution to the development of the 2010 Regional Transportation Plan.

V. TRANSPORTATION ELEMENTS

As local and state policy-makers seek to accommodate population and economic growth and to maintain our quality of life, they must agree upon the design and development of a safe and adequate transportation network. This key section is an assessment of the twenty-year transportation needs of the northern Ada County network. It details the proposals necessary to meet future travel needs in northern Ada County, but it exceeds estimated funding. Until the public is willing to support adequate funding, the needs cannot be reflected in the Plan.

These needs encompass the following forms of transportation: roadways, transit, ridesharing and bikeways. Also discussed are management of the transportation system and of corridors, and the needs for the airport, parking and gateways.

ROADWAYS

When people think of a transportation network, most will first visualize the roads upon which they travel. Ada County citizens travel upon 1,625 miles of roadway (centerline miles, including state highways), usually in their own vehicles (one occupant). Construction and maintenance needs of those rural and urban roads must be considered. This section of the Plan addresses traffic growth projections for the year 2010 and seeks to address deficiencies in the network. Ada County citizens benefit from safe and adequate roadways. Local and state governments must cooperate to meet each other's roadway requirements. "Hold harmless" agreements may be a way to achieve this cooperation.

WESTERN ADA COUNTY

The Mayor and City Councils of the Cities of Eagle, Kuna and Meridian each appointed a Transportation Task Force to work with planning staffs to identify local transportation needs and priorities for the county-wide Plan. The ACHD, ITD, and APA provided staff support for this process.

From November 1988 through May 1989 the Task Forces met four to six times each to discuss transportation problems and solutions; review the sites; and develop recommendations for City Council and APA Board consideration. Those recommendations included both short and long term needs. (Long-term recommendations are included in this document; complete recommendations are included in the process Supplement).

Recommendations from the Western Cities of Eagle, Kuna and Meridian were approved by the individual City Councils. Ada County recommendations, including those for Rural Ada County, were also formulated. In each instance the APA Board recognized them and incorporated them into the Plan. The Western Cities recommendations for the Plan increased its cost by about \$45 million. Each Western City wishes to continue the Transportation Task Force process on an annual or biannual basis, with ACHD and ITD staff support. They would monitor annual budget processes and insure the Plan remains current. All of the Western Cities and Ada County have adopted their portion of the 2010 Regional Transportation Plan following extensive internal review and public comment.

MERIDIAN TRANSPORTATION TASK FORCE LONG RANGE RECOMMENDATIONS: The City of Meridian adopted the 2010 Regional Transportation Plan in April 1990, as it was submitted. Several additional changes were later included in the Rural Ada County approval.

NOTE: The following recommendation was listed by the Task Force as short-term. As an unfunded need, this project was added as a priority for the long-term.

- Improvements to North Meridian Road on the west side and widening of culvert crossings, returning to the bridge width at Five Mile Creek Bridge. ACHD responsibility; approximate cost of \$114,000.

The following needs were identified to improve pedestrian and vehicular safety. Long-term needs are not necessarily listed by priority.

- Require section line roads have a minimum of 80' right-of-way (R/W) with a 40' vision triangle flare on each corner at intersections of section line roads, with turnouts. No sewer systems or utilities are to be placed in the center of the road.
- Do not locate underground public utility lines paralleling a section line road beneath the paved roadway surface area but rather between the R/W line and back of sidewalk or in utility easements on the private property side of the road R/W.
- Improve Old Town District to include curb/gutter/sidewalk.
- Extend East Pine Street to connect with Emerald Street.
- Preserve 200' R/W on the railroad.
- Delete two (proposed) frontage roads as collectors (north of the interstate, both east and west of Meridian Road).
- Promote intercity cooperation on air quality.

Note: As part of the projected deficiencies, the following two projects were added to the Meridian recommendations.

- Widen Franklin Road from Eagle Road to Meridian Road to four or five lanes.
- Improve Ustick Road from Linder Road to Eagle Road to a standard two lanes.

KUNA TRANSPORTATION TASK FORCE LONG RANGE RECOMMENDATIONS: The City of Kuna adopted the 2010 Regional Transportation Plan as it was submitted as part of the 2010 transportation planning process in 1989.

- Priority 1 - Replace and/or repair the following bridges in the Kuna area: Priority #4, on Kuna-Mora Road 0.6 miles east of Cloverdale Road; Priority #5, on Kuna Road 0.6 miles west of Black Cat Road; Priority #6, on King Road 0.6 miles west of Eagle Road. Responsible Agency: ACHD. Status: The above three bridges are currently not on the ACHD list of unfunded critical bridges.
- Priority 2 - Resurface Avalon Road from Black Cat Road to Owyhee Street. Responsible Agency: ACHD. Status: This project is not currently on the unfunded needs list for reconstruction by ACHD.
- Priority 3 - Resurface Overland Road from Ten Mile Road to State Highway 69, and downzone speed limit on Overland Road from Stoddard Road to State Highway 69 to 35 MPH. Responsible Agency: ACHD. Status: This project is currently on the unfunded needs list for reconstruction by ACHD (project numbers: 15 and 23). Pedestrian safety and left-turning movement needs require these measures.

- Priority 4 - Complete Kuna-Mora Road from Cloverdale Road to Swan Falls Road. Responsible Agency: ACHD. Status: This project is currently listed under miscellaneous on the unfunded needs list for construction by ACHD.
- Priority 5 - Extend the Greenbelt along the New York Canal from Boise to Kuna and upgrade the City of Kuna's Greenbelt system to eventually connect with Nampa. Responsible Agencies: Ada County, City of Kuna. Status: The Greenbelt within the City of Kuna is likely to be addressed initially. Currently, no improvements are contemplated on a bikepath along the New York Canal.
- Priority 6 - Construct a bridge to connect North Ten Mile Road with South Ten Mile Road across Indian Creek. Responsible Agency: ACHD. Status: This would be a very long term project; funds currently are not available for new structures.

EAGLE TRANSPORTATION TASK FORCE LONG RANGE RECOMMENDATIONS: The City of Eagle initially adopted the 2010 Regional Transportation Plan in April 1990, and recently amended their portion of the Transportation Plan based on a year-and-a-half study of their Comprehensive Plan.

- The Eagle Bypass was modified by the Eagle City Council at their meeting on May 23, 1989 to provide for a western leg using either the long route or the short route based on the findings of public testimony.
- With limited access, frontage roads need to be developed north of the Bypass route to serve adjacent land and allow future development. Frontage roads would be added to the Eagle Comprehensive Plan and provided as development occurs along the Bypass.
- Arterial and collector routes should be brought up to ACHD or ITD standards (80' R/W for major collectors and 60' R/W for minor collectors). Currently, most of the rural collectors in and around the City of Eagle are very substandard (i.e. Floating Feather Road and North Eagle Road). Needed improvements should be in ACHD's list of needs, with priorities reviewed by the City of Eagle. The Eagle Bypass should be a principal arterial from Eagle Road east and a minor arterial from Eagle Road west.
- With the Eagle Bypass in place, the City of Eagle strongly supports existing State Highway 44 be maintained as a business loop rather than abandoned as a local road. Keeping this portion of State Highway 44 in the state highway system would best serve the City of Eagle. Item #7 under the Short-Term Needs (see Plan Supplement), requires signage to prohibit trucks from the downtown core of the City of Eagle. Trucks should use the Eagle Bypass.
- Extend Cloverdale Road north to Highway 44 near New Highway 55.
- Widen Floating Feather Road to 4-5 lanes between Ballantyne Road and Highway 55.
- Conduct a Corridor Study of Hill Road between Edgewood Lane and Collister.
- Other forms of transportation should be evaluated for service to the City of Eagle. Limited transit service should be evaluated for access to downtown Boise and possibly the Boise Towne Square Mall. The feasibility of financing such a system should be studied by APA working with the Cities of Boise and Eagle, and Ada County. Future transit service should meet the needs of transit dependent people such as the elderly and handicapped.
- A bike/pedestrian connection to the River Trail System being developed from Lucky Peak to Eagle Island State Park should be pursued. Bike access should be part of the Eagle Bypass Corridor Study.

FIGURE V-1

**2010 REGIONAL TRANSPORTATION PLAN
WESTERN ADA COUNTY ROADWAYS**

LIST OF PROJECTS

Projected Costs (in parentheses) are estimates only and are subject to revision.

MERIDIAN

- 1. Extend E PINE ST. LOCUST GROVE RD to EAGLE RD (\$1,067,000)
- 2. Widen FRANKLIN RD from EAGLE RD to MERIDIAN RD to 5 lanes (\$3,666,000)
- 3. Improve USTICK RD from LINDER RD to EAGLE RD to standard 2 lanes (\$2,562,000)

KUNA

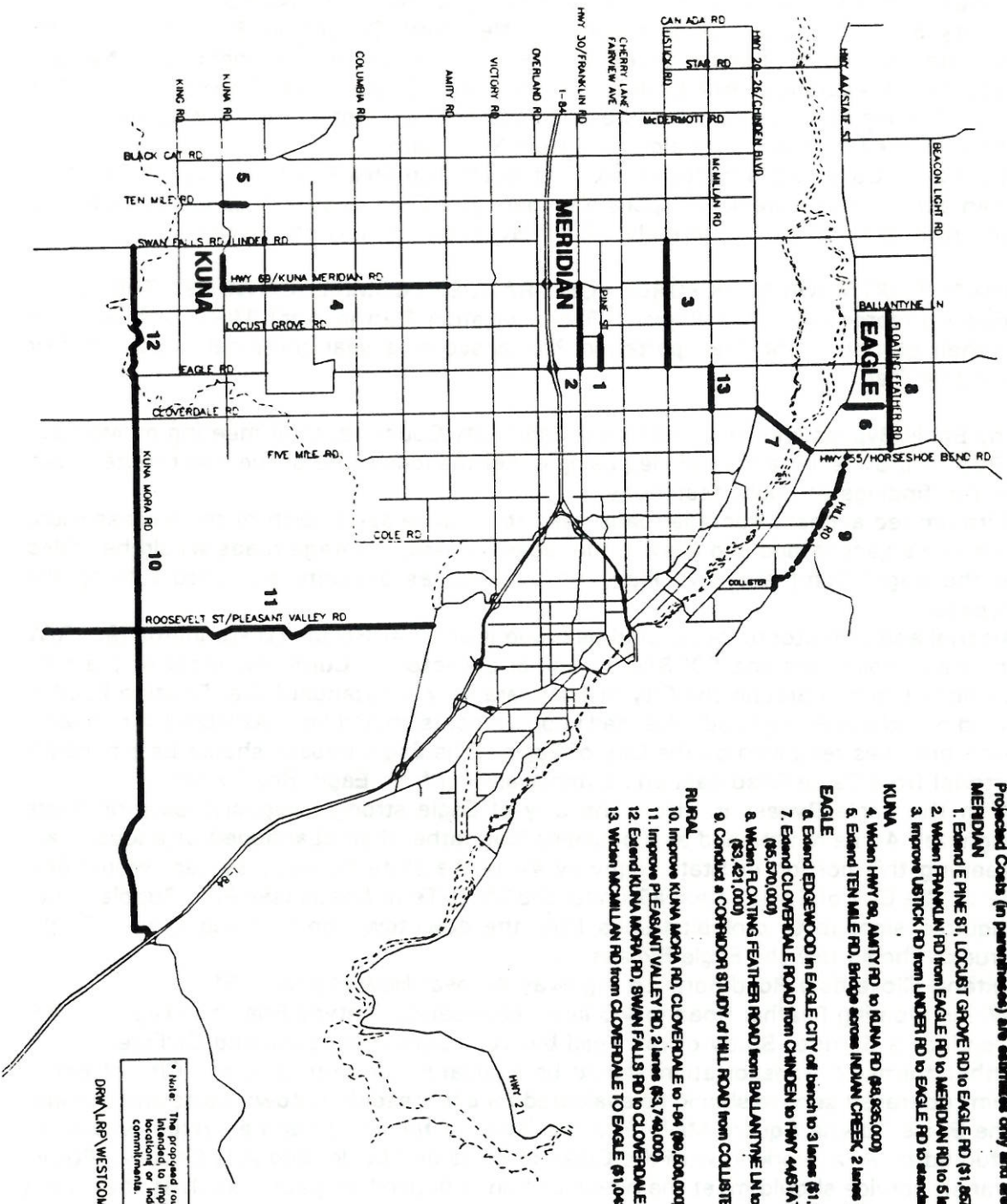
- 4. Widen HWY 69, AMITY RD to KUNA RD (\$4,895,000)
- 5. Extend TEN MILE RD. Bridge across INDIAN CREEK. 2 lanes (\$1,356,000)

EAGLE

- 6. Extend EDGEWOOD in EAGLE CITY off bench to 3 lanes (\$1,520,000)
- 7. Extend CLOVERDALE ROAD from CHINDEN to HWY 44/STATE ST. (near NEW HWY 55) (\$6,570,000)
- 8. Widen FLOATING FEATHER ROAD from BALLANTYNE LN to HWY 65 to 4-5 lanes (\$3,421,000)
- 9. Conduct a CORRIDOR STUDY of HILL ROAD from COLLISTER to EDGEWOOD LN

RURAL

- 10. Improve KUNA MORA RD. CLOVERDALE to I-94 (\$9,604,000)
- 11. Improve PLEASANT VALLEY RD. 2 lanes (\$3,748,000)
- 12. Extend KUNA MORA RD. SWAN FALLS RD to CLOVERDALE RD (\$2,292,000)
- 13. Widen MCWILLIAM RD from CLOVERDALE TO EAGLE (\$1,043,000)



* Note: The proposed routes are not intended to imply specific location or indicate funding commitments.

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BOISE/GARDEN CITY URBAN AREA

ROADWAY ELEMENT (BALANCED SYSTEM): The roadway element for the Boise/Garden City urban area balances the need for expanding current roadways with the building of new facilities. Figure V-2 lists the projects contained in the roadway element. Figures V-3A and V-3B show the proposed projects in the Boise/Garden City urban area. The estimated cost of the urban roadway element is approximately \$176 million; with the Western Ada County Improvements included, the total cost would be approximately \$221 million.

The roadway element addresses traffic growth by the year 2010 and seeks to eliminate roadway deficiencies (i.e. Levels of Service D, E, and F). Not all roadway problems are solved, however. Remaining deficiencies would need special traffic engineering and corridor management applications (see Transportation System Management/Corridor Management section, pages 41-42).

The roadway element was selected from four options (see also Appendix F):

- Maximum New System -- Emphasized new transportation facilities at a cost of \$205 million. This option included: six new river crossings; four new accesses off the Bench; and three new accesses to the Interstate;
- Maximum Existing System -- Maximized improvements to existing roadways. This option had an estimated cost (in 1989) of \$167.8 million but did not solve the problems at Glenwood Bridge and Broadway Avenue Bridge;
- Balanced System -- Provided a balance between new facility needs and improvement to the existing system; and
- Financially Constrained System -- Continued the under-funding of the transportation system. Adequate funding would not be available to meet future roadway maintenance needs nor new facility expansion.

A more thorough discussion of Plan alternatives is contained in the Plan Supplement.

PROJECTS BEYOND TWENTY YEARS: Proposals for major transportation improvements which might be necessary beyond the twenty year time frame of the Plan were summarized. As development pressures change, those projects would be evaluated for Plan inclusion. If future development encroaches on designated corridors, a study of future needs will be initiated before available rights-of-way are lost.

Projects are not necessarily listed by priority (see Figure V-4):

1. Extension of East 36th Street across the Boise River to State Street.
2. Cloverdale Road Interchange.
3. Extension of Curtis Road across I-84 to Gowen Road.
4. Extension of Maple Grove Road across the Boise River.
5. Freeway Bypass from south of Gowen Road to west of Eagle Road.
6. Gowen Road realignment south of the Boise Airport.
7. River crossing east of the Glenwood Road Bridge.
8. Five Mile Road Interchange.

FIGURE V-2: PROJECT LIST

2010 REGIONAL TRANSPORTATION PLAN for NORTHERN ADA COUNTY ROADWAY ELEMENT (BALANCED SYSTEM)

PROJECT LIST

NOTE: Projects are listed alphabetically, not by priority.
Cost figures given are estimates only, and are subject to revision.
> Total Estimated Cost: \$221,205,000 <

MAJOR PROJECTS FROM FY93-97 (Funding Committed). See also Figure III-4:

- Widen **BEACON**, Denver to Oakland to 4-5 lanes.
- Extend **EAGLE ALTERNATE ROUTE** (Eagle Bypass) on State Highway 55 around City of Eagle.
- Widen **FRANKLIN** from Maple Grove to Five Mile, 5 lanes.
- Widen **GARY LANE** from State Street to Hill Road to 3-4 lanes.
- **STATE HIGHWAY 21** connector, new route, from I-84 to Diversion Dam.
- Widen **STATE HIGHWAY 55** (Eagle Road), Fairview to City of Eagle, 5 lanes.
- Widen, realign **STATE HIGHWAY 55** to 5 lanes from State, north.
- Widen **VISTA**, Overland to Malad, 5 lanes.

CORRIDOR STUDIES

Conduct BENCH-TO-VALLEY CORRIDOR STUDY (See map, Figure V-3B):

- Analyze all possible alternatives to improve access to and from Bench/Valley areas. Cost: \$1,500,000

Conduct CORRIDOR STUDIES (See map, Figure V-3B):

- Study **MILL ROAD** from Collister to Edgewood Lane.
- Study extending **OVERLAND** to Boise or Broadway. Widen existing Overland to 5 lanes east of Vista and extend down bench to either Boise or Broadway.
- Study **FOOTHILLS ACCESS** Corridors in the vicinity of Boise, Garden City and Eagle.

NEW FACILITY NEEDS

New River Crossings:

- Extend **FRONT/MYRTLE** across river in the vicinity of Walnut to ParkCenter. New 4 lane bridge plus approaches. Cost: \$5,294,000.
- Extend **PARKCENTER** across river to Warm Springs in the vicinity of Holcomb. New 4 lane bridge plus approaches. Cost: \$3,178,000.

Extension Across Benches:

- Extend **WOLCOMB** south to Amity. New 3 lane road from Bergeson to Amity. Cost: \$2,217,000.

Other Extensions:

- Extend **ADAMS** west to Glenwood. Widen to 3 lanes and extend Adams west of E. 44th in Garden City to Glenwood. Cost: \$2,180,000.
- Extend **AMITY** from Cole to Gowen. New 3 lane road and bridge across canal from Cole to Cameo. Cost: \$1,967,000.
- Extend **WOLCOMB** from Boise to ParkCenter. 3 lane facility from ParkCenter to existing Holcomb. Cost: \$706,000.
- Extend **NORTH 31ST** from State to Fairview at N. 30th. New 3 lane road from State and N. 32nd to Fairview and N. 30th. Cost: \$1,818,000.
- Extend **VETERAN'S MEMORIAL PARKWAY** from State to N. 36th. Cost: \$377,000.
- Extend **CLOVERDALE ROAD** from Chinden to Hwy 44/State St. near new Hwy 55 (See Figure V-1, Western Ada County Roadways Projects).

WIDENING FACILITIES

Interstate Related:

- Reconstruct **COLE/OVERLAND** to 4 legged intersection with Interstate at different level. 3 lanes on Interstate, 6 lanes on Cole and Overland at intersection, reconstruct on and off ramps. Cost: \$26,590,000.
- Widen **GOWEN INTERCHANGE UNDERPASS** to 4 lanes, approaches 5 lanes, and westbound ramps 2 lanes. Cost: \$4,714,000.
- Reconstruct **FLYING "Y"**. Rebuild and relocate ramps from I-184 to I-84 to minimize weaving movements. Widen the Interstate to 6 lanes. Cost: \$15,600,000.
- Widen I-84 from Eagle interchange to Broadway interchange to 6 lanes. Cost: \$7,007,000.
- Widen I-184 from Curtis to Flying "Y" to 6 lanes. Cost: \$5,300,000.

Widen to 6-7 Lanes:

- Improve **CAPITOL** from Boise River to Vista. Major renovation of Capitol/Boise/University intersection. Cost: \$6,130,000.
- Widen **GLENWOOD** to 7 lanes from State to Chinden, including widening bridge to 6 lanes. Cost: \$2,700,000.
- Widen **STATE** on on each approach to Veteran's Memorial Parkway to 7 lanes. Cost: \$3,240,000.

(Continued on next page)

WIDENING FACILITIES (Continued)

Widen to 4-5 Lanes:

- Widen CHINDEN from Eagle Road to Joplin to 5 lanes. Cost: \$2,399,000.
- Widen COLE from Overland to Victory to 5 lanes. Cost: \$2,063,000.
- Widen CURTIS from Franklin to Morris Hill to 5 lanes. Cost: \$1,746,000.
- Widen FEDERAL WAY from Vista to Amity to 5 lanes. Cost: \$13,815,000.
- Widen FIVE MILE from Franklin to Ustick to 5 lanes. Cost: \$3,690,000.
- Widen FIVE MILE from Franklin to south of Victory to 5 lanes including structure over I-84. Cost: \$4,377,000.
- Widen FRANKLIN from Eagle Road to Five Mile to 5 lanes. Cost: \$4,257,000.
- Widen MAPLE GROVE from Franklin to Ustick to 5 lanes. Cost: \$4,864,000.
- Widen OVERLAND from Eagle Road to Five Mile, 5 lanes. Cost: \$2,775,000
- Widen RIVER STREET from 14th to Capitol to 5 lanes. Cost: \$1,611,000.
- Widen STATE from 8th to 23rd to 5 lanes. Cost: \$994,000.
- Widen STATE from Eagle Bypass to Glenwood to 5 lanes. Cost: \$2,804,000.
- Widen VICTORY from Orchard to Cole to 5 lanes. Cost: \$2,661,000

Widen to 3 Lanes:

- Widen AMITY from Federal Way to Eckert to 3 lanes. Cost: \$1,034,000.
- Widen ADAMS from 44th to 37th and extend to 36th as 3 lanes. Includes widening 44th to 3 lanes from Chinden to Adams and widening 36th to 3 lanes from Chinden to Adams. Cost: \$1,842,000.
- Widen BOISE from Capitol to Broadway to 3 lanes. Cost: \$2,756,000.
- Widen CLOVERDALE from Franklin to Chinden to 3 lanes. Cost: \$4,297,000
- Widen EMERALD from Cole to Curtis to 3 lanes. Cost: \$2,332,000
- Widen FEDERAL WAY from Amity to Gowen to 3 lanes. Cost: \$3,372,000.
- Widen McMILLAN from Cloverdale to Maple Grove to 3 lanes. Cost: \$2,813,000.
- Widen MILWAUKEE from Fairview to Ustick to 3 lanes. Cost: \$1,449,000.
- Widen NORTH 36TH from State to Hill Road to 3 lanes. Cost: \$2,718,000.

Convert from 1-way to 2-way Street:

- BANNOCK 2-way from 2nd to 16th Street.
- GROVE 2-way from 10th to Fairview. Change Grove from 1-way to a 2-way. Cost: \$150,000.

Convert from 2-way to 1-way Street:

- STATE STREET from Avenue B to 8th Street. Change to 1-way eastbound.

UPGRADE EXISTING FACILITIES

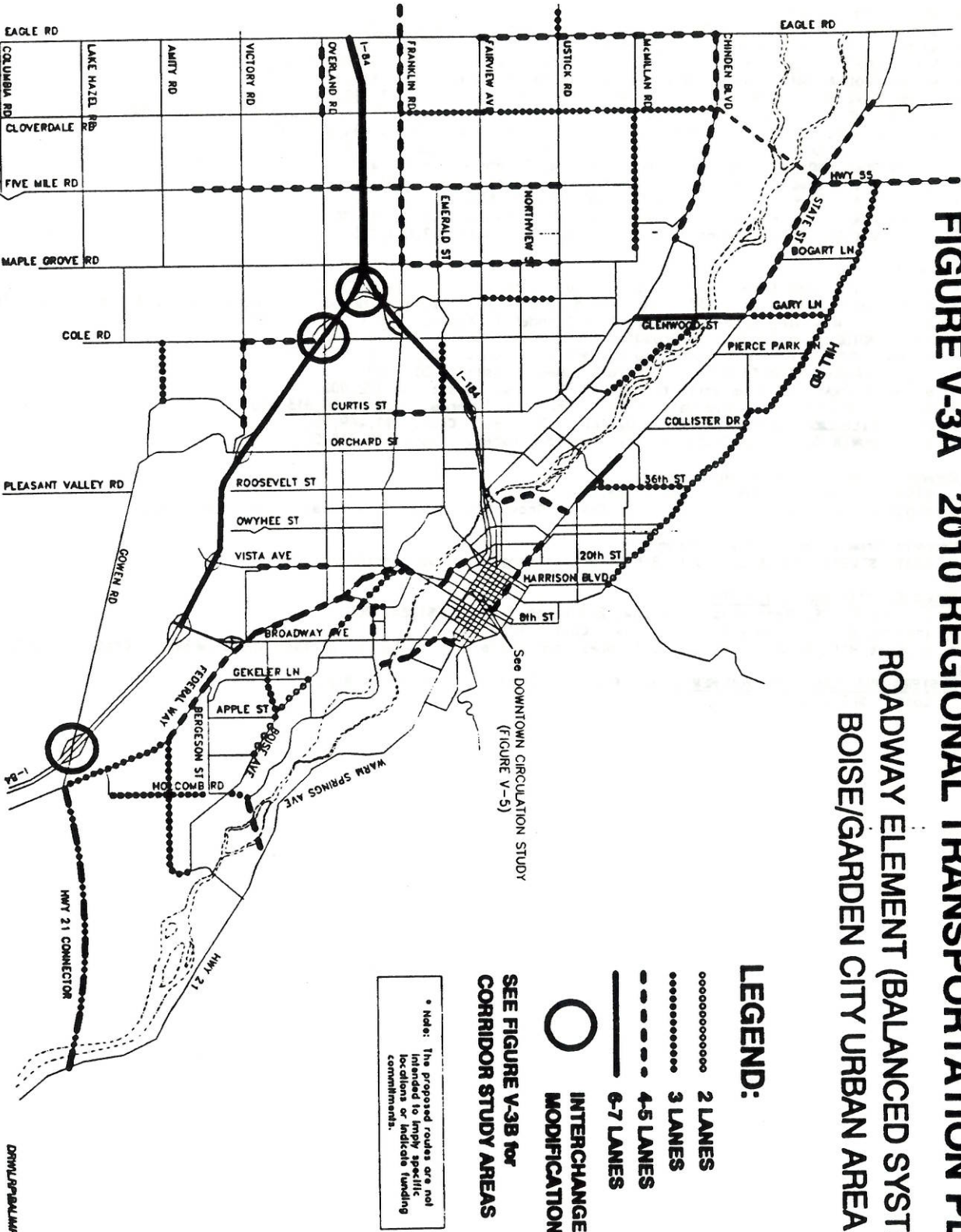
- Improve BOISE, Pennsylvania to Law, 2-3 lanes. Cost: \$1,847,000.
- Improve GROVE, from 9th to Fairview. Cost: \$738,000.
- Improve HILL ROAD to standard 2-3 lanes from State Highway 55 to Harrison where needed. Cost: \$11,477,000.

WESTERN ADA COUNTY IMPROVEMENTS (See Figure V-1 for Project List & Map)

Cost: \$45,480,000.

FIGURE V-3A 2010 REGIONAL TRANSPORTATION PLAN

ROADWAY ELEMENT (BALANCED SYSTEM) BOISE/GARDEN CITY URBAN AREA



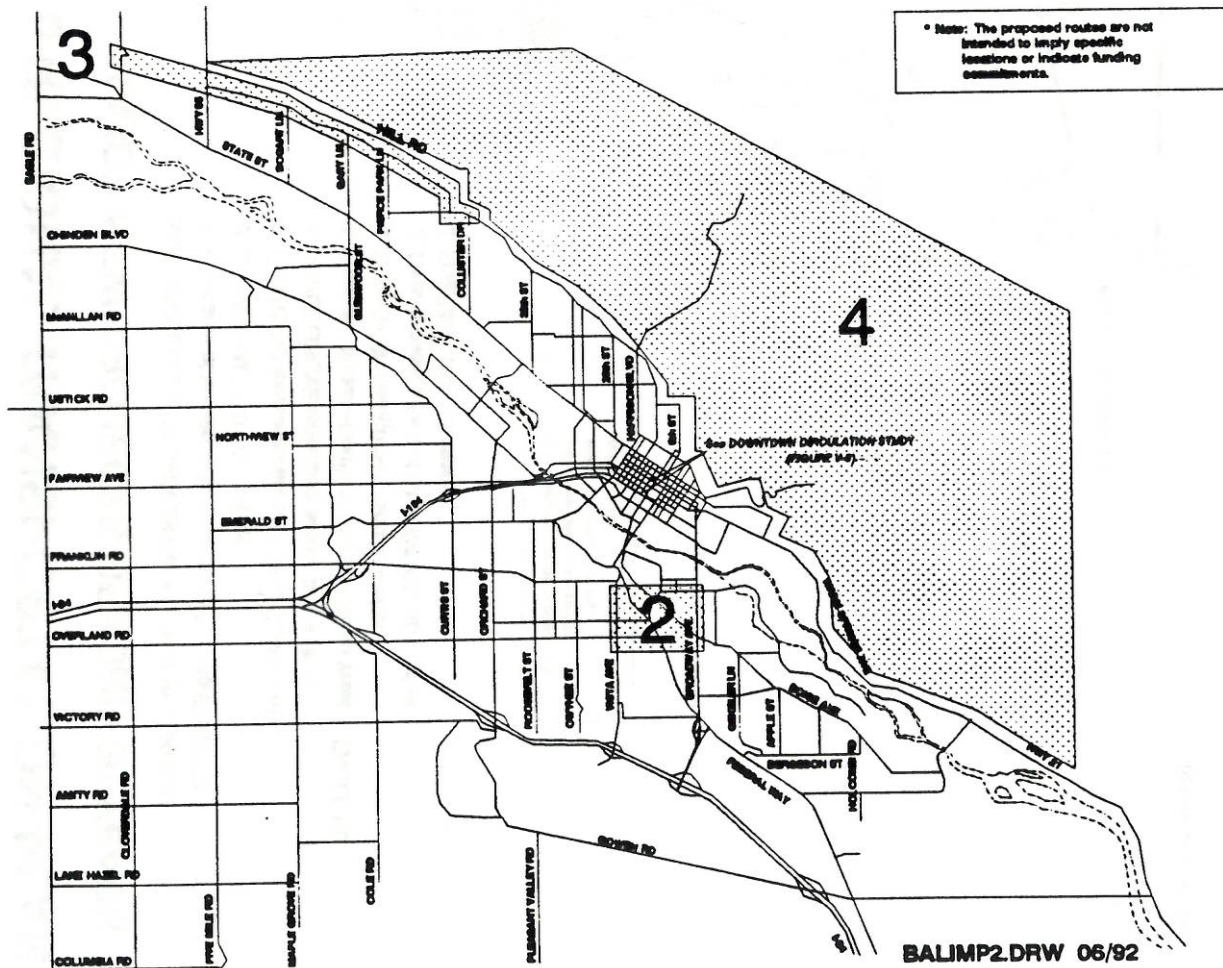
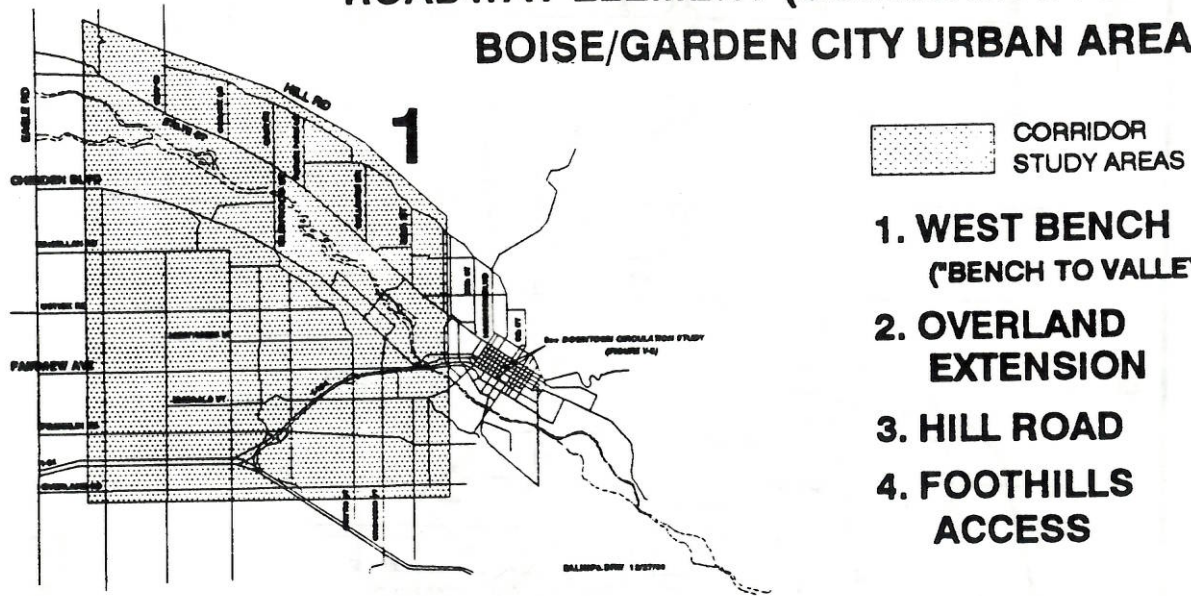
LEGEND:

- 2 LANES
- - - - - 3 LANES
- · - · - 4-5 LANES
- 6-7 LANES
- INTERCHANGE MODIFICATIONS

SEE FIGURE V-3B for
CORRIDOR STUDY AREAS

* Note: The proposed routes are not intended to imply specific locations or indicate funding commitments.

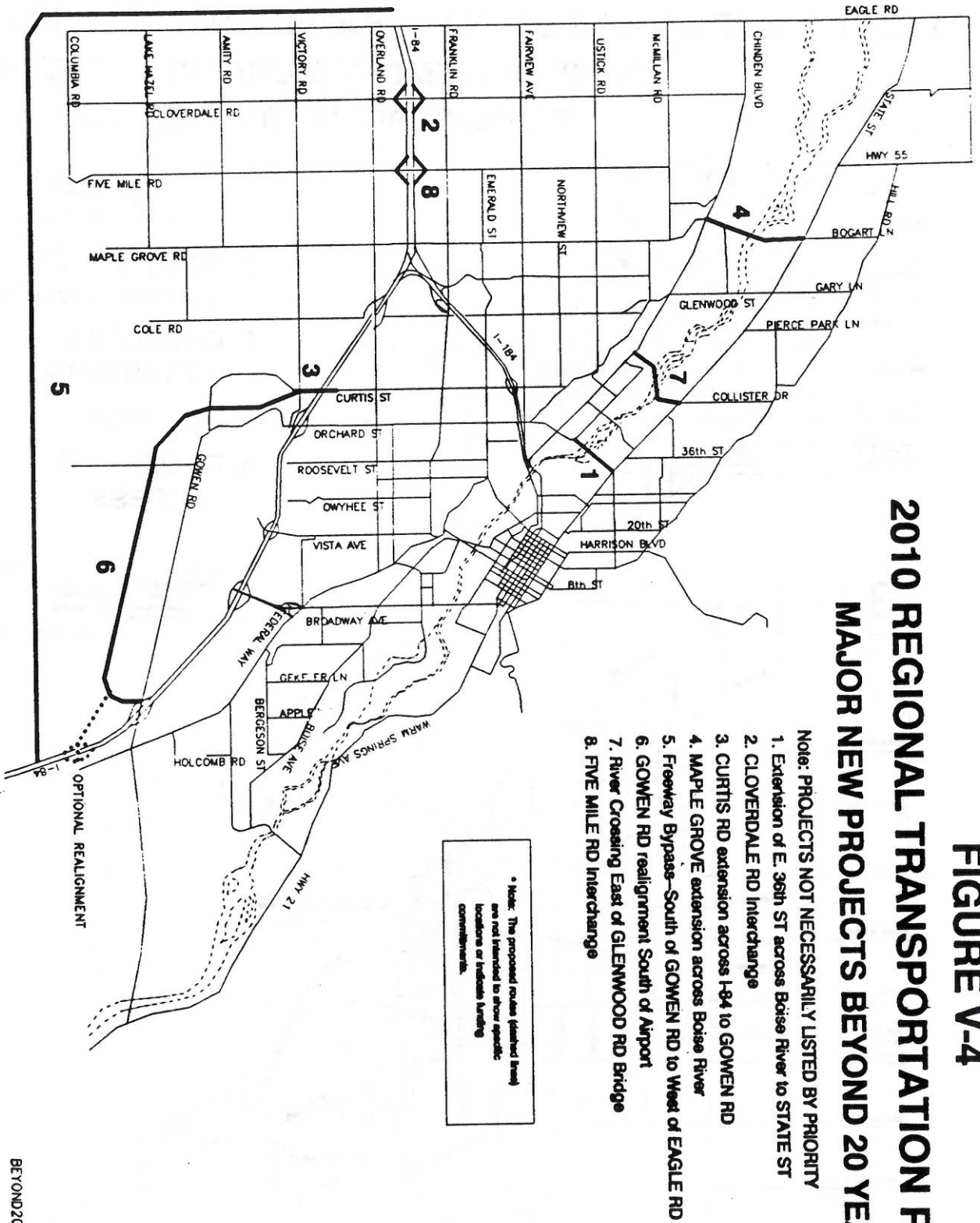
FIGURE V-3B:2010 REGIONAL TRANSPORTATION PLAN ROADWAY ELEMENT (CORRIDOR STUDIES) BOISE/GARDEN CITY URBAN AREA



* Note: The proposed routes are not intended to imply specific locations or indicate funding commitments.

FIGURE V-4

**2010 REGIONAL TRANSPORTATION PLAN
MAJOR NEW PROJECTS BEYOND 20 YEARS**



- Note: PROJECTS NOT NECESSARILY LISTED BY PRIORITY
1. Extension of E. 36th ST across Boise River to STATE ST
 2. CLOVERDALE RD Interchange
 3. CURTIS RD extension across I-84 to GOWEN RD
 4. MAPLE GROVE extension across Boise River
 5. Freeway Bypass—South of GOWEN RD to West of EAGLE RD
 6. GOWEN RD realignment South of Airport
 7. River Crossing East of GLENWOOD RD Bridge
 8. FIVE MILE RD Interchange

* Note: The proposed routes (dashed lines) are not intended to show specific locations or indicate funding commitments.

MITIGATION MEASURES: During the public input meetings, concerns were raised about the impacts of collector and arterial streets going through existing neighborhoods. For example, of 725 comments received about the Curtis Road extension, 328 expressed concern about the impacts of the proposed extension on neighborhood residents. In addition, comments were received concerning the proposed Glenwood Street extension's impacts on residents of Manorwood Subdivision.

Constructing a new road, widening an existing road, changing streets from two-way to one-way, or building a new facility across a barrier (river, canal, the Bench, etc.) can alter traffic and impact residents in the area. Some impacts can be avoided or lessened by mitigation measures planned during design of the facility.

The Plan is an overview of general transportation needs rather than a design document and should not detail mitigation measures for specific projects. Many factors -- projected traffic (both amount and mix of trucks), land uses, terrain, property values, and construction costs - - can affect what measures are effective and feasible. Determination of how impacts can be mitigated is more appropriate, therefore, during the preliminary design phase when such information is developed.

In Federally-funded projects, an environmental assessment identifies possible impacts to the natural or built environment. Should impacts be found, an in-depth evaluation follows to assess measures to lessen or eliminate those impacts. Persons affected by the project can review the findings and comment, but the ultimate decision remains with the implementing agency. There is no requirement that the alternative with least cost be selected, since other aspects, such as compatibility with the Boise Metro Plan, must also be considered.

A similar two-step process is required for all projects in this Plan, regardless of funding source. First, determine if there are significant impacts; and second, if necessary, evaluate measures to reduce or eliminate the impacts. The evaluation will include existing and projected conditions, such as traffic circulation, in the adjacent neighborhoods as well as in the immediate project location.

A mitigation review shall be followed whenever projects are built on a collector, arterial, or Interstate. Such review shall include construction of new facilities, major reconstruction of existing facilities which add capacity, and/or major operational changes. Generally, such projects substantially alter traffic patterns. Right-of-way acquisitions and exactions through the police power during rezones, subdivisions, and other development reviews could be implemented before completing a mitigation review of a project.

The process is specifically required when the following conditions are present:

- Residences front on or have sole access to the project.
- Residences are close enough to the project to be affected by noise, vibration, light, or other harmful effects of traffic.
- Adjacent neighborhoods may be impacted by traffic changes.
- Schools, parks, and other sites which generate pedestrian traffic, especially involving children, on or near the project.
- Hospitals, nursing homes, and other uses seriously affected by noise and traffic on or near the project.

- Conflicts with local public entities' policies and plans which address such issues as neighborhood protection, historic preservation, and environmental or natural resource protection.

When no formal mitigation review process exists, a policy shall be established by the implementing agency which identifies:

- The review and approval process, including: review by local governments, the project stage at which a review occurs, and the section within its organization charged with oversight of the review process.
- The types of impacts to be addressed, relevant standards for noise and other impacts, and mitigation measures suited to each impact.
- The involvement process for residents and other affected groups.

This policy would be formally adopted by the implementing agency.

The type of impacts addressed in the implementing agency's policy would, as a minimum, include the following:

- Traffic-generated noise levels exceeding designated standards for adjacent land uses.
- Property values based on existing conditions.
- Pedestrian safety.
- Visual aspects such as glare from headlights and streetlights. Existing scenic views should also be considered.
- Vehicular safety.
- Pollutants (carbon monoxide, particulates) which exceed designated standards for adjacent uses.
- Economic and social conditions such as access to schools, parks, local business, or neighborhood cohesiveness.
- Traffic circulation patterns and levels on residential streets in the area of the project.
- Parking supply for both residences and businesses.

A major component of the review process is the involvement of persons and agencies affected by the project. Examples of who would be involved are:

- Property owners, residents, and business owners on or near the project.
- Neighborhood organizations representing residents on or near the project.
- Appropriate local governments and districts.

The review process established by the implementing agency shall specify the means by which the above groups will be involved.

The range of alternatives considered during the mitigation review process will include a "no action" and "no-build" options; systems management options (transit, ridesharing, bicycling, etc.); potential land use controls; and different street alignments and arrangements, at the discretion of the implementing agency or if required by the project funding source. (For more information on the process by which the various options and alternatives are evaluated, see Appendix G.)

Examples of potential measures which could be included in the implementing agency's policy are:

- Reducing the number of lanes or paved width.
- Restricting turn movements.
- Closing existing street and driveway access points.
- Complete acquisitions of property along one or both sides.
- Landscaping, berms, and fencing to screen noise and visual impacts.
- Improving other routes to reduce traffic in adjacent neighborhoods, providing such improvements do not adversely impact other neighborhoods.
- Improving pedestrian and bicycle facilities to reduce hazards related to the project.
- Changing lighting fixture types or heights to reduce glare.
- Implementing neighborhood circulation plans to reduce through traffic on residential streets. Intersection barriers and selective cul-de-sacs on existing streets are some measures used.

The above list is for example only and should not be taken as prescriptive, exclusive, or exhaustive.

When a project subjected to this review causes significant impacts, the implementing agency shall evaluate mitigating measures regardless of the source of project funding. All mitigation measures should be evaluated in light of the objectives described in Section II. Some of these objectives may conflict. Objective 1, which calls for increased transportation efficiency and safety, may support the improvement of a street in an existing neighborhood, but may conflict with Objective 5, which supports protection of the "built community." Project designs which maximize Objective 5 may conflict with Objective 9, which supports a system meeting "... the reasonable financial ability of local and state governments." The implementing agency retains the power to decide the weight of each goal when making a fair decision on project design. Adequate consideration will be given to the public good, established Comprehensive Plans, and individual interests.

DOWNTOWN BOISE CIRCULATION: The roadway element of the Plan has received public review and support. Portions of the roadway system must now be refined to address more specific issues and needs. Downtown Boise is a complex area that requires extensive refinement of circulation and other issues.

A Downtown Boise Circulation Plan (APA Report #9-86) was endorsed by the APA Board in May 1986. It emphasized people/pedestrian activities; a transit mall in the core redevelopment area; the inclusion of two-way streets in the one-way grid pattern; and major capital improvements.

Since that time the downtown area has undergone many changes. The most significant of these are the increase in traffic volumes; the construction of the Broadway-Chinden Connector, the Grove, the Boise Center on the Grove, the Capitol Terrace retail project, the First Interstate Center and three new parking structures. The Transit Mall was completed and has been operating for some time. In light of these changes the ITD and the ACHD requested APA study traffic flow in the downtown area and project its future growth, and was a recommendation for development of this 2010 Regional Transportation Plan.

APA conducted the *Downtown Boise Traffic Circulation Study* (APA Report #9-92) during FY91-92. The goals and objectives of the study included an examination of the impact of the Broadway-Chinden Connector on downtown traffic; accommodation of the downtown area's future growth and proposed land uses; a revisitation of pending traffic issues such as the State-Jefferson Couplet and the directionality of streets in the one-way grid; and providing for alternative modes of transportation. The Study was submitted for a public hearing in March 1992 and endorsed by the APA Board in May 1992.

The major recommendations of the Downtown Study (see Figure V-6) are as follows:

I. DIRECTIONAL CHANGES

A. Turn State Street to one-way eastbound from 8th Street to Avenue B and Bannock Street to two-way from 2nd Street to 16th Street.

B. Vacate Bannock Street between 1st and 2nd Streets.

C. Turn 10th and Grove Streets to two-way streets and study the feasibility of turning all other one-way streets which are not part of an established couplet to two-way streets, particularly 2nd, 3rd, 4th, 11th, 12th, 13th, and 14th Streets.

II. OPERATIONAL and SAFETY MEASURES to improve traffic operation and safety within the downtown area.

III. Allow for ALTERNATIVE MODES of TRANSPORTATION including transit, bicycles and foot traffic.

In addition, it was recommended that the Downtown Traffic Circulation Study be revisited in the summer of 1993 in order to evaluate the traffic impacts of the completed Broadway-Chinden Connector.

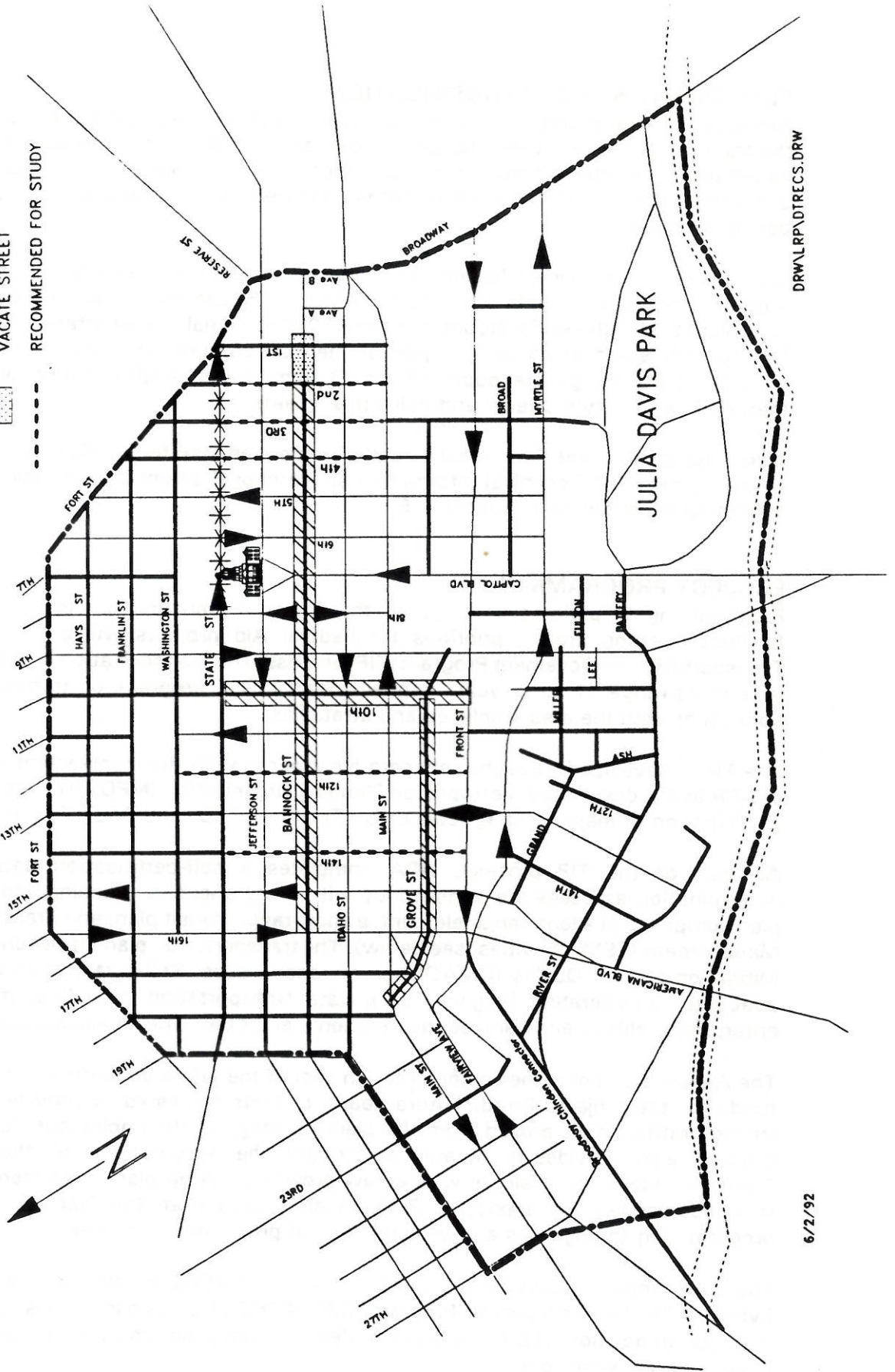
FIGURE V-5: DATA COMPARISONS AFFECTING DOWNTOWN BOISE CIRCULATION NEEDS

		1986 Downtown Circulation Plan		Recommended 2010 Transportation Plan and Needs Assessment (1989)			
Downtown Boise		2000 w/ Redevel.	% Change from 1980	2000	% Change from 1980	2010	% Change from 1980
1980							
Population	2,970	4,651	56.6%	5,782	94.7%	5,782	94.7%
Employment	24,265	33,677	38.8%	30,171	24.3%	31,391	29.4%
Ada County							
Population	173,036	274,620	58.7%	250,000	44.5%	290,000	67.6%
Employment	81,941	135,727	65.6%	120,000	46.4%	139,200	69.9%
System-wide Statistics							
Vehicle Miles	575,200	994,900	73.0%			1,080,405*	87.8%
Miles Traveled	2,846,000	5,036,000	77.0%			5,576,097*	95.9%
Average Speed	29.14	23.71	- 18.6%			29.01*	- 0.4%

* Run #1780, June 13, 1989, Balanced System Option

FIGURE V-6 DOWNTOWN TRAFFIC CIRCULATION STUDY RECOMMENDATIONS

- TWO WAY STREETS
- ONE WAY DIRECTIONAL
- TURN TO ONE-WAY
- TURN TO TWO-WAY
- VACATE STREET
- RECOMMENDED FOR STUDY



DRWALRPADTRECS.DRW

6/2/92

FUNCTIONAL STREET CLASSIFICATION

Streets in the transportation network are typically classified by how they function in serving the traveling public. For example, local streets are intended to serve residential areas, and *not* heavy traffic. Arterials, however, are designed to serve through traffic, often at the expense of adjacent development. Individual roads and streets do not function independently, but as part of a network.

The roadway element identifies new or changing projects that may affect how streets function within the network. Therefore, the 2000 Functional Street Classification system was updated in conjunction with the development of the 2010 Regional Transportation Plan, and adopted by the APA Board as an integral part of the Plan on June 15, 1992. Local governments, developers and the general public all benefit from having an official functional classification map of Ada County's arterial and collectors streets.

A fold-out insert of the Functional Street Classification Map for northern Ada County appears following page 32. Technical information on Functional Street Classification definitions and standards is contained in Appendix E.

PROJECT PROGRAMMING

Programming of projects depends on the Financial Plan and provisions for funding new facilities. Setting project priorities for Federal Aid projects will depend on the annual Transportation Improvement Program (TIP) process. The Transportation Improvement Program is a short-range (1 to 5 year) capital improvement program of transportation projects consistent with the area's policies and strategies.

The TIP is developed through a cooperative process with the involvement and endorsement of APA as the designated Metropolitan Planning Organization (MPO). The process involves the participation of major funding recipients: ITD, the ACHD, and Boise City as transit operator.

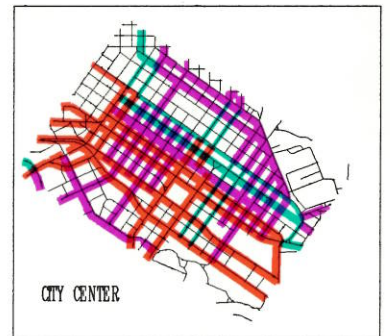
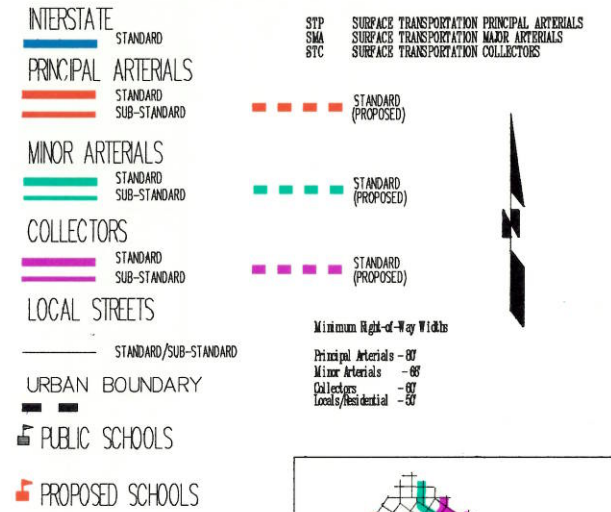
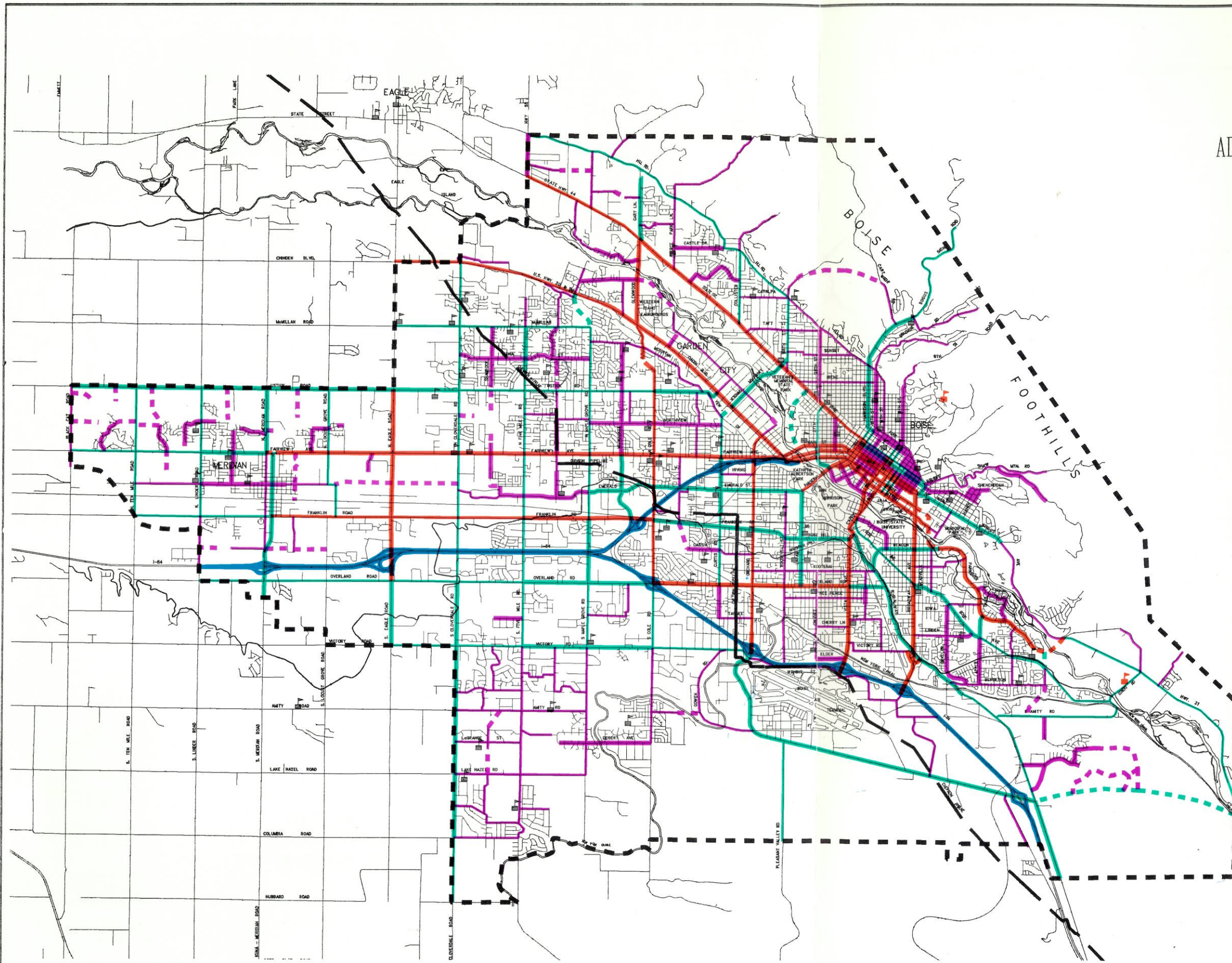
As part of the TIP process, APA completes a self-certification determination. This determination assesses the consistency with comprehensive planning and a transportation plan comprised of a long-range element, a short-range transit plan, and Transportation System Management (TSM) activities (see below). The transportation plan also addresses Congestion Mitigation and Air Quality (CMAQ) conformance issues. Self-certification also ensures that adequate consideration is given to private transportation providers, minority business enterprises, elderly and handicapped persons, and other title VI assurances.

The Annual Element is the implementation year of the TIP. It constitutes a request for federal funds for the projects listed. Future years' projects are listed to provide a framework for transportation needs moved from the planning stage to the implementation stage. The TIP process also provides a means to monitor the assumptions of the 2010 Regional Transportation Plan, evaluate where new growth is taking place, and identify where short-term deficiencies are expected. Projects are drawn from the Plan for prioritization and programming through this annual planning and programming process.

The public input process for the TIP also feeds into ACHD's development and revision of a five-year Capital Improvement Program (CIP). ACHD also has a multi-year CIP for Impact Fee projects. In addition, ITD has a six-year development program in which the sixth year is for project development only.

2000 BOISE, GARDEN CITY, MERIDIAN URBAN BOUNDARY AND FUNCTIONAL STREET CLASSIFICATION SYSTEM

ADOPTED BY ADA PLANNING ASSOCIATION BOARD
JUNE 15, 1992



FOOTNOTES

- Standard roads are determined in part from the FY92-96 Transportation Improvement Program.
- Standard/Sub-standard designation is based on pavement width and presence/absence of curb, gutter and sidewalks.
- The location of collectors in developing residential areas shall be determined in accordance with the Ada County Highway District policy.
- This map is subject to revision. Please contact Ada Planning Association (345-5274) for current status.
- The proposed routes (dashed lines) are not intended to show specific locations or indicate funding commitments.
- Section line roads are designated as future transportation corridors.

John Buttle
John Buttle, Chairman of BOCC
ADA COUNTY

Charles L. Winder
Charles L. Winder, Commission President
ADA COUNTY HIGHWAY DISTRICT

Dirk Kempthorne
Dirk Kempthorne, Mayor
CITY OF BOISE

Jay A. Davis
Jay Davis, Mayor
GARDEN CITY

Leroy Meyer
Leroy Meyer, District 3 Engineer
IDAHO TRANSPORTATION DEPARTMENT

Grant Kingford
Grant Kingford, Mayor
MERIDIAN

Al Hooten
Al Hooten, Chairman of Board
ADA PLANNING ASSOCIATION

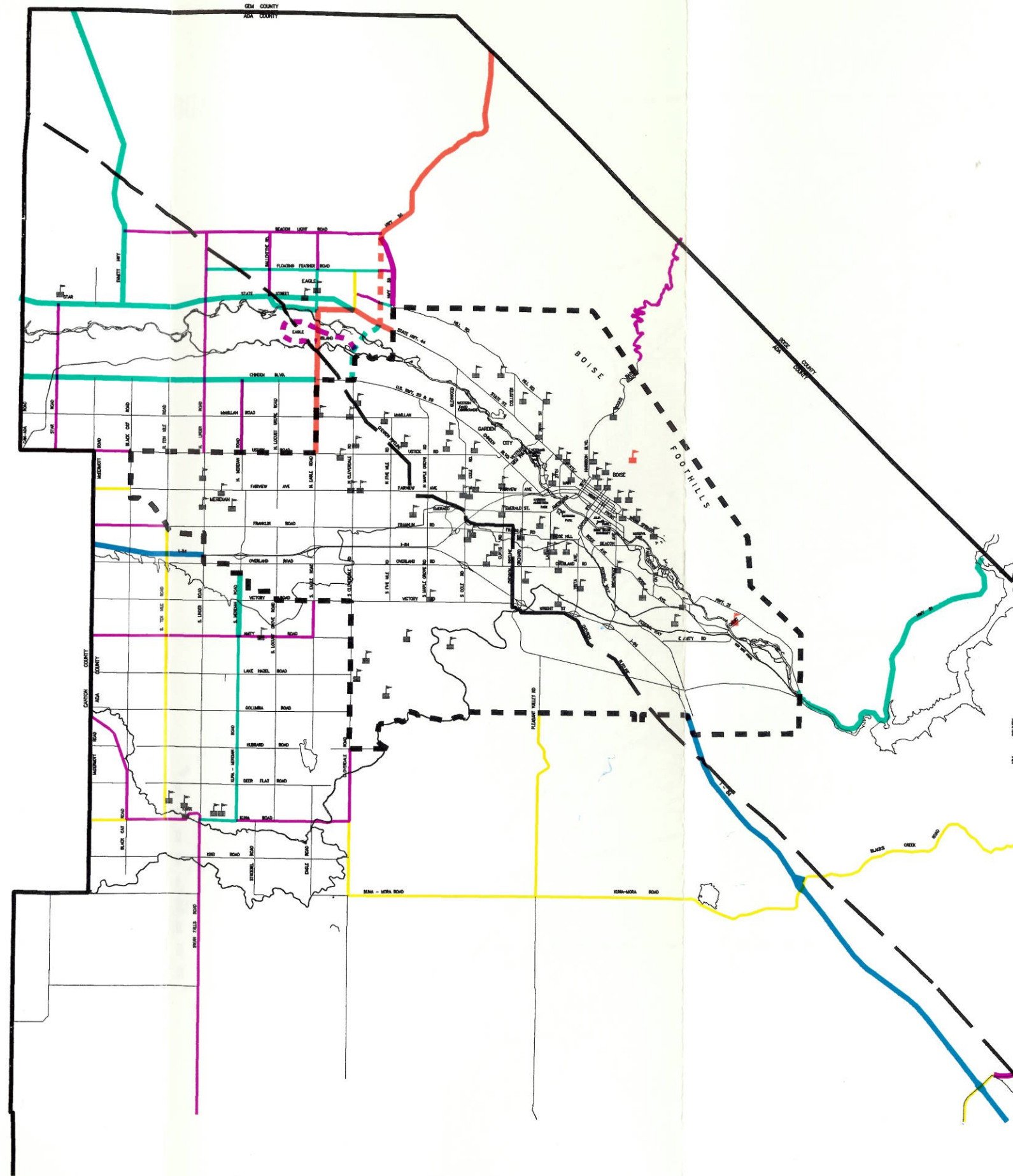
REVISIONS

This drawing is to be used only for reference purposes and O&E, Inc. is not responsible for any inaccuracies herein contained.

ADA PLANNING ASSOCIATION
613 N. Idaho Street, #110
Boise, Idaho 83725
PH 345-5274

2000 RURAL NORTHERN ADA COUNTY FUNCTIONAL STREET CLASSIFICATION SYSTEM

ADOPTED BY ADA PLANNING ASSOCIATION
JUNE 15, 1992



- INTERSTATE
 - STANDARD
- PRINCIPAL ARTERIALS
 - STANDARD
 - SUB-STANDARD
- MINOR ARTERIALS
 - STANDARD
 - SUB-STANDARD
- MAJOR COLLECTORS
 - STANDARD
 - SUB-STANDARD
- MINOR COLLECTORS
 - SUB-STANDARD
- LOCAL STREETS
 - STANDARD/SUB-STANDARD
- URBAN BOUNDARY
- METROPOLITAN AREA BOUNDARY
(Non-Attainment Area)
- PUBLIC SCHOOLS
- PROPOSED SCHOOLS

Minimum Right-of-Way Widths
 Principal Arterials - 60'
 Minor Arterials - 60'
 Collectors - 60'
 Local/Residential - 50'

STP SURFACE TRANSPORTATION PRINCIPAL ARTERIALS
 SMA SURFACE TRANSPORTATION MAJOR ARTERIALS
 STC SURFACE TRANSPORTATION COLLECTORS

- FOOTNOTES
1. Standard roads are determined in part from the FY92-96 Transportation Improvement Program.
 2. Standard/Sub-standard designation is based on pavement width and presence/absence of curb, gutter and sidewalks.
 3. The location of collectors in developing residential areas shall be determined in accordance with the Ada County Highway District policy.
 4. This map is subject to revision. Please contact Ada Planning Association (345-5274) for current status.
 5. The proposed routes (dashed lines) are not intended to show specific locations or indicate funding commitments.
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John Bostick
 John Bostick, Chairman of BOCC
 ADA COUNTY

Charles L. Winder
 Charles L. Winder, Commission President
 ADA COUNTY HIGHWAY DISTRICT

Steve Goerber
 Steve Goerber, Mayor
 EAGLE

Leroy Meyer
 Leroy Meyer, District 3 Engineer
 IDAHO TRANSPORTATION DEPARTMENT

Willard G. Nelson
 Willard G. Nelson, Mayor
 KUNA

Al Hooten
 Al Hooten, Chairman of Board
 ADA PLANNING ASSOCIATION

TRANSIT

Public Transit is another key element of the transportation system. Bus systems are designed to carry many people in few vehicles, and a transit system can help reduce the number of vehicles using the roads. The 2010 Regional Transportation Plan needs reasonable goals to improve transit service (see Plan Supplement). Transit for an area like Boise will require fewer major capital needs than an urban area with large scale bus and rail projects. Service planning and capital needs are done through five-year Transit Development Plans (TDPs), which lay out service changes, bus needs, and policy directions such as fare changes and performance standards. For more detailed information, see the *Regional Public Transportation Plan for Ada County* (APA Report #2-92, January 1992).

The 2010 Regional Transportation Plan looks at changes in Boise and Garden City over the next ten to twenty years and assesses how transit can meet future needs. The following assumptions affect transit's role:

- Most Ada County commuters will continue to use private vehicles.
- Fuel supply will continue to meet demand. Although costs may rise significantly, most drivers will absorb the costs.
- Parking costs will not rise significantly, and supply will meet demand in most areas.
- Public policy or market forces will not change development density over the next twenty years.

These assumptions mean transit cannot delete the need for improved roadways nor insure Ada County's air quality at healthful levels.

Reaching transit goals requires the cooperation of Boise City, other local governments, and the state. Formal agreements could define roles and funding responsibilities.

Without major shifts in land use, fuel supplies, travel costs, or social patterns, an *attainable goal* for transit in Ada County would be to gain between 2.5% and 4.5% of work trips. With about 177,000 work trips in 1990, the number of commute trips by transit could be between 4,400 and 8,000 per weekday, compared to 2,500 current daily riders. Boise City has adopted a more ambitious goal of gaining 10% of work trips in its version of the Plan.

Limits in federal and local funding require efficient use of resources. Performance standards should be reviewed and adopted for: system-wide service levels; farebox return as a percent of operating costs; route specific ridership and farebox ratios; and operating costs per passenger.

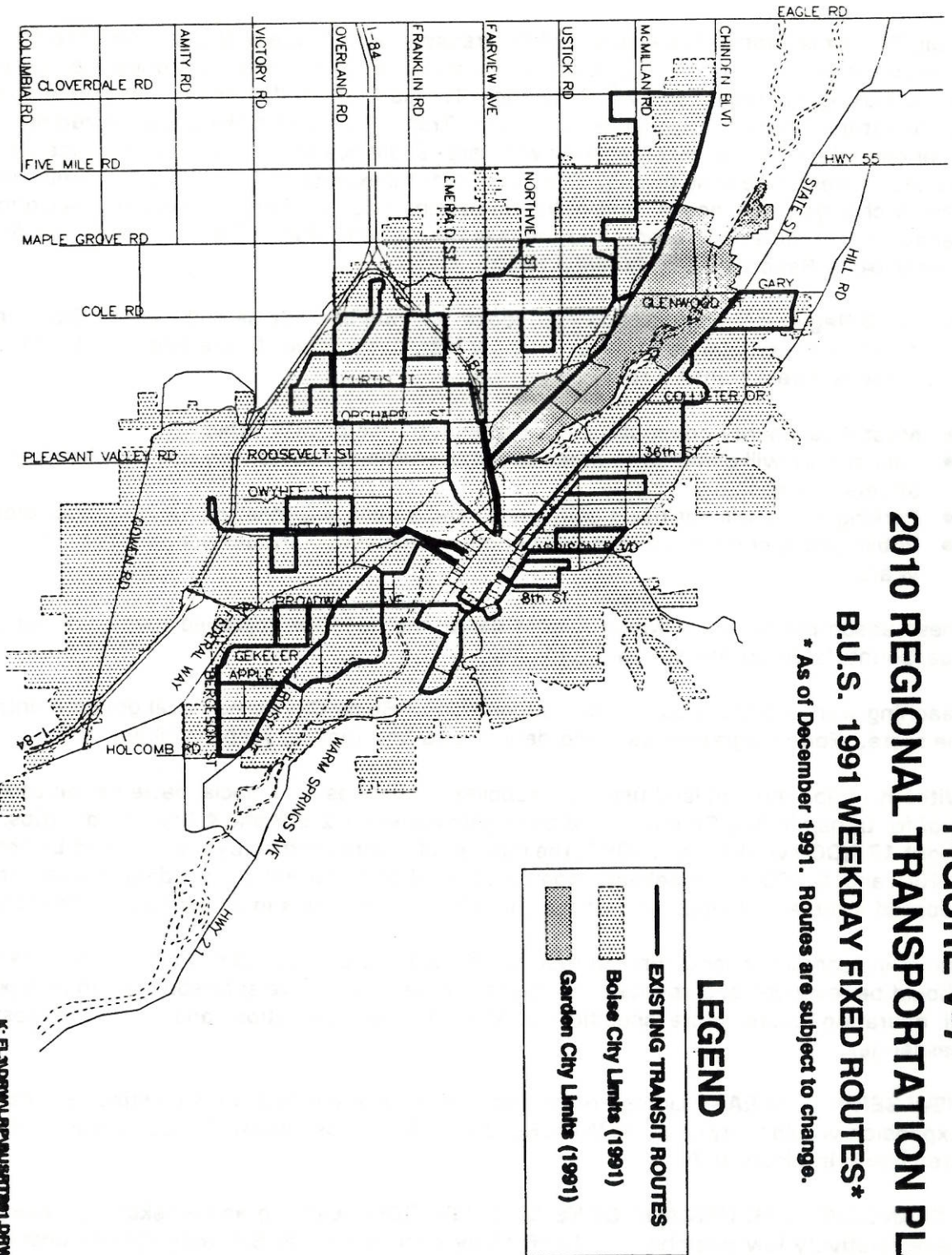
NEW SERVICE AREAS: Limited residential growth is projected in the existing service areas. Expansion would likely be in the West Bench and Southeast areas. The current service routes are shown in Figure V-7.

EXPANSION OF HOURS AND DAYS OF OPERATION: Evening and weekend services often have relatively low ridership. A 1986 study concluded that Saturday service costs nearly twice the weekday passenger rate. Marketing and service changes can improve the existing ridership, but increased farebox returns from the current operations should be achieved before expanding service hours or days.

FIGURE V-7 2010 REGIONAL TRANSPORTATION PLAN

B.U.S. 1991 WEEKDAY FIXED ROUTES*

* As of December 1991. Routes are subject to change.



SERVICE ALTERNATIVES

CROSSTOWN SERVICE/CIRCULATORS: The Boise system is a radial pattern: all routes begin and end in downtown Boise. This pattern served well when downtown Boise was the center of employment and retail activity. New crosstown routes could better serve people who live and work or shop in the outlying areas. The new routes would not go into downtown Boise, but transfers to the radial routes would be coordinated. This pattern would be especially useful near Boise Towne Square and along Fairview/Five Mile.

Circulators are not new to Boise. Many existing routes follow full or partial loops rather than a linear route. Loop routes are suited to lower density areas, since the geographic coverage is increased. Travel time can also increase, however, since the path to a destination may be indirect.

SUBSCRIPTION SERVICE: Major employment centers outside the downtown Boise area, such as Micron, should be considered for dedicated commuter services. Subscription bus service, offered under agreements with major employers, can reduce traffic demands and improve access to employment by persons without transportation.

ROUTE-DEVIATION: A variation called "route-deviation" should be considered in the new areas. Buses would operate on scheduled streets with published arrival times at a number of locations. Riders could request, within limits, that the bus leave the route to take them closer to their origin or destination. Such requests are done by calling the bus dispatcher. Standards need to be set to control the amount of extra distance and other conditions.

Such service is well-suited for lower density areas, since the walk times for most residents is beyond the 1/4 mile guideline acceptable to most people. The convenience is somewhat offset by more time on the bus. Such a trade-off is positive for most patrons, especially for the elderly who have difficulty walking. The smaller transit vehicles which BUS intends to buy over the next ten years are ideal for this type of transit.

PARK-AND-RIDE FACILITIES: Locations along major arterials on the outlying areas of Boise and in the Western Cities should be considered for park-and-ride lots to coordinate with fixed-route, subscription bus service, and vanpool operations. Locations near freeway interchanges or highway crossings are ideal. Existing parking lots, such as shopping centers and churches, may offer cost-effective park-and-ride facilities when agreements can be made with owners.

SPECIAL TRANSIT

Although special transit does not reduce demands on roads, it improves access to jobs, shopping, and other activities for a growing segment of the population who would otherwise be isolated. Boise City operates "Access," a door-to-door service with persons with disabilities.

NEW SERVICE NEEDS: Current policy limits Access to a defined service area in and around Boise City and Garden City. Growth will place additional pressure on Access resources to serve new residents. Also, as the population ages, more city and county residents will have temporary or permanent physical problems which limit their ability to drive. Special consideration should be given to their transportation needs.

EXPANSION OF HOURS AND DAYS OF OPERATION: Over the past ten years, increasing efforts have been made to bring persons with disabilities into the mainstream of society. In many cases, these efforts focused on employment, education, and housing. Transportation is the link between these areas; service expansion of days and hours should be considered with regards to demonstrated needs and available funds. In January 1992 a plan was adopted to improve the responsiveness of Access to the travel needs of these citizens (see *Paratransit Plan*, Ada Planning Association and Boise City; APA Report #3-92, January 1992).

LONG-TERM FINANCING

Future capital needs require about \$10 million over the next twenty years. Most of this amount is unfunded, since current revenues dedicate only \$100,000 per year to capital needs. Bus replacements are the biggest need (ten of the existing buses are sixteen years old, and many are in need of major repairs). A capital plan should address capital needs in light of planned services. Under the federal ISTEA programs, additional federal funds are anticipated to be available through the Congestion Mitigation and Air Quality (CM/AQ) program for new buses fueled by compressed natural gas.

WESTERN ADA COUNTY

Many areas of Ada County are not served by public transit. During the public meetings in 1989, many comments were made about transit needs in Eagle or the unincorporated area southwest of Boise. Actual demand is uncertain, as is the type of transit which may be suitable for each community. To understand the "market" for transit services, community needs play a part in whether a system succeeds or fails. Key factors include:

- The number of residents in the service area.
- Major employment, shopping, and health centers served.
- The residential density.
- The number of persons below the driving age or who have difficulty driving.
- The number of households with no vehicle or only one vehicle.
- The number of lower or moderate income households.

Transit should develop from less traditional forms -- vanpools, taxi-subsidy programs, and demand-responsive systems -- into more traditional fixed-route *only* as the use of the lower-cost systems warrants. Fixed-route transit is more cost-effective when demand is beyond the capacity of vanpool or demand-responsive services. The choice of which system, if any, should be offered develops after the community closely examines the needs and desires of its residents. The public goals and the extent of tax dollar support are initial issues to address.

First, evaluation of needs and financial capacity by each area of the county should be developed in coordination with local officials, community leaders, and service agencies. Each evaluation should result in the following:

- An assessment of how many would use transit due to age, income, or physical or mental disability.

- A review of community services, handicapped accessibility, cost, hours and days of service, and the people served.
- A report on the purposes and destinations of transit-dependent persons and of other residents with vehicles.
- An evaluation of the type of transit service most suited to the needs and goals of the community, including estimated costs and projected revenues.
- An implementation plan, if needed, including evaluation or performance criteria and a schedule for monitoring and review.
- Policy statements concerning the role of local government(s) in supporting some level of transit services. These policies would be reviewed and adopted by each local government.

SUMMARY BY AREA

Each community's approach should be based on specific goals and citizens needs. Overall, the factors which affect transit use in the Boise urban area apply to the rest of Ada County. These factors include vehicle availability, travel conditions, gasoline supply and cost, and other costs such as parking. Early assumptions in the Plan were that no radical change in these factors would occur.

The **Boise West Bench Area** offers the strongest near- and long-term opportunities for fixed-route services. This service could be offered by BUS since the majority of the corridor lies within city limits. Other options to consider include:

- Route-deviation -- a bus route which leaves the scheduled street upon request to pick up or drop off passengers.
- Contracts with private providers for services.
- Special service for transit-dependent persons.

The **Southwest Area** has limited near- and long-term potential for fixed-route services. Commuting services, such as vanpools and subscription buses, may be considered. Service for transit-dependent persons should be addressed. Those in need of special services represent a small portion of the population.

Meridian will be too low density, both in 1990 and 2000, to generate much fare support for a fixed-route service. The higher percentages of older residents and low income/no vehicle households indicate that services to work, shopping, and health care should be evaluated. As the region grows, the undeveloped areas between Boise and Meridian will fill in, and new opportunities may develop. The area is well beyond existing BUS services, but cooperative agreements with the City of Boise or with private operators could be explored. If a separate public or private operation is established, service agreements for such issues as transfers and schedules should be addressed. The City of Meridian has indicated they are not interested in pursuing public transit at this time.

Eagle residents expressed some interest in transit, but the 1990 and 2000 population densities and higher income/auto ownership levels indicate that fixed-route transit would be difficult to support. There are needs for transit-dependent service, and commuting alternatives such as subscription services should be evaluated. Park-and-rides may be valuable for promoting transit with both van-pool and shuttle reservation services.

Kuna's present and future low density and Kuna's distance from other markets present special concerns. Special transit needs do exist, however; and the extra distance and expense of traveling to health care, work, and major shopping centers increase the difficulties faced by persons without reliable transportation. Special transit and shuttle programs should be assessed. Vanpool/carpool programs would support the primary commute service, but the tighter time restrictions of these modes could be offset by some subscription/daily reservation system.

RIDESHARING

Another way to help reduce the number of vehicles on our roads is to encourage ridesharing (two or more commuters per vehicle). ACHD promotes ridesharing with two types of programs for communities of Ada County and those from other counties who travel to Ada County (i.e. Homedale to Meridian). First, a carpool matching service lists people with similar travel habits to share the costs of driving. The only direct cost is ACHD staff who take calls and match commuters. This program serves Ada, Canyon, Boise, Gem, Elmore, Payette, and Owyhee Counties. About 900 people were listed as of June, 1992. In the Boise area, about 12% of the morning travel and 17% of evening travel is by carpool.

Second, vans purchased with federal loans and grants provide vanpool service for up to fifteen commuters per van. Vanpools operate from Emmett, Nampa/Caldwell, Meridian, Kuna, and Mountain Home. Fares cover the loan and operating costs. Since the driver also commutes, there are no labor costs. Costs depend on the distance traveled and the number of passengers, but the service is self-supporting.

The 1982 goal of increasing rideshare commute trips from 13% to 22% was to have been achieved by education and community/employer participation in ridesharing. An ACHD survey of October, 1988 showed a carpool rate of 15.8%, less than the 1982 goal. Over the past few years, this rate fluctuated slightly, as shown in Figure V-8.

Figure V-8		
PERCENT OF DOWNTOWN TRIPS USING CARPOOLS		
YEAR	SPRING	FALL
1984	N. A. %	16.1%
1985	19.1%	17.7%
1986	16.8%	17.0%
1987	16.7%	15.8%
1988	16.3%	14.6%
1989	N.A. %	16.1%
1990	15.5%	13.9%
1991	14.4%	13.0%
1992	14.6%	N.A. %

If fuel costs and supply do not change, the goal for the next five years is to achieve a carpool rate at 17% of commuters. Over the next ten years, a carpool goal of 20% would be achievable since travel costs should increase while fuel supplies decrease. It is vital to maintain the marketing efforts of the Ridesharing Program.

PATHWAYS

Bicycles can have many uses, such as recreation, commuting to work, etc. For many school age children, bicycles may be their only form of personal mobility. Ada County has approximately 30 street-related miles and 20 separate miles of paths. On March 16, 1992 the APA Board endorsed the *1992 Interim Pathway Plan* (APA Report #6-92), which incorporated previous and current bicycle and pathway needs as a starting point for a major pathway plan update (See Figure V-9, fold-out map following page 40). Additions are:

- Comments received from the public expanded the bicycle system. Throughout the public meetings, citizens supported safe bicycle routes and expanding the system. Specific suggestions included: delete the proposed bikepath along the New York Canal; connect the Cities of Kuna and Boise; and add routes to provide recreational bicycle use south and east of Boise along the Oregon Trail.
- In the past seven years, additions to the Bicycle Plan included: a bicycle facility near the Boise Towne Square Mall; a paved path from Eagle Island State Park to Lucky Peak Park, as part of the Boise River Trail Foundation's Centennial goal; a paved path along the south side of the Boise River through Garden City; and incorporation of the specific route alignment and agreement between the Plantation developers, State of Idaho, and the City of Garden City.
- Continue to endorse ACHD's Safe Route to School Program and include all school districts in Ada County. This program identifies potential problem areas and gives high priority to safe routes to schools. When problems occur, entities work together to take appropriate safety measures. This cooperation resulted in numerous improvements along school routes and at critical crossings.
- Short-range pathway projects that reflect funding opportunities available over the next three to five years under ISTEA programs.

WESTERN ADA COUNTY: Eagle and Kuna recommended bikeways for their respective areas. In Eagle, access to the extended Greenbelt is part of their long-term plan.

FINANCIAL COMPONENT: A bicycle registration fee is proposed as the means to implement the pathways element, although additional funding under the 1991 federal surface transportation act (ISTEA) will also be available for pathways projects. An approach to meeting the financial component would be as follows:

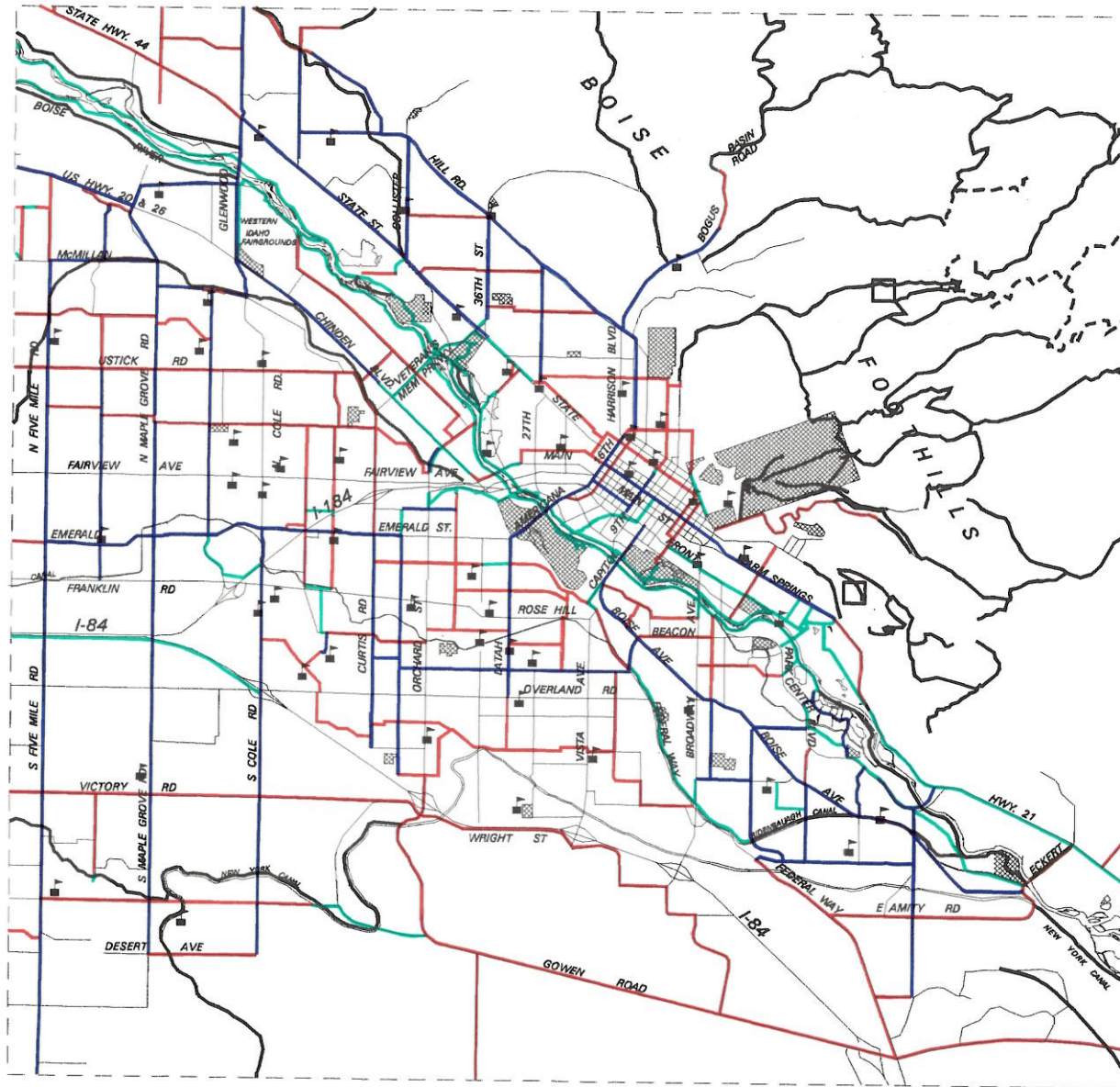
- Determine the fee amount needed. Estimate the revenue potential of the bicycle registration fee program and other needs the fee might serve (i.e. bicycle safety programs, bicycle security, and crime prevention programs).
- Develop a bicycle advocacy group to support passage of bike registration fees to local and state governments. The ad hoc group would conduct research on bicycle financing and help promote the financial package to elected officials.
- Work with local governments to implement a proposed bicycle fee program.

During FY 1992 a comprehensive, county-wide pathways planning program was initiated by the APA and its members to examine pathways options for pedestrians, equestrians, and the handicapped as well as bicycles. Area task forces, involving several hundred interested citizens, were formed throughout the cities and rural Ada County. Their input is now serving

as the basis for the development of updated comprehensive pathways plan for the whole of Ada County.

It is expected that a preliminary version of this plan will be put forward for public comment and discussion in early 1993. If adopted, this new comprehensive pathways plan would serve as the basis for a revised and expanded Pathways Element for the 2010 Regional Transportation Plan. As a result of this planning effort, transportation-related pathway expenditures in the next 3 years are estimated at about \$5 million.

The Vision / Metropolitan Area Conceptual Long-Term Pathway Map



Map Created by Ada Planning Association
Adopted by Ada Planning Association
May 17, 1993



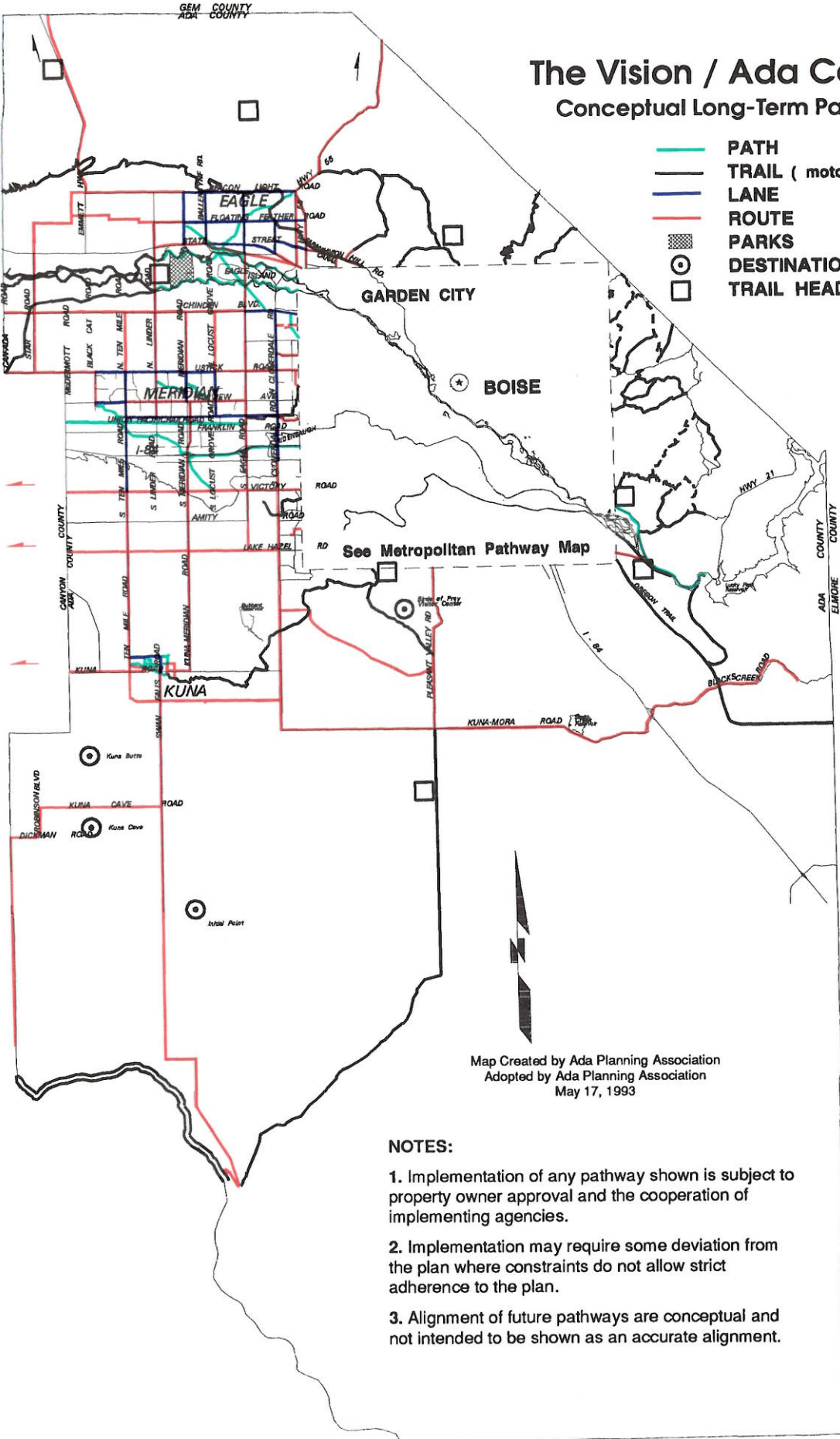
- PATH
- TRAIL (motorized - - - -)
- LANE
- ROUTE
- PARKS
- DESTINATION AREAS
- TRAIL HEAD
- SCHOOL

NOTES:

1. Implementation of any pathway shown is subject to property owner approval and the cooperation of implementing agencies.
2. Implementation may require some deviation from the plan where constraints do not allow strict adherence to the plan.
3. Alignment of future pathways are conceptual and not intended to be shown as an accurate alignment.

The Vision / Ada County

Conceptual Long-Term Pathway Map



- PATH
- TRAIL (motorized - - - -)
- LANE
- ROUTE
- PARKS
- DESTINATION AREAS
- TRAIL HEAD

See Metropolitan Pathway Map

Map Created by Ada Planning Association
 Adopted by Ada Planning Association
 May 17, 1993

- NOTES:**
1. Implementation of any pathway shown is subject to property owner approval and the cooperation of implementing agencies.
 2. Implementation may require some deviation from the plan where constraints do not allow strict adherence to the plan.
 3. Alignment of future pathways are conceptual and not intended to be shown as an accurate alignment.

Transportation System Management/Corridor Management

The roadway element addresses traffic growth by the year 2010 and seeks to eliminate roadway deficiencies (i.e. Levels of Service D, E, and F). Not all roadway problems are solved, however. Remaining deficiencies would need special traffic engineering and corridor management applications. Corridor management is a detailed analysis of routes to identify improvements which increase capacity. Improvements may include phasing of signals, restricted turn movements and access, slower speeds, minor widening at intersections, and managing growth as measures to reduce traffic problems.

In addition to traffic engineering solutions, efforts should be made to reduce peak traffic loads through increased ridesharing, staggered work hours, and public education to identify alternate routes. Projects marked with an asterisk (*) will be evaluated as part of the "Bench-to-Valley" Corridor Study, and appropriate traffic mitigation measures will be reviewed.

1. Glenwood Street between State Street and Chinden Boulevard. The Plan proposes the corridor be 6-7 lanes wide. Proposed improvements include widening the existing roadway from 5-7 lanes and widening the Glenwood Street Bridge from 2-7 lanes.
2. Chinden Boulevard (U.S. Highway 20/26) from Eagle Road to connect with the Chinden/Broadway connector. This corridor is heavily travelled and was recently upgraded to Federal Aid Primary status. The roadway is developed at five lanes from 44th to the Broadway/Chinden connector.
3. State Street from State Highway 55 to 15th/16th Street couplet. The existing roadway ranges from 5-7 lanes and is a principal arterial serving northwest Boise. Proposed improvements include widening to 7 lanes the section on either side of Veteran's Memorial Parkway.
- * 4. Ustick Road from Cloverdale Road to Chinden Boulevard at 44th Street. This is a proposed 3-5 lane facility that serves east/west travel demand from the West Bench to the Garden City and Boise downtown areas.
5. Fairview Avenue from Eagle Road to Orchard Street. This is an arterial facility with heavy commercial development along most of its length. It serves east/west demand and congestion is rapidly increasing.
6. Franklin Road/Rosehill Road from Milwaukee to Vista Avenue. This is an arterial facility with heavy corridor development connecting the regional Boise Towne Square Mall with the Central Bench and the Vista Avenue corridor.
- * 7. Cole Road from Overland Road to Glenwood Street. This is a heavily traveled north/south corridor that is an existing four lane, heavily developed facility.
8. Vista Avenue/Capitol Boulevard. This is a planned 5-6 lane north/south facility, which is the major access from the airport into downtown Boise. Particular emphasis needs to be placed on the University Drive/Capitol Boulevard/Boise Avenue intersection and the Overland Road/Vista Avenue intersection.

9. Broadway Avenue. This is the State Highway 20/26 connector from I-84 into downtown Boise. It is a corridor with heavy congestion at intersections along its route.

10. Meridian Road south of Cherry Lane in Meridian.

11. East First Street in Meridian.

12. State Street through the City of Eagle.

13. Eagle Road from State Street north to Floating Feather Road.

14. Other principal corridors as needed or appropriate. By previous APA action, the following factors will be explored when identifying other routes for corridor management applications:

- Economic feasibility (availability of funds).
- Engineering feasibility.
- Environmental Impact.
- Impact on adjacent development.
- Maximum system benefit.
- Policy Board decision.
- Technical staff recommendation.
- Total cost.

These criteria were adopted by the APA Board in its Level of Service Policy Goal (see Section II, Goals and Objectives, page 8).

Responsible agencies for handling corridor management would be the implementing agencies (i.e. ACHD, ITD) and the local jurisdictions (i.e., Ada County, Garden City, City of Boise). It would include setting priorities for critical corridors and coordinating the corridor management studies with appropriate local and state agencies. (For more information on the corridor study and analysis process, see Appendix G.)

OTHER

Other transportation facilities affecting our community's transportation system are airport, parking, and gateways.

AIRPORT

Adequate airport facilities are vital to both our business community (where such facilities can be a determining factor for location of a business) and general citizenry. The nineteen-year plan of staged development for the Boise Air Terminal begins with lengthening existing runways and improving runway/taxiway exits. One runway will extend to 9,410 feet and another to 10,400 feet. A new parallel runway is planned south of the existing runways. The potential length of that runway is 13,000 feet; however, plans only include lengthening to 10,000 feet after the present 10 year planning period. Throughout these stages of development, the airline terminal and other service areas will continue to expand at the present location. An airline terminal area between the present and new runways is planned sometime beyond the present 10 year planning period.

To meet future airport parking needs, the current parking area may be expanded. A parking garage is planned which would be located on top of the existing surface parking area. The garage would be connected to the air terminal by a pedestrian walkway.

Future airport development is based on the *Airport Master Plan Study: Boise Air Terminal, Boise, Idaho* (Isbill Associates, Inc; April 1978). For detailed information concerning the airport's future development, please refer directly to this document.

PARKING

Parking is an important aspect of the transportation system, as the vehicles which transport most of Boise's commuters and shoppers must be stored. Parking is also a key element affecting the use of transit and the other alternative transportation modes. Parking requirements and other related requirements of new development must be evaluated and carefully applied if the region is to meet transit goals. In a modern shopping center, up to 75% of the land may be dedicated to parking.

The 1982 Plan contained three goals for parking in Boise:

- Promote efficient parking throughout Boise City.
- Integrate parking policies as elements of all Comprehensive Plans.
- Provide effective management and enforcement of Boise's parking policies.

The 1982 Plan supported the downtown Boise area through coordinated parking strategies which also would encourage transit and carpooling. Thirty-eight recommendations supported those goals.

Several agencies play a role in planning and implementing parking in downtown Boise: ACHD; Boise City Parking Commission; Capital City Development Corporation; and the Downtown Boise Association.

Recommendations:

- Land use has changed since the 1982 Plan was adopted. Given competing economic centers (i.e. the Boise Towne Square Mall, the ParkCenter area), parking restrictions in downtown Boise need to be considered in the context of the readily available, free parking in these other areas.
- The surplus of parking will diminish naturally as downtown Boise grows, but the supply will remain adequate *for a price*. Free on-street and low-cost off-street parking near the downtown Boise core will be in short supply. A parking validation program, like that implemented by the Capital City Development Corporation and downtown Boise merchants, should be continued as a means to promote downtown Boise retail activity.
- On-street parking policies should focus on short-term parking. The Parking Commission should be given sufficient resources to enforce restrictions.
- Employers should encourage employee use of more remote lots. Incentives for using remote lots, transit, and carpools and other alternative transportation should be considered by both public and private employers. The cost of providing parking to public employees should be reflected in parking prices.

GATEWAYS

When major roads into Ada County communities are landscaped and attractive, it portrays community pride to visitors and markets our area as an attractive place in which to live and do business. The public supports such landscaping as part of all transportation projects, particularly those which are gateways to communities.

The Boise Gateways Coalition was formed to support landscaping and beautification of entryways to the Boise and Garden City urban areas (input was received from the Transportation Technical and Citizens Advisory Committees). Consideration was also given to Gateway needs of the Cities of Eagle, Kuna, and Meridian. The following major areas were identified (see Figure V-10):

Boise Capital City Gateway Corridors (listed by priority):

1. Capitol Boulevard (from Depot Hill to the Capitol Building) as the Ceremonial Entryway into Boise.
2. Vista Avenue (from Vista Interchange [inclusive] north to Overland Road and south to the Boise Airport).
3. Federal Way (from Vista Avenue to Bergeson Street).
4. Franklin Road Interchange.
5. I-184 Corridor and couplet (from I-84 to Orchard Avenue).
6. Broadway Avenue Interchange.
7. I-84 Corridor (from Gowen Road to Meridian Road).
8. Chinden Boulevard (beginning at Cloverdale Road east to Garrett Street).
9. Orchard Street Interchange.
10. State Street (beginning at Highway 55 to undesignated point to east).
11. Warm Springs Avenue (beginning at Old Penitentiary Road).
12. Fairview Avenue (undefined).
13. Cole/Overland Interchange.
14. Gowen Road Interchange.
15. ParkCenter Boulevard (from Broadway Avenue to eventual connection with Warm Springs Avenue).
16. New State Highway 21.

Garden City Gateway Corridors:

- Chinden Boulevard (Garrett Street to undesignated point to east).
- Glenwood Street (from State Street to Chinden Boulevard).

Eagle, Kuna, Meridian Gateway Corridors:

Gateway proposals for each of the Western Cities and Western Ada County will be added when appropriate. For example:

- East First Street in Meridian.
- Eagle Road.
- Kuna/Mora Road.

Gateway improvements require the cooperation of area governments. The appropriate transportation agency should take a lead role in identifying or negotiating funding for construction and engineering costs of landscape improvements including: landscaping, sprinkler system, and miscellaneous items necessary to complete the work.

Local governments should operate and maintain the landscaped areas, under maintenance agreements where appropriate. Maintenance should include furnishing all labor, equipment, electrical power, water, and materials necessary to:

- Operate wells and sprinkler system.
- Maintain graded areas to original shape and contours by keeping grass, trees, and shrubs in neat and healthy condition.
- Keep landscaped areas free of all trash, weeds, and foreign material.

In addition to including landscaping in the project design, responsible agencies could help seek funds for the additional costs, such as:

- Research the possibility of federal matching dollars to help meet landscaping costs if the project is funded with federal dollars.
- Encourage funding from the state for affected state roadways and park system areas.
- Seek local funds (i.e. end-of-year budget surpluses, neighborhood contributions, miscellaneous fund raisers).

Ideas and actions developed for Gateways landscaping will show adjacent owners the benefits of making their own properties more attractive. This further helps our community market itself as a beautiful and desirable area.

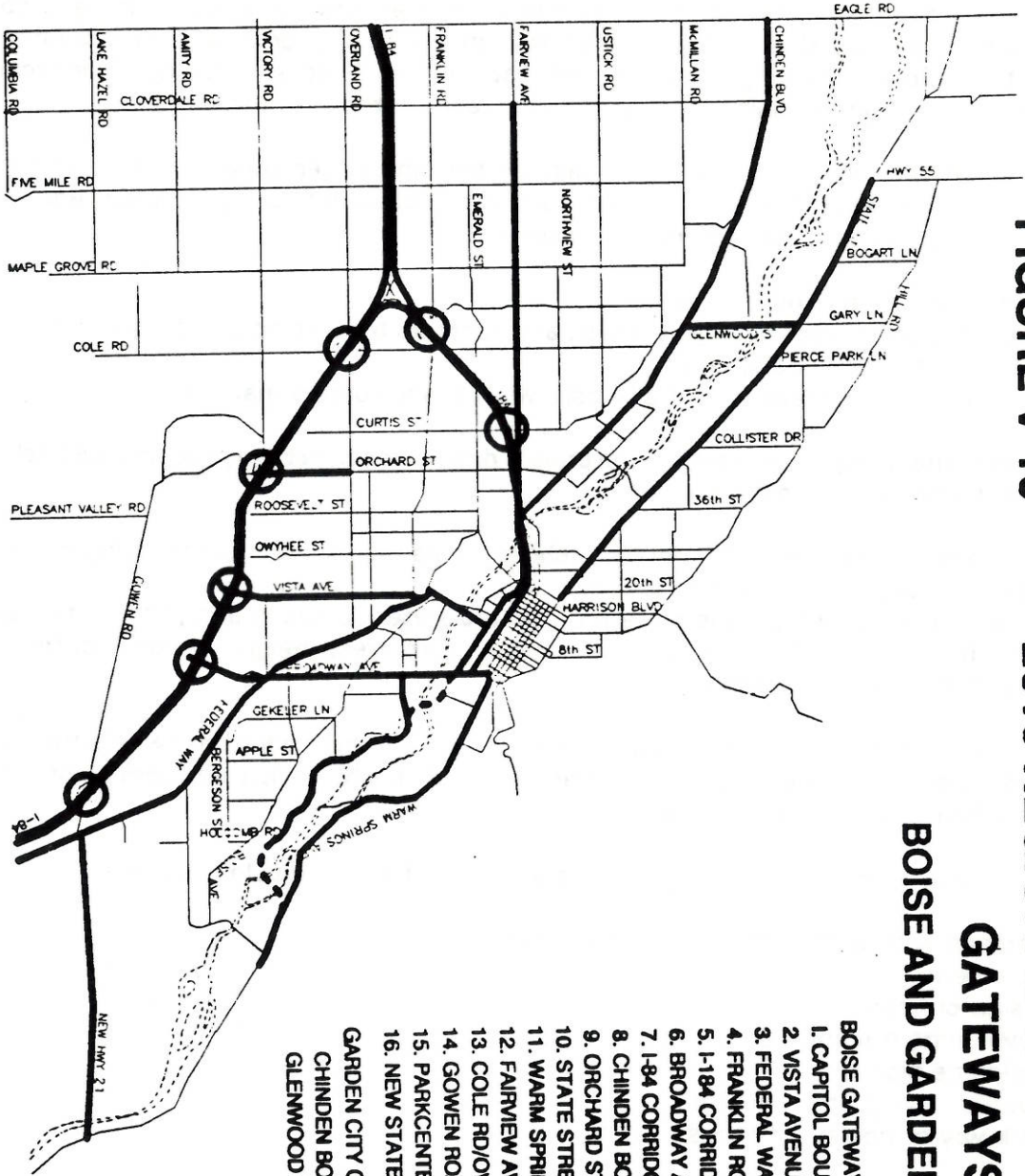
Items to consider for Gateway landscaping and beautification would include:

- Medians with trees, shrubs and/or flowers.
- Ornamental street lights.
- A sign ordinance.
- Development guidelines.
- Welcome signs.
- Special paving and amenities.
- Parkway or boulevard strips.

FIGURE V-10 2010 REGIONAL TRANSPORTATION PLAN

GATEWAYS ELEMENT

BOISE AND GARDEN CITY URBAN AREAS



- BOISE GATEWAY CORRIDORS (Listed by Priority)**
1. CAPITOL BOULEVARD
 2. VISTA AVENUE
 3. FEDERAL WAY
 4. FRANKLIN ROAD INTERCHANGE
 5. I-184 CORRIDOR AND COUPLET
 6. BROADWAY AVENUE INTERCHANGE
 7. I-84 CORRIDOR
 8. CHINDEN BOULEVARD
 9. ORCHARD STREET INTERCHANGE
 10. STATE STREET
 11. WARM SPRINGS AVENUE
 12. FAIRVIEW AVENUE
 13. COLE RD/OVERLAND RD INTERCHANGE
 14. GOWEN ROAD INTERCHANGE
 15. PARKCENTER BOULEVARD
 16. NEW STATE HIGHWAY 21
- GARDEN CITY GATEWAY CORRIDORS**
- CHINDEN BOULEVARD
 - GLENWOOD STREET

* Note: The proposed routes (dashed lines) are not intended to show specific locations or indicate funding commitments.

VI. AIR QUALITY CONFORMITY DETERMINATION

The 1990 Clean Air Act Amendment (CAAA) requires all transportation plans, programs and projects to conform with the State Implementation Plan (SIP). In accordance with this requirement, APA Staff conducted an *Air Quality Conformity Determination* for the 2010 Regional Transportation Plan (APA Report 2-93, November 1992).

BACKGROUND

Since 1977 APA has been designated as the Metropolitan Planning Organization (MPO) for the Boise Urbanized Area, responsible for the development of long-range transportation and short-range transit planning. In addition to the MPO designation, in February 1978 APA was designated as the "lead agency" for air quality planning in Ada County.

Ada County is the only non-attainment area for carbon monoxide (CO) in the State of Idaho. Since 1977 CO levels in Ada County have exceeded the National Ambient Air Quality Standards (NAAQS) of 9 parts per million (ppm).

In 1982 APA developed an Air Quality Improvement Plan to satisfy the requirements of the 1977 Clean Air Act. The Air Quality Plan was intended for inclusion in the State Implementation Plan (SIP) applicable to the non-attainment area of Ada County, and contained strategies to achieve the National Ambient Air Quality Standards (NAAQS) by 1987. The primary strategy was the implementation of a mandatory vehicle emissions inspection program and a maintenance program for light-duty vehicles within the county by 1983. Other measures included improvement of local roadways and bikeways, effective parking management, carpool and vanpool programs, expanding the Boise City transit system to carry 15 percent of the commuting trips, and promotion of alternative modes of transportation for journey-to-work trips.

In 1989 APA studied the status of these transportation control measures in the 1984 Air Quality Improvement Plan. This study showed a transit ridership level significantly below what had been anticipated in 1982. However, because no NAAQS violations were recorded between 1986 and 1991, northern Ada County was recently designated as a "non-classified non-attainment" area. The county experienced one exceedance of CO standards in 1991, which does not constitute a violation of the NAAQS.

AIR QUALITY CONFORMITY DETERMINATION

The 2010 Regional Transportation Plan contains projects and programs for roadway extensions and widenings, roadway construction and reconstruction, and travel-demand reduction and congestion mitigation. All these projects and programs were evaluated for the Air Quality Conformity Determination. Long-range transportation projects were reviewed for their inclusion status in the 1982 SIP; transportation projects listed in the 1982 SIP have been determined to be in support of SIP goals and objectives.

The Plan includes fourteen extension projects which will provide linkages between fragmented roadways or in areas currently bisected by natural barriers. Examples include the extension of the Front/Myrtle couplet to Parkcenter Blvd, a river crossing over the Boise River that will provide a link between heavily traveled urban arterials. The current lack of this crossing imposes additional miles of travel for downtown commuters. Similarly, the Bench-to-Valley Corridor Study will recommend direct-access routes from the West Bench area to northwest Boise and to Eagle, areas which are currently separated by the high bluff extending several miles on a southeast-northwest direction. The lack of connection compels motorists and cyclists to drive several extra miles to reach a destination across this barrier; connecting the two areas will reduce travel distances and times considerably.

The majority of the widening projects in the Plan were determined to neither support nor contradict the goals and objectives of the SIP. These projects are generally proposed on congested arterials, and it is anticipated they will ease traffic flow and reduce travel time. This reasoning also holds for most construction and reconstruction projects.

Finally, the travel-demand and congestion mitigation projects were determined to be strongly in support of the SIP, with the reservation that their anticipated impacts will be far below the levels anticipated in the 1982 SIP. These projects are aimed at improving traffic flow, reducing the use of single-occupancy vehicles, and otherwise promoting the use of alternative modes of transportation. The goal of the 1982 SIP was to achieve a 15% share of commuter trips for transit. This goal was not achieved for several reasons, most significantly the relative decline in fuel prices and the national trend toward single-occupant vehicle travel. It is believed the goals of the 2010 Plan for these projects are much more reasonable and realistic than those stated in the 1982 SIP.

In summary, the 2010 Regional Transportation Plan, as adopted in 1992, is stronger in supporting alternative modes of transportation and travel demand reduction than the 1989 version. In an effort to establish reasonable and attainable goals for transit and carpooling levels, the Plan currently calls for 2.5% to 4.5% in Ada County, and 10% in Boise, of commuter trips for transit; and 17% for carpooling.

APA also conducted a computer-aided analysis of the projects in the Plan. Using the UTPS model (see page 10) and the 2010 population projections, the area's total Vehicle Miles Traveled (VMT), average speed and CO emission levels were calculated for both the baseline roadways network (c. 1989) and the Plan projects. Figure VI-1 compares the anticipated effects of implementing Plan projects with current conditions.

Figure VI-1: Comparison of VMT, CO Emissions and Speed for Baseline and 2010 Plan

	Baseline	2010 Plan	Difference (%)
Vehicle Miles Traveled (VMT)	5,621,747	5,575,000	-46,747 (-1%)
CO Emissions (kg/day)	52,590	47,900	-4,690 (-9%)
Average Speed (mph)	26.6	28.8	+2.2 (+8%)

It was concluded that these projects will reduce the area's VMT, increase the average system speeds in the county, and help reduce CO emissions.

STATEMENT OF DETERMINATION

The following conclusions were drawn from the *Air Quality Conformity Determination* for the 2010 Regional Transportation Plan:

1. The 2010 Regional Transportation Plan generally conforms to the 1982 SIP by supporting its broad intention of reducing the area's carbon monoxide (CO).
2. No goals, objectives, recommendations, or projects identified in the 2010 Plan contradict in a negative manner any specific requirements or commitments of the 1982 SIP.
3. The 2010 Plan will generally provide for expeditious implementation of transportation control measures in the 1982 SIP.
4. The 2010 Plan will contribute to the reduction of annual carbon monoxide emissions in Ada County.
5. The 2010 Plan will not exacerbate the existing non-attainment status of northern Ada County. This finding is based upon the fact that the transportation projects in the Plan will reduce vehicle miles traveled (VMT) and increase average systems speeds.

The *Air Quality Conformity Determination for the 2010 Regional Transportation Plan for Northern Ada County* was formally adopted by the APA Board in their meeting on November 16th, 1992. The resolution of adoption (APA Resolution 1-93) is reproduced on page 51.



Ada Planning Association

413 W. Idaho, Suite 100 Boise, ID 83702-6064 (208) 345-5274 Fax (208) 345-5279

APA

Serving Governments in Ada County Since 1977

RESOLUTION NO. 1-93

ENDORING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 2010 REGIONAL TRANSPORTATION PLAN

WHEREAS, the Ada Planning Association has been designated by the Governor of Idaho as the Metropolitan Planning Organization responsible for transportation planning in Ada County; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires the Metropolitan Planning Organization, in cooperation with the State, local governments and affected transit operators to develop a long range transportation plan describing policies, strategies, and facilities or changes in facilities as part of the Urban Transportation Planning Process; and

WHEREAS, the Ada Planning Association has been designated by the Environmental Protection Agency as the responsible agency for air quality planning related to the carbon monoxide (CO) non-attainment designation in Ada County, Idaho; and

WHEREAS, the 1990 Clean Air Act Amendment (CAAA) requires a conformity determination between local MPO transportation plans, programs and projects, and the State Implementation Plan (SIP).

NOW, THEREFORE, BE IT RESOLVED, that the Ada Planning Association endorses the conduct of an Air Quality Conformity Determination for the 2010 Regional Transportation Plan; and

BE IT FURTHER RESOLVED, that said transportation plan is in conformance with the 1982 State Implementation Plan and contributes to the reduction of carbon monoxide (CO) and particulate matter (PM₁₀) as required by the 1990 Clean Air Act Amendment; and meets the social, economic, environmental and energy conservation goals and objectives of Northern Ada County.

DATED this 16th day of November, 1992.

APPROVED:

By: 

Al Hooten, Chairman
Ada Planning Association Board

ATTEST:

By: 

Clair M. Bowman, Executive Director
Ada Planning Association

Ada County Highway District, Ada County, Cities of Boise, Eagle, Garden City, Kuna, and Meridian
Boise Auditorium District, Boise Independent School District, Meridian Joint School District, and Boise State University

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VII. FINANCIAL ELEMENT

No matter how well a Plan addresses projected needs, it cannot become a reality until there is adequate funding to pay for the construction and maintenance projects it supports. Because proposed transportation needs exceed projected funding by a large margin, a Financial Plan is needed to implement this Regional Transportation Plan. The steps needed to develop such a Financial Plan include:

- Determine support from local officials and state legislators on new funding sources.
- Identify the pros and cons of new funding sources.
- Research how transportation sources needs are funded in similar areas.
- Assess public support for new transportation revenue.
- Develop a Financial Plan that can be funded.
- Develop an implementation strategy to realize the Financial Plan over a two to five year period.

If adequate funding does not receive public support, the Plan will be revised to reflect reduced transportation services. Possible actions would include:

- Live with more congestion.
- Reduce growth potential.
- Reduce demand through increased ridesharing, flex time, or other systems management measures.

In 1989, when the *2010 Transportation Plan and Needs Assessment* was developed, a gap between ACHD revenues and project expenses of about \$16.1 million per year was forecast over the next twenty years in meeting local needs for maintenance and new construction. Without adequate funding for maintenance, unfunded needs were projected to increase to \$30 million per year by 1995. The FY 1993-97 TIP describes a current backlog of over \$100 million in unfunded transportation projects, and the backlog continues to grow. There is strong concern that adequate funding is not available to maintain the existing roadway system, let alone construct additional facilities.

This determination that revenues fell short of the obligations required to keep pace with area growth and to maintain an acceptable level of service throughout the community led to an intense effort to develop additional transportation services funding. Studies and discussions led decision-makers to propose certain revenue enhancement measures which were put to the voters in 1990.

After voters approved an increase in vehicle registration fees, the ACHD Commission also established a road impact fee program and approved the issuance of revenue bonds. In 1991 the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) was enacted, and will provide funding for a variety of transportation, congestion mitigation and air-quality related projects. An increase in the Idaho state motor vehicle fuel tax has provided additional funds.

Funding for needed roadway maintenance and system expansion continues to be a high priority for local elected officials, business leaders and citizens. The economic and population growth in Ada County is bringing dramatic increases in traffic, resulting in increased

maintenance requirements and system expansion needs. The implementation of the Road Impact Fees program will help make up some, though not all, of the funding shortfall for system expansion needs. The funding provisions of the 1991 ISTEA also offer additional potential resources. However, it is uncertain whether Congress will release all the funds authorized by the bill, given the budgetary pressures at the federal level. Therefore, development of funding sources for implementation of the Plan will be a continuing activity.

Figure VII-1 compares estimated ACHD expenditures for basic operations, maintenance needs, and capital projects included in the Capital Improvement Planning Program (CIPP), TIP and 2010 Plan programs against projections of ACHD revenues over the next twenty years.

The first column ("Revenue Trend") represents the value (in 1992 dollars) of the total income stream that was available to ACHD prior to the recent revenue increases mentioned above. The funding shortfall for the period from FY 1992 through 2010 exceeded \$228 million, with an annual deficit of about \$13.5 million.

With the addition of the development impact fees, vehicle registration fees and new state and federal funding, the current revenue projections are improved. Columns 3 "Low Revenue Estimate" and 4 "High Revenue Estimate" represent the value, in current dollars, of the upper and lower margins of the revenues anticipated through the year 2010.

These revenues were projected within a range of growth assumptions. The lower estimate assumes a two percent annual growth rate (1.8% compound), which approximates the change in population in the area over the past decade. The upper estimate was determined by extrapolation of demographic and/or econometric trends for the past six to ten years. With the additional revenues included in the projections, the anticipated shortfall in funding is reduced to an average of \$6 to \$10 million per year.

These projections are also represented on a year-by-year basis in Figure VII-2.

For transit, it is estimated that at least \$9.7 million is needed to replace the bus fleet, equipment and other capital facilities. Revenues fluctuate due to changes in the federal program, but federal revenue will not keep pace with transit needs.

Bikeway needs may exceed \$8 million over the next twenty years, particularly if a revised and expanded Comprehensive Pathways Plan for Ada County is adopted.

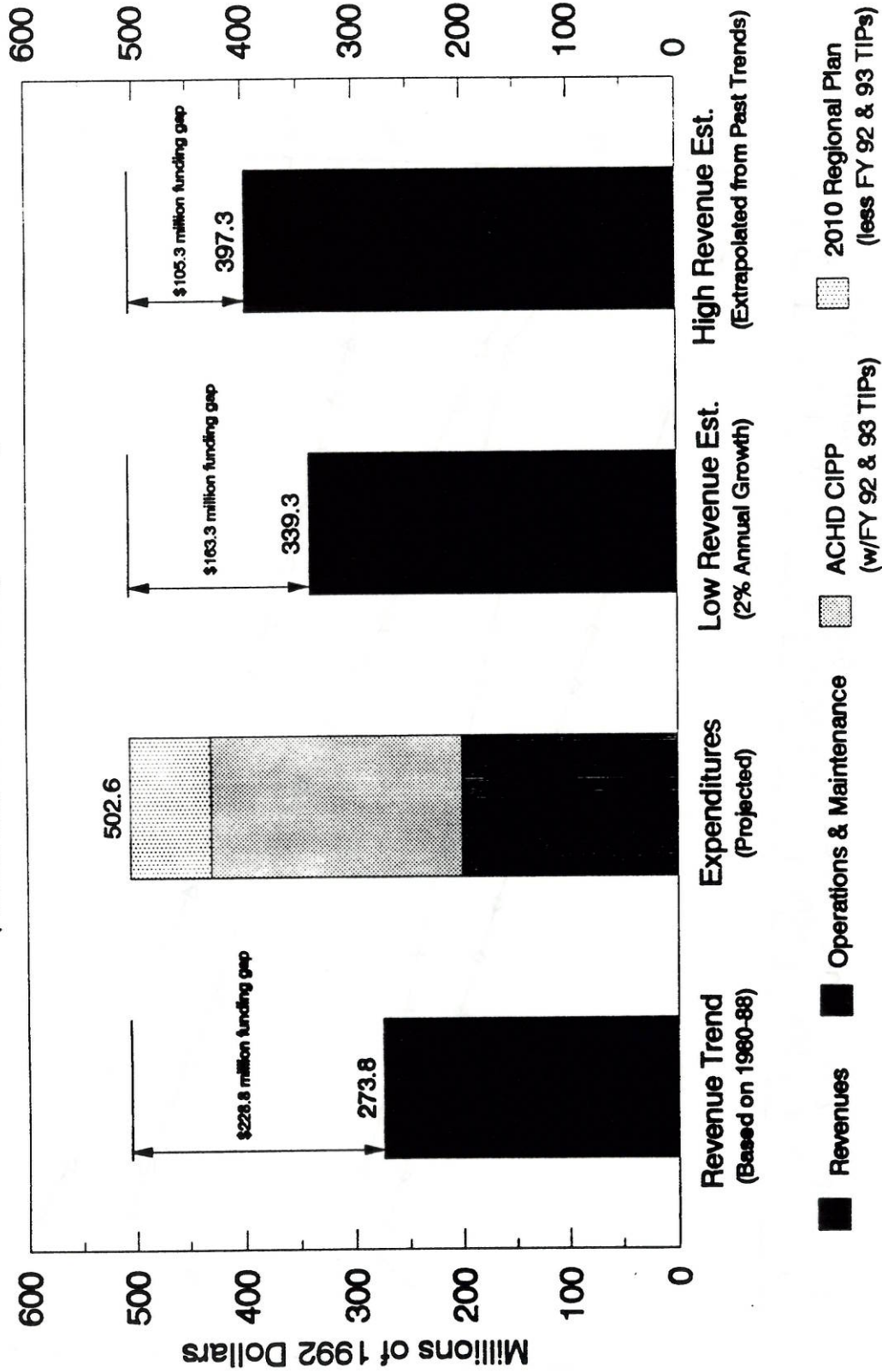
Future funding sources for roadways may include: 1) more fuel tax; 2) vehicle registration fee; 3) revised state distribution formula; 4) state sales tax increase; and 5) other sources such as bonding and impact fees. As mentioned above, some of these measures have already been implemented. Public input (see Plan Supplement) supports new revenue based on a "user pays" concept dedicated to local roadway needs.

For bikeways, new funding may include more use by Boise City, Ada County and Garden City of federal funds from transportation and parks & recreation sources and a county-wide bicycle registration fee. The ISTEA, for example, contains funding for bicycle facilities under its congestion mitigation and air quality programs.

For complete details of the Financial Element Analysis, see the Plan Supplement.

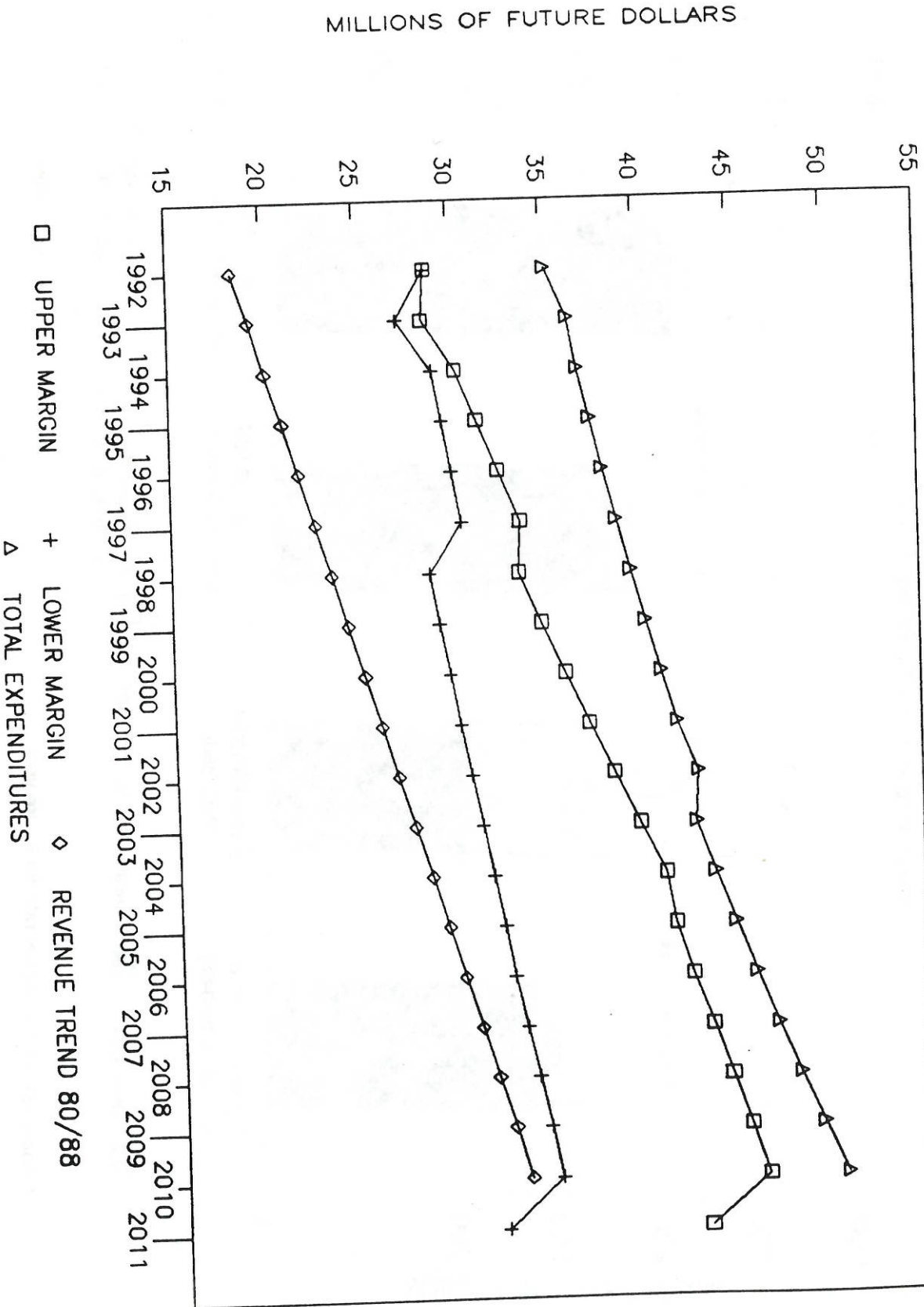
Figure VII-1: Ada County Highway District

Projected Revenues and Expenditures
(Present Value of FY 1992 through FY 2010*)



* Assumes a 6% discount rate for future years.

FIGURE VII-2
 ACHD REVENUES VS EXPENDITURES



APPENDICES

A. Additional Credits

Throughout the period during which the 2010 Regional Transportation Plan was developed, elected officials, staff members of many agencies, and citizens provided input and support for the creation of this Plan. We gratefully acknowledge their participation.

AGENCY SUPPORT STAFF:

ADA COUNTY;
ADA COUNTY HIGHWAY DISTRICT;
ADA PLANNING ASSOCIATION
BOISE AIRPORT;
BOISE POLICE DEPARTMENT;
BOISE RIVER TRAIL FOUNDATION;
BOISE INDEPENDENT SCHOOL DISTRICT;
BOISE URBAN STAGES;
CITY OF BOISE;
CITY OF GARDEN CITY;
IDAHO STATE TAX COMMISSION;
IDAHO TRANSPORTATION DEPARTMENT;
MAYORS TRANSIT ADVISORY COMMITTEE.

BOISE CHAMBER OF COMMERCE STAFF

CITIZENS ADVISORY COMMITTEE (CAC)

COMMUNITY SUPPORT:

Numerous Civic Groups, Neighborhood Associations, Businesses and Corporations and Other Groups offered valuable assistance.

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TAC)

WESTERN CITY PROCESS:

CITY OF EAGLE TASK FORCE MEMBERS

CITY OF KUNA TASK FORCE MEMBERS

CITY OF MERIDIAN TASK FORCE MEMBERS

SUPPORT STAFF FOR WESTERN CITY PROCESS: ADA COUNTY HIGHWAY DISTRICT; ADA PLANNING ASSOCIATION; IDAHO TRANSPORTATION DEPARTMENT.

B. Glossary

ACHD	Ada County Highway District.
APA	Ada Planning Association.
Arterials	Roads carrying major portion of trips entering and leaving urban areas, as well as majority of through movements bypassing central city. Carries intra-area travel, such as road between two cities, major road between two counties, etc. Ideally, should not penetrate identifiable neighborhoods.
Balanced System	Recommended roadway element for the Boise/Garden City urban area considers need for expansion of existing roadways with need for new facilities (including three new Bench accesses and two new river crossings).
Board	The APA Board, consisting of: three Ada County Commissioners; three ACHD Commissioners; the Mayor and two City Council members from the City of Boise; the Mayor and a City Council member of the Cities of Eagle, Garden City, and Kuna; two City Council members of the City of Meridian (one currently an appointed staff member); and representatives from Boise State University, the Greater Boise Auditorium District, and the Independent School District of Boise.
Boise Metro Area	The urban area of Boise/Garden City.
BUS	Boise Urban Stages.
CM/AQ	Congestion Mitigation/Air Quality
Collectors	Roads which provide traffic circulation within residential neighborhoods, commercial and industrial areas. Distributes trips from arterials through the area to ultimate destination. Collects traffic from local streets in residential neighborhoods and channels into arterial system.
Capacity	The maximum number of vehicles which can be accommodated under given circumstances on a road. (Under "financial capacity" refers to ability to fund projects.)
Corridor Management	Using traffic engineering and other solutions to accommodate higher traffic levels on existing roads rather than more expensive construction solutions. Also known as "transportation system management."
FHWA	Federal Highway Administration.

Gateways	Identified entryways to urban areas; emphasized for landscaping and beautification efforts.
Goal	Broad general expression and concern; overall result desired.
Issue	Identified problem area or need addressed as part of the Plan.
ISTEA	Intermodal Surface Transportation Act of 1991. Federal legislation enacted in December 1991 providing authorization and funding for highways, highway safety, mass transportation and other projects for a six-year period.
ITD	Idaho Transportation Department.
Level of Service (LOS)	Term to describe quality of travel on a roadway. Includes speed, ease of changing lanes, delay at traffic signals, traffic interruptions (stop-and-go), and travel time. Usually described for peak periods (i.e. morning and late afternoon "rush hours"). Descriptions include freeway and city traffic:

LOS A -- FREEWAY: Free flow conditions. Very few other cars and trucks share the roadway. Easy to change lanes and drive at posted speed limit. **CITY:** Average delay at traffic signals is very short, with most drivers arriving at the intersection on a green light.

LOS B -- FREEWAY: Still good conditions, but more vehicles on roadway. Need a little more caution when changing lanes. Speeds still are at or near the posted limit. **CITY:** Still good conditions, but a little longer average delay at signals (5-15 seconds) and a few more vehicles are stopped.

LOS C -- "Stable flow." Drivers have reasonable freedom to select speed and lane operation. **FREEWAY:** Quite a few more vehicles on the road. More difficult to change lanes. Speeds are in the 45-55 mph range. **CITY:** Longer delays at signals (15-20 seconds). A higher number of vehicles must stop for a red light although many may still pass through without stopping.

LOS D -- "Unstable flow." Drivers have little freedom to maneuver. **FREEWAY:** Traffic volumes are in the uncomfortable range. Speeds are decreased. Probability of accidents has increased. **CITY:** Congestion becomes noticeable. Average delay at signals is in the range of 25-40 seconds. At times, some motorists must wait through more than one red light. Temporary restrictions cause substantial drops in speed. Comfort and convenience are low but conditions are tolerable for short periods.

LOS E -- FREEWAY: Heavy traffic conditions. Very difficult to change lanes (other driver must "give way" to let vehicles in). **CITY:** Delays at signals are long (40-60 seconds). Drivers must frequently wait through more than one red light.

LOS F -- FREEWAY: "Breakdown" of traffic flow. Stop-and-go traffic. Very low speeds. Very difficult to change lanes. CITY: Unacceptable delay at signals (over 60 seconds). Drivers may wait through two or more red lights. Both LOS E/F are considered "forced flow." Driving speed is reduced substantially. Stoppages may occur for short or long periods of time due to congestion. Roadway ceases to function as a carrier of traffic.

Local Street	Any street which is not classified; street used to provide access between individual parcels and the classified street system.
Mitigation	Steps taken to reduce adverse impacts.
MPO	Metropolitan Planning Organization. Local agency designated by the Governor of State to be responsible for conducting local transportation planning as required by the federal government as a condition of receiving federal funds. APA is the designated MPO of Ada County.
Multi-Modal	Including all types of transportation (i.e. cars, trucks, buses, bicycles, pedestrians, etc.).
NAAQS	National Ambient Air Quality Standards.
Northern Ada County	That portion of Ada County north of Kuna-Mora Road.
Objective	Description of the direction toward a goal; immediate obtainable result.
PIT	Public Involvement Team, a subcommittee of the Citizens Advisory Committee formed to provide support to the public meeting process.
Plan	2010 Regional Transportation Plan for Northern Ada County.
Policy	Method(s) by which objective is to be met.
Policy Committee	The Executive Committee of the APA Board plus a representative from ITD acting as the Transportation Policy Committee. It consists of the Board Chairman, Vice-Chairman, Secretary-Treasurer, and a Mayor or representative from each City.
R/W	Right-of-Way.
SIP	State Implementation Plan.
TIP	Transportation Improvement Program. The Transportation Improvement Program is a short-range (3 to 6 year) capital improvement program of transportation projects consistent with the area's policies and strategies.

Transportation System Management Giving special consideration to traffic engineering and other solutions to accommodate higher traffic levels on existing roads. Also known as "corridor management."

UMTA Urban Mass Transportation Administration.

UTPS Urban Transportation Planning System model. See Appendix D for discussion of four step system: generation, distribution, modal split, and assignment.

V/C Volume to Capacity ratio; a numeric index which relates to the Level of Service.

VMT Vehicle Miles of Travel; a measure of total miles traveled annually by all vehicles on the road network.

Western Ada County Rural Northern Ada County and the Cities of Eagle, Kuna, and Meridian.

C. Transportation Issues

(Approved by APA Board November 15, 1988)

Issues affecting transportation were identified early in the Plan update. Input was provided by: 1) implementing agency staffs, 2) advisory committees, and 3) the APA Executive Committee meeting as the Transportation Policy Committee. The APA Board reviewed and refined the following list of transportation issues:

1. Policy issues to address early in the Plan update. Examples:
 - a. Process to monitor the Plan and determine "benchmarks" to trigger the next Plan update.
 - b. Better procedures to update and refine the Plan in a timely and responsive manner.
 - c. Levels of Service (LOS) for the Plan update.
 - d. Appropriate levels of transit and ridesharing for Northern Ada County.
 - e. Appropriate goals for energy and air quality.
 - f. Criteria and procedures for setting priorities.
 - g. Prospectus defining roles and responsibilities (including impact fee).

2. Transportation issues and problems representing major impacts on the transportation system. Examples:
 - a. Boise/Garden City Urban Area:
 - 1) North/south access (i.e. Five Mile Road, Maple Grove Road, or Milwaukee/Glenwood extension) west of Cole Road.
 - 2) Curtis Road corridor and extension to Chinden Boulevard.
 - 3) Additional east/west access off the first Bench from Federal Way to the southeast.
 - 4) Additional river crossings capacity east of the Broadway Avenue Bridge.
 - 5) Additional east/west access (Ustick Road) in the West Bench and Central Bench areas to Garden City, downtown Boise, BSU, and ParkCenter.
 - 6) Light rail and other mass transit solutions.
 - 7) Additional interstate access at Cloverdale Road.
 - 8) Major maintenance, bridge replacement, and pavement management priorities.
 - 9) River crossing at Orchard extension to tie into 30th Street.
 - 10) Role of bus transit.
 - 11) Extension of Adams Street through fairgrounds in Garden City.
 - 12) Widening and traffic flow measures along Chinden Boulevard.
 - 13) East-west access in Southwest area.
 - 14) Holcomb Road extension between Amity Road and ParkCenter Boulevard.
 - 15) Additional access across New York Canal.

 - b. Meridian, Eagle, Kuna, and rural portions of Ada County:
 - 1) Rebuild/upgrade existing roads and bridges.

- 2) Refine arterial/collector routes.
 - 3) Address traffic circulation in residential areas.
 - 4) Phase improvements along Eagle Road, Highway 55 corridor.
 - 5) Identify transportation issues in the rural areas of Ada County as part of the Western City process.
3. Transportation issues affecting timely implementation of transportation solutions. Includes legislative action to give local governments more flexibility in generating additional revenues:
- a. Legislation to permit areawide local improvement districts.
 - b. Efforts to revise the state's funding distribution formulas to help Ada County receive a more equitable share of transportation revenues.
 - c. Legislation to enable local Ada County governments to enact bonds and implement revenue enhancing programs (i.e. eliminating 2/3 majority requirement).
 - d. Short range emphasis on major maintenance projects.
 - e. Roadway setback needs of local government.
 - f. Other enabling legislation to allow local governments new opportunities for enhancing revenue programs.
 - g. Opportunities to revise the 1991 Surface Transportation Act to allow more equitable distribution of funds to urban areas.
 - h. Future roadway right-of-way map.
4. Actions to improve the efficiency of the existing transportation system:
- a. Increase law enforcement efforts to minimize impacts on neighborhood areas caused by higher speed traffic.
 - b. Enact a "courtesy merging law" to require motorists to create gaps in the flow of traffic for merging vehicles.
 - c. Emphasize non-motorized systems needs and funding (including bikes and bikepaths).
 - d. Emphasize school zone safety (i.e. sidewalks).
5. Transportation policy issues with direct impact on local area concerns. Transportation has profound impact on land use, growth and public service needs of the local governments of Ada County. Issues may include:
- a. Highway safety concerns by local governments (i.e. Kuna's State Highway 69 safety concerns).
 - b. Transportation system responsive to broader goals (i.e. BSU Campus).
 - c. Roadway access needs based on adjacent land uses.
 - d. Responsibility for financing transportation related improvements (i.e. landscaping, lighting, bike/pedestrian) needs to be delineated among local responsible governments.
 - e. Gateways concept.
 - f. Emergency vehicle access (i.e. more river crossings).
 - g. Residential impacts from arterials/collectors.

These are examples of transportation issues and problems identified early in the Plan update. An effort to close the funding gap between identified needs (major maintenance, rehabilitation, and new construction) and available funding sources must be made. The topics noted above identify potential new sources of funding or reduce new transportation facilities required. These transportation issues are a dynamic starting point for ultimately meeting our transportation needs.

D. Traffic Modeling Process

A brief description of APA's modeling process, including input data for each step:

NETWORK -- Traffic modeling begins with a simplified representation of a roadway network. APA's network includes the Interstate, principal and minor arterials, and some collectors. Some section line local roads are included in the rural area. Most local streets, however, are combined in the network as "centroid connectors" within one of the 265 "traffic zones" used in demographic and development monitoring. "External stations," are used for traffic coming in and out of Ada County. The roadway network is divided into segments between street intersections called "links." Data relating to each link include roadway speed, roadway capacity, and length of the link.

TRIP GENERATION -- The first step in travel modeling employs the demographic data (population, households, employment, and income) for each traffic zone to estimate the number of auto trips into and out of each zone. Trips are "produced" at an origin and "attracted" to a destination. Total trips are of three unique types: HOME BASED WORK trips originate at home and end at work; HOME BASED OTHER trips originate at home and do not end at work (i.e. shopping, recreation); and NON-HOME BASED trips start and end away from home (i.e. meetings, lunch during work). Production trips are based on factors such as household size and income. Attraction trips are based on factors such as retail and non-retail employment, and the number of households. Where trip generation formulas perform poorly (i.e. fairgrounds or airports), trips are added or subtracted to tailor the model more closely to real-world activity.

TRIP DISTRIBUTION -- Trips are distributed from a zone to all other zones in the network based on the "attractiveness" and travel time between zones. The desire to travel between zones lessens as the travel time increases, and differs by trip type. At this point, trip distribution is based on "person trips." Person trips are converted to vehicle trips by dividing the number of people per vehicle.

TRIP ASSIGNMENT -- Trip assignment matches the trip distribution data to the model of the roadway network. The process used for trip assignment is "capacity restraint." Multiple "assignments" are averaged to produce the effects of roadway congestion on travel patterns. Trips are assigned to the route with the minimum time between zones; after each assignment, travel time between zones is recalculated. As congestion occurs, speed on congested links is reduced and travel time lengthens. The iterative process forces the simulated traffic on to different travel paths due to traffic slowdowns, reflecting the manner in which people actually make travel decisions.

E. Functional Street Classification: Definitions and Standards

Arterials are generally defined as roads carrying the major portion of trips entering and leaving urban areas, as well as the majority of through movements bypassing the central city. They carry intra-area travel, such as road between two cities, major road between two counties, etc. Ideally, arterials should not penetrate identifiable neighborhoods.

Collectors are generally defined as roads which provide traffic circulation within residential neighborhoods, commercial and industrial areas. They distribute trips from arterials through the area to the ultimate destination. They collect traffic from local streets in residential neighborhoods and channel it into the arterial system.

Street design guidelines describe such elements as right-of-way (R/W) width; pavement width; curb type; sidewalk width; minimum sight distance; minimum/maximum grade; maximum design speed; traffic index; approximate intersection spacing on arterials; and various other factors.

The following arterial and collector standards are from the Ada County Highway District *Development Policy Manual Supplemental Specifications* (October, 1989).

Major Arterial: From five to seven lanes (four to six lanes of traffic and a turning lane); and two five foot sidewalks.

Minor Arterial: Four lanes of traffic with two five foot sidewalks.

Urban Collector: Two lanes of traffic with two five foot sidewalks.

Below are some of the current specifications for these classes of streets:

Design Element	Collector	Minor Arterial	Major Arterial
Right-of-Way width (in feet)	60'	66-80'	80-104'
Pavement width	41'	52'	65'
Traffic Lane width	18.5'	12'	12-13'
Parkway Strip (Sidewalks, etc)	4.5'	5'	5'
Design Speed (mph)	25 mph	Varies (45 mph)	Varies (50 mph)

For more detailed information on street design specifications, consult the Ada County Highway District *Development Policy Manual Supplemental Specifications*.

F. Summary Transportation Needs Assessment Analysis

Evaluation of transportation needs for the Boise/Garden City urban area involved several systems-wide transportation alternatives. These alternatives ranged from a minimal option to improve *existing* roadways to one which *maximized* the use of new facilities. The selected option provided for a *balanced* transportation system using a combination of new facilities and improving existing roadways. In addition to these built alternatives a "*do nothing*" option was developed and analyzed. Detailed descriptions of the options can be found in the Technical Appendix of the Plan Supplement.

The selection of a preferred alternative (Balanced Option) for the Boise/Garden City urban area involved the analysis of several factors.

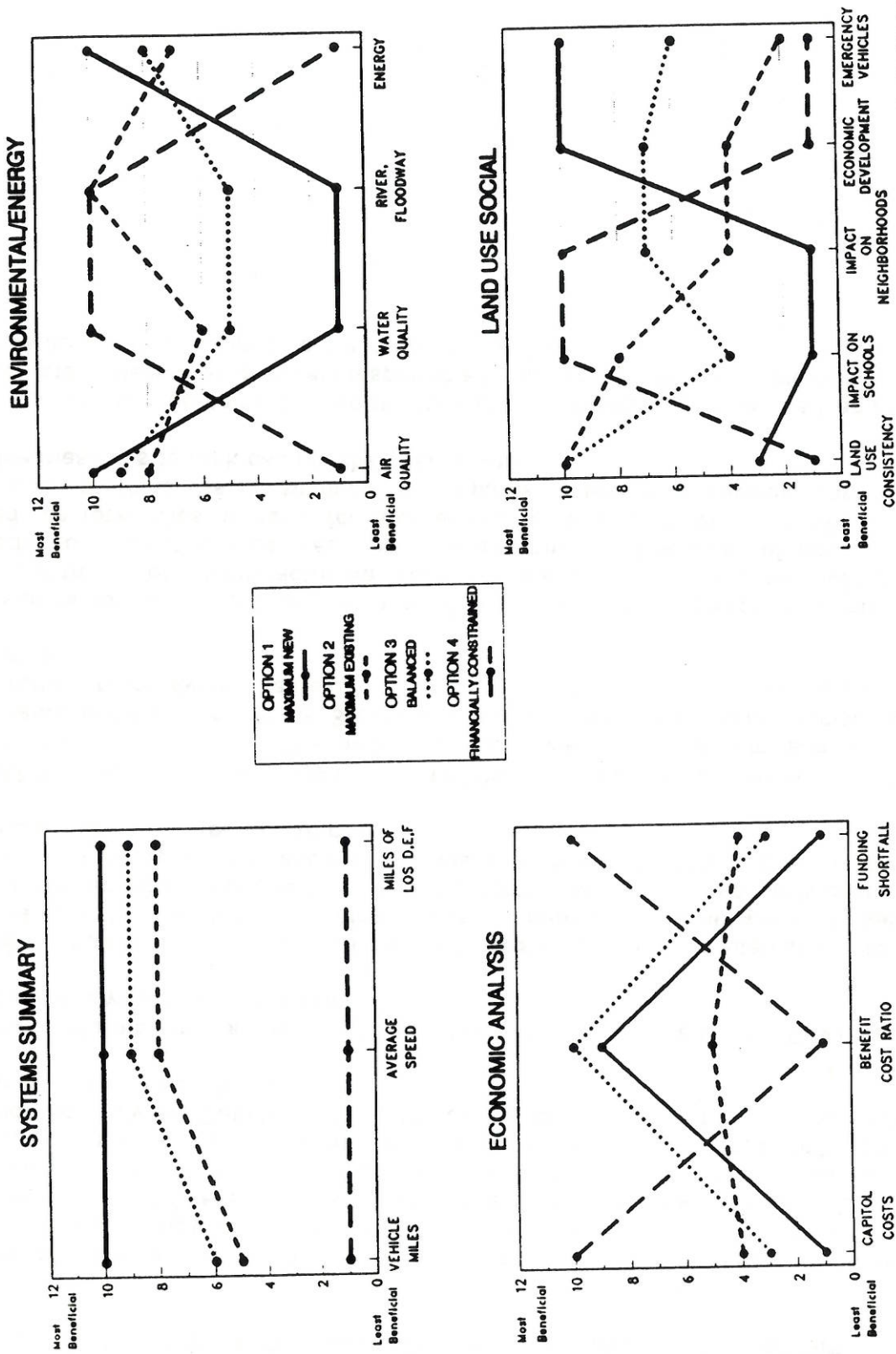
PURPOSE: The analysis gave decision-makers a basis for selecting an alternative. No single alternative was the overall best solution. Thus, trade-offs had to be made between the various factors analyzed. For example, in the economic analyses the financially constrained alternative was the least costly and had the most favorable least funding shortfall, but was worst in a comparison of benefit to cost.

SUMMARY: Figure F-1 summarizes the result of the analysis conducted for the 2010 Transportation Plan alternatives. The main categories were: 1) system summaries, 2) environmental and energy concerns, 3) economic analysis and 4) land use and social impacts. Fifteen transportation system factors in all were analyzed and discussed by the public and policy makers.

The fifteen factors addressed one or more of the transportation objectives contained in Section II of this report. Each factor was analyzed for each of the four alternatives through quantitative or subjective measures. For example, the "vehicle miles of travel" criteria identified the total miles of travel for each alternative and, thus, was quantified. Other criteria, such as "land use consistency" or "impacts on economic development," utilized subjective measures to rank each of the alternatives.

The Plan Supplement contains detailed results and methodologies on how the Plan analysis was conducted. Decision-makers are responsible for making to make the trade-offs based on political factors, personal judgement and public response.

FIGURE F-1: 2010 REGIONAL TRANSPORTATION PLAN SUMMARY OF PLAN ANALYSIS



G. CORRIDOR STUDY AND ANALYSIS PROCESS

CORRIDOR STUDIES AND WEST BENCH AREA STUDY AND ANALYSIS

(Prepared by Ada County Highway District
For April 23, 1992 Public Hearing)

The type of study that the Ada County Highway District staff is recommending would cover the following:

1. Identify the demand (traffic forecasts)
2. Define the alternative improvement or strategies and the consequences for each alternative (and the consequences for taking no action)

The alternative courses of action for a complicated corridor study are as follows:

- A) No Action
- B) No Build - Implement only low cost operational and safety improvements in the corridor
- C) Transportation System Management - Emphasis on transit, ridesharing, bicycling, etc.
- D) Potential land use controls to mitigate projected future demand
- E) Various alternative alignments for street capacity increase
- F) Various roadway concepts:
 - Number of lanes, medians, etc.
 - Degree of access control
 - One-way couplet
 - Parkway

The typical evaluation criteria are as follows:

- A) Comparison of costs of alternatives:
 - 1) Right-of-way
 - 2) Construction and operation/maintenance
 - 3) User costs

- B) Traffic operations - Delay, LOS, Transit usage and accessibility, trucks, etc.
- C) Safety - Accident rates and potential, resident street impacts, bicycles, pedestrians, school routes
- D) Environmental impacts
 - 1) Air Basin wide - air quality
 - 2) Corridor level impacts - air quality, noise, cultural, historic, aesthetics (i.e. landscaping), relocations and property impacts, schools, parks, wetlands and other wildlife habitat. Requirements of NEPA met or exceeded.
- E) Community Values - preservation of neighborhoods, access and mobility, etc., safe routes to schools
- F) Public Input - Citizens' Advisory Committee, open house workshops, media coverage, possible opinion survey, etc.
- G) Technical Input - Technical Advisory Committee consisting of staff of various interested agencies - Cities and/or County planning departments, Ada Planning Association, Idaho Transportation Department, ACHD Traffic and Design representatives, etc.
- H) Policy input - presentations and/or work sessions before effected city councils, County Commissioners, ACHD Commissioners, etc

The outcome is a proposed course of action such as the following:

- A) Addition, deletion, or modifications of items on the Functional class map
- B) Addition, deletion or modification to items on the (2010) Long Range Plan (can substitute study for roadway project or other proposed action that comes out of the study)
- C) Proposed funding in Transportation Improvement Program
- D) Approval given to proceed with design process
- E) Design completed with public information process and refinement of concepts approved in corridor study
- F) Construction begins