

Item IV-A

Regional Safety Action Plan Board Update #2

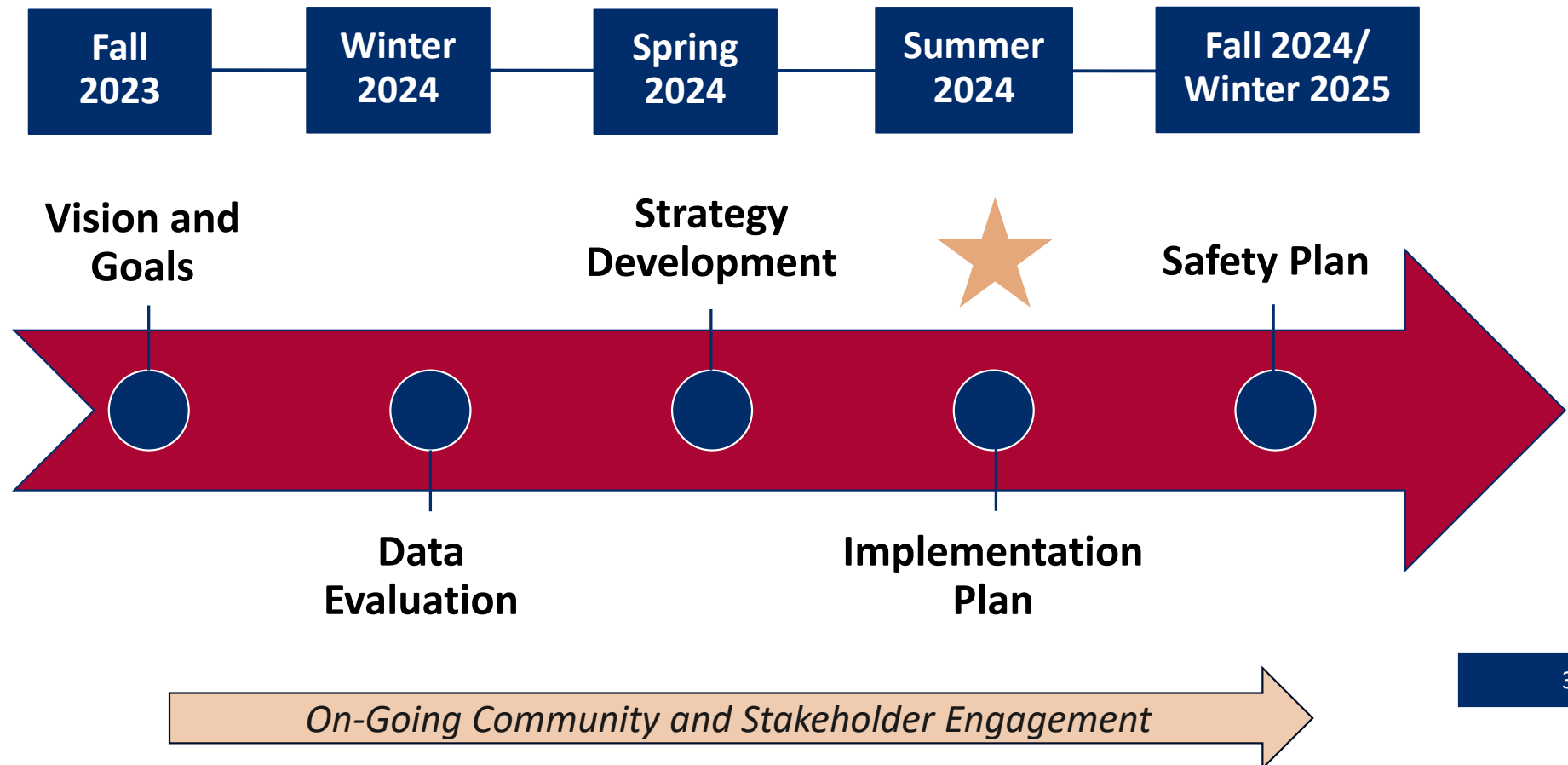
August 19, 2024



Agenda

- Project Schedule
- Public Outreach Update
- Draft Strategies Update
- Implementation Plan
- Next Steps & Close

Project Schedule




Public Outreach Update



Public Outreach – Spring 2024

- 423 Responses
- Conducted in March/April 2024
- Shared by Safety Working Group members and other organizations

COMPASS
Regional Safety
Action Plan

RSAP Transportation Safety Survey

84% agree that **0 deaths or serious injuries is the right goal** of the RSAP

2.9 out of 5, **average rating of how safe respondents feel** on Treasure Valley streets and roads

66% said that **0 is the annual acceptable threshold** for deaths on Treasure Valley roadways

71% willing to **add a moderate to significant amount of time** to their commute for safer roads

Respondents ranked the safest travel modes on a scale of 1-5 with 5 being the safest:

- | | |
|--|---|
| 1. Public Transit
(3.78 average ranking) | 4. Walking (2.84) |
| 2. Driving Personal Vehicle
(3.36) | 5. Bicycle or similar self-powered vehicle (2.13) |
| 3. Carpool (3.13) | 6. Walking with mobility aid (2.03) |
| | 7. Electric scooter/bicycle (1.96) |
| | 8. Motorcycle (1.61) |

Respondents prioritized safety improvements on a scale of 1-5 with 5 being the highest priority:

- | | |
|--|--|
| 1. Intersection Safety (4.35 average ranking) | 4. Reducing Speeding (3.42) |
| 2. Walking Safety (4.15) | 5. Impaired Driving (3.12) |
| 3. Biking Safety (3.72) | 6. Head-on/run-off-road crashes on high-speed roads (2.24) |

Data highlights key findings from COMPASS' regional transportation safety survey conducted between March - April 2024.

On-Going Public Outreach

- Educational focus:
 - Summary of first public survey and high-level findings from the High-Injury Network
 - Presentation of high-priority strategies
 - Next steps
- Feedback collected through email or online form



<https://compassidaho.org/safety/>



Strategies Being Considered

Overall Guiding Principles



Figure source: transportation.gov/NRSS/SafeSystem

Figure source: <https://highways.dot.gov/safety/zero-deaths/safe-system-roadway-design-hierarchy>

Emphasis Areas

What does the **data say** we should **focus** on*?

Vulnerable
Road Users

Intersection
Crashes

Lane
Departure
Crashes

Seatbelt Use

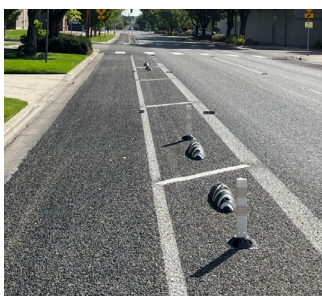
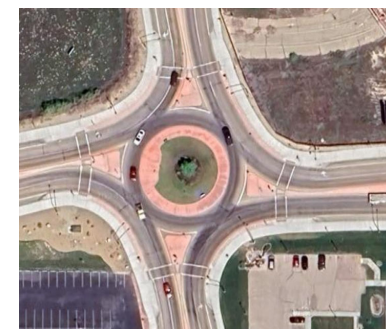
Impaired
Driving

**With an overall focus on speed and multi-lane roads*

Strategies Toolbox

- Aligns with Emphasis Areas
- Context sensitive
- Follows Safe System Approach / Design Hierarchy Tiers
- Considers cost and priority
- Consists of three categories:
 - Location-specific infrastructure strategies
 - Systemic infrastructure strategies
 - Policies, processes, and other strategies

Range of Treatments



Lower Effort / Systemic

Higher Effort / Systemic or Location-Specific Projects

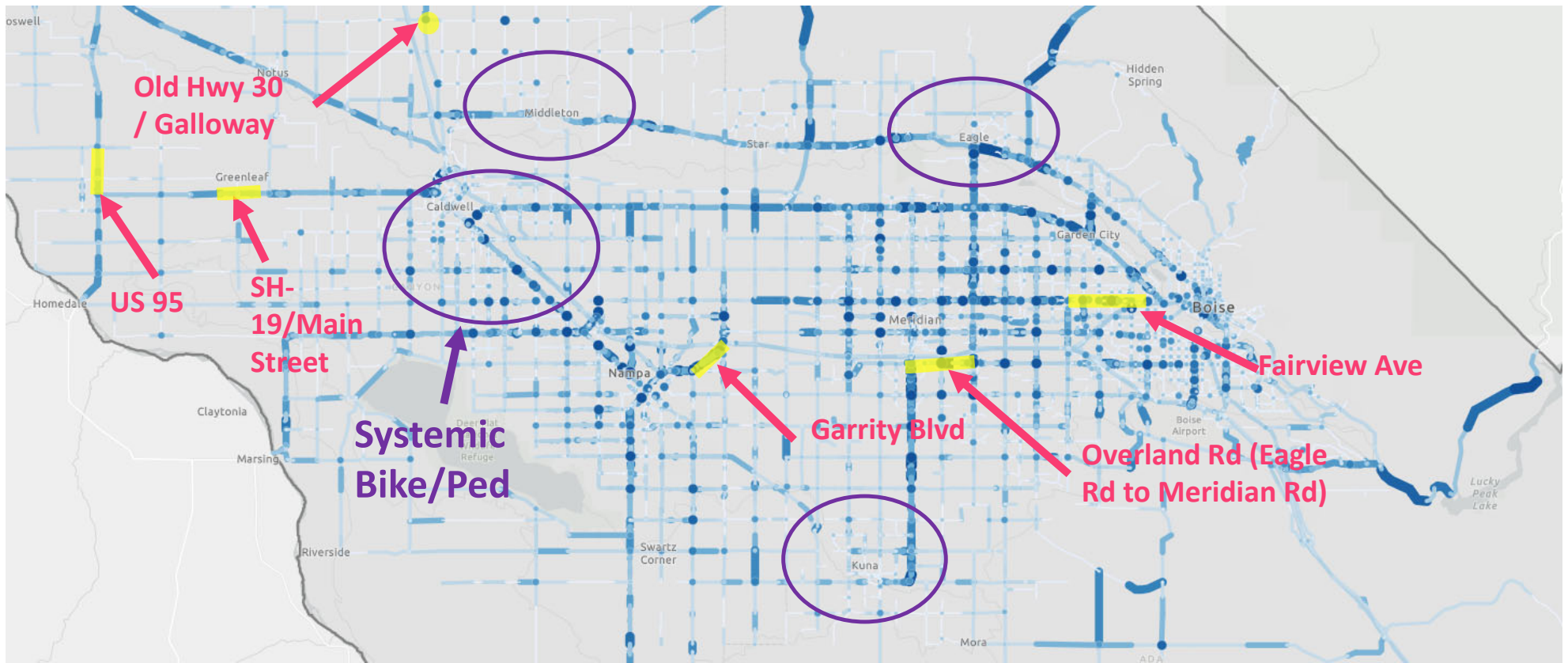
Example High-Priority Non-Infrastructure Strategies

COMPASS	COMPASS Member Agencies	Partner Agencies/Organizations
<ul style="list-style-type: none">• Regional coordination and planning• Technical support & training• Education campaigns• Grant support• Safety project funding	<ul style="list-style-type: none">• Further incorporate safety into existing processes:<ul style="list-style-type: none">• Maintenance• Capital projects• Development• Quick-build• Funding and prioritization• Plans and studies	<ul style="list-style-type: none">• Equitable enforcement• Technology• EMS system response time improvements• Education



Implementation Plan

Priority Strategies/Projects



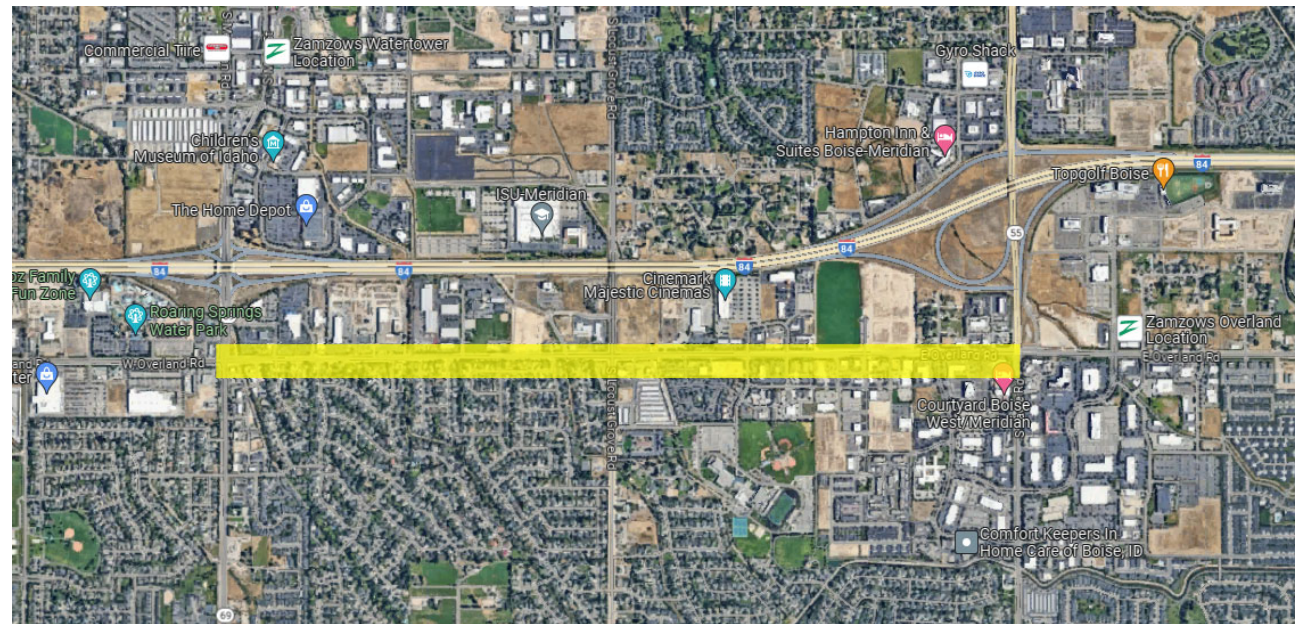
Strategies/projects (including project extents) are preliminary and will be refined in Implementation Plan

Example Location-Specific Project

Overland Rd (Eagle Rd to Meridian Rd)

Priority Project Development:

- Identification of countermeasures based on:
 - Crash types/trends
 - Roadway characteristics
- Equity analysis
- Project narrative
- High-level costs
- Anticipated crash reduction

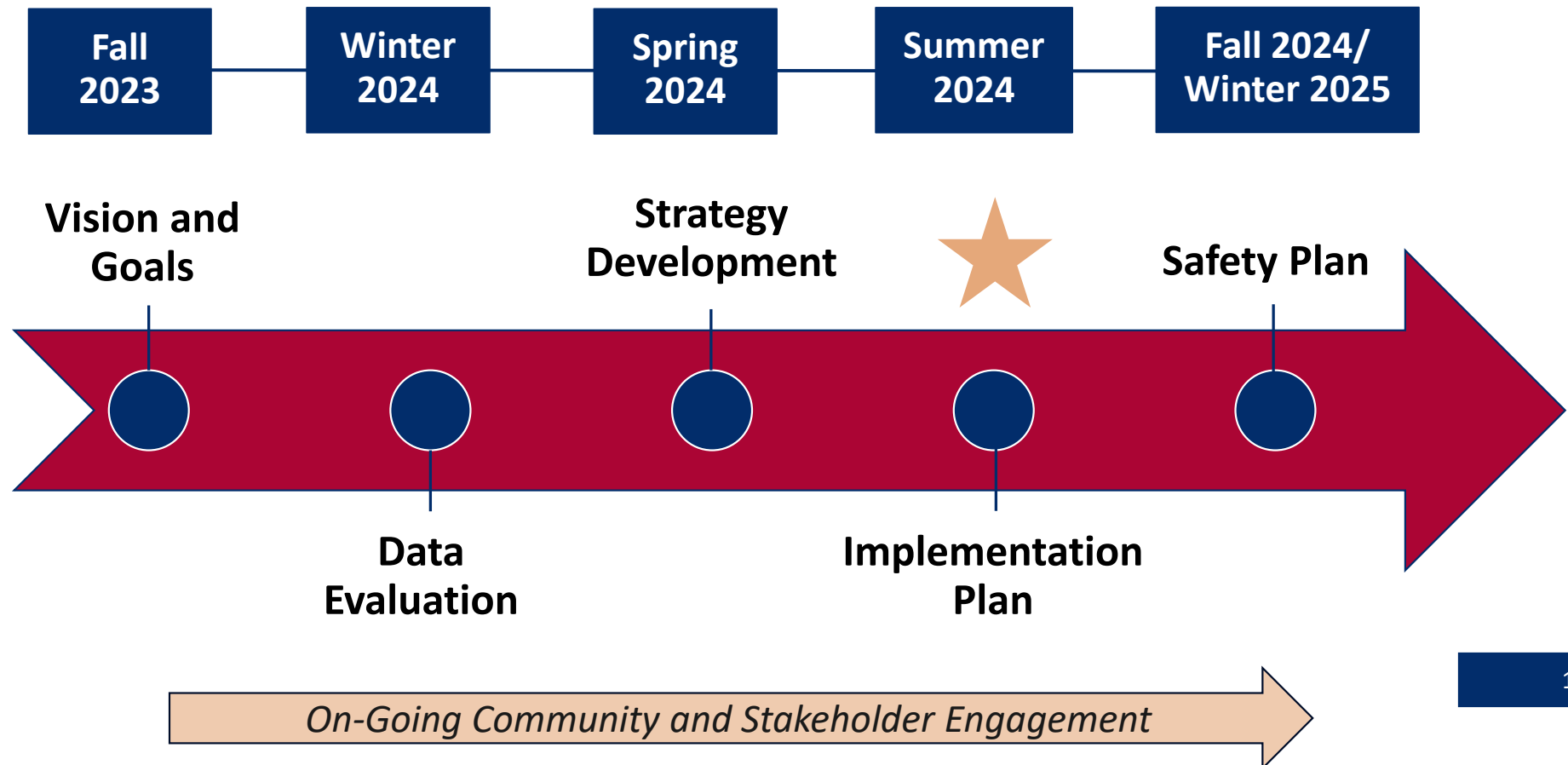


Other Implementation Plan Items

- Includes Infrastructure and Non-Infrastructure Strategies
- Implementation Timeframes
- Identification of Responsible Agency/Agencies
- Potential Funding Sources
- Equity Analysis
- "Quick-Win" Opportunities
- Identification of Other Investments Needed to Realize Safety Vision

Next Steps

Project Schedule



Questions?

- More information at <https://compassidaho.org/safety/>
- Contact Hunter Mulhall for additional questions/comments: hmulhall@compassidaho.org

Item V-A

Topic: Amendment to *Communities in Motion* 2050 (CIM 2050)

Purpose: Adopt resolution amending
CIM 2050

Austin Miller,
Principal Planner
Planning Team Lead

Amending CIM 2050

Resolution 14-2024

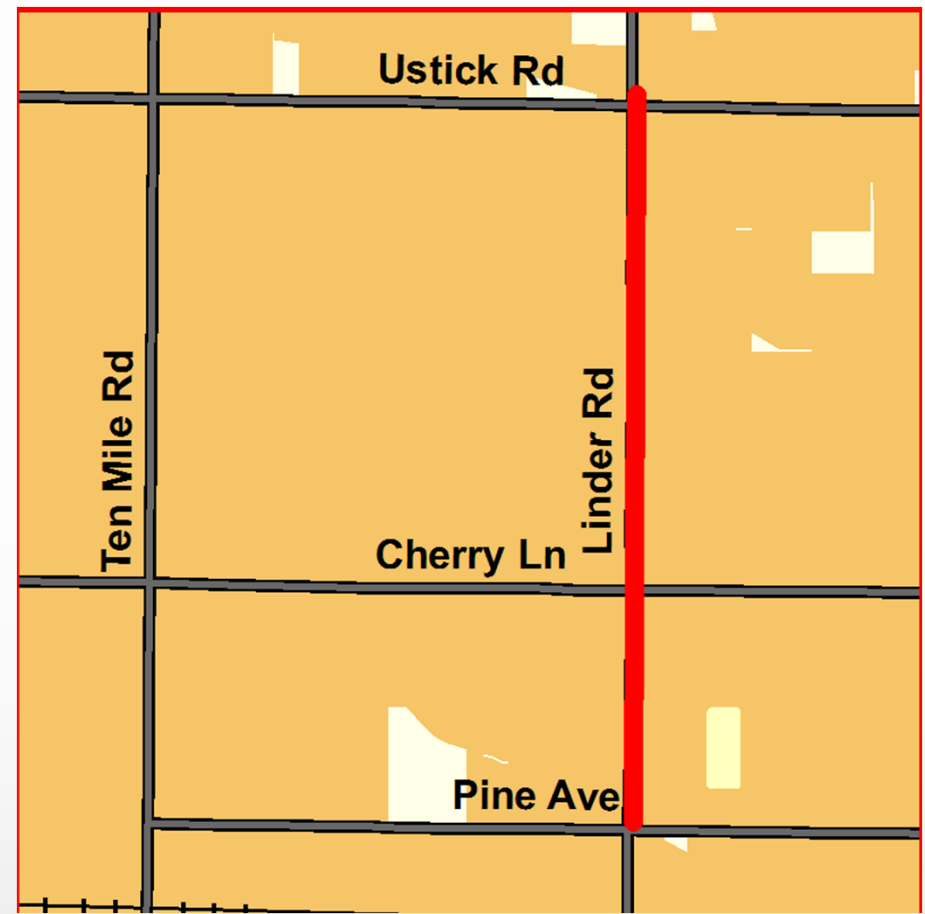
Add to funded project list:

- Widening – Linder Road – Pine Avenue to Ustick Road.
- Pathway – Spoils Bank Canal.
- Pathway – File Mile Road – Overland Road to Franklin Road.
- Pathway – Glenwood Street – Glenwood Bridge to Riverside Drive.



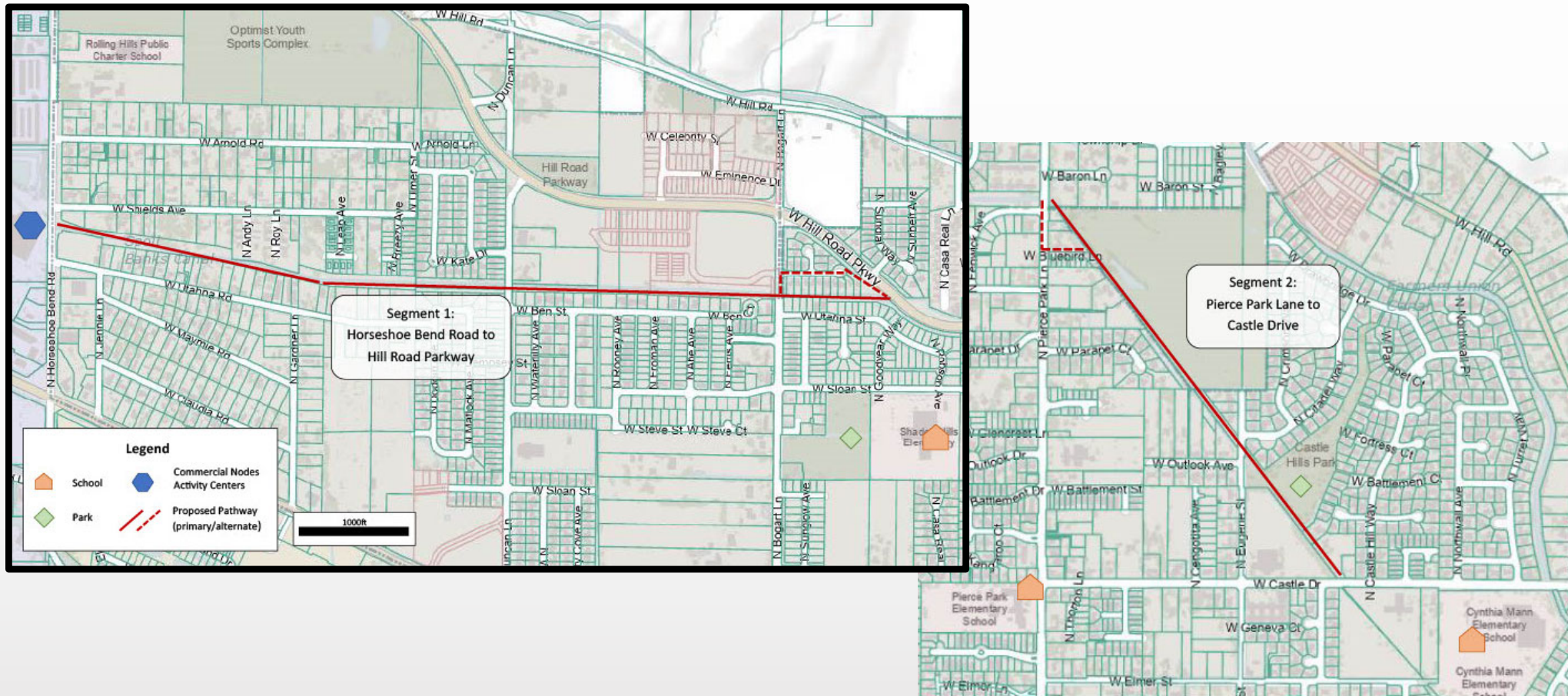
Linder Road

- Pine Avenue to Ustick Road
- Widen to 5 lanes
- Concept under review



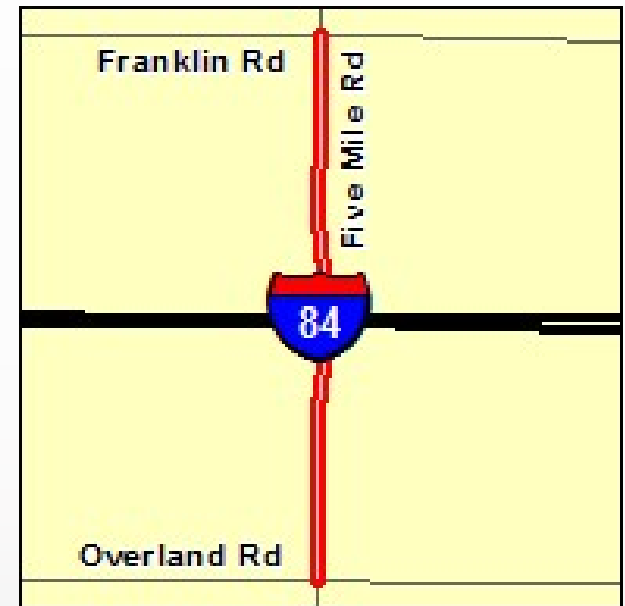
Pathway - Spoils Bank Canal

- Horseshoe Bend Road to Castle Drive
 - 1.65 miles



Pathway - Five Mile Road

- Overland Road to Franklin Road
- Pathway consistent with roadway project



Pathway - Glenwood Street

- Glenwood Bridge to Riverside Drive



Public Comments

I am in support of the CIM 2050 Amendment, particularly the project related to fixing the North Glenwood Street.

I oppose all of these proposed amendment project.

I highly support the CIM 2050 Amendment, specifically the addition of hard pathways for non-vehicular traffic.

I support the proposed expansion of N. Linder Rd

Pathways are essential to our valley...

Pathways are a wonderful addition to our communities; however, we have major issues with congestion





Recommended Motion

COMPASS Board of Directors adopts Resolution 14-2024 amending CIM 2050.

Item V-B

Topic: FY2025-2031 Regional Transportation Improvement Program

Purpose: Adopt Resolution 15-2024,
approving the FY2025-2031 TIP.

Toni Tisdale, Principal Planner
Resource Development Team Lead



Introduction

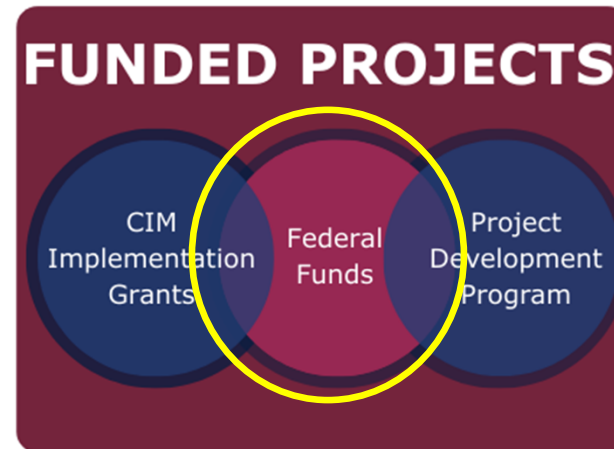
- FY2025-2031 TIP
- Public Comments
- Timeline



Graphic credit: Unsplash@markuswinkler

See Page 58

Resource Development Program



COMPASS SERVICES:

- Find/Share Resources
- Grant Assistance

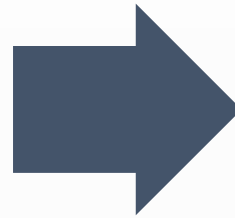


- ✓ Eligibility
- ✓ Writing
- ✓ Review
- ✓ Management
- ✓ Letters of support

Transportation Investments

CIM

- Identifies needs
- 20+ years



TIP

- Funds projects
- 5-7 years

Transportation Improvement Program (TIP)

Short-term budget



Primarily federally funded transportation projects



Funds projects to meet goals in long-range plan



Updated yearly, amended frequently





Apply



Review



Score



Rank



Recommend
and
Adoption



FY2025-2031 TIP


Major Changes List Draft FY2025-2031 Regional Transportation Improvement Program (TIP)

This report defines "major changes" as new or removed projects, projects with advanced or delayed construction, and projects with major changes in scope, compared to the FY2024-2030 TIP. Projects are listed in alphabetical order of project name by type of action.

Federal Highway Administration Funds

Key Number	Project	Year of Funding	Total Programmed Cost
New			
BOI01*	Charging and Fueling Infrastructure, Boise	FY2024-FY2025	\$4,000,000
ORN24632	Commuter Website Redesign, ACHD	FY2025	\$70,000
23421	Deer Flat Parking and Trails, Canyon County	FY2027	\$985,000
ORN24511	I-84, Interchange Ramps, Ada and Canyon Counties	FY2027	\$1,392,000
ORN24578	I-84, Overhead Sign Replacement, Ada and Canyon	FY2027	\$500,000
ORN24711	I-84B (Garrity Boulevard) and Stamm Lane Intersection Improvements, Nampa	PD	\$8,719,000
200616	Lake Hazel Road, SH-69 (Meridian Road) to Locust Grove Road, Meridian	FY2024-FY2025	Unknown
RD209-15	Linder Road, Pine Avenue to Ustick Road, Meridian	PD	\$5,772,000
102170	Linder Road, US 20/26 (Chinden) to SH-44 (State), Middle Phase, Ada County	PD	\$10,100,000
102160	Linder Road, US 20/26 (Chinden) to SH-44 (State), North Phase, Ada County	PD	\$19,900,000
200421	Linder Road, US 20/26 (Chinden) to SH-44 (State), South Phase, Ada County	PD	\$20,001,000
ORN24682	Pathway, Garrity Boulevard Sidepath Improvements, Nampa	FY2028	\$536,000
ORN24653	Pathway, Spoils Bank Canal, Boise	FY2028	\$3,726,000
ORN24702	Pathway, West Glenwood, Glenwood Bridge to Riverside, Garden City	FY2029	\$1,222,000
ORN24640	Roadway and ADA Improvements, Boise Area - FY2031	FY2031	\$7,577,000
ORN24584	SH-21, Junction I-84 to Lucky Peak Bridge, Ada County	FY2031	\$5,286,000


FY2025-2031 Regional Transportation Improvement Program
Detailed Project List (All Values in Thousands of Dollars)
 All costs in current dollars



10th Avenue ITS and Overlay, Caldwell

Regionally Significant: **TIP Achievement:**
 Key #: 13905 Active Transportation
 Requesting Agency: City of Caldwell System Performance
 Project Year: 2026 NHS-LOTTR
 Total Previous Allocations: \$295 Safety
 Total Programmed Budget: \$2,694 Asset Management
 Total Cost (Prev. + Prog.): \$2,989

Project Description:
 Overlay a half-mile section of 10th Avenue in downtown Caldwell from the railroad overpass to Interstate 84. Install intelligent transportation system (ITS) components and bring pedestrian facilities to current standards.




Funding Source	STBG-LU	Program	Local Hwy - Urban	Local Match 7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way Utilities	Construction Engineering
2026	0	0	0	216
Fund Totals:	0	0	0	216

2nd Street South, Safety Improvements, Nampa

Regionally Significant: **TIP Achievement:**
 Key #: 23883 Active Transportation
 Requesting Agency: City of Nampa Safety
 Project Year: 2026
 Total Previous Allocations: \$649
 Total Programmed Budget: \$1,366
 Total Cost (Prev. + Prog.): \$2,015

Project Description:
 Install 19 high efficiency roadway street lights along 2nd Street South from 16th Avenue South to Chicago Street; two Rectangular Rapid Flashing Beacon (RRFB) crossings, a Left Turn Lane and a Two-Way-Left-Turn-Lane (TWTL) with roadway reconstruction from 16th Avenue South to 24th Avenue South; and provide a five-foot paved shoulder (at least four-feet) along the south side of 2nd Street South from 24th Avenue South to Chicago Street, in the City of Nampa.



Funding Source	HSIP (Local)	Program	Local Hwy - HSIP	Local Match 7.34%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way Utilities	Construction Engineering
2026	0	0	0	660
Fund Totals:	0	0	0	660

Funding Source	Local Participating	Program	Hwy - Local Partnerships	Local Match 100.00%
Cost Year*	Preliminary Engineering	Preliminary Engineering Consulting	Right-of-Way Utilities	Construction Engineering
2026	0	0	0	500
Fund Totals:	0	0	0	500

*PD = Preliminary Development (projects with development activity but no programmed year of construction)

Sorted by Project Name
All Values in Thousands of Dollars

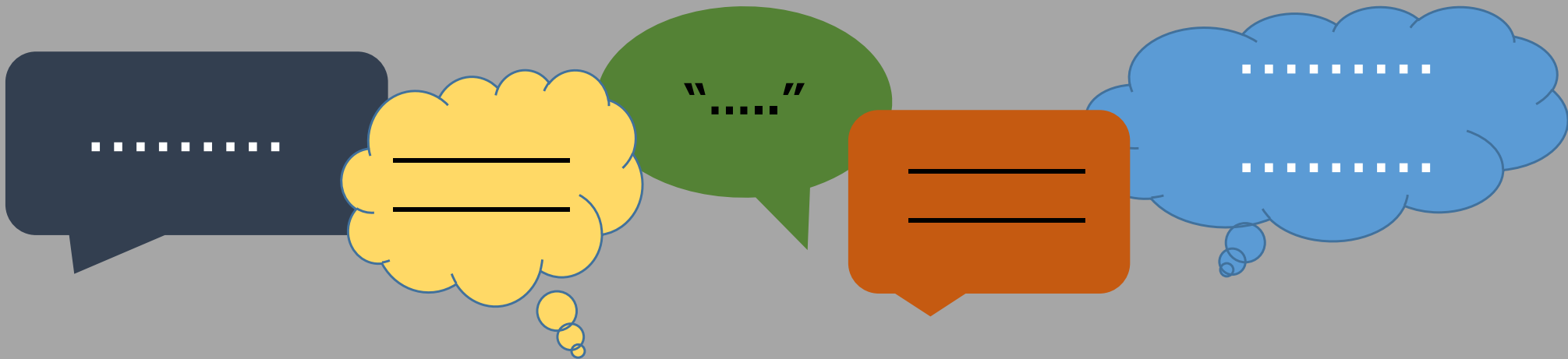
DRAFT

Page 1 of 89
Sunday, May 19, 2024
6:59 PM

See Page 62 and Supplemental

Public Comments

- *July 1 through 31, 2024*
 - *28 comments FY2025-2031 TIP*



See Supplemental

Overview of the Public Comments

Most of this needs to be done. I hope that some of the repairs or upgrades can wait until the projected date.

I like the addition of a roundabout...


Charging stations for electric cars and bikes. More bike lanes. Light rail to Caldwell...

I wanted to submit some comments about public transportation in Idaho. First of all, not everyone drives.

Middleton Road, SH-55 to Nampa-Caldwell Blvd has become congested. Additional lanes need to be added...

See Supplemental

Letters from Agencies


TOM POINTS, P.E.
 Public Works Director

ASHLEE TEETER
 Executive Assistant


July 26, 2024

Idaho Transportation Department
 8150 W Chinden Blvd
 Boise, Idaho 83714

Re: KN 22717 - SH-45, Locust Lane Intersection, Nampa

Dear Ms. DeLorenzo and Mr. Brinkman:

We would like to thank ITD for your partnership and the continued support and prioritization for the locals in your jurisdiction. Nampa citizens, surveyed yearly, have expressed that improving movement in and through Nampa is a top priority. Together, our agencies have a proven track record of improving safety and the transportation network for all our users.


TOM POINTS, P.E.
 Public Works Director

ASHLEE TEETER
 Executive Assistant

District, is imploring ITD to reconsider funding this project immediately. The City is prepared to fund the project as soon as ITD has their share identified.

We appreciate your consideration and continued partnership as we improve safety, mobility and economic opportunity for all our roadway users. Please feel free to contact Crystal Craig at craig@cityofnampa.us or Nick Lehman at Nick@nampa-highway1.com should you like to discuss this matter further.

Sincerely,

Crystal Craig

Crystal Craig, P.E.
 Director of Transportation

Nick Lehman

Nick Lehman, P.E.
 Director, Nampa Highway District

500 12th AVENUE SOUTH NAMPA, IDAHO 83661
 TOM POINTS - POINTSB@CITYOFNAMPA.US | ASHLEE TEETER - TEETERA@CITYOFNAMPA.US | (208) 468-6420,3








July 26, 2024

Idaho Transportation Department
 8150 W Chinden Blvd
 Boise, Idaho 83714

Re: KN 23409 & KN 24310 – US 20/26, Middleton Rd to Star Rd – West Ada/Canyon County

Dear Ms. DeLorenzo and Mr. Brinkman:

We would like to thank ITD for your partnership and the continued support and prioritization for the locals in your jurisdiction. Nampa citizens, surveyed yearly, have expressed that improving movement in and through Nampa is a top priority. Together, our agencies have a proven track record of improving safety and the transportation network for all our users.

We appreciate your consideration and continued partnership as we improve safety, mobility and economic opportunity for all our roadway users. Please feel free to contact Crystal Craig, craig@cityofnampa.us, Bruce Bayne, bbayne@hwydistrict4.org, or Robb MacDonald, rmacdonald@cityofcaldwell.org should you like to discuss this matter further.

Sincerely,

Crystal Craig

Crystal Craig, P.E.
 Senior Public Works Director, City of Nampa


Bruce Bayne

Bruce Bayne, P.E.
 Director, Highway District 4

Robb MacDonald

Robb MacDonald
 Public Works Director, City of Caldwell

City of Star
 P.O. Box 130
 Star, Idaho 83069
 208-286-7247
 Fax 208-286-7869
www.staridaho.org



Mayor:
 Trevor A. Chadwick

Council:
 Kevin Nielsen
 Jennifer Salmonsens
 Kevan Wheelock
 David Herstrey

Innoc Brinkman
 ITD District 3 Engineer

Matt Stoll
 Executive Director, Compass

July 31, 2024

RE: Key# 20574, SH-44 (State Street), Star Road to SH-16, Ada County

Dear Mr. Brinkman and Mr. Stoll,

I am writing to strongly request a reconsideration by ITD on the timing of the construction for Key #20574 as the City of Star strongly opposes the listed construction start year of 2029.

This segment of SH-44 runs through the center of Star. It currently has approximately 20,000 plus vehicle trips per day on a three-lane segment. This one-mile segment is bookended by five lane segment roads creating a bottle neck event through the center of town.

With limited bridge crossing from Middleton to Eagle, SH-44 continues to be the major arterial for vehicular traffic between Canyon County and Boise-Meridian areas. Growth continues in Star, Caldwell, Middleton and rural Canyon Counties creating more stress on this roadway segment. In fact, from 2020-2024 the following cities which feed this major arterial has seen the following growth in population: Star 83.06%, Caldwell 22.37% and Middleton 29.94%. And with the current new construction housing permits continuing to climb, the increase in traffic volumes will also continue to create challenges through the center of Star with bottle necked traffic, idle times and environmental challenges with higher emissions, and not having out increased road rage. Additionally, this bottle neck creates slower response times for first responders with the Star Fire District, Star Police and Ada County EMS.

The City of Star has entered into a Proportionate Share agreement with ITD which allowed the city to use funds collected from new construction to widen the mile segment of State Highway 44 from Can Ada Road to Star Road. This was done with the understanding that Key#20574 would start construction in 2023 to complete the five-lane segment from Can Ada clear to Highway 16, efficiently and effectively moving traffic.

Per the FY2023-2031 Regional TIP Basic Project List, this project is now slated to not be constructed until 2029. This is completely unacceptable and dangerous for commuters and pedestrians in this area.

We are strongly asking and requesting ITD's support to prioritize the construction widening of Key# 20574 into the 2023-2026 budget year. Star, Middleton, Caldwell and Canyon Counties citizens are counting on your accelerated efforts in providing a safe and efficient corridor through the middle of Star.

Thank you for your time,

Trevor A. Chadwick

Mayor Trevor A. Chadwick
 City of Star
 208-870-9611

10

See Supplemental





ITD
approve



Feds
approve

Approval Timeline

Questions

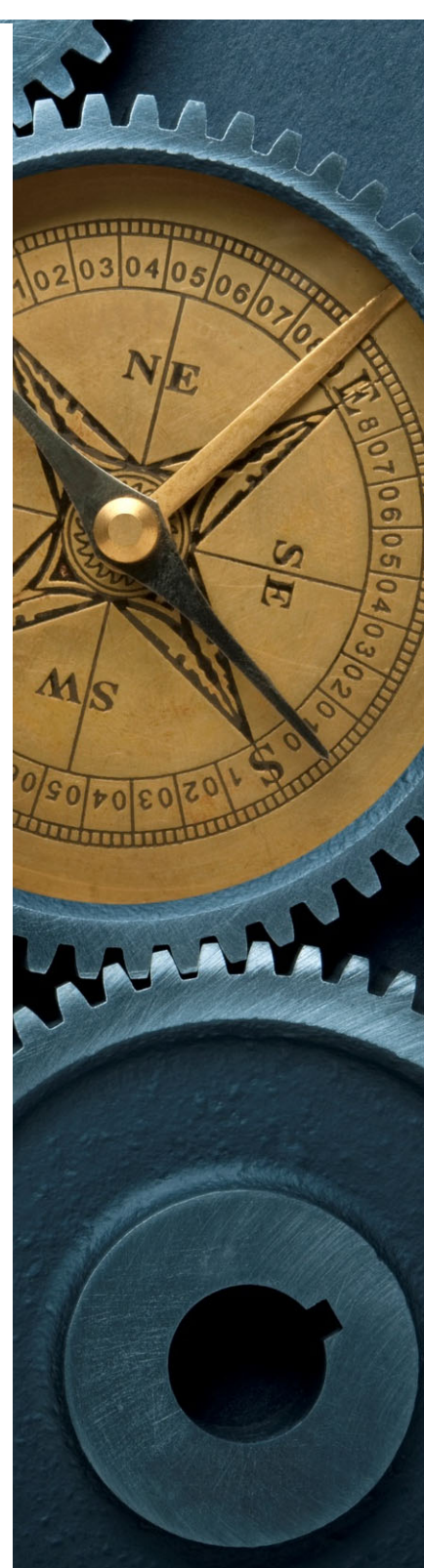


Graphic credit: Unsplash@AveCalvar

Recommended Motion

COMPASS Board of Directors adopts Resolution 15-2024, approving the FY2025-2031 TIP

(Page 60)



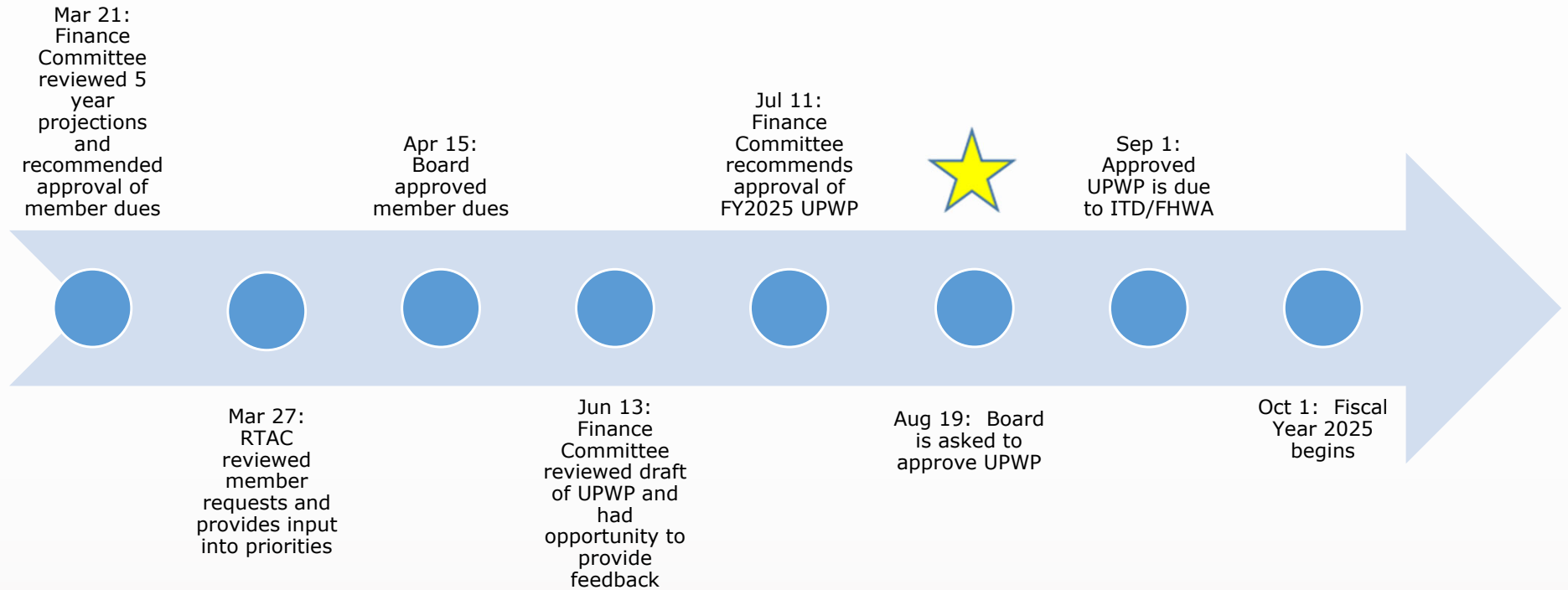
Item V-C

Topic: FY2025 UPWP

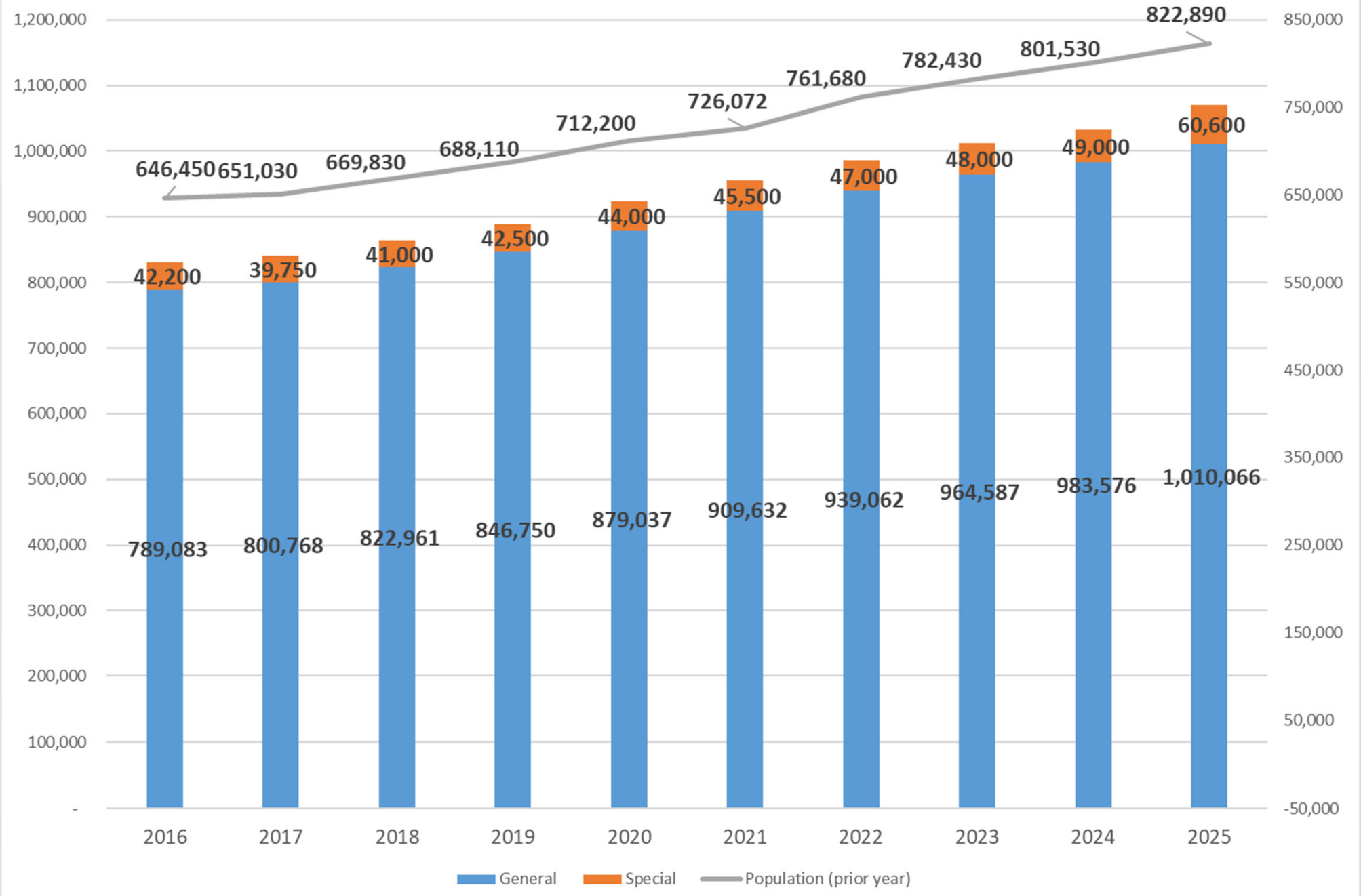
Purpose: Adopt fiscal year 2025
Unified Planning Work Program
and Budget

Meg Sonnen
Director of Operations
Page 66

UPWP Process



Member Dues



Federal Grants	Rev 2 – FY2024	FY2025
Carryover FY2024 Consolidated Planning Grant		\$54,250
CPG for current year	\$1,778,094	\$1,812,000
STBG-TMA Off the Top planning funds	\$306,705	\$306,705
Subtotal		\$2,172,955

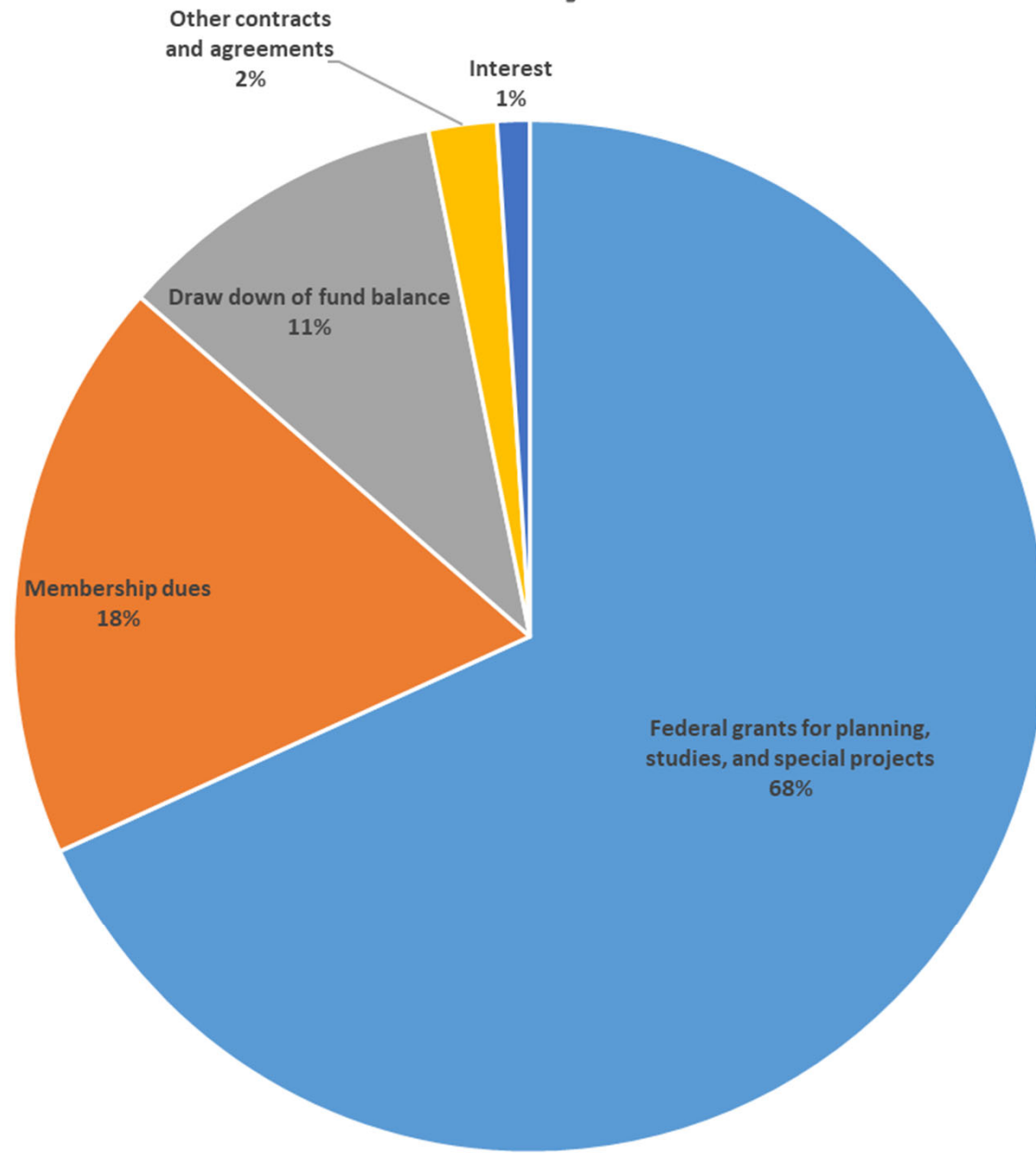
Federal Grants	FY2025
STBG-TMA Fiscal Impact Tool Update and STP-TMA CIM 2050 Carryover	\$31,968
STP-TMA <i>Communities in Motion 2055</i> Carryover	\$463,300
STBG-TMA High-Capacity Transit Corridor PEL Carryover	\$803,362
CRP-TMA Carbon Reduction Strategy Carryover	\$166,788
FHWA Regional Safety Action Plan Carryover	\$105,000
Subtotal, Projects Carried Over	\$1,570,418

Federal Grants	FY2025
STBG-U Permanent Automated Counter	\$7,413
STBG-TMA, Big Data Purchase	\$138,990
STBG-TMA, Coordinate Local Waterway-Pathway Plans	\$111,192
Subtotal, New Projects	\$257,595

Other Contracts and Agreements	FY2025
Orthophotography – Participant Contributions	\$125,000
Interest Income	\$60,000
Total, Other Revenues	\$185,000

Draws from Fund Balance	FY2025
CIM Implementation Grants	\$100,000
CIM 2055 Carryforward Match	\$18,401
High-Capacity Transit Corridor PEL Carryforward Match	\$63,638
Fiscal Impact Tool Data Update Carryforward Match	\$2,532
Regional Safety Action Plan Carryforward Match	\$26,250
Carbon Reduction Strategy Carryforward Match	\$13,212
Funding Shortfall	\$388,495
Total, Draws from Fund Balance	\$612,528

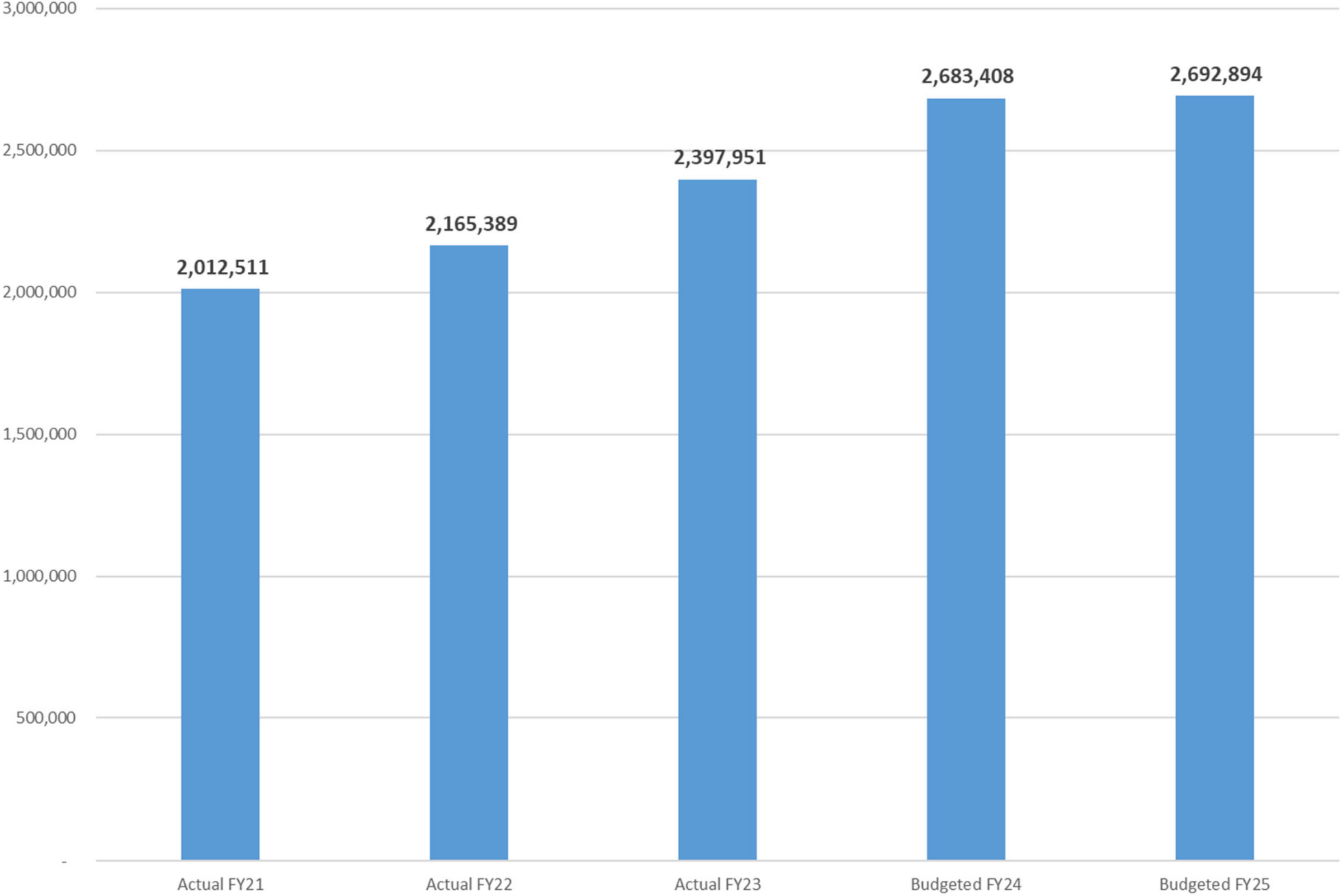
Revenue by Source



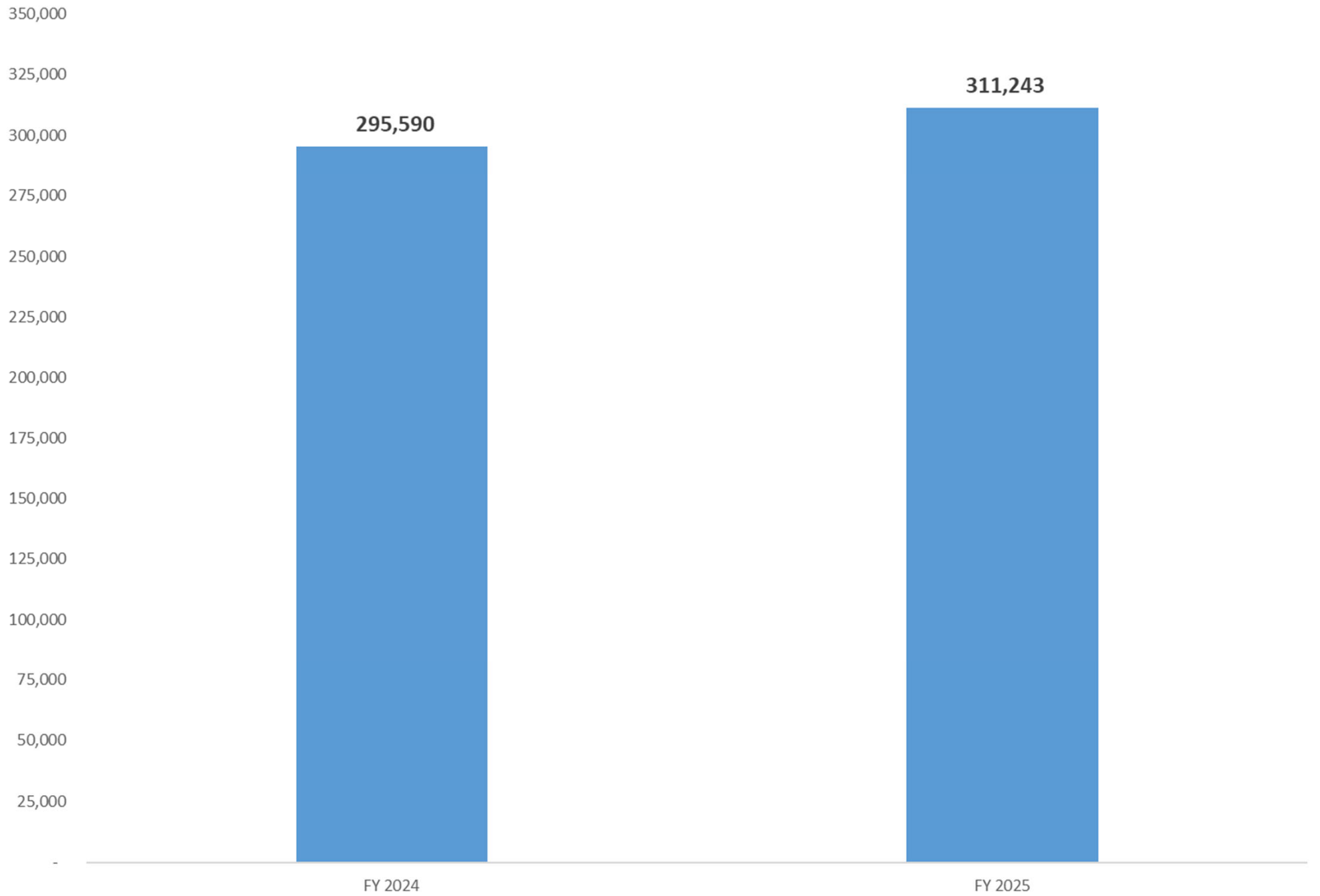
Summary of payroll cost budget changes

- Cost of living adjustment for all employees 3%
 - CPI-U, West for 12 months ending April 2024 = 3.7%
- Payout accrued vacation at retirement
- Merit pool of 3% to recognize performance

Salaries, taxes, and benefits



Indirect Expenses



Direct Expenses by Program	FY2025 Budget
Communication and Education	\$51,350
Long-Range Planning	\$834,500
Safe Streets and Roads for All (Regional Safety Action Plan)	\$131,250
High-Capacity Transit Corridor PEL	\$867,000
Bike Counter Management	\$27,840
Transportation Improvement Program	\$6,500
Project Development Program	\$150,000
Grant Research and Development	\$30,000
CIM Implementation Grants	\$100,000
Government Affairs	\$119,250
Staff Development	\$50,000
Committee Support	\$2,000
Regional Travel Demand Model	\$177,200
GIS	\$189,160
Direct Operations and Maintenance	\$128,975
Total Direct Expenses	\$2,865,025

Member Requests

- State Highway 69 Extension, Rail Crossings, Connectivity Study
(20 workdays)
- Construction Coordination and GIS Database
(15 workdays)
- North Canyon/Ada Connectivity Study
(20 workdays)



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Recommended Motion

COMPASS Board of Directors adopts Resolution 16-2024, approving the FY2025 Unified Planning Work Program and Budget.

Item V-D

Topic: Policies Related to the TIP

Purpose: COMPASS Board of Directors approval of updates to TIP policies.

Toni Tisdale
Resource Development Team Lead

Introduction

- Overview of the TIP
- Updates to Three Policies that Guide the TIP:
 - Funding Eligibility
 - Annual TIP Updates
 - Balancing



See page 93

Photo credit: Probono Australia



Purpose of Policies

- Guides programming projects
- Update with new programs and flexibility

Funding Eligibility – Major Changes

Combines Two Current Policies

- TMA Funding Eligibility
- TAP-TMA Program Eligibility

Main Changes

- More flexibility
- Opportunity to fund shared corridors
- Timing restrictions – ROW for sidewalks
- Project selection – moved to COMPASS Application Guide

See page 95

Annual TIP Update

New policy

Key Components

- Priority order of adding and adjusting projects during the annual update cycle
- High-level overview of adding projects managed by partner agencies

See page 98

Balancing – Major Changes

References to Carbon Reduction Program

Updated links to references

Simplified format

See page 101





Recommended Motion

COMPASS Board of Directors approves three policies:

- Federal Highway Funding Eligibility Policy
- Annual TIP Program Update Policy
- Balancing Surface Transportation Block Grant Program, Transportation Alternatives Program, and Carbon Reduction Program Funds Policy

Item VI-A

Topic: Collaborative Safety Campaign

Purpose: To share “Good Move,”
the new collaborative safety
campaign for the Treasure Valley

Josie Gallup, Communication Assistant

“Good Move, Treasure Valley!”

- What is Good Move?
- Why do we need it?
- How are we going to implement it?



Why do we need it?

- Prevent deaths and serious injuries
- ONE message across the Treasure Valley
 - Streamline efforts
- Reinforce positive behavior

Goood MOVE

What is “Good Move?”

- Collaborative
- Positive/Encouraging
- Covers serious topics
 - Heavily influenced by the Regional Safety Action Plan (RSAP)



COMPASS
Regional Safety
Action Plan

How are we implementing the campaign?

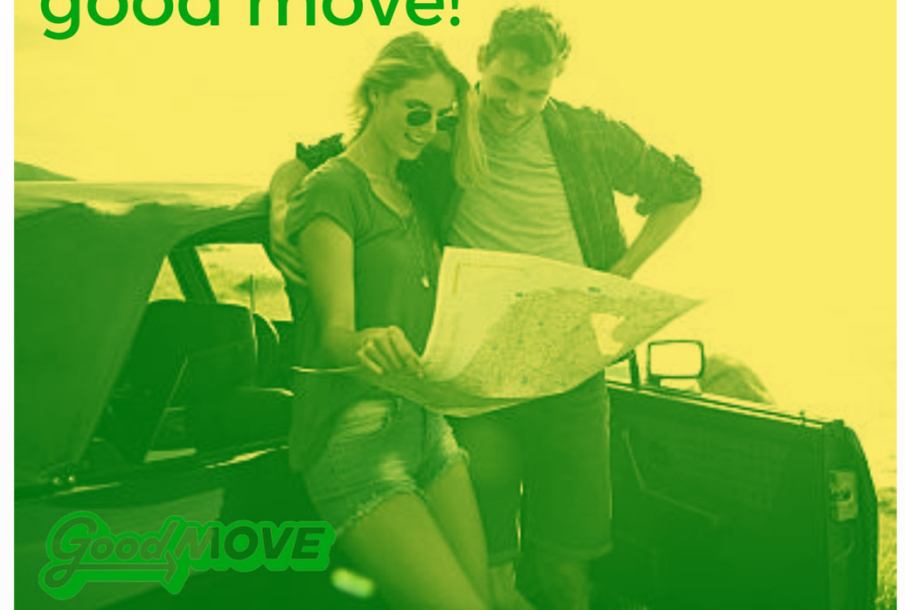
- Collaborating with member agencies consistently
- Ways it could be used:
 - Paid Advertising
 - Swag
 - Social Media

The logo for 'Good MOVE' is displayed on a yellow background. 'Good' is written in a white, cursive font with a green outline, and 'MOVE' is in a bold, white, sans-serif font with a green outline. A white arrow points from the end of 'Good' towards 'MOVE'.

Goood, MOVE



Pulling over to look at directions was a good move!







**PREVENTING
DEATHS AND
SERIOUS
INJURIES
BEGINS WITH
YOU.**



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Questions?

