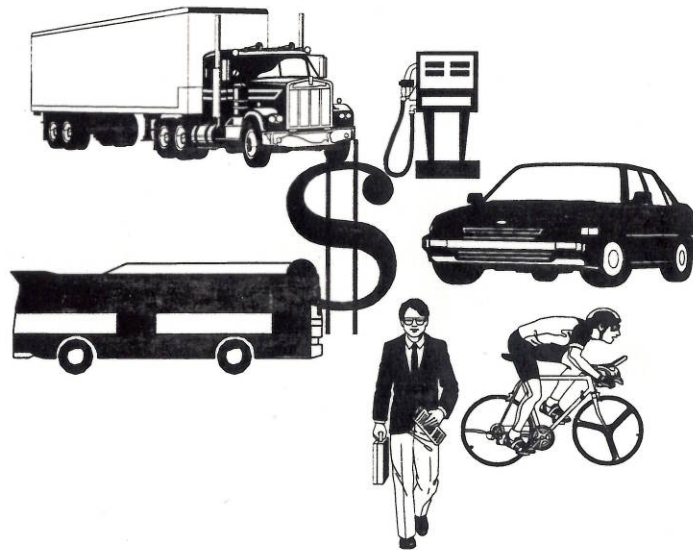




Regional Transportation Plan for Northern Ada County



Ada Planning Association
Adopted February 26, 1996
Resolution No. 2-96

Clair M. Bowman
Executive Director

Erv Olen
Deputy Director

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February 26, 1996**

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Ada Planning Association

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APA

Serving Governments in Ada County Since 1977

RESOLUTION NO. 2-96

FOR THE PURPOSE OF (1) ENDORSING THE AIR QUALITY CONFORMITY DETERMINATION AND (2) ADOPTING *DESTINATION 2015* 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 1990 Clean Air Act Amendment requires all transportation plans, programs and projects in nonattainment areas to conform to the applicable State Implementation Plan, and the November 24, 1993 Final Conformity Rules which provide guidelines for Metropolitan Planning Organizations to fulfill these requirements; and

WHEREAS, the Ada Planning Association has performed an Air Quality Conformity Determination in cooperation with local, state and federal agencies and has found the Destination 2015 Regional Transportation Plan conforms to the applicable State Implementation Plan and meets the requirements of the 1990 Clean Air Act Amendment for both carbon monoxide and particulate matters; and

WHEREAS, the Ada Planning Association has conducted a public involvement process in the preparation of this Plan in conformance with its adopted public involvement policy.

NOW, THEREFORE, BE IT RESOLVED, that the Ada Planning Association Board adopts the *Destination 2015* Regional Transportation Plan for Northern Ada County (as amended) to guide major transportation decisions and to meet the requirements of federal, state and local agencies for all regional transportation and air quality planning purposes.

DATED this 26th day of February, 1996.

APPROVED:

By: 

H. Brent Coles, 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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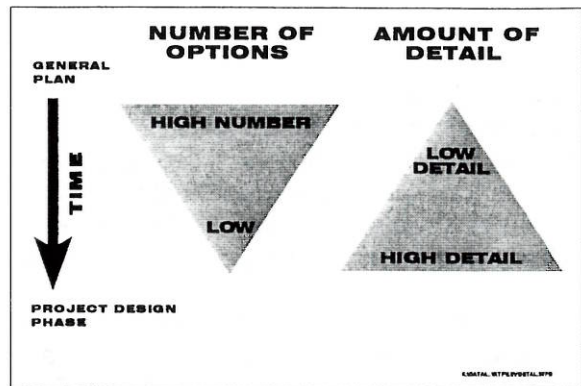


CHAPTER 1 - INTRODUCTION

PURPOSE

This report describes *Destination 2015*, the Regional Transportation Plan for Northern Ada County (herein called "the Plan" or "*Destination 2015*"). Long-range transportation planning should provide a **long-term** (20+ years) framework through which local transportation needs can best be met. The process seeks to achieve the most realistic balance of transportation alternatives, including roadways, transit, carpooling, bicycling, and system management.

Long-range transportation planning is **not** project design: very few details, such as right-of-way needs, are provided concerning the "how" of each project. One expert defines transportation planning as being "...directed at the production of a rather broad description of a future transportation system...the major thrust of any transportation planning study involves the determination of the demand for travel within wide 'corridors' of a region."¹ With time, these broad studies are followed by tighter, more detailed designs.



The planning process develops **goals, objectives, issues, and projects** which provide a starting point for developing major transportation facilities -- a starting point which is endorsed by elected officials of local governments. As such, the Plan represents the only comprehensive, long-term, locally endorsed direction for future transportation planning in Ada County. A mutual transportation plan is of special concern since responsibility for land use and transportation system control is divided between many different governments. One critical aspect of effective transportation planning is bringing together future land use plans and future transportation plans to study the effect each has on the other.

Anyone who drives the roadway system understands that as residential and business locations change, new driving patterns emerge. Boise Towne Square Mall is a prime example of this. It is also true that transportation improvements can affect location decisions for residential and commercial uses. A major factor in land use patterns over the past forty years has been the interstate system. Many long-range planning programs, including the Boise area, use computer models to duplicate as accurately as possible this interaction between transportation and land use.

Specifically, the Plan:

- Fosters consensus among local governments on future transportation needs;
- Initiates the search for a financial plan to meet those needs;
- Seeks to preserve long-term options through identifying needed rights-of-way (R/W);

1. Dickey, John W. "Metropolitan Transportation Planning." Scripta Book Co. 1975. p. 22.

- Develops a long-term capital needs list;
- Fosters coordination between transportation and land use; and
- Addresses environmental, economic, and other key issues related to transportation.

Increased funding for transportation needs as outlined in the Plan is critical. If adequate funding does not receive public support, the Plan must 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

What is APA?

The development of *Destination 2015* -- the 2015 Regional Transportation Plan for Northern Ada County -- was supervised, coordinated, and staffed by the Ada Planning Association (APA). APA is a voluntary association of local governments in Ada County and is the *Metropolitan Planning Organization* (MPO) designated by the Idaho State Governor. APA's primary responsibilities include performing long-range transportation planning on behalf of its members.

Essentially, APA is elected community leaders (members on the APA Board) addressing common problems in a voluntary forum: a process which has been going on since 1977. The Board hires staff to carry out its duties. The staff works on requested tasks and presents to the Board alternative solutions which may lead to solving county-wide problems. The Board reviews information and considers a variety of advisory actions which may include adoption of resolutions, comprehensive plan amendments, endorsement of transportation actions, and various voluntary or mandatory implementing programs. In turn, Board members then take such recommendations to their "home" councils or boards for possible action.

APA's Role

The Plan was developed through a cooperative process with the involvement and endorsement of APA as the designated MPO. This process involves extensive public and inter-agency participation by the following agencies:

- Idaho Transportation Department (ITD)
- Ada County Highway District (ACHD)
- Boise City
- Ada County
- Garden City
- Meridian
- Kuna
- Eagle
- Federal Highways Administration
- Federal Transit Administration
- Idaho Division of Environmental Quality, Department of Health and Welfare
- U.S. Environmental Protection Agency

The area affected by the Plan is shown in Figure 1-2. This area is consistent with the defined "non-attainment" area for carbon monoxide and particulates. It is the minimum area for planning

under the federal guidelines. The Plan recognizes travel needs generated outside these boundaries, however, especially the relationship between Ada and Canyon Counties.

APA's transportation plans must consider comprehensive community planning and be consistent with air quality plans. The approval process for plans and programs must be open to the public, including private transportation providers, minorities, disadvantaged business enterprises, senior citizens, and people with disabilities.

Federal Issues

There are several federal requirements which affect the transportation plan. The key requirements are specified by the Intermodal Surface Transportation Efficiency Act of 1991, frequently called ISTEA (pronounced "ice tea"). These were explained in the federal regulations under 23 CFR 450.322 and 49 CFR 613.322. The federal laws and regulations state a plan must:

- Address at least a 20-year horizon.
- Include long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the movement of people and goods.

There are 11 specific elements required in the federal regulations:

1. Projections of travel demand of persons and goods within the planning area over the life of the plan.
2. Identification of adopted congestion management strategies including: traffic operations, ridesharing, pedestrian and bicycle facilities, alternative work schedules, freight movement, high occupancy vehicle (HOV) treatments, telecommuting, and public transportation improvements (regulatory, pricing, management, and operational) that demonstrate a systematic approach to addressing current and future demand.
3. Identification of current and future pedestrian and bicycle pathways and other facilities.
4. Consideration of the six management systems, including identification of single occupant vehicles (SOV) projects resulting from a congestion management system (CMS) meeting requirements of 23 CFR 500, subpart E.
5. Assessment of capital and other measures to preserve the existing transportation system: operational improvements, resurfacing, restoration, and rehabilitation of existing and future roadways. Also operations, maintenance, modernization, and rehabilitation of transit facilities.
6. Design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, **regardless of the source of funding**, to permit conformity
7. Reflect multimodal evaluations of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all major investment studies (MIS).
8. Identify study corridors for major transportation investments which are not yet completely analyzed. Stipulate a set of assumed alternatives or a "no-build" condition in sufficient detail to permit conformity finding.
9. Reflect the extent to which the area's comprehensive land use plan and metropolitan, local, state, and national housing goals/strategies, community development, economic development, environmental resource, energy, and social goals and objectives are met or how these have been considered in the plan development.

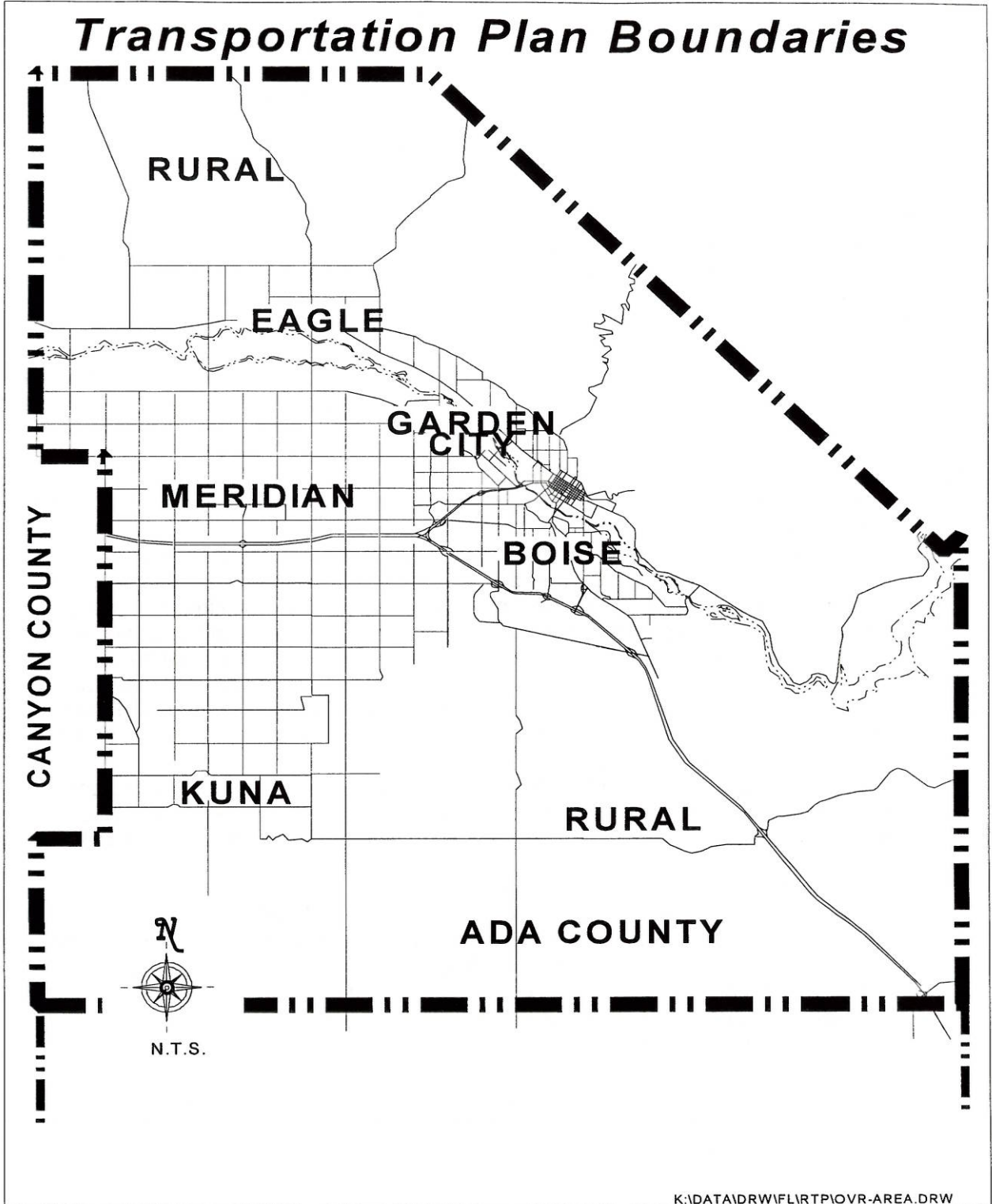


Figure 1-2 TRANSPORTATION PLANNING AREA



10. Indicate proposed transportation enhancement activities as defined in 23 USC 101(a).
11. Include a financial plan that demonstrates the consistency of proposed transportation investments with available and projected sources of revenue. The Plan shall compare the estimated revenue from existing and reasonably available proposed funding sources with costs of constructing, maintaining, and operating the future transportation system (current plus proposed). Must be analyzed by source (local, state, federal, private) in terms of projected revenue and shortfalls. Cost and revenue projections shall be based on existing and historical trends. Must include strategies to achieve the implementation of projects needed to demonstrate conformity.

History of Previous Planning

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.

Projects from the 1982 Plan which were completed included:

- The Broadway-Chinden Connector;
- The Maple Grove Overpass of I-84; and
- Additional lanes on Curtis Road, Franklin Road, Chinden Boulevard, and other roads.

In 1989, APA began an update to the Plan. This update was finally adopted in 1992 (APA Report 17-92) following discussions about two major recommendations in the Plan concerning an extension of Curtis Road to Chinden and a realigned connection of Cole to Glenwood. The 1992 Plan foresaw a lower growth rate than the 1982 Plan, with only 290,000 people by 2010. The 1992 Plan included new travel patterns based on the location of a regional mall near Milwaukee/ Franklin and the establishment of major employment centers outside the downtown Boise area. The update also used a more conservative estimate of future transit ridership, assuming that transit's share would be from 3% to 4.5% of the work trips. Finally, the 1992 update increased residential growth forecasts for the West Bench and West Ada County areas.

Major projects completed from the 1992 Plan included:

- Widening State from 15th to 23rd and approaches to Veteran's Memorial.
- Widening Glenwood from State to Chinden, including widening bridge.
- Widening I-84 from Eagle Interchange to the Wye Interchange (I-84/I-184).
- Improvements to Vista, Gary Lane, Franklin, Beacon.
- Improving Veteran's Memorial Parkway from State to 36th.
- Completion of the Bench/Valley Corridor Study.
- Cole/Overland Intersection.
- SH 21, New Route, from I-84 to Diversion Dam.

Other projects programmed but not yet completed include:

- Chinden from Eagle Road to Hewlett Packard main entrance.
- Five Mile from Franklin to Victory (5 lanes), Overland from Eagle Road to Five Mile (5), McMillan from Cloverdale to Maple Grove (3), Curtis from Franklin to Morris Hill (5), Five Mile from Franklin to Ustick (5), Victory from Orchard to Cole (5).
- Eagle Alternate Route (Eagle Bypass).
- Federal Way from Amity to Gowen (5), Federal Way from Vista to Amity (5).
- I-184 from Curtis to Flying "Wye".
- I-84 Flying "Wye".
- SH 55 (Eagle Road), Fairview to City of Eagle, and widening/realignment from State Street north.
- ParkCenter across Boise River in the vicinity of Walnut.

In addition to road projects, implementation of alternative transportation measures from the 1992 Plan included:

- Addition of bike lanes to major streets.
- Expansion of routes and additional buses for fixed-route services provided by THE BUS.
- Expansion of vanpool routes and vehicles for ACHD's Commuteride program.
- Completion of sections of the Greenbelt pathway, including improvements to links between the street system and the Greenbelt.

Much has changed since the 1992 Plan was adopted. Growth around the regional shopping mall, Boise Towne Square Mall, was higher than projected. Overall growth in Ada County exceeded the annual 2% growth rate assumed in the 1992 Plan, with annual growth rates in the early 1990's exceeding 4%. Patterns of growth continued to show Western Ada County and Southeast Boise outpacing other areas, with the City of Meridian leading in single-family residential development in 1995.

With much of the 1992 Plan implemented, significant assumptions modified or repealed, and new requirements placed on the area by ISTEPA, it was clear that a new transportation plan was needed. Transportation Task Forces were consulted in the Cities of Eagle, Kuna, and Meridian as part of the annual budget development process. The core effort was put into working with the "Community Team", a large group appointed by the APA Board to develop a set of priorities and vision statements for the Plan.

SUMMARY OF THE PLAN

Major sections of the Plan contain the following:

Background Assumptions

As residential and business locations change, new driving patterns emerge. This chapter 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.

Transportation Goals and Objectives

Transportation goals and objectives were required to guide the planning process for developing the Plan.

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 *Destination 2015* and summarizes citizen participation in numerous public meetings and outreach efforts.

Roadway Preservation and Capital Projects

When people think of a transportation network, most will first visualize the roads upon which they travel. Ada County citizens travel upon 1,800 miles of roadway (centerline miles, including state highways), usually in their own vehicles (one person per car). The Plan addresses traffic growth projections for the year 2015 and seeks to address deficiencies in the roadway network. It does this by addressing two major issues:

Long-Term Preservation Needs: Streets in the transportation network are typically classified by how they function in serving travel. Individual roads and streets function as part of a network. The Plan identifies new or changing classifications that may affect how streets function. This is a vital part of preserving future options.

Capital Needs: The Plan identifies key major projects which should be built within the next 10-20 years.

Evaluations and Mitigation

Reviews of the potential effects of the major roadway projects on the natural and built environments.

Public Transportation

Public transportation is a key part of the transportation system by fostering higher vehicle occupancies (more than one person per vehicle). Bus systems are one part of a public transportation system. The Plan discusses a vision for a future public transportation system in the region, along with key strategies needed to achieve this vision.

The Plan also discusses other methods to reduce the number of vehicles on our roads by encouraging ridesharing (two or more commuters per vehicle). This section describes how ACHD promotes ridesharing through two programs: a carpool matching service and a vanpool service.

Pathways

Improving facilities for bicyclists and pedestrians can help reduce congestion and improve the quality of life in the community. This section describes suggested improvements to the pathway system, and on-going outreach and planning efforts to achieve them.

Airport, Rail and Goods Movement

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. The Plan describes the major preservation and transportation issues for the Boise airport.

Rail: Freight, intercity, and possible long-term commuter needs can be fostered by preservation of the rail corridors throughout the community.

Goods movement: Economic growth and the very survival of many businesses depends on quality access to goods and markets. Although Ada County is not a primary shipping center, consumer goods, as well as raw materials such as agricultural and forest products, must still use the transportation system in an efficient manner.

Enhancements

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. The Plan identifies twenty-one such gateways in Ada County and its cities.

Air Quality Conformity

The 1990 Clean Air Act Amendment (CAAA) requires all transportation plans, programs, and projects to conform with the State Implementation Plan (SIP). The Plan must support the intent of the SIP and contribute to the reduction of carbon monoxide and fine particulates in the area.

Financial Plan

The Plan must demonstrate reasonable funding to pay for the construction and maintenance of the projects it contains.

IMPLEMENTATION OF THE PLAN

With the Plan adopted as a guide to long-term transportation policies and investments, the question becomes "So what happens now? How--and when--will these projects and programs be done?" There are two major documents produced by APA each year which will help implement the plan:

- the Transportation Improvement Program (TIP).
- the Transit Development Plan (TDP).
- the Unified Planning Work Program (UPWP).

Transportation Improvement Program (TIP)

The TIP is a short-range (3-6 year) program of transportation projects for northern Ada County. All projects which increase roadway capacity or use federal dollars, such as the transit system, must be shown in the TIP. The TIP is a budget document-- not a plan. It draws major projects from the area's Long-Range Transportation Plan and the adopted Transit Development Plan. The TIP and projects contained in the TIP must be consistent with plans to control air pollution.

Projects shown in the first two years - the years immediately following the current year - must be funded from existing revenue sources. The first three years of the Transportation Improvement Program constitute an implicit commitment to accomplish the projects. Projects beyond this initial three year period are informational, allowing citizens and others to be aware of the proposals and have adequate time to respond. As the projects in the first three years of the TIP move into the implementation phase, the public involvement process shifts from "Should this project be done?" to "How should this project be done?" The implementing agencies take over responsibility for public involvement at this stage. See Figure 1-3.

The Transit Development Program (TDP)

While the Long-Range Transportation Plan addresses broad policies and goals for alternative transportation, the TDP provides much more detailed strategies to achieve the goals. It constitutes an "action plan" with year-by-year programming of capital projects (bus purchases, buildings, etc.), service improvements (new routes, expansion of service hours, etc.), financial strategies (fare changes, tax revenues) related to funding capital and operating costs, and other strategies. Generally, such plans are prepared every 3-5 years. APA assists Boise Urban Stages in this effort. As the MPO, Ada Planning Association must endorse the TDP.

Unified Planning Work Program (UPWP)

The TIP and TDP generally focus on "hard" investments in roadways, buses, and services: the UPWP reflects the policy side of the Plan. APA prepares an annual work program which details the allocation of planning dollars by various tasks. Each task focusses on a particular area, the nature of which is driven by grant requirements and the direction of the APA Board. The policies contained in this Plan will be developed under tasks in the UPWPs approved over the next few years. New legislation, support for committees, and special studies will be programmed in the UPWP as authorized by the Board. Limited resources will affect how many policies in the Plan can be developed each year.

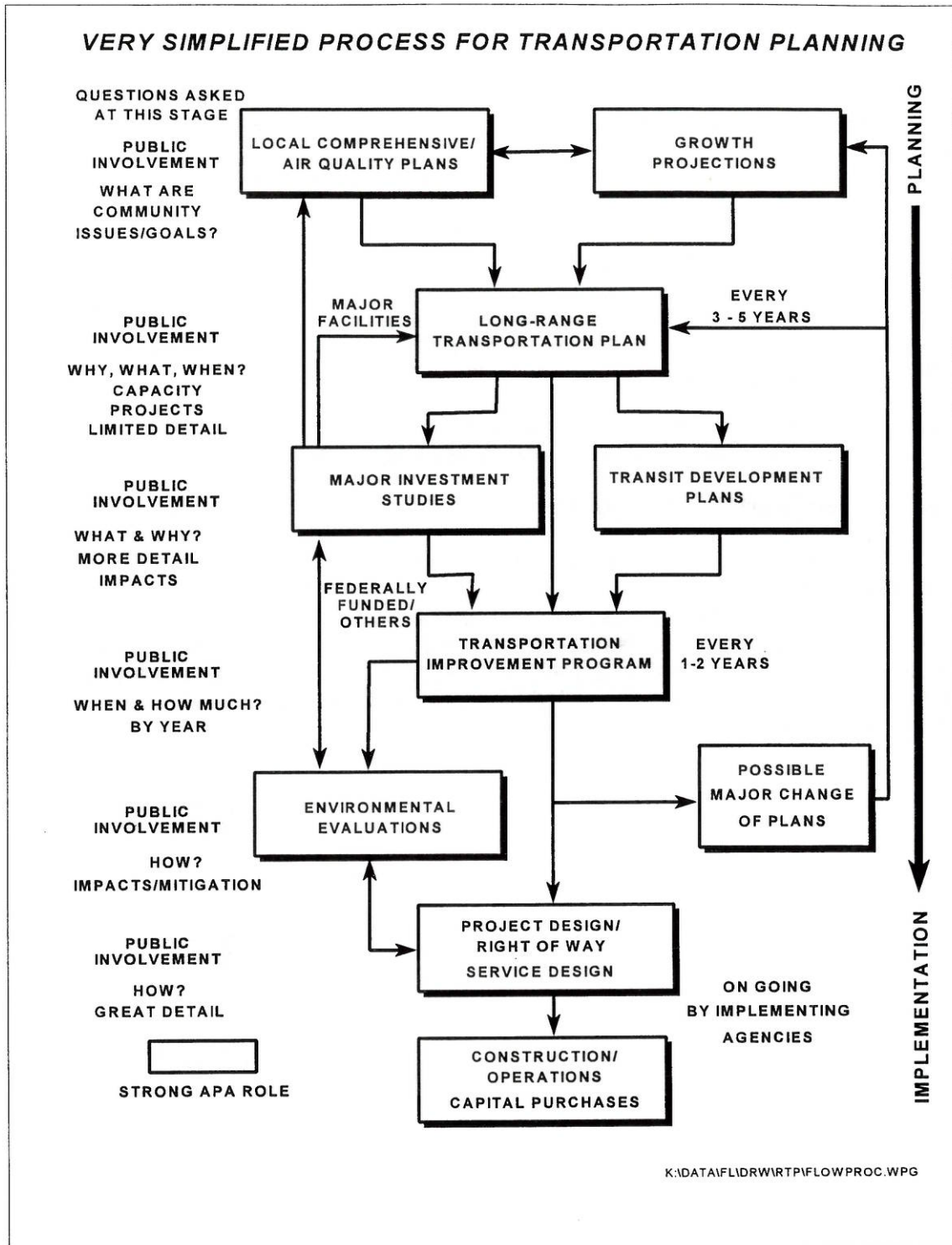


Figure 1 - 3 IMPLEMENTATION OF PLAN

CHAPTER 2 - BACKGROUND

AREA POPULATION AND EMPLOYMENT

As residential and business locations change, new travel patterns emerge. Plans are intended to meet the future needs--not simply address today's issues. Plans rely on population and employment growth projections which try to gauge how much and where new growth will occur. A computer model combines this information with data on people's travel habits: how far will they go for work and other purposes, how many trips per day they make, and how sensitive they are to traffic delays and transportation-related costs. (See Chapter 6 for more description of the travel forecast model.) Future transportation needs were then estimated based on projected growth and traffic patterns.

Population assumptions presented below are based on regional projections developed in the 1993 Ada County *Provisional Demographic Report* and updated with work done under the Bench/Valley Study. Data from several sources were used to project employment: the 1990 U.S. Census, the Idaho Population and Employment Forecast, and independent forecasts prepared by the Idaho Power Company.

To help predict future growth patterns, it is necessary to have an accurate picture of how growth has already occurred. 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. APA also uses these monitoring reports to test whether the forecasts track actual growth. These reports are issued twice each year, normally by August and March.

During the 1980's, Ada County's growth rate was 2.3% per year, but the early 1990's saw a major boom--annual growth rates exceeded 4%.

Ada County employment is expected to increase from 137,000 in 1990 to 266,000 by 2015. Figure 2-1 shows population forecasted to 2015. Table 2-1 details this population and employment growth distributed by "planning areas" throughout Ada County. Figures 2-2 through 2-3 show the planning areas to which these forecasts apply. Planning areas used in these forecasts are not the same as corporate limits for cities or "areas of impact" used for development reviews. Rather, APA keeps the boundaries of these planning areas as constant as possible to allow consistent tracking of development trends.

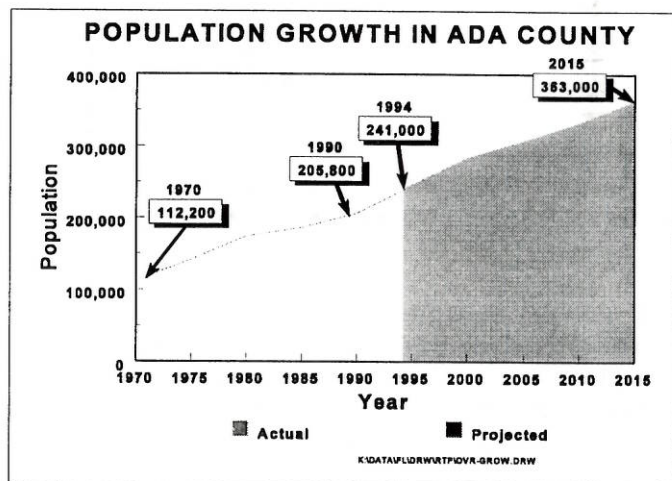


Figure 2-1 POPULATION CHART

Growth data were reviewed by the Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC). The methodology for the regional forecasts and for the allocation of growth by Planning Areas was reviewed by the Demographic Advisory Committee (DAC) of APA (see Appendix A for membership). 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 1993 Provisional *Demographic Report for Ada County*. APA used these growth data when creating transportation scenarios to forecast 2015 travel demand. Based on such projected traffic, future roadway needs can then be assessed.

Table 2-1: ADA COUNTY GROWTH DISTRIBUTION CHART

Planning Area	Population		Employment			
			Retail	Non-Retail	Total	
1.0 Southeast	46,500	12.8%	5,510	28,600	34,110	12.8%
2.1 Northwest	19,420	5.3%	1,770	2,570	4,340	1.6%
2.2 North End	15,360	4.2%	830	3,790	4,620	1.7%
2.3 City Center	4,690	1.3%	7,870	44,620	52,490	19.7%
2.4 East End	8,420	2.3%	710	5,460	6,170	2.3%
2.5 Foothills	13,470	3.7%	770	4,090	4,860	1.8%
3.0 West Bench	75,590	20.8%	13,930	35,060	48,990	18.4%
4.0 Central Bench	40,900	11.3%	6,940	27,960	34,900	13.1%
5.0 Southwest	35,590	9.8%	2,550	9,540	12,090	4.5%
6.0 Airport	740	0.2%	2,150	24,980	27,130	10.2%
7.0 Eagle	17,760	4.9%	1,760	2,870	4,630	1.7%
8.0 Kuna	4,690	1.3%	300	200	500	0.2%
9.0 Meridian	32,480	8.9%	2,530	12,540	15,070	5.7%
10.0 Rural	26,540	7.3%	640	6,260	6,900	2.6%
11.0 Garden City	20,860	5.7%	2,750	6,470	9,220	3.5%
County Total	363,010		51,010	215,010	266,020	

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The growth forecasts and the distribution of the future growth around the County are the result of a long process. Overall growth rates were developed in concert with public and private experts, notably economists with Idaho Power. The forecasts are distributed to even smaller areas called "traffic analysis zones" for the purposes of travel forecasts. These zones are shown in the modeling documentation.

Distribution of growth was based on work done for the Bench/Valley Study. The study looked at:

- Current land use patterns and economic conditions.
- Vacant land.
- Zoning and comprehensive plans.
- Location and prospects of major area employers.

Planning Areas Ada County

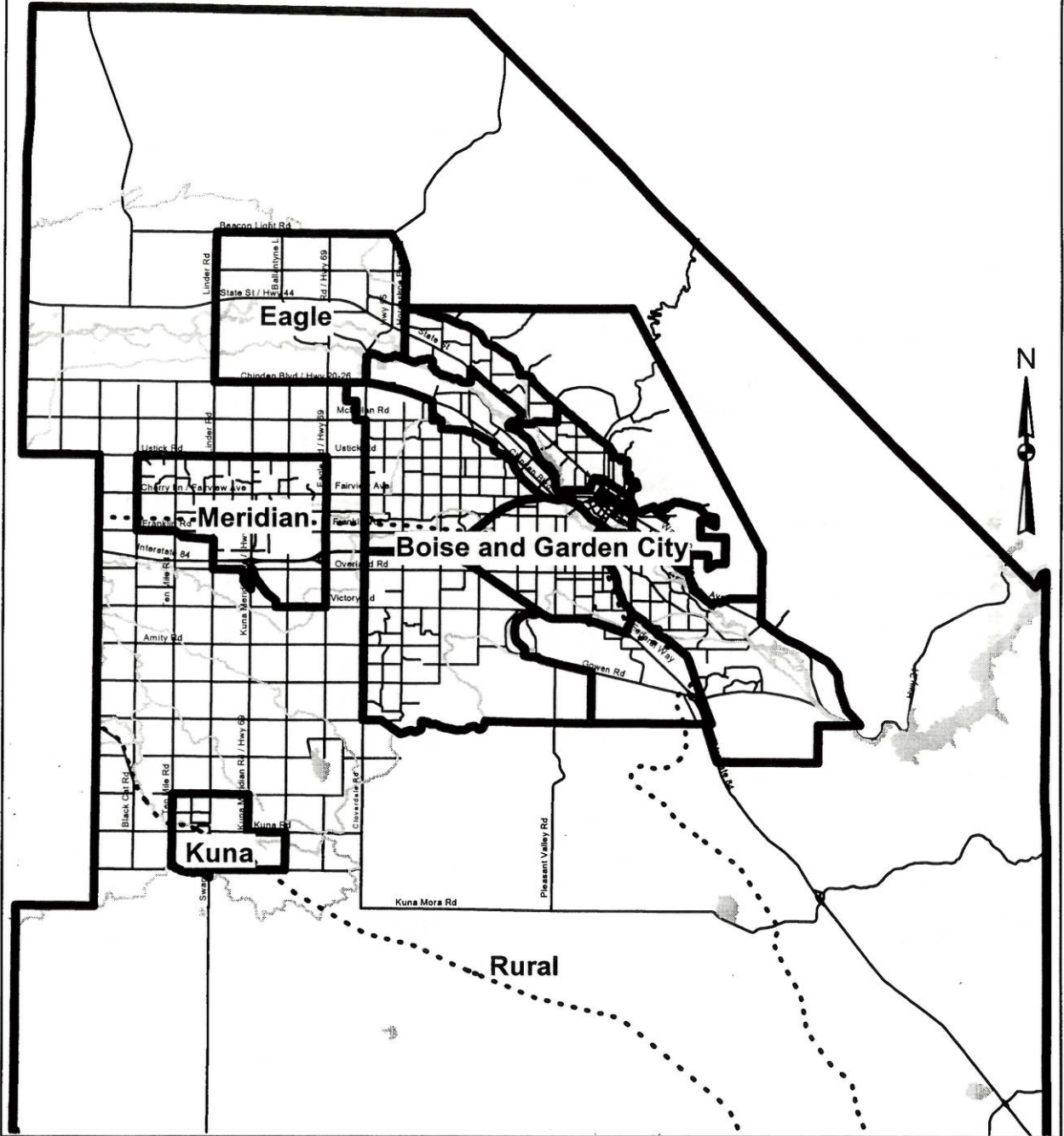


Figure 2-2 PLANNING AREAS IN ADA COUNTY

Planning Areas Boise and Garden City

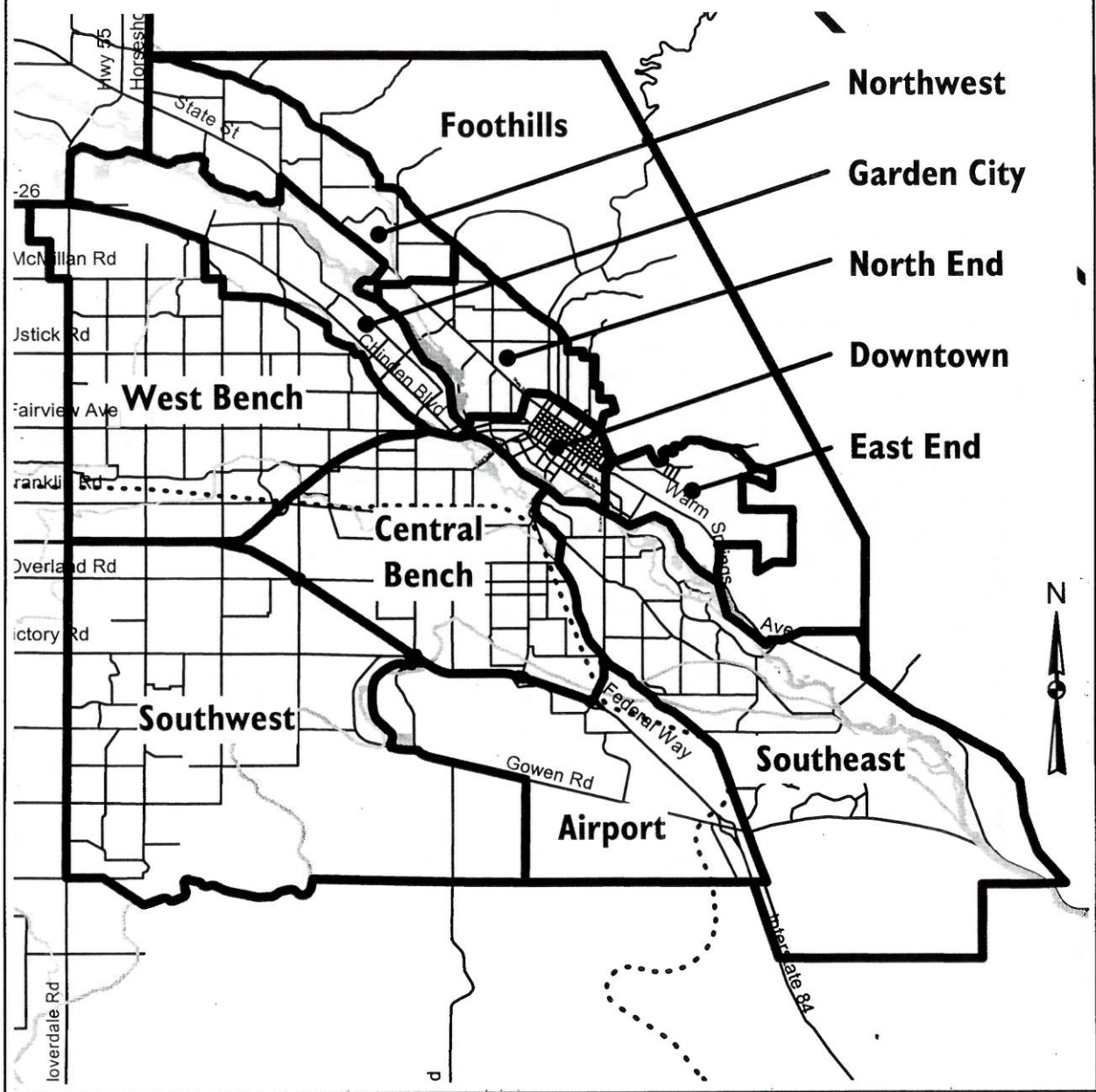


Figure 2-3 PLANNING AREAS IN BOISE/GARDEN CITY AREA

APA considered three growth scenarios during this process:

- A low density pattern reflecting the recent past (20 years) trend of development. This has generally been development on the outskirts of cities and into the rural areas with densities running only two to three dwelling units per acre.
- A high density pattern placing most growth within the cities and encouraging higher densities of over six to seven units per acre.
- A medium density pattern falling in between the first two scenarios.

The medium density was selected as being more realistic than the high density scenario. Even under the high density scenario, however, gross densities and land use patterns were not greatly altered. The limited amount of vacant land in the center of cities and the sheer volume of existing development makes it difficult to effect major change in patterns. This is a significant issue, since a recent study concluded that "...even if anticipated land use changes were to occur, travel patterns would not change very much, because the overall regional pattern of land use would not change very much." (Giuliano. 1995) Other studies have noted that altering land use patterns are less effective in changing *commuting* travel behavior than transportation pricing and improvements in public transportation. (Cervero. 1995) Both studies noted that the design and density of development contributes to the effectiveness of public transportation.

Land use forecasts are monitored by APA which compiles semi-annual inventories of building permit activity by planning areas.

DEMOGRAPHICS

Demographics are the characteristics of the population. Many of these characteristics have a strong bearing on travel behavior.

Auto ownership

One of the strongest factors in determining travel habits is vehicle availability. Table 2-2 compares auto ownership in the early part of the century--starting when the Boise Interurban was the popular mode of travel for many area residents--with ownership in 1990.

Table 2-2: Automobile Ownership and Population in Ada County

Year	Population	Registered Vehicles	Persons/ Vehicle
1910	29,088	40 *	727.2
1920	35,213	4,824	7.3
1930	37,925	12,070	3.1
1990	205,775	185,800	1.1

Source: Idaho State Library. Number for 1910 was estimated based on average increases in number of vehicles between 1913 and 1920.

By 1990, vehicle ownership in Ada County had risen to nearly two vehicles per household, with half the County's households having two or more vehicles.

Table 2-3: Automobile Ownership per Household in 1990

No Vehicle	1 Vehicle	2 Vehicles	3+ Vehicles
3.9%	29.2%	43.4%	23.5%

Source: 1990 Census

Other changes

Labor force participation is the percent of the adult working age population (16-65 years old) which is working or actively seeking work. In Ada County and the U.S., this rate has been on the increase since the 1940's. Another change which affects travel is the size of households, now down to just 2.6 persons per household in Ada County. Both of these trends have increased the trip-making tendencies. One study concluded that 75% of the travel increase in the U.S. was related to changes in travel behavior--not growth. (The *Nationwide Personal Transportation Survey*. U.S. Department of Transportation. 1993.)

Age

The age of the population is another factor in travel demand. Figure 2-4 shows the 1990 age breakdown for Ada County. The size of the population in the categories 65 years and older and under 16 years old is of special significance to public transportation and other modes such as walking and biking.

An inability to drive due to age or disability can put people at a strong disadvantage in a car-dominated environment. Where public transportation does not exist and basic services (medical, shopping, etc.) are too remote for walking, citizens can find themselves cut off.

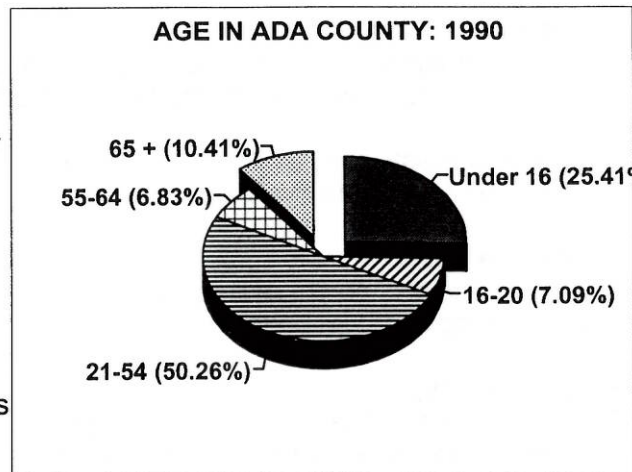


Figure 2-4 AGE IN ADA COUNTY

The national trend is for the elderly to make up an increasing share of the population. This is true in Ada County.

Minorities

Although there is not a significant relationship between travel habits and minority status as there is with automobile ownership, age, and other factors, the effects on minority groups from transportation investments should be considered. Table 2-4 shows the percentage of minority persons as of 1990. Half of the minority population is of Hispanic origin.

Table 2-4: MINORITY PERCENTAGE IN 1990

	TOTAL
Hispanic origin	2.7%
Not of Hispanic origin:	97.3%
White	94.6%
Black	0.5%
American Indian, Eskimo, or Aleut	0.6%
Asian or Pacific Islander	1.5%
Other race	0.1%
Total Minority Population	5.4%

Source: 1990 Census

The distribution of minority persons throughout Ada County showed no significant concentrations. The highest minority census tracts (areas for which Census information is prepared) were in the Central Bench and downtown areas of Boise, with 10.4% and 9.1% of the population falling into one of the minority groups (persons other than white, non-Hispanic).

Disabilities

Persons with disabilities affect certain aspects of the transportation system, especially the need for special transportation. For 13,000 persons in the 16-64 age group, 7.7% reported a "mobility limitation" to some degree. This was somewhat lower than the Idaho percentage of 9.0%. The 20,000 persons in the 65 and older age group reported a much higher extent of disability at 30.6%. Again, this was lower than the Idaho statewide percentage (34.7%).

Garden City, Eagle, and Kuna reported the highest percentages of disabilities in the 16-64 age group. Meridian and Garden City had the highest percentages in 65 and older age groups. Boise City, although its percentages were lower, had by far the largest number of persons reporting disabilities.

EXISTING TRAVEL BEHAVIOR

Means of Commuting

The 1990 Census asked residents how they normally traveled to work. Over 90% traveled to work by car or light truck, with 81% of the respondents saying they drove alone. This pattern is typical of U.S. communities outside of the largest metropolitan areas. A 1990 Study, *Nationwide Personal Transportation Survey*, found that average vehicle occupancy for work trips is 1.16

HOW ADA COUNTY RESIDENTS GOT TO WORK - 1990

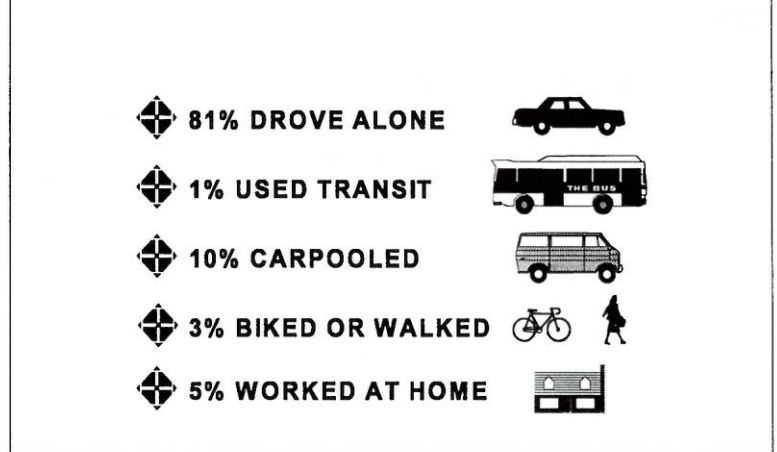


Figure 2-5 Means of Commuting to Work in 1990

for work trips in urban areas and slightly higher (1.19) outside urban areas. Surveys completed by ACHD over the past decade show that rush hour vehicle occupancies range from 1.15 to 1.17 in Ada County. Occupancy for non-work trips--social visits or shopping--is higher nationally. This is confirmed by ACHD's surveys which find higher rates during non-rush hours.

Time of Day Travel

Another key issue in transportation is the distribution of trips throughout the day. When trips cluster tightly around the rush hour, as they do in Ada County, the peak demands on the roadway can lead to brief, but intense congestion. As urban areas grow, this congestion begins to lead more people to choose travel times outside of the rush hour.

In Ada County, the "rush hour" is still limited to about two hours per day, with peaks between 7 a.m. and 8 a.m. and between 5 p.m. and 6 p.m. In larger areas, the rush hours can run up to six hours per day. Spreading the rush hour actually makes more efficient use of the transportation system, since capacities of roadway and transit services are designed to meet the peak needs. This means that off-peak hours have more capacity available and unused.

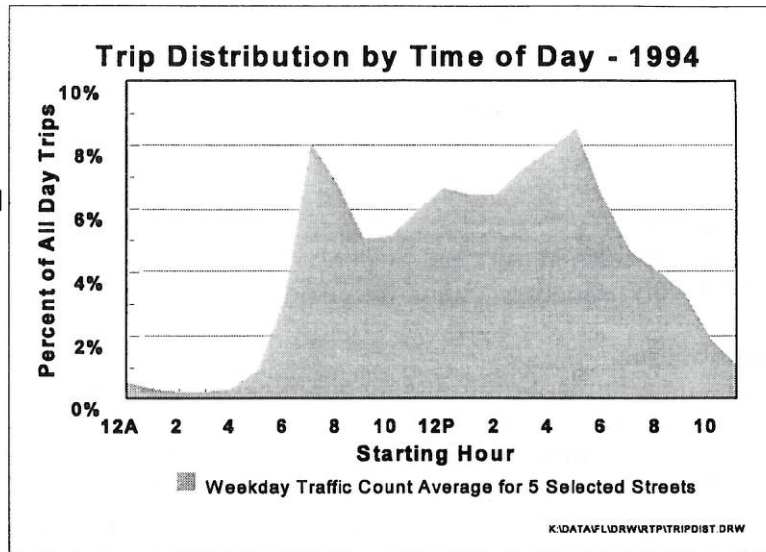


Figure 2-6 Trip Distribution by Time of Day

In communities with surplus off-peak transportation capacity (and high congestion during peak hours), policies may be designed to encourage travel outside the normal rush hour(s). Lower transit fares, road tolls, and programs encouraging employers to allow staggered work hours are common.

Intercounty Travel Patterns

A major concern voiced by many citizens is the amount of traffic originating outside Ada County and its effect on congestion and transportation needs in Ada County. Table 2-5 summarizes information from the U.S. Census in 1990, which asked many citizens to list their place of work.

Table 2-5: County To County Work Trip Interchange

Source: 1990 Census

Residents of Ada County by Workplace

Workplace		
Ada County	79,554	95.6%
Canyon County	2,883	3.5%
Boise County	194	0.2%
Elmore County	130	0.2%
To All Other Counties	479	0.6%
Total Commuting Out of County	3,686	4.4%
Total Ada County Resident Workers	83,240	

Residents Outside Ada County
and Commuting into Ada County

Place of Residence		
Canyon County	5,561	70.5%
Gem County	826	10.5%
Elmore County	441	5.6%
Boise County	322	4.1%
Payette County	156	2.0%
From All Other Counties	582	7.4%
Total Commuting Into Ada County	7,888	

Total Number of Workers in Ada County *	87,442	
Ada County Residents	79,554	91.0%
Non-Ada County Residents	7,888	9.0%

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* This total does not include work-at-home, self-employed, agricultural workers, etc. Therefore it is less than the total number of employees described on p. 2-1.

The table shows that, as of 1990, non-Ada County residents contributed only 9% of the work trips. Since work trips tend to occur during the rush hours, when congestion and delay are worse, this is a reasonable estimate of the travel impacts. Although hard information is not now available, the general evidence is that most of these "outside" workers use State highways for most of their travel. With Canyon County commuters making up 70% of the outside work travel, it is clear that I-84, Chinden (SH 20/26), and State Street (SH 44) are the primary avenues of travel.

POLICIES

1. Formally establish the Demographic Advisory Committee under Ada Planning Association and charge it with the responsibility to review and make recommendations on regional growth forecasts and growth allocations and procedures.
2. Consider the demographic forecasts as policy documents.
3. Work with local and state agencies to encourage transportation and other key planning, environmental, and infrastructure studies coordinate in their data assumptions concerning future growth and land uses.
4. APA will update the employment and population forecasts at least every three years. More frequent updates may be considered based on development monitoring or economic changes.

CHAPTER 3 - PUBLIC INVOLVEMENT

PURPOSE

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 *Destination 2015* and summarizes the citizen participation in numerous public meetings and outreach efforts.

BACKGROUND

The Intermodal Surface Transportation Efficiency Act (ISTEA) and 1990 Clean Air Act amendments placed added responsibility on state and local transportation planning agencies to involve public and private sectors. The regulations left broad latitude to local agencies to design their process. The Public Involvement Policy for Ada Planning Association, Revised March 14, 1994, was adopted by the APA Board as Resolution No. 4-94 on March 21, 1994. APA worked to involve public and private sectors earlier in the planning process and to expand means of involvement.

Destination 2015 is the culmination of public involvement activities done by APA and its member agencies in developing local transportation plans: city and county comprehensive plan updates; the Bench/ Valley Study (a \$1.7 million public involvement effort); the Foothills Loop Study; the Ridge to Rivers Study; the Transportation Improvement Program; the long range transit plan; the Treasure Valley Alternative Transportation Analysis; the Regional Transit Plan; *Destination 2015*; and others. Overlap of efforts and meetings often occurred (i.e., staff participation at meetings and activities of other agencies; citizen comment on one project through many plans).

SPECIFIC PUBLIC INVOLVEMENT ACTIVITIES

Many public involvement activities were done during the development of *Destination 2015*. Figure 3-1, shows the proposed planning schedule endorsed by the APA Board on January 23, 1995. This schedule was extended approximately two months due to changes of other agencies' planning projects. Participating groups and activities included:

Ada Planning Association (APA) Board

Comprised of 21 elected or appointed community officials, the APA Board was instrumental in determining public participation efforts during all aspects of the *Destination 2015* update. It was assisted by the APA Citizens Advisory Committee. Major areas of Board concern were: public involvement policies; scheduling of events; creation of a Community Team and a Stakeholders List; review and adoption of Vision Statements to guide plan development; and types of outreach.

Citizens Advisory Committee

Formed in 1977, its 21 members represented neighborhood, business, and special interests. This group met monthly and played an active role. It reviewed and commented to the APA Board on: scheduling of activities; creation of the Public Involvement Policy; the Transportation Task Force process; the Community Team (areas of representation, hosting and facilitating at four meetings); development of a Stakeholders list and involving Stakeholders in the planning process; and review of the readability of brochures and other informational materials.

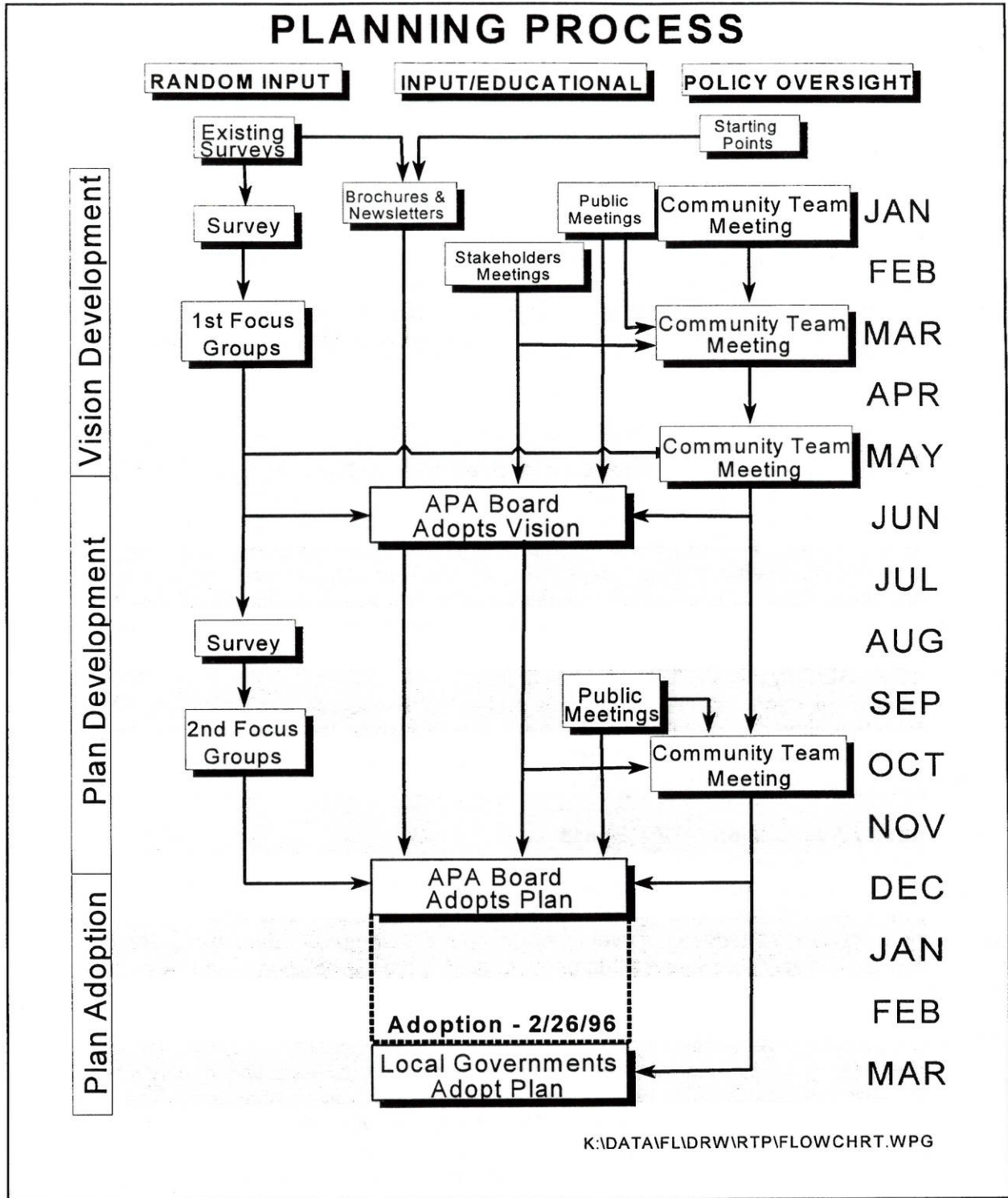


Figure 3 - 1 PUBLIC INVOLVEMENT PROCESS - JANUARY 1995

Transportation Task Forces

Early in the update process, Transportation Task Forces in Boise, Eagle, Kuna, Garden City, and Meridian were contacted. Created in 1988, these Task Forces continued to meet to identify local transportation needs for the county-wide Plan and to set budget priorities. A capital needs list was considered and approved by each City Council and received by the APA Board for inclusion in the Transportation Improvement Program (a three to five year budget document) and ultimately in *Destination 2015*. Over 20 meetings were held during the current update.

THE COMMUNITY TEAM

The guiding force for *Destination 2015* was a Community Team of over 100 elected officials (state, county, cities), staffs, chambers of commerce, random citizens, and Stakeholders (representatives of neighborhoods, special interest groups--such as seniors and people with disabilities, those supporting alternative transportation, and other civic, business and citizens groups). The Citizens Advisory Committee helped determine categories of representation. Team membership was appointed by the APA Board. This was the first time such a team was used for policy oversight. The team was instrumental in developing an initial set of priorities and Vision Statements for development of the Plan.

Meeting Schedule

- ❑ **Meeting #1, February 1, 1995:** Members created preliminary lists of transportation concerns; discussed strengths and weaknesses of current system, created a view of what a future system should do; and generated an initial list of ideas.
- ❑ **Meeting #2, March 23, 1995:** Members considered three visions of the future created from input from Meeting #1 and Stakeholder comments:
 1. Most use single occupant automobiles (one person per car).
 2. A mix of travel alternatives/car. Most travel by car, but there are more carpool programs, buses, and other alternatives.
 3. Most travel growth met by alternatives (rail, bus, carpool, vanpool, bike, walking, telecommuting, or neighborhood shopping and services) with single occupant vehicles strongly discouraged.Members discussed changes and costs acceptable to achieve these visions. Many preferred a mix of auto-based solutions with travel alternatives and reductions (Vision 2).
- ❑ **Meeting #3, May 1, 1995:** Members developed six Vision Statements to reflect a preferred future transportation system. These Vision Statements were mailed to Stakeholders, detailed in the APA newsletter, and the subject of a news release. The Vision Statements, as revised and adopted by the APA Board on September 18, address:
 1. Comprehensive Plans;
 2. Alternatives;
 3. Financing;
 4. Roadway Environment;
 5. Long Term Needs; and
 6. Mitigation.Staff used these Vision Statements to guide efforts to develop a draft capital needs list (specific road, bridge, and pathway projects).

- ❑ **Meeting #4, November 30, 1995:** Members reviewed projects included in the draft capital needs list, proposed studies, and mitigation issues. They considered whether projects served a community need, met immediate or longer term needs, and their overall *feasibility*. Information packets were also sent to the Stakeholders for review. Based in part on the Community Team's evaluation of the capital needs list, staff selected projects for initial travel demand and air quality modeling. The list of projects was reviewed by the Technical and Citizens Advisory Committees on December 5, 1995. Only projects under the "Build" column were considered for implementation within the 20 years of *Destination 2015*. These results were sent to the APA Board for consideration on December 18.
- ❑ **Additional meetings which Community Team members were encouraged to attend:** Due to the complexity of the Meeting #4 tasks, Community Team members, Stakeholders, and interested citizens (contacted through paid newspaper advertisements and news releases) were given additional opportunities to receive information on projects and to comment on the draft Plan. Meetings were held on:
 - ❑ **APA Board --** On February 1, 1996 at the Maple Grove Grange Hall at 11692 President Drive, the APA Board received comments from the public. Legal notice of public hearing was advertised on January 17, 21, 25 and February 1, 1996. Additional 7"x 11" paid advertisements were published on January 23, 28, and 30, 1996. Public comments were forwarded to the APA Board as input prior to *Destination 2015* consideration at the February 26, 1996 Board meeting. Eleven verbal comments were given (2 of those were by people who spoke twice). A court reporter transcript is available at APA, as are copies of written comments.

APA NEWSLETTER, THE *UPDATE*

The APA newsletter, the *Update*, was distributed quarterly to Stakeholders, elected officials, and member staffs. It included articles on *Destination 2015* progress, a calendar of activities, member agency plans/meeting schedules, and how citizens can become more involved in the planning process.

Informational Brochures

APA created a series of nine information brochures to help the public understand the *Destination 2015* process, how local transportation planning is done, and how citizens can participate. The following were distribution items were done: two news releases, two notification mailouts (to Stakeholders, Community Team, and staffs), and media contacts. Brochures were also distributed at two Bench/Valley Neighborhood Open Houses and the Idaho State Fair (Boise booth).

Brochures discussed: planning for Ada County's transportation needs; funding those needs; the transportation/land use connection; right-of-way needs for future projects; Level of Service; building costs of transportation projects; comparing the costs of public transit systems; and mitigation measures.

Media Contacts

- ❑ **“Managed” contacts** -- Twenty-two ‘managed’ media contacts (phone calls, meetings with media personnel, interviews with reporters for newspaper, radio, and television) were held on many facets of growth, transportation issues, projects being considered, document availability, and others issues.
- ❑ **Press release** -- Thirteen press releases were distributed on *Destination 2015* meetings, materials available, supporting projects, and opportunities for public review and comment.
- ❑ **Newspaper articles** -- Over 40 articles were published on various aspects of transportation planning, alternative transportation, the planning process, and how to participate. (Many additional articles on other studies are not included in this tally.) Also, a feature article on APA was in **The 1995 Boise Office Market Conditions and Leasing Guide**, distributed for one year.
- ❑ **Media mailing list** -- Twenty-eight local newspaper, radio and television stations were contacted with news release information. Spanish-language media contacts were added.
- ❑ **Paid advertisements** -- To ensure publication, paid local newspaper advertisements were run on January 23, 28 and 30. They detailed how to receive a draft *Destination 2015*, attend meetings, and provide comments.

Hotline

A 24-hour hotline was established to make it easier for citizens to leave comments. The phone number was provided to the media, on public announcements, on business cards, and on mailings related to the Plan or program. A statement in Spanish said a translator will be provided upon request. APA staff were available during normal working hours to answer questions by citizens.

Random Household Surveys

- ❑ **“The Regional Transportation Plan Survey,” March 1995** -- APA commissioned a survey of 600 households to gain a sense of public attitudes towards transportation issues. Clearwater Research conducted the survey and prepared a report on the results. Highlights included: driving independence was very important to 81% of the respondents; 73% felt driving independence would always be very important to them; while most respondents felt neighborhood safety was important, there was less support for preserving neighborhoods versus widening roads; most rated transit and bicycling low as realistic options for their personal travel needs (but most also supported providing transit and bike lanes); development of transportation alternatives received strong support; measures such as increased density or more metered parking met strong opposition.
- ❑ **“The *Destination 2015* Booklet Study,” January 1996** -- Over four hundred (413) random households were surveyed in the *Destination 2015* Booklet Study on issues dealing with roadway projects, alternative transportation, financing, mitigation and related items.. Highlights included: Most agreed increasing alternative transportation usage was reachable and desirable; 75% would pay more to widen and build new roads rather than accept more crowded roads with longer driving times; Local Fuel Taxes were the overwhelming choice if a new tax had to be used; they supported adding bicycle lanes to more roads; most said buses should run every 10-15 minutes and within 3 to 4 blocks of most homes and businesses; a Regional Transit Authority met with moderate support;

and they disagreed with giving high budget priority for improving the way a street looks (mitigation). A final report provided input for the February 26 Board meeting at which the draft *Destination 2015* was considered.

Focus Groups

- ❑ ***Destination 2015* focus groups, April 19, 1995** -- Two focus groups were held to discuss transportation planning from a citizen's perspective. A key finding was that people who are unhappy with roadways are convinced planning is not being done; more people who are satisfied with roadway layout believe planning is done. They felt staff should continue with education and use of the media. Most people had little knowledge about the cost of transportation projects.
- ❑ ***Destination 2015* booklet review, December 28, 1995** -- A focus group was held so random citizens could answer questions in a draft survey document for the *Destination 2015* Booklet Survey. Their comments were incorporated into a rewrite of the booklet. The booklet was then extensively reviewed by staff from Idaho Transportation Department, Ada County Highway District, Boise Urban Stages, including two elected officials representing citizen concerns.

Stakeholder Mailing List/ Direct Mail Notifications

A stakeholders list was built of over 700 people including representatives of neighborhood groups; other civic, business and citizens groups; transportation consultants; special interest groups--including seniors and people with disabilities; and those supporting alternative transportation--transit, pathway, bikepaths, and telecommuting. Stakeholders were contacted throughout the update process (12 mailouts) and asked to review and comment upon the following types of materials: products of Community Team meetings; CAC and staff offers to speak with them on status of *Destination 2015* and how to participate in the process; initial project list for the Plan; and a draft *Destination 2015*. (A full copy of the draft Plan was mailed to stakeholders five weeks before Board consideration of the Plan on February 26. This was the first time a mailout of the full document was sent to 700-plus citizens and officials during an update process.)

Draft Document Dissemination

APA maintained at least one copy of draft *Destination 2015* to be available during normal working hours at the following: (1) APA Main Office: 413 W. Idaho, Suite 100; (2) APA Member Agencies; and (3) Public Libraries in Ada County. In mid-January 1996, the Draft *Destination 2015* was mailed to 700-plus stakeholders, Community Team members, and other interested citizens to request their comments.

Public Meetings -- Informational Presentations

Throughout the Plan update, APA staff offered to meet with the public to discuss specific projects, the *Destination 2015* planning process, and how to become actively involved. These informational meetings were offered through mailouts, news releases, the APA newsletter, and at meetings. Upon request, presentations were made by APA staff and Directors to individuals, neighborhood and other groups, agencies, and service organizations.

From April, 1995, APA's Citizens Advisory Committee did a news release, stakeholder mailout, and newspaper article also offering to meet with community groups to discuss *Destination 2015*,

the local transportation planning process, and ways citizens can participate (including speaking at a citizens meeting to discuss ParkCenter Bridge options and before the Boise Real Estate Commission).

Open Houses

General open houses meetings were held to provide information on specific projects with the following staffs hosting or participating: Ada County Highway District--including Ridesharing, Idaho Transportation Department concerning state/federal projects such as interstate projects, Boise Urban Stages, and APA--including pathways.

APA participated in planning element and member agency open houses (including the Transportation Improvement Program; an Eckert Pathway Project-- an innovative outdoor meeting held at Barber Park, Boise; the Regional Public Transit Plan; Bench/Valley Study; Foothills Loop Study; Ridge-to-Rivers; and others).

Destination 2015 open house meetings were held on January 25, 1996, at the Boise City Senior Center and February 1, 1996 as a joint meeting with the APA Board public hearing at the Grange Hall on President (37 citizens in attendance with 9 giving verbal testimony at the public hearing). Comment sheets for written comments were available, to be received by February 8, 1996 (see above section). Written comments are available at APA.

Comment Period Held at APA Board Meeting

At its December 18, 1995 meeting, the APA Board received additional public comments before consideration of recommendations on the Bench/Valley Study. The APA Board revised, then accepted Bench/Valley recommendations for inclusion in *Destination 2015*. Public comments remained available on tape at APA.

Public Hearings

- Joint Public Hearing on Bench/Valley recommendations -- ACHD and APA --** At its April 17, 1995 meeting, the APA Board approved that:
1) ACHD's process for Bench/Valley be the public process for updating the 2010 Regional Transportation Plan; and 2) a joint ACHD/APA public hearing be held that was a mix of styles: an open house format, where people could write comments, or use a computer, and a more traditional hearing Board. This Joint Public Hearing was held on September 21, 1995. Public comments are maintained at APA.
- APA Board --** On February 1, 1996 at the Grange Hall at 11692 President Drive, the APA Board received comments from the public. Legal notice of public hearing was advertised on January 17, 21, 25 and February 1, 1996. Additional 7"x 11" paid advertisements were published on January 23, 28, and 30, 1996. Public comments were forwarded to the APA Board as input prior to *Destination 2015* consideration at the February 26, 1996 Board meeting. Eleven verbal comments were given (2 of those were by people who spoke twice). Court reporter minutes are available at APA, as are copies of written comments received.

Public Comments Received

Throughout the *Destination 2015* process, notebooks, "Public Comments Received" and "Bench/Valley Public Comments" from above sources were maintained. Additional public comments included tapes from opportunities for public comment. Comments, summaries, and notification of availability of comments were distributed: to APA Board members, local staffs, Stakeholders, Community Team members, Technical and Citizens Advisory Committees, and through a news release to local media.

Additional materials are incorporated in a Technical Supplement available at APA.

POLICIES

1. APA will Continue to support the Public Involvement Policy for Ada Planning Association, revised March 14, 1994.
2. APA will review public involvement procedures with the assistance of the Citizens Advisory Committee and solicit recommendations for refining public involvement during future updates.
3. APA will continue to offer assistance to local governments in their public involvement efforts (such as facilitation training, participation in joint public meetings, sharing of information and materials).

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CHAPTER 4 - EXISTING TRANSPORTATION POLICIES

INTRODUCTION

Destination 2015 is 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.

Agreement of goals and policies within Comprehensive Plans and the *Destination 2015* Plan ensure that Ada County's transportation network reflects the needs of its people and communities. Ada County and its five incorporated cities (Boise, Eagle, Garden City, Kuna, and Meridian) are full partners in the transportation planning, programming, and implementation process.

Vision Statements

The first step in preparing the Plan was to develop a "vision" of what the Plan should accomplish. The vision is a set of goals by which the community can judge the more technical recommendations of the Plan. APA's Community Team (See Chapter 3 for a discussion of the Community Team process) met three times during 1995 to develop the vision. It was adopted by the APA Board on September 18, 1995 as six Vision Statements.

Vision A

The adopted Comprehensive Plans will promote coordinated regional development. These plans will include environmental and economic goals of the community and will foster development of a functional, affordable transportation system. As a component of these local Comprehensive Plans, the 2015 Transportation Plan will support their goals. Under the guidance of APA, the 2015 Transportation Plan will be coordinated with the broader, multi-county regional plans to deal with intercounty travel needs. APA will coordinate compliance between the various Comprehensive Plans, transportation system implementation, and the 2015 Transportation Plan.

Vision B/C

While the future transportation system will continue to orient mostly toward people traveling in automobiles, convenient transportation alternatives will be provided where practical which allow opportunities to travel to work, school, shopping, and other services within Ada County and in other parts of the Treasure Valley. The long-term, area wide goal for these alternatives is 25% of travel, although levels may vary within the County depending on land uses and service alternatives. Public policies should favor development and use of travel alternatives.

Vanpools, carpooling, commuter buses, park & rides, high occupancy vehicle lanes, telecommuting, bicycle and pedestrian facilities, and other alternatives will be considered. Whenever practical, such alternatives will be offered or coordinated through the private sector to improve efficiency and lower costs.

Vision D

Financing of the transportation system will emphasize user fees, impact fees, and other financial tools to reduce reliance on general revenue sources when consistent with other public policies.

Vision E

The goal is to move traffic smoothly and safely, while protecting the quality of existing neighborhoods. The neighborhood quality of life will be protected by ensuring future roadway capacities, intersection improvements, and roadway improvements are compatible with the adopted long range transportation plan. Pedestrians, residents, and bicyclists also are users of the transportation system and should be provided a safe and comfortable environment.

Vision F

Long term transportation options such as beltways, river crossings, new arterials, pathways, and transit systems should be preserved, emphasizing user fees and other dedicated funds to acquire rights-of-way or easements. Consideration should be given to needs beyond the twenty-year period (1995-2015).

Vision G

Transportation system improvements should provide reasonable mitigation for residents and businesses adversely affected. The process of assessing the effectiveness and cost of mitigation measures should involve citizens.

LEVEL OF SERVICE

The Level of Service (LOS) policy adopted by the APA Board in 1989 accepted "C" as the standard for all roadways, with the exception of thirteen specific corridors. This policy was amended as described in the policies which follow at the end of the chapter. (See Table 4-1 for a description of Levels of Service.)

MITIGATION (The following is a continuation of the 2010 Plan.)

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.

Since the Plan is an overview of general transportation needs rather than a design document, it cannot and should not detail mitigation measures for specific projects. Many factors can affect what measures are effective and feasible:

- Projected traffic (both amount and mix of trucks).
- Land uses.
- Terrain.
- Property values.
- Construction costs.

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 area Comprehensive Plans, must also be considered.

A similar two-step process is recommended for major 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.

Generally, major projects will substantially alter traffic patterns. Right-of-way acquisitions and exactions through the police power during rezones, subdivisions, and other development reviews can still be implemented before completing a mitigation review of a project.

The mitigation process is recommended 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 should 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.
- 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 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.

POLICIES

1. During rush hours, the traffic flow "level of service" (LOS) on major arterials and freeways may approach capacity (LOS E). Other arterials and collectors would have traffic flow quality decline to LOS D only during rush hours. In order to protect the quality of life where the roadside environment is predominantly homes fronting on the street, traffic flow quality on such streets should be at the comfortable range (LOS C) during rush hours.

The following factors will be explored when deciding whether LOS D or LOS E is appropriate:

- Economic Feasibility
 - Engineering Feasibility
 - Environmental Impact
 - Impact on Adjacent Development
 - Maximum System Benefit
 - Policy Board Decision
 - Technical Staff Recommendation
 - Total Cost
2. The neighborhood quality of life will be protected by ensuring future roadway capacities, intersection improvements, and roadway improvements are compatible with the adopted long range transportation plan. Pedestrians, residents, and bicyclists also are users of the transportation system and should be provided a safe and comfortable environment.
 3. APA will charge the Modeling Advisory Committee with developing standards and procedures for measuring roadway Level of Service and capacities. Such standards and procedures will be considered formal policies.
 4. APA will continue to work with area governments to improve the mitigation process.
 5. The APA Board will set up an ad hoc mitigation committee to recommend mitigation standards and suggested funding sources to the APA Board. This committee will be composed of representatives from ACHD, school districts, local government entities, neighborhood representatives, Boise City Parks and anybody else that has parks that wants to. This committee will also develop and present to the APA Board a process for ongoing involvement and coordination between the implementing agency and affected government entities and neighborhood groups on projects requiring mitigation within the Destination 2015 Plan.

Table 4-1: Level of Service (LOS)

Freeflow speed: 30-35 mph for collector and arterial streets

Level	Description of Intersection	Comments	Examples
A	Average speed: ≥ 30 mph. Intersection delay minimal (< 5 seconds per vehicle).	May be experienced in late evenings or very early morning.	Virtually any street at 3 AM.
B	Average speed: ≥ 24 mph. Intersection delay acceptable (5-15 seconds per vehicle).		State Street & SH 55 at mid-day 11 & Grove at mid-day State & Eagle at mid-day
C	Stable flow, longer lines at signals, average speed: ≥ 18 mph. Intersection delay increases (15-25 seconds).	Established as general goal for Ada County with exceptions permitted on some streets.	Harrison Boulevard Franklin & Benjamin at mid-day Connector inbound at PM rush hour
D	Unstable with small increases in volume increasing delays, average speed: ≥ 14 mph. Intersection delay creates problems (25-40 seconds).	Acceptable on 13 specific corridors noted in 2010 <i>Transportation Plan</i> . Design standard for most congested streets in Ada County. Typical standard for most metropolitan areas.	Franklin & Orchard Fairview & Cloverdale Connector outbound at PM rush hour Apple & Parkcenter at PM rush hour
E	Significant decrease in average speed: ≥ 10 mph. Intersection delays of 40-60 seconds.	Accepted LOS for many large (1 million+) metropolitan areas.	Meridian & Cherry Lane at rush hour Mall area on Saturday most of year State & Eagle at PM rush hour
F	Extremely low average speed: < 10 mph. Intersection congestion likely at critical points. Intersection delays greater than 60 seconds.	Typical rush hour conditions for very large metropolitan areas. Frequently associated with air pollution problems for carbon monoxide and ozone.	Broadway & Beacon at PM rush hour Chinden outbound at PM rush hour Capitol & University at PM rush hour Milwaukee Avenue on the day after Thanksgiving Chinden & Glenwood at PM rush hour

Source: Transportation Research Board. *Highway Capacity Manual: Special Report 209*. 1985. pp. 9-5 and 11-4.

CT: RTP\LOS\LOS_DESC.DOC



SUPPLEMENTAL MATERIAL TO CHAPTER 4: THE COMPREHENSIVE PLANS OF ADA COUNTY AND ITS CITIES

The policies described in the following sections do not constitute commitments or implicit policies on the part of APA. Rather, they are included for informational purposes.

With the adoption of *Destination 2015* by the APA Board, APA will submit the Plan to member agencies to consider for formal adoption and incorporation into their comprehensive plans. Agreement between the County's and the cities' comprehensive plans and *Destination 2015* will be facilitated through these local adoptions. *Destination 2015* will then represent the only comprehensive, long-term, locally adopted direction for future transportation planning in Ada County.

BACKGROUND

Ada County's network of highways, roadways, pathways and public transportation services was planned and developed through cooperative efforts of local governments (five cities and Ada County), transportation agencies such as Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and Ada Planning Association (APA), and a variety of civic, business, and special interest groups.

Ada County's transportation system reflects choices made within its communities -- choices about land-use and zoning, community design, and the way people travel to and from work, shopping, school, and recreation. As communities within Ada County grow and change, transportation plans and Comprehensive Plans must be developed to meet changing needs.

Many of the current six local Comprehensive Plans were in the process of being updated during development of *Destination 2015*. The following summaries include goals and policies under consideration for inclusion into draft Comprehensive Plans and are subject to modification during their adoption processes.

Draft Ada County Comprehensive Plan Update -- October 1995 Draft

The Ada County Comprehensive Plan update was recommended for adoption by the Ada County Planning and Zoning Committee on January 10, 1996. Its Transportation Element had already been reviewed by Ada County Highway District. (Changes beyond October 1995 were not incorporated.) The Comprehensive Plan will be the official policy guide for decisions concerning current and future development of Ada County over the next 15 to 20 years.

During that time, 95% of the new residents of Ada County are expected to settle in or around the cities. As a result, it may be necessary to consider other planning mechanisms in order to accommodate future population (such as large-scale developments unable to be built within existing Areas of City Impact). A major concern is that though residents would like more and better services, providing these services, now and in the future, may be severely constrained given the limited resources to spend on local government.

Among the problems most frequently mentioned in a 1994 Comprehensive Planning Survey was "traffic." Goals and policies throughout the Draft Ada County Comprehensive Plan speak to

transportation concerns. The highlights provided below are only a cursory overview of the transportation element. Interested citizens are urged to contact Ada County Development Services (364-2277) for full information. All draft goals and policies listed were subject to modification by Ada County during its adoption process.

Draft Ada County Transportation Goals

- General Transportation Planning Goal: Develop a well-planned transportation system that is adequate to meet citizen needs. Transportation facilities designed and located for safe, efficient movement of people and goods must accompany all residential, commercial, industrial and public development.
- Transportation Systems Goal: Support development of a diverse transportation system for safe movement of people and goods.
- Alternative Modes of Transportation Goal: Ada County seeks a comprehensive transportation network that provides mobility for all segments of the community by encouraging the use of public transit, bicycling, and walking as alternatives to automobile travel. The benefits to the environment, personal health, and small town atmosphere shall be considered in planning a quality alternative transportation network.
- Project Development and Scheduling Goal: Support the transportation planning process and actively participate in the development and implementation scheduling of transportation projects identified by the APA and ACHD.
- Airport Goal: Continue to upgrade the Boise Regional Airport (Gowen Field) to support Ada County's aviation needs.

Ada County considered a large number of policies to implement these goals. Among the areas considered were:

Draft Ada County General Transportation Planning Policies

- Meet the basic mobility needs of the community and increase the efficiency and safety of the transportation system.
- Encourage use of alternative transportation modes: public transportation; ridesharing; pedestrian, equestrian, and bicycle pathways; and flexible scheduling by employers.
- Identify and preserve major transportation corridors (existing or new) for future growth.
- Reserve rights-of-way for proposed transportation facilities.
- Develop a transportation system to the year 2015 that maintains the public health standard for carbon monoxide attainment.
- Adopt the Functional Street Classification Map of Rural Ada County (September 18, 1990, as amended) as part of the Comprehensive Plan.
- Give a high priority to public safety transportation improvements, with particular attention to hazardous transportation facilities in areas with railroad crossings, major street intersections, major pedestrian crossings, geologic and hydrologic constraints, etc.
- Minimize or avoid transportation hazards near schools and other areas frequented by children.
- Keep streets abutting elementary schools at minor collector or local street status.
- Support development of an energy efficient transportation system and encourage energy conservation in the design, construction, and management of transportation systems.

- Consider the future transportation needs of the community as expressed in the 2015 Regional Transportation Plan in the siting of all public improvements.
- Encourage reduction of local street widths.
- Use land-management development requirements to limit the number, location and design of access points onto designated arterials and collectors.
- Support convenient highway connections between the southwest and southeast areas of the county to facilitate industrial development.
- Protect the traffic-bearing capacity of major arterial roads designed for through traffic. Methods used may include: frontage roads; clustering of activity; limiting access; sharing access; sufficient setbacks from rights-of-way; deceleration lanes; and public transit.
- Recognize existing neighborhoods and provide a means to maintain existing neighborhood characteristics, including traffic calming measures in residential areas.
- Require new development generating the need for transportation improvements to provide or fund such improvements as a condition of development approval.

Draft Ada County Transportation Systems Policies

- Develop a local transportation system connected to all modes of the regional system.
- Support a multi-county funded feasibility study to determine cost effective public mass transit options, alternatives, and opportunities.
- Participate in the development of a three-to-five year transportation improvement program in cooperation with local and state planning and transportation agencies.
- Participate in the creation and development of the Southwest Idaho Regional Transit System to insure service between Ada, Elmore, and Canyon Counties.
- Require and accept traffic studies in accordance with ACHD procedures that evaluate the impact of traffic volumes, both internal and external, on adjacent streets and preserve the integrity of residential neighborhoods.
- Promote and support continuous collectors in applicable residential and industrial developments. Design continuous and noncontinuous collectors in a circuitous fashion to discourage cut-through traffic while aiding internal mobility. Connect proposed developments with future development via stub streets wherever possible. Discourage cul-de-sac developments along arterials.

Draft Ada County Alternative Modes of Transportation Policies

- Encourage residential and non-residential developments to provide adequate easements for future pathways.
- Encourage a continuous network of pedestrian and bicycle pathways linking neighborhoods, parks, schools, open space and commercial areas.
- Encourage pedestrian walkways to transit facilities to increase transit ridership.
- Provide pedestrian crossings with signals, signs, and markings where necessary.
- Encourage improvement of the condition of existing walkways and incorporate standards for access and transportation needs of the elderly and persons with disabilities.

Draft Ada County Project Development and Scheduling Policies

- Support the transportation planning process and actively participate in the development and implementation scheduling of transportation projects identified by APA and ACHD.

Draft Ada County Airport Policies

- Implement the 1990 Boise Airport Master Plan to insure that the airport can meet projected use demand.
- Support development of a new airfield runway to meet planned operations.

Draft Boise Comprehensive Plan

Boise City has been developing an update to the Boise Comprehensive Plan since 1991. While prior comprehensive plans were "policy" plans which provided limited guidance to future land use patterns, the update will have a land use plan map. Boise's Plan is a complex document and contains ten chapters dealing with a variety of elements, including: growth management, community quality, recreation, environment, public facilities--and transportation. The transportation chapter alone ran to 30 pages in the original draft, with additional material related to transportation covered under the land use element. The highlights provided below are only a cursory overview of the transportation element. Interested citizens are urged to contact Boise City Planning (384-3930) for full information. The draft Boise Metro Plan was expected to be adopted by late 1996.

Draft Goals under the Boise Metro Plan (Subject to modification by Boise during its adoption process.)

- Maintain the function of the street system for current users, emergency response efforts and for use by future generations.
- Provide a high-quality public transit system that focuses on the needs of those who choose to ride and provides a basic level of service for transit dependent riders.
- Provide, in conjunction with ACHD, ITD and others, a safe and effective network of recreational and transportation pathways throughout the planning area.
- Implement a wide variety of cooperative public and private programs, known as Transportation Demand Management programs, that will help reduce traffic congestion.
- Create a transportation system that is visually attractive and conducive to pedestrian travel. Accommodate appropriate landscaping elements within and adjacent to the public street right-of-way.
- Promote safe and efficient rail service to the Boise area, and preserve options for a future multi-modal transportation system that includes light rail. Protect the railroad corridor for the safe transportation of people and goods by traditional rail users in the short term, and by urban transit and/or pathway users in the long term.
- Protect the long-term viability of the Boise Air Terminal as a part of the city's multi-modal transportation system.

Boise considered a large number of policies to implement these goals. Among the areas considered were:

- Stronger requirements concerning the relationship of land use planning and development review and transportation.
- Improvements to the transit system, support for a regional transit agency, and encouragement of private sector involvement in public transportation.
- Stronger land use planning and design standards to foster walking, biking and transit as effective alternatives for trips.

- Support for more roadway connections when appropriate and done in consideration of established neighborhoods.
- Support for tighter access control to improve the efficiency of roadways.
- Protection of corridors for pathways.
- Consideration of parking standards and improvement to park-and-ride options.
- Improving street landscaping through incentive programs and institution of a landscaping capital program.
- Protection of air and rail corridors against inappropriate development.

The Boise draft Comprehensive Plan advocated a more balanced transportation system which still relied on the automobile system, while fostering alternatives. Overall, *Destination 2015* appeared to support Boise's Plan in this effort. The land use plan element of the Boise Comprehensive Plan was a major influence in the development of the demographic forecasts used in *Destination 2015*, and APA staff coordinated with Boise staff in the development of data, policies, and recommendations.

The 1995 Comprehensive Plan -- City of Eagle, Adopted July 11, 1995

Newly updated in 1995, Eagle's Comprehensive Plan addressed twelve areas of policies and goals including: hazard areas; parks, recreation and open space; special areas or sites; natural resources; housing; community design; land use; population; economic development; public services, facilities, and utilities; and transportation. The highlights provided below are only a partial overview of the transportation element. Interested citizens are urged to contact Eagle Planning (939-6813).

New transportation considerations included: 1) In Fall 1995, Eagle expanded transit services with the addition of a commuter vanpool service and a new van accessible for seniors and people with disabilities. 2) A study was underway to identify a collector in the vicinity of downtown Eagle between State Street and Eagle Road. 3) The Eagle Downtown Development Task Force was working on a Downtown Development Plan to provide guidelines for a more pedestrian-friendly environment in the downtown area and for downtown parking management.

Eagle's existing network of roadways represented only a portion of the system needed to serve future growth and development. As the City continues to grow, population will increase the number of vehicles using the transportation system. In addition to adding new streets and roadways, modifications to the existing routes will be necessary in order to create a fully integrated, modern, efficient transportation system that will effectively serve the residents of the City, the business community and the traveling public.

Eagle Transportation Policies and Goals

- To classify roadways on the Functional Street Classification Map in order to maintain conformity to land use classifications as delineated on the Land Use Designation Map.
- To integrate all modes of travel including automobiles, trucks, buses, vans, bicycles, and pedestrians to support air quality improvement measures.
- To encourage that roadway design standards are consistent with the State, County, Metropolitan Planning Organization (MPO) and other agencies responsible for roadway design.

- To require that safety design systems are integrated into all school sites and recreation areas, including such items as signalization, sidewalks, and alternate traffic patterns.
- To require that new developments provide for pedestrian, equestrian and bicycle circulation in accordance with adopted local and regional pathway plans.
- To limit direct access to arterial and collector roadways from residential lots.
- To promote a controlled method of access for State Highway 44 between Old Highway 55 and Ballantyne Lane, including such things as requiring driveway separation standards, shared access, roadways and frontage streets.
- To evaluate the impact to the City of roadway improvements and roadway extensions with a particular emphasis on the proposed improvement to Edgewood Lane, the proposed extension of Cloverdale Road, and the intersection of State Street and Alternate Route 44.
- To evaluate the impact and access limitations on existing properties resulting from the proposed modifications to Alternate Route 44. All new developments along the south side of State Street and in the vicinity of Alternate Route 44 shall be evaluated to determine the impact on access and traffic flow.
- To encourage street lighting within the Eagle Impact Area to increase roadway and neighborhood safety.
- To encourage off-street parking sites and facilities on all arterial streets and to discourage all on-street parking on all arterial streets.
- To require that new developments within the City or Impact Area provide a traffic impact study to the City. These studies shall provide, but not be limited to: potential impacts to existing traffic patterns, suggested roadway widths, access to existing & proposed roadways, signalization, location and need for intersections, turn lanes, and bus stops. In addition to the traffic impacts, study should address parking and pedestrian traffic. Implementation of any traffic requirements by the City shall be dependent upon approval from ACHD and/or ITD. No developments will be permitted to start until all approvals have been obtained.
- To establish and require minimum setbacks between development and roadways and to encourage installation of berms and landscaping for all developments to enhance safety and to enrich the roadway and community appearance.
- Under implementation: the City shall establish a Transportation Task Force for the purpose of reviewing and identifying community transportation needs and modifications on an annual basis and coordinating transportation efforts with appropriate County, State transportation agencies and the MPO.

The transportation system of the City recognized and placed equal emphasis on roadways which accommodate the motorized transportation needs of trucks, farm equipment, buses and automobiles and pathways intended for non-motorized use to accommodate pedestrians, bicycles, and equestrian needs. The City of Eagle also has a functional pathway classification: an effective pathway system should include a combination of paths, lanes, and routes (segments listed).

The Garden City Comprehensive Plan -- Update in Process

The Garden City Comprehensive Plan was being updated. Items under consideration included: Capital Needs List -- Garden City considered support for connection of 36th Street and Adams

Street; Land use -- Garden City considered changing existing industrial uses in the commercial zone along the Boise River to either neighborhood or residential uses; and Garden City discussed a Tech Park use that might be ancillary to the whole Hewlett Packard complex on the extreme west side of the Garden City Area of Impact, east of Five Mile.

As the Garden City Comprehensive Plan was being updated, interested citizens are urged to contact Garden City (377-1831) for full information on the update. All goals and policies of the current Garden City plan were subject to modification by Garden City during its update process.

The Kuna Comprehensive Plan -- Update in Process, November 7, 1995

The City of Kuna's Comprehensive Plan was undergoing an update. Items under consideration included pathway expansion; protection of schools and neighborhoods from traffic impacts; connection of roadway segments to expand the system; preservation of rights-of-way for long term future needs; discussion of impacts of a South Boise Bypass; and continued safety concerns for railroad/bridge crossings.

As the City of Kuna Comprehensive Plan was being updated, interested citizens are urged to contact Kuna City Hall (922-5546) for further information on the update. Highlights included below were only a brief overview of the transportation element, subject to modification by Kuna during its update process.

As Kuna attracts more people and development, demand on transportation facilities will increase. The timing, location and expansion of the transportation system are important factors affecting urban development. A major transportation concern of the community was the need to maintain and improve the livability of the residential areas in the face of new population and transportation requirements.

Kuna's roadway system was described in terms of the Functional Classification System. In 1996, all roads within Kuna's Urban Planning Area operated at a Level of Service (LOS) A which means free flowing movement. Because Kuna was not yet identified as an urban area, future arterial roadways were classified as Rural Major Collectors.

Kuna was too low in density to generate much support for a fixed-route transit service. However there was an ACHD Commuteride Van that serviced this area. As Kuna continues to grow in the next 20 years, the need for alternative modes of transportation, regional transit and road improvements will increase. Funding for the future roadway system will continue to come from overburdened local property taxes, state funds, and federal allocations unless alternative funding options are approved by the state legislature.

The majority of the community's future movement will be on street rights-of-way. The private motor vehicle will continue to be the primary mode of transportation over the planning period. The other most important mode of transportation will likely be the pedestrian and bicycle options.

To meet the demands of population growth, all roads serving Kuna residents must be continually improved. Review and analysis of current and future functional classification status of roads

throughout the planning period (1995-2015) is necessary to assure funding availability from state, federal and local sources.

Draft Kuna Goals:

- Transportation Goal: To develop a balanced and mixed transportation system in accord with air quality and environmental concerns which provides for the efficient and safe movement of people and goods.
- Street Beautification Goal: To promote the beautification of federal, state and local roads to improve the visual impact of Kuna.
- Street Reclassification Goal: Develop a long range plan that identifies streets as collectors, minor arterial and major arterial. (Specifics listed in draft plan.)
- Facility Development Goal: To identify transportation projects that need to be funded and constructed for sound community development.
- Pathways Goal: To consider pedestrian and bicyclist needs and requirements, as it does vehicular traffic, in all land use decisions.
- Roadway Goal: Kuna will work toward a road network system that maximizes mobility without decreasing community livability.

Draft Kuna Transportation Policies

- Achieve a balanced transportation system inclusive of roadways, public transit, pathways, sidewalks, etc.
- Support a local transportation system connected to all modes of the regional transportation system.
- Encourage a transportation system designed and developed to reduce existing traffic congestion and facilitate the safe efficient movement of people and goods within the community.
- Consider and coordinate the compatibility of the change in land uses and transportation system.
- Encourage clustering of uses and limited access points along arterial, minor arterial and section line roads.
- Provide for the transportation needs of the elderly, low income and persons with disabilities.
- Preserve and protect future transportation corridors rights-of-way through land use planning.
- Coordinate traffic studies evaluating the impact of generated traffic volumes (internal and external circulation) to preserve the integrity of residential neighborhoods, as requested by the city.
- Reduce employee travel and encourage use of alternative transportation modes.
- Require all new residential and non-residential developments to provide adequate easements or rights-of-way based on an adopted pedestrian/bike pathway plan.
- Identify future transportation projects to provide for future growth of the City of Kuna.
- Continue to participate in the development of Boise Valley Regional Transit System.
- Encourage development of Park-and-Ride lots as needed.
- Support the annual development of a 3-5 year Transportation Improvement Program in cooperation with local and state planning and implementing agencies.

- Develop and update Kuna's Functional Street Classification Map as requested by the City.
- Maintain an ongoing Transportation Task Force made up of interested and knowledgeable area residents to stand vigil on local transportation issues.
- Work with ITD dealing with the construction of Highway 69.
- Encourage proper design of residential neighborhoods to ensure their safety and tranquility.
- Support the development of curb, gutter, and sidewalks.

Draft Kuna Street Beautification Policies

- Continue to support the right-of-way tree planting program.
- Continue to promote the street tree program for all new development.
- Require all new development at designated entryway corridors (Highway 69, Linder, Ten Mile, and Avalon) to follow special entryway landscaping requirements.

Draft Parkway Policies

- Update, as needed, the pathway plan with citizen participation, to expand opportunities for alternative mode transportation and pathway use.
- Consider all new development an opportunity to provide and improve bicycle and pedestrian ways as specified in the overall pathway plan.
- Provide for safe pedestrian walkways, whether paved or unpaved.
- Provide for clearly marked bikeways and trails.
- Provide pedestrian crossings with signals, signs, and markings where necessary.
- Improve the condition (width, surface, and grade) of existing walkways and incorporate standards for handicapped access.
- Develop education and safety programs in association with the police department and bicycle interest groups.
- Multiple Use Pathways are paths that can be paved or unpaved and separated from the roadway. They serve as inter-neighborhood connections, provide recreational opportunities along waterways and safe connections to parks, schools and stores. The following are labeled as Multiple Use Pathways: 1) Maple. 2) Along Indian Creek.
- Bike lanes provide a distinct striped travel lane on the roadway for bicyclists. Lanes provide a dedicated right-of-way to bicyclist as well as greater visibility for motorists. The following are labeled as Bike Lanes: Boise; 4th; School; Kay; Orchard; Porter; Linder/Swan Falls; D Street; Shortline; Ten Mile; Avalon/Kuna; Deer Flat.
- Coordinate with ACHD the location of pedestrian crossing improvements.

Draft Kuna Roadway Policies

- Local streets shall be designed and built to discourage through traffic.
- Adequate street widths and routes shall be provided for emergency vehicles.
- Access control policies shall be developed for future urban arterial and collectors on which direct access from abutting properties in conjunction with ACHD.
- Manage on-street parking to permit the safe and efficient operation of the transportation system.
- Discourage non-residential vehicular parking on residential streets.
- Require adequate off site parking facilities for all new development.

- All half mile roads shall be preserved as future arterials. No house shall front on these streets.
- We support the creation of an Overpass across the Union Pacific Railroad and Indian Creek.
- We support the creation of a south alternate route facilities from the vicinity of I-84 to Nampa/Caldwell area.

Draft Kuna Facility Development Policies

- Annually update the capital improvement plan to include traffic facility improvements. The update should be part of the annual budgeting process.
- Work cooperatively with state and local highway districts to plan transportation corridors affecting Kuna.
- Support the annual development of a 3-5 year Transportation Improvement Program in cooperation with local and state planning and implementing agencies.

Draft Kuna Street Reclassification Policies

- Designate the following as Future Urban Principal Arterial:
 - Kuna Mora, from I-84 to Swan Falls
 - Deer Flat Road, from I-84 to McDermott
 - Kuna Road, from Pleasant Valley Road to McDermott
 - State Highway 60, from I-84 south to Kuna-Mora Road
 - Ten Mile Road, from King north to I-84
 - Black Cat Road, From King north to I-84
- Designate the following as Future Urban Minor Arterial:
 - Linder Road from Swan Falls Dam north to I-84
 - Locust Grove from Kuna Road north to Overland Road
 - Cloverdale Road from Kuna Road north to I-84
 - Kuna-Mora Road from Swan Falls Road west to McDermott
 - King Road from Cloverdale west to McDermott
 - Hubbard from Cloverdale west to McDermott
 - Columbia from Cloverdale west to McDermott
 - 3rd Street from Linder to Future Overpass

Meridian Comprehensive Plan -- Adopted December 21, 1993

The City of Meridian adopted its current Comprehensive Plan in December 1993 and was scheduled to begin its next update later in 1996. The Meridian Comprehensive Plan was a policy document to guide future development within Meridian and its area of city impact in the next 5 - 10 years. Its technical guidelines and adopted policies provided the framework for resolving questions relating to Meridian's quality of life and physical development. Its thirteen chapters addressed many issues, including how to manage growth in this rapidly expanding area; assist orderly development of residential, commercial, and industrial areas; coordinate unified development of public improvement projects; and address transportation needs for both internal and external circulation of people and goods. Transportation needs were addressed throughout this plan, including under interchange development, industrial policies, mixed uses adjacent to specific roadway areas, the street goal statement, bike and pedestrian trails, entryways, and in

the 14-page transportation chapter. The highlights provided below were only a brief overview of the transportation element. Interested citizens are urged to contact Meridian City Planning (888-4433) for full information.

Meridian Transportation Goals and Policies

- Transportation Goal: To develop a balanced and mixed transportation system in accord with all air quality and environmental concerns which provides for the efficient and safe movement of people and goods in both short and long terms.
- Street Reclassification Goal: Develop a long range plan that identifies streets as collectors, minor arterials and major arterials.
- Facility Development Goal: Meridian will identify transportation projects that need to be funded and constructed for sound community development.
- Pathways Goal: Meridian will provide equal emphasis on pedestrians, bicyclists, and equestrians as it does on vehicular traffic in all land use decisions.

Transportation Policies under the Meridian Comprehensive Plan

- Achieve a balanced transportation system inclusive of roadways, public transit, bicycle route, sidewalks, etc., and reduce the use of single occupancy vehicles when and where alternatives are available.
- Achieve a local transportation system connected to all modes of the regional transportation system.
- Encourage development of a balanced transportation system in support of air quality and environmental concerns.
- Monitor and coordinate the compatibility of the land use and transportation system.
- Encourage clustering of uses and controlled access points along arterial, collector and section line roads.
- Encourage traffic calming measures in residential areas.
- Provide for the transportation needs of the elderly and people with disabilities.
- Preserve and protect future transportation corridor rights-of-ways through land use planning. Require all new development to provide adequate easements for future pathways.
- Require Traffic Studies evaluating the impact of generated traffic volumes (internal and external circulation) on adjacent streets and to preserve the integrity of residential neighborhoods, as requested by the city.
- Support the annual development of a 3-5 year Transportation Improvement Program in cooperation with local and state planning and implementing agencies.
- Develop and update Meridian's Functional Street Classification Map as requested by the city.
- Identify future transportation projects to provide for future growth of the City of Meridian.
- Form an ongoing transportation task force made up of interested citizens and knowledgeable residents to stand vigil on local transportation issues.
- A representative of the transportation task force should actively participate in updating the **2010 Regional Transportation Plan for Northern Ada County**, the annual Transportation Improvement Program, and ACHD's Capital Improvement Program.



- Work with ITD, particularly in the development of the State Transportation Improvement Program (STIP) for the construction of the proposed Ten Mile/I-84 interchange and the McDermott/I-84 interchange.
- Participate in the development of the Regional Transit System to ensure service to Meridian Planning Area.
- Develop or construct Park-and-Ride lots as demand requires.
- Consider the needs of pedestrians and bicyclists in the development review process.
- Encourage proper design of residential neighborhoods to ensure their safety and tranquility.

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CHAPTER 5 - IDENTIFICATION OF ISSUES

Transportation is a very complex part of the community. A number of issues face elected officials, citizens, and transportation professionals in planning and implementing transportation changes. One important aspect of which the reader needs to be aware is that there is not one "right" plan which addresses all aspects completely. Rather, plans must balance these issues--trading off attainment in one area to gain in another.

The list below is intended to provide readers with a framework for considering the Plan. It is not presented in any order of importance or priority.

Access to Work, Shopping, Services

Transportation services must be the conduit between people and their places of work, shopping, school, health care, etc. Roadways are one part of this connection. Public transportation and pathways are also vital parts of the system. And the economy of the community depends on the quality of its transportation system to carry goods to market.

Vehicle Miles of Travel Increase

As the community grows--and spreads further out--the amount of travel will increase faster than the population. After all, the travel distances between homes and their destinations are further apart. The comprehensive plans of the cities and the County play a vital part in guiding travel increases.

Safety for Motorists, Bicyclists and Pedestrians

As travel increases, the safety of those who use the system will remain a high concern. Those who drive -- or bike -- on the roads, as well as those who walk along the roads must be considered.

Congestion and Delay

As travel increases, so too do the delays experienced by travelers. One recent study concluded that, if nothing is done to improve the situation, travel times could increase up to 50% from today. This delay costs the community in time and increased air pollution.

Neighborhood Quality

Unlike sewers, water lines, and other "infrastructure" which service the community, roads are a highly visible utility to citizens. They can see roads outside their windows and hear the traffic from their back yards. Nearly all citizens also have a first-hand experience using the roadway system as drivers, which gives them their own perspective on what should be done--or not done. Where and how roads are built will always be a controversial issue.

Financing

The cost of improving the transportation system will mean balancing revenues with needs. Should money be inadequate for roads, public transportation, and pathway needs -- and for the growing mitigation emphasis -- the plan must address the shortfall.

Subsidies favoring one mode over another is another financial issue. Many economists and transportation professionals believe that these subsidies have a far greater effect on travel choices than suspected. While some subsidies are open, such as government financial support for transit, other subsidies are hidden. This includes the near universal requirement for parking, most of which is then given "free" to drivers.

Public Choices

The public choice for the future needs to be considered. So far, and for the past three generations, that choice has been reliance on the automobile.

Why people make their travel mode choices has a lot to do with the cost of travel, the amount of time it takes to use one mode versus another, and perceptions about convenience and privacy.

The basic choice to travel somewhere, instead of "telecommuting" by phone or computer, is a public choice. "Let your fingers do the walking" is an oft-heard phrase. Whether this choice can make a notable dent in the increase in vehicle travel remains to be seen. Indeed, one recent study by the Puget Sound Council of Governments found that telecommuting is not going to be the panacea that many would like it to be. Too many people want to go places in person.

Land Use and Transportation

The amount and the design of land use have a major effect on travel. Low density developments with buildings surrounded by parking lots encourage--perhaps even dictate--reliance on the car. Whether communities and their citizens want to choose another pattern of life is part of the issue.

Air Quality

Travel increases and travel delays will affect the air quality of the community. Since more than 70% of the carbon monoxide is based on tailpipe exhaust from cars, the plan must consider how future travel will meet air quality standards.

Maintenance of the Existing System

While much attention is given to building new roads, expanding existing roads, or adding new transit services, a major part of the resources are going to keeping the current system working. Rebuilding roads and bridges, replacing and repairing buses, and maintaining today's pathways cannot be ignored.

Corridor Preservation

This is a "pay some now or pay more later" issue. The Plan must identify where roads and other facilities are needed in the very long-term. If the Plan doesn't do it, someone will build over the land. Then the costs for buying and building facilities will be much higher.

These issues are addressed throughout this document under the following chapters:

Table 5-1: Issues Addressed in the Plan

Section of the Plan	Issues Covered
Chapter 1 -Introduction	Public Choices
Chapter 2-Background	Access to Work, Shopping, Services Land Use/Transportation
Chapter 3-Public Involvement	Public Choices
Chapter 4-Existing Transportation Policies	Public Choices Land Use/Transportation Neighborhood Quality
Chapter 5-Identification of Issues	
Chapter 6-Model Description	Land Use/Transportation Congestion and Delay
Chapter 7-General Travel Forecasts	Vehicle Miles of Travel Increase Congestion and Delay Land Use/Transportation
Chapter 8-Long Term R/W Protection Needs	Corridor Preservation Access to Work, Shopping, Services Land Use/Transportation
Chapter 9-Roadway System	Access to Work, Shopping, Services Land Use/Transportation Money
Chapter 10-Evaluation of Recommended Roadway System	Air Quality Neighborhood Quality Land Use/Transportation
Chapter 11-Public Transportation	Public Choices Access to Work, Shopping, Services
Chapter 12-Pathways	Safety for Bicyclists and Pedestrians Access to Work, Shopping, Services
Chapter 13-Freight/Goods Movement	Movement of Goods Land Use/Transportation Access to Work, Shopping, Services
Chapter 14-Enhancement Needs	Neighborhood Quality
Chapter 15-Major Investment Studies	Land Use/Transportation
Chapter 16-Financial Analysis	Money Maintenance of the Existing System Public Choices

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CHAPTER 6 - MODEL DESCRIPTION

PURPOSE

APA's regional travel forecasting model is a transportation software tool used to forecast traffic conditions for a specified future year. The travel forecasting process is used to identify transportation system impacts. Information is fed into the model about specific capacity improvements to the road network and land use assumptions about where growth will occur. The software, TranPlan, is recognized by the Federal Highways Administration (FHWA) as a regional travel forecasting model.

To assist with keeping the model updated, APA has established a Model Advisory Committee (MAC) for the purpose of:

- Research, development, and review of model improvements and/or enhancements.
- Review of model inputs and outputs.
- Develop speed/capacity matrix.

(A listing of the MAC's membership is included in Appendix A.)

BACKGROUND

During the Bench/Valley Transportation Study (1993-1995), some unique features were added to the model which were developed by Cambridge Systematics, Inc., a nationally recognized consulting firm. Standard four-step travel forecasting models recognize single trips: for example, one trip from one starting point (origin) to an ending point (destination). APA's model, however, is more sophisticated and recognizes that some people have intermediary stops along the way of a particular trip -- a process called "trip chaining."

APA's model forecasts Average Weekday Travel (AWDT) estimates. This provides travel forecasts for an average Monday through Friday travel pattern. As the peak hour traffic count database increases across the majority of roads throughout Ada County, use of peak hour forecasts will increase. A higher degree of confidence exists with model results when the results can be validated against more data points as is the case with the AWDT count database.

Using traffic counts from Idaho Transportation Department (ITD) and Ada County Highway District (ACHD), the travel forecasting model base year was calibrated to a screen line level of accuracy of 2%. (Screen lines are "cross-sections" of travel across the area. One of the more important screen lines is traffic across the bridges. These offer excellent ways to check the accuracy of the computer model.)

Travel forecasting is used as a tool to determine the change from a particular base. The updated forecasting process determines the incremental change from the base year and is therefore, called an "incremental travel forecasting model."

Inputs

The inputs to the model include:

- Area wide demographic assumptions about how people make travel choices.
- The street network.

- A speed/capacity matrix.
- A set of data on population and employment by areas called Traffic Analysis Zones (TAZ). These zones range in size from a few blocks to one or more square miles, depending on the amount of development in the zone.

Demographic variables are developed through APA's Demographic Advisory Committee, a group of Ada County government and statistical experts. This group creates socioeconomic forecasts for the following variables within Ada County:

- Population
- Households
- Retail employment and non-retail employment

These regional forecasts are then distributed to the TAZ level in the process described in Chapter 2.

The base road network is updated as the county road system capacity expands. All functionally classified roads are included in the model network. The functional street classification system is a continuous road network within Ada County. Roads are classified using the following breakout: interstate, principal arterials, minor arterials, and collectors. Roads not individually considered in the model are local roads, such as those within residential subdivisions.

The model cannot address all streets, since some abstraction is needed because of the limitations of travel forecasting software and computer hardware. The demographic variables and assumptions are general in nature, so specific qualities of individual neighborhoods or businesses are not included.

The speed/capacity matrix was developed by the MAC. It is an input tool used for roadway speed and **planning capacity** coding consistency. Basically, it is a series of lookup tables to assign the appropriate speed and **planning capacity** based on functional street classification and area type through engineering and experimental review. TranPlan is a corridor analysis model, in that it is sensitive to the average speed along the entire corridor. The initial input speeds were roadway posted speeds as funding and time was unavailable for a thorough speed/travel time study.

The TAZs are reviewed before the U.S. Census occurs every ten years to maintain integrity of previous years of data and to update the boundaries of the zones based on major changes such as new arterial streets or new large business centers. Currently, there are 285 TAZs in Ada County.

Travel Model Estimation

To facilitate the trip chaining process, all chained trips are classified as "tours" which originate at home and end at home. An example would be a person who leaves home for work, stops at a day care center to drop off a child, then goes to the bakery to pick up donuts. Only then does he or she complete the trip to work. On the way home, this person stops at the dry cleaners, the food store, the day care center and the video store.

The model calculates the base set of travel information from socioeconomic input data (how many people and employees exist in each zone) and the zone-to-zone travel times generated from the network. Travel times are important, since the model assumes that most people have a normal resistance to traveling longer than necessary.

Home-to-work and home-to-other trips rely on data from the 1994 Bench/Valley Household Travel Survey. This survey of 1500 households asked people to write down all the trips they and family members made during a day, where they went, when, and how (car, walk, bus, etc.). Home-to-work trips use auto ownership, tour frequency, work destination, tour type, secondary destination, and mid-day destination base data from the survey. Home-to-other trips use tour frequency, number of destinations, primary destination, and the secondary destination. The trip tables are combined to develop the trips. Some trips, such as mid-day trips from work to lunch and return back to work, do not have a beginning nor ending at home as originally classified (see first paragraph of this section). These trips are classified as non-home-based trips and are a subset of the other types of trips (HBW and HBO).

The same process and variables are used to estimate the future year home-based-work and home-based-other trip tables. The only difference is between the socioeconomic data and the network zone-to-zone travel times. The difference between the base year and future year trip tables is then calculated and added back to the original calibrated base trip table. The new future year trip table illustrates only the incremental change from the base year for further processing. By adding only the change from the system back to the base, we maintain the accuracy level achieved in the base year and see only the system changes.

Alternative Travel under the Model

While traditional models forecast *person* trips, APA's model forecasts *vehicle* trips based on current behavior and adjusts future trips based on forecasted growth. Since person trips are not calculated, APA's model cannot use a "traditional" mode split evaluation which compares travel costs and time between the different modes and adjusts person trip tables. The mode split model used in many larger metropolitan areas also requires very detailed information--and results in significantly higher forecasting costs. It is more appropriate where overall transit service levels are much higher than in Ada County.

Instead, APA uses a simpler method of adjusting future travel. Travel Demand Measures (TDM) to reduce vehicle trips were assumed on a regional level, including transit and increases in carpool/vanpool travel. A 10% reduction for TDM was applied in the model based on the Bench/Valley Transportation Study and the policies in this Plan.

Highway Assignment

The newly developed trip tables are added to the system by assigning trips to the regional network. Intersection delays and restrictions are added through turn penalties and prohibitions where needed. This is used to make the model more realistic: many times left turns are not allowed or may be subject to delays.

APA's model uses a capacity restraint "equilibrium" procedure. This procedure works as follows:

- Trips are assigned to the fastest routes in the first round.

- As traffic and traffic congestion in these fastest corridors increase, the travel times to use these corridors also increase.
- This congestion makes other routes shorter in terms of time and therefore more desirable.
- The model then assigns some of the trips to these other routes. It assumes that people will travel slightly out of their way to get to their destination by the quickest means, not necessarily the shortest in terms of distance.
- The model cycles through this process several times to find the optimum travel time for each trip.

This may be a difficult concept to understand, but many people do this in their own travel. When they get tired of waiting in traffic on one street, they try new routes to see if they are quicker. Soon those routes begin to fill up as more people discover the time savings. Eventually, all routes are equally delayed, so there is no longer an advantage in switching back and forth. This is equilibrium.

The output from the travel forecast model is used for a variety of purposes. These include major traffic impact studies, deficiency analyses, "what if" scenarios, and air quality analyses. These uses are expounded upon briefly below.

- Major traffic impact studies such as a new retail mall are evaluated to determine what traffic impacts the new development will bring about.
- Deficiency analyses are performed to determine roadway inefficiencies and/or needs as a result of additional growth and/or other system modifications.
- "What if" scenarios are extremely beneficial in evaluating potential solutions to regional traffic problems.
- Air quality analyses must be performed as required by law. A balanced system is critical to achieving air quality conformity. Vehicle emissions are sensitive to the amount of travel and vehicle speeds; therefore, new or improved roads must enhance existing conditions on a regional basis.

For further information on APA's model, a report titled "Bench/Valley Model Documentation" (March 1995) is available at APA.

POLICIES

1. Formalize the establishment of the MAC under APA. The MAC should include representatives of transportation agencies, selected consulting firms, and other private representatives as deemed necessary. A membership list should be developed and endorsed by the APA Board.
2. Consider the model assumptions such as roadway capacities, trip rates, and other inputs as policy level decisions, with amendments to the assumptions undergoing a formal review and approval process. This process should be developed by the MAC and endorsed by the APA Board.

3. Work with ACHD, ITD, and local governments to encourage traffic impact evaluations and plans be done in coordination with the MAC, using, to the extent possible, the assumptions endorsed through the APA process.

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CHAPTER 7 - GENERAL TRAVEL FORECASTS

DEFICIENCIES ANALYSIS

Introduction

The previous sections described population 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 five or six years. The projects included in the first five years of the current Transportation Improvement Program (TIP) were used as the list of committed projects (see Table 9-1 for this list). Major arterial projects (detailed in Table 9-2) are added to these projects.

The travel forecasting model results are used to determine the performance of the regional roadway system. Additionally, project approval and funding sometimes hinge on the acceptability of air quality conformity evaluations. The travel forecasting model is just one tool in many used to solve transportation and related problems.

The results from the model are not to be used outside the realm of accuracy for which it is designed. For example, some good uses of model outputs include determining existing and future corridor deficiencies, new facility needs, major land use impacts, and capacity expansion projects. Some poor uses of regional travel forecasting model output include signal timing plans and other refined operational decisions. Other tools are available for such analyses.

Regional Travel

Forecasts indicate Ada County will have nearly seven and one-half million miles of vehicle travel on its roads each weekday by 2015. VMT will grow over 35% between 1995 and 2015. The means to accomplish this level of travel include an additional 10% reduction in vehicle trips through alternative modes of travel and contributing land use policies (such as the use of Transit Oriented Developments (TOD's)). These and other means are addressed elsewhere in this document.

Ada County will reduce vehicle miles traveled and lower vehicle emissions by implementing this Plan. Some of the benefits to the residents of Ada County are improved air quality (health benefit), improved travel flow (less congestion), and less circuitous travel (more direct travel).

Level of Service

Level of Service (LOS) is a criteria to measure roadway performance. The model simplifies the calculations for LOS to provide a means of performance review.

As an analogy, a sewer line can flush so much sewage through it and no more. When more sewage is dumped into the line than the line can handle, it backs up into homes, etc. The same

event occurs on roads. Each road has a particular planning capacity similar to the diameter of the sewer line. As more cars try to get through a road than the planning capacity allows, congestion occurs (backup and overflow). The traffic volume represents the sewage, while roadway features such as number of lanes represent the capacity of the sewer line. A measurement termed the volume-to-capacity ratio correlates to an alphabet to describe LOS. For model evaluation purposes, LOS is rated using 'A', 'B', 'C', 'D', 'E', and 'F'. LOS 'A' relates to more capacity than traffic volume (free flow travel), and LOS 'F' relates to more traffic volume than capacity (serious congestion). A LOS 'C' represents a road that still allows for travel at or near the speed posted -- average or acceptable conditions. Detailed procedures for calculating LOS are documented in the 1985 Highway Capacity Manual, Special Report 209. Descriptions of these conditions are contained in Table 4-1.

The two tables below list AWDT LOS percentage values for Ada County by Functional Street Classification and Planning Area for the completed Plan and a no build scenario. As can be observed from the tables, local roads aren't expected to experience any serious level of congestion in either scenario. Also, the rural areas of Ada County experience little to no serious congestion problems. Overall, Ada County will operate 84% of its roadways at LOS 'C' or better if this Plan is implemented fully.

Table 7-1: 2015 AWDT LOS BY FUNCTIONAL STREET CLASSIFICATION

Road Type	A/B/C	A/B/C	D	D	E	E	F	F
	<i>Action</i>	No Build	<i>Action</i>	No Build	<i>Action</i>	No Build	<i>Action</i>	No Build
Interstate	77%	61%	21%	30%	0%	5%	1%	3%
Principal Arterials	79%	68%	17%	22%	3%	7%	1%	4%
Minor Arterials	87%	82%	8%	10%	2%	6%	3%	1%
Collectors	94%	89%	2%	5%	4%	4%	0%	2%
Locals	100%	100%	0%	0%	0%	0%	0%	0%

Bold and italicized columns represent full implementation of the Plan (*Action*); normal type columns represent 2015 traffic from the "no build" scenario (NoBuild).

Table 7-2: 2015 AWDT LOS BY PLANNING AREA

Planning Area	A/B/C	A/B/C	D	D	E	E	F	F
	<i>Action</i>	No Build	<i>Action</i>	No Build	<i>Action</i>	No Build	<i>Action</i>	No Build
Downtown	80%	75%	16%	16%	3%	6%	1%	2%
North End	76%	70%	16%	18%	8%	8%	0%	4%
Northwest	79%	75%	16%	19%	3%	5%	3%	1%
Foothills	100%	100%	0%	0%	0%	0%	0%	0%

Planning Area	A/B/C	A/B/C	D	D	E	E	F	F
	Action	No Build	Action	No Build	Action	No Build	Action	No Build
East End	100%	100%	0%	0%	0%	0%	0%	0%
Central Bench	94%	70%	5%	15%	1%	11%	1%	3%
West Bench	73%	64%	24%	31%	2%	3%	1%	3%
Garden City	59%	62%	32%	23%	6%	9%	3%	7%
Southwest	73%	59%	26%	38%	1%	4%	0%	0%
Southeast	89%	85%	6%	0%	4%	13%	0%	2%
Airport	79%	81%	17%	7%	2%	1%	2%	12%
Eagle	86%	77%	6%	10%	6%	11%	2%	2%
Meridian	98%	81%	1%	14%	0%	5%	1%	1%
Kuna	100%	100%	0%	0%	0%	0%	0%	0%
Rural	92%	91%	5%	7%	0%	2%	2%	0%
Total Ada County	84%	75%	13%	17%	2%	5%	1%	2%

Maps showing these Planning Areas are included in Chapter 2 (Figures 2-2 and 2-3).

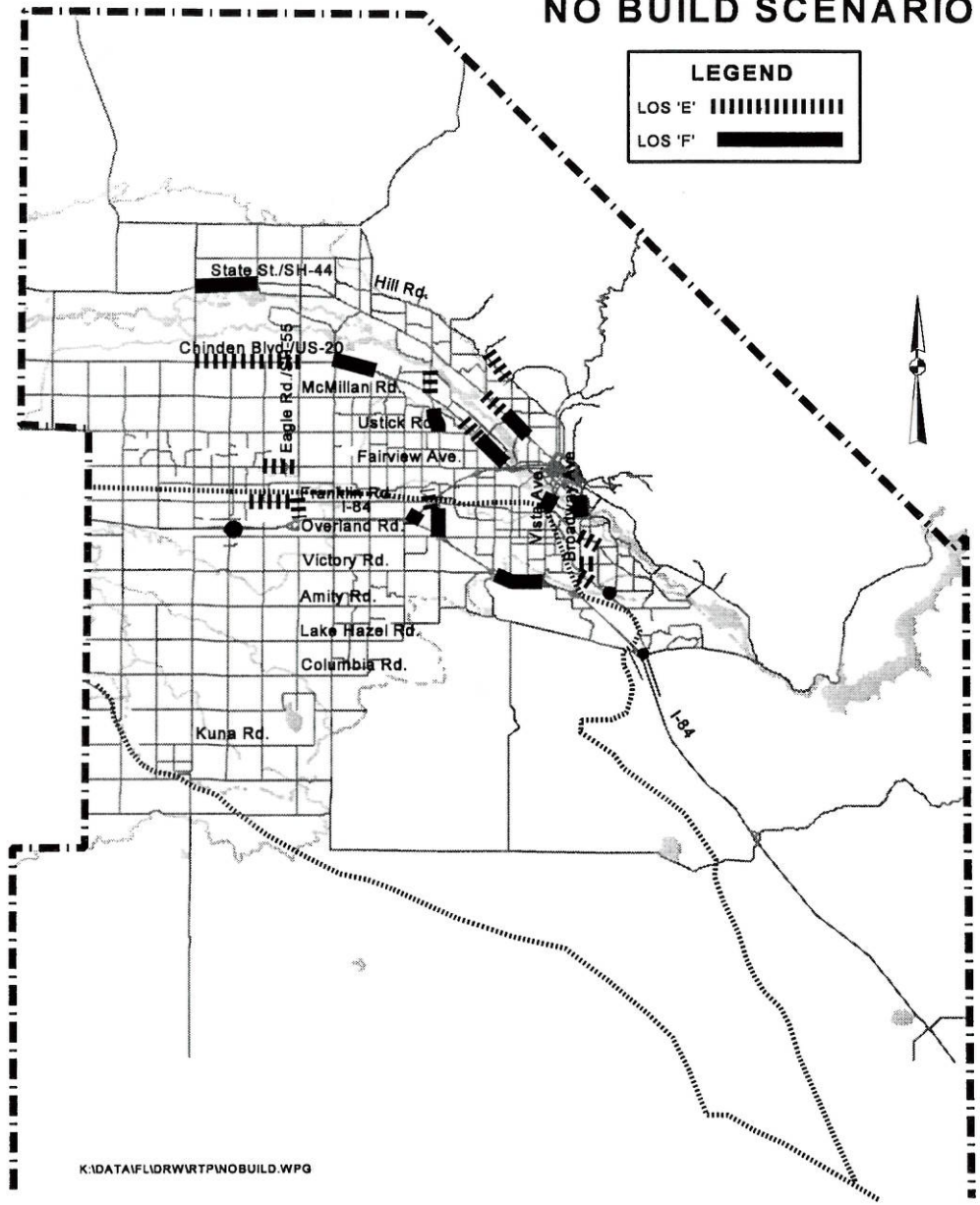
Specific volumes for the major projects recommended in the Plan are detailed in Chapter 9. If future roadway needs are not met, the potential for growth in certain areas could be affected. The high level of congestion would contribute to poorer air quality, higher fuel consumption, increased travel times, impacts on neighborhoods, and more frustration for the public.

Congested areas falling into to "E" and "F" categories are shown in Figures 7-1 and 7-2.



NO BUILD SCENARIO

LEGEND
LOS 'E' [dashed line symbol]
LOS 'F' [solid black line symbol]



K:\DATA\FLDR\WRT\PNOBUILD.WPG

NO BUILD SCENARIO LEVEL OF SERVICE

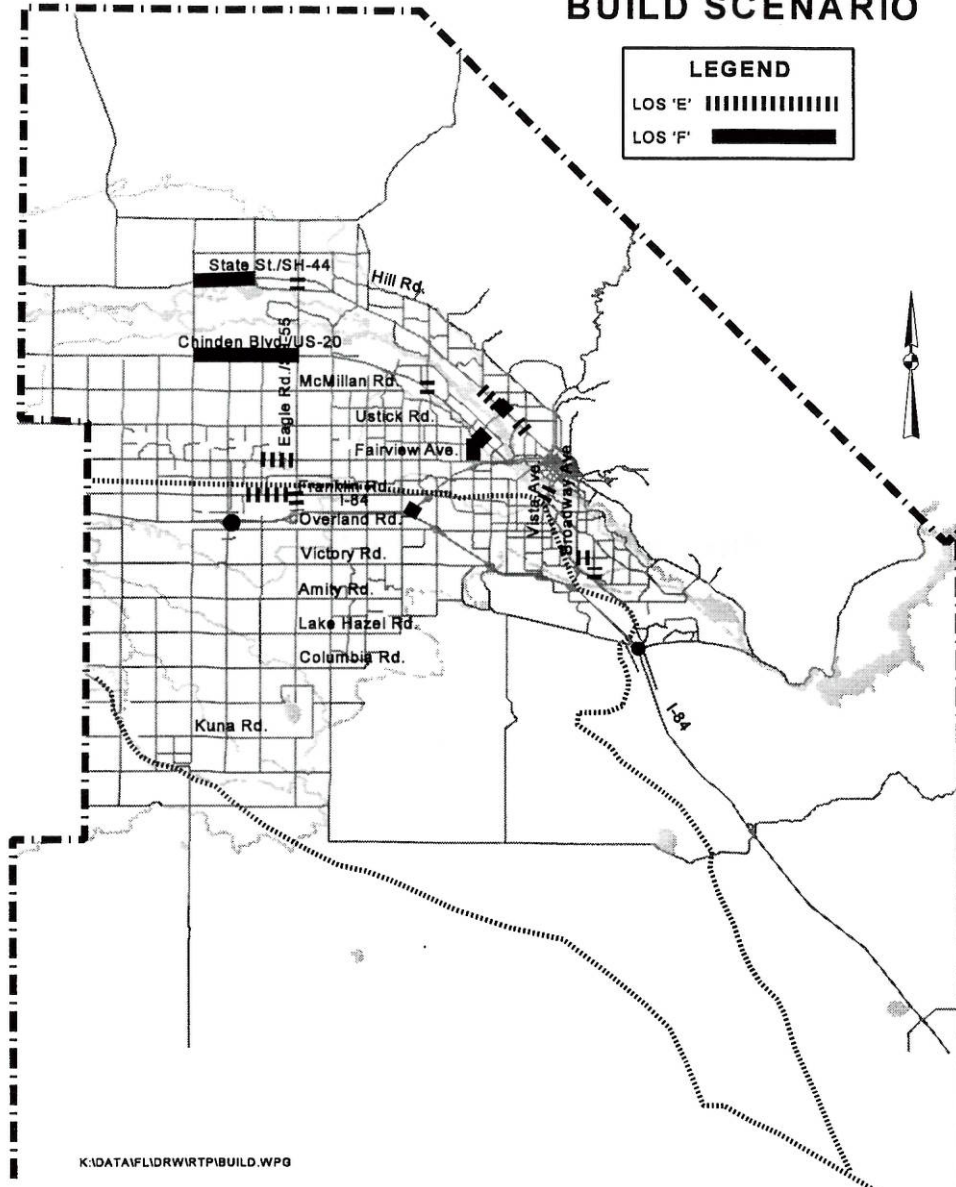


BUILD SCENARIO

LEGEND

LOS 'E' ██████████

LOS 'F' ██████████



BUILD SCENARIO LEVEL OF SERVICE

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CHAPTER 8 - LONG-TERM RIGHT-OF-WAY PROTECTION NEEDS

This chapter contains five elements:

- Functional classification system and changes to the existing system.
- Major urban intersection preservations.
- Other major capital projects listed for preservation.
- Studies of major projects to consider feasibility and alignments.
- Collector evaluations.

FUNCTIONAL STREET CLASSIFICATION

Description of Functional 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 restricting access (driveways and local streets) to adjacent development. Individual roads and streets do not function independently, but as part of a network.

The roadway element identifies new or changing classifications that guide how streets will 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 street system.

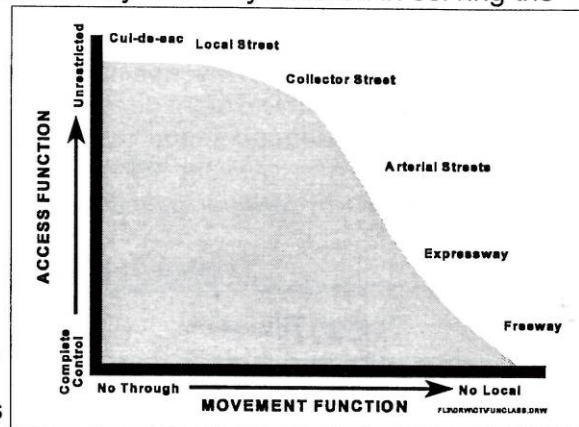


Figure 8-1 FUNCTIONAL CLASSIFICATION & ACCESS

Figures 8-2 through 8-7 show the current functional classifications for northern Ada County.

Freeways are divided highways with two or more lanes per direction for exclusive use of traffic and full access control. No driveways or streets connect directly to the highway. Instead, "grade-separated" interchanges with bridges and ramps connect major roads and highways to the freeway. Generally, interchanges are no closer than one or two miles apart. This allows for very high speeds, ranging from 55-65 mph. Right-of-way width needed for freeways starts at 300 feet.

Limited access highways (expressways) are similar to freeways in that access is strongly controlled, but access points may be closer together and may sometimes be "at-grade" with traffic signals to control movement. Speeds are lower, usually between 45-55 mph. Right-of-way (R/W) needs are greater than arterials, although at-grade intersections can reduce land costs.

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 within communities. Since their primary purpose is to carry through travel, direct access is severely limited. Ideally, arterials

should not penetrate identified neighborhoods. Roadway widths run from five to seven lanes (four to six lanes of traffic and a turning lane) with sidewalks on both sides. Right-of-way needs vary from 80 to 120 feet or more, depending on the number of turn lanes. Arterials are further defined as principal or minor. Minor arterials are a subcategory, usually serving shorter, more localized travel needs. Minor arterials are frequently four lanes, with five lanes at intersections. Less R/W is required. Minor and principal arterials will be identified on the final Functional Street Classification maps.

Collectors are defined as roads providing traffic circulation within residential neighborhoods, commercial and industrial areas. They distribute trips to and from arterials. Although direct access is limited, it is still allowed. Single-family homes are normally discouraged from having driveways onto collectors. Normally, volumes on collectors should be less than 7,500 vehicles per day, although this may be higher in non-residential areas. Urban collector standards are generally two to three traffic lanes with sidewalks.

Street design guidelines describe such elements as 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 Specifications* (July 1994, Section 7204).

Table 8-1: STANDARDS FOR ACHD STREETS

Design Element	Local	Collector	Minor Arterial	Major Arterial
Right-of-Way Width (in feet)	42' - 50'	60' - 80' *	72' - 96'	84' - 120'
Number of Lanes	2	2 - 3	4 - 5	5 - 7
Pavement Width (+3' for curb/gutters)	28' - 36'	36' - 46'	52' - 58'	64' - 94'
Traffic Lane Width	10' -12'	12' - 14'	12' - 14'	12' - 14'
Bike Lane Width (2 each)	N/A	None - 5'	None - 5'	5'
Parkway Strip (includes sidewalks and	N/A	7' - 10'	7' - 10'	10'
Design Speed (mph)	20- 25 mph	35 mph	45 mph	45 - 50 mph

* Collectors outside the urban areas along section lines often require the higher amount right-of-way. These major rural collectors are also subject to additional access control.

ACHD has 17 major categories of street standards to allow flexibility in design (landscape planter strips, marked bike lanes, etc.). The specific standards depend on detailed engineering evaluations during design. For more information on street design specifications, consult the Ada County Highway District *Development Policy Manual*, Sections 7201-7204.

Existing Functional Classification System

The functional classification system maps shown on the following pages are important tools in preserving future options. They are used by land use planners for the cities and the County in deciding appropriate setbacks of buildings from the R/W. ACHD and ITD use these classifications to help determine the width of the road and R/W during design. The system also serves to guide access control--a main issue in preserving smooth traffic flows.



Existing Functional Street Classification Rural Planning Area

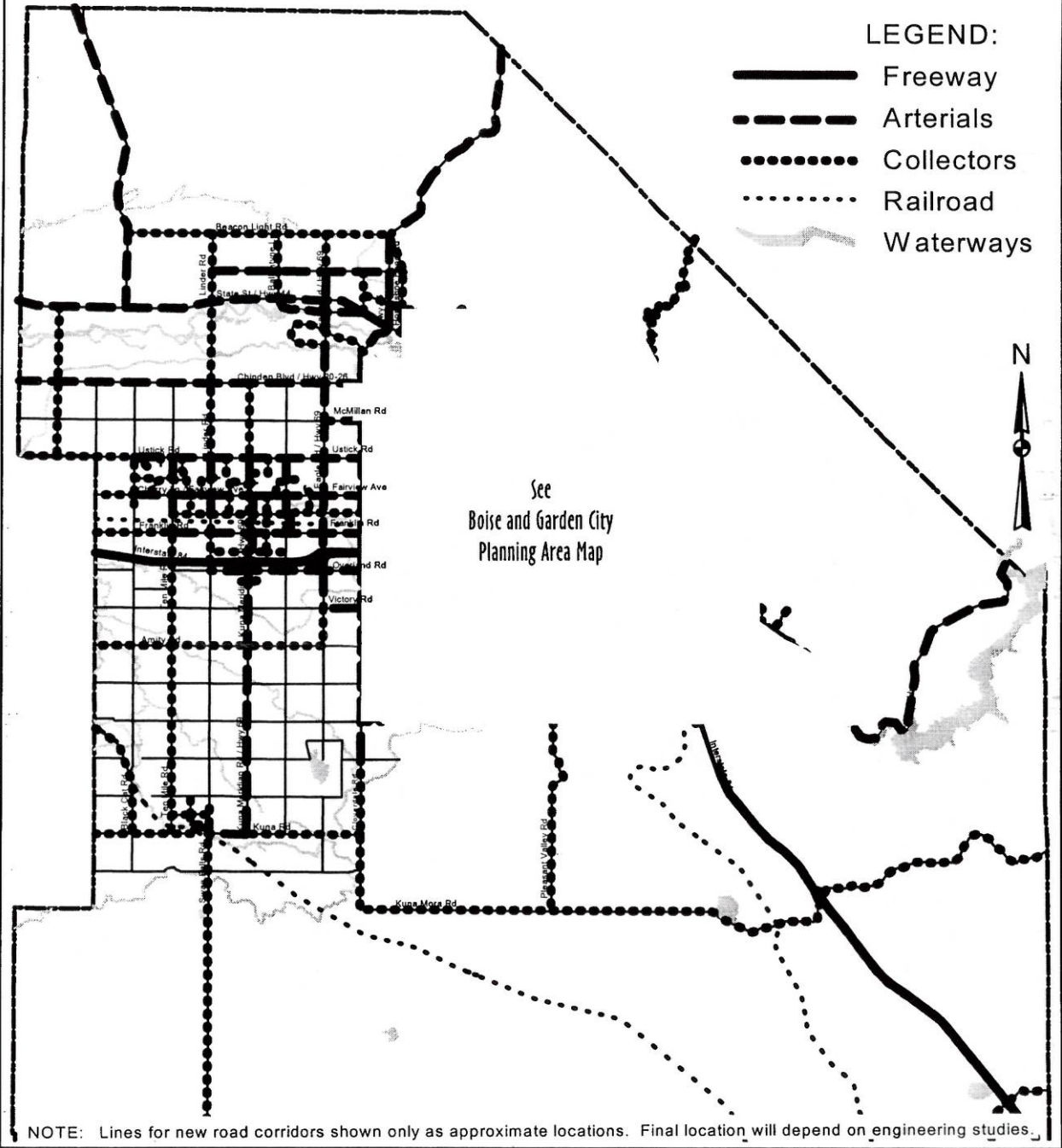


Figure 8-2 COUNTY FUNCTIONAL CLASSIFICATION MAP

Existing Functional Street Classification Boise and Garden City Planning Areas

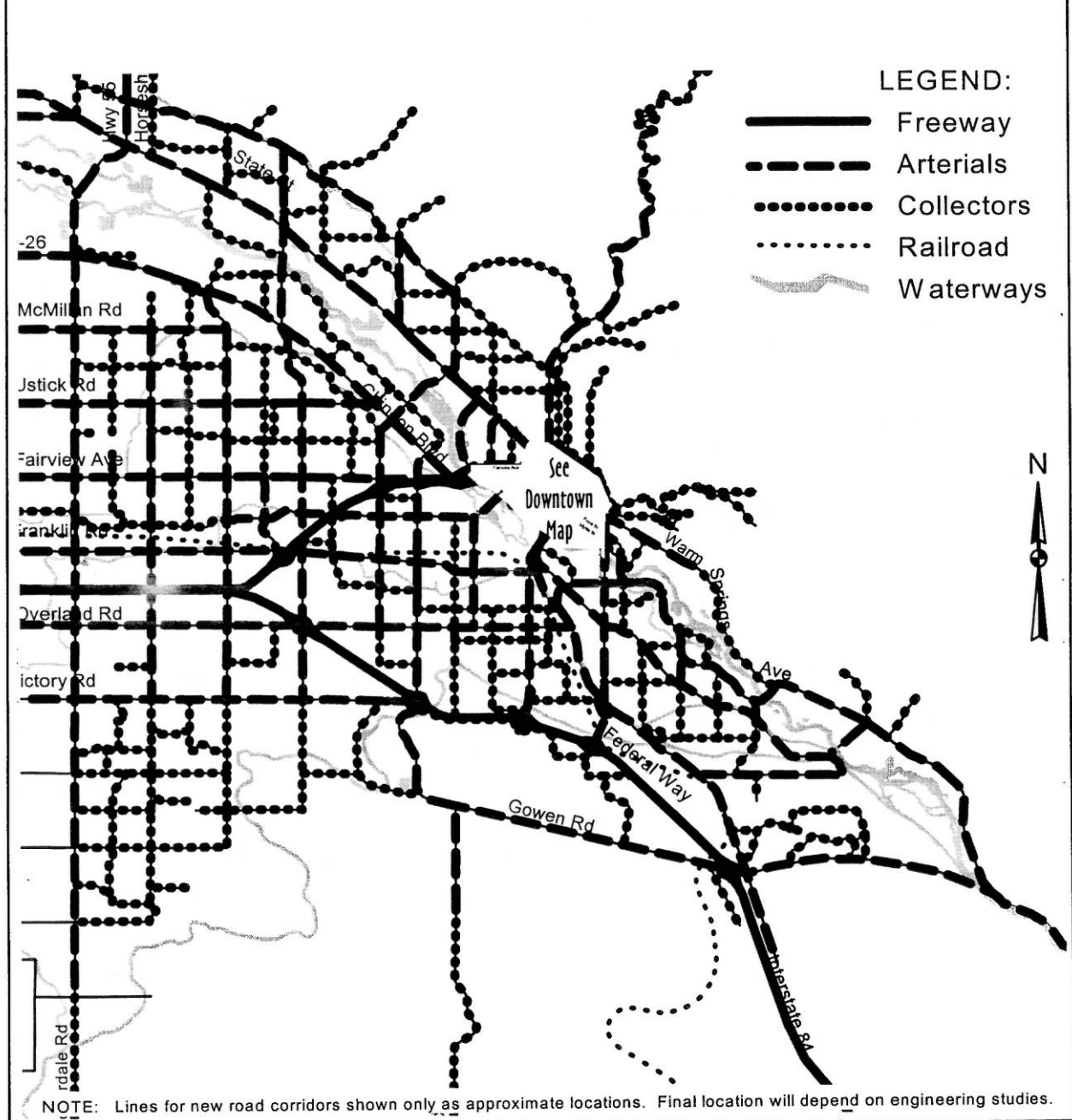


Figure 8-3 BOISE/GARDEN CITY FUNCTIONAL CLASSIFICATION MAP

Existing Functional Street Classification Downtown Planning Area

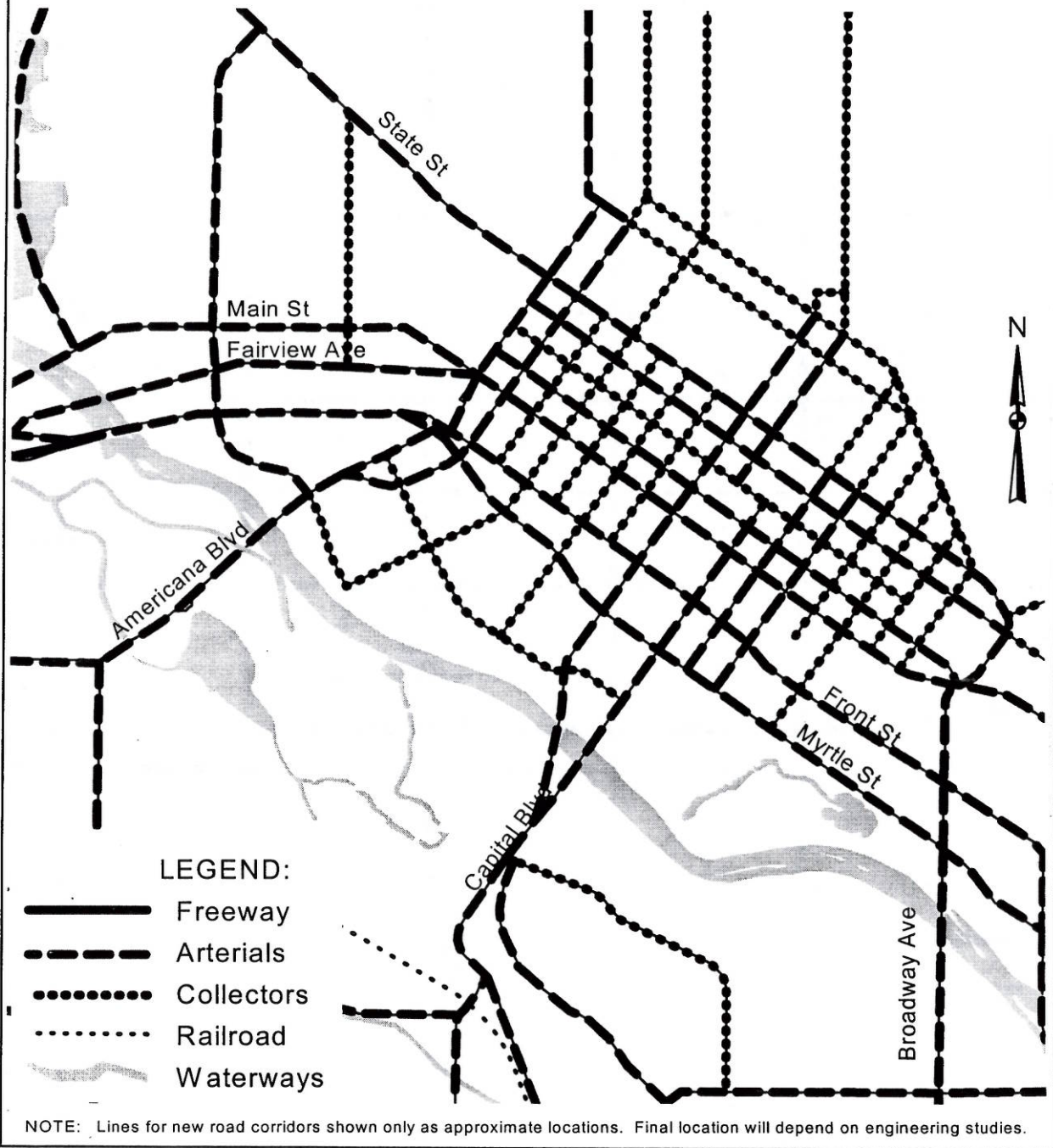


Figure 8-4 BOISE DOWNTOWN FUNCTIONAL CLASSIFICATION MAP

Existing Functional Street Classification Meridian Planning Area

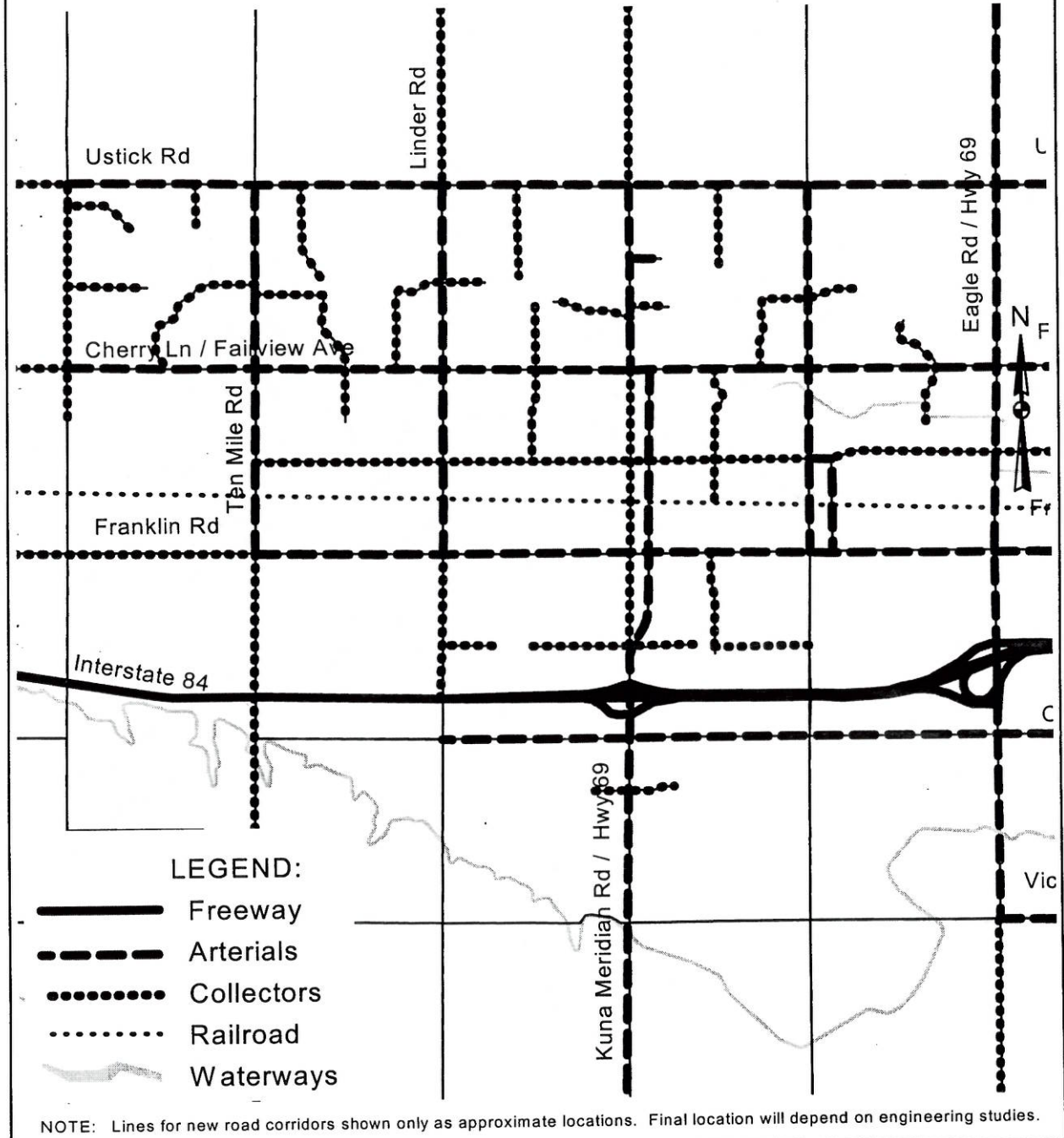


Figure 8-5 MERIDIAN FUNCTIONAL CLASSIFICATION MAP

Existing Functional Street Classification Eagle Planning Area

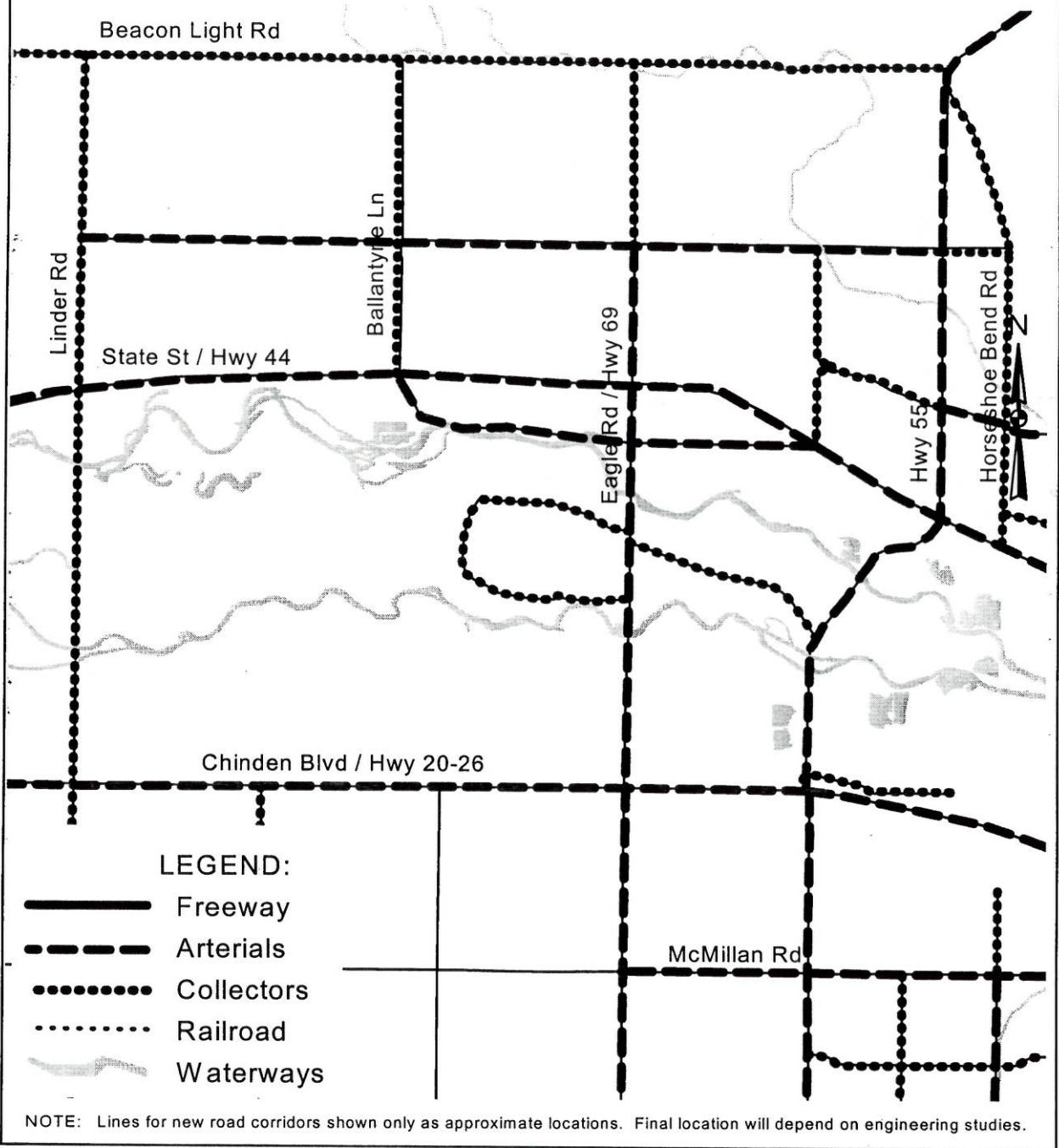


Figure 8-6 EAGLE FUNCTIONAL CLASSIFICATION MAP

Existing Functional Street Classification Kuna Planning Area

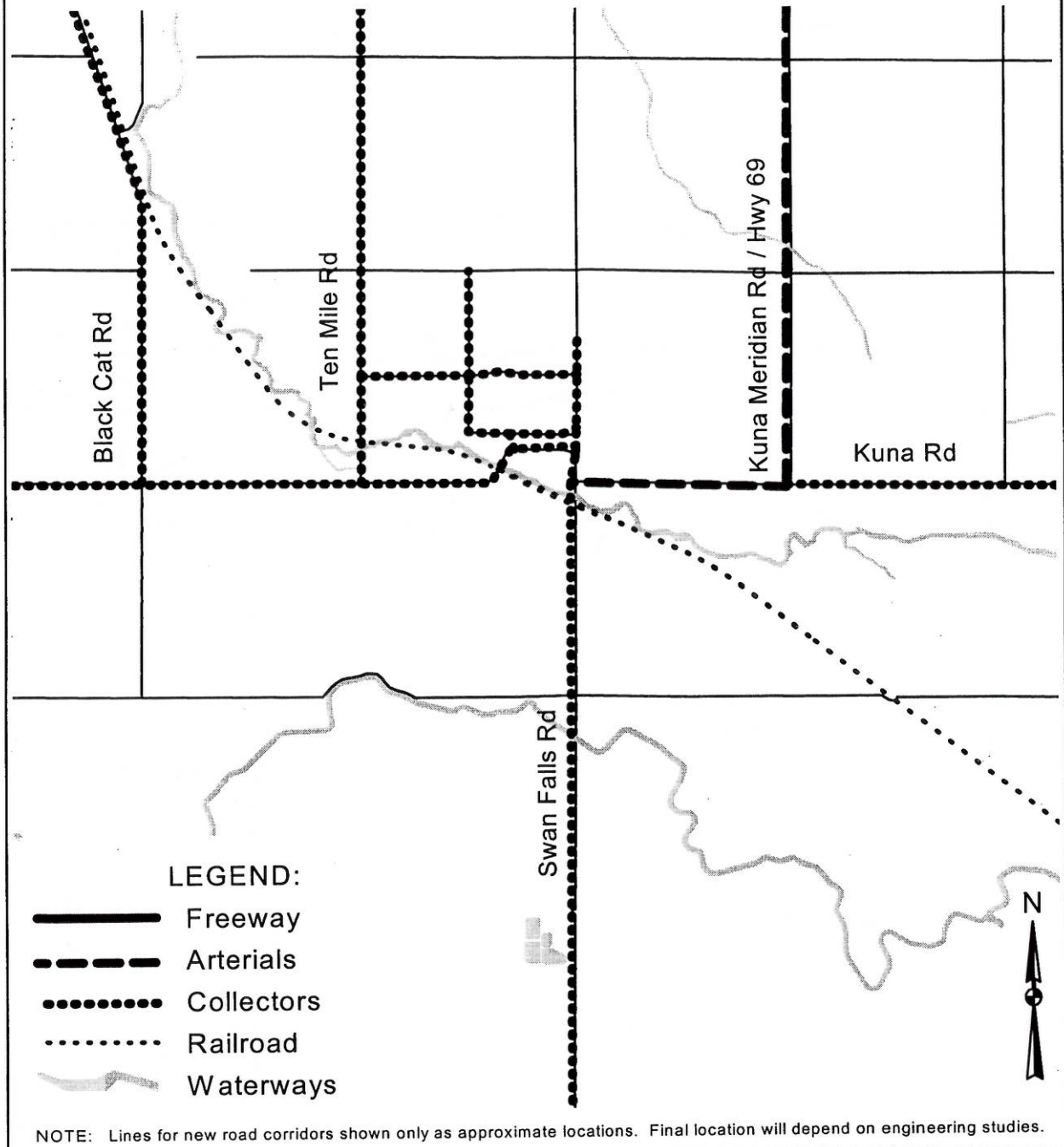


Figure 8-7 KUNA FUNCTIONAL CLASSIFICATION MAP

Table 8-2: FUNCTIONAL CLASSIFICATION CHANGES
See Figures 8-8 through 8-12

Codes:

A - Local Street B - Collector Street C - Arterial Street D - Limited Access Highway SL - Section Line Road
n.a. = New road or street. No existing functional classification.

#	Road	Termini	Existing *	Proposed
1	2nd Street in Kuna	Avalon to Linder (Swan Falls)	A	C
2	36th	Hill Rd - Bogus Basin (via Stuart Gulch corridor)	B	C
3	4th Street	Ten Mile - Kay Avenue (Kuna)	A	B
4	Black Cat	Franklin - Chinden	A - B	C
5	Black Cat	King Rd - Hubbard	SL	C
6	Boise Street	Ten Mile - Linder (Kuna)	A	C
7	Calderwood	Meridian area	A	B
8	Cherry Lane	Meridian Rd. - County Line	B - C	C
9	Cloverdale	Chinden - Maple Grove (new river crossing)	C	C
10	Cole	Glenwood - Mountain View	A	C
11	Cole	Lake Hazel (future) - Overland	A - C	C
12	Deer Flat	County Line - I-84 (Isaac Canyon Interchange)	A	C
13	Dry Creek	SH 55 - 36th	A	B
14	Eagle Road	Overland - Deer Flat	n.a.	C
15	Eagle Road	Eagle Alternate - Beacon Light	B - C	C
16	Eagle Road	Eagle Alternate - Overland	C	D
17	Eisenmann	Isaac Canyon Interchange - Gowen	A - B	C
18	Emerald	Maple Grove - Five Mile	B	C
19	Five Mile	Lake Hazel - Fairview	B - C	C
20	Five Mile	McMillan - Chinden	B	C
21	Hickory Ave. N.	Meridian area	A - B	B
22	Hubbard Road	Black Cat - Locust Grove	SL	C
23	James Ct. E.	Meridian area	A	B
24	Kay Drive	Kuna Rd - 4th Street	A	B
25	King Road	Black Cat - Cloverdale	SL	C
26	Kuna Road	County Line - Cloverdale	B	C
27	Kuna Mora	Swan Falls - Cloverdale	A	C
28	Lake Hazel	SH 69 - Pleasant Valley	A - B	C
29	Linder Road	Beacon Light - Overland	A - C	C
30	Linder Road	Hubbard - Kuna Mora	SL - B	C
31	Locust Grove	Overland - Fairview (realign from Franklin - Pine)	A - C	C
32	Locust Grove	Hubbard Rd - Kuna Rd.	SL	C
33	Maple Grove	Lake Hazel - Fairview	B - C	C
34	Maple Grove	Chinden - SH 44 (State) at new SH 55	n.a.	C
35	Maple Grove	Goddard - Chinden	C	C
36	Memory Lane	Isaac Canyon Interchange - SH 21	n.a.	C

Table 8-2: FUNCTIONAL CLASSIFICATION CHANGES

See Figures 8-8 through 8-12

Codes:

A - Local Street B - Collector Street C - Arterial Street D - Limited Access Highway SL - Section Line Road
 n.a. = New road or street. No existing functional classification.

#	Road	Termini	Existing *	Proposed
37	Meridian/Kuna Rd	Kuna Rd - Kuna Mora Rd	SL	C
38	Meridian Rd	I-84- Chinden	B - C	C
39	Mountain View	Cole - Glenwood	A	C
40	Mountain View	44th - Curtis	C	A
41	Overland	SH 69 - Ten Mile	A - C	C
42	Star Road	SH 44 - County Line	B	C
43	Ten Mile	Chinden - King Rd	A - C	C
44	Ustick extension (new)	44th - Curtis	n.a.	C
45	Venable Ln.	s/o Ustick	B	B
46	West County River Crossing	Chinden - State(via either Black Cat or Meridian Roads)	n.a.	C
47	Woodbury Dr. E.	Meridian area	A	B

* Some streets may have a variety of existing classifications depending on location. For example, Locust Grove, between Fairview and Overland, is considered a local street along one stretch, a collector in another place, and an arterial in yet another location. The plan would consider the entire length of Locust Grove as an arterial, including the new alignment between Franklin and Pine to form a continuous north/south street.

Collector Designations

Most of the changes noted above concern arterial roads. Collector changes in a regional plan were not considered appropriate given that collectors address more local circulation issues. The layout of effective collectors depends on several factors:

- The size and shape of vacant parcels in the area.
- The location of buildings (homes and businesses) and the configuration of existing neighborhoods and subdivisions.
- The location of nearby attractions such as schools, shopping centers, and other services.
- The existing street system.
- Terrain, waterways, and other natural features such as wetlands.

With a well developed arterial grid (approximate spacing of one mile), collectors would be designed for the unique characteristics of each "section" of land. A section is a one square mile area laid out when Ada County was originally surveyed. This grid pattern can be clearly seen in the southwest county area.

Emergency services (police, fire, and ambulance) have a strong interest in the patterns of collectors, since these frequently serve as the quickest routes. When the collector and local street networks are too broken up, it can be difficult for emergency vehicles to thread their way through the resulting maze. This pattern can be seen--and experienced by visitors-- in many subdivisions built in the past 20 years.

New Functional Street Classification Rural Planning Area

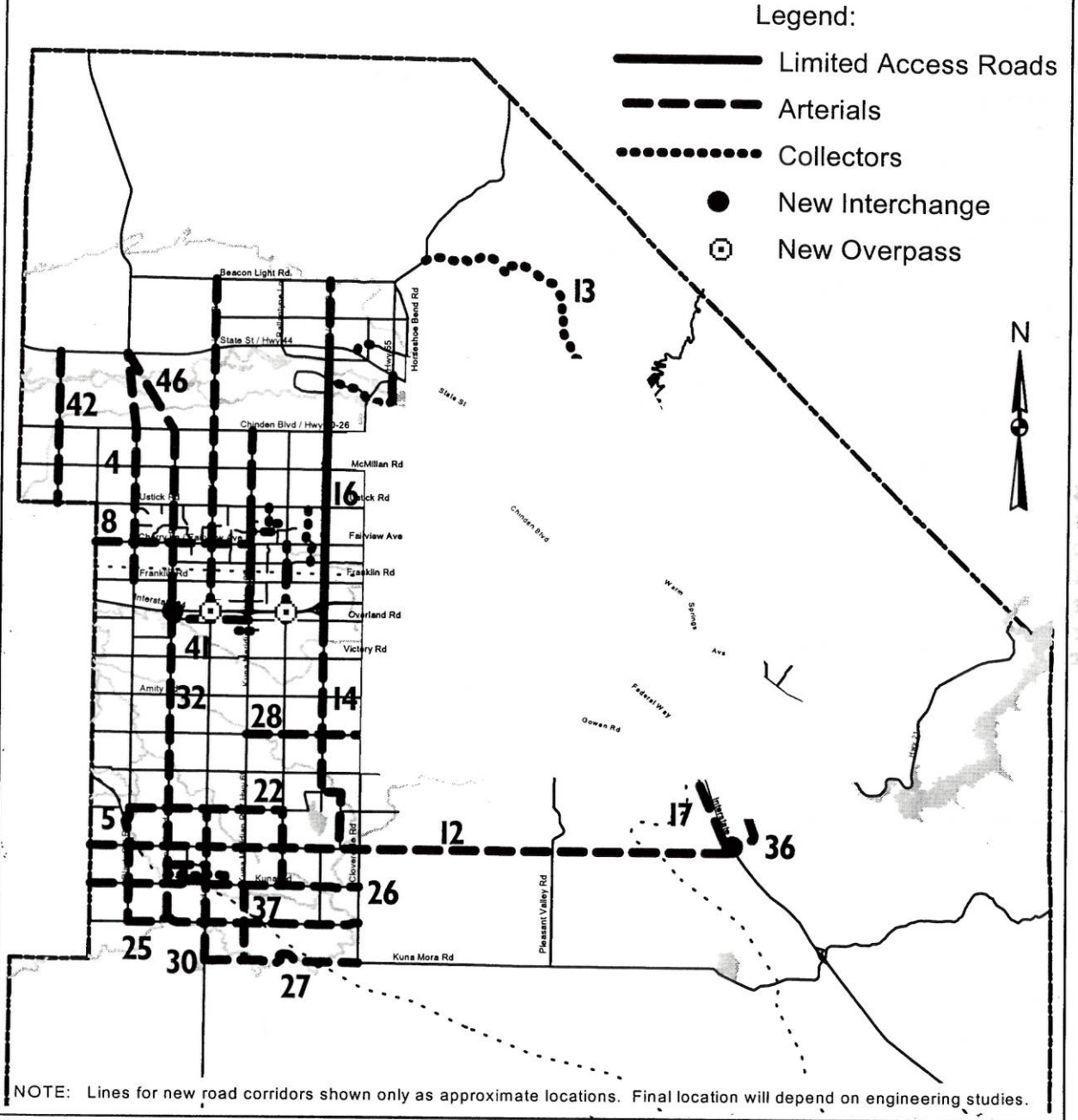


Figure 8-8 NEW COUNTY FUNCTIONAL CLASSIFICATION MAP

New Functional Street Classification Meridian Planning Area

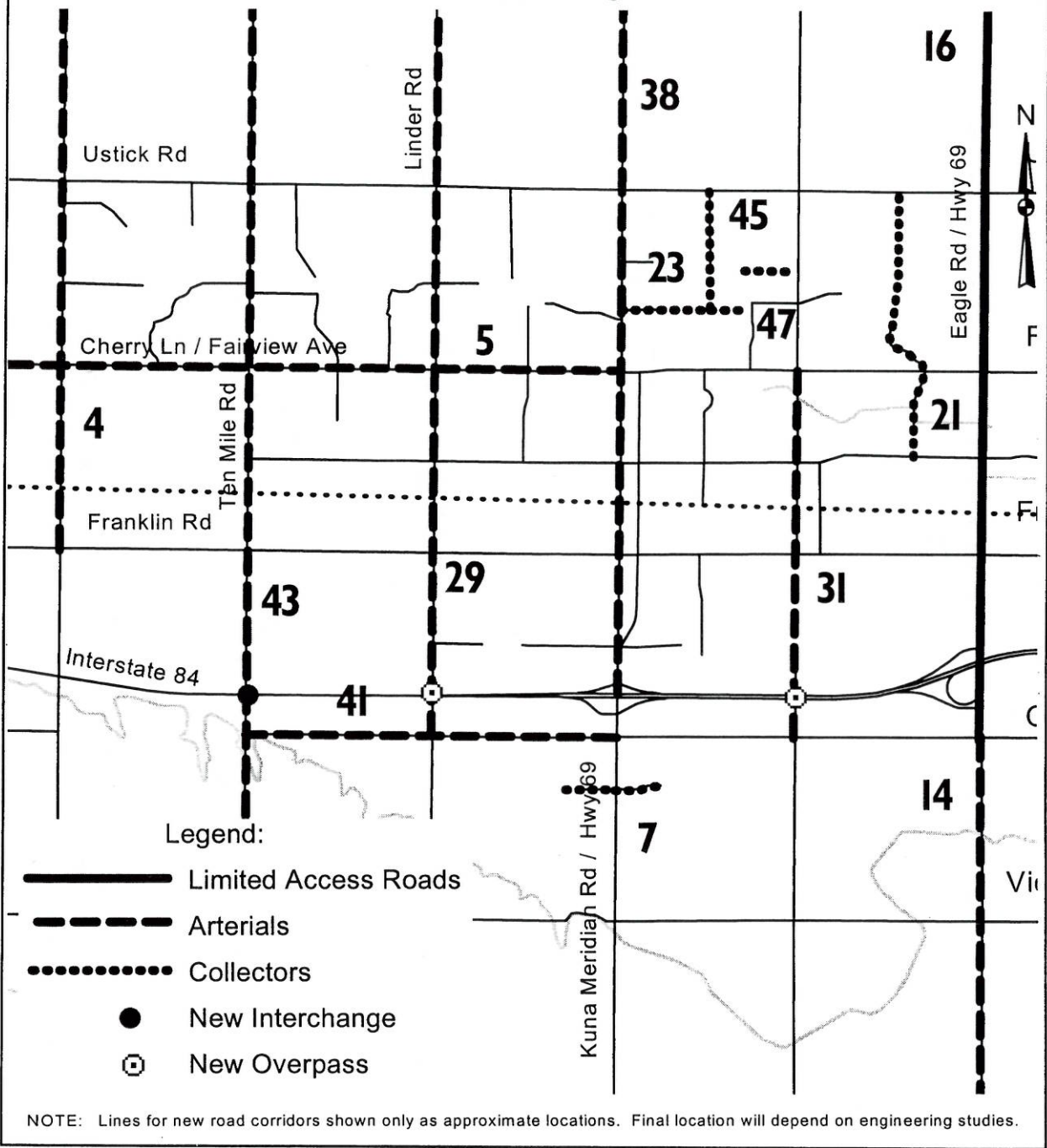


Figure 8-10 NEW MERIDIAN FUNCTIONAL CLASSIFICATION MAP

New Functional Street Classification Eagle Planning Area

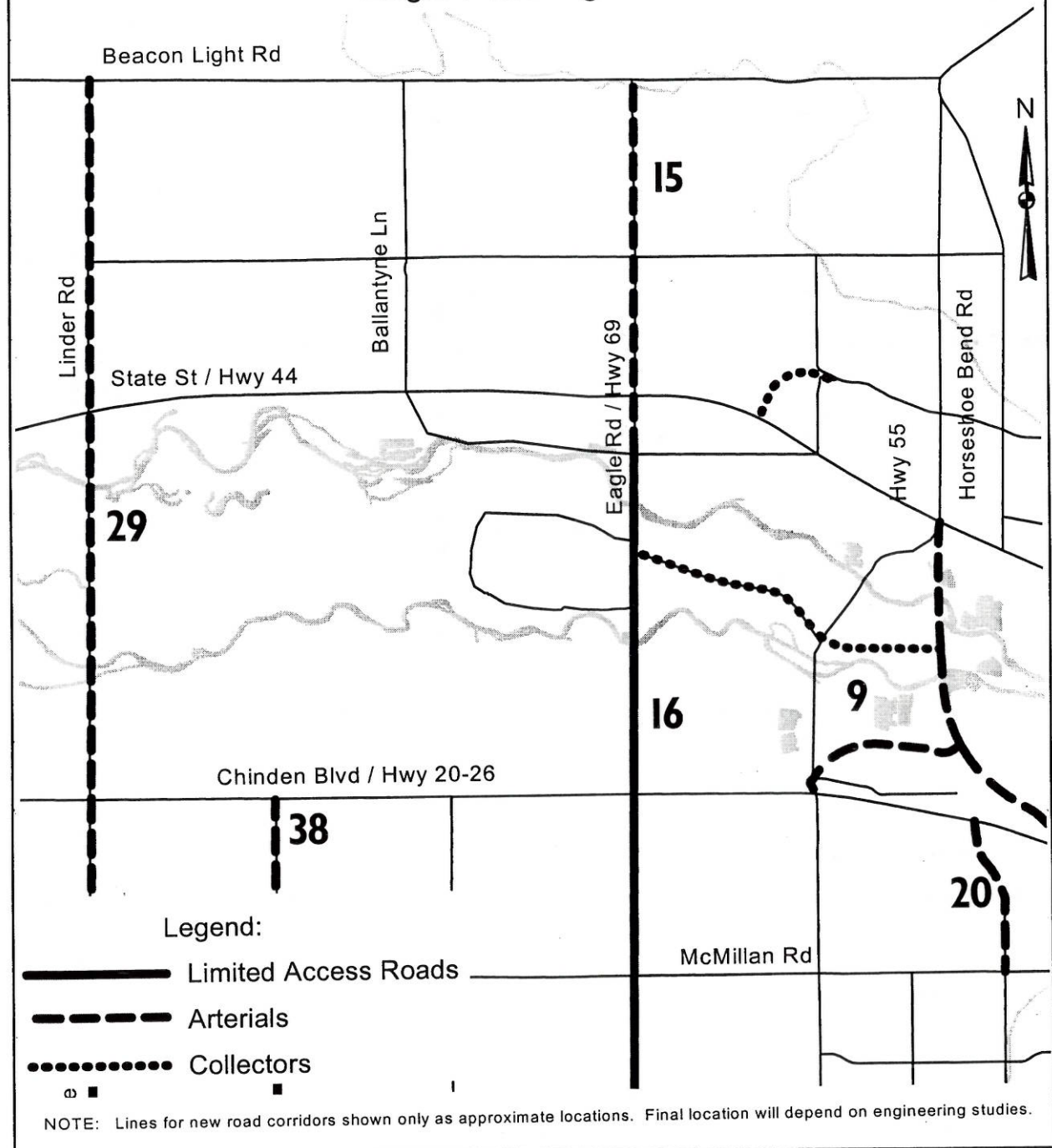


Figure 8-11 NEW EAGLE FUNCTIONAL CLASSIFICATION MAP

New Functional Street Classification Kuna Planning Area

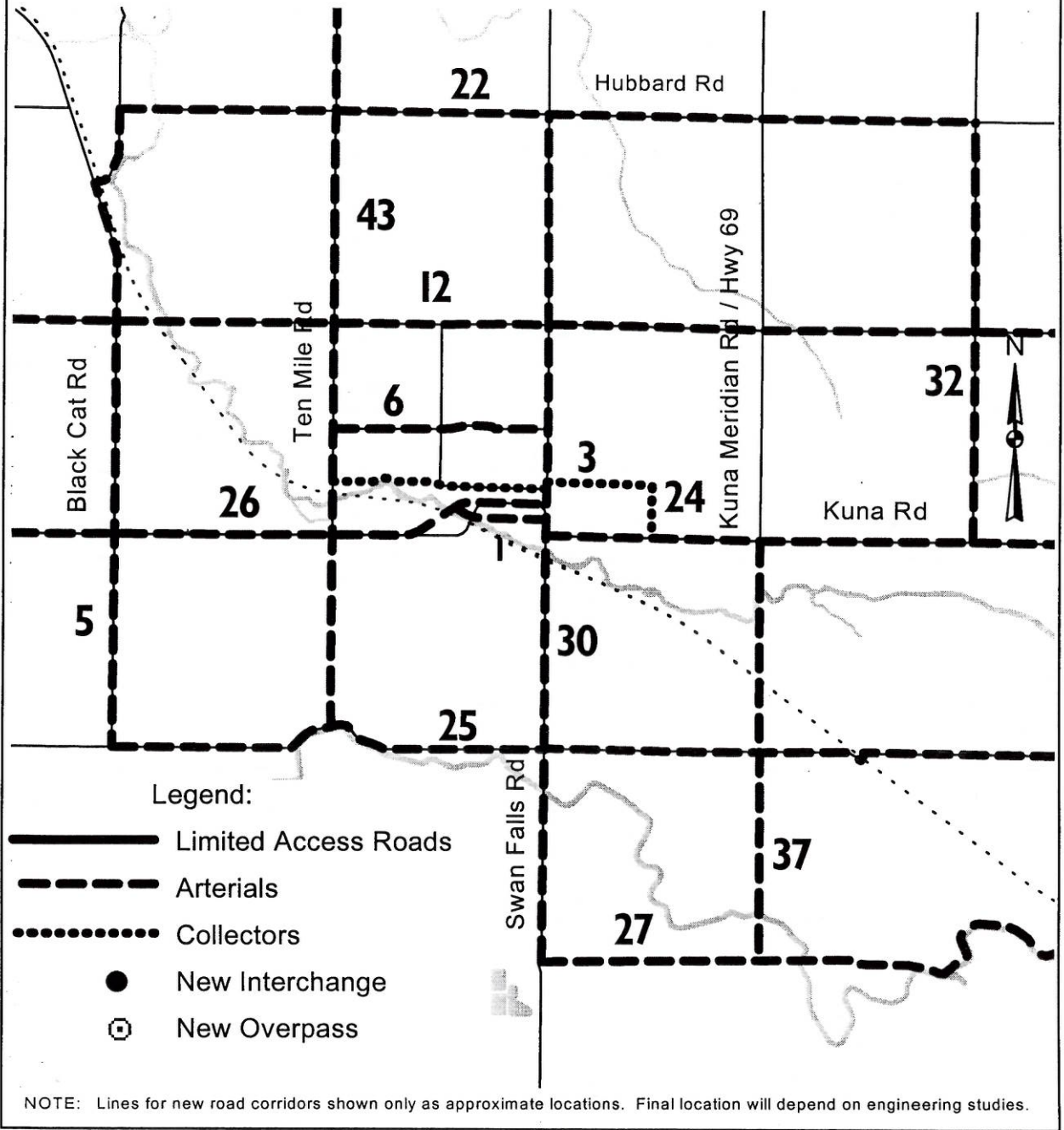


Figure 8-12 NEW KUNA FUNCTIONAL CLASSIFICATION MAP

Some citizens have expressed interest in local and collector street patterns that resemble more "traditional" neighborhoods built prior to World War II. Called "grid" or "neo-traditional", this pattern can offer residents and visitors multiple ways of travel between points. This pattern is considered more friendly to pedestrians and bicyclists, since the routes to schools, parks, and services are shorter and more direct. Many residents remain concerned about the potential for "cut-through" traffic from a grid system. The concept of through or loop collectors also address internal circulation and continuity.

MAJOR INTERSECTIONS

These are major intersection changes, generally involving construction of one or more ramps to handle turning vehicles. More "routine" intersection improvements (signalization, addition of turn lanes, medians, etc.) are considered "operational" improvements and are not addressed in the plan. These major intersections are recommended for preservation--not construction--within the period of the plan. Preliminary design work is needed to assist in preservation.

Table 8-3: MAJOR INTERSECTIONS FOR PRESERVATION

Intersection	Comments
Capitol/University/Boise Intersection	Boise Avenue under crossing to improve existing 5-way intersection, and to improve pedestrian and bicycle access to BSU.
Curtis/I-184 Interchange	Preserve land for an "urban interchange" based on the Bench/Valley Study. This interchange would improve future congestion by adding special ramps.
Chinden/Glenwood	Urban interchange to separate the grades of the intersection and use ramps to handle many of the turns. (See Figure 8-13)
Chinden/Veterans Memorial Parkway	Urban interchange.
State/Glenwood	Urban interchange.
State/Veterans Memorial Parkway (36th)	Urban interchange.
Eagle/SH 44 (Alternate)	Urban interchange.
Eagle/Chinden *	Urban interchange. Eagle would pass under Chinden due to the proximity to the Bench.
Eagle/Fairview *	Urban interchange.
Eagle/Franklin *	Urban interchange.
Eagle/Overland *	Urban interchange.
Eagle/Ustick *	Urban interchange.
Total	

* Related to Eagle limited access highway concept.

The following graphic shows the "urban interchange" concept. It is basically similar to interchanges on the freeway system, although the costs and amount of land needed for urban interchanges can be reduced given the lower speeds on the arterials. The major road is given priority by allowing through movements to continue without delay at the intersection. The turning movements are handled at ground level with a series of signals which need special coordination. Any access onto the major through street should be approximately 800 feet back from the interchange along the major through street. This allows adequate room for the ramps

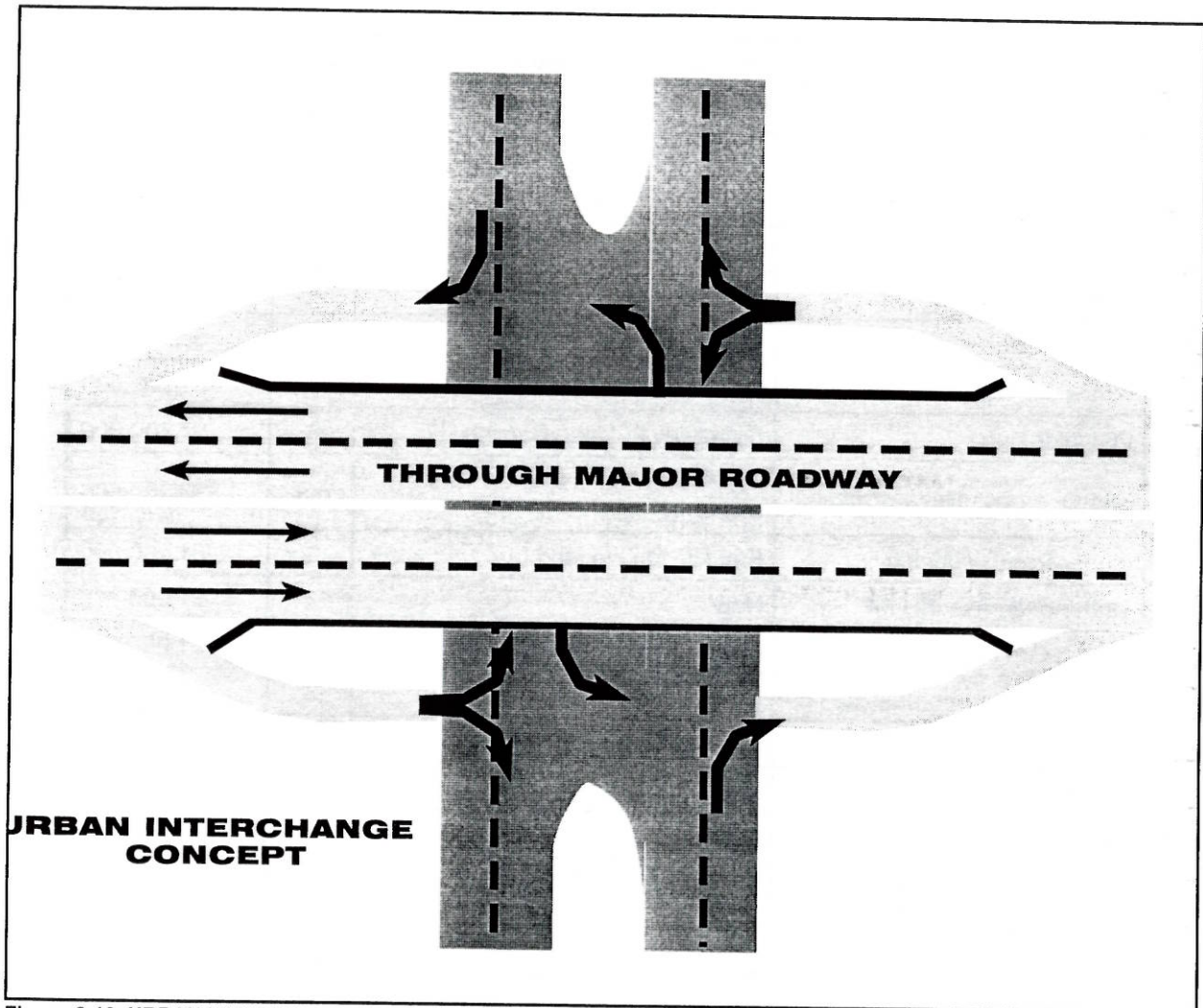


Figure 8-13 URBAN INTERCHANGE CONCEPT

OTHER CAPITAL PROJECTS

During the development of *Destination 2015*, many projects proposed for construction within the next 20 years were considered. Table 8-4 shows projects for preservation only during the 20-year period.

Table 8-4: CAPITAL PROJECTS FOR PRESERVATION ONLY

n.a. = New road or street. No existing functional classification.

#	Road		To	Construction Cost *
1	2nd & 3rd Streets in Kuna	one way couplet Avalon-Linder	n.a.	\$1,000,000
2	Boise Avenue widening	Capitol to Broadway	3	\$1,600,000
3	Boise Avenue widening **	Holcomb to Eckert	3	\$1,500,000
4	Cherry Lane widening	current to County Line	5	\$1,600,000
5	Chinden widening	to County line	5	\$12,000,000
6	Collister widening	State to Hill	3	\$1,400,000
7	Eckert Bridge expansion **	@ Boise River	4+	\$2,700,000
8	I-84 widening	Meridian to Wye	8	\$9,200,000
9	I-84 widening	Broadway to Isaac Canyon	6	\$7,600,000
10	I-84 Overpass Reconstruction	Various locations to allow freeway widening	n.a.	\$13,200,000
11	Linder Road widening	Franklin to Overland	3	\$1,100,000
12	Linder overpass @ I-84	New	3	\$1,500,000
13	Locust Grove widening	Pine to Overland	3	\$1,600,000
14	Locust Grove overpass @ I-84	New	3	\$1,600,000
15	Overland widening	Ten Mile to Five Mile	5	\$10,200,000
16	State Street widening	Collister to 16th	7	\$9,400,000
17	Ten Mile Interchange @ I-84	New	5	\$6,500,000
18	Ten Mile Road widening	Cherry Lane to Overland	3 to 5	\$2,900,000
19	Ustick widening	Ten Mile to Cole	5	\$21,500,000
20	Warm Springs widening	E. ParkCenter bridge crossing to new SH 21	3 to 5	\$6,200,000
Total Estimated Cost				\$114,300,000

* Costs estimated by Higgins Engineering in 1995 dollars.

** Contingent upon corridor study described later in this chapter.

As such, these projects should be preserved if proposed development would affect the ability to implement. To assist in preservation, preliminary designs would be needed to determine the alignment and right-of-way needs for each project.

The determination to preserve these projects, rather than show them in the "Build" list (See Chapter 9), was based on evaluation of traffic model forecasts (i.e., project levels of service) and financial constraints. Development and growth which differ greatly from the assumptions discussed in Chapter 2 could accelerate the need to build some of these projects.

MAJOR STUDIES

These projects are special, more regional studies which need to be shown in the plan for allocating funds in future agencies' budgets.

South Bypass

Many citizens advocated the plan consider a "South Bypass" or alternative to I-84. There are at least two options: either a "Short" or a "Long" Alternate Route -- a new freeway section leaving I-84 approximately two to four miles south of Gowen to avoid urban congestion.

The "Short Route" would connect back to I-84 between Nampa and Meridian and cost up to \$160 million to build.

The "Long Route" has two versions which avoid congestion of major cities:

- "A" loops south of Lake Lowell, then connects to I-84 west of Caldwell.
- "B" continues west from the Short Route, then north of Caldwell to I-84. Either long version would cost \$300 to \$500 million.

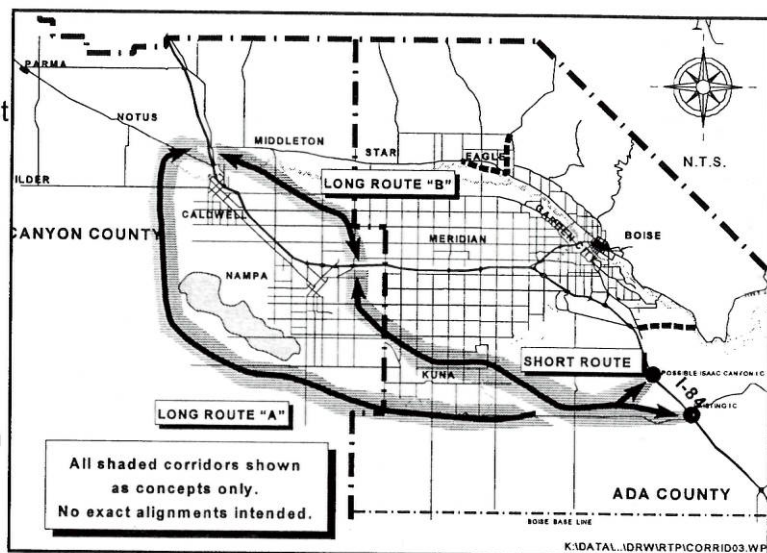


Figure 8-14 SOUTH BYPASS CONCEPT

These alternatives would be expensive and would create a number of issues which need careful consideration by elected officials and citizens prior to investing in R/W and construction:

- The effects of the alternative routes on land development patterns throughout the corridors.
- The effects on existing businesses along I-84.
- The effects on wildlife and other environmental qualities within the corridors.
- The costs of the projects and likely new revenue sources to help pay for construction.
- Whether the benefits from the project would be worth the costs. (What other projects could be done with the resources?)

A major study of possible routes would cost up to \$1 million. If land is to be bought before development occurs in this rapidly growing area, a study must be done now. ITD should administer this evaluation since the project affects intercounty and interstate traffic.

State/Jefferson Couplet

Since the late 1970s, one concept which has been discussed in plans has been the development of a State/Jefferson couplet. The couplet would pair State Street as a one-way westbound street with Jefferson as a one-way eastbound street. The conversion of State Street to one-way would improve pedestrian safety and allow for better coordination of traffic signals. The project offers possible reduction of traffic demand on Fort/Hays, both of which have undergone major traffic increases in the past several years. The State/Jefferson couplet needs to be considered in the context of continued growth of medical services in and around St. Lukes Regional Medical Center. The evaluation would consider needs issues, and design alternatives for this couplet between Broadway and 15/16th Streets. This study would be a joint study by APA, ACHD, and Boise City.

Beacon Light/Floating Feather Corridor Study

During the development of *Destination 2015* a proposal to reclassify Beacon Light to an arterial and Floating Feather to a collector was considered. There are several issues involved:

- ❑ Existing development along both roads and the nature of planned growth. Beacon Light is currently planned for very low density development, while Floating Feather would be allowed higher densities.
- ❑ Regional traffic, particularly between Gem and Ada County. Beacon Light is a link between Highways 16 and 55. Many residents along Beacon Light are concerned about through traffic and want Highway 44 (State Street and the Alternate Route) to be the focus.
- ❑ Possible development in the Dry Creek area. A Foothills Plan has been under development for several years. A 1700 acre development with residential and commercial uses has already been proposed in Dry Creek.

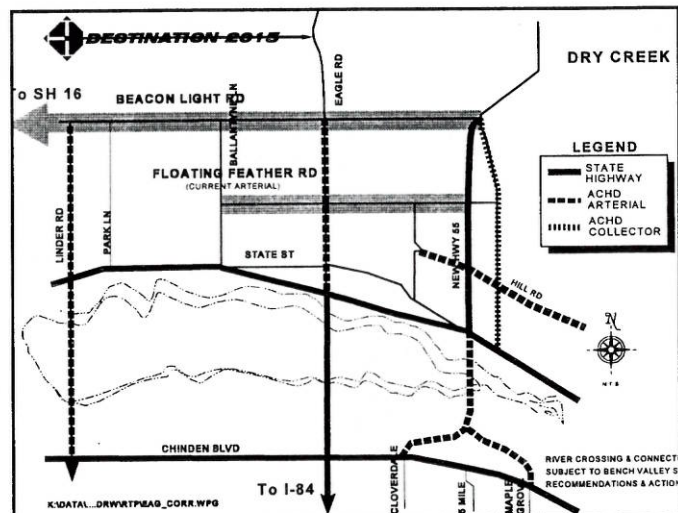


Figure 8-15 Beacon Light/Floating Feather

Depending on the recommendations in the Foothills Plan, the Dry Creek area could generate traffic affecting the Beacon Light/Floating Feather corridor.

The APA Board directed that this corridor be evaluated with the involvement of the appropriate agencies, the City of Eagle, Ada County, and citizens. Issues to be considered include:

- ❑ Functional classifications for both Floating Feather and Beacon Light.
- ❑ Operational improvements to encourage through traffic to remain on the state highways.



- ❑ Appropriate land use design along both corridors to protect future residents while maintaining a functional traffic system.
- ❑ Mitigation to limit problems for existing and future residents.

Holcomb/Eckert/Boise Corridor Study

The initial proposal in the draft Plan was to build Holcomb to three lanes between ParkCenter and Boise Avenue. The plan was amended by the Board to incorporate the East ParkCenter Bridge in the Barber Flats area into the build list. (See Chapter 9) This addition could cause changes to the Holcomb/Boise/Eckert corridor which the Board directed be considered in a corridor study. In addition, developers announced a major development north of the River in the vicinity of the new bridge. Details of the project will not be available until mid-1996.

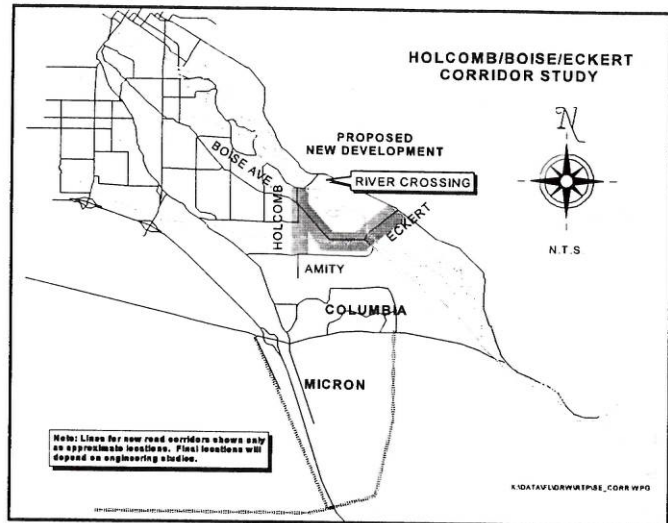


Figure 8-16 Holcomb/Eckert/Boise Corridor Study

The APA Board directed that this corridor be evaluated with the involvement of the appropriate agencies and citizens.

Specific concerns to be addressed in the study will include:

- ❑ The size and type of uses proposed in the development north of the Boise River well as continued growth in the Micron/Columbia area. Significant commercial development could add to the north/south travel demand in this corridor.
- ❑ The effects on existing neighborhoods from the various options.
- ❑ The demand on Holcomb Road, along with sizing (number of lanes) and alignment issues.
- ❑ The functional classification of both Holcomb Road and Boise Avenue between Holcomb and Eckert.
- ❑ The demand on Eckert Bridge, with and without the new ParkCenter Bridge. The issue is whether Eckert Bridge should be preserved for eventual widening.

Overland Extension Study

Although no proposal was made to extend Overland to Federal Way or to Broadway during the development of *Destination 2015*, many residents in the Central Bench/Depot neighborhood advocated addition of these projects. The plan adopted in 1992 had proposed a study of the extension off the Bench down to Broadway. The extension to Federal Way could reduce future traffic demand on Kootenai. The extension to Broadway would improve east-west travel for southeast and central Boise residents, although the extension also presents major issues for the neighborhood between Broadway and the Bench.

The APA Board directed that this corridor be evaluated with the involvement of the appropriate agencies and residents both above and below the Bench.

Specific issues to be considered in this study include:

- Connections and operational problems of the extension to Broadway.
- Neighborhood impacts from the various options.
- Costs of structures to cross the railroad tracks, the Bench, and the canal.
- Effects on Garfield Elementary and other schools.

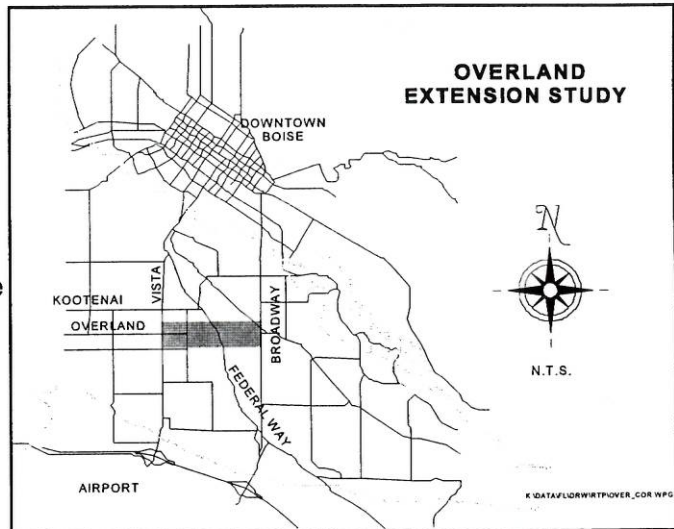


Figure 8-17 Overland Extension Study

COLLECTOR EVALUATIONS/ALIGNMENTS

These projects are special, more localized studies which were proposed during the course of the plan. They are shown for the purpose of future budgeting. As operational improvements, most studies would fall under the jurisdiction of ACHD.

Table 8-5: COLLECTOR EVALUATIONS

#	Description	Comments
1	Realign Cartwright to	Consider a possible dead end of Cartwright e/o 36th or jog
2	Federal Way s/o SH 21	Consider downgrade to a collector due to relocation of
3	New east-west collector	Improve east-west traffic movement.
4	Linder to Star Roads,	Probability of development along scenic river area. Growth
5	Adams Street	Connection through Fairgrounds to align with Marigold.

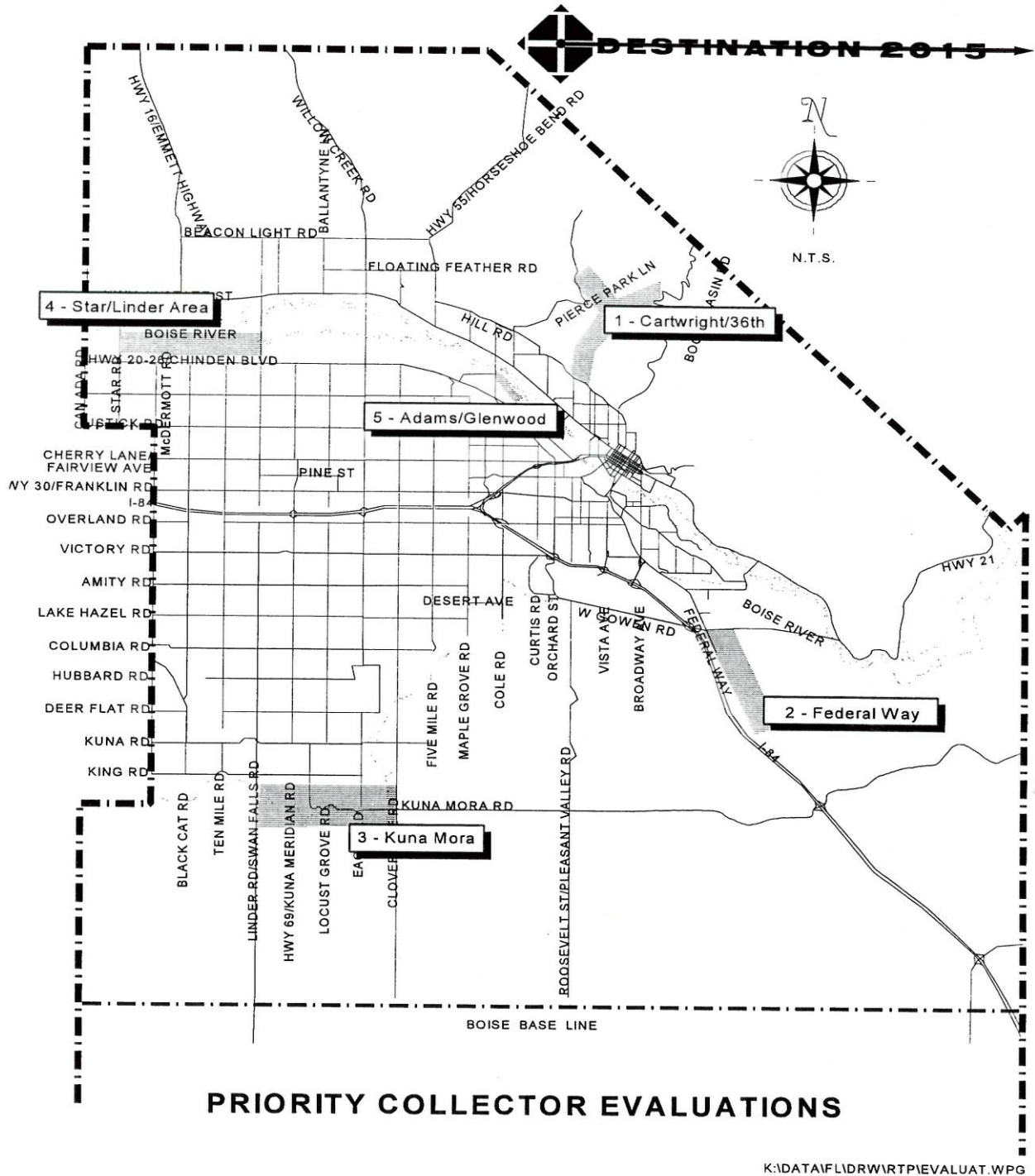


Figure 8-18 COLLECTOR EVALUATIONS



POLICIES

1. Coordinate with cities and the County to get a uniform functional classification map adopted into area comprehensive plans. The functional classification map should contain major intersection needs.
2. Coordinate with the cities, Ada County, ACHD, and ITD to improve plans' and ordinances' abilities to preserve needed rights-of-way through adequate setbacks.
3. Coordinate with the cities, Ada County, ACHD, ITD, and developers to improve land use design standards along arterials and freeways.
4. Coordinate with local governments to develop a program of collector designs on a section-by-section basis. This work will require involvement of land owners and neighborhoods in the layout of effective collectors.
5. Work with ITD and local governments to preserve State highways as high speed, high capacity roads. Eagle Road should be considered a "limited access highway" to encourage through traffic to use this road versus traveling on roads with more residential uses.
6. Work with local and State elected officials to increase funding for long-term preservation of R/W which could substantially reduce future costs and reduce conflicts with neighborhoods and businesses. One option to be considered should be a dedicated fund restricted to R/W preservation. This fund could use tax options as discussed in Chapter 16.
7. Distribute the functional classification maps and standards to real estate agents, developers, lending agencies, appraisers, and other key participants in real estate. Work with these groups to consider ways of strengthening R/W preservation.
8. Create a "home buyers" brochure to provide information to citizens about checking on street classifications and plans prior to purchase. Develop an outreach program to improve the awareness of citizens about the functional classification system and long-term preservation needs.
9. Work with ACHD and ITD to develop preliminary designs for the projects listed for preservation in order to guide development and site designs.
10. Coordinate with ITD to develop funding for evaluation of the South Bypass or Alternate Route.
11. Coordinate with ACHD and Boise City to develop an evaluation of the State-Jefferson couplet.
12. Coordinate with ACHD, ITD and the City of Eagle to develop an evaluation of the Beacon Light-Floating Feather Corridor.

13. Coordinate with ACHD and Boise City to develop an evaluation of the Holcomb-Eckert-Boise Corridor.
14. Coordinate with ACHD and Boise City to develop an evaluation of the Overland Extension.

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CHAPTER 9 - ROADWAY SYSTEM

This chapter describes major roadway capital projects recommended for construction within the next 10-20 years. Most projects to improve collectors or local streets are not covered in this plan, since these are deemed more suitable for the operational planning and budgeting of the implementing agencies, ACHD and ITD. Maintenance, signalization, and other operational expenditures are not detailed in this section. The costs for these projects are covered, however, in the financial evaluation discussed later in the Plan.

EXISTING

The existing roadway system will be improved by other projects now in the programs for ITD and ACHD. The major projects are shown in Table 9-1.

TABLE 9.1: COMMITTED ROADWAY PROJECTS OVER THE NEXT SIX YEARS

Street	Location	Year	Cost
ACHD			
Boise Avenue	Apple-Law	1996	\$450,000
Boise Street (Kuna)	Linder-Ten Mile	2001	\$975,000
Eagle Road	Bridge	1996	\$1,130,000
	State-Floating Feather	1998	\$1,450,000
Fairview	Fairview & Cole	2001	\$890,000
Federal Way	Bergeson-Amity	1997	\$1,797,000
	Vista-Overland	1997	\$4,250,000
	Amity-Lake Forest	1998	\$1,705,000
	Bergeson-Overland	1998	\$7,423,000
Five Mile Road	Fairview-Ustick	1997	\$1,700,000
	Victory-Overland	1997	\$1,017,000
	Franklin-Fairview	1998	\$1,300,000
Floating Feather	Eagle-.5m W/O Eagle	1996	\$850,000
Franklin Road	Meridian-Linder	1998	\$2,510,000
Locust Grove	Ustick-Fairview	2000	\$980,000
McMillan Road	Cloverdale-Five Mile	1996	\$795,000
Meridian	East 1st-Franklin	1998	\$705,000
Overland Road	Cloverdale-Five Mile	1996	\$775,000
School Street	4th-Deer Flat	1997	\$385,000
Victory Road	Cole-Orchard	1999	\$1,450,000
Warm Springs Avenue	Penitentiary-Barber	1999	\$2,285,000
TOTAL ACHD PROJECTS			\$33,397,000

TABLE 9.1: COMMITTED ROADWAY PROJECTS OVER THE NEXT SIX YEARS

Street	Location	Year	Cost
ITD			
Interstate 84 and 184	Cole Road Off Ramp, I-184	1998	\$350,000
	Franklin IC-Curtis IC I-184	1998	\$10,380,000
	WYE Interchange (jct of I-84 and I-184)	1999	\$37,800,000
	Isaac Canyon I-84	1996	\$10,000,000
State Highway 55	State Hwy 44-Beacon Light	1996	\$5,040,000
	Fairview-Chinden	1997	\$8,510,000
	Chinden-Eagle	1998	\$2,210,000
	Beacon Light-MP 50.2	1999	\$4,080,000
US 20 (Chinden)	Eagle Road-HP Main Entrance	1999	\$2,160,000
TOTAL ITD PROJECTS			\$80,530,000
TOTAL ACHD & ITD PROJECTS			\$113,927,000

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PROPOSED

The regional plan focuses on projects of significant impact on regional travel. *Destination 2015* therefore limits the list of roadway capital needs to projects which fall under one or more of the following criteria:

- The project is on a classified arterial or freeway and the improvement would add one or more through lanes;
- New river or bench crossings on arterials; or
- Projects of high significance to the community.

Under federal regulations, the description of transportation facilities must include design and scope descriptions of all proposed **major** transportation facilities in sufficient detail, regardless of the source of funding, to permit air quality conformity finding. The detail needed for this finding includes: the number of lanes to be added and the end points for the project. This information is used by APA's traffic forecast model to assess travel demand in the future. (Discussed in Chapter 6, 7, and 10.) The results of the model are used by another computer model to calculate future emissions. (See Chapter 10.) The other key piece of information is the approximate cost of the project. This allows elected officials and citizens to compare the total costs to the resources available. (See Chapter 16 for this evaluation.)

Project Selection

The projects listed in Table 9-2 were developed in a series of meetings with citizens and staff from local governments. A key meeting was held on October 13, 1995 with staff from most local and state agencies with an interest in transportation planning. The project list developed during this meeting was then reviewed and ranked by the Community Team on November 30, 1995. (The results of the Community Team ranking process are shown in the Technical Supplement available at APA.)



Sources for the projects included:

- The **2010 Regional Transportation Plan for Northern Ada County**;
- Comprehensive plans of local governments;
- The Bench/Valley Study.

The Bench/Valley projects underwent a separate three-year, \$1.5 million review process. Recommendations for these projects were approved by the ACHD Commission on December 6. These recommendations were reviewed and approved, with modifications, by the APA Board for inclusion in *Destination 2015*.

The list of projects ranked by the Community Team were presented to the APA Board for discussion and amendment on December 18, 1996. Following this review, a technical evaluation using APA's travel forecast model was performed. System deficiencies were considered, along with forecasted volumes to amend the initial project list. (See Chapter 6 for details on the model.) A draft list of projects was prepared for incorporation into the draft Plan as released on January 16, 1996. This draft was reviewed during the public information meetings on January 25 and February 1, 1996. Public comments were accepted at the hearing on February 1 and written comments through February 8. Staff prepared a suggested list of changes based on the comments received. This list was considered by the APA Board on February 26, 1996. The Board adopted the Plan with the projects as shown in Table 9-2.

Table 9-2: ROADWAY PROJECTS PLANNED FOR CONSTRUCTION WITHIN THE NEXT 20 YEARS

#	Road/Street	Location	Scope-# of lanes	Estimated Cost	Responsible Party
1	Broadway Bridge	@ Boise River	6	\$3,900,000	ITD
2	Chinden widening	HP Entrance to base of Bench	4-5	\$3,160,000	
3	Cole widening	Overland - Franklin	4 or 5	\$2,200,000	ACHD
	Curtis Extension	Total of all Curtis-related projects		\$14,100,000	JOINT
4		Extend from Mountain View - Chinden	5	\$2,500,000	ACHD
5		Widen Curtis from Fairview - Mountain View	3	\$4,800,000	ACHD
6		Extend Ustick to new Curtis extension	3	\$3,900,000	ACHD
7		Intersection/ramps at Fairview & I-184	N.A.	\$2,900,000	JOINT
8	Eisenmann Road	To new Isaac Canyon interchange	3	\$2,000,000	ACHD
9	Emerald widening	Five Mile - Orchard	5	\$9,200,000	ACHD
10	Federal Way	South of SH 21 to Isaac Canyon	5	\$1,000,000	ACHD
11	Five Mile - new	McMillan - Chinden	3	\$2,500,000	ACHD
12	Five Mile Interchange*	Five Mile - I-84 & Overland-Franklin	5	\$15,000,000	JOINT
13	Franklin widening	Five Mile - Meridian Road	5	\$7,300,000	ACHD
14	Glenwood widening	Chinden - State	7	\$3,500,000	ITD

Table 9-2: ROADWAY PROJECTS PLANNED FOR CONSTRUCTION WITHIN THE NEXT 20 YEARS

#	Road/Street	Location	Scope-# of lanes	Estimated Cost	Responsible Party
15	Glenwood/Cole couplet	Two way couplet to Mountain View	3	\$2,600,000	ACHD
16	Hill Road	Gary Lane - 36th Street	2 or 3	\$5,500,000	ACHD
17	Holcomb Road **	ParkCenter - Boise/Amity	3	\$900,000	ACHD
18	I-84 widening	Meridian Road - County Line	6	\$8,100,000	ITD
19	I-84 widening	Cole - Broadway	6	\$6,500,000	ITD
20	Maple Grove extension	Goddard - Chinden	3	\$3,900,000	ACHD
21	Maple Grove widening	Franklin - Fairview	5	\$1,800,000	ACHD
22	Maple Grove widening	Franklin - Overland (possible restriping only)	5	\$0	ACHD
23	Memory Lane - new road	Isaac Canyon IC - SH 21	5	\$3,300,000	ACHD
24	Meridian Interchange		N.A.	\$9,200,000	ITD
25	Meridian/E. 1st 1 way pair	Fairview to I-84	2-3	\$2,500,000	ACHD
26	ParkCenter East Bridge	ParkCenter-Warm Springs	5	\$7,000,000	ACHD
27	ParkCenter West River Crossing	Broadway - ParkCenter	4 or 6	\$8,600,000	ACHD
28	Pine Street - new	Locust Grove - Cloverdale	3	\$3,300,000	ACHD
29	RR/Creek Crossing in Kuna	Location subject to evaluation	N.A.	\$8,000,000	ACHD
30	SH 69 widening	Kuna to existing	4 to 5	\$8,900,000	ITD
	Ustick - extension to Curtis	(listed above under Curtis projects)	3	---	ACHD
Total				\$143,960,000	
Total Plus 15% for Mitigation and Public Involvement				\$165,554,000	



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* This is a state system project and will most likely be funded with local funds. This project is estimated at \$25,000,000. The additional \$10,000,000 is assumed to be funded by the private sector, and therefore, is not included in the estimate. Included in the scope is the widening of Five Mile between Overland and Franklin to 5 lanes.

** Final design and scope of project to be contingent upon findings of the Holcomb/Boise/Eckert Corridor Study described in Chapter 8.

Roadway Projects Rural Planning Area

Legend:

-  Roadway Project
-  Interchange or Bridge
- 23** Project Number

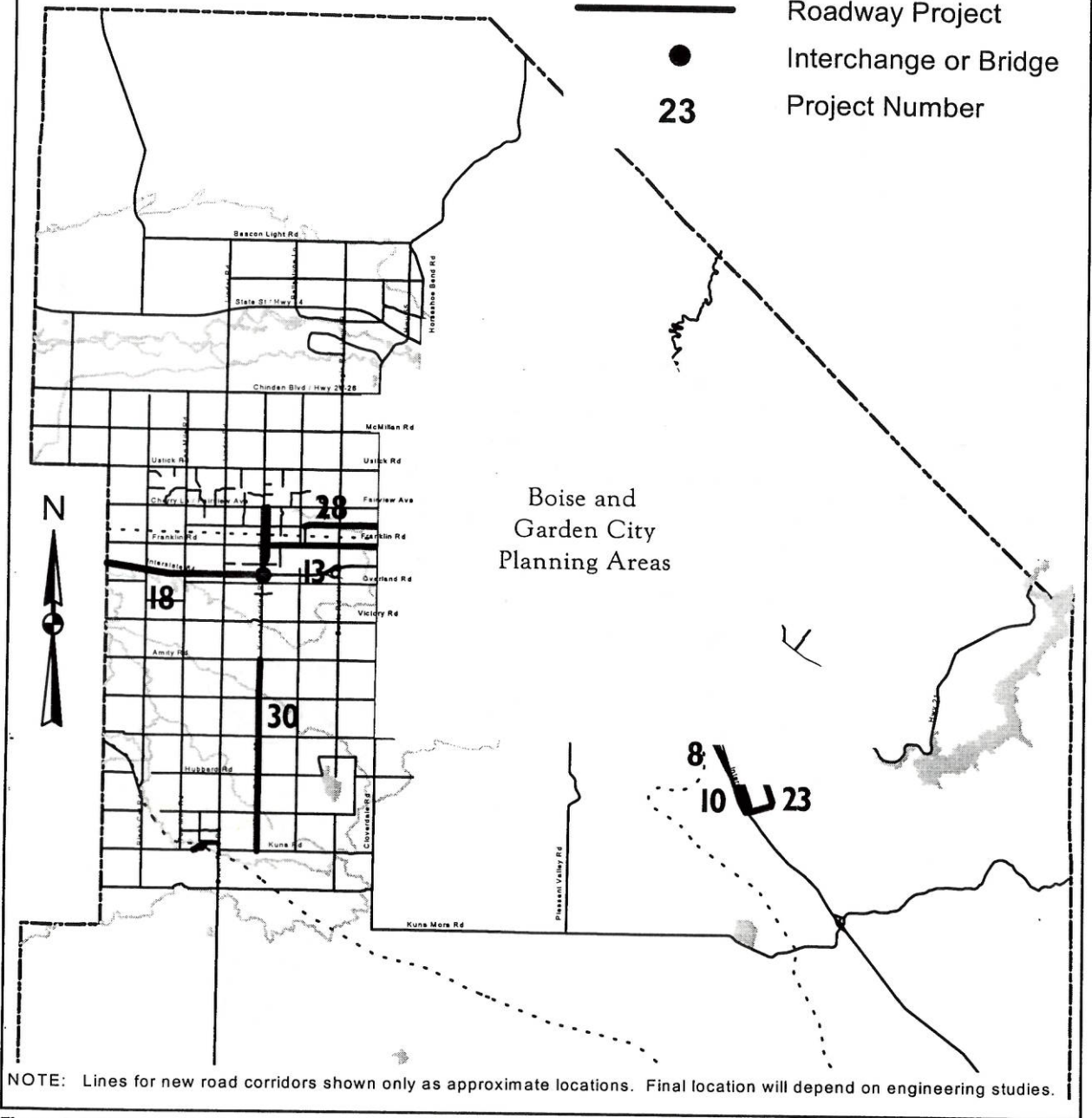


Figure 9-1 RURAL ADA COUNTY PROJECT LOCATIONS



Roadway Projects Boise and Garden City Planning Areas

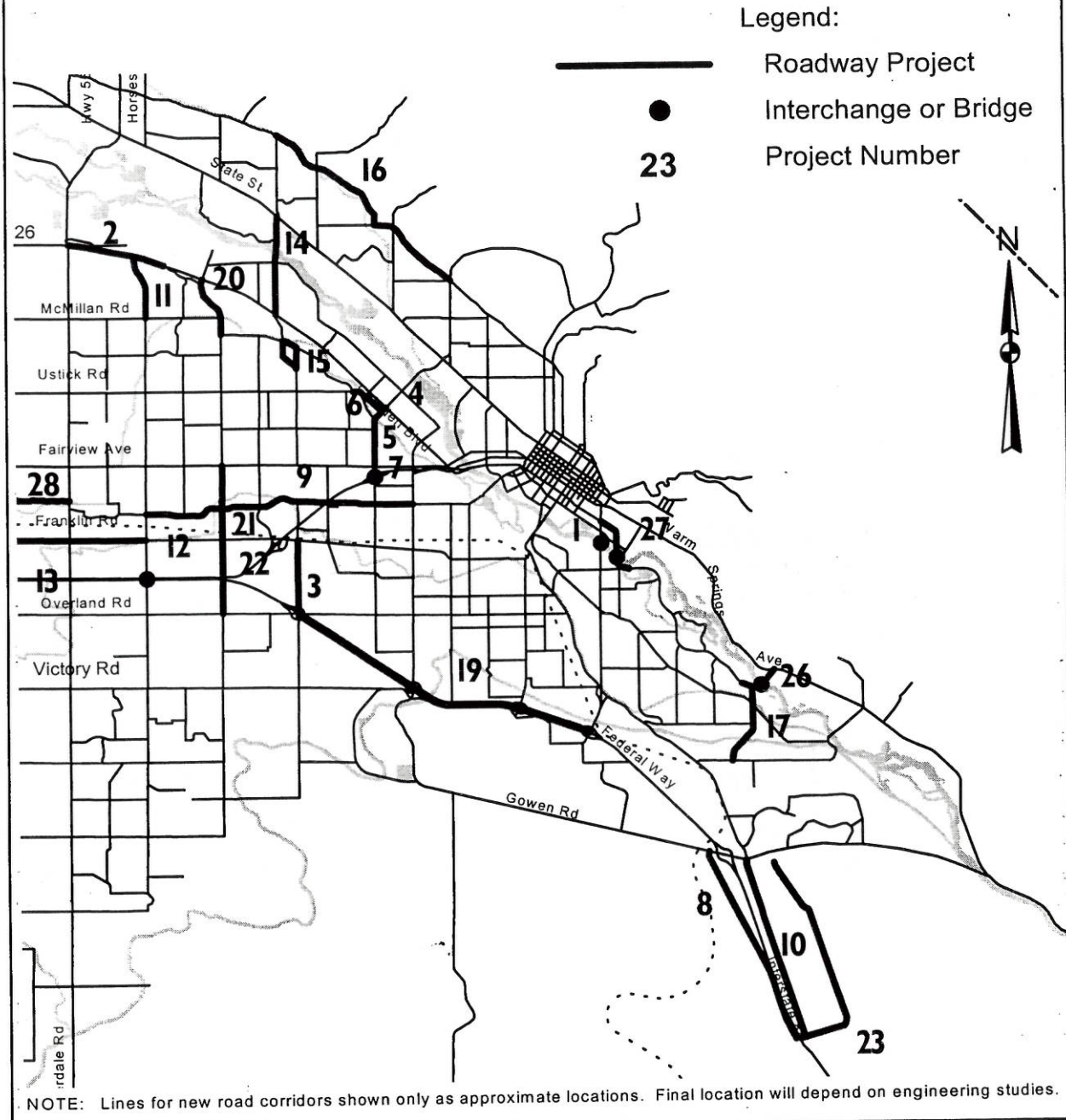


Figure 9-2 BOISE/GARDEN CITY AREA PROJECT LOCATIONS

Roadway Projects Meridian Planning Area

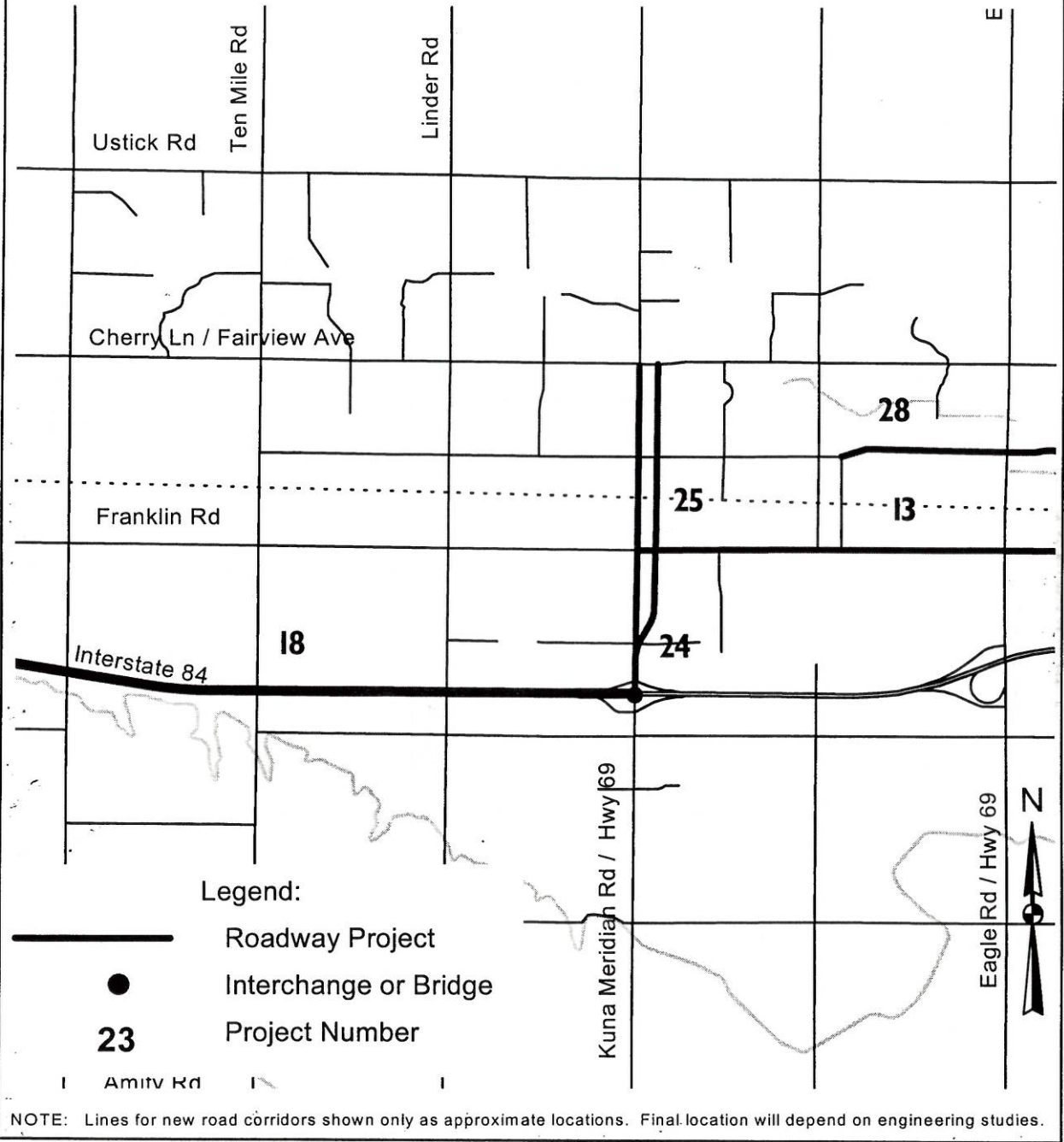


Figure 9-3 MERIDIAN AREA PROJECT LOCATIONS

Roadway Projects Eagle Planning Area

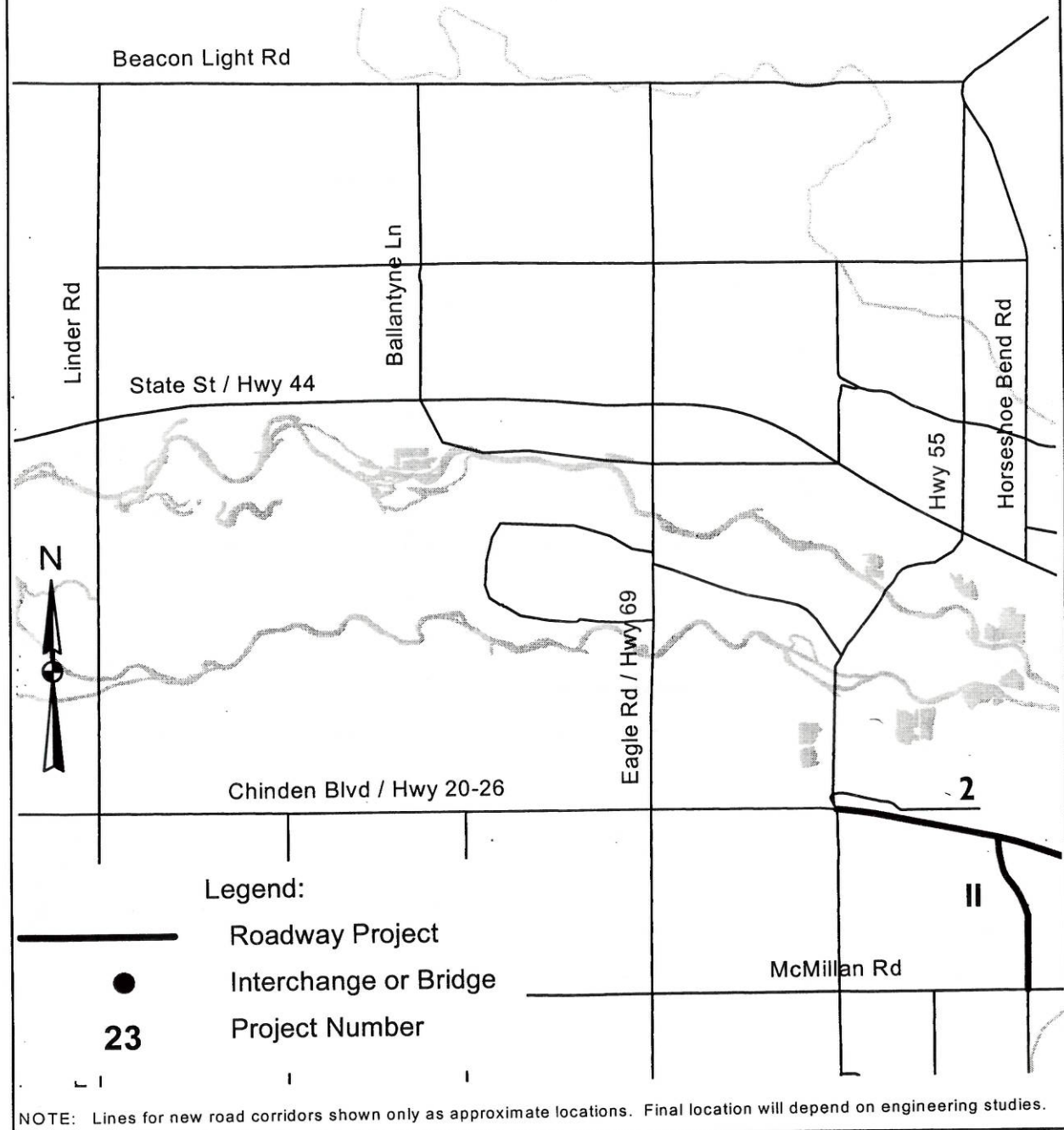


Figure 9-4 EAGLE AREA PROJECT LOCATIONS

PROJECT DETAILS

The following descriptions identify briefly the scope of the projects and the reason why these projects are recommended for construction within the next 20 years. **The numbers for each project serve only as an identifier and do not represent any ranking or priority.**

1-Broadway Bridge widening	
Description: The project would replace the existing structure (piers/beams/deck) and widen the bridge to six lanes.	
Cost:	\$3,900,000
Background/Justification of Project: This project has been in the plan for several years. Deterioration of the structure of the bridge will require reconstruction of this 30-year-old bridge. Increased traffic on Broadway due to downtown growth, ParkCenter employment, Boise State University expansion, and the completion of the Front/Myrtle couplet justify the widening during the reconstruction project. Even with the West ParkCenter River Crossing Project, projected traffic of over 38,000 by 2015 will exceed its four-lane capacity.	

2-Chinden widening	
Description: Chinden (State Highway 20/26) would be widened by ITD to five lanes between Hewlett Packard's main entrance near Joplin Road east to the base of the Bench (also a connection with Joplin Rd.). The project would complete Chinden as a five lane road from Eagle Road through Garden City. (A project to widen Chinden from Eagle Road to HP is already in ITD's budget for 1999 at \$2.2 million.) This project was delayed due to higher costs and limited funds.	
Cost:	\$3,160,000
Background/Justification of Project: Chinden has been affected for several reasons. The West Bench area has been the major growth area for Ada County over the past 10-15 years. Meridian growth has surged within the past five years, with the Meridian area leading single family developments last year. Hewlett Packard has expanded its work force continually up through this year, although recently HP began reducing its presence. Finally, Canyon County residential growth has affected commuting patterns. Forecasts show that by 2015, traffic on Chinden east of HP will reach 35,000 vehicles per day.	



3-Cole widening

Description:

Widen Cole between Overland and Franklin to four lanes.

Cost: \$2,200,000

Background/Justification of Project:

Forecasts for 2015 show that 27,000 vehicles per day will degrade level of service to an unacceptable condition. Completion of this link will provide a continuous four to five lanes between Overland and Hill Road via Glenwood/Gary Lane.

4-Curtis extension

Description:

Extend Curtis down the Bench from Mountain View to Chinden Boulevard as a three-lane facility but allow for possible future widening to five lanes. (This project will be done concurrently or closely staged with an extension and related improvements to Ustick, and with work on widening Curtis from Fairview to Mountain View to three lanes.)

Cost: \$2,500,000

Background/Justification of Project:

This extension has been under consideration for over 40 years. Recommended in the 1992 Plan to improve north-south travel, the project was a major element in the three-year Bench/Valley study. The extension will carry 33,000 trips per day by 2015. The project is part of a larger corridor improvement, including the Curtis widening (Project 7) and the Ustick extension (Project 28).

5-Curtis widening

Description:

Widen and re-align Curtis between Fairview and Mountain View to three lanes. Preserve R/W for possible widening to five lanes when traffic demand justifies. This project is part of the Curtis extension and will be done at the same time as the Ustick extension described below.

Cost: \$4,800,000

Background/Justification of Project:

This project is part of the Bench/Valley Plan and was put as the highest priority in the Bench/Valley recommendations. Three lanes are required due to the 20,000 vehicles per day which will use the corridor by 2015. Growth north of the river, along with employment/commercial growth in the West Bench area, have increased the need for north-south corridors.

6-Ustick extension to Curtis

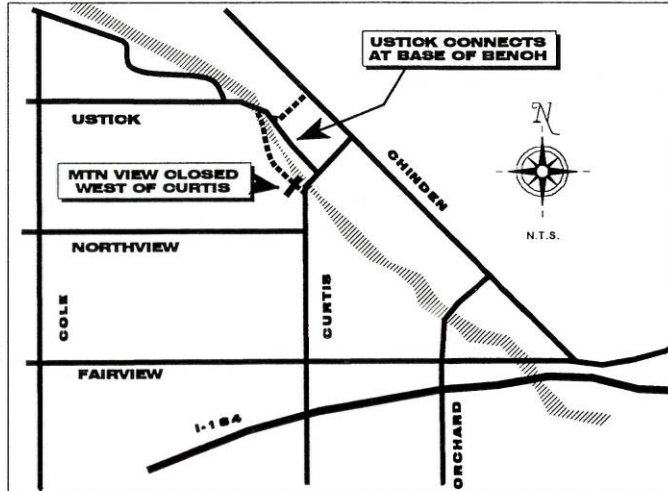
Description:

Improve Ustick and extend to new Curtis extension at the base of the Bench.

Cost: \$3,900,000

Background/Justification of Project:

As part of the Bench/Valley Plan, this project needs to be done concurrently with the Curtis extension. The Curtis extension will close the existing connection between Mountain View and Curtis, a major route for drivers heading south toward Fairview or I-184. Lacking the Mountain View connection, many drivers would cut through neighborhoods on Esquire and Northview. The Ustick connection will provide a quicker route for these drivers, as well as replace a substandard connection off the Bench which now connects to 44th Street in Garden City. Traffic volume will reach 13,000 on the section west of the Curtis extension.



7-Curtis intersection/ramps at Fairview & I-184

Description:

The project is part of the Bench/Valley Plan and will reconstruct the Curtis/Fairview intersection and widen the I-184 ramps to accommodate increased traffic flow.

Cost: \$2,900,000

Background/Justification of Project:

The closeness of the interchange to Fairview creates a backup of traffic as vehicles exiting westbound I-184 are blocked from turning onto Curtis by vehicles already on Curtis. The planned extension of Curtis off the Bench to Chinden has created more concern about the amount of added traffic. By 2015, there could be as many as 33,000 vehicles per day on Curtis between Fairview and I-184. The changes being considered to the Fairview/Curtis intersection are shown in Figures 9-6 and 9-7.

The following diagrams illustrate two concepts at reducing congestion at the intersection of Fairview and Curtis. Option 1 would prohibiting left turn movements at the intersection. Instead, these movements would be routed along a new street. The advantage of this option is more storage for vehicles due to shorter signal cycles. Then vehicles exiting I-184 cannot turn onto Curtis--at rush hours, vehicles back on the ramp onto I-184. The second option is more "conventional" and would add dual left turns onto northbound and southbound Curtis and to eastbound Fairview. Two separate through lanes and dedicated right-turn lanes are also provided. This allows left turns and offers more storage for vehicles.

Both options are under consideration and are subject to changes. Both options include the possible restriping of Fairview from Orchard to Milwaukee within the existing roadway section for a third westbound lane.

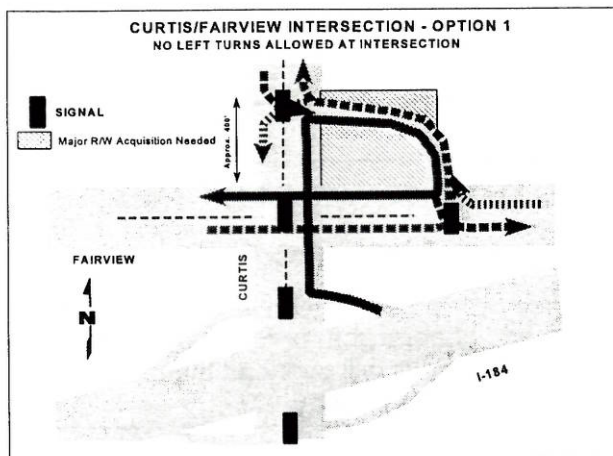


Figure 9-6 CURTIS OPTION 1

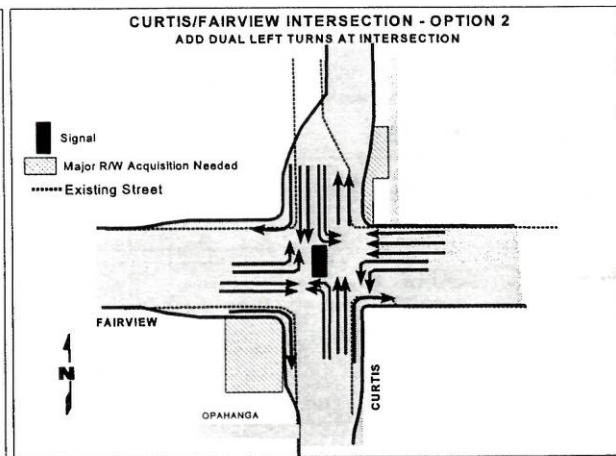


Figure 9-7 CURTIS OPTION 2

8 - Eisenmann

Description: Extend Eisenmann south from its current terminus (south of the factory outlet mall) to the new interchange at Isaac Canyon. The road would be built to a 3-lane standard, although it would be classified as an arterial.

Cost: \$2,000,000

Background/Justification of Project: Micron expansion and general growth in this area have overloaded the existing Gowen Road interchange. A new interchange approximately 2.5 miles south of Gowen will be constructed. Connections to this new interchange are required on both sides as part of the Federal standards. (The connections on the east side are provided by Federal Way and the new Memory Lane arterial. Eisenmann will also provide for anticipated development on the west side of I-84.

9-Emerald/Executive widening

Description:

Widen/construct Emerald/Executive between Five Mile and Orchard to five lanes. This project includes widening of the Emerald overpass at I-184.

Cost: \$9,200,000

Background/Justification of Project:

Commercial and industrial growth in the West Bench area, combined with residential growth both in the West Bench and Meridian areas, have led to growing congestion along the east-west corridors. Emerald/Executive will provide relief to Franklin and Fairview. By 2015, traffic will range from 14,000-23,000 vehicles per day on Emerald, with the higher volumes near Milwaukee.

10-Federal Way

Description: Widen Federal Way to five lanes between SH 21 and Memory Lane (new).

Cost: \$1,000,000

Background/Justification of Project: Micron expansion and general commercial/industrial growth in this corridor support the increase. Sharp peak demands will overload the existing two lanes, although travel forecasts indicate only 12,000 vehicles per day.

11-Five Mile extension - new

Description:

Extend Five Mile from McMillan to Chinden as a three-lane road. (Project would include acquisition of right-of-way for possible future five lanes.

Cost: \$2,500,000

Background/Justification of Project:

This Bench/Valley project is intended to provide additional connections between the growing West Bench area and Chinden. Current connections down Mitchell and Glenwood are heavily traveled today. Mitchell is a collector with many front-on homes, and only limited opportunities exist to widen Glenwood beyond its current capacity. The Five Mile extension will be designed and its R/W preserved concurrently with the Maple Grove extension. (See below.) Traffic on Five Mile is projected to exceed 9,000 vehicles per day by 2015.

12-Five Mile Interchange

Description:

A new interchange would be built at Five Mile Road and I-84. Designs have not been completed on this interchange, which will need approval by the U.S. Department of Transportation prior to construction. The project will require acquisition of as many as 30 homes. The project should be done after Five Mile is widened north and south of the Interstate.

Cost:

\$15,000,000 (Public funds only. Costs could go as high as \$25 million, depending on final design. This project includes widening of Five Mile between Overland and Franklin to five lanes.)

Background/Justification of Project:

The project is part of the Bench/Valley Study, which found the majority of traffic using this Interchange would come from south of I-84. The Interchange would help relieve congestion as the Milwaukee/Franklin Interchange, which provides access to the area around Boise Towne Square. Studies conducted in 1994 indicated that up to 50% of the weekday traffic passing through the Milwaukee/Franklin intersection was "through traffic" with no shopping or employment purpose within the immediate area.

The Five Mile location fits the general guidelines for interchanges--no closer than one mile apart in urban areas and two miles in rural/suburban areas. Maple Grove and Cloverdale are too close to existing interchanges to allow safe merging of vehicles from a new interchange.

13-Franklin widening

Description:

Widen Franklin from Five Mile to Meridian Road to 5 lanes.

Cost:

\$7,300,000

Background/Justification of Project:

Commercial and residential development in the West Bench and Meridian areas will add traffic to this already heavily traveled corridor. While construction of the Five Mile Interchange should help relieve some of the future demand, congestion on I-84 will combine with local traffic needs to support completion of this project. Traffic by 2015 will range from 21,000-33,000 vehicles per day.

14-Glenwood widening

Description:

Widen Glenwood from Chinden to State to seven lanes.

Cost: \$3,500,000 (not including possible expansion of the Glenwood Bridge)

Background/Justification of Project:

Development throughout the West Bench, Northwest, and Eagle areas will maintain high demand on Glenwood, with traffic levels of up to 47,000 vehicles per day. Commuting patterns will continue to shift to more north-south, cross river movements.

15-Glenwood/Cole couplet

Description:

Glenwood and Cole will be connected with a two-way couplet (see Figure 9-8) from the junction of Glenwood & Cole to Mountain View. Each leg of the couplet will have two lanes in one direction to handle through travel, with one lane running in the opposite direction to allow for local traffic. This will reduce cut-through travel in the adjacent neighborhoods.

Cost: \$2,600,000

Background/Justification of Project:

This Bench/Valley project is ranked after Curtis/Ustick, Maple Grove extension, and Five Mile extension in priority. Traffic on the existing Cole/Mountain View alignment would reach 30,000 vehicles per day by 2015. This volume would normally require five lanes to operate at an acceptable level of service. The couplet will provide the same capacity with two three lanes roads. Each leg of the couplet will carry 15,000 vehicles per day by 2015.

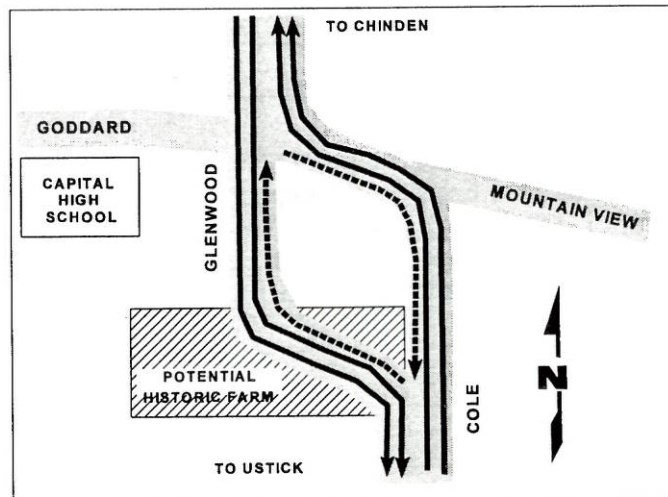


Figure 9-8 COLE/GLENWOOD

16-Hill Road

Description:

Improve Hill Road from Gary Lane to 36th Street to two to three lanes with curb, gutter, and sidewalk. This project is now under study by ACHD to determine the potential of diverting through traffic onto north-south streets: Gary Lane, Collister, and 36th.

Cost: \$5,500,000

Background/Justification of Project:

Development in northwest Boise, Eagle and the Foothills area will continue to affect Hill Road and State Street. By 2015, as many as 11,000 vehicles per day (between Collister and 36th) will use Hill Road. Additional or improved north-south connections (e.g., Curtis extension and the Glenwood widening) should reduce some of the demand.

17-Holcomb Road

Description:

Construct Holcomb Road from ParkCenter Boulevard to Boise Avenue or to Amity at three lanes. Preserve R/W for eventual five lanes following the construction of the East ParkCenter River Crossing. (Design and scope contingent upon corridor study.)

Cost: \$900,000

Background/Justification of Project:

Growth in southeast Boise and lack of adequate north-south connections have created problems in this area. The Boise Comprehensive Plan includes a major "activity center" north of the river in the vicinity of Barber Flats. This land use, combined with Micron expansion and growth in the commercial activity in the far southeast area, will require improved connections. Travel forecasts indicate 4,000 vehicles per day by 2015, although final development plans may alter this forecast.

18-I-84 widening

Description:

Widen I-84 from Meridian Road to County Line to six lanes.

Cost: \$8,100,000

Background/Justification of Project:

Growth in commuting between Canyon and Ada Counties will lead to a forecasted 66,000 vehicles per day on the Interstate at the county line. Proposed new interchanges at Ten Mile (shown later in the plan as a preservation project) and Star Road in Canyon County (based on a Canyon County recommendation) will lead to more congestion on one of the busiest stretches of highway in Idaho.

19-I-84 widening

Description:

Widen I-84 from Cole to Broadway to six lanes.

Cost: \$6,500,000

Background/Justification of Project:

By 2015, traffic along this corridor will range from 76,000-91,000 vehicles per day. Population and employment growth in the southeast area of Boise (notably Micron) will create significant travel delays unless capacity is added.

20-Maple Grove

Description:

Extend Maple Grove from Goddard to Chinden as a three-lane road. Project includes preserving R/W for possible future five lanes.

Cost: \$3,900,000

Background/Justification of Project:

This Bench/Valley project will also provide additional connections between the growing West Bench area and Chinden. Current connections down Mitchell and Glenwood are heavily traveled today, and only limited opportunities exist to widen Glenwood beyond its current capacity. The Maple Grove extension will be designed and its right-of-way preserved concurrently with the Five Mile extension. (See above.) Traffic on Maple Grove is projected to reach 10,000 vehicles per day by 2015.

21-Maple Grove widening

Description:

Widen Maple Grove from Franklin to Fairview to 5 lanes.

Cost: \$1,800,000

Background/Justification of Project:

Continued commercial development in the area of the West Bench will add to already significant congestion and delay. By 2015, this section of Maple Grove will carry up to 22,000 vehicles per day. Although a Five Mile interchange may relieve part of the demand on this corridor, forecasts indicate that the current capacity will be insufficient.

22-Maple Grove widening

Description:

Widen Maple Grove from Franklin to Overland to 5 lanes. This possibly can be done for little or no cost by restriping the existing pavement.

Cost: \$0

Background/Justification of Project:

Continued commercial development in the area of the West Bench will add to already significant congestion and delay. By 2015, this section of Maple Grove will carry up to 15,000 vehicles per day. The addition of a center turn lane will decrease delays caused by turning vehicles.

23-Memory Lane - new road

Description:

Build a new arterial, Memory Lane, from Isaac Canyon IC to SH 21 as a five lane facility. (See map above under Isaac Canyon Interchange.)

Cost: \$3,300,000

Background/Justification of Project:

This road will provide access to the new Isaac Canyon interchange from Micron and Columbia. In addition, it will improve access to SH 21 from northbound Interstate 84.

24-Meridian Interchange redesign

Description:

Add off ramp loop to handle southbound traffic exiting the westbound lanes of I-84. Project would require the existing on ramp to westbound I-84 be relocated further north on ITD property now used for material storage. Residential and commercial uses adjoin this site.

Cost: \$9,200,000

Background/Justification of Project:

Traffic forecasts for 2015 shown that the westbound ramp will operate at poor level of service with 17,000 vehicles per day. Growth south of I-84 will lead to a high number of left turns across Meridian Road. The loop (shown in concept on the following page) will reduce left turns and separate the northbound and southbound traffic.

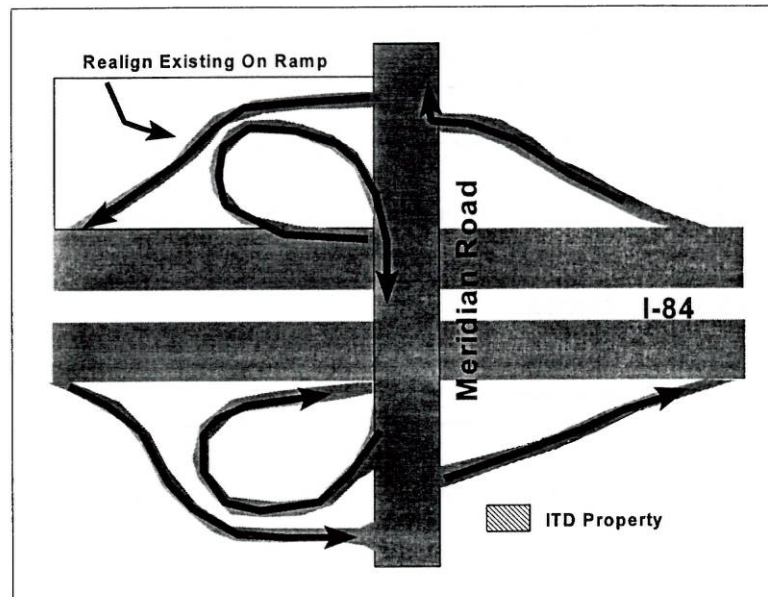


Figure 9-10 MERIDIAN INTERCHANGE

25-Meridian & 1st - change to 1 way couplet

Description:

Implement Meridian and E 1st in Meridian to a one-way couplet between Cherry Lane (Fairview) and the junction of Meridian/1st just north of I-84. Work would require improvements to Meridian and signal changes. The junction of the couplet at the north end (Cherry Lane) should be designed to reduce turn movements in this already congested corridor.

Cost: \$2,500,000

Background/Justification of Project:

The Meridian Comprehensive Plan supports this project, which is designed to reduce long-term traffic congestion in downtown Meridian. Traffic A couplet would reduce congestion, improve pedestrian safety, and allow better signal coordination. Forecasts indicate up to 20,000 vehicles per day using this corridor (both Meridian and E. 1st) by 2015.

26-ParkCenter East Bridge

Description:

Construct a new river crossing from Warm Springs to ParkCenter Boulevard with five lanes.

Cost: \$7,000,000

Background/Justification of Project:

This bridge has been considered part of the ParkCenter corridor concept since it was initiated in the early 1970's. The project was intended to foster development in the southeast Boise area around a "spine" road. The bridge will also allow traffic on Warm Springs to continue west without traveling through the Warm Springs neighborhood and historic district.

Traffic forecasts based on current demographics show relatively low usage by 2015, but a planned development north of the river may alter travel patterns. This bridge will be part of the consideration of the Holcomb/Boise/Eckert Corridor Study described in Chapter 8.

27-ParkCenter West River Crossing

Description:

Construct a new river crossing from Front/Myrtle to ParkCenter Boulevard. Build structure to allow four to six lanes.

Cost: \$8,600,000

Background/Justification of Project:

This project was studied extensively from 1993-5 following the adoption of the 1992 plan. The ACHD Commission decided upon a design in January 1996. Traffic forecasts show 35,000 vehicles per day by 2015, even with improvements to the Broadway Bridge. Demand is driven by a number of sources: growth in SE Boise, ParkCenter employment, continued development in downtown Boise, and BSU expansion. Construction of the Front/Myrtle couplet has led to a dramatic increase in travel through this corridor.

28-Pine Street Construction

Description:

Build Pine Street from Locust Grove to Cloverdale to three lanes.

Cost: \$3,300,000

Background/Justification of Project:

Growth in the Meridian area and the West Bench has already led to congestion on the major east-west corridors, notably Franklin and Fairview. The Pine Street corridor (the same alignment as Emerald/Executive) will provide relief to these arterials and provide access to the growing industrial area in this corridor. With forecasted volumes of less than 5,000, a three-lane facility will provide additional capacity for anticipated growth in the area.

29-Railroad/Indian Creek crossing in Kuna - new

Description:

Construct a bridge across the Union Pacific railroad tracks and Indian Creek in the vicinity of Kuna. (Location subject to evaluation by ACHD in cooperation with Kuna and Union Pacific.) The proximity of the tracks to the creek, and the requirement for 22 feet of clearance between the tracks and the bridge, necessitate a very large and expensive structure.

Cost: \$8,000,000

Background/Justification of Project:

Growth in the Kuna area south of the mainline Union Pacific tracks, combined with the speed and number of the trains, have created a significant safety problem. Safety of motorists crossing the tracks and emergency vehicle access--particularly when trains are stopped across both existing at-grade crossings--are noted as major reasons for this project. Kuna's plan emphasizes the importance of this project to future development.

30-SH 69 widening

Description:

Widen State Highway 69 (Kuna/Meridian Road) to five lanes from Kuna to existing five-lane section starting in the vicinity of Amity.

Cost: \$8,900,000

Background/Justification of Project:

Growth in the southwest area of Ada County has increased travel on this two lane highway. Crossing and turning traffic creates a safety issue. 2015 traffic levels will range from 10,000-18,000 vehicles per day north of Deer Flat. South of Deer Flat, volumes will be lower, around 5,000.

ROADWAYS FINANCIAL ELEMENT

Table 9-3 summarizes the financial analysis done for the roadway element of *Destination 2015* Transportation Plan. The Transportation Plan envisions capacity improvements to the arterial system throughout Ada County at a total estimated cost of \$165,550,000. This cost estimate includes a provision for mitigation where it is appropriate. It also includes construction and right-of-way estimates.

An analysis was done of the existing budget of Ada County Highway District and, to a lesser extent the Idaho Transportation Department, to assess the potential of meeting transportation needs over the next 20 years. Any revenue growth from ACHD's current budget sources was assumed needed to support their reconstruction and traffic operations programs. Thus, no revenue growth from ACHD's existing funding sources was assumed in this financial analysis. ITD's maintenance needs are also assumed to be adequately funded and, thus, are not included in this analysis. ITD's portion for the capacity improvement in the Plan is assumed to be funded by federal transportation funds matched by ITD. The one exception to this was the proposed Five Mile interchange. Though it would be part of the state system, it was assumed that local funding would be needed to support that project.

In addition to the roadway projects contained in *Destination 2015*, ACHD has also committed, in their current five year capital program, another \$33.4 million in capacity increasing projects.

An analysis was done for roadway maintenance needs by ACHD, and the conclusion was that a total of \$20,490,000 annually would be needed to provide for routine roadway maintenance, overlays, and other maintenance needs over the next 20 years. Between ITD's capital projects and the roadway maintenance and arterial capacity improvements by ACHD, total annual capital revenues (1995 dollars) of \$38,440,000 are needed. Under current budget estimates, this would require an additional \$9,240,000 of new revenue to ACHD alone to meet the needs. The revenue forecast already assumed the 1996 Idaho Legislature would approve a gas tax and vehicle registration fee increase that would yield approximately \$1.9 million annual revenue to ACHD.

In order to meet the funding shortfall, this Plan envisions some potential new funds to be raised. Examples of possible sources and potential yields include:

- Impact fees (more than doubling the existing fee of \$837 per household);
- Additional gasoline tax that could yield approximately \$9 million for a 9¢ increase dedicated in Ada County; and
- Vehicle registration fee at an assumed rate of \$78 per vehicle, or a \$46 increase over current rates, that would yield approximately \$8.4 million annually in Ada County.

TABLE 9.3: LONG RANGE TRANSPORTATION PLAN (ROADWAYS) FINANCIAL ELEMENT

With Projects Approved by APA Board February 26, 1996

A. Estimated Annual Costs Required to Meet the Projected 20 Year Need Including Maintenance & Operations (M&O)

	CAPITAL 20 YEARS	COMMITTED	AVERAGE CAPITAL ANNUAL	ANNUAL M & O	TOTAL ANNUAL
ACHD	\$115,805,000	\$33,397,000	\$10,100,000	\$20,490,000	\$30,590,000
ITD	\$49,749,000 *	\$80,530,000	\$7,850,000	N/A**	\$7,850,000
Totals	\$165,554,000	\$113,927,000	\$17,950,000	\$20,490,000	\$38,440,000

Note: Figures are in 1995 dollars (\$'s from Dec 95-Dec 96)

* Subject to action and concurrence by the ITD Board and future Federal action.

** Not available at this time for Ada County. ITD's M & O Budget is district wide.

B. Estimated Annual Revenue Estimates to Meet the Projected 20 Year Need

	BUDGET*	1996 LEGISLATION	ADDITIONAL FUNDING	TOTAL REVENUE
ACHD	\$19,450,000	\$1,900,000	\$9,240,000	\$30,590,000
ITD	To Be Determined **	To Be Determined		\$0
Totals	\$19,450,000	\$1,900,000	\$9,240,000	\$30,590,000

* Note: Only includes that portion of ACHD's budget for roadway maintenance and arterial capacity improvements. The remainder of ACHD's annual budget goes for reconstruction, traffic operations(including intersection improvements), administrative, and other special functions not included in this document.

** Not available at this time for Ada County. ITD's M & O Budget is district wide.

C. Examples of Potential New funds

DESCRIPTION	CURRENT TAX/FEE	ASSUMED TAX/FEE	ADDITIONAL ANNUAL REVENUE
Impact Fee(\$/hh)	\$837	\$2,440	\$10,000,000
Gasoline Tax(/gal)	\$0.39	\$0.48	\$9,000,000
Vehicle Reg Fee	\$32	\$78	\$8,400,000

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POLICIES

1. Local officials continue to pursue potential revenue enhancement from combinations of impact fees, increased gasoline tax dedicated in Ada County, vehicle registration fee increases dedicated to Ada County and perhaps other local option taxing authority to raise fees and taxes in support of 20-year transportation needs.
2. Develop a reliable model for projecting costs and revenue for transportation needs that address maintenance and capacity improvements.

CHAPTER 10 - EVALUATION OF RECOMMENDED ROADWAY SYSTEM

This chapter contains the following main sections dealing with the recommended roadway capital projects:

- Environmental Inventories of Waterways/Wetlands, Fish/Wildlife Habitats, and Threatened/Endangered Species
- Noise
- Air Quality Conformity Evaluation
- Neighborhood-Related Inventories
- Historic Properties

ENVIRONMENTAL

Jurisdictional and Non-Jurisdictional Waterways and Wetlands

Perennial streams with defined bed and banks are within the jurisdiction of the Idaho Department of Water Resources and subject to regulation by the Idaho Stream Channel Protection Act. Perennial streams, intermittent streams, and adjacent wetlands are normally considered waters of the United States and within the jurisdiction of the US Army Corps of Engineers (COE) and subject to regulation by §404 of the Clean Water Act.

Wetlands are identified and delineated in the field by methods prescribed by the *Corps of Engineers Wetlands Delineation Manual* (1987 Manual). The presence of a predominance of hydrophytic vegetation, hydric soils, and wetland hydrology is the criteria which determines if a site is a wetland. The 1987 Manual normally requires positive indicators for all three criterion for an area to be considered a wetland and the US Army COE to claim jurisdiction over a site.

Irrigation ditches excavated on dry land and artificially irrigated areas which would revert to upland if the irrigation ceased may be identified as wetlands, but are not normally within the jurisdiction of the US Army COE. However, Federal Highway Administration policy requires projects receiving Federal moneys avoid impacts and take all practicable measures to minimize harm to both jurisdictional and non-jurisdictional wetlands (DOT Order 5660.1A).

Ecological Design, Inc. identified and located waterways, jurisdictional wetlands, and non-jurisdictional wetlands within the study corridors by cursory field inspection and a review of the literature. Sources of information studied include:

- US Geologic Survey (USGS) quadrangle maps (7.5 minute series).
- US Fish and Wildlife Service (US FWS), National Wetlands Inventory orthophoto quadrangle maps (7.5 minute series).
- Federal Emergency Management Agency (FEMA) Flood Boundary and Floodway maps.
- Soil Survey for Ada County Area, Idaho, US Department of Agriculture - Soil Conservation Service (SCS).
- Aerial photography provided by the Idaho Transportation Department (ITD), the Ada County Highway District (ACHD), and the Ada Planning Association (APA).

Study results for each project are summarized in Table 10-1 of this summary report and described in the technical report.

Important Fish and Wildlife Habitats

Ecological Design, Inc. identified and located important fish and wildlife habitats within the study corridors by cursory field inspection, interviews with Idaho Department of Fish and Game and US Fish and Wildlife Service personnel, and a review of the literature. Sources of information studied include:

- Comprehensive field studies previously completed by Ecological Design, Inc. for the Bench to Valley Transportation Study, West ParkCenter River Crossing Preliminary Planning and Design Study, and Hill Road Corridor Study.
- Annotated Checklist of Idaho Vertebrates. Tebiwa - The Journal of the Idaho Museum of Natural History.
- Boise River Wintering Bald Eagle Study, Boise River Corridor, Lucky Peak Dam to Ada/Canyon County Line.
- Boise River Fish and Wildlife Habitat Study.

Study results for each project are summarized in Table 10-1 of this summary report and described in the technical report.

Known Threatened or Endangered Species

Ecological Design, Inc. identified and located known threatened, endangered, or candidate species within the study corridors by reviewing the data base of the Idaho Conservation Data Center for the most recent inventory of plants and animals and by a letter dated October 4, 1995 from the US Fish and Wildlife Service to HDR Engineering, Inc. regarding the Isaac Canyon Interchange project.

Federal actions including Federal funding, permitting or land use management are subject to Section 7 of the Endangered Species Act of 1973. Non-Federal actions must not "harm" a threatened or endangered species. Candidate species have no protection under the Endangered Species Act of 1973, however may be listed as threatened or endangered in the future.

Study results for each project are summarized in Table 10-1 of this summary report and described in the technical report.

Summary of Natural Resource Study Results

Results of natural resource studies are summarized in Table 10-1. Project locations are shown on the attached index map previously prepared by the Ada Planning Association. Additional study results are described in narrative in a technical report available from the Ada Planning Association.

Table 10-1 - Summary of Results of Natural Resource Studies

(ACHD) indicates Ada County Highway District project
 (ITD) indicates Idaho Transportation Department project

#	Project Name	Waterways and Jurisdictional and Non-Jurisdictional Wetlands	Important Fish and Wildlife Habitats	Known Threatened or Endangered Species
1	Broadway Bridge over the Boise River (ITD)	Boise River - (Jurisdictional waterway and Jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat Large mammal feeding, shelter, and breeding, habitat Cold and warm water fishery	bald eagle - Haliaeetus leucocephalus (LT Listed threatened) - wintering area
2	Chinden:Hewlett-Packard main entrance to base of bench (ITD)	Warm Springs Slough - (Jurisdictional waterway and jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat Cold water fishery	None identified
3	Cole widening: Overland to Franklin	Farmers Lateral Canal - (Non-jurisdictional waterway and non-jurisdictional wetland)	Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified
4	Curtis: Mountain View to Chinden (ACHD)	Settlers Canal - (Non-jurisdictional waterway and non-jurisdictional wetland) Davis Drain (Jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified
5	Curtis: Fairview to Mountain View (ACHD)	None identified	None identified	None identified

#	Project Name	Waterways and Jurisdictional and Non-Jurisdictional Wetlands	Important Fish and Wildlife Habitats	Known Threatened or Endangered Species
6	Curtis Extension - Extend Ustick to new Curtis extension (ACHD)	Settlers Canal-(Non-jurisdictional waterway and non-jurisdictional wetland) Davis Drain (Jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified
7	Curtis: Intersections/ramps at I-184 and Fairview (ACHD and ITD)	None identified	None identified	None identified
8	Eisenmann Road: to new Isaac Canyon interchange (ACHD)	Five Mile Creek - (Jurisdictional waterway and jurisdictional wetland)	Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat Large mammal feeding, shelter, and breeding, habitat	wovenspore lichen - <i>Texosporium sancti-jacobi</i> - (C2 Candidate)
9	Emerald / Executive: Five Mile to Orchard (ACHD)	Rust Lateral, North Slough, and Ridenbaugh Canal - (Non-jurisdictional waterways and non-jurisdictional wetlands)	None identified	None identified
10	Federal Way - South of SH 21 to Isaac Canyon (ACHD)	Five Mile Creek - (Jurisdictional waterway and jurisdictional wetland)	Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat Large mammal feeding, shelter, and breeding, habitat	wovenspore lichen - <i>Texosporium sancti-jacobi</i> - (C2 Candidate)
11	Five Mile: McMillan to Chinden (ACHD)	Zinger Lateral Helm Lateral-(Non-jurisdictional waterway and non-jurisdictional wetland)	None identified	None identified
12	Five Mile Interchange & Five mile widening (ITD and ACHD)	Wilson Fruit lateral and Ridenbaugh Canal - (Non-jurisdictional wetland)	Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified

#	Project Name	Waterways and Jurisdictional and Non-Jurisdictional Wetlands	Important Fish and Wildlife Habitats	Known Threatened or Endangered Species
13	Franklin: Five Mile to Meridian (ACHD)	Farm pond between Eagle Road and Locust Grove Road (Jurisdictional wetland) Five Mile Creek - (Jurisdictional waterway and jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified
14	Glenwood: Chinden to State (ITD)	Boise River - (Jurisdictional waterway and jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat Large mammal feeding, shelter, and breeding, habitat Cold and warm water fishery	bald eagle - <i>Haliaeetus leucocephalus</i> (LT Listed threatened) - wintering area
15	Glenwood / Cole: Junction of Glenwood and Cole to Mountain View (ACHD)	Open pasture and irrigation ditch (Non-jurisdictional waterway and non-jurisdictional wetland)	Waterfowl feeding and loafing habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified
16	Hill Road: Old SH 55 to 36th (ACHD)	Stuart Gulch, Polecat Gulch, Pierce Gulch, Seaman Gulch, Dry Creek - (Jurisdictional waterways and jurisdictional wetlands) City Canal - Farmers Union Canal (Non-jurisdictional waterways and non-jurisdictional wetlands) Open pasture-(Non-jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	Aase onion - <i>Allium aaseae</i> (C1 Candidate) Mulford's milkvetch - <i>Astragalus mulfordiae</i> (C1 Candidate)

#	Project Name	Waterways and Jurisdictional and Non-Jurisdictional Wetlands	Important Fish and Wildlife Habitats	Known Threatened or Endangered Species
17	Holcomb Road: ParkCenter - Boise (ACHD)	Ridenbaugh Canal, Watson Drain, and Gallagher Canal (Non-jurisdictional waterways and non-jurisdictional wetlands)	Waterfowl feeding, loafing, and nesting habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	bald eagle - Haliaeetus leucocephalus (L.T Listed threatened) - wintering area
18	I-84: Meridian to Ada / Canyon County Line (ITD)	Purdam Gulch - (Non-jurisdictional waterway and non-jurisdictional wetland)	None identified	None identified
19	I-84: Cole to Broadway (ITD)	New York Canal - (Non-jurisdictional waterway)	None identified	None identified
20	Maple Grove: Goddard to Chinden (ACHD)	Settlers Canal-(Non-jurisdictional waterway and non-jurisdictional wetland) Unnamed marsh within a partially reclaimed materials source - (Jurisdictional waterway and jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified
21	Maple Grove: Franklin to Fairview (ACHD)	Ridenbaugh Canal - (Non-jurisdictional waterway and non-jurisdictional wetland) South Slough - (Jurisdictional waterway and jurisdictional wetland)	Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified
22	Maple Grove widening: Franklin - Overland (possible restriping only) (ACHD)	Farmers Lateral Canal- (Non-jurisdictional waterway and non-jurisdictional wetland)	Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified
23	Memory Lane: Isaac Canyon Interchange to SH 21 (ACHD)	Five Mile Creek - (Jurisdictional waterway and jurisdictional wetland)	Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat Large mammal feeding, shelter, and breeding, habitat	wovenspore lichen - Texosporium sancti-jacobi - (C2 Candidate)

#	Project Name	Waterways and Jurisdictional and Non-Jurisdictional Wetlands	Important Fish and Wildlife Habitats	Known Threatened or Endangered Species
24	I-84: Meridian Interchange (ITD)	None identified	None identified	None identified
25	Meridian and 1st Couplet: Fairview to I-84 (ACHD)	Minor drain adjacent to railroad right-of-way - (Non-jurisdictional wetland)	None identified	None identified
26	ParkCenter East Bridge	Boise River, Logger's Creek, and Northern Bypass (Jurisdictional waterway and jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Bald eagle feeding and loafing habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat Large mammal feeding, shelter, and breeding, habitat Cold water fishery	bald eagle - Haliaeetus leucocephalus (LT Listed threatened) - wintering area
27	ParkCenter West River Crossing: Broadway to ParkCenter (ACHD)	Boise River and Logger's Creek (Jurisdictional waterway and jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Bald eagle feeding and loafing habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat Large mammal feeding, shelter, and breeding, habitat Cold water fishery	bald eagle - Haliaeetus leucocephalus (LT Listed threatened) - wintering area
28	Pine: Locust Grove to Cloverdale (ACHD)	Settler's Canal - (Non-jurisdictional waterway and non-jurisdictional wetland) Major drain adjacent to railroad right-of-way - (Jurisdictional wetland) Open pasture - (Non-jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	None identified

#	Project Name	Waterways and Jurisdictional and Non-Jurisdictional Wetlands	Important Fish and Wildlife Habitats	Known Threatened or Endangered Species
29	Railroad and Creek Crossing in Kuna (ACHD)	Indian Creek - (Jurisdictional waterway and jurisdictional wetland)	Waterfowl feeding, loafing, and nesting habitat Great blue heron feeding and loafing habitat Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat Cold water fishery	interior redband trout - <i>Oncorhynchus mykiss gairdneri</i> - (C2 Candidate) slick spot peppergrass - <i>Lepidium papilliferum</i> - (C2 Candidate)
30	SH 69: Kuna to Existing Widening (ITD)	Irrigation ditches near: Deer Flat Road, East Mason Creek Lane, Lake Hazel Road - (Non-jurisdictional wetlands)	Song bird feeding, loafing, and nesting habitat Small mammal feeding, shelter, and breeding, habitat	slick spot peppergrass - <i>Lepidium papilliferum</i> - (C2 Candidate)

Description of Noise Study Methods

Common noise levels and public reactions to them are presented in Table 10-2.

Table 10-2: COMMON NOISE LEVELS AND PUBLIC REACTIONS

Public Reaction	Noise Level (dBA)	Common Indoor Noise Levels	Common Outdoor Noise Levels
Local committee activity with influential or legal action	110	Rock band	Jet flyover at 1,000 feet
	100	Inside subway train	Gas lawn mower at 3 feet
Letters of protest	90	Food blender at 3 feet	Diesel truck at 50 feet
Complaints likely	80	Garbage disposal at 3 feet Shouting at 3 feet	Noisy urban daytime Gas lawn mower at 100 feet
Complaints possible	70	Vacuum cleaner at 10 feet Normal speech at 3 feet	Commercial area
Complaints rare	60	Large business office	Heavy traffic at 300 feet
Acceptance	50	Dishwasher next room	Quite urban daytime
	40	Small theater conference room (background)	Quite urban nighttime
	30	Bedroom at night	Quite suburban nighttime
	20	Concert hall (background)	Quite rural nighttime
	10	Broadcast and recording studio	
	0	Threshold of hearing	

Source: Caltrans Noise Manual, California State Department of Transportation, March 1980

Noise experienced by receptors a specified distance from the centerlines of roadways is predicted by the Federal Highway Administration (FHWA) STAMINA 2.0 model using design hourly volumes (DHV) for cars, light trucks, and heavy trucks. Attenuation of noise is predicted using the FHWA OPTIMA 1.0 noise barrier design model.

FHWA guidance prescribes mitigation will be considered when noise attributable to a proposed project exceeds Leq 67 dBA for residences, parks, and schools and Leq 72 dBA for commercial and industrial receptors (FHWA 7-7-3; September 9, 1982). Mitigation will also be considered when noise levels are below this criteria, but when noise attributable to a proposed project increases 10 to 15 dBA (FHWA Memorandum; June 8, 1982).

Ecological Design Inc. modeled ambient noise using traffic volumes and traffic speeds provided by the Ada Planning Association and roadway geometry provided by the sponsoring transportation agency (i.e., ITD and ACHD). The design hourly volume (DHV) was assumed to be 10% of the average daily traffic (ADT). The number of trucks was assumed to be 5% of the DHV, 75% of those light trucks and 25% heavy trucks.

A series of predictive models were constructed using STAMINA 2.0 for a range of traffic volumes and speeds predicted by TRANPLAN for the years 1996 and 2015, the horizon year for the

Destination 2015 Plan. Traffic volumes expressed as design hourly volumes (DHV) ranged from 1,000 to 10,000 vehicles per hour and speeds ranged from 30 to 60 MPH. STAMINA 2.0 cannot model traffic speeds less than 30 MPH. Roadway geometry was generalized as a hypothetical straight line roadway because accurate roadway geometry is not available for most projects.

Summary of Noise Study Results

Results of the noise study are summarized in Table 10-3. Project locations are shown on the attached index map previously prepared by APA. Additional study results are described in a technical report available from APA. They include STAMINA 2.0 model results - noise measured as sound pressure level in decibels - presented as a series of tables and graphs showing noise as a function of distance from the roadway centerline. The graphs allow a user to estimate noise for a single receptor, or to construct noise contours on project base maps.

Table 10-3 shows the distance in feet from the center line of a roadway beyond which an acceptable level of noise is predicted to occur. Shorter distances indicate lower noise generated by traffic. Generally, a building could exist or be built up to this limit without suffering an unacceptable amount of noise. This is based on FHWA guidelines (67 dBA) and for traffic volumes and speeds predicted by TRANPLAN for the years 1996 and 2015 for each project.

This noise study assumes a straight roadway with no intersections on a flat grade. Also, no barriers to noise such as earth berms and buildings and no attenuation of noise by the ground surface are assumed. The precise geometry of a proposed roadway and knowledge of the landscape are needed to model noise with the accuracy required for preliminary and final design of projects. **Results of this noise study should be treated as preliminary estimates when applied to a particular project.**

Table 10-3: SUMMARY OF RESULTS OF THE NOISE STUDY

(ACHD) indicates Ada County Highway District project

(ITD) indicates Idaho Transportation Department project

#	Project Name	Estimated Distance (in feet) From the Center Line at Which Noise Could Exceed FHWA Guidelines	
		1996 Traffic Volume and Speed	2015 Traffic Volume and Speed
1	Broadway Avenue Bridge over the Boise River (ITD)	140' (Estimate is high given predicted speed is 17 MPH and limit of STAMINA 2.0 is 30 MPH)	135'
2	Chinden: Hewlett-Packard to base of bench (ITD)	55'	120' (Estimate is high given predicted speed is 27 MPH and limit of STAMINA 2.0 is 30 MPH)
4	Curtis: Mountain View to Chinden (ACHD)	No roadway presently exists	110' (Estimate is high given predicted speed is 21 MPH and limit of STAMINA 2.0 is 30 MPH)
5	Curtis Road: Fairview to Mountain View (ACHD)	30'	75' (Estimate is high given predicted speed is 12 MPH and limit of STAMINA 2.0 is 30 MPH)

#	Project Name	Estimated Distance (in feet) From the Center Line at Which Noise Could Exceed FHWA Guidelines	
		1996 Traffic Volume and Speed	2015 Traffic Volume and Speed
7	Curtis Road: Intersection/ramps at Fairview I-184 (ITD and ACHD)	165	210'
8	Eisenmann Road: existing to new Isaac Canyon interchange (ACHD)	No roadway presently exists	<85' (Estimate is high given predicted DHV is 20 vehicles per hour. STAMINA 2.0 model was not run for DHV < 1000 vph.)
9	Emerald/Executive: Five Mile to Orchard (ACHD)	50' (Estimate is high given predicted speed is 28 MPH and limit of STAMINA 2.0 is 30 MPH)	85' (Estimate is high given predicted speed is 28 MPH and limit of STAMINA 2.0 is 30 MPH)
10	Federal Way: South of SH 21 to Isaac Canyon (ACHD)	90'	65'
11	Five Mile Road: McMillan to Chinden (ACHD)	No roadway presently exists	40' (Estimate is high given predicted speed is 29 MPH and limit of STAMINA 2.0 is 30 MPH)
12	Five Mile Interchange (ITD) Five Mile Widening (ACHD)	335' (on I-84) 65' (on Five Mile)	365' 100'
13	Franklin: Five Mile to Meridian (ACHD)	45'	75'
14	Glenwood: Chinden to State (ITD)	140' (Estimate is high given predicted speed is 26 MPH and limit of STAMINA 2.0 is 30 MPH)	155'
15	Glenwood / Cole: Junction of Glenwood and Cole to Mountain View (ACHD)	No roadway presently exists	50'
16	Hill Road: Old SH 55 to 36th (ACHD)	25'	50' (Estimate is high given predicted speed is 27 MPH and limit of STAMINA 2.0 is 30 MPH)
17	Holcomb Road: ParkCenter to Boise (ACHD)	No roadway presently exists	<65' (Estimate is high given predicted DHV is 40 vehicles per hour. STAMINA 2.0 model was not run for DHV < 1000 vph.)
18	I-84: Meridian to Ada / Canyon County Line (ITD)	475'	> 500'
19	I-84: Cole to Broadway (ITD)	475'	> 500'
20	Maple Grove: Goddard to Chinden (ACHD)	50' (Estimate is high given predicted speed is 23 MPH and limit of STAMINA 2.0 is 30 MPH)	40'
21	Maple Grove: Franklin to Fairview (ACHD)	35' (Estimate is high given predicted speed is 24 MPH and limit of STAMINA 2.0 is 30 MPH)	60'

#	Project Name	Estimated Distance (in feet) From the Center Line at Which Noise Could Exceed FHWA Guidelines	
		1996 Traffic Volume and Speed	2015 Traffic Volume and Speed
22	Maple Grove: Franklin to Overland (ACHD)	70	50
23	Memory Lane: Isaac Canyon Interchange to SH 21 (ACHD)	No roadway presently exists	110'
24	I-84: Meridian Interchange (ITD)	225'	400'
25	Meridian Avenue and 1st Couplet: Fairview to I-84 (ACHD)	35' (Estimate is high given predicted speed is 24 MPH and limit of STAMINA 2.0 is 30 MPH)	35' (Estimate is high given predicted speed is 25 MPH and limit of STAMINA 2.0 is 30 MPH)
26	ParkCenter East Bridge (ACHD)	No roadway presently exists	<50" (Estimate is high given predicted DHV is 200 vehicles per hour. STAMINA 2.0 model was not run for DHV < 1000 vph.)
27	ParkCenter West River Crossing: Broadway to ParkCenter (ACHD)	No roadway presently exists	120' (Estimate is high given predicted speed is 27 MPH and limit of STAMINA 2.0 is 30 MPH)
28	Pine: Locust Grove to Cloverdale (ACHD)	No roadway presently exists	35'
29	Railroad and Creek crossing in Kuna (ACHD)	No predicted traffic volume and speed available	No predicted traffic volume and speed available
30	SH 69: Kuna to Existing Widening (ITD)	95'	85'

AIR QUALITY

As required by the 1990 Clean Air Act Amendments (CAAA), this plan must demonstrate conformity with the State Implementation Plan (SIP) for both Carbon Monoxide (CO) and Particulate Matter (PM₁₀). Staff worked with the Interagency Consultation Committee, made up of representatives of FHWA, EPA, ITD, DEQ, AQB, and ACHD to ensure consensus in the air quality conformity process.

An Air Quality Conformity analysis was conducted for both CO and PM₁₀ according to the US EPA guidelines of November 1993. The analysis was based upon: (1) the latest planning and demographic assumptions; (2) the latest emissions estimations models; (3) a consensus of the Interagency Consultation Committee. This process concluded that:

1. No project in this document would cause a delay in implementing CO Transportation Control Measures (TCMs).
2. Transportation projects in this document provide for timely implementation of the CO TCMs identified in the applicable CO SIP.
3. Both CO and PM₁₀ levels in the benchmark years would be lower in a Build Scenario than in a No-Build Scenario.

It should be noted that increased vehicle miles of travel will result in increased emission. On the other hand, roadway improvements which facilitate traffic flow, increase average speed of travel and reduce congestions will result in reduced CO emissions. Such improvements, however, might not have the same positive impacts on reducing PM₁₀ emissions. To reduce traffic generated PM₁₀ emissions better roadway sanding and sweeping practices are effective. For a detailed analysis of Air Quality Conformity refer to the **Air Quality Conformity Demonstration of Destination 2015**, under a separate cover.

NEIGHBORHOOD

Neighborhood Boundaries

The following is a list of neighborhood boundaries crossed by streets recommended in the Plan for construction within the next twenty years. The neighborhood boundaries affected are described and shown in Figures 10-1 through 10-7.

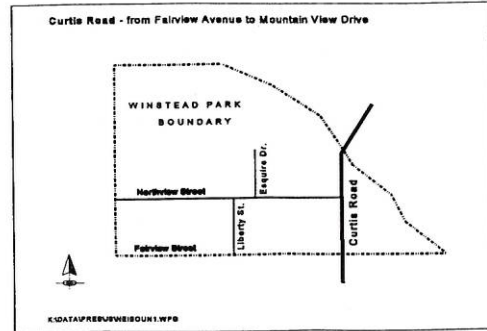
Table 10-4: NEIGHBORHOOD BOUNDARIES AND RECOMMENDED ROADWAY CONSTRUCTION PROJECTS

3	Cole Road - from Overland to Franklin	Crosses the Franklin Randolph Bench boundary.
5	Curtis Road - from Fairview Avenue to Mountain View Drive	Crosses the Winstead Park Neighborhood boundary.
11	Five Mile Road - from McMillan Road to Chinden Boulevard	Crosses the West Valley Neighborhood boundary
12	Five Mile Road - from Overland to Franklin	Crosses the Southwest Ada County Alliance and Maple Hills Neighborhood boundaries.
15	Glenwood/Cole - jct. Glenwood Street & Cole Road to Mountain View Drive	Crosses the West Bench Neighborhood boundary. Also crosses the Manorwood Neighborhood boundary.
16	Hill Road - from Old State Highway 55 to 36th Street	Crosses the Collister and the Crane Creek/Highlands Neighborhood boundaries
17	Holcomb Road - from ParkCenter to Boise/Amity	Crosses the Southeast Neighborhood Association boundary.
26	ParkCenter East Bridge	Crosses the Southeast Neighborhood Association and Warm Springs Neighborhood boundaries. Abuts the Barber Neighborhood boundary.

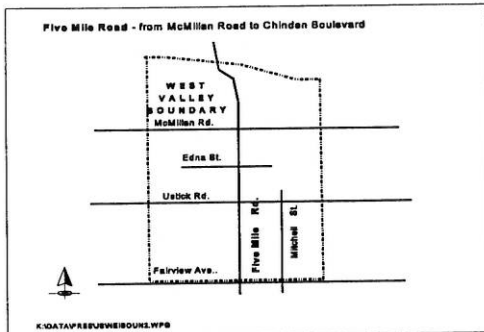
Source: Neighborhood boundaries shown as provided by Boise City Planning Department.



COLE ROAD



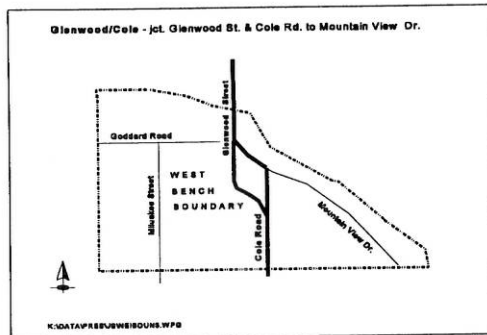
CURTIS ROAD



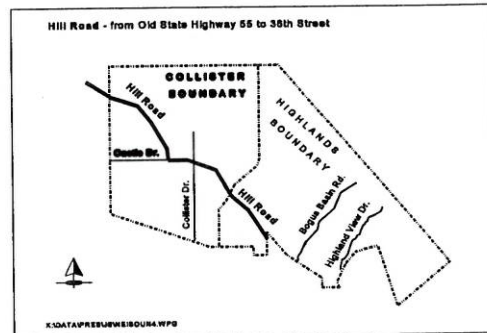
FIVE MILE ROAD



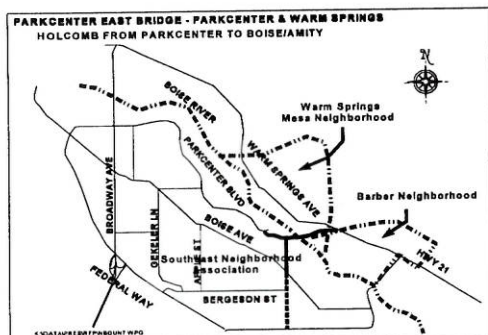
FIVE MILE ROAD



GLENWOOD/COLE



HILL ROAD



**PARKCENTER AND
HOLCOMB ROAD**

Homes Affected by "Build" Projects

Table 10-5 summarizes an inventory of residences located on streets recommended for construction within the 20-year period of the Plan. These homes are inside a 50-100 foot "buffer" zone from the centerline of the existing street. The inventory was completed using aerial photographs of sections which included streets recommended for improvement. The aerial photographs were taken during April 1995. The 50 foot and 100 foot buffers were selected to ascertain the potential number of residences which could be affected by noise, light, vibration, or other effects of traffic.

Table 10-5: HOMES WITHIN 50-100 FEET OF ROAD CENTERLINE

#	Road	Area	50 ft.	100 ft.
1	Broadway Bridge	@ Boise River	None	None
2	Chinden	HP Entrance to Joplin	None	None
3	Cole Road	Overland Road to Franklin Road	None	7
4	Curtis extension	Mountain View to Chinden	3	6
5	Curtis widening	Fairview to Mountain View	4	37
6	Curtis / Ustick extension	Extend Ustick to new Curtis extension	(Note 1)	
7	Curtis/Fairview/I-184	Intersection/ramps	None	None
8	Eisenmann Road	From existing to new Isaac Canyon Interchange	None	None
9	Emerald/Executive	Five Mile to Orchard	None	22
10	Federal Way	South of SH 21 to Memory Lane @ Isaac Canyon	None	None
11	Five Mile extension	McMillan to Chinden	None	42
12	Five Mile Interchange & Five Mile Widening	Overland to Franklin	1	7
13	Franklin Road	Five Mile Road to Meridian Road	None	9
14	Glenwood widening	Chinden to State Street	None	None
15	Glenwood/Cole couplet	Glenwood & Cole to Mountain View	7	47
16	Hill Road	Old State Hwy 55 to 36th St.	14	154
17	Holcomb Road	ParkCenter to Boise/Amity	7	26
18	I-84	Meridian to County Line	None	None
19	I-84 widening	Cole to Broadway	None	None
20	Maple Grove extension	Goddard Rd. to Chinden Blvd.	None	26
21	Maple Grove widening	Franklin Rd. to Fairview Ave.	None	2
22	Maple Grove widening	Overland to Franklin (poss. restriping)	5	23
23	Memory Lane	Isaac Canyon I.C. to Hwy. 21	None	None
24	Meridian Interchange	I-84 at Meridian Road	None	None
25	Meridian Rd. & 1st St.	Fairview to I-84	3	27
26	ParkCenter East Bridge	ParkCenter (end of pavement) to Warm Springs	0	9
27	ParkCenter West River Crossing	Broadway to ParkCenter	(Note 1)	
28	Pine Street extension	Locust Grove to Cloverdale	None	None
29	RR/Creek X Kuna	Location to be evaluated	None	None
30	State Hwy. 69	Kuna to Amity Road	7	40

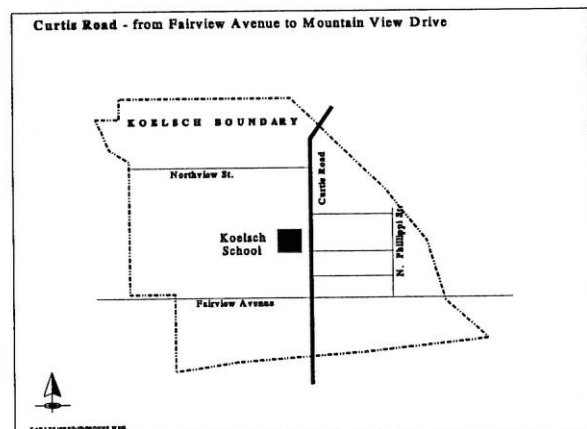
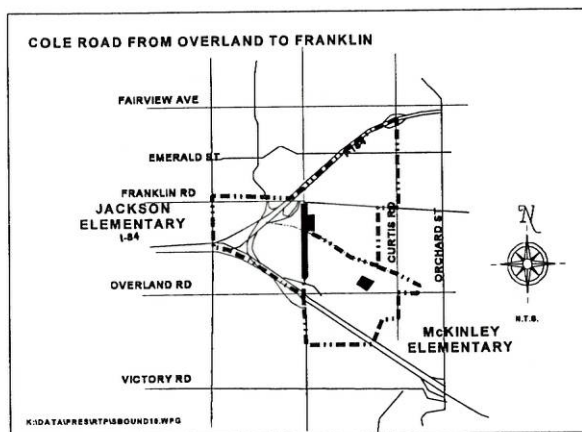
Note 1: The Ustick extension and the West ParkCenter River Crossing projects were studied in detail by ACHD. Consult these studies for information.

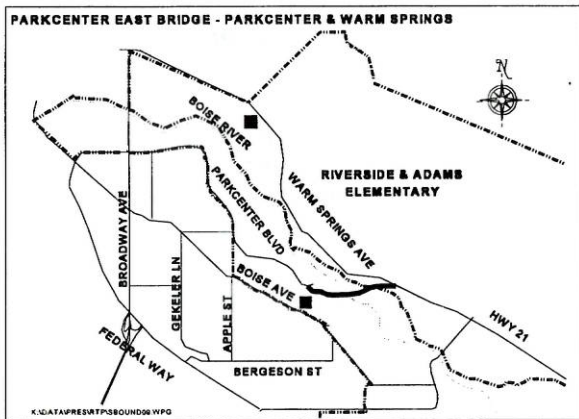
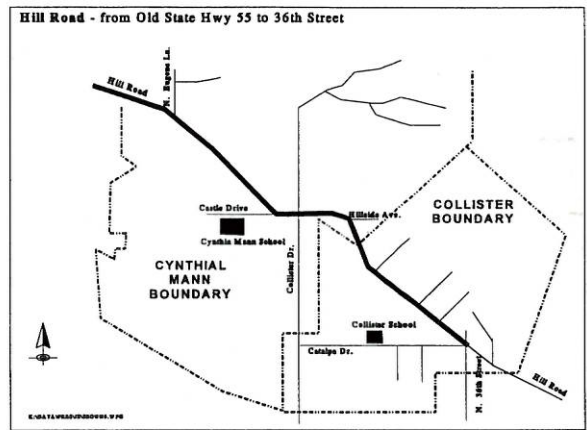
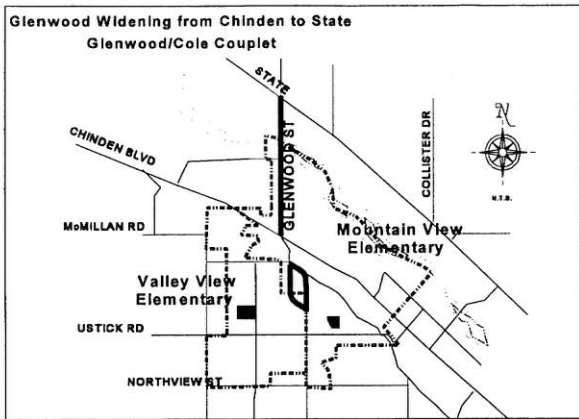
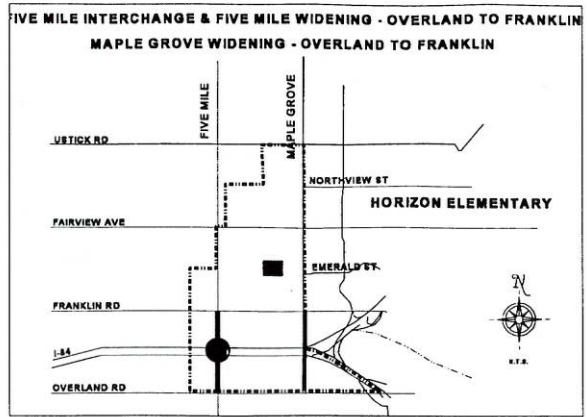
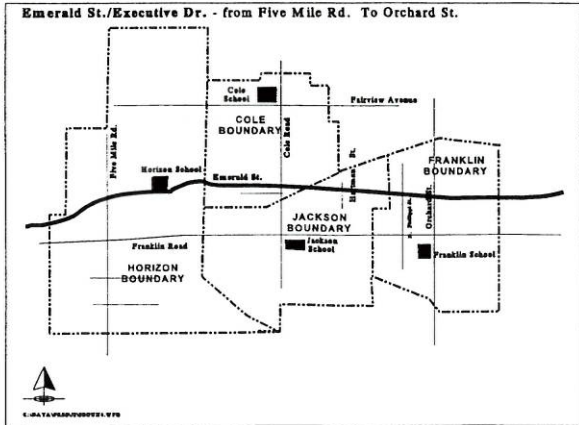
Schools and Boundaries Affected by "Build" Projects

The following considers Boise School boundaries which cross one or more streets recommended for construction within the next twenty years. It is organized by scenario number and area of planned improvement. School boundaries affected are described with the project scenario. Note that school boundaries are subject to change. Certain of the areas may be covered by the school busing service, which provides transportation to students living more than 1.5 miles (walk distance) from the school or to those students for whom no safe walk route exists. The maps also identify the approximate location of schools along the recommended projects' corridors.

Table 10-6: SCHOOL BOUNDARIES AND ROADWAY CAPITAL RECOMMENDATIONS

#	Project	Affected Schools
3	Cole Road from Overland to Franklin	Students in the Jackson school area living west of Cole must cross the project area.
5	Curtis Road from Fairview Avenue to Mountain View Drive	Students in the southeast area of the Koelsch School boundary must cross Curtis Road.
9	Emerald Street/Executive Drive from Five Mile Road to Orchard Street	Students north of Emerald, in the boundaries of Franklin and Jackson Schools and south of Emerald, in the boundaries of Cole and Horizon Schools, must cross Emerald Street.
12	Five Mile Road from Overland to Franklin	Students west of Five Mile attending Horizon Elementary
14	Glenwood Street from Chinden Boulevard to State Street	Students west of Glenwood Street in the Mountain View School boundary must cross Glenwood.
15	Glenwood/Cole Couplet	Students north of the Glenwood portion of the couplet attending Valley View.
16	Hill Road from Gary Lane to 36th Street	Students north of Hill Road in the boundaries of Collister and Cynthia Mann Schools must cross Hill Road.
22	Maple Grove from Overland to Franklin	Students south I-84 and east of Maple Grove attending Horizon.
26	ParkCenter East Bridge	Students north of ParkCenter and south of Boise River attending Riverside.





HISTORIC PROPERTIES

A survey, titled *Interpretive Master Plan for Ada County*, was prepared for the Ada County Historic Preservation Council in May 1995. The plan focused on Ada County sites on the National Register of Historic Places. A map labeled *Historic Sites within Ada County*, plots historic site locations listed on the National Historic Register.

Upon careful study of the map, it was determined that there are no historic sites in Ada County and outside the City of Boise on any street adjacent to the projects recommended for construction in the Plan.

The survey noted above discussed historical sites in Ada County. Historic sites in the City of Boise are inventoried separately; and evaluation and determination as historic sites are completed separately.

A file of historic sites in the City of Boise revealed one site (listed below) which is on a street within the Roadway Projects Scenarios.

#13 - Glenwood St. & Cole Rd. - jct. Glenwood & Cole to Mountain View Dr.

- The Caron Farm, Historical Site #8789, is at 3805 Cole Road.

POLICIES

1. Coordinate with the transportation implementing agencies to evaluate potential effects of projects on the natural and built environment. As projects move into implementation--generally with preliminary design and engineering--the transportation agency with responsibility for the project will oversee any environmental reviews.
2. Consider funding an environmental inventory and mapping program for use in transportation planning and design. The inventory/mapping system would be part of the established Geographic Information System (GIS) now operated by many local governments. Such a program could be considered for funding under the Enhancement funding category of ISTEA.
3. Consider funding a historic inventory and mapping system, also to be compatible with the GIS system. Such a program could be considered for funding under the Enhancement funding category of ISTEA.
4. Work with local governments and transportation agencies to prepare guidelines for residential, commercial, and other uses along arterials, limited access highways, and freeways. These guidelines should address noise attenuation through techniques such as earth berms, sound walls, and increased setbacks.
5. Work with local governments to continue development of neighborhood boundary maps which can be used by transportation agencies in planning and design of facilities and services.

6. APA will offer assistance to implementing agencies in identifying and evaluating runoff issues during project implementation.
7. APA will offer assistance in identifying and evaluating truck routes and regulatory policies.
8. APA will assist in developing and supporting legislation on regional drainage districts.
9. The APA Board will set up an ad hoc mitigation committee to recommend mitigation standards and suggested funding sources to the APA Board. This committee will be composed of representatives from ACHD, school districts, local government entities, neighborhood representatives, Boise City Parks and anybody else that has parks that wants to. This committee will also develop and present to the APA Board a process for ongoing involvement and coordination between the implementing agency and affected government entities and neighborhood groups on projects requiring mitigation within the Destination 2015 Plan. (Also a policy under Chapter 4.)

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CHAPTER 11 - PUBLIC TRANSPORTATION

BACKGROUND

Public transportation is an important element of Ada County's transportation system. It is essential to citizens who need access to jobs, education, medical care, shopping, and other activities. This component is a culmination of information from existing documents: *Regional Public Transportation Plan for Ada County*, January 1992; the long-range transit plan for Boise; and the draft final report for the Treasure Valley Alternative Transportation Analysis, November 1995. These planning efforts all involved community input to identify and develop transit alternatives.

PURPOSE

Many public involvement activities took place in transit planning over the last five years. This section details the vision identified through those activities to help the community and elected officials make better decisions on how to reach the vision. In public surveys and meetings, local citizens support regional transportation options being provided. During the 100-person Community Team process, representatives from local governments, neighborhood groups, businesses, stakeholder groups and randomly selected citizens developed a Vision Statement on alternative transportation. In September, 1995, the APA Board adopted the Vision Statement as follows:

"While the future transportation system will continue to serve primarily people traveling in automobiles, convenient transportation alternatives will be provided where practical which allow opportunities to travel to work, school, shopping, and other services within Ada County and in other parts of the Treasure Valley. The long-term, area-wide goal for these alternatives is 25% of travel, although levels may vary within the County depending on land uses and service alternatives. Public policies should favor development and use of travel alternatives.

Vanpools, carpools, commuter buses, Park & Rides, high occupancy vehicle lanes, telecommuting, bicycle and pedestrian facilities, and other alternatives will be considered. Whenever practical, such alternatives will be offered or coordinated through the private sector to improve efficiency and lower costs."

This public transportation component of *Destination 2015* identifies goals, service areas, and financing to help achieve this vision for the region. In addition, it extends that vision to interconnect Ada and Canyon Counties. While Ada County is recognized as the regional hub for employment and shopping opportunities, the Canyon County employment base has changed and grown over the years to increase travel trips between the two Counties. The transportation system is the framework upon which the fabric of the community can be woven. Mobility between these counties is an essential element in the economic welfare and future liveability of the region.

AREA DESCRIPTION

The description of this regional transportation area includes Ada County and its five cities: Boise, Eagle, Garden City, Kuna, and Meridian. In addition, it includes intercity connections from Ada County to the Cities of Caldwell, Middleton, and Nampa in Canyon County.

Ada County Highway District, a county-wide highway district, was established in 1971 and builds and maintains all non-State roadways. Boise and Garden City are service areas for THE BUS. The City of Boise was designated by the Governor of Idaho as the recipient of urbanized area transit funds.

TREASURE VALLEY

This section looks at one of three elements of long-range public transportation planning. The three areas are: **Treasure Valley** (Ada County and selected areas within Canyon County-- Nampa, Caldwell, and Middleton); **Ada County**; and the **Boise Metropolitan Area**.

TREASURE VALLEY ALTERNATIVE TRANSPORTATION ANALYSIS (TVATA)

Needs for public transportation within Ada and Canyon Counties were identified to some extent in the Treasure Valley Alternative Transportation Analysis (TVATA). TVATA was created to evaluate transportation choices for intercounty travel between Ada and Canyon Counties, as well as other key travel corridors, and to develop an action plan for future direction.

A private consultant working with a multi-jurisdictional Steering Committee from the two counties has completed the initial analysis. The Steering Committee is currently considering his recommendations. A brief overview of the consultant's findings and recommendations follows:

TVATA recommends to modestly expand the existing transit system by targeting unserved areas, linking key origins and destinations, increasing frequencies, providing more connections between communities, expanding the carpool and vanpool programs, and offering incentives to encourage carpooling, vanpooling, and transit use (see Figure 11-1, Regional Transportation Concept). Also, it suggests the Union Pacific Railroad (UPRR) right-of-way should be protected for a future transit facility. A wide range of potential public uses could be made of this right-of-way including long-term fixed guideway. TVATA suggests the two counties need to "grow" into transit by developing building blocks and to add needed services and improvements over time.

While TVATA identifies several options to ensure coordination and operation of a public transportation system, it suggests a Regional Transit Authority (RTA) be created to serve as a focal point for community contact, to coordinate services, and to identify funding sources. This is discussed further in the following section on Ada County's current transit services and future transit needs.

During TVATA's development, there was no consensus on how transit operations should be funded. The analysis points out that funding transportation facilities and services, particularly for transit operations, is needed and remains one of the biggest challenges for Treasure Valley communities. TVATA identified possible funding sources for transit, many of which would require state and/or local actions. The most feasible transit funding options are a local sales tax or an employer tax. A 0.25% local sales tax in Ada County and parts of Canyon County would yield approximately \$8.3 million annually.

TVATA suggests area planners and elected officials should work toward development of a broader, longer term assessment of capital and operating costs for regional transportation.

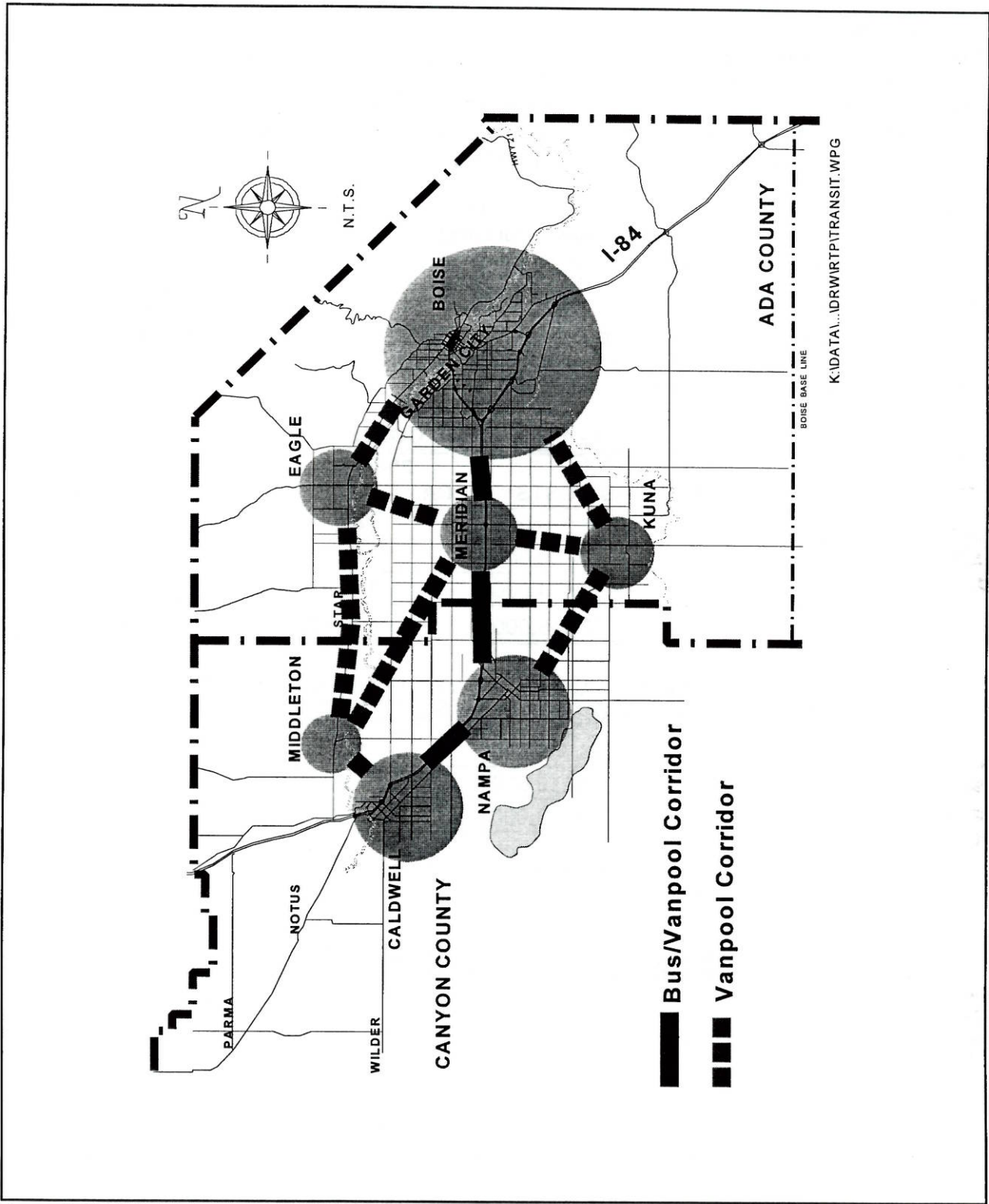


Figure 11-1 REGIONAL TRANSPORTATION CONCEPT

Financial Plan

The long-range regional transportation component is based upon adequate financial resources to provide urban-type services in the Treasure Valley area, particularly in the urbanizing Cities of Boise, Garden City, Meridian, Nampa, and Caldwell. Because the long-range regional transportation component envisions transit service beyond the abilities of local governments to support with property taxes, other sources of funding are necessary.

Tables 11-1 to 11-3 identify the total costs and estimated revenues necessary to deliver the recommended transit levels. The estimated total cost for the year 2015 in 1995 dollars is estimated to be over \$23 million. Of this amount, approximately 20%, or \$4,800,000, would come from fares and miscellaneous revenue. For the capital portion of the 20-year program, 80% of the cost is estimated to come from federal capital funds. That leaves a total funding deficit per year of approximately **\$15,800,000**. This figure represents almost 69% of the total annual cost of the system. This figure is well in line with the dedicated funding portions of many transit properties throughout the Pacific Northwest.

Table 11-1: TOTAL COSTS

AREA	ANNUAL OPERATING COSTS	20-YEAR CAPITAL COSTS	TOTAL ANNUAL COSTS
Boise Metro	\$15,575,000	\$47,212,000	\$17,935,000
Meridian	\$899,000	\$2,725,000	\$1,039,000
Canyon County	\$3,574,000	\$10,833,000	\$4,114,000
Totals	\$20,048,000	\$60,770,000	\$23,088,000

Table 11-2: ANNUAL REVENUE ESTIMATES

AREA	FARES, MISC.	FEDERAL CAPITAL	TOTAL REVENUE
Boise Metro	\$3,738,000	\$1,888,000	\$17,935,000
Meridian	\$216,000	\$112,000	\$1,039,000
Canyon County	\$858,000	\$432,000	\$4,114,000
Totals	\$4,812,000	\$2,432,000	\$23,088,000

* See Table 11-3 for examples of dedicated funds and yields.

Table 11-3: EXAMPLES OF DEDICATED FUNDS

DESCRIPTION	RATE	YIELD
Sales Tax	0.42%	\$15,840,000
Payroll Tax	0.40%	\$16,080,000

This financial analysis assumed the growth rate of potential revenue sources (i.e., sales tax or payroll tax) was approximately equivalent to the anticipated inflation rate of 3%. For example, over the last ten years, excluding 1990 which had approximately 32% growth, sales tax increases

averaged 5% per year. The same with payroll tax; the current estimate is that employment in the Treasure Valley area would grow at approximately 2.4% per year for the next 20 years. In addition, the 2-3% that would be expected for annual increases would offset the inflation rate of 3%.

This financial analysis finds the recommended transit plan for Treasure Valley requires a dedicated funding source that would generate approximately \$15.8 million per year in 1995 dollars. Examples of dedicated funding sources include sales tax or an employee payroll tax, each of which are used in other communities in the Pacific Northwest. A sales tax rate of 0.42% would yield the \$15,800,000 necessary to support this plan, and a payroll tax of 0.4% would yield a similar amount. The financial component also depends heavily on the formation of a Regional Transit Authority (RTA) that would provide the transit service in the multi-county/multi-city jurisdictions envisioned in this plan.

The sales tax and/or payroll tax identified in this financial analysis are in line with the rates being used in Portland, Denver, Salt Lake, Reno or Spokane, and appear to be quite reasonable. To implement these revenue sources would require enabling legislation from the Idaho State Legislature and a local referendum.

ADA COUNTY

This section provides an overview of existing public transportation services in Ada County and three of its municipalities outside the Boise Metropolitan Area. It also identifies future transportation service needs in Ada County to provide a regional transportation system.

ADA COUNTY HIGHWAY DISTRICT

Commuteride

Ada County Highway District (ACHD) operates a carpool and vanpool matching program called Commuteride, and sponsors a number of small Park & Ride lots in Treasure Valley. The existing program budget is \$679,800, of which approximately 36% comes from user fees for vanpools and revenue from employers. The rest of the funding comes from Federal funds and local matching funds. As demand for alternative transportation increased over the years, funding for the carpool and vanpool program also increased. Flexibility of ISTEA regulations allowed local jurisdictions to allocate additional Federal funds for alternative transportation. This is the action which Ada County Highway District has taken.

In 1995, approximately 70% of the Commuteride program funds were dedicated to the purchase, operation, and maintenance of the vans. Thirty vans are owned by ACHD with 25 vans in operation. Routes for two of the remaining five vans are being developed. The three remaining vans are used as replacement vans in case of emergency or maintenance requirements. Twenty-three vanpools serve approximately 270 riders from Boise, Mountain Home, Meridian, Kuna, Nampa, Caldwell, Emmett, Eagle, Payette, Fruitland, New Plymouth, and Ontario, Oregon. Two of the vans are operated through an ACHD employer program. This program allows the operation of these vans by a major employer exclusively for its employees in downtown Boise.

Vanpools depend on a stable group of riders to pay the operating costs by having a minimum of 12 riders and 1 driver to keep the vanpools self-supporting. Riders are sensitive to both price and

convenience, so a change in the cost or convenience differential between vanpooling and driving alone can attract or repel riders.

Commuteride's vanpool program has been very successful in providing transportation options to commuters. A summary of the program's success for FY 1995 is as follows:

- Total routes in operation as of September 30, 1995 - 22.
- Total new routes started by December 31, 1995 - 5.
- Total boardings for the FY 1995 - approximately 73,700.
- Average round trip length - 60.6 miles.
- Total route miles traveled - approximately 309,900.
- Total commuter miles traveled - approximately 2.3 million.
- Total vehicle miles saved - approximately 2.0 million.
- Gallons of gasoline saved - approximately 115,600.
- Reduction of carbon monoxide pollutants - approximately 89,300 pounds.
- Total commuter costs saved - \$809,400 (based on AAA driving cost: 41.2 cents per mile).

In FY 1996, additional Federal funds are committed to purchase another ten vans. Routes and riders are currently being identified and the majority of the new vans will be running by October 1996. At the end of FY 1996, Commuteride will have a fleet of 40 vans. Because the fleet is growing rapidly, staff is exploring other options of operating and maintaining the fleet to increase operational efficiency. Currently, a major employer is operating and maintaining two vans to serve its employees. If this operation proves successful, other vans may be operated in a similar matter to streamline the work to run a successful vanpool program.

The carpool matching program assists approximately 2,900 clients from all the previously mentioned communities, plus areas as far away as Twin Falls. Both programs are marketed to employers throughout the year. More and more employers are developing employee programs to encourage the use of alternative transportation instead of a single-occupant vehicle (SOV). Some employers provide vanpool or transit subsidies, preferential carpool parking spaces, flextime, and various other incentives. The partnership between Commuteride and area employers has demonstrated the desire of both public agencies and private businesses to reduce the demand on the transportation system in the community.

This partnership between Commuteride and area employers should be explored further in the future. As Federal and local funds decrease over time, alternative funding sources need to be expanded. Currently, the program receives Congestion Mitigation/Air Quality funds (CMAQ - Federal) to purchase vans and do marketing campaigns, and Surface Transportation Program (STP) - Urban funds (Federal) to operate and administer the Commuteride Program. Local revenues (ACHD) are used to fund administrative positions to support and market the program. Fares pay for the operation of the vans and provide the local matching funds for the purchase of new vehicles.

The estimated costs to continue and expand the Commuteride program for the 20 year planning period is \$14,132,000. The breakdown of program costs and funding sources are as follows:

Table 11-4: ESTIMATED COSTS AND FUNDING SOURCES FOR COMMUTERIDE

	ESTIMATED COST	FUNDING SOURCE
Administration	\$4,968,000	Federal STP - Urban (100%)
Van Purchase	\$3,836,000	CMAQ (80%), Local (20%)
Van Operation	\$5,328,000	User Fees (100%)

The vanpool and carpool programs are very successful in reducing the number of vehicles on the roadway and provide various benefits to the region. Regional jurisdictions should actively support the Commuteride program, giving it strong political support and working to assure adequate and consistent funding.

Park & Ride Facilities

The mission statement for the *Ada County Park & Ride Location and Design Study, April 1994*, which includes site locations in Ada County and its surrounding counties, is:

“In the course of public debate, community leaders have determined that Boise needs to enhance its public transportation system and encourage more widespread use of ridesharing opportunities. Park & Ride facilities support community-wide efforts to increase ridership by making ridesharing more convenient, improving the level of service to existing customers, and reducing parking demand at major activity centers.”

While this mission statement targets the City of Boise, it also identifies the purpose and benefits of Park & Ride facilities for the region. Park & Ride facilities provide central collection points where individuals can park their vehicle or be dropped off, park their bike, or conveniently walk to and transfer to a carpool, vanpool, or bus to reach their destination. These facilities can be either designated or informal sites on public property or in joint-use facilities on private property, such as churches or retail shopping centers. By providing a convenient meeting location for commuters in Ada County and outlying communities, more commuters will be encouraged to carpool, vanpool, or use the bus where available.

Designated Park & Ride sites are signed to identify the location. If the site is located on private property, a specific area in the private parking lot may be identified for Park & Ride use and a cooperative agreement made between the property owner and administrator of the Park & Ride program, such as a transit district or transportation department. Other informal sites are not signed and operate under an informal agreement with the property owner to use a portion of the parking lot as long as it does not interfere with the daily operation of business or church activities. The size of the Park & Ride facility may vary from a few parking spaces in less traveled corridors or lightly populated areas to hundreds of parking spaces in high demand corridors of densely populated areas.

Nine existing Park & Ride facilities are identified by ACHD throughout the County: seven in Boise, one each in Meridian and Kuna. These lots are joint-use facilities, meaning the parking is

incorporated into available parking for churches or shopping centers. Additional Park & Ride lots operate throughout Southwest Idaho for commuters and are marketed by Commuteride. An additional 14 Park & Ride lots are located in the Cities of Caldwell, Nampa, Emmett, Middleton, and Mountain Home and on I-84 at Exit 13 in Payette County. The majority of these lots are donated by local businesses and churches to assist commuters in ridesharing arrangements.

A private consultant prepared the results of an Ada County Park & Ride location and design study in April 1994. This plan does not intend to reinvent the wheel (i.e., identify new Park & Ride facilities), but to embrace this study as a starting point for future Park & Ride facilities. ACHD and THE BUS need to identify the demand for additional facilities and to grasp opportunities when they arise. Many times demand is identified through carpools or vanpools parking their vehicles along roadway right-of-ways or ad-hoc locations. Remnant parcels of right-of-way near freeway interchanges or on major roadways near major commercial or residential areas provide ideal Park & Ride locations. Other opportunities may include a major shopping center with an abundant number of parking spaces that are only needed during peak shopping periods. The property owner may wish to provide a community benefit and designate some parking spaces for a Park & Ride facility.

There are identified areas needing proposed Park & Ride facilities to serve as collector lots within the Treasure Valley. The areas listed in the *Ada County Park & Ride Location and Design Study, April 1994*, are for the Cities of Eagle, Meridian, Kuna, Nampa, Caldwell, Horseshoe Bend, Idaho City, Emmett, Mountain Home, and Southwest Ada County. No specific sites have been identified to date, but demand will drive the specific locations. Possible sites for collector lots may be in existing parks or other public locations such as Camels Back Park, Ivywild Park, Cassia Park, Milwaukee Park, and Ada County Fairgrounds. In addition, small collector lots could also be incorporated into the site design for large residential and commercial developments.

Peripheral lots are found on the edge of the Central Business District (CBD) or near other major activity centers. High activity areas where peripheral lots may be appropriate are Boise CBD, Bogus Basin, Boise Airport, Boise State University (BSU), and the Boise Towne Square Mall.

Potential sites for interceptor lots are identified at freeway interchanges near metropolitan boundaries and on State highways (SH). These potential sites include the Eagle Road, Meridian Road, Garrity Road, Franklin Road, Gowen Road Interchanges at I-84 and SH 21/Eckert Road, SH55/Eagle Road, and SH 16/State Street.

While ACHD should seriously look at joint-use facilities (incorporating a Park & Ride facility into an existing commercial development), many Park & Ride facilities will need to be constructed at ideal locations like freeway interchanges and in the vicinity of major highway/roadway intersections. The estimated cost and funding sources for Park & Ride facilities for the 20 year planning period are shown in Table 11-5.

Table 11-5: ESTIMATED COST AND FUNDING SOURCE FOR REGIONAL PARK & RIDE FACILITIES

	ESTIMATED COST	FUNDING SOURCE
Interchange/Highway Park & Ride sites	\$ 9,000,000	STP funds and/or CMAQ funds (80%), Local (20%)
Other Park & Ride sites	\$ 6,000,000	STP funds and/or CMAQ funds (80%), Local (20%)
Total	\$15,000,000	

Developing a comprehensive Park & Ride system will provide numerous community benefits: reduced traffic congestion, reduced parking demand at work sites and the CBD, and reduced energy consumption and air pollution. The local and regional jurisdictions should actively support the development of a regional Park & Ride program, provide strong political support, and work to assure adequate and consistent funding.

OTHER INTERCITY TRANSPORTATION SERVICES

The Cities of Boise and Garden City are the only cities within Ada County that are currently served by a local transit system. The other three communities, Eagle, Kuna, and Meridian, have limited transportation services available. The limited type of transportation services available include taxicabs, scrip taxicab service, senior center vans, and commuter vans.

Taxicabs

Approximately 13 major taxicab companies exist under regulation by the City of Boise and operate 50 taxicabs. Some of these taxicab companies provide service to communities outside of Boise. The taxi fare consists of a base charge and additional charges for mileage or waiting time. While taxicab companies are interested in creating hubs in these outlying areas, the cost benefit has not warranted this action to date.

Scrip Taxi Service

Two programs, Boise Scrip and Rural Scrip, are operated by Senior Programs and provide scrip to qualifying persons to purchase transportation. Scrip is a coupon system which allows qualifying persons to use taxis at a discount. Persons qualify by being 15 years or older and having physical or mental disabilities which prevent them from driving or using regular transit. Boise Scrip Program is funded through the City of Boise and received \$4,620 per month during FY 1995. Rural Scrip Program received Federal funds through Ada County. Only as much scrip is issued as there is money to fund the programs. As the community grows and the need arises, more funding will be needed to continue this valuable transportation program.

Senior Center Vans

Senior Centers in Boise, Eagle, Garden City, Kuna, and Meridian each operate a van for seniors (55 and older) within their respective communities. The vans primarily provide transportation to and from the Senior Centers for meals. In Eagle, the Senior Center also provides transportation once a week to either Meridian, Boise, and Nampa. Meridian Senior Center provides weekly trips

to doctor's appointments, entertainment activities in Boise, or shopping activities in Nampa. These 1988 vans do not have lifts and will eventually need to be replaced.

Commuter Vans

As previously discussed, Commuteride operates numerous vanpools in Ada and Canyon Counties. Kuna, Meridian and Eagle are served by these vans. One van from Kuna serves downtown Boise trips. Three vans from Meridian serve downtown Boise and BSU trips. One van operates between Eagle and downtown Boise and another one is planned in the near future. This is a partnership created by the City of Eagle and ACHD.

Commuters R Us

While the majority of transit services in Treasure Valley are provided by public agencies, privately owned transportation companies are encouraged to provide transportation services throughout the region. In October 1995, a new commuter bus service, Commuters R Us, began daily operation between Nampa/Caldwell areas and Boise. The bus is privately owned, and costs are covered by user fees. Service is provided to downtown Boise, ParkCenter area, and BSU.

TRANSIT NEEDS AND RECOMMENDATIONS

Communities outside Boise and Garden City are not currently served by local transit systems. Key issues need to be evaluated to determine whether such local transit systems are cost effective. Characteristics of that community play a large part in whether the transit system succeeds or fails. Some of these issues include:

- Population and employment in the service area;
- Residential density; and
- Characteristics of the driving population, senior population, and household income.

Each community needs building blocks on which additional services can be added. These communities do have the initial blocks being started; however, the demand has not created the need to develop a local fixed-route transit system. Population, employment, residential density, and household characteristics need to be carefully watched over the coming years to identify the direction each of these communities wishes to proceed in 20 years or more. Discussions are occurring county-wide on future transportation issues through the Treasure Valley Alternative Transportation Analysis (TVATA), which was discussed in the previous section. TVATA suggests:

- Improve and expand the existing local transit system (BUS) as usage and demand develops;
- Start local service in Caldwell, Nampa, and Meridian;
- Provide peak-hour express route service on key corridors;
- Begin starter line/service on exclusive rights-of-way with supporting feeder bus service; and
- Consider applicable transit technologies for future needs.

Recently in Eagle, a transportation need was identified to provide intercity service between Eagle and Boise. Working with ACHD, a commuter van was started and a second van is planned. The City of Eagle and ACHD formed a partnership to operate and fund these vans. This is the first step toward developing demand for an intercity transit system.

Meridian which has an estimated population of 32,000 people for 2015 is a good candidate for development of intercity transit service in the near future. Three vanpools are currently operating between Meridian and Boise. The initial building block has been formed and transit service can be added when demand is warranted. As the region grows, undeveloped areas between Meridian and Boise will fill in and new transit opportunities may develop. The area is well beyond existing services by THE BUS, but cooperative agreements with the City of Boise or with private operators could be explored.

Numerous agencies in the region provide different transportation services. This discussion of intercity transit services shows the need for **one agency** to: identify the travel demand; develop transit services; and identify transit funding. To accomplish this task, a Regional Transit Authority (RTA) should be formed to coordinate activities. In 1995, the Idaho legislature approved legislation for the establishment of RTAs. However, no funding mechanism was identified.

The organization of a RTA can take several forms and needs to be explored. The RTA would be the focal point for the coordination of all transit services in the region and the development of funding sources. Developing those funding sources many times create administrative challenges for smaller organizations like the senior centers and for the scrip programs. Park & Ride facilities, constructed in rights-of-way along major corridors in outlying communities, could be paid for by the RTA. Operations and maintenance of Park & Ride lots could be provided by the appropriate local government agency. Additional funds could be used to expand the vanpool services which are now managed by ACHD. The RTA concept is shown in the figure below.

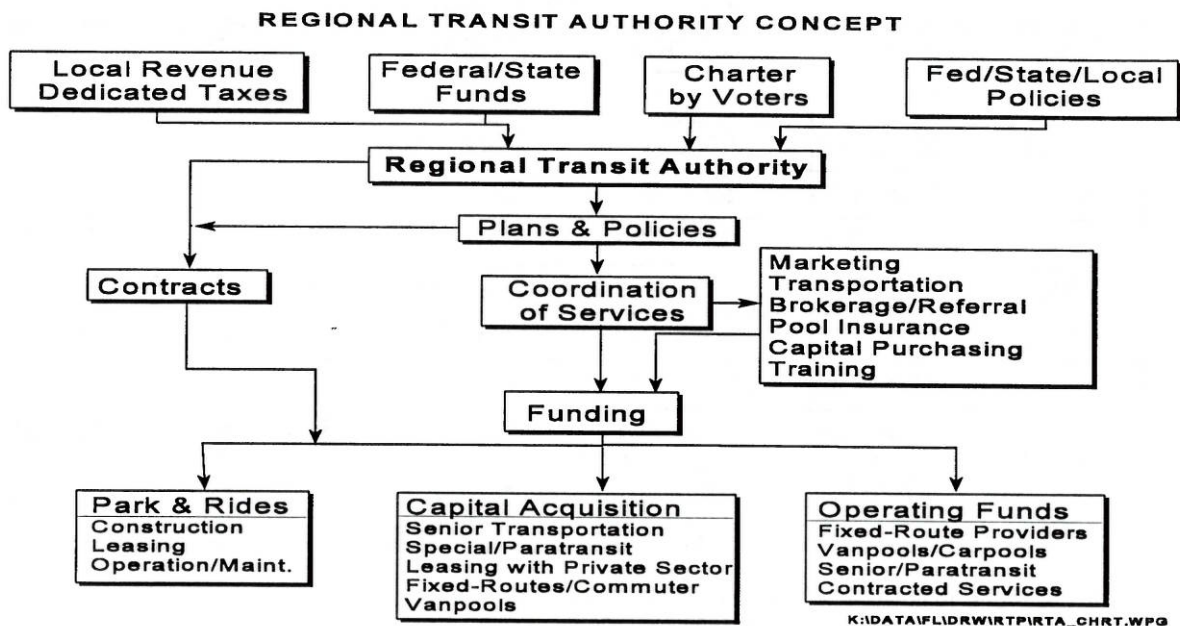


Figure 11-2 REGIONAL TRANSIT AUTHORITY CONCEPT

BOISE METROPOLITAN AREA

BOISE URBAN STAGES

In April 1973, the City of Boise began providing public transportation services shortly after a private provider stopped intra-city bus service within the city limits of Boise. Boise Urban Stages (THE BUS) is the City's transit provider. THE BUS is operated under contract by McDonald Transit Associates, Incorporated.

The area served by THE BUS has experienced a tremendous population growth during recent years. Between 1980 and 1990, the population of the City planning area increased by approximately 22.7%. The population of Ada County has grown 18.9% during that same period. During the past five years, the population in Boise City and Ada County has grown 22.4% and 23.4%, respectively. The population for the Boise City planning area in 2015 is estimated to be 260,680 and Ada County population is expected to be approximately 363,000.

Both fixed-route and paratransit services (known as ACCESS) are operated by THE BUS in a service area which covers approximately 51.5 square miles. THE BUS serves a current Boise City population of approximately 154,000.

THE BUS is funded by transit fares, property taxes collected and appropriated to THE BUS by the City of Boise, Section 9 funds through the Federal Transit Administration (FTA) and miscellaneous sources. Federal funds for THE BUS have been declining for several years. This trend is expected to continue and it is possible all federal operating funds may be eliminated within the next three to four years. Not only does the City of Boise need to identify funding sources to expand THE BUS, sources need to be found to keep THE BUS service at the current level as federal funds diminish.

Table 11-6: BUS REVENUES

YEAR	FEDERAL	LOCAL	FAREBOX	OTHER	TOTAL
1986	\$643,450	\$672,545	\$260,096	\$103,432	\$1,679,523
1987	\$683,087	\$846,278	\$242,828	\$97,370	\$1,869,563
1988	\$624,130	\$948,843	\$243,171	\$74,821	\$1,890,965
1989	\$731,278	\$822,996	\$241,880	\$55,987	\$1,852,141
1990	\$691,781	\$773,378	\$223,998	\$73,474	\$1,762,631
1991	\$851,785	\$811,593	\$239,500	\$86,555	\$1,989,433
1992	\$803,130	\$1,162,128	\$304,806	\$33,806	\$2,303,530
1993	\$766,128	\$1,281,271	\$329,754	\$103,799	\$2,480,950
1994	\$877,360	\$1,499,854	\$352,779	\$236,655	\$2,966,648
1995	\$671,193	\$1,585,978	\$500,609	\$233,792	\$2,991,572

Note: Revenues do not include those for capital acquisitions.
Source: Boise City Finance/Annual Section 15 Reports.

Current Services

ACCESS

Paratransit service, known as ACCESS, operates a demand-responsive fleet of vehicles for people with disabilities who are unable to ride the fixed-route system. ACCESS currently operates five vans Monday through Friday from 5:15 a.m. to 7:45 p.m. and from 7:45 a.m. to 6:15 p.m. on Saturday.

Ridership on ACCESS has increased significantly during recent years. During Fiscal Year (FY) 1995, ACCESS transported 20,219 passenger trips, up 13.9% from the previous year and 48.5% from FY 1993.

The number of trips provided by ACCESS will continue to increase as THE BUS meets the requirements promoted by the FTA in response to the Americans with Disabilities Act of 1990. The regulations prohibit transit systems from constraining capacity on door-to-door services for people with disabilities.

THE BUS will purchase six new ACCESS vans in FY 1996. Four of the new vans will be replacement vehicles and two will be used for expansion in an effort to meet the increasing demand for service.

The hours of service on ACCESS will expand as service hours on THE BUS' fixed-route system are expanded.

Fixed-Route Service

THE BUS currently operates 18 regular fixed routes Monday through Friday that link residential areas with major work sites, downtown Boise, hospitals, and shopping centers and mall. The primary focus of THE BUS' fixed route service is downtown Boise, with 14 routes connecting the Central Business District (CBD) with points located throughout the City. Both BSU and Boise Towne Square Mall serve as minor hubs, with eight routes serving BSU directly and three routes providing direct service to the mall.

The Monday through Friday routes operate with 30 minute headways during peak periods (6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.) and with 60 minute headways off-peak. The span of service is from 5:15 a.m. to 7:45 p.m., a total of 14.5 hours per weekday.

Seven routes operate on Saturday with 45 minute headways. With the exception of one route, all of the Saturday routes run differently from those operated on weekdays. The span of Saturday service is 7:45 a.m. to 6:15 p.m., 10.5 hours.

Fares for THE BUS are recommended by the Mayor's Transit Advisory Committee (MTAC) and adopted by the Boise Mayor and City Council. Fares are set in accordance with the need for local revenues. BSU and the Boise School District have contracts with THE BUS for their students (college and high school only), employees and faculty members to ride free on THE BUS with a picture identification card. The current fare structure is shown in the following table.

Table 11-7: EXISTING TRANSIT FARE STRUCTURE

CATEGORY	CASH	TRANSFER	MONTHLY PASS
Adult	\$.75	Free	\$27.00
Elderly	.35	Free	13.50
Handicapped	.35	Free	13.50
Youth (6-18)	.50	Free	18.00
Child under 6	Free	Free	NA

Cash fares have not increased since August 1992 when they were raised from \$.50 to \$.75. Monthly pass prices were increased in November 1995.

Table 11-8: TRANSIT FARE STRUCTURE

YEAR	ADULT CASH (\$)	E&H CASH (\$)	ADULT PASS (\$)	E&H PASS (\$)
1975	0.25	0.10	8.75	
1980	0.25	0.10	8.75	
1982	0.50	0.10	17.50	
1983	0.55	0.25	16.00	
1985	0.55	0.25	16.00	7.50
1991	0.50	0.25	16.00	10.00
1992	0.75	0.35	24.00	13.00
1995	0.75	0.35	27.00	13.50

In FY 1995, the system carried 1,319,983 passengers. This represents a 26% increase in passengers over FY 1994 and a 56% increase over FY 1993. Since 1990, ridership has more than doubled.

RIDERSHIP LEVELS

FY 1977 - FY 1995

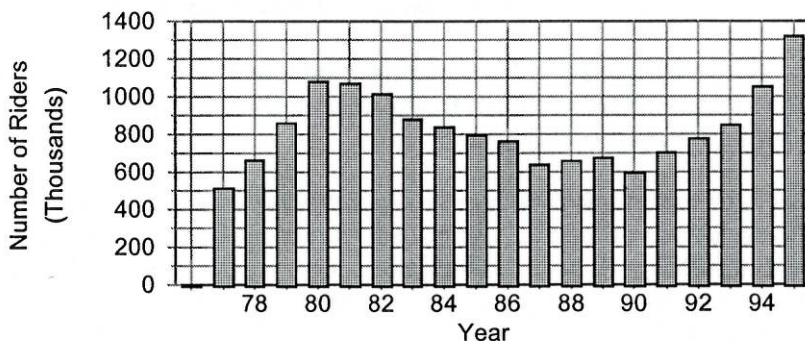


Figure 11-3 RIDERSHIP LEVELS

THE BUS has a fixed-route fleet of 36 buses, 22 of which are powered by compressed natural gas. Two of the other 14 buses will be replaced in FY 1996 with small vans which will operate on the BSU campus. All of the remaining 12 buses are beyond their useful life and scheduled for replacement over the next three to four years. These buses will be funded in part by CMAQ funds. The flexibility of the ISTEA has allowed the use of Federal funds for transit and alternative transportation purposes.

Long-range Regional Transit Planning Process

Two significant shifts in the Treasure Valley have required THE BUS to reevaluate how transit services should be provided to better meet the needs of current transit passengers and to attract potential new riders. Both demographic shifts within the urban area and the growing number of employees working in Boise, but living outside the Boise area (particularly in Meridian, Nampa and Caldwell), provided the impetus for a transit planning process.

In 1992, *The Regional Public Transportation Plan for Ada County* was developed by APA. The conclusion of that planning process was for public transportation to meet the needs of area residents, it must be approached from a regional perspective. Further, the study stated the initial region for public transportation should be all Ada County. Following the establishment of a functional system in this region, expansion into surrounding areas may be possible.

As a result of the conclusions in the *Regional Public Transportation Plan for Ada County* and the need to address the movement toward suburbanization, THE BUS began the *Long-Range Regional Transit Plan*, a three-phase study which will focus first on transit services in the City of Boise, then on Ada County and finally on services needed in adjacent counties.

Public Involvement and Data Collection Processes

During the last half of 1994 and the first part of 1995, THE BUS conducted extensive public involvement and data collection efforts. This was done to determine what changes were needed in the system to better meet the needs of current passengers and to attract current non-riders.

The public involvement and data collection efforts were guided by a Steering Committee appointed by the Mayor's Transit Advisory Committee (MTAC). It included 25 members who represented the diverse needs and interests of Boise's citizens. The Steering Committee gathered input received from seven neighborhood meetings, nine meetings held at major employment site/areas, a telephone rider survey, a non-rider telephone survey, and three community-wide meetings. A final community-wide meeting was held just prior to the implementation of the first phase of improvements.

The public involvement and data collection processes were designed to answer three main questions including:

- How close does the bus need to come to your home for you to consider public transit a viable alternative to the private automobile?
- How frequent must the bus run both at peak and non-peak times for you to consider riding?
- Where do you want to go on the bus?

During the public involvement and data collection portions of the project, nearly 2,000 people provided input to the Steering Committee and THE BUS staff. The major findings are outlined below:

In terms of route frequency, 15-20 minute headways during peak periods are highly desirable among all groups, but especially among non-riders. Most indicated the maximum acceptable frequency during the peak periods would be 30 minutes, the same as is currently offered by THE BUS. Also, most current riders said 30 minute frequency during the off-peak hours is highly desirable as opposed to the 60 minute frequency now offered.

In terms of how close a bus must come to their home in order for them to consider riding, most Boiseans indicated a willingness to walk further than the three blocks shown by national statistics to be the maximum walking distance for bus riders. While 25% said they would walk only up to three blocks, nearly 45% of respondents said they would walk four, five or more blocks.

From the answers to the question, "Where do you want to go?", it was clear there are five major destination areas in Boise where transit riders would like to go. These include downtown, BSU, Micron and surrounding business and retail centers, Hewlett Packard and surrounding businesses, and Boise Towne Square Mall and surrounding retail establishments.

In addition to the three primary questions, information was obtained on the hours service should operate, the amount of time people are willing to spend traveling on buses, and the number of transfers people are willing to make.

While a few people needed transit service to begin as early as 5:00 a.m., the largest percentage said a start time of 6:00 a.m. would meet their travel needs. At the time of the survey, THE BUS stopped running some routes as early as 6:15 p.m. and stopped all route service at 8:45 p.m. Nearly everyone said later evening service should be provided. Most wanted service until 9:00 p.m. to 10:00 p.m.

Most people said they would expect to spend more time on a bus than in their own car. However, most said they would be willing to ride only one and a half to two times longer on the bus than in their car.

Finally, 41% of current riders said they would be willing to make two transfers on a single trip. Most non-riders were willing to make only one transfer, and only if the wait time at the transfer point was no more than ten minutes.

Steering Committee Recommendations

The Steering Committee recommended building a hybrid mixture of high frequency/high route density system over a 15-year period. This hybrid route structure consists of 31 routes and requires 158 buses. The routes include both crosstown routes and circular routes which operate both clockwise and counter-clockwise to provide high levels of service within neighborhoods and to the nearest transit hub.

This system, as originally designed and evaluated, would provide 4,127,150 passenger trips at a total operating cost of \$22.1 million. The capital cost to operate such a system would be nearly \$50 million.

The committee recommended the system be implemented in a phased approach. First, the current spoke and wheel system would be changed immediately to include more crosstown connections and greater transfer options outside the downtown area.

Over the next six years, the committee recommended THE BUS should add two or three additional routes, significantly improve frequencies to include 20 minute peak-hour frequencies, 30 minute off-peak frequencies, and expand service hours to 9:00 p.m. on Monday through Thursday and to 10:00 p.m. on Friday and Saturday.

Finally, the modified spoke and wheel route structure would transition to the hybrid route structure over the next nine-year period. Also during that period, peak-hour frequencies would improve to 10-15 minutes.

The committee suggested all transit improvements be dependent upon identification of a dedicated source(s) of funding for transit operations and capital. Their recommendation included several funding sources which would need to be combined to fund transit. These include:

- Local option sales/service tax;
- Employer/merchant contributions;
- Fare/ridership incentives;
- Revenue/general obligation bonds;
- Impact fees (through ACHD); and
- State revenue sharing.

Long-range Transit Plan for Boise

Plans for Service Improvement

In general, the long-range transit plan for Boise mirrors the recommendations made by the Steering Committee. However, a number of adjustments have been made to the Steering Committee's recommendation to develop the final long-range plan.

First, the alternatives evaluated by the committee included FY 1994 Boise Urban Stages ridership and cost-per-mile data. Significant improvements were made in FY 1995 both in terms of ridership and cost-per-mile. These updated numbers significantly changed both the ridership projections and costs for the future system.

Also, adjustments were made to off-peak service. The committee recommended all routes be operated both during peak and off-peak hours. The final plan includes the elimination of 12 of the 31 routes during off-peak hours. These routes will provide counter-clockwise service for circular routes during the peak periods only.

As a result of these adjustments to the committee's recommendations, the hybrid system to be implemented will require 158 buses and should generate an annual ridership of 5,995,500 passenger trips at a total cost of \$15,574,700. The net operating cost (after fares) will be

\$11,697,800. The capital cost will be slightly more than \$47 million. The funding recommendations identified by the committee will be pursued.

The projected ridership estimates are contingent upon the implementation of aggressive travel demand management measures and the adoption of transit oriented development land use policies.

Implementation of Boise's Long-Range Transit Plan

The first step toward implementing the *Long-Range Regional Transit Plan* was implemented on January 15, 1996 when a modified spoke and wheel route structure was introduced by THE BUS (see Figure 11-4).

In general, the new routes provide shorter travel times primarily by eliminating many downtown transfers. Besides the traditional downtown transfer hub, both BSU and the Boise Towne Square Mall serve as minor hubs for transit routes. Additionally, two new crosstown routes on Overland Road and Glenwood Street include improved opportunities for east/west and north/south travel and transfer options outside the downtown area. These new transfer sites will require capital improvements: shelters, pull-outs, information kiosks, etc.

In addition, the increased fleet will require expansion/relocation of the current maintenance/administration center now located on Front Street near downtown Boise. A site near the airport has been selected and is already in use as a fueling station.

Also in January, an all-new Saturday route system was introduced. While many of the Saturday routes continue to serve downtown Boise, the primary hub for transit service on Saturdays is Boise Towne Square Mall.

During the next few years, the primary transit improvements will be to increase frequencies both at peak and off-peak and to expand service hours. Peak-hour frequencies will be increased to 20 minutes and off-peak frequencies to 30 minutes. Service hours will be expanded to 10:00 p.m. on Monday through Thursday and to 11:00 p.m. on Friday and Saturday.

In addition to these primary improvements, minor improvements will be made to the new route system including addition of a counter-clockwise State Street route, a Veteran's Memorial/Curtis Road crosstown route, and a Gowen Road route.

Once these improvements are made, the route system will be transitioned to the hybrid route system and peak-hour frequencies will be improved to 10 to 15 minutes (see Figure 11-5).

Modified Spoke and Wheel Routes Boise Urban Stages

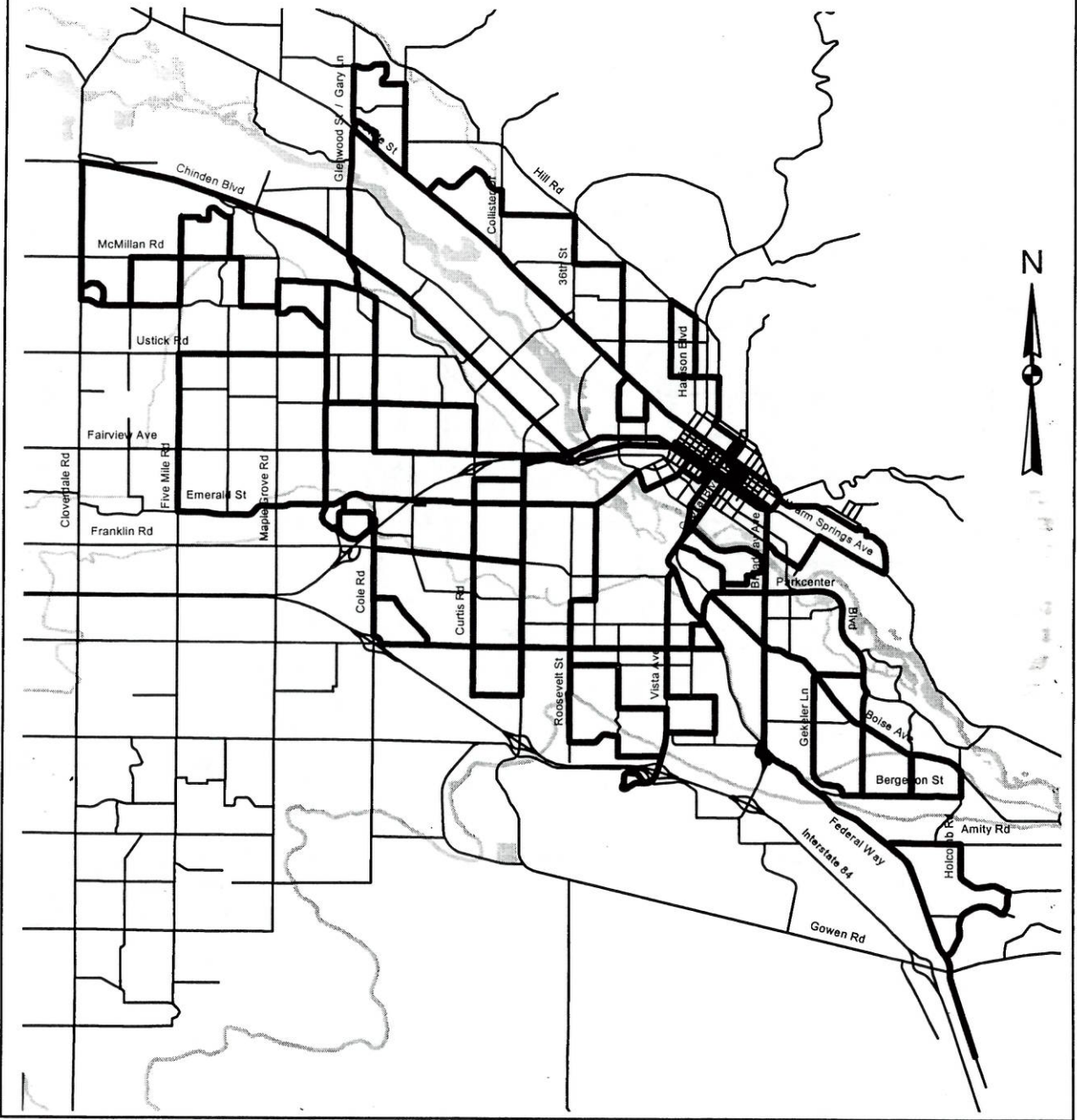


Figure 11-4 MODIFIED SPOKE AND WHEEL ROUTE SYSTEM

Hybrid Routes Boise Urban Stages

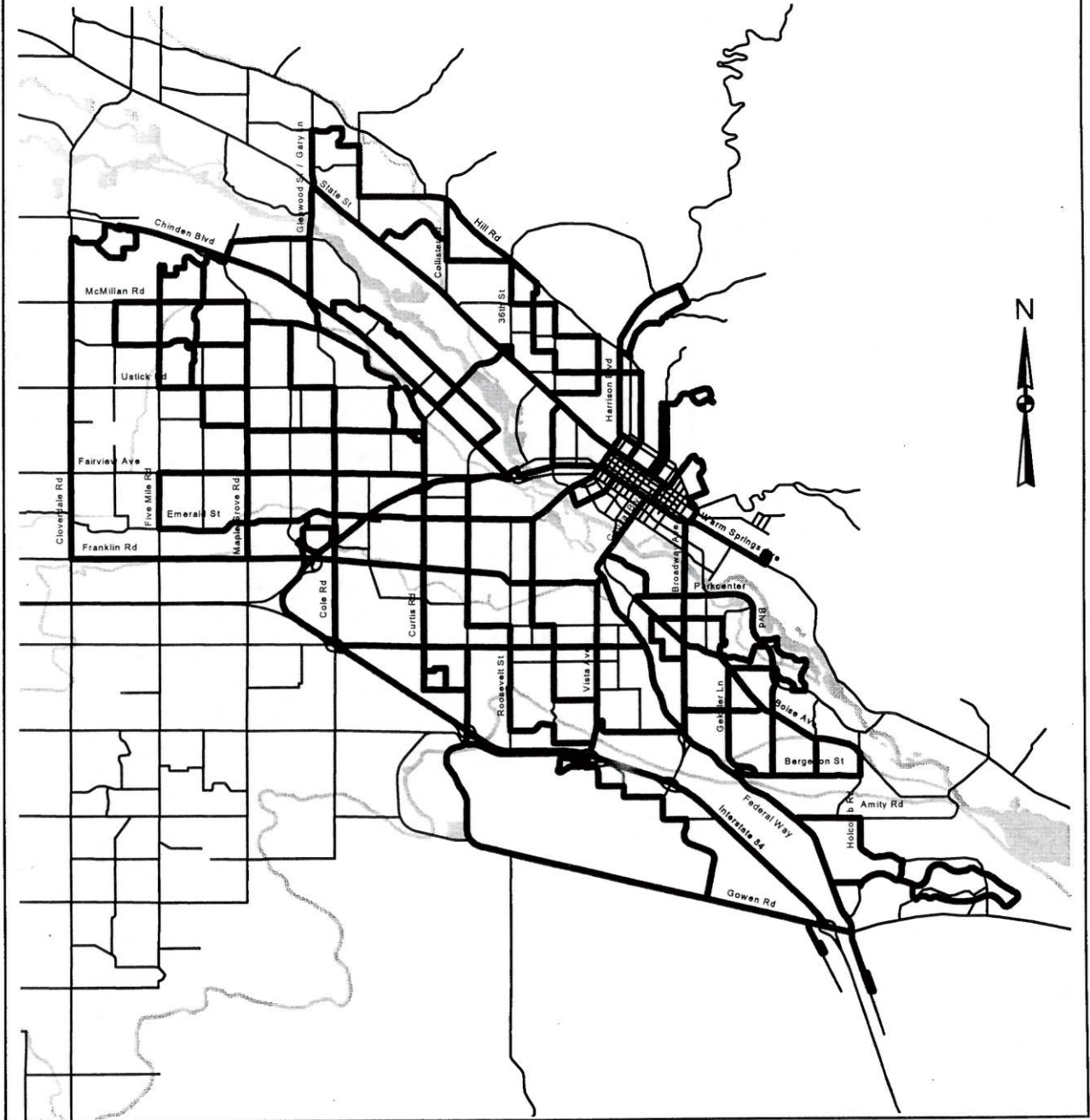


Figure 11-5 HYBRID ROUTE SYSTEM

POLICIES

This public transportation component of *Destination 2015* looks at transportation needs at three levels: intercounty, county-wide, and Boise Metropolitan Area. This creates a comprehensive regional transportation system. It strives to meet the vision of obtaining 25% of the travel by alternative transportation for the region. Policies to meet this vision are:

1. Form a Regional Transit Authority to coordinate all transit services in the region and develop dedicated funding source(s) for those transit services.
2. Assist in development and implementation of the Treasure Valley Alternative Transportation Analysis recommendations. While no recommendations have been approved by the Steering Committee to date, the analysis recommends to:
 - a. Modestly expand the existing transit system by targeting unserved areas (Nampa/Caldwell area and Meridian);
 - b. Link key origins and destinations;
 - c. Increase frequencies;
 - d. Provide connections between communities; and
 - e. Offer incentives to encourage transit use.It also suggests protecting Union Pacific Railroad right-of-way for a future transit facility.
3. Develop building blocks (i.e. start with vanpools/buses, then gradually build to a fixed guideway transit system) which can be increased to produce a comprehensive transit system that meets regional needs.
4. Support continuation and expansion of the Commuteride Program and work to assure adequate and consistent funding.
5. Support development and implementation of a regional Park & Ride Program to serve transit, carpool, and vanpool services.
6. Support implementation of the hybrid route for THE BUS system and the expansion to and funding of 158 buses for the Boise Metropolitan Area.
7. Support the operation and funding of the Boise and Rural Scrip Programs and the numerous vans operated through local Senior Centers.
8. APA will work with local employers and governments to foster the use of alternative transportation through employee benefits.
9. APA will develop and support legislation for funding public transportation.
10. APA will assist local governments when requested in developing land use policies and designs to foster alternative transportation.
11. APA will assist local governments, in cooperation with businesses, with the development of parking strategies to encourage use of alternative transportation.

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CHAPTER 12 - PATHWAYS (RIDGE-TO-RIVERS)

INTRODUCTION

The Ridge-to-Rivers Pathway Plan, part of which is contained in this chapter, is a free standing planning document originally developed in 1993 and updated in 1996. It was developed to improve non-motorized transportation and recreation in Ada County. Chapter 12 of *Destination 2015* is an abridged version of the 1996 update, emphasizing the transportation element. The policies on pages 12-8 through 12-9 reflect the Ridge-to-Rivers 1996 update recommendations for **on-street, multiple-use path**, and **multiple-use trail** components. For visual clarity, the pathway maps in *Destination 2015* do not include the trail system in the foothills as these are used solely for recreation. For a full description of pathway issues, needs, and recommendations, please refer to the Ridge-to-Rivers Pathway Plan, 1996 Update.

PURPOSE

The Ridge-to-Rivers vision is clear: a system of non-motorized pathways to any destination from the ridge of the Boise Front to the Boise and Snake Rivers. It is this vision that led to development of the Ridge-to-Rivers Pathway Plan, adopted May 17, 1993 by the APA Board. As part of *Destination 2015*, this chapter updates that Ridge-to-Rivers Plan.

BACKGROUND

As an important component of our long-range comprehensive regional transportation strategy, Ridge-to-Rivers enables the visions of *Destination 2015* which address environmental goals and automotive use reductions.

RIDGE-TO-RIVERS PLAN

The Ridge-To-Rivers Pathway Plan is a conceptual regional pathway system with a long-term commitment to extend beyond county boundaries. Ridge-to-Rivers is a pathway system that meets essential transportation and recreational needs by including all types of non-motorized pathway users and facilities. The goals of the Plan are as follows:

- Develop a comprehensive **on-street bikeway system** to aid non-motorized transportation.
- Develop a comprehensive **multiple-use path system** to complement the transportation function of the on-street system and enhance recreational opportunities of the Boise River Greenbelt and other waterways as well as inter-neighborhood connections.
- Develop a comprehensive **multiple-use trail system** in the foothills and outlying areas that will connect neighborhoods, parks and other public open spaces.
- Adopt this Plan as public policy** by all appropriate units of government and incorporate into local planning documents and processes.

Since the Plan's original 1993 adoption, the pathway system in Ada County has seen significant improvement. Following is the status of the Ridge-to-River Recommendations adopted in 1993:

Recommendation	Status
<input type="checkbox"/> Establish coordinator positions	Completed
<input type="checkbox"/> Coordinators assist implementing agencies	Completed

- | | | |
|--------------------------|--|-----------|
| <input type="checkbox"/> | Incorporate R-RTAC & R-RCAC into planning process | Altered |
| <input type="checkbox"/> | Coordinators involved in development review process | Completed |
| <input type="checkbox"/> | Coordinators involved in transportation planning process | Completed |

Following are some of the major accomplishments since 1993 that have aided pathways:

- Approximately 20 miles of new bike lanes have been striped by ACHD.
- An annual alternative transportation promotion (Car-Free Days of Spring) has begun.
- A new and improved BikeWay Map has been produced.
- Bike racks have been installed on every Boise Urban Stages bus.
- Nearly \$3 million in federal funds has been programmed for multiple-use pathways.
- Approximately 22 miles of foothill trails have been secured with landowner agreements.

There is also much more that needs to be done as the system is still incomplete and fragmented. Many parts of the county still lack basic facilities to provide safe routes to schools and bicycle commuting options, or to implement greater management to trails in the foothills. This Plan is a continuation of what began in 1993 at the request of many in the community.

This Plan is an update to the Ridge-to-Rivers Pathway Plan and the pathway component of the *Destination 2015* Long Range Transportation Plan for Northern Ada County. It consists of five sections: On-Street Bikeways, Multiple-Use Paths, Multiple-Use Trails, Funding, and Mapping.

ON-STREET BIKEWAY SYSTEM

The on-street component of the Ridge-to-Rivers Plan is an integral part of *Destination 2015*. It contributes to a safer roadway environment for bicyclists, pedestrians and motorists.

Issues

First generation bikeway planning focused on separated multiple-use paths primarily for recreational purposes. Adoption of the Ridge-to-Rivers Plan changed this by cultivating a "**designated corridor model**" in which bikeways were mapped for specific roadway corridors. Update of the Plan takes the next step toward a more responsive on-street bikeway system by instituting a "**fully integrated bicycle/motor vehicle model**" of planning and implementation.

Fully Integrated Bicycle / Motor Vehicle Model

A fully integrated bicycle/motor vehicle model seeks to achieve a balanced transportation system consisting of bikeways along most roadways rather than selected corridors. The Plan calls for better utilization of our existing pavement through the narrowing of motorized traffic lanes and other minor adjustments, within safety engineering guidelines, of our transportation system.

To their credit, ACHD has already been doing much of this type of implementation. They have made improvements beyond the mapped corridors creating a safer environment for bicyclists and pedestrians. This update intends to make this practice public policy and to ensure its continuation for future generations.

Needs

The original Ridge-to-Rivers Plan took the first steps towards active pathway planning and as a result much has been accomplished. This update takes the next step toward advancing this process by identifying the following needs:

- PARKING** Bicycling can never reach its potential without a place to store the bicycles once the riders reach their destination. A bicycle parking program is needed to provide safe, convenient, and sheltered storage of bicycles.
- MARKETING** Unlike automobile use, bicycling for short trips does need to be encouraged. Active marketing of bicycle commuting is needed.
- PUBLIC INVOLVEMENT** There is a need to develop greater public involvement to identify where improvements are needed.
- R-R PLANNING** The Ridge-to-Rivers Plan requires periodic updates, continual monitoring and interpretation. There is an ongoing need for a person to contact to answer questions of citizens, developers and technical staff.
- FACILITY PLANNING** The maps in this Plan should be used as a guide. However, to institute a fully integrated bicycle/motor vehicle model requires more attention to the built environment. Improvements should be actively sought rather than passively waiting to take advantage of the next roadway improvement.
- FOUR E's** The original Ridge-to-Rivers Plan discussed the Engineering, Education, Encouragement, and Enforcement elements of a pathway program. There is still a need for more to be done on the last three.
- TRIP / USER STATISTICS** There is not adequate information on bicycle use in the area. A study would provide information on pathway needs.
- SIGNAGE** There is a need to re-tool the on-street bicycle signage system.
- DESIGN MANUAL** There is a need to develop an updated pathway design manual. The current design manual is focused primarily on multiple-use paths. A new manual would include a trail design component and a matrix to assist in the evaluation of bike lane need.

MULTIPLE-USE PATHS

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

Issues

The Boise River Greenbelt is the premier example of a multiple-use pathway in Ada County. It is primarily used for recreation, but also is used extensively by commuters seeking an alternative northwest/southeast route. Use of the Boise River Greenbelt will increase as Ada County population grows. Expanding beyond this existing heavily used facility will disperse use and reduce pressure at certain locations along the river.

Across the country, thousands of miles of abandoned railroad corridors have been converted to pathways. The Union Pacific railroad corridor provides a good opportunity for multiple-use

paths in the future. This corridor is currently an active railroad line, however, every effort should be made to preserve it for pathways in the event it is abandoned.

Needs

The Boise River Greenbelt is the crown jewel of this community used for both transportation and recreation. However, there is still much that needs to be done to meet the growing demand and make this a safe environment. Following is a list of needs to accomplish this goal:

- SYSTEM EXPANSION** This Plan is consistent with earlier pathway planning efforts to have a pathway along the Boise River from Lucky Peak to Eagle Island State Park. There are also needs to allow greater access down the benches, along other linear corridors, and to interconnect the existing multiple-use pathway system.
- COORDINATION** Ada County, Boise, Eagle, and Garden City all have jurisdiction along the Boise River. Currently there is little coordination among them regarding the Boise River Greenbelt. A process should be developed for staff and elected officials to coordinate planning along this corridor.
- EDUCATION** The Boise River Greenbelt is heavily used by a variety of users traveling at different speeds by different modes and all with different skill levels. This can be a volatile mix unless those users are properly educated. A formal community education program needs to be made readily available and part of an on-street education program.
- RAILROAD CORRIDOR** There is a national movement to preserve abandoned railroad corridors to connect city centers to the countryside and communities to one another via pathways. Local governments should work with The Rails-to-Trails Conservancy and the Union Pacific Railroad in the event this railroad corridor is abandoned in Ada County.

MULTIPLE-USE TRAILS

The multiple-use trail component of the Ridge-to-Rivers Plan consists of unpaved trails for open space recreation in the Boise and Eagle Foothills, rural deserts and waterways of Ada County, and along the historic Oregon Trail.

Boise Foothills Issues and Needs

Numerous planning documents and public opinion surveys have noted the need and desire for trails close to urban areas. Establishing trails and trail heads as development occurs in the foothills is critical to provide access for current and future residents.

The proximity of the foothills to the metropolitan core area provides open space opportunity to many residents. There is a continuing need to expand the trail system while properly managing both public and private lands in which these trails exist.

Eagle Foothills Issues and Needs

A significant amount of recreational trail use occurs in the foothills north of Eagle. Even though public land exists in the area, much of the recreational trail use occurs on private land as well. Some trail needs and opportunities have been inventoried in the area west of Eagle Road.

Support from the landowners and local government is necessary to create a detailed trail plan and implementation strategy for this area.

Oregon Trail Issues and Needs

This historic trail corridor is a key recreational and cultural resource for our community. Significant accomplishments have occurred to protect historic remnants, though much of the trail is privately owned.

Further efforts to secure access and provide trail opportunities are needed to connect Bonneville Point to Barber Park.

Snake River Birds of Prey National Conservation Area Issues and Needs

A National Conservation Area containing the densest population of raptors in North America was designated in 1994 in this area. It is also a popular recreation area, particularly in the Spring and Fall. A detailed management plan for the area has been developed.

Though recreation opportunities exist, they must be compatible with the main goal of preserving the raptor population and habitat. Any recreational trail project will need to be coordinated with the BLM's Bruneau Resource Area.

FUNDING

Pathway programs are typically funded from numerous sources. Funding of Ridge-to-Rivers has come from federal, state and local agency budgets. This update projects funding for the next three years based on past performance. Following are the annual projections for this update.

BLM

- \$13,000 for trail improvements plus increases commensurate with system expansion
- \$15,000 plus cost of living adjustments towards the interagency trail coordinator position.

Intermodal Surface Transportation Efficiency Act (ISTEA)

- \$200,000 for pathway system improvements

U.S. Forest Service

- \$4,000 plus increases commensurate with the expansion of the trail system and equipment towards the interagency trail coordinator position.

ITD

ITD has begun to incorporate paved shoulders when reconstructing state highways. This practice is consistent with the Ridge-to-Rivers Plan, and is encouraged to continue.

Ada County

- \$10,000 plus cost of living adjustments towards the interagency trail coordinator position
- \$8,000 plus increases commensurate with expansion of the system for trail maintenance.

ACHD

- \$500,000 for road related bikeway improvements. These dollars are included in the project cost of planned capital improvements.

Boise Parks and Recreation

- \$25,000 for greenbelt pathway maintenance
- \$20,000 for greenbelt pathway expansion
- \$3,000 plus increases commensurate with expansion of the trail system for maintenance
- \$10,000 plus cost of living adjustments towards the interagency trail coordinator position.

Trail User Fees




The concept of trail user fees has support among trail users. This Plan supports efforts by specific user groups to raise funds that contribute to system improvements.

MAPPING

The maps on the following pages (Figures 12-1 through 12-5) identify the Vision of the Ada County Ridge-to-Rivers Pathway Plan. The maps show existing and proposed pathways identified as designated corridors by the citizen task forces. These maps are based on the original Ridge-to-Rivers Vision map. (The Ridge-to-Rivers map may differ slightly from local comprehensive plans due to different planning processes. These maps will be revised and brought into conformity over time.) These maps will help define a dedicated system of interconnected pathways. Note that, as stated in the policies, the emphasis of this Plan is on a fully integrated bicycle/motor vehicle model which adheres to the principle that all roadways will safely accommodate bicyclists and pedestrians.

Ridge-to-Rivers Vision Map Rural Planning Area

LEGEND:

-  On-Street Bikeways
-  Multiple Use Paths
-  Multiple Use Trails

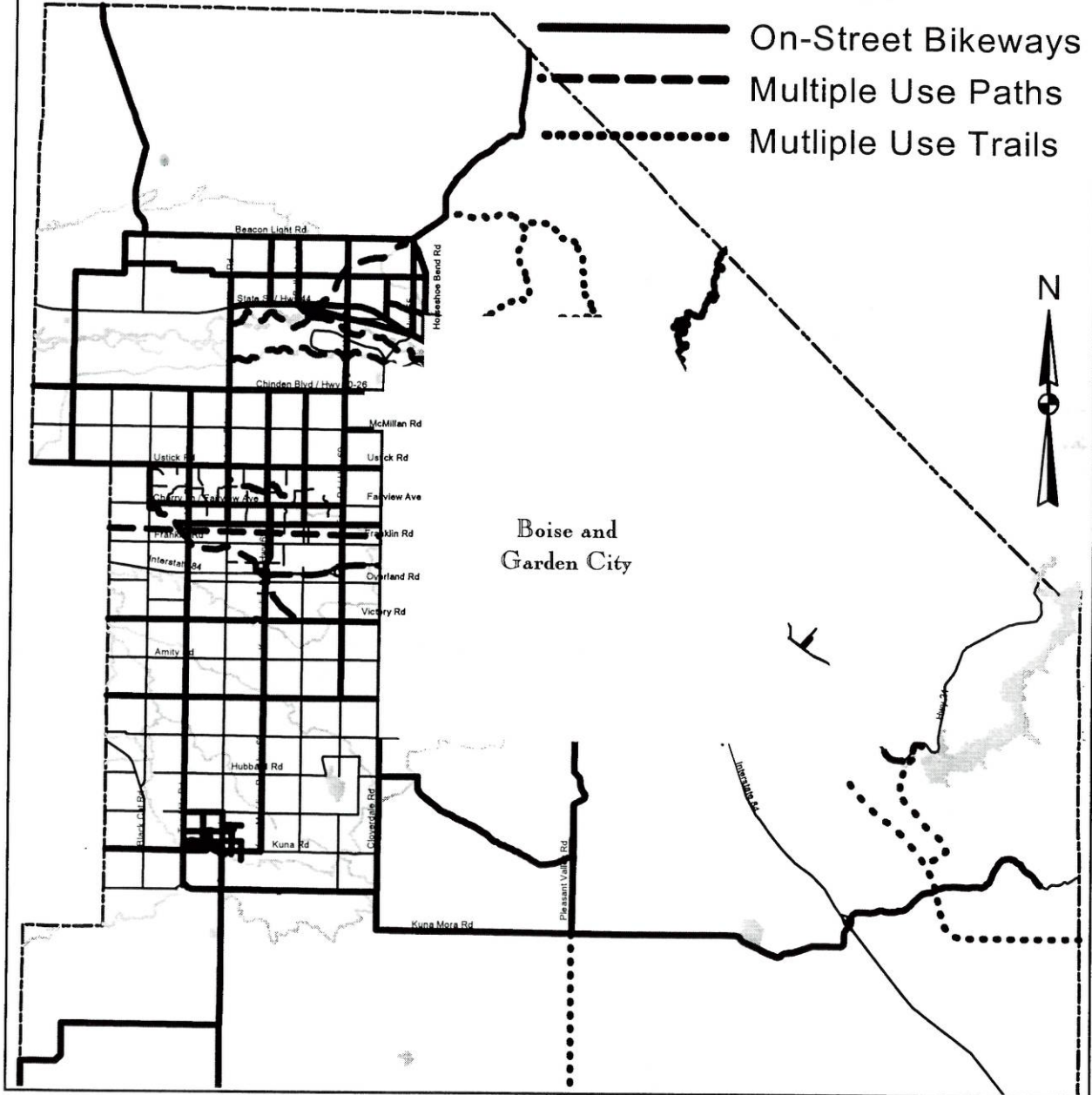


Figure 12-1 Ridge-to-Rivers Vision Map - Rural Ada County Area

Ridge-to-Rivers Vision Map Boise and Garden City Planning Area

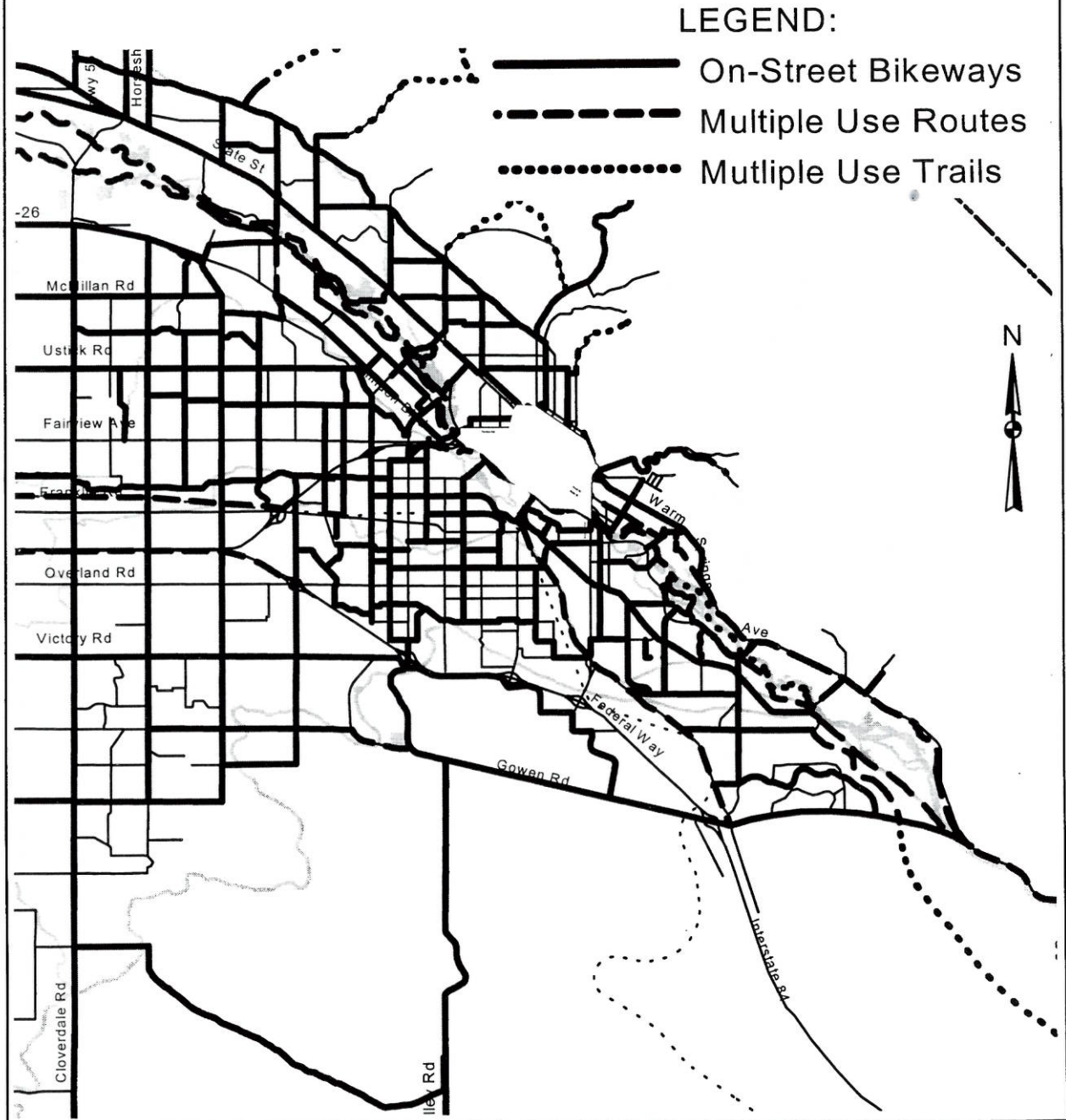


Figure 12-2 Ridge-to-Rivers Vision Map - Boise/Garden City Area

Ridge-to-Rivers Vision Map Downtown Boise Planning Area

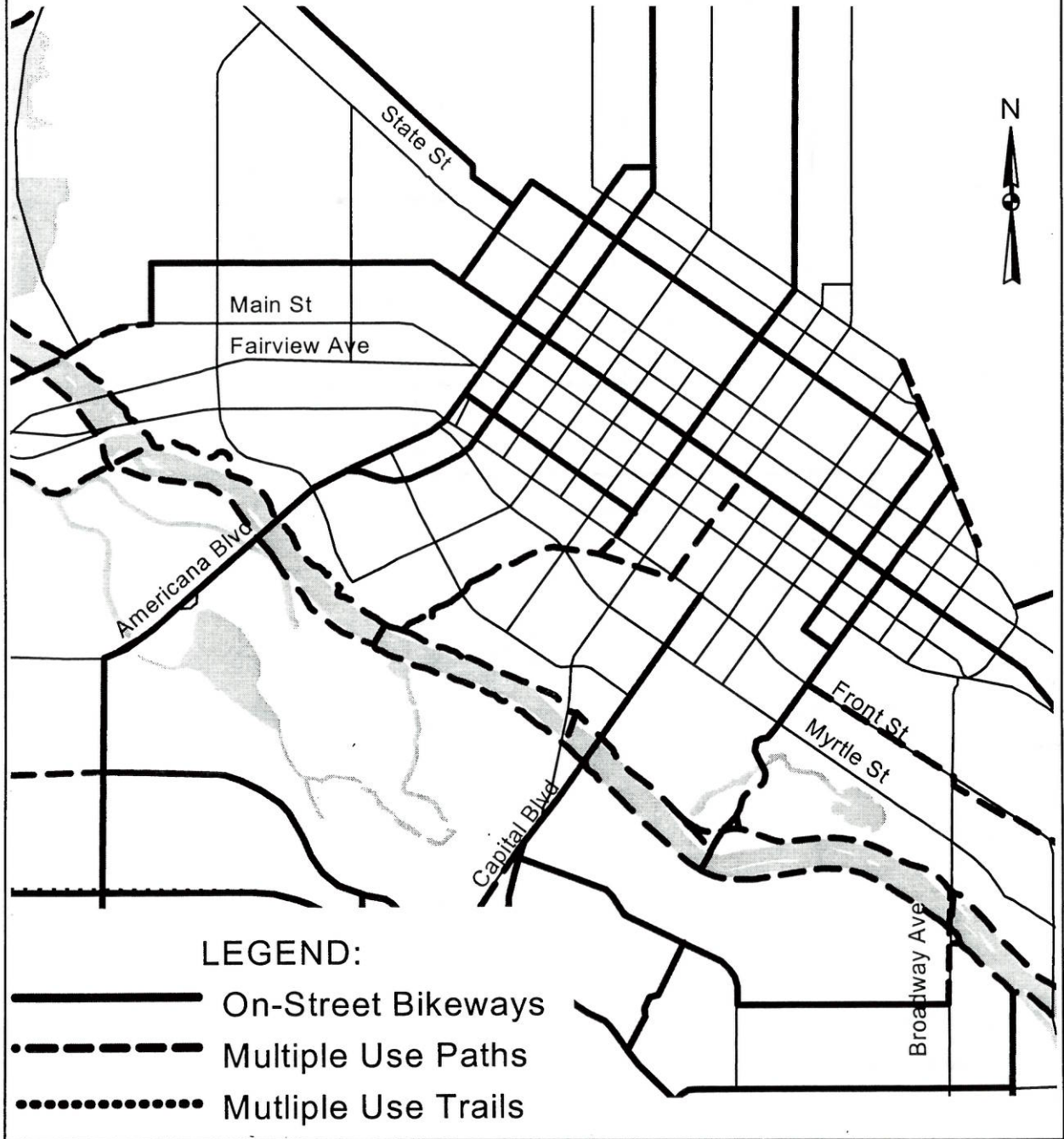


Figure 12-3 Ridge-to-Rivers Vision Map - Boise Downtown Area

Ridge-to Rivers Vision Map Meridian Planning Area

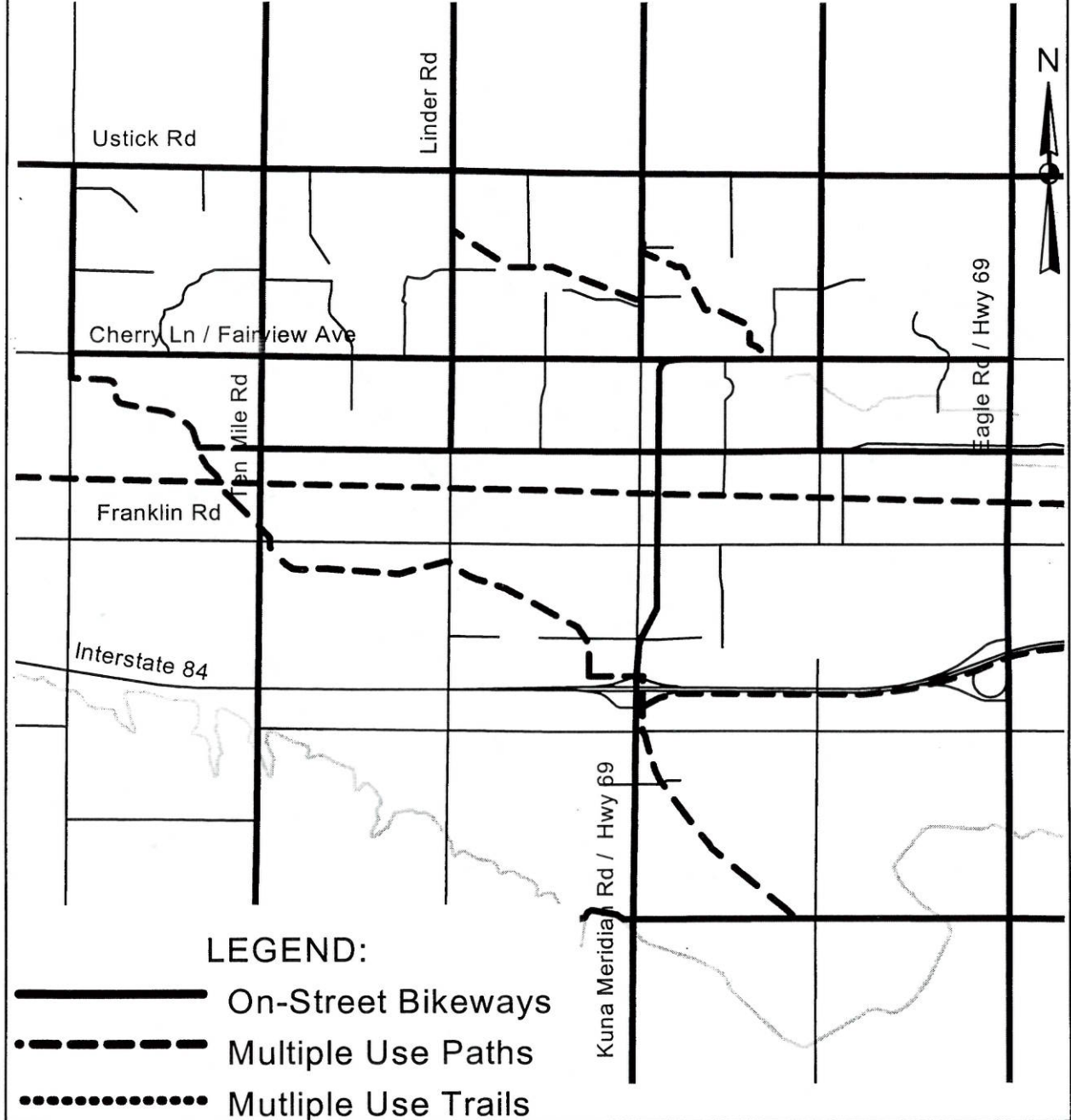


Figure 12-4 Ridge-to-Rivers Vision Map - Meridian Area

Ridge-to Rivers Vision Map Eagle Planning Area

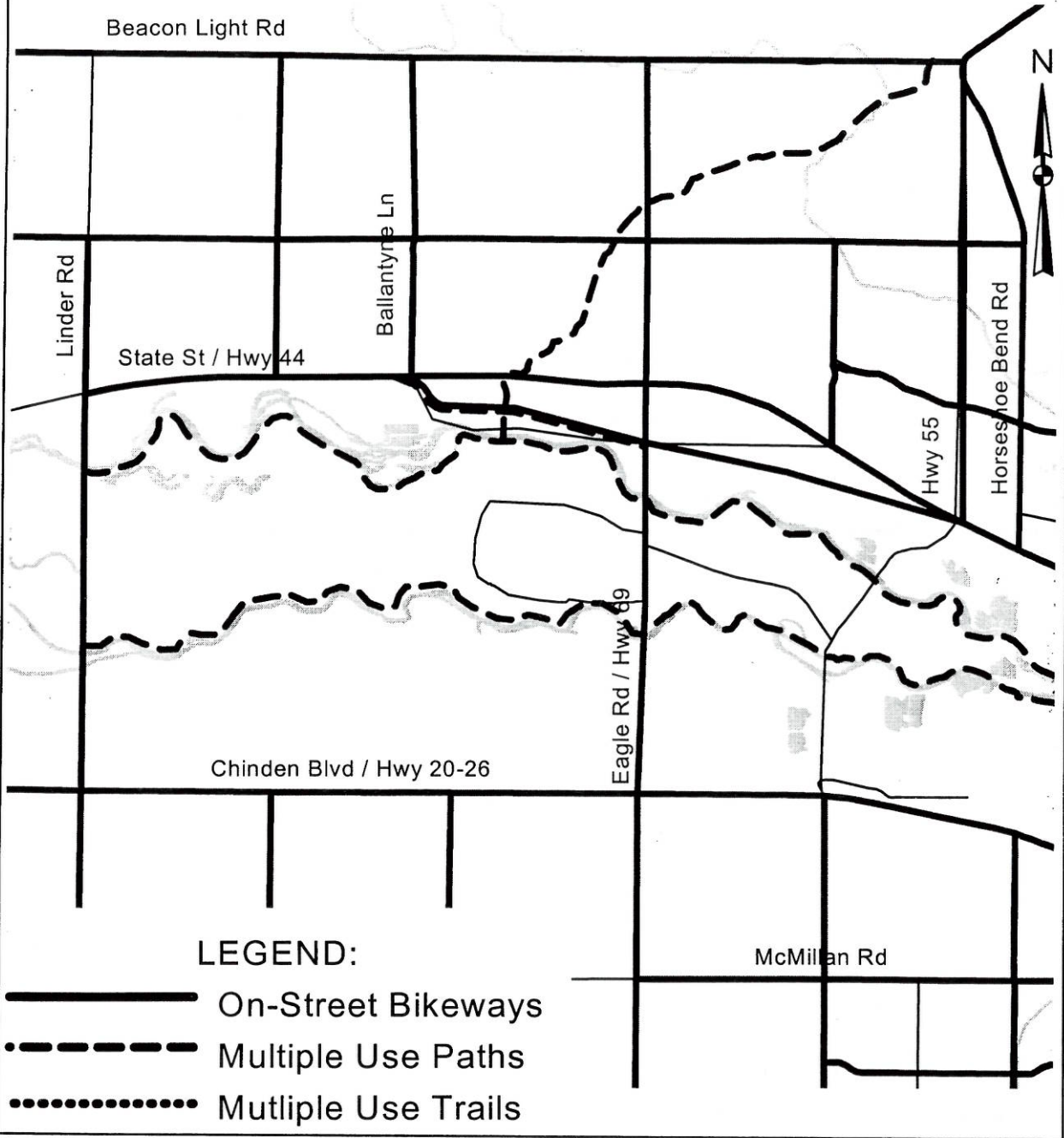


Figure 12-5 Ridge-to-Rivers Vision Map - Eagle Area

Ridge-to Rivers Vision Map Kuna Planning Area

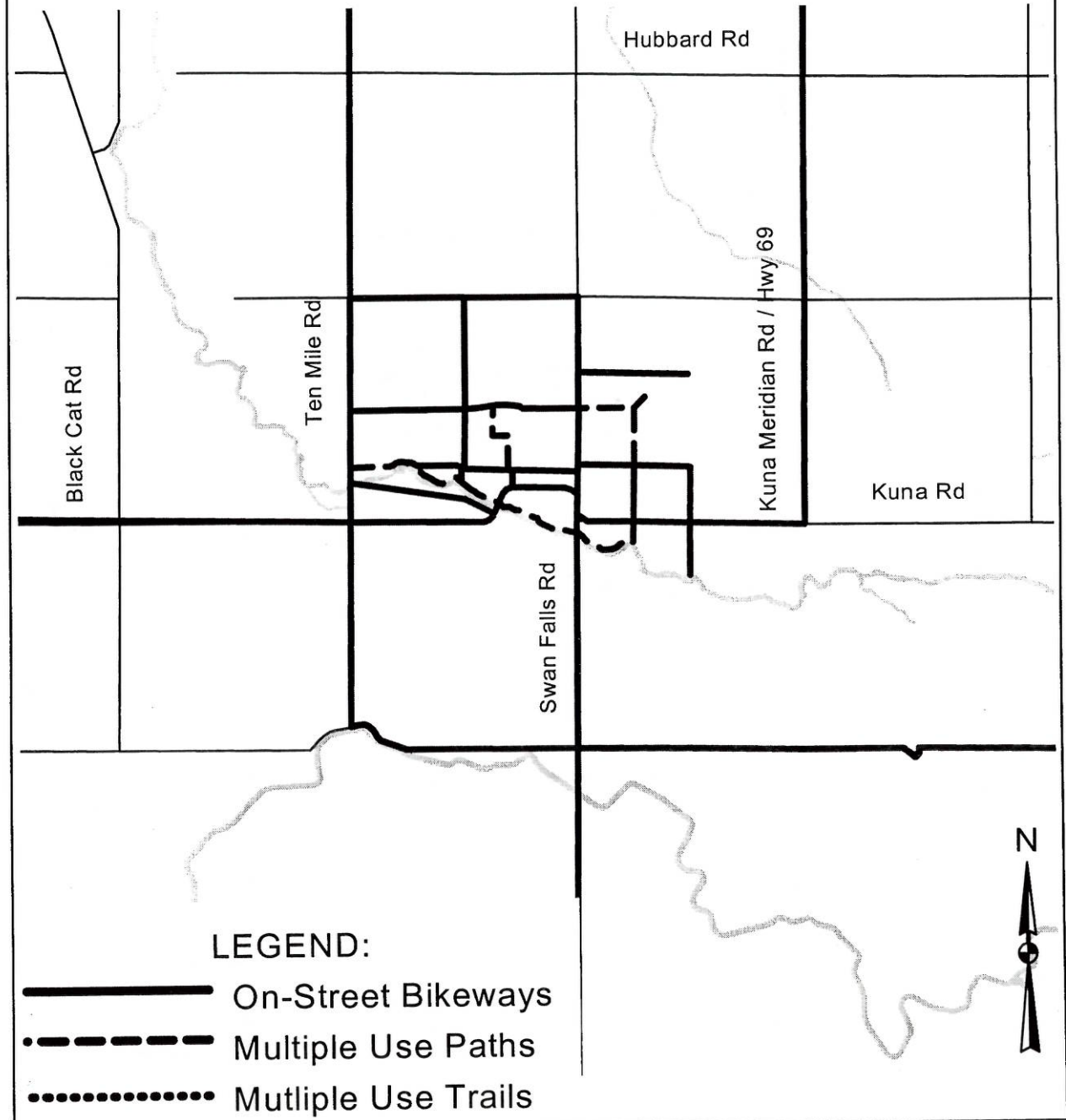


Figure 12-6 Ridge-to-Rivers Vision Map - Kuna Area

POLICIES

On-Street Pathways

1. Convert the existing half-time transportation pathway coordinator into a full-time county-wide bicycle/pedestrian planner to implement a fully integrated bicycle/motor vehicle model. This position would work on bicycle transportation issues such as the needs listed above. Two options are available for housing this position: Ada County Highway District and APA.
2. Recognize that the bicycle is a vehicle with legal access to all public roads. Within engineering safety guidelines, roadway arterials, collectors, and bridges will be designed for the needs of motor vehicle drivers, bicyclists and pedestrians. APA will coordinate with implementing agencies and appropriate advisory groups in creating an Evaluation Matrix for bike lanes to supplement the current process. The full-time bike/pedestrian planner will be responsible for the development of this objective method to identify bike lane needs.
3. Support separation of the sidewalk from the traffic lanes on arterial and collector street projects included in *Destination 2015* by strips of land, commonly known as parking strips.

Multiple-Use Paths

4. Encourage the expansion of the Boise River Greenbelt to connect the Boise/Garden City greenbelt path with the City of Eagle greenbelt path-ultimately to Eagle Island State Park.
5. Encourage all new developments along waterways, railroad corridors, the benches, or utility rights-of-way to include multiple-use paths or, trails or at a minimum, reserve an easement for future use of such facility. Where necessary, a micro-path or easement for such should also be provided. Private property rights should not be violated by this Plan.
6. Develop consistent education and signage material from one community to another.
7. Increase access between the multiple-use pathway and the on-street bikeway system to enhance the transportation and recreation of the pathway system.
8. If Union Pacific seeks to discontinue rail line service or vacates rail lines in Ada County, APA will work with local governments and the Rails-to-Trails Conservancy to preserve and retain this railroad corridor for recreational paths, open space, and alternative transit uses to benefit current and future residents of the community.

Multiple-Use Trails

9. Continue to establish access agreements with private landowners for trails on private property. Only those trails permitted by landowners shall be shown on trail user maps.
10. Encourage multiple public/private ownerships to plan for trail systems in the area west of Bogus Basin Road.
11. Continue funding of the Interagency Trail Coordinator position to expand on the accomplishments to date .
12. Establish an Interagency Trail Maintenance Ranger position to perform and coordinate maintenance issues of the trail system.

13. The government agencies of Ada County, Eagle, and public land holders should identify the lead agency to plan, implement, and manage the trail system in the Eagle foothills area.
14. Boise City and Ada County take the lead in securing access and managing the Oregon Trail corridor, with support and assistance from the BLM and State Historical Society.
15. Support the BLM's efforts to provide and manage recreation that does not impact the natural resources of the area.

Funding

16. Based on past performance from these agencies, this Plan projects the following investment to the physical pathway system for the next three years:

Table 12-1: PATHWAY FUNDING RECOMMENDATIONS

Source	Projected Annual Contribution
U.S. Bureau of Land Management	\$13,000
Federal Aid Transportation	\$200,000
U.S. Forest Service	\$4,000
Ada County	\$8,000
Ada County Highway District	\$500,000
Boise City	\$48,000
Total	\$773,000

17. Provide current levels of financial support to the interagency trail coordinator position, with a provision for periodic cost of living increase.
18. Annually support the use of at least \$200,000 in Federal Aid funds for building pathways.
19. Continue to incorporate pathway facilities as part of roadway improvements at the state and local levels.
20. Expand the existing half-time transportation pathway coordinator into a full-time bicycle/pedestrian planner and fund it through additional local government contributions.
21. Continue to seek alternative funding, such as special grants, donations and other sources as available.

Mapping

22. Adopt the Ridge-to-Rivers maps as guides for pathway planning. The maps in Figures 12-1 through 12-6, in concert with other comprehensive plan maps, define the dedicated Ridge-to-Rivers pathway system. Recognize the goal of this Plan is to provide non-motorized access to open space, waterways and all roadways and that maps do not define every opportunity to meet this goal.

CHAPTER 13 - AIRPORT, URBAN GOODS MOVEMENT, AND RAIL

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 19-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 ten-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 ten-year planning period.

The airport plan assumes that 80% of the passengers arrive via private car, with another 15% in rental cars and taxis. About 5% would arrive on buses or shuttles. Airline "emplanements" (passengers boarding and departing on commercial flights) are estimated to increase from 758,340 in 1996 to 1,253,200 in 2011--a 65% increase in 15 years.

Current surface access is excellent, with three interchanges (Orchard, Vista, and Broadway) serving the northern airport area and two (Orchard and Gowen) providing access to the southern airport area. The southern area consists mainly of industrial and Air National Guard facilities. The Isaac Canyon interchange will provide another access point into the southern part of the airport.

Neither the airport plan nor the modeling performed by APA indicate a need for reconstruction at any of the three interchanges serving the northern part of the airport.

The airport plan does note the need for several surface transportation improvements within the airport property:

- Realignment of the entrance road/circulation route between the Vista interchange and the airport terminal.
- Provision of more curbside loading near terminal.
- Provision of approximately 800 new parking spaces to meet interim needs, with a parking garage or remote parking system to provide additional spaces for longer term needs.

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. Off-site parking with a shuttle service could also be considered.

* Future airport development is based on the *Airport Master Plan Study: Boise Air Terminal, Boise, Idaho* (Coffman Associates, 1993). For detailed information concerning the airport's future development, please refer directly to this document.

The terminal building location is fixed at the present site for the planning period. It will be important to develop a secondary (collector) four-lane access from Broadway to the terminal area via Commerce Avenue.

URBAN GOODS MOVEMENT

Background/Status

Urban goods movement is the transportation of, and terminal activities associated with, the movement of goods as opposed to people in urban areas. It includes movement of goods into and out of the area, through the area, as well as within the area by all modes (including: service truck movements of substantial goods; pipeline movement of petroleum, natural gas, water and waste; the collection and movement of trash and mail; and service truck movements not identified as person movements). Activities involving urban streets, waterways, railroads, terminals, and loading docks must all be considered in fostering greater efficiency in the movement of urban goods. While such definition reflects broader concerns than those of Ada County, it does point out the wide scope of urban goods movement, both now and into the future.

In Ada County, the majority of the goods movement occurs on the roadway system. The air system moves considerable quantities of goods into the area, but the site delivery aspect of such things occurs on the roadway system, and the rail system, although present, accounts for a very limited portion of goods movement in Ada County. This is because Boise and Meridian are on a branch line of the railroad rather than the main line. Also, the Boise/Meridian area does not generate a significant amount of bulk shipments appropriate for rail transport, such as forest or agricultural bulk products.

Because of the obvious governmental responsibilities for facilitating the movement of people in urban areas, considerable effort has been devoted to the development of planning techniques for people movement. There has not been a comparable incentive to study and plan for goods movement.

The fragmentation of governmental responsibilities for urban goods movement is reflected in the lack of a coherent approach to the study of that subject. Through the formation of a Freight Movement Advisory Committee, APA has obtained limited data on the intercounty goods flow, but little is known about the specific movements patterns within our area. Information is lacking on terminal facilities locations and destinations, the time it takes for movement of different types of goods, and the kinds of modal transfers that take place within Ada County. These data are needed to plan for increased efficiency, and minimal distance routing schemes for use on the roadway system.

In addition to the lack of data for long-range regional planning for goods movement efficiencies, there is a limited awareness on the part of local government planners and engineers of the relationship of truck movement to the design and operation of the roadway system. Usually, to establish traffic volumes for planning purposes, projected truck trips are converted to numbers of automobile trips. While this approach may be adequate for determining levels of traffic flow, it may lead planners to ignore the special operating characteristics of trucks and the loading and unloading requirements that directly affect street and project design.

Airport Influence Area Ada County

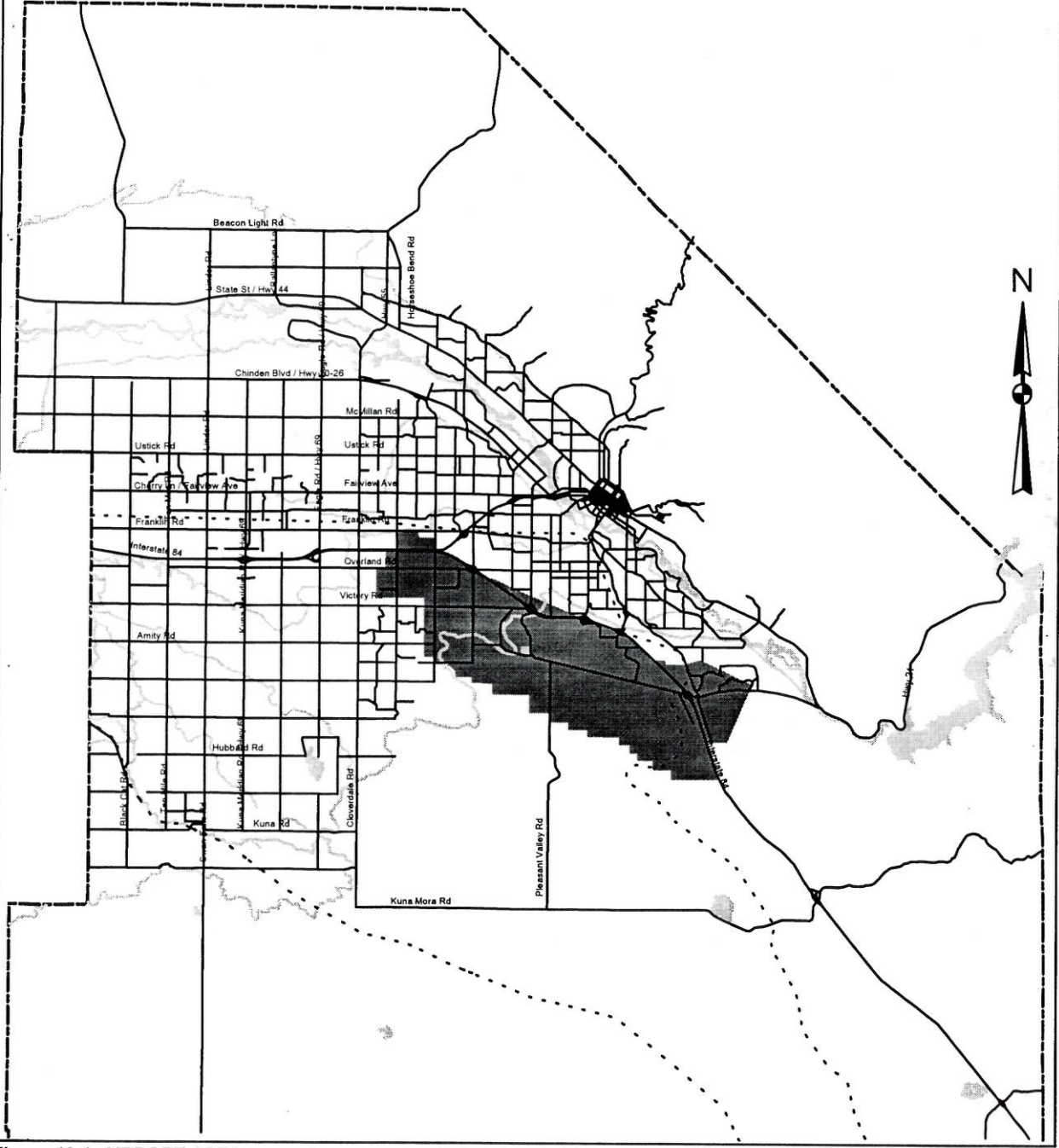


Figure 13-1 AIRPORT AREA

Local government attention to urban goods movement considerations in planning has been encouraged by recent Federal planning requirements (most specifically the Intermodal Surface Transportation Efficiency Act of 1991). In the past, Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) planning regulations stressed people movement. The planning regulations included examples of actions that might be included in the Transportation Demand Measures (TDMs) of the Transportation Improvement Plan (TIP). Only one related to urban goods movement -- restrictions on downtown truck delivery during peak hours. Such restrictions only consider goods movement in terms of the impact on people movement, when the efficient movement of goods should be considered as a worthwhile end in itself.

Local governments have the immediate responsibility for dealing with traffic congestions, to which truck movements may be a significant contributor, and also for traffic safety. Goods movement, particularly truck movement, is influenced by local governments through traffic and parking regulations, licensing programs, zoning ordinances, and building codes. These actions are rarely orchestrated as part of an overall goods movement policy, much less coordinated with the actions of other levels of government.

One of the major concerns of local government officials is the hazard posed by trucks in residential neighborhoods. This can be a particularly severe problem when no freeway route is available for intercity truck traffic, or where physical restrictions force trucks away from using more suitable arterials. The most widely considered technique for dealing with truck-related congestion is separation of trucks from automobile traffic. A common approach to separating trucks from automobiles to facilitate traffic flow is through travel and traffic regulations. Such regulations can be directed at either trucks or autos or both-- time of day regulations, traffic signalization, parking restrictions, etc.

Delivery service takes up roughly half of the time spent by urban freight and service vehicles, and the majority of that time is spent parked. Providing adequate reserved curbside space for service/goods delivery, implementing time limits for loading zones, and/or providing curbcuts to facilitate loading/unloading with minimal interference to traffic flow are some suggested alternatives. Additionally, off-street loading facilities and storage space requirements incorporated into building codes and building related ordinances can reduce delivery related congestion, and should be considered.

With the exception of government service functions such as mail delivery and garbage collection, most freight is moved by private industry. A number of firms engage in many different kinds of operations. Different types of products are moved. Types of deliveries include home delivery, retail store delivery, route sales, and industrial delivery. Industrial and retail shippers and receivers have many requirements regarding time of shipment and time of delivery. In many cases, delivery is but one function in an operation such as producing and marketing perishable goods. Such conditions limit the potential for cooperation and consolidation of operations necessary to streamline goods movement within our community.

As one can see, local officials will need to be increasingly concerned about the impact of urban goods movement on the functioning of their transportation systems and on their local economies.

RAIL

Rail transportation has been an integral part of Ada County's development since the early days. A main line track was routed through Kuna in the late 1800's. Construction in the late 1920's of the Boise "cut-off", starting in Nampa and connecting back to the main line south of the City of Boise, was a major improvement in the County's tie to regional transportation. (See Figure 13-2.)

Rail has served the community in three ways:

- Freight
- Inter-regional passenger rail
- Intra-regional passenger rail.

Freight

Many businesses are served by rail along the Boise cut-off. Morrison-Knudsen, for example, has a major rail shop in the southeast, which depends on rail connections. Since Boise is on a cut-off line, rather than a main line, rail freight traffic is limited to one train per day serving the businesses. A spur line connects with businesses in the airport area; with another spur serving businesses in the Central Bench towards Orchard Avenue.

The extent to which businesses along the Franklin Corridor and through the southeast depend on rail connection makes it doubtful that rail abandonment will be contemplated in the near term.

Inter-regional passenger rail

The completion of the Union Pacific depot in the late 1920's improved most County residents access to direct passenger rail service. Rail passenger service peaked during World War II, but rising airline service and improving highway systems caused a steep decline in rail ridership.

During the 1970's, inter-regional passenger rail service had to be rescued by the Federal government, which established a subsidized corporation, AMTRAK, to continue service in the U.S. Until recently, Ada County was served by 2 trains per day--one each direction. Service has been reduced by the Federal government to 3 trains per week due to budget constraints. There has been consideration of dropping the passenger train service altogether from Salt Lake to Seattle or eliminating the Boise cut-off from the system in favor of keeping the train on the main line. This would reduce travel time for passengers traveling from Portland to Salt Lake. Although no decision has been made to date, further cuts contemplated in AMTRAK budgets may bring the issue to the surface again.

Intra-regional passenger rail

Intra-regional rail transportation received an early start with construction of a trolley line along Warm Springs Boulevard in 1890. The system was expanded throughout the area, with developers creating attractions, such as Pierce Park, to lure travelers and land buyers. The electric trolley provided a major advantage to other transportation modes in terms of comfort, convenience, and speed. Horse-drawn buggies on rough or muddy roads were no competition. In 1905 the system was expanded to connect Boise with Middleton, Nampa, Caldwell and other area communities. Even freight was handled by the Interurban system.

Ridership--and revenues--began to decline around 1915, as more Boiseans purchased automobiles. Freight was one of the first casualties, as businesses acquired relatively fast trucks in which to ship locally. By 1928, declining ridership led to the shutdown of the Boise Interurban system. Much of the trackage was lost to roadway expansion, especially in the construction boom following World War II.

Issues

Many businesses in the community continue to depend on access to rail as well as highway and air modes. Trans-shipment of goods to and from rail cars to trucks has declined with the advent of container shipping, but the preservation of the rail corridor for freight will continue to be a priority in the area's economic development scheme.

The corridor presents opportunities for freight and offers a precious resource to other transportation and utility needs in the form of a continuous, multiple use corridor. Limited freight traffic actually constitutes a benefit, since main line tracks are frequently heavily used by freight trains of a mile or more in length. This traffic often prevents consideration of the corridor for other uses such as:

- Fixed-guideway transit.
- Pathways.
- Utility transmission lines.

Rail lines share the same community sensitivity issues as do airports and highways. Although the tracks have been in place since before most of the housing was developed along them, residents often are concerned about the noise and safety effects of trains passing through their neighborhoods. In addition, industries dependent on rail connections may not be viewed as desirable neighbors when seeking to relocate. Even other uses seen as desirable in the corridor--a light-rail line, for example--may be contested by residents whose homes have been constructed near the tracks.

RAIL LOCATION

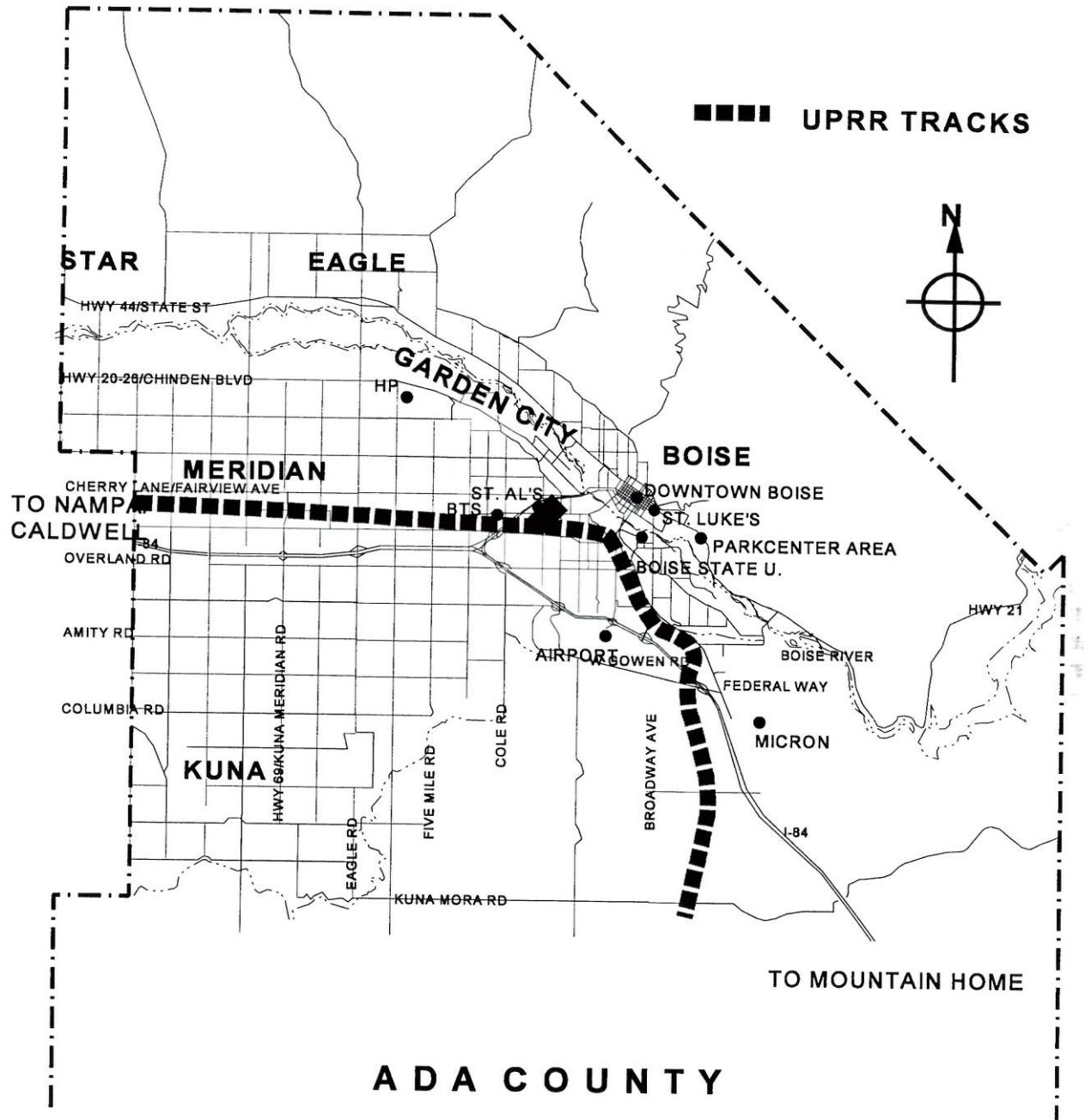


Figure 13-2 Rail Location Map



POLICIES

1. Continue and expand the APA Freight Movement Advisory Committee activities to include data collection, local goods movement policy identification and creation, to coordinate with long-range planning and Treasure Valley Alternative Transportation Analysis (TVATA).
2. Consider freight issues in annual UPWP development.
3. Review and adjust models to evaluate traffic flows/conflicts between trucks and autos.
4. Coordinate with local officials and goods movement providers to address:
 - a. Building codes and building related ordinances to require on-site delivery areas to reduce delivery related congestion.
 - b. Truck routes to reduce through truck impacts on residential areas.
 - c. Identification of hazardous waste destination routes and sites.
5. Develop information on:
 - a. Terminal facilities locations and destinations.
 - b. The time it takes for movement of different types of goods.
 - c. The kinds of modal transfers that take place within Ada County.
6. APA will seek to ensure preservation of corridor for transportation and utilities by the following strategies:
 - a. APA will coordinate with local governments to review the land use plan, zoning, and subdivision standards along the existing rail corridor to ensure appropriate land uses and site design to avoid encroachment and noise issues along corridor.
 - b. APA will work with Ada County and Canyon County governments, state agencies, and the Union Pacific railroad to evaluate alternative transportation uses for the existing rail corridor. Use of the corridor for a pathway system should be included in the alternatives.
 - c. APA will coordinate with other local and state governments to preserve the remaining rail corridor when all or part of the corridor is proposed for abandonment and sale.

CHAPTER 14 - ENHANCEMENT NEEDS

Under ISTEA, a total of 10% of STP funds can be allocated for transportation enhancement activities. The term "transportation enhancement activities" can include:

- Provision of facilities for pedestrians and bicycles.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs.
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including Historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use thereof for Pedestrian or bicycle trails).
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Mitigation of water pollution due to highway runoff.

Recent changes in federal law have reduced some of the funding likelihood under the Enhancement program, and future legislation on ISTEA may change the program funding yet again. Under the current law, the above activities are eligible for Enhancement funding. The law requires that the Plan address the scope of these activities.

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. (See Figures 14-1 and 14-2 for locations of gateways.)

Boise City Gateway Corridors

- Capitol Boulevard (from Depot Hill to the Capitol Building) as the Ceremonial Entryway into Boise.
- Vista Avenue (from Vista Interchange [inclusive] north to Overland Road and south to the Boise Airport).
- Federal Way (from Vista Avenue to Bergeson Street).
- Franklin Road Interchange.
- I-184 Corridor and couplet (from I-84 to Orchard Avenue).
- Broadway Avenue Interchange and Corridor from Warm Springs to I-84.
- I-84 Corridor (from Isaac Canyon Interchange Road to Meridian Road).
- Chinden Boulevard (beginning at Cloverdale Road east to Garrett Street).
- Orchard Street Interchange.
- State Street (beginning at Highway 55 to undesignated point to east).
- Warm Springs Avenue (beginning at Old Penitentiary Road).
- Fairview Avenue (undefined).
- Cole/Overland Interchange.
- Gowen Road Interchange.

- ParkCenter Boulevard (from Broadway Avenue to eventual connection with Warm Springs Avenue).
- New State Highway 21.
- Isaac Canyon Interchange.

Garden City Gateway Corridors

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

Eagle Gateway Corridors

- Eagle Road.
- State Street - Alternate route and existing alignment of State Street.

Kuna Gateway Corridors

- Highway 69 (Kuna/Meridian Road).
- Linder Road.
- Avalon Street.

Meridian Gateway Corridors

- East First Street - North and South Entrances.
- Eagle Road - North and South Entrances.
- Cherry Lane - West Entrance
- I-84 - East and West Entrances
- Fairview - East Entrance.
- Franklin Road - East and West Entrances.
- Overland Road - East and West Entrances.
- Meridian Road - North and South Entrances.

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.

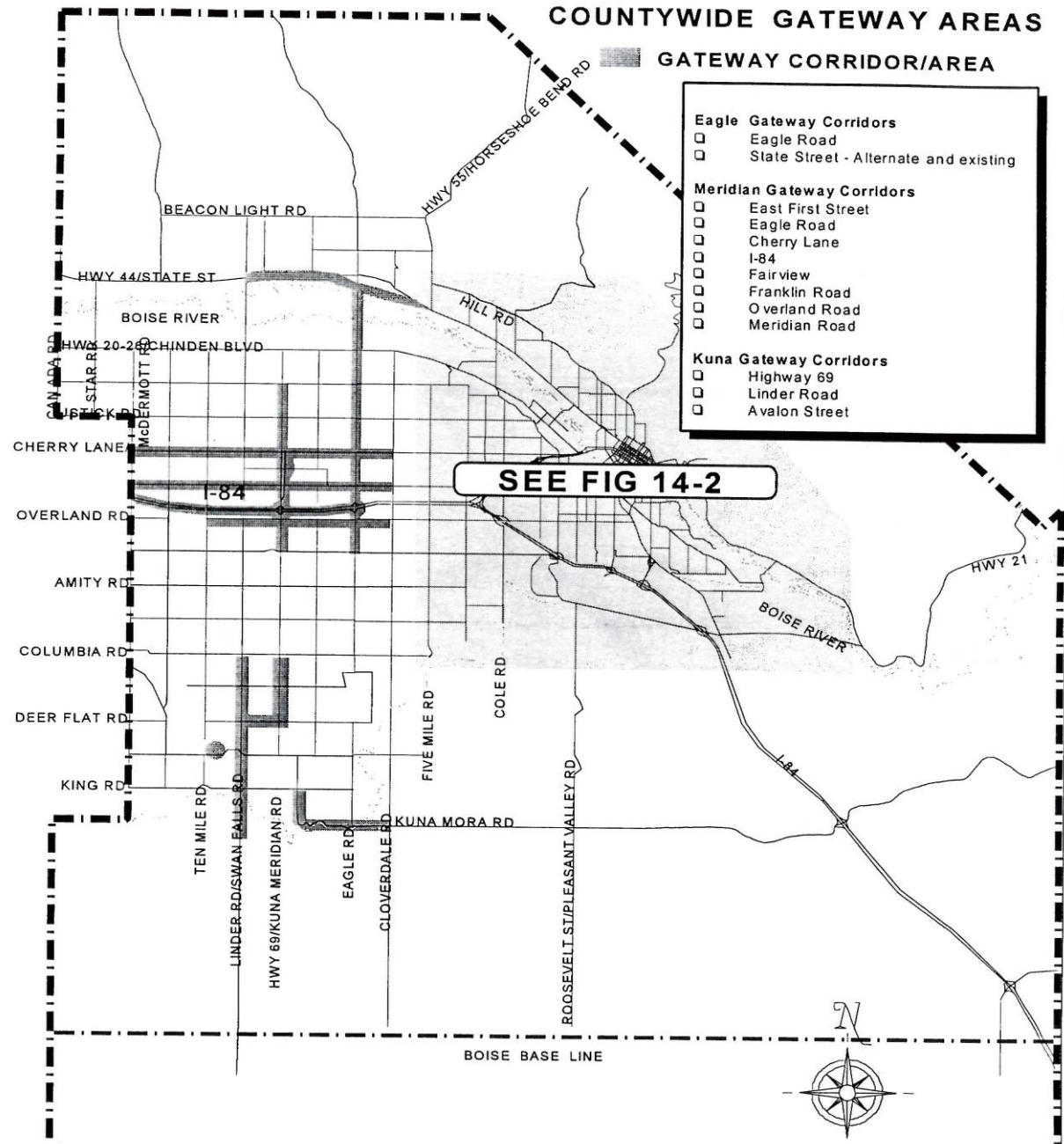
In addition to including landscaping in the project design, responsible agencies could help seek funds for the additional costs, such as:

- 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.

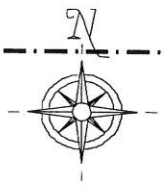
COUNTYWIDE GATEWAY AREAS

GATEWAY CORRIDOR/AREA

- Eagle Gateway Corridors**
 - Eagle Road
 - State Street - Alternate and existing
- Meridian Gateway Corridors**
 - East First Street
 - Eagle Road
 - Cherry Lane
 - I-84
 - Fairview
 - Franklin Road
 - Overland Road
 - Meridian Road
- Kuna Gateway Corridors**
 - Highway 69
 - Linder Road
 - Avalon Street



SEE FIG 14-2



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Figure 14-1 COUNTYWIDE GATEWAYS

**BOISE/GARDEN CITY AREA GATEWAY AREAS
GATEWAY CORRIDOR/AREA**

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Boise City Gateway Corridors |
| <input type="checkbox"/> | Capitol Boulevard |
| <input type="checkbox"/> | Vista Avenue |
| <input type="checkbox"/> | Federal Way |
| <input type="checkbox"/> | Franklin Road Interchange |
| <input type="checkbox"/> | I-184 Corridor and couplet |
| <input type="checkbox"/> | Broadway Avenue Interchange & Corridor |
| <input type="checkbox"/> | I-84 Corridor |
| <input type="checkbox"/> | Chinden Boulevard |
| <input type="checkbox"/> | Orchard Street Interchange |
| <input type="checkbox"/> | State Street |
| <input type="checkbox"/> | Warm Springs Avenue |
| <input type="checkbox"/> | Fairview Avenue |
| <input type="checkbox"/> | Cole/Overland Interchange |
| <input type="checkbox"/> | Gowen Road Interchange |
| <input type="checkbox"/> | ParkCenter Boulevard |
| <input type="checkbox"/> | New State Highway 21 |
| <input type="checkbox"/> | Isaac Canyon Interchange |
| <input type="checkbox"/> | Garden City Gateway Corridors |
| <input type="checkbox"/> | Chinden Boulevard |
| <input type="checkbox"/> | Glenwood Street |

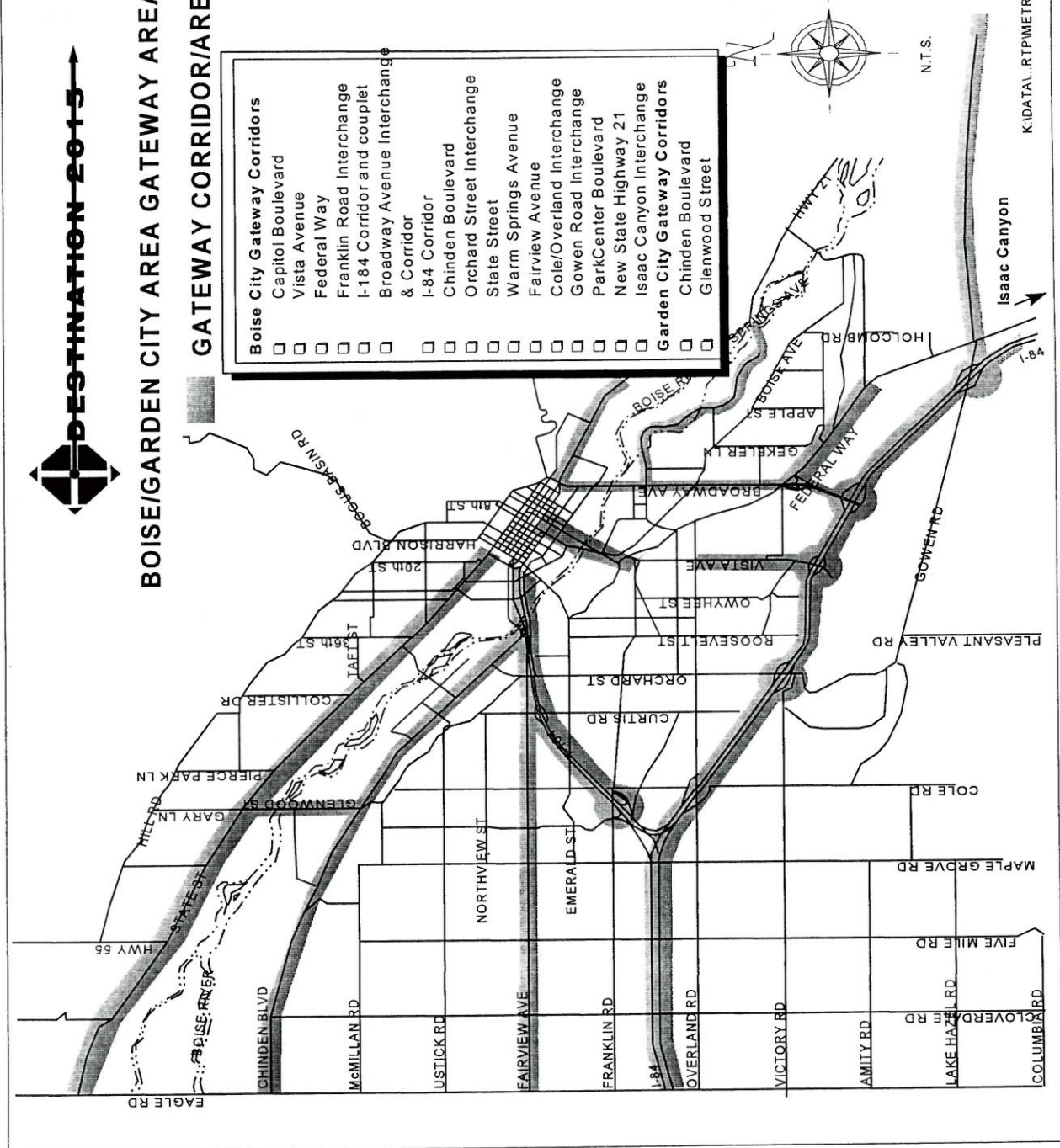


Figure 14-2 BOISE CITY/GARDEN CITY GATEWAYS

- 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.

LANDSCAPING ALONG ARTERIALS

The impression of a community is partly defined by the image of its streets. There are over 1,600 miles of street in Ada County, most of which is owned by ACHD. The arterials, combined with the interstate and interchanges, display the community to thousands of visitors as well as its residents.

Right-of-Way Cost

ACHD's primary mission is the maintenance and improvement of the roadway system to facilitate travel around the community. With limited funds for its primary mission, right-of-way is a major issue when considering public street landscaping due to the additional taking of private property. ACHD's *Policy Manual* (July 1994) contains street rights-of-way standards (p. 72-F1) which range from 60' to 120' wide. The policy states that planter strips will be required on all arterials and 3-lane collectors unless waived by ACHD. The extra R/W amounts to 6' (5' planter on each side of street) with a 2' reduction in sidewalk width when separated from street by the planter strip. For a mile of arterial or collector, the additional R/W would amount to 26,400 sq. ft.-or another \$264,000 in project cost for R/W alone (assuming land value of \$50,000/acre).

Financing

As noted above, added R/W alone can add significant costs to street improvements. Resources for street landscaping are obtained through the following ways:

- Landscaping as mitigation is done when adjacent properties would be affected by noise or glare. While landscaping alone is not an effective sound control, it may be done in tandem with earth berms (mounds) or sound walls to improve the appearance of these sound control measures.
- Landscaping as part of a street project may also be done to replace the landscaping removed from private property during the course of construction.
- Enhancement program funds. The amount of money available statewide in Idaho is about \$5 million per year. Enhancement funds are part of the Cole/Overland Interchange project, the SH 21 extension from I-84 east near Micron, and the Federal Way widening slated to start in 1996.

Maintenance

ITD and ACHD now require that a local government or private entity pick up permanent maintenance responsibility for landscaping requested along local and state facilities or at interchanges. Boise City, for example, is responsible for maintaining the landscaping along the Broadway/Chinden corridor recently completed. Nampa maintains the landscaping along I-84 within their boundaries. In the Cole/Overland interchange project, a nearby church has agreed to maintain the landscaping abutting its property.

Boise City issued a study in March 1995 which concluded that 78% of the nearly 17,000 street trees have gone unpruned longer than normal standards. The report noted that the unpruned trees "...represent a public safety need which remains unaddressed." (*Boise Tree Task Force: Findings and Recommendation*, p. 12) It recommended an additional \$110,000 per year be spend within Boise on tree pruning and removal alone. One Boise Parks estimate put the current public cost of street landscape maintenance at \$190,000 per year.

Boise has also issued a report on appropriate trees (*Tree Selection Guide*, 1995, Boise Parks) for planting along streets. This report addresses issues of maintenance, watering, and size which are useful in considering street plantings.

Standards/Traffic Safety.

Landscaping within the R/W must meet standards established by ITD and ACHD pertaining to traffic safety. Vegetation or structures which block vision at intersections or which create hazards to vehicles veering from the travel lanes are not permitted. Large trees, for example, must be kept a minimum distance back from lanes and ramps on the interstate.

Summary Of Issues

- Limited rights-of-way, particularly in the developing areas on the fringe of Boise, constrain the ability to provide street landscaping within the right-of-way. Most of the street landscaping in newer areas of the community is on private property. Maintenance of private landscaping along the major streets is problematic and depends solely on the resources and commitment of the property owner or tenant.
- Gateways into the community, particularly along arterials, offer major opportunities to create a positive image for the community. High land prices and limited R/W restrict the ability to provide public landscaping.
- Resources for installing and maintaining public landscaping are extremely limited.
- Lack of landscaping can create a poor walking environment which contributes to automobile reliance and increase traffic. Pedestrians exposed to wind, summer heat, dust, and close traffic flow may find it more pleasant to drive.

HISTORIC PRESERVATION

Historic preservation related to transportation, including acquisition of property, rehabilitation, maintenance and inventory work are eligible items under the program. As noted in Chapter 10,

an inventory and mapping program of historic properties would be useful to transportation planners and engineers in conducting their evaluations.

PATHWAYS

Pathways are also an eligible item, including corridor preservation along railroad tracks or roads. Chapter 12 discusses the funding needs in greater depth.

POLICIES

1. Consider use of Enhancement funds for a comprehensive inventory and mapping system during the annual development of the Transportation Improvement Program (TIP). APA will seek input from historic preservation agencies interested in developing such a system. (This policy is contingent upon continuation of the Enhancement program under ISTEA.)
2. Consider use of Enhancement funds for pathway implementation and corridor preservation during TIP development. APA, in cooperation with appropriate local agencies and groups, will develop evaluative criteria for ranking such projects for Enhancement funds. (This policy is contingent upon continuation of the Enhancement program under ISTEA.)
3. APA will work with appropriate local governments, ITD, and ACHD to develop a model "Public Street Landscape Agreement" which will include items such as financial participation, design standards, and maintenance.
4. APA will coordinate with appropriate local governments, ITD, and ACHD during TIP project development to identify projects on gateway streets. The TIP will describe any landscape elements specific to these projects.
5. APA will work with appropriate local governments, ITD, and ACHD to develop standards for street landscaping which promote an attractive, efficient, and safe travel environment.
6. APA will work with public and private entities, including the Chambers of Commerce and area developers, to increase private participation in street landscaping. Development standards, private sector financial participation, and public education will be explored.

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CHAPTER 15 - MAJOR INVESTMENT STUDY IDENTIFICATION

PURPOSE

Identification of when a "Major Investment Study" (MIS) is required to be done is difficult because regulations are subjective to community defined standards. This section provides guidelines to consider when making that determination.

BACKGROUND

Under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and regulations issued under federal laws (specifically 23 CFR 450), major projects meeting locally defined standards may require a MIS. There is no hard boundary established under the regulations; rather the regulations provide a broad definition of projects potentially subject to a MIS:

Projects which *potentially* involve federal funds (§450.318(a)) and meet the general definition of a "...high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." (§450.104)

The MIS process combines elements of a National Environmental Protection Act (NEPA) study with an alternatives analysis.

"The FHWA and the FTA expect that all future studies will encompass at least the initial phases of the environmental process...the intent of this requirement is to integrate planning and environmental requirements at the planning stage so that alternative courses of action, their costs, and environmental effects as well as transportation demand are considered at that point." (Preamble 23 CFR 450)

The following agencies will be consulted in order to establish the list of projects in the "preliminary" plan for which a MIS must be completed:

- Ada Planning Association (APA) as the Metropolitan Planning Organization (MPO).
- Idaho Transportation Department (ITD).
- Federal Highways Administration (FHWA).
- Federal Transit Administration (FTA).
- Boise Urban Stages (THE BUS).
- Ada County Highway District (ACHD).

The following list illustrates the types of projects which may qualify for a MIS if federal funds are to be considered as a funding source for the project.

- Major widenings of freeways or expressways by adding one lane or more at least one mile. Adding a high occupancy vehicle (HOV) lane for at least one mile would also qualify.
- New or realigned freeways or expressways.
- New principal arterial alignments for a distance of at least one mile which have a high level of access control.
- Rail lines for public transportation use.

- Busways (dedicated bus lanes) adjacent to or separated from roadways and dedicated to buses).
- Aerial tramways, people movers, monorails, and other major capital investments.

The following are clearly not MIS projects, regardless of federal funding potential.

- Construction or improvement of new or existing local and collector roads.
- New or restructured bus routes.
- Intersection improvements, including signalization, turn lanes, etc.
- Bridge widenings and rehabilitation.
- Widenings of arterials to less than six travel lanes or for a distance of less than one mile.
- Pavement overlays or reconstruction of freeways which do not add travel lanes.
- Pavement overlays or reconstruction of principal arterials which do not add travel lanes.
- Bus or transit maintenance and operating facilities, including fueling stations, maintenance facilities, marketing and administrative facilities, and other non-fixed guideway projects.
- Projects for which a Finding of No Significant Impact (FONSI) on an Environmental Assessment or a Record of Decision (ROD) on an Environmental Impact Statement (EIS) have been signed. (FTA and FHWA must be consulted to establish when this exemption is claimed for a specific project.) (§450.318(l))
- Park-and-Ride facilities, vanpool and carpool capital and administrative costs.
- Pedestrian and bicycle facilities.

Once a project has been defined by the above agencies to be a MIS project, other groups and agencies would be involved in scoping the process for the analysis. The types of groups which would be involved are:

- The Metropolitan Planning Organization.
- Idaho Transportation Department.
- Federal Highways Administration.
- Federal Transit Administration.
- Local roadway implementing agencies. (Where appropriate the relevant highway district or other local government.)
- Public transit operators.
- Environmental, resource, and permitting agencies.
- Local governments, including cities and counties.
- Special purpose entities, including housing authorities and redevelopment agencies, as appropriate.

A public involvement strategy would need to be established to bring citizens and interest groups into the evaluation process.

CURRENT STATUS

The projects recommended in the Plan which should be considered for MIS include:

- I-84 widening from Meridian Road to the Canyon County line.
- I-84 widening from the Cole/Overland interchange to Broadway.

In addition, the following study should be considered as meeting the MIS requirement:

- South Bypass from ca. Blacks Creek interchange to I-84 east of Nampa and through to I-84 west of Caldwell.

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CHAPTER 16 - FINANCIAL ANALYSIS

BACKGROUND

This Plan identifies transportation needs over the next 20 years based on estimated growth and various policies and provisions in comprehensive plans of Ada County governments. A key part of this Plan, then, is to identify what future financial needs are to meet transportation demands and to address how those financial needs are going to be met. Each of the modal chapters, i.e., Chapter 9 (Roadways), Chapter 11 (Public Transportation), and Chapter 12 (Pathways), have addressed future funding needs. These modal sections have described in some detail the future transportation investments required to meet the various modal needs, and includes their own analysis of revenue potential and capital and operating needs. This financial analysis section, therefore, will summarize the results of some of the modal discussions and identify potential future revenue sources to meet projected transportation needs.

VISION

The Vision Statement adopted by the APA Board on September 18, 1995, includes the following:

- Financing** - Financing of the transportation system will emphasize user fees, impact fees and other financial tools to reduce reliance on general revenue sources when consistent with other public policies.
- Long-Term** - Long-term transportation options, such as beltways, river crossings, new arterials, pathways and transit systems, should be preserved emphasizing user fees and other dedicated funds to acquire rights-of-way or easements. Consideration should be given to needs beyond the 20-year period.

ISSUES

Public feedback throughout the *Destination 2015* process emphasized the need to look ahead, anticipate future transportation needs, and identify funding levels to meet those needs. Many citizens felt the 20-year transportation plan should be financially responsible and, as contained in the Vision statement, rely on user fees, impact fees and dedicated funds other than the general revenue sources, i.e., property tax.

This transportation analysis attempts to meet the objectives of the Vision statement and feedback from the public and provides a starting point for pursuing future transportation funding resources for the 20-year transportation plan.

Federal planning regulations require that 20-year transportation plans funded out of the Federal Transportation Planning Program be financially constrained. The definition of "financially constrained" includes a reasonable assessment of future transportation financial needs and a reasonable identification of potential new revenue sources that would meet the financial needs of the plan. Financial needs were defined by federal guidelines as including not only new capital or capacity improvements, but also long-range maintenance and preservation needs.

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 helped make up some, though not all, of the funding shortfall for system expansion needs. The funding provisions of the 1991 ISTEA also offered additional potential resources. Congress did not release all the funds authorized by the bill, however, and development of funding sources for implementation of the Plan will be a continuing activity.

SUMMARY OF FINANCIAL ANALYSIS

Pathways

The Pathways element identifies current funding sources used to support the Pathway Coordinator positions for trails and urban pathways, and also identifies the potential for federal funds, particularly in the Enhancement and Congestion Mitigation/Air Quality provisions of ISTEA for funding future pathway system needs. ISTEA funding for future transportation needs are estimated at \$200,000 per year on the average. In addition, the Pathway Plan encourages the continued practice of including pathway improvements as part of major roadway projects. An estimated \$500,000 per year, for example, is assumed for roadway-related bikeway improvements on the local road systems in Ada County. Similar assumptions are made for ITD roadway improvements. Funding for the two Pathway Coordinator positions would come from federal, state and local sources similar to the amounts currently being provided. The Plan does allow for cost of living expense over time. The Pathway element contains no new proposed funding sources, but strongly directs that implementing agencies provide for pathway needs over time. The Pathway Plan does envision development of a trail users fee that would be used to maintain the trail system and contribute to future improvements. No specific amounts are being proposed.

Transit

The financial element that supports expanded public transportation envisions a shift away from relying on property taxes to fund regional transit.

The annual cost of operating and maintaining a public transportation system in the Treasure Valley is estimated at \$23,088,000 per year. This figure includes over \$3 million annual for capital needs (see Table 11-2 on page 11-4 of this Plan). These costs are related in 1995 dollars and do not consider the effect of inflation. This level of expenditure is solely dependent on the development of a dedicated funding source in Ada County. Although many funding sources could be used to support the public transit system, this analysis did not consider general property (or non-user) taxes. Reliance was placed on increasing fare revenue to 24% of operating cost and identifying a dedicated funding source that would meet the needs. Federal financial assistance was assumed to be available for capital needs at an 80/20 federal share, but no federal operating assistance was envisioned. To meet forecasted deficits, an annual revenue of \$15,800,000 was needed. Potential dedicated funding sources are identified as sales tax (0.42%) and a payroll or employee tax (0.4%). Tables 11-3 and 11-4 identify revenue and examples of a dedicated funding source to meet future transit needs. The sales tax and payroll tax rates identified above are well in line with the sources and rates used in other Pacific Northwest communities.

The financial analysis is based on 1995 dollars because the assumed inflation rate of 3% per year is offset by expected sales and payroll increases of about 5% per year. For example, total sales in Ada County over the last ten years average 9.2%. In 1990 sales jumped by 32% because of the new regional mall in west Boise. If that year were factored out, annual sales would average about 5%.

A local option sales or payroll tax would require enabling legislation by the Idaho Legislature, as well as a local referendum to be realized. Subject to a dedicated funding source, or a major state role in public transportation funding, a regional public transportation system is highly unlikely.

Roadways

The Plan identifies significant capacity expansion of the roadway system needed to meet future growth. The estimated cost of these improvements is \$165 million. Current revenue sources, including federal funds now going to roadway maintenance and capacity improvements, are assumed to continue. But the availability of current revenues for new projects is not assumed to increase: growing needs in traffic operations and reconstruction of deteriorating roads will consume much--if not all--the current resources. An estimated \$19,450,000 from ACHD's annual budget is assumed to be available each year to support local roadway maintenance and capacity improvements identified in this Plan.

The ITD highway maintenance needs in Ada County are assumed to be funded and, thus, not addressed in this Plan. ITD's share of the capacity improvements from this Plan is estimated at nearly \$50 million. These projects are assumed to be funded from federal sources with ITD match.

ACHD's annual road maintenance needs are projected to increase about 5% per year over the next 20 years. Such an increase is included in this Plan and financial analysis. The assumptions used in this financial analysis are to relate all future costs and revenues to 1995 dollars. Thus, the 1995 present value for an escalating maintenance need by ACHD was estimated at \$20,490,000. (See Table 9-3 for a summary of the financial element.)

Future revenue estimates to meet the 20-year transportation needs are shown in Table 9-3. Available revenue includes a proposed legislative action to raise gas tax and vehicle registration fees in Idaho that would net \$34,000,000 for the state annually. This legislation would allow half of the expected funds to be distributed to local governments through the current highway user distribution account. ACHD's share of those funds is estimated at \$1.9 million annually. This analysis assumes that level of new funding.

The annual revenue estimate from Table 9-3 needed to meet the 20-year transportation needs requires an additional \$9.24 million for ACHD. This financial plan identifies several use fees/taxes that could make up this need. Examples of these potential new funds are shown in Table 9-3 and include increases in impact fees, gasoline taxes and vehicle registration fees. Likely, a combination of these user fees/taxes would be developed to meet the needs.

Future Preservation

This financial analysis does not address provisions in the Vision statement and Plan to acquire rights-of-way for future needs. Local and State officials need to pursue a dedicated funding source or other means to allow for purchasing future rights-of-way where planned roadways have been developed. Currently, limited funding is available for such purchase.

POLICIES

General

1. APA will develop criteria to help in the evaluation and ranking of proposed projects during the Transportation Improvement Program process. Separate criteria will be developed for roadways, public transportation, pathways, and other categories."

Roadway

2. Local officials continue to pursue potential revenue enhancement from combinations of impact fees, increased gasoline tax dedicated in Ada County, vehicle registration fee increases dedicated to Ada County and perhaps other local option taxing authority to raise fees and taxes in support of 20-year transportation needs.
3. Develop a reliable model for projecting costs and revenue for transportation needs that address maintenance and capacity improvements.
4. APA will seek new funding for capacity improvements which exceed existing resources and recognizes maintenance as a high priority for limited existing funds.

Public Transportation

Public transportation is an important element of Ada County's transportation system. It is essential to citizens who need access to jobs, education, medical care, shopping, and other activities. This public transportation component of *Destination 2015* looks at transportation needs at three levels: intercounty, county-wide, and Boise Metropolitan Area. This creates a comprehensive regional transportation system. It strives to meet the vision of obtaining 25% of the travel by alternative transportation for the region. Policies to meet this vision are:

5. Form a Regional Transit Authority to coordinate all transit services in the region and develop dedicated funding source(s) for those transit services.
6. Assist in development and implementation of the Treasure Valley Alternative Transportation Analysis recommendations. While no recommendations have been approved by the Steering Committee to date, the analysis recommends to:
 - a. Modestly expand the existing transit system by targeting unserved areas (Nampa/ Caldwell area and Meridian);
 - b. Link key origins and destinations;
 - c. Increase frequencies;
 - d. Provide connections between communities; and
 - e. Offer incentives to encourage transit use.

It also suggests protecting Union Pacific Railroad right-of-way for a future transit facility.

7. Develop building blocks (i.e. start with vanpools/buses, then gradually build to a fixed guideway transit system) which can be increased to produce a comprehensive transit system that meets regional needs.
8. Support continuation and expansion of the Commuteride Program and work to assure adequate and consistent funding.
9. Support development and implementation of a regional Park & Ride Program to serve transit, carpool, and vanpool services.
10. Support implementation of the hybrid route for THE BUS system and the expansion to and funding of 158 buses for the Boise Metropolitan Area.
11. Support the operation and funding of the Boise and Rural Scrip Programs and the numerous vans operated through local Senior Centers.
12. Encourage employers to promote the use of alternative transportation and to provide incentives to their employees.

Pathways

13. Provide current levels of financial support to the interagency trail coordinator position, with a provision for periodic cost of living increase.
14. Annually support the use of at least \$200,000 in ISTEA funds for building pathways.
15. Continue to incorporate pathway facilities as part of roadway improvements at the state and local levels.
16. Expand the existing half-time transportation pathway coordinator into a full-time bicycle/pedestrian planner and fund it through additional local government contributions.
17. Continue to seek alternative funding, such as special grants, donations, and other sources as available.

Future Preservation

18. Work with local and state elected officials to increase funding for long-term preservation of right-of-way which could substantially reduce future costs and reduce conflicts with neighborhoods and businesses. One option to be considered should be a dedicated fund restricted to right-of-way preservation.

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APPENDIX A COMMITTEE MEMBERSHIPS

APA CITIZENS ADVISORY COMMITTEE

Name	Representing
Brian Ballard	Member-At-Large
Keith Borup	Meridian Chamber of Commerce
Dave Carlson	Member-At-Large
Clint Casey	City of Boise -- West Bench
Marc Eesley	Member-At-Large
Harland Evans	Member-At-Large
Roger Freudenberg	Member-At-Large
Anne Wescott Gerber	City of Boise - Southeast
Arnold Hartigan	Ada County
Malcolm MacCoy	City of Meridian
Warren McFall	Member-At-Large
Barbara Montgomery	City of Eagle
JoAnn Schlogel	Garden City Chamber of Commerce
Ray Stark	Boise Area Chamber of Commerce
Phil Whitener	Eagle Chamber of Commerce
Vacant	City of Garden City
Vacant	City of Kuna
Vacant	Ada County
Vacant	City of Boise - Boise Central Bench
Vacant	City of Boise - Boise North River
Vacant	Kuna Chamber of Commerce

APA TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

Name	Representing
Jim Bennett	Ada County
Wendel Bigham	Boise Public Schools
Kent Brown	Ada County Highway District
Jim Carberry	Meridian School District
Dave Cooper	Boise State University
Craig Eckles	City of Garden City
Alison Miller Gonzalez	Division of Environmental Quality
Tim Gordon	City of Kuna
Terry Little	Ada County Highway District
Mark McNeese	Idaho Transportation Department
Gary Moles	Idaho Transportation Department District 3
Debbie Ruggles	Boise Urban Stages
Hal Simmons	City of Boise
Lan Smith	Boise City Fire Department
Gary Smith	City of Meridian
Charles Trainor	Ada Planning Association

Ex-Officio

John Anderson
 Rick Greenfield
 John Hegmann
 Pat Nelson
 Joy Palmer
 Conni Swearingen

Boise Air Terminal
 Capitol City Development Corporation
 Federal Highway Administration
 Ada County Highway District Rideshare
 Division of Environmental Quality
 Idaho Transportation Department

MODEL ADVISORY COMMITTEE**Name****Representing**

Ali Bonakdar
 Gary Funkhouser
 Mary Hardison
 Kishore Kagolanu
 Greg Laragan
 Terry Little
 Jim McFarlane
 Cameron McGough
 Jeff Miles
 Gary Moles
 Erv Olen
 Jim Pline
 Hal Simmons

Ada Planning Association
 Bell-Walker Engineers, Inc.
 Ada Planning Association
 Ada County Highway District
 Idaho Transportation Department
 Ada County Highway District
 Idaho Transportation Department
 Ada Planning Association
 Idaho Transportation Department District 3
 Idaho Transportation Department District 3
 Ada Planning Association
 Consultant
 City of Boise

FREIGHT MOVEMENT COMMITTEE**Name****Representing**

John Anderson
 Mark Clark
 Alan Edwards
 Dave Cunningham
 Kelli Fairless
 Jeff Jones
 Ron Kerr
 Tim Messinbrink
 Colin Quinn
 Paul Sudmeier
 Dave Szplett
 Dave Wheeler
 Gary Wright
 Vacant

Boise Air Terminal
 Viking Freight System
 Micron
 Yellow Freight System
 Boise Urban Stages
 City of Boise
 Idaho Transportation Department
 Hewlett-Packard
 Association of General Contractors
 Idaho Motor Transport Association
 Ada County Highway District
 CF Motorfreight
 Idaho Power Company
 BFI Waste Systems

1994 DEMOGRAPHIC ADVISORY COMMITTEE

Name	Representing
Mary Berent	City of Eagle
Bob Brown	City of Boise
John Church	Idaho Power
Jay Clemens	Boise Area Chamber of Commerce
Bob Day	APA Citizens Advisory Committee
Alison Miller Gonzalez	Division of Environmental Quality
Larry Hellhake	Developer
Greg Nelson	City of Kuna
Shawn Nickel	Ada County
Dave O'Leary	City of Garden City
Dale Rosebrock	Intermountain Demographics
Larry Sale	Ada County Highway District
Hal Simmons	City of Boise
Chuck Skoro	Boise State University
E.J. Smith	Ada County Planning & Zoning Commission
Shari Stiles	City of Meridian
Phil Whitener	APA Citizens Advisory Committee

TREASURE VALLEY TRANSPORTATION ANALYSIS STEERING COMMITTEE January 1996

Name	Representing
John Anderson	City of Boise, Air Terminal
Stillman Anderson	Boise Area Chamber of Commerce
Clair M. Bowman, Co-Chair	Ada Planning Association
Sid Bright	Canyon Highway District
Jenny Eagans	City of Garden City
Larry Falkner	Idaho Transportation Department, Public Transit
Bob Faller	City of Nampa, Planning and Zoning
John Franden	Boise State University
Pat Galvin	Canyon County, County Commission
Wes Hancock	Golden Gate Highway District
Nancy Huff	City of Caldwell, Planning and Zoning
Gordon N. Law	City of Caldwell, Public Works Department
David Lincoln	Golden Gate Highway District
Ralph Little	Canyon Highway District
Terry Little	Ada County Highway District
LeRoy Meyer	Idaho Transportation Department, District #3
Bryce Millar	Nampa Highway District
Walt Morrow	City of Meridian, City Council
Pat Nelson	Ada County Highway District, RideShare Program
Erv Olen	Ada Planning Association
Phillip Reily	Canyon County Headstart
Debbie Ruggles	Boise Urban Stages
Eldon Ryals	Nampa Highway District

Ernie Starr
 Lee Swigert
 Clair Tepfer
 Bob Unger
 Robert Vasquez, **Co-Chair**
 Cheyne Weston

City of Nampa, City Council
 City of Middleton
 City of Middleton
 Ada County Development Services
 City of Caldwell
 Canyon County, Planning and Zoning

COMMUNITY TEAM

Name	Representing
Scott Ableman	Citizen
Bill Ancell	Boise City Public Works
John Anderson	Boise Air Terminal
Judy Babbitt	Citizen
Sheri Baker	Meridian Neighborhoods
Jon Barnes	Idaho Building Contractors Association
Warren Barrash	Wildwood Neighborhood Association
Gregory Bates	Depot Bench Neighborhood Association
Lois Bauer	Senior Programs, Ada County
Steve Benner	Livable Communities
Jim Bennett	Ada County Development Services
Mary Berent	City of Eagle
Vern Bisterfeldt	Ada County Commission
Dave Bivens	State Representative, District 14
Dwight Bower	Idaho Transportation Department
Al Bricker	Citizen
Don Brinton	Eagle Planning & Zoning Commission
Jim Brooks	Boise Mayor's Transit Advisory Committee
Pat Brown	Boise Police Department
Jim Bruce	Ada County Highway District Commission
Randy Bursik	Citizen
Dave Campbell	Citizen
Dave Carlson	Idaho State Automobile Association
Jan Castaneda	Eagle Neighborhoods
Mark Clark	Viking Freight
Susan Clark	Idaho Conservation League
Jact Coe	Federal Highway Administration
Brent Coles	Boise Mayor
JoAn Condie	Building Owners & Managers Association
Robert Corrie	Meridian Mayor
Dave Cunningham	Yellow Freight System
Pat Davidson	Boise Area Chamber of Commerce
Richard Dierks	Bicyclist Advocate
David Doan	Kuna Planning & Zoning Commission
Susan Eastlake	Ada County Highway District Commission
Ted Ellis	Garden City Mayor
John Evans	Garden City Council
Bob Faddis	Citizen
Larry Falkner	Idaho Transportation Dept, Public Transportation
Ed Fell	Garden City Chamber of Commerce

John Fitzgerald, II
Paula Forney
Roger Freudenberg
Gary Glenn
Dave Greegor
Rick Greenfield
Steve Guerber
Bob Haley
Melodie Halstead
Anne Hausrath
Richard Himberger
Kathy Holley
Don Howell
Sherry Huber
Elmer Hunt
Cecil Ingram
Jim Johnson
Rory Jones
Jim Keller
Jeff Klaus
Mary Kyle
Margaret Lauterbach
Otis Lemmon
Stephen Lord
Norma Mandujano
Morgan Masner
Richard McCaughey
Arthur McFadden
LeRoy Meyer
Ray Mickelson
Bob Nahas
Fred Nelson
Greg Nelson
Jerry Nyman
Dave O'Leary
Joy Palmer
Larry Paulson
Ed Pilkerton
"Hod" Pomeroy
Alan Queen
Susan Rainey
Renn Ross
Charles Ruch
Debbie Ruggles
Jonathan Seel
David Selvage
Tracy Silver
Hal Simmons
Roger Simmons
E.J. Smith
Vicki Smith
Ray Stark

Meridian Chamber of Commerce
Boise City Council
SW Ada County Alliance
Ada County Commission
Idaho Dept. of Water Resources
Capital City Development Corp.
Eagle Mayor
Meridian School District
City of Kuna
Boise City Council
Citizen
Central District Health Department
Boise Planning & Zoning Commission
Ada County Highway District Commission
Citizen
State Senator, District 16
Meridian Planning & Zoning Commission
Boise School District
Meridian School Board
Boise State University Student Union
Commission for the Blind
Ada County Planning & Zoning Commission
Boise Historic Commission
East End Neighborhood Association
Citizen
Eagle City Council
Idaho Building Contractors Association
Citizen
Idaho Transportation Department
Idaho Transportation Department
Meridian Chamber of Commerce
Ada County Paramedics
Kuna Mayor
Ada County Highway District
City of Garden City
Division of Environmental Quality
Boise Police Department
Boise Auditorium District
State Representative, District 16
Citizen
Boise Neighborhood Housing
Boise Fire Department
Boise State University
Boise Urban Stages
Development
Boise Parks Department
Kuna Chamber of Commerce
City of Boise
Ada County Commission
Ada County Planning & Zoning Commission
Boise Mayor's Bicycle Advisory Committee
Boise Area Chamber of Commerce

Shari Stiles
Carol Stokes
Ron Tolsma
Larry Uehling
Elva Villarreal
Mary Vogt
Jeff Walker
Kandy Weaver
Trish Wheeler
Dave Willman
Kristin Worden
Max Yerrington
Mike Yocum

City of Meridian
Southeast Neighborhood Association
Meridian City Council
Citizen
Citizen
Citizen
Governor's Office
Garden City Council
Living Independent Network
Garden City Neighborhoods
Citizen
Meridian City Council
Alternative Transportation Advocate

CP\RT\REPORT APPEND.COM

APPENDIX B

LIST OF ACRONYMS

ACHD	=	Ada County Highway District
APA	=	Ada Planning Association
AQB	=	Air Quality Board
BLM	=	Bureau of Land Management
BUS	=	Boise Urban Stages
CAAA	=	Clean Air Act Amendments of 1990
CAC	=	Citizens Advisory Committee
CFR	=	Code of Federal Regulations
CMAQ	=	Congestion Mitigation/Air Quality
CO	=	Carbon Monoxide
CTPP	=	Census Transportation Planning Package
DAC	=	Demographic Advisory Committee
DBE	=	Disadvantaged Business Enterprise
DEQ	=	Division of Environmental Quality
EIS	=	Environmental Impact Statement
EPA	=	Environmental Protection Agency
FEP	=	Family Emergency Preparedness
FTA	=	Federal Transit Administration
FHWA	=	Federal Highway Administration
FONSI	=	Finding of No Significant Impact
GIS	=	Geographic Information System
HOV	=	High Occupancy Vehicle
ISTEA	=	Intermodal Surface Transportation Efficiency Act of 1991
ITD	=	Idaho Transportation Department
LOS	=	Level of Service
MIS	=	Major Investment Studies
MPO	=	Metropolitan Planning Organization
MAC	=	Modeling Advisory Committee
MTAC	=	Mayor's Transit Advisory Committee
NEPA	=	National Environmental Protection Act
PM10	=	Particulate Matter (10 parts per billion)
ROD	=	Record of Decision
RPTP	=	Regional Public Transportation Plan
SIP	=	State Implementation Plan for Air Quality
SOV	=	Single Occupant Vehicle
STAC	=	Special Transportation Advisory Committee
STIP	=	State Transportation Improvement Program
TAC	=	Technical Advisory Committee
TAZ	=	Transportation Analysis Zone
TCM	=	Transportation Control Measure
TIP	=	Transportation Improvement Program
TDM	=	Transportation Demand Management
TVATA	=	Treasure Valley Alternative Transportation Analysis
UPWP	=	Unified Planning Work Program/Budget
USC	=	United States Code
USF&W	=	U.S. Fish & Wildlife
USFS	=	U.S. Forest Service
VMT	=	Vehicle Miles Traveled