

Item VI-A

Topic: CIM 2050 Draft Priorities

Purpose: Review the CIM 2050 draft priorities.

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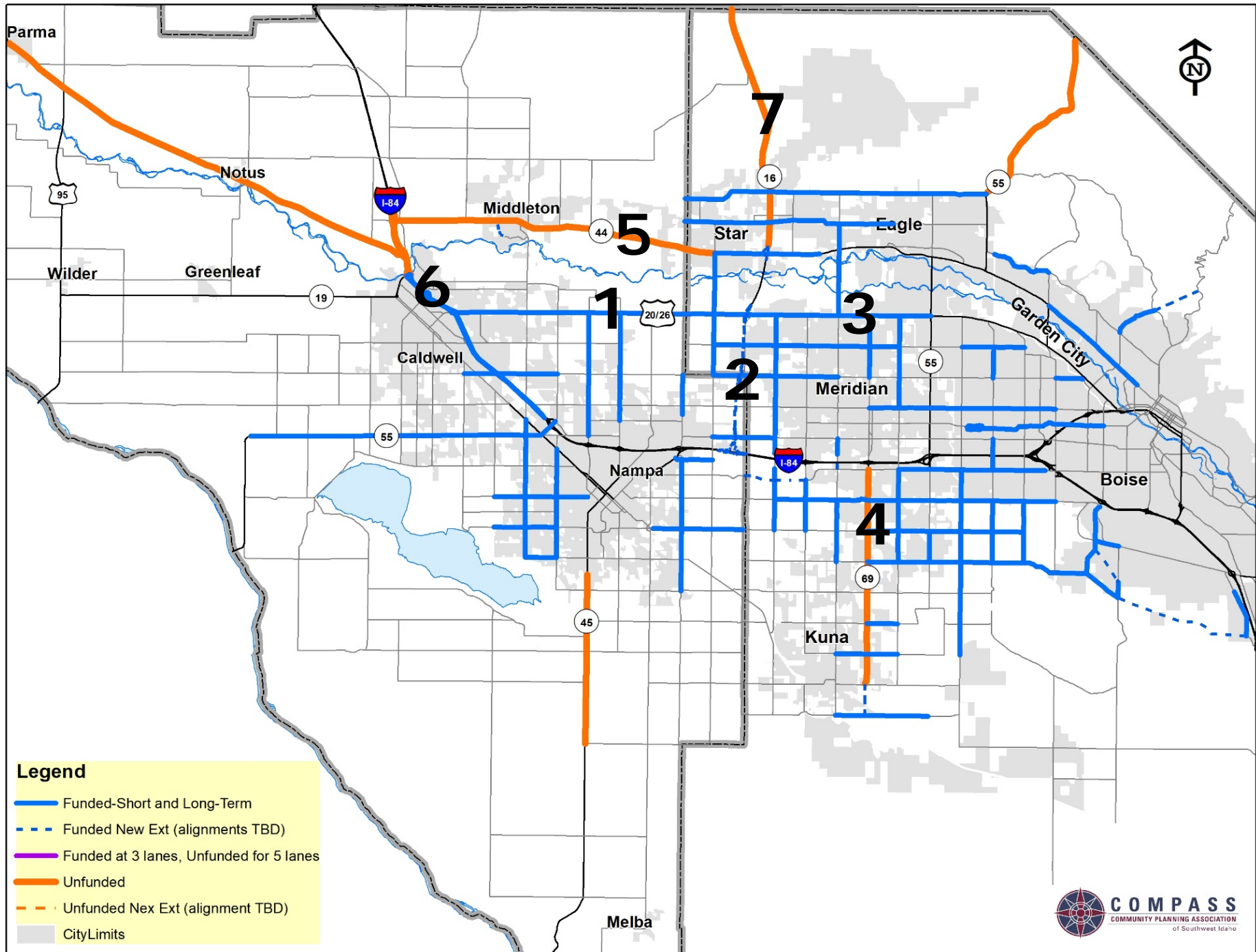
Mary Ann Waldinger, Principal Planner



State System Initial Ranking

| Initial Ranking | Corridor | CIM 2050 Goals (Average) | Technical Analysis (Average) | Total |
|-----------------|--|--------------------------|------------------------------|-------------|
| 1 | US Highway 20/26 Interim , Middleton Road to Star Road | 71.7 | 26.7 | 98.4 |
| 2 | State Highway 16 Phase 3 , Interstate 84 to State Highway 44 | 66.1 | 21.7 | 87.8 |
| 3 | US Highway 20/26 Ultimate , State Highway 16 to State Highway 55 (Eagle Road) | 60.3 | 23.3 | 83.6 |
| 4 | State Highway 69 , Kuna Road to Interstate 84, *Unfunded* | 57.1 | 20.0 | 77.1 |
| 5 | State Highway 44 , Interstate 84 (Exit 25) to Star Road, *Unfunded* | 45.2 | 23.3 | 68.5 |
| 6 | Interstate 84 , Centennial Way (Exit 27) to Franklin Road (Exit 29) | 36.8 | 13.3 | 50.1 |
| 7 | State Highway 16 , State Highway 44 to Deep Canyon Road, *Unfunded* | 28.5 | 16.7 | 45.2 |

= funded **#** = unfunded



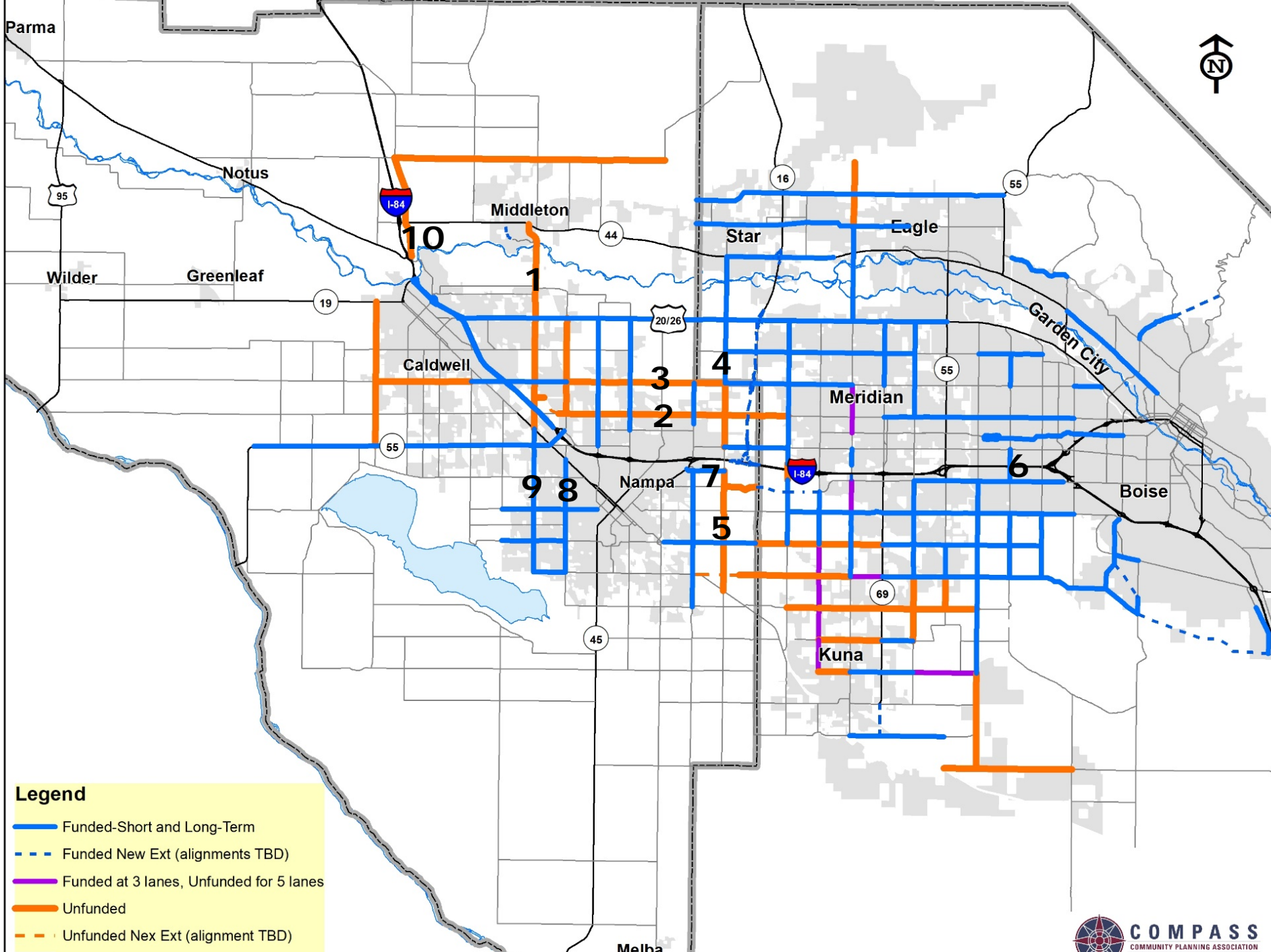
Legend

- Funded-Short and Long-Term
- - - Funded New Ext (alignments TBD)
- Funded at 3 lanes, Unfunded for 5 lanes
- Unfunded
- - - Unfunded Nex Ext (alignment TBD)
- CityLimits

Local System Initial Ranking

| Initial Ranking (without ACHD locally funded) | Corridor | CIM 2050 Goals (Average) | Technical Analysis (Average) | Total |
|---|---|--------------------------------|------------------------------------|--------------|
| 1 | Middleton Road , Cherry Lane to State Highway 44 *Unfunded* | 57.1 | 28.3 | 85.4 |
| 2 | Cherry Lane / Fairview Avenue , Middleton Road to Black Cat Road *Unfunded* | 52.9 | 18.3 | 71.2 |
| 3 | Ustick Road , Midland Boulevard to Star Road *Unfunded* | 49.7 | 16.7 | 66.3 |
| 4 | Robinson Boulevard / Star Road , Franklin Road to Ustick Road *Unfunded* and Ustick Road to State Highway 44 | 51.6 | 13.3 | 64.9 |
| 5 | Robinson Boulevard , Greenhurst Road to Stamm Lane *Unfunded* | 36.1 | 26.7 | 62.8 |
| 6 | Five Mile Road and Overpass , Overland Road to Franklin Road | 35.3 | 20.0 | 55.3 |
| 7 | Stamm Lane , Happy Valley Road to Robinson Boulevard *Unfunded* | 28.9 | 15.0 | 43.9 |
| 8 | Midland Boulevard , Cherry Lane to US Highway 20/26 | 30.7 | 10.0 | 40.7 |
| 9 | Middleton Road , Greenhurst Road to Caldwell-Nampa Boulevard | 33.7 | 6.7 | 40.3 |
| 10 | Old Highway 30 , US 20/26 to Purple Sage Road *Unfunded* | 29.1 | 6.7 | 35.8 |

= funded # = unfunded # = corridor contains funded and unfunded segments



- Legend**
- Funded-Short and Long-Term
 - - - Funded New Ext (alignments TBD)
 - Funded at 3 lanes, Unfunded for 5 lanes
 - Unfunded
 - - - Unfunded Nex Ext (alignment TBD)
 - City limits

Analyzed But Not Ranked

| Initial Ranking | Corridor | CIM 2050 Goals (Average) | Technical Analysis (Average) | Total |
|-----------------|--|--------------------------|------------------------------|-------------|
| #N/A | Foundational Public Transportation System | 52.1 | 23.3 | 75.5 |
| #N/A | Linder Road and Overpass, Overland Road to Franklin Road, Regional | 59.5 | 26.7 | 86.2 |
| #N/A | Lake Hazel Road, State Highway 69 to Locust Grove Road and Cole Road to Orchard Street Extension, Regional | 49.8 | 26.7 | 76.4 |
| #N/A | Ten Mile Road, Deer Flat Road to Victory Road, Regional *Unfunded* | 43.3 | 25.0 | 68.3 |

Measures by CIM 2050 Goals

| Safety (4 measures) | Quality of Life (4 measures) |
|--|---|
| Bike Level of Traffic Stress | Air Pollution |
| Bike / Ped Trips | Environmental Justice |
| Crashes | Induced Farmland Development |
| Pedestrian Level of Service | Noise Pollution |
| Economic Vitality (7 measures) | Convenience (6 measures) |
| Auto Speed | 15 Minute Accessibility by Car |
| Congestion/Reliability Levels for Trucks | 30 Minute Accessibility by Bus |
| Congestion/Reliability Levels for Cars | 30 Minute Accessibility by Car |
| Deficient Bridges Improves (Vol) | 60 Minute Accessibility by Bus |
| Induced Rural Infrastructure Costs | 15 Minute Accessibility to Parks by Car |
| Truck Speed | Bus Trips |
| Truck VMT | |
