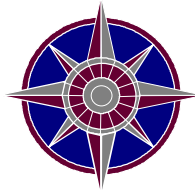


*moving*  
PEOPLE: 2025



Community  
Planning  
Association

Report No. 11-2002

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# CANYON COUNTY LONG RANGE TRANSPORTATION PLAN

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As approved by the  
COMPASS Board  
February 24, 2003

# PARTICIPANTS IN THE PLANNING PROCESS

Following are members of the Canyon Technical Advisory Committee and the Canyon County Policy Committee who spent most of 2001 and 2002 working with the local jurisdictions and residents of Canyon County in the development of this plan.

## Primary Committee Members

Matt Beebe, Canyon County - Mary Berent, City of Middleton  
Von Bowman, Notus-Parma Highway District No. 2 - Sid Bright, Canyon Highway District No. 4  
Alan Brock, Notus-Parma Highway District No. 2 - Jim Buffington, Nampa Highway District No. 1  
Tom Dale, Mayor of Nampa - Bob Dennis, Golden Gate Highway District No. 3  
Kelli Fairless, ValleyRide - Bob Flowers, Mayor of Parma  
Dean Gunderson, Boise State University - Wes Hancock, Golden Gate Highway District No. 3  
David Harrington, City of Melba - Karin Hendrickson, Department of Environmental Quality  
Jonathan Hennings, Idaho Transportation Department, District 3  
Bill Jacobsen, Nampa Highway District No. 1 - Linda Landis, City of Notus  
Gordon Law, City of Caldwell - David Lincoln, Golden Gate Highway District No. 3  
Terri Lindenbergh, Treasure Valley Transit - Ralph Little, Canyon Highway District No. 4  
Frank McKeevor, Mayor of Middleton - Garret Nancolas, Mayor of Caldwell  
John Obendorf, Notus-Parma Highway District No. 2 - Erv Olen, COMPASS  
Paul Raymond, City of Nampa - Alice Reyes, City of Wilder  
Catherine Sanchez, ACHD Commuteride (formerly of COMPASS)  
Darin Taylor, Canyon County Development Services - Toni Tisdale, COMPASS  
John Trumbull, Union Pacific  
Janet Weaver, Idaho Transportation Department  
Diana Wallace, Canyon County Planning and Zoning Commission  
Garry Young, Idaho Transportation Department

## Former Committee Members

The following former members are also recognized:

Debbie Caldwell, formerly with the City of Greenleaf - Don Cassity, former Mayor of Greenleaf  
Maxine Horn, former Mayor of Nampa - Hal Forsgren, former Mayor of Melba  
John Meagher, formerly of Nampa Highway District No. 1  
Mark McNeese, Idaho Transportation Department  
Pat Nelson, formerly of ACHD Commuteride - Paul Thomas, former Mayor of Notus

## Consultants

The following consultants worked on the development of this plan:

Doherty and Associates – Karen Doherty and Heather Carroll - Earth Tech – Gary Funkhouser  
and Scott Chandler - W. David Eberle Consulting, Inc. - David Eberle - David Byrd -  
RBC, Inc. - Rosemary Curtin

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# Table of Contents

<b>Introduction.....</b>	<b>1</b>
Reason for the Plan .....	1
Introduction .....	2
Plan Development.....	2
Public Meetings.....	2
August 2001 .....	2
March 2002 .....	3
Policies.....	4
Transportation Projects .....	4
Functional Classification.....	4
Alternative Transportation .....	4
Corridor Preservation .....	4
Financial Enhancement.....	4
Adoption .....	5
Participants .....	5
<b>Chapter 1: Existing Conditions .....</b>	<b>7</b>
Transportation in Canyon County .....	7
Highways.....	7
Road Conditions .....	8
Roadway Deficiencies.....	8
Public Transportation .....	11
Commuters Bus, Inc.....	12
Senior Buses .....	12
Treasure Valley Metro.....	12
Treasure Valley Transit.....	12
ValleyRide .....	12
Rail Service.....	13
Airports.....	13
Caldwell Industrial .....	13
Nampa Municipal.....	13
Other Airports .....	14
Travel Trends .....	14
Land Use.....	15
Nampa Urbanized Area.....	15
Air Quality.....	15
<b>Chapter 2: Growth Assumptions .....</b>	<b>17</b>
Projected Demographics for 2025 .....	17
Population Growth.....	17
Housing Growth.....	17
Employment Growth.....	18
<b>Chapter 3: Transportation Plan Elements.....</b>	<b>19</b>
Functional Street Classifications.....	19
Principal Arterials .....	19
Minor Arterials .....	19

<i>Rural Collectors</i> .....	19
<i>Urban Collectors</i> .....	20
<i>Local Streets</i> .....	20
<i>Private Roads</i> .....	21
Recommended Transportation Projects .....	21
<i>Committed Projects</i> .....	21
<i>Needs Assessment</i> .....	21
<i>I-84 Corridor Projects</i> .....	22
<i>Middleton Road Extension</i> .....	22
<i>Public Transportation</i> .....	29
Corridor Preservation.....	33
<i>Design Standards</i> .....	33
<i>Right-of-Way Standards</i> .....	34
<i>Setback Standards</i> .....	34
<i>Access Control</i> .....	34
<b>Chapter 4: Finances</b> .....	<b>35</b>
Financial Report.....	35
Existing vs. Projected Revenue .....	35
Revenue Needs .....	37
Financial Strategy .....	37
<b>Chapter 5: Adopting the Plan</b> .....	<b>39</b>
Adoption Process.....	39
<b>Appendix A: Functional Street Classification Map</b> .....	<b>40</b>
<b>Appendix B: Needs Assessment</b> .....	<b>43</b>
<b>Appendix C: Existing Traffic Counts</b> .....	<b>64</b>
<b>Appendix D: Travel Forecast Model</b> .....	<b>67</b>
<b>Appendix E: Committed Projects</b> .....	<b>70</b>
<b>Appendix F: I-84 Corridor Travel Demand Management Measures</b> .....	<b>77</b>
<b>Appendix G: Glossary</b> .....	<b>79</b>

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# Introduction

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## Reason for the Plan

*Moving People: 2025* is the long range transportation plan for Canyon County. The local jurisdictions have developed this transportation plan to examine the county's needs through the year 2025 and to lay out a course to improve the transportation system to meet anticipated growth. This plan provides a comprehensive statement of the county's future needs as identified by the eight cities, four highway districts, the county, the state and other agencies. It defines both short- and long-term transportation strategies and investments to improve Canyon County's transportation system and discusses how to finance them.

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## Introduction

The Canyon County transportation system serves a 604 square mile area heavily dependent on automobiles and trucks for transporting people and goods.

Increased population and related commercial and industrial expansion requires better transportation planning and implementation. Improvements in the transportation network place a heavy burden on the budgets of cities and county highway districts as they attempt to meet these demands. Local governments have committed to support planning efforts to address future transportation needs.

Nampa, Caldwell, Canyon County, Canyon Highway District, and Nampa Highway District were Canyon County's charter members to the Community Planning Association of Southwest Idaho (COMPASS). The group met in October 1999, just after the formation of COMPASS, and asked COMPASS staff to assist in developing a comprehensive transportation plan for Canyon County.

The charter members asked for a transportation plan that addressed future growth, was compatible among jurisdictions, and addressed the financial capacity to fund needed improvements. They also recognized the need for a balanced transportation system that coordinated with the state and federal highway systems.

With the guidance of COMPASS, the group formed a Canyon County Technical Advisory Committee and a Policy Committee that represented the 13 local governments in Canyon County. The planning effort was titled "*Moving People: 2025, A Transportation Plan for Canyon County.*"

Meetings of these advisory committees resulted in the following goals for *Moving People: 2025*:

- Develop a long range transportation plan that considers transportation needs through the year 2025.
- Establish a single Functional Classification Map for Canyon County.
- Maintain consistency with regional planning efforts.
- Maximize safety and efficiency of the existing transportation system.
- Establish a corridor preservation policy.
- Establish an access management policy.

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## Plan Development

Beginning January 2001 and continuing through June 2002, Community Planning Association of Southwest Idaho engaged in early and continuous outreach efforts to inform the general public and decision-makers about the process and scope, and to elicit comment and advice that would guide development of the plan.

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## Public Meetings

To assist in the development of *Moving People: 2025*, the Community Planning Association of Southwest Idaho conducted public meetings throughout the planning process.

### August 2001

The first round of public meetings were held to explain the planning process, identify transportation issues, and review the changes to the Functional Classification Map. These meetings took place on:

- August 21, 2001 in Nampa

- August 28, 2001 in Caldwell

Forty-one people attended the first open house, a significant number given that:

- this is Canyon County's first long range transportation planning process
- the complicated nature of asking the public to comment on the functional classification of roads
- there were no contentious or pressing public issues

The information received during the open houses was useful to the Policy and Canyon Technical Advisory Committees. The participants' comments did not raise any new issues. Given this response, the committees assumed they were moving in the right direction.

## March 2002

The second round of meetings took place in March 2002 at five locations in Canyon County. The purpose of these meetings was to seek public comments on the transportation needs identified to date.

The five March meetings took place at the following locations:

- March 12 in Caldwell
- March 14 in Melba
- March 19 in Nampa
- March 20 in Middleton
- March 21 in Parma

Attendance at the open houses (124 people) was three times higher than the August meetings. The increased attendance can be attributed to a better notification process and media efforts.

The information received during the open houses was useful to the Policy and Canyon Technical Advisory Committees. As in the first round of meetings, no new significant comments or issues were raised. The issues mentioned more than once were:

- Overall support of the recommended improvements and planning process
- Concern with land use specifically around Lake Lowell
- The need for wider intersections and turning lanes for future intersection improvements
- Additional alternative transportation options
- The need to better time traffic signals

Participants were asked to consider various funding alternatives to pay for unfunded transportation improvements.

- Increases in gas tax and impact fees were the first preference of participants
- Bonding, increase vehicle registration fees and sales tax were participants' second preferences
- Parking fees and an income tax surcharge received little support

---

## Policies

The goal of *Moving People: 2025* is to maintain the current transportation system, improve operations, and make the system more efficient before adding capacity expansion projects. Thus, *Moving People: 2025* includes the following policies:

### Transportation Projects

Provide a transportation system that focuses on meeting operational and maintenance needs first, and provides for mobility by including alternative transportation. *Moving People: 2025* meets these needs by identifying a list of transportation projects including: committed projects; needs assessment; and major capital investments, specifically the Interstate 84 corridor. See Chapter 3: Transportation Plan Elements.

### Functional Classification

Develop and adopt, among 13 local governments, a Functional Street Classification Map and update as appropriate (see in Appendix A: Functional Street Classification Map).

### Alternative Transportation

Promote the use of alternative transportation to achieve 25 percent of all trips by other than driving alone. The goal for public transportation would be 5 percent of all commute trips by bus or rail and 12 percent of commute trips by vanpool or carpool.

- Emphasize a Transportation Demand Management (TDM) strategy in congested or developed corridors.
- Encourage new development in urbanized areas to incorporate transportation demand management measures.
- Consider future development of a system of pathways and bicycle facilities.

See Chapter 3: Transportation Plan Elements.

### Corridor Preservation

The Plan identifies existing and future arterials and new roadway and rail corridors. Local governments in Canyon County will aggressively pursue mechanisms to save, protect, and preserve the major roadway systems and corridors as development occurs.

Methods to do this may include:

- Planning and zoning provisions for setbacks as development occurs.
- Developing uniform design standards, minimum right-of-way widths and set back requirements for functionally classified roads.
- Setting funds aside annually to acquire hardship parcels along designated routes.
- Seeking state legislation to give local governments authority to preserve corridors and a means to fund acquisitions.

### Financial Enhancement

- Develop a financial strategy to allow local officials to pursue funding remedies to meet the needs identified in the plan.
- Work cooperatively with local governments, the Idaho Transportation Department, state legislators, business leaders, and the public to identify and implement enhanced revenue sources.
- Seek revenue sources that are equitable and user-based.



- Work with developers and landowners to exact improvements or funding that result directly from planned development.
- Develop a consistent program for such exactions.

## Adoption

The success of this plan requires individual adoption by each of the 13 local jurisdictions in Canyon County. This plan will be presented for adoption and incorporation into comprehensive plans for Canyon County and its eight cities, and by resolution of the four highway districts.

To meet new federal requirements, the plan will be submitted for adoption by Community Planning Association of Southwest Idaho (COMPASS). COMPASS will be designated as the new Metropolitan Planning Organization for the Nampa Urban Area.

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## Participants

The following groups contributed to development of this plan:

Local Governments	Other Organizations
<ul style="list-style-type: none"> <li>• Caldwell</li> <li>• Canyon County</li> <li>• Greenleaf</li> <li>• Melba</li> <li>• Middleton</li> <li>• Nampa</li> <li>• Notus</li> <li>• Parma</li> <li>• Wilder</li> <li>• Nampa Highway District No. 1</li> <li>• Notus-Parma Highway District No. 2</li> <li>• Golden Gate Highway District No. 3</li> <li>• Canyon Highway District No. 4</li> </ul>	<ul style="list-style-type: none"> <li>• ACHD Commuteride</li> <li>• Boise State University</li> <li>• Caldwell Chamber of Commerce</li> <li>• Canyon County residents</li> <li>• Community Planning Association of Southwest Idaho (COMPASS)</li> <li>• Federal Highway Administration</li> <li>• Idaho Department of Environmental Quality</li> <li>• Idaho Transportation Department</li> <li>• Nampa Chamber of Commerce</li> <li>• Treasure Valley Transit</li> <li>• Union Pacific Railroad</li> <li>• ValleyRide</li> </ul>

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# Chapter 1: Existing Conditions

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## Transportation in Canyon County

### Highways

The responsibility for maintenance, operational improvements and capacity expansion of local roadways resides with four rural highway districts and eight cities in Canyon County. Two types of roadways exist in Canyon County: public roadways that are publicly owned and /or maintained and private roadways that are privately owned and/or maintained. The cities of Nampa, Caldwell, and Middleton perform all public road responsibilities within their city limits, while the remaining cities coordinate with their respective highway districts for major maintenance and operation projects.

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*“This process will help determine the way people get around in our county for quite a while. To all our citizens: Please help us do it right.”*

**Mayor Frank McKeever,  
City of Middleton**

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#### Municipalities

- Caldwell
- Greenleaf
- Melba
- Middleton
- Nampa
- Notus
- Parma
- Wilder

#### Highway Districts

- Nampa Highway District No. 1
- Notus-Parma Highway District No. 2
- Golden Gate Highway District No. 3
- Canyon Highway District No. 4

**Figure 1: Road Miles in Canyon County<sup>1</sup>**

Jurisdiction	Improved and Paved (miles)	Improved Gravel (miles)	Unimproved (miles)	Total
Caldwell	141.00	0	0	141.00
Greenleaf	5.00	0	0	5.00
Melba	4.00	0	0	4.00
Middleton	17.50	0	0	17.50
Nampa	257.00	0	0	257.00
Notus	3.62	0	.60	4.22
Parma	20.00	0	0	20.00
Wilder	6.49	0	.30	6.79
Nampa HD No. 1	393.16	8.70	0	401.86
Notus-Parma HD No. 2	169.08	26.20	0.15	195.43
Golden Gate HD No. 3	184.33	35.80	1.19	221.32
Canyon HD No. 4	325.54	3.60	3.78	332.92

Source: Annual Local Road Mileage Report, December, 2001

## Road Conditions

Many local roadways in Canyon County developed for sporadic farm-based traffic are seeing increased traffic as new residential areas are developed. Many of these “farm-to-market” roads and their bridges are substandard and inadequate to support urban growth that the county is experiencing.

Local agencies do a credible job of addressing these deficiencies, but funding is not adequate to meet all roadway needs. Substandard pavement conditions, narrow roads, limited rights-of-way, and uncontrolled intersections result in an existing system that will not meet future travel needs.

A detailed account of necessary road enhancements is outlined in Appendix B: Needs Assessment. A summary of existing traffic counts is shown in Appendix C: Existing Traffic Counts.

## Roadway Deficiencies

The dramatic growth in Canyon County’s population is overshadowed by an even more dramatic growth in vehicle miles of travel (VMT). VMT rate of growth has outpaced the population rate of growth by two to one. This is due to an increase in the number of two-worker households, the shift of development from Ada County to Canyon County, and an increase in the number of vehicles per household. COMPASS’ travel forecast model estimates that Canyon County’s vehicle miles of travel for 2025 will exceed 4 million per day.

The increasing demand for travel and increasing trip lengths directly affect how the roadway system operates. As more people move into the area and travel volumes and patterns change, existing roads become deteriorated and congested. The following maps highlight roadways that lack capacity for current conditions and for the year 2025 (assuming no improvement projects are completed between now and then). Capacity is “the traffic-carrying ability of a facility.” This plan addresses future deficiencies in Chapter 3 “Transportation Plan Elements.”

<sup>1</sup> A preliminary private roadway inventory indicates that there are approximately 52 improved gravel roadway miles in Canyon County.

Figure 2: Canyon County Current Deficiencies

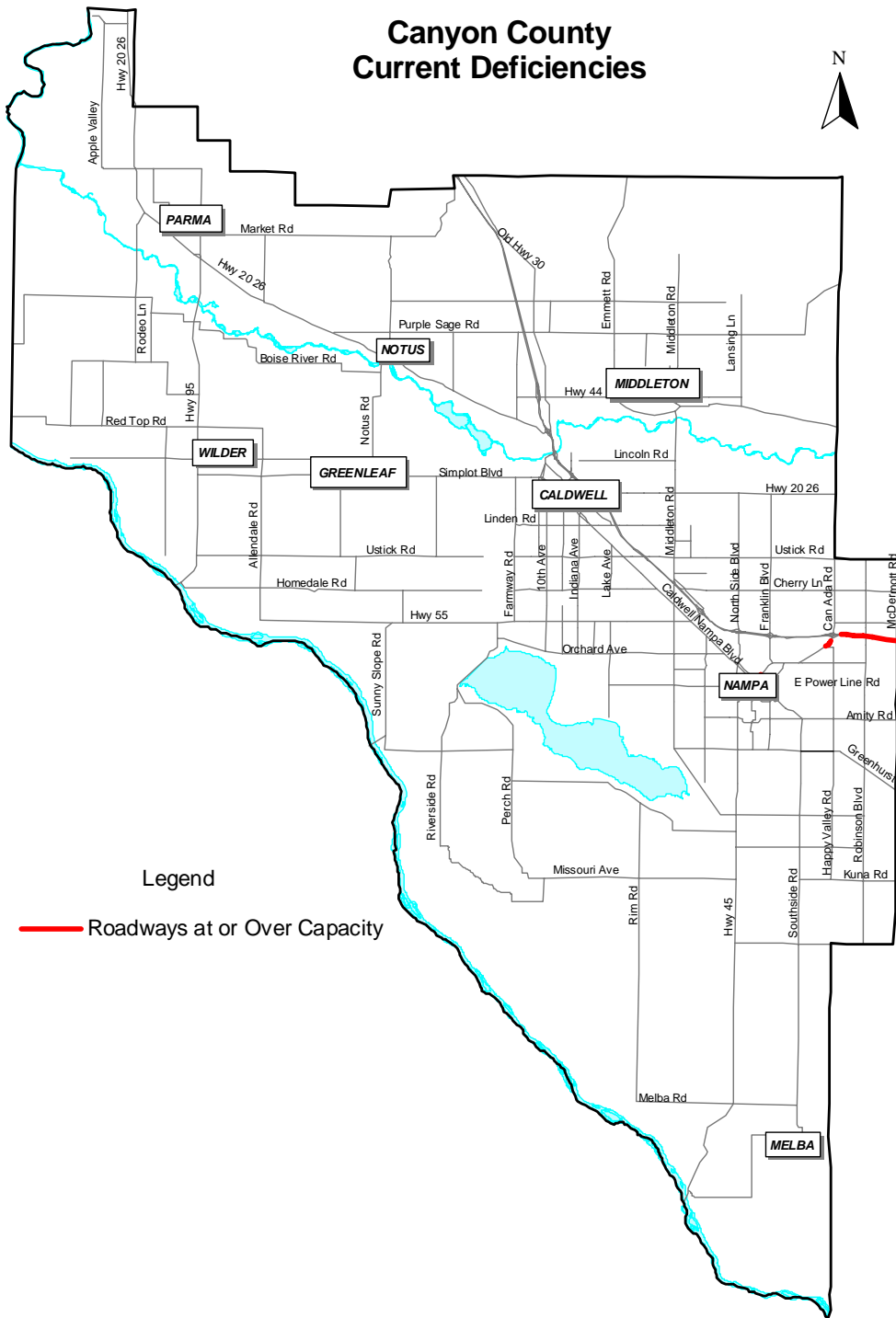
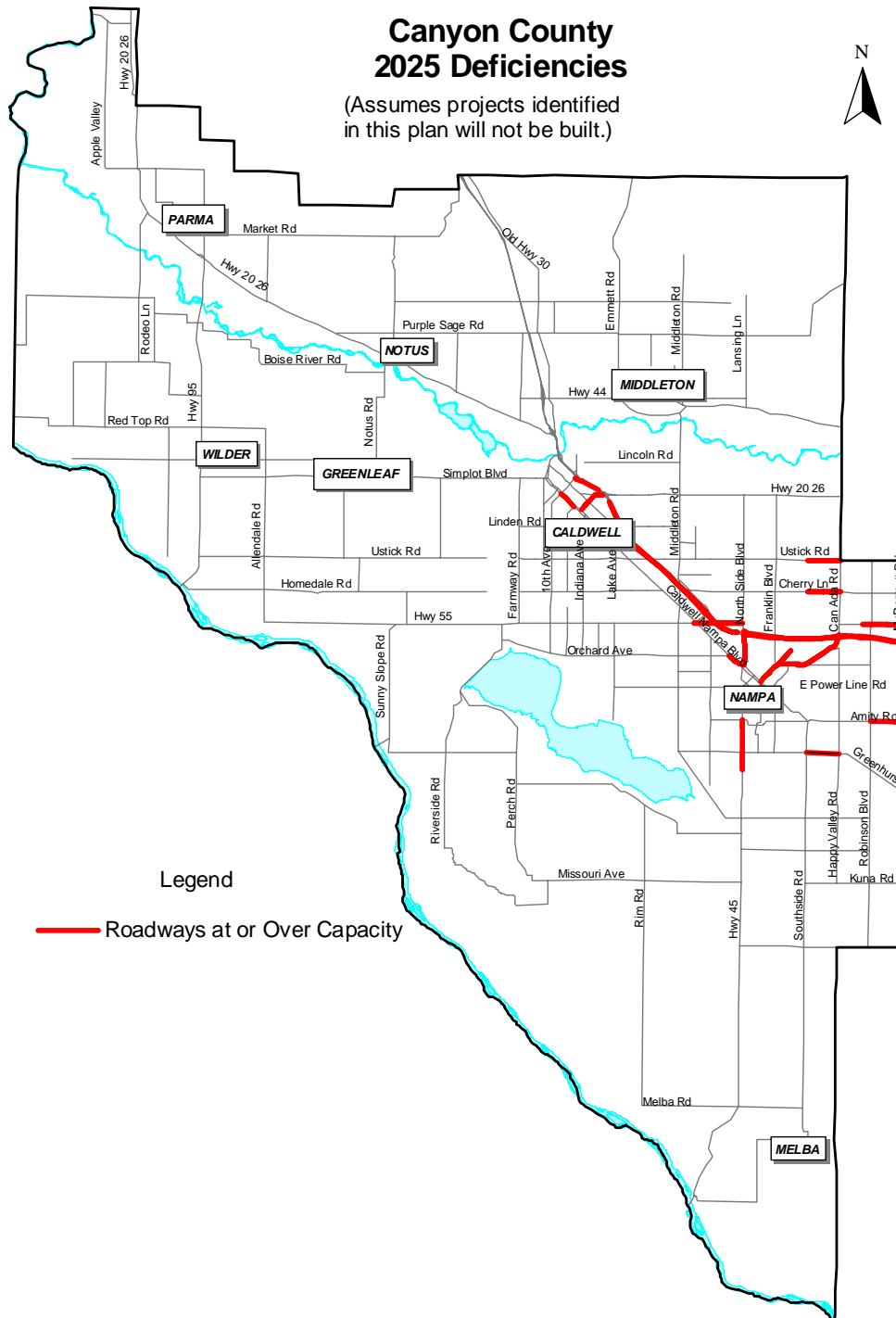


Figure 3: Projected Capacity Conditions in 2025 (Deficiencies)



# Public Transportation

Currently, the following organizations provide public transportation services to Canyon County residents:

- ACHD Commuteride
- Commuters Bus, Inc.
- Senior Buses
- Treasure Valley Metro
- Treasure Valley Transit
- ValleyRide

## ACHD Commuteride

The Ada County Highway District Commuteride provides vanpool, carpool and employer services for southwest Idaho and manages the park and ride lot program.

The vanpool program includes 43 vans operating on 38 routes, five backup vehicles and one lift equipped van to accommodate persons with disabilities. Ridership varies from 360 to 380 riders per month.

Statistics for the 2001 (October 2000 to September 2001) include the following:

- Total routes in operation as of September 30, 2001: .....30
- Total boardings: .....104,860
- Total route miles traveled: .....490,455

The carpool program matches approximately 1,100 individuals from Ada, Canyon, Elmore, and Gem counties.

Employer programs are developed to encourage the use of alternative transportation. Some corporations provide vanpool or transit subsidies, preferential carpool parking spaces, flextime, and various other incentives.

Park and Ride lots are marked lots where commuters can park and join a pre-arranged carpool or vanpool, or catch a bus. Canyon County currently has seven Park and Ride lots managed by ACHD Commuteride. Figure 4 shows their locations.

**Figure 4: Canyon County Park and Ride Lots**

Municipality	Location
Caldwell	<ul style="list-style-type: none"> <li>• Albertson's on Cleveland Boulevard</li> <li>• Franklin Road between Michigan and 21st Street (Franklin United Oil Bulk Plant)</li> <li>• State Highway 44 and I-84 (Weigh Station - Middleton Exit)</li> <li>• Whittenberger Park on Chicago St west of the Centennial Way Interchange</li> </ul>
Middleton	<ul style="list-style-type: none"> <li>• Old US 30 and State Highway 44 (Bud's Burgers and Shakes; Shell Station)</li> </ul>
Nampa	<ul style="list-style-type: none"> <li>• 12th Avenue / 6th Street (LDS Church)</li> <li>• Franklin Boulevard south of I-84 (Jackson Texaco)</li> <li>• Stage Drive and Franklin Boulevard South, North of I-84 (behind the Shilo Inn)</li> </ul>
Source: Ada County Highway District Commuteride, 2002	

The table above does not include gathering locations for more “informal” carpool/vanpool parking arrangements, which can be made by contacting Commuteride.

## Commuters Bus, Inc.

A privately owned commuter bus service, Commuters Bus, Inc., began daily operation between the Caldwell/Nampa areas and Boise in October 1995. The company added a route in May 1999 that serves Caldwell, Middleton, Star and Eagle to Boise. The service received \$100,000 in Federal Transit Administration funds under Section 5311, with the balance of costs covered by user fees. Approximately 14,000 rides were provided in 2001.

## Senior Buses

The cities of Caldwell, Melba, Nampa, and Parma currently have senior citizen transportation services. In Nampa and Caldwell, Demand Response offers services to senior citizens and persons with disabilities within those communities.



## Treasure Valley Metro

Treasure Valley Metro, which is managed by ACHD Commuteride and contracted with Treasure Valley Transit, offers the Commuter Express service with ten daily trips serving Caldwell, Nampa, Meridian, and Boise during peak commute times at half hour frequency. Treasure Valley Metro also provides a Mid-day Express between Nampa/Meridian and Boise.

Treasure Valley Metro was started in 2001 to address congestion related to the reconstruction of the Wye interchange, known locally as the “Flying Wye.” In April 2002, Treasure Valley Metro carried nearly 2,700 riders between Nampa, Meridian, and Boise. Of the total ridership, most (2,350) rode the peak hour commuter service.

Peak hour morning service consists of five trips from Nampa into downtown Boise, and five trips to serve “reverse” commuters from Boise to Meridian and Nampa. The afternoon peak service consists of five trips from downtown Boise to Meridian and Nampa, with five trips serving the reverse commute from Nampa and Meridian into Boise.

The mid-day service operates five trips on an hourly interval from 9:44 a.m. to 3:15 p.m. Two routes operate – one between Nampa and Meridian and another between Meridian and Boise – with passengers able to transfer at the Meridian stop.

## Treasure Valley Transit

Treasure Valley Transit is the main public transportation service for Canyon County. It runs fixed-route service in Caldwell and Nampa, and offers door-to-door service on a reservation basis.

In Nampa, buses run an hourly route from 7 a.m. to 7 p.m. Monday through Friday. In Caldwell, buses run an hourly route from 6:46 a.m. to 6:46 p.m. Monday through Friday.

In April 2002, buses in Caldwell and Nampa transported 10,352 passengers. For calendar year 2001, Treasure Valley Transit reported 145,081 riders using their service. In 2002, TVT has a fleet of 16 buses and 2 vans.

## ValleyRide

In November 1998, more than 70 percent of the voters of Canyon and Ada Counties approved creation of two countywide agencies to coordinate and improve public transportation in the Treasure Valley. The two agencies then merged into one regional authority to coordinate travel demand, develop transit services and identify transit funding. The new authority, now known as ValleyRide, went through a prolonged organizational effort during its first two years. An executive director was hired in late 2000.

The members of ValleyRide currently include:

- The 14 cities in Ada and Canyon Counties



- Both Ada and Canyon Counties
- Ada and Canyon County Highway Districts
- Capital City Development Corporation
- Boise State University

ValleyRide's Mission Statement: The Treasure Valley Regional Public Transportation Authority mission is to move people around the valley, relieve congestion, improve air quality, promote commerce and preserve quality of life for all individuals regardless of geographic location.

ValleyRide commissioned a plan in 2001 to guide public transportation in its region. Weslin Associates prepared the plan after participating in a series of public meetings held across the area in Summer 2001. The plan, titled "Transit Development Plan: Service Alternatives Technical Memorandum" (December 2001) presented a package of services designed to meet ridership goals established in the Long Range Transportation Plan for Ada County, *Destination 2020* and in the *I-84 Study*.

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## Rail Service

Railroads in Canyon County are used typically to transport goods, mostly agricultural products (either food or lumber-based). While all track throughout the county is owned by Union Pacific, Idaho Northern and Pacific Railroad operates the branch line from Nampa to Boise and the line from Nampa terminating at the Amalgamated Sugar plant in Nampa.

According to the Idaho Transportation Department, the lines running through District 3 (which includes Canyon and Ada counties) provides service of 30 to 35 trains per day, which amounts to about 1.8 million tons of goods transported each day.

Currently, there is no passenger train service in southwestern Idaho. Amtrak discontinued its passenger train service through Boise and Nampa in 1997.

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## Airports

Canyon County residents rely on the Boise Air Terminal in Ada County for most commercial passenger traffic. The two main Canyon County airports for commercial aviation are Caldwell Industrial and Nampa Municipal Airport.

### Caldwell Industrial

Located three miles southeast of Caldwell on 154 acres, the Caldwell Industrial Airport sits within a mile of both Interstate 84 and U.S. Highway 20. According to the *Statewide Aviation System Plan* (May 1998) from the state of Idaho, there are 259 aircraft based at the airport. Approximately 90 percent of those aircraft fall under the Class A category (those aircraft with an approach speed of less than 91 knots), and the other 10 percent are classified as Class B (approach speed of 91 or more, but less than 121 knots<sup>2</sup>). Air traffic is estimated to be 40 percent business/corporate, 40 percent pleasure, and 20 percent training.

In 2001, the airport experienced approximately 115,000 annual takeoffs and landings.

### Nampa Municipal

Located east of Nampa on 126 acres, the Nampa Municipal Airport sits about one mile south of I-84 and U.S. Highway 30. According to the *Statewide Aviation System Plan*, there are 176 aircraft based at the airport. About 95 percent of those aircraft are in Class A, and the remaining craft are in Class B.

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<sup>2</sup> A knot is defined as "a unit of speed of one nautical mile (6,076.12 feet) an hour [to average a speed of 10 knots]." Source: Webster's New World Dictionary

Air traffic is estimated to be 50 percent business/corporate, 35 percent pleasure, and 15 percent training.

In 2000 (the latest data available), the airport saw 83,625 annual takeoffs and landings.

## Other Airports

Canyon County also has eight other mostly private airports and heliports:

- Hubler Field
- Mercy Hospital Heliport
- Parma Airport
- West Valley Medical Heliport
- Frank Field
- Snake River Skydiving
- Symms
- Whelans Heliport

These airports, with the exception of Parma, are for private traffic. Parma is a community access airport.

## Travel Trends

Travel trends are one of the components used to assess current and future transportation needs. In 1999, COMPASS completed a household survey of travel characteristics in Canyon and Ada counties. For purposes of this survey, a trip is defined as traveling from one point to another for a specific purpose. The survey results indicated that on a typical day, approximately 36,000 vehicles crossed the Ada-Canyon County line. Of those, over 22,000 originated in Canyon County and 14,000 originated in Ada County. For example, traveling from home to work is one trip, and the return would be a second trip.

In all, a total of 1,075,000 trips were made within Canyon and Ada counties. Of those trips, 79 percent were in Ada County, and 21 percent were in Canyon County. In the two years following the study, according to the U.S. Census Bureau, the counties saw 4 percent growth, concentrated mainly in Nampa, Caldwell, Boise, and Meridian. Traffic levels on Interstate 84 are approaching congested levels, and continued growth will continue to put stress on that corridor. The table below shows the number of intra-county trips made.

**Figure 5: Travel Trends Between Canyon and Ada Counties**

Trip (Origin-to-Destination)	Number of Trips Per Day
Canyon to Ada (all trips)	22,847
Ada to Canyon (all trips)	14,960
Canyon to Ada (work trips only)	10,984
Ada to Canyon (work trips only)	6,482
Source: COMPASS 1998/99 Household Travel Survey	

For a detailed description of COMPASS' travel forecast model, see Appendix D: Travel Forecast Model.

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## Land Use

Communities in Canyon County face many issues when dealing with growth.

City and county comprehensive plans include transportation and land use, along with other components. Local zoning administration, land use decisions and community character significantly influence demand for improved or expanded transportation.

The purpose of this long range transportation plan is to ensure that various transportation projects are consistent with the area's overall development policies and are coordinated among jurisdictions involved in the development process to provide an effective transportation system, and make efficient use of available funds.

Land use policies and development practices can affect the transportation network and per capita vehicle use. Transportation investments, conversely, can influence land use patterns. The interconnectivity of land use and transportation decisions requires a great deal of coordination of these two processes at the planning stages.

A suitable existing transportation system is one of the most critical factors for industrial or commercial companies considering new locations. New roads that accompany development make formerly remote areas accessible, influence market factors that promote further development, and provide opportunities for new or additional right-of-way and roadway improvements. Coordinating transportation and land use is essential to achieving regional and local goals.

The functional classification of local roads, access management policies, right-of-way, set back and construction standards should be considered when reviewing development applications.

### Nampa Urbanized Area

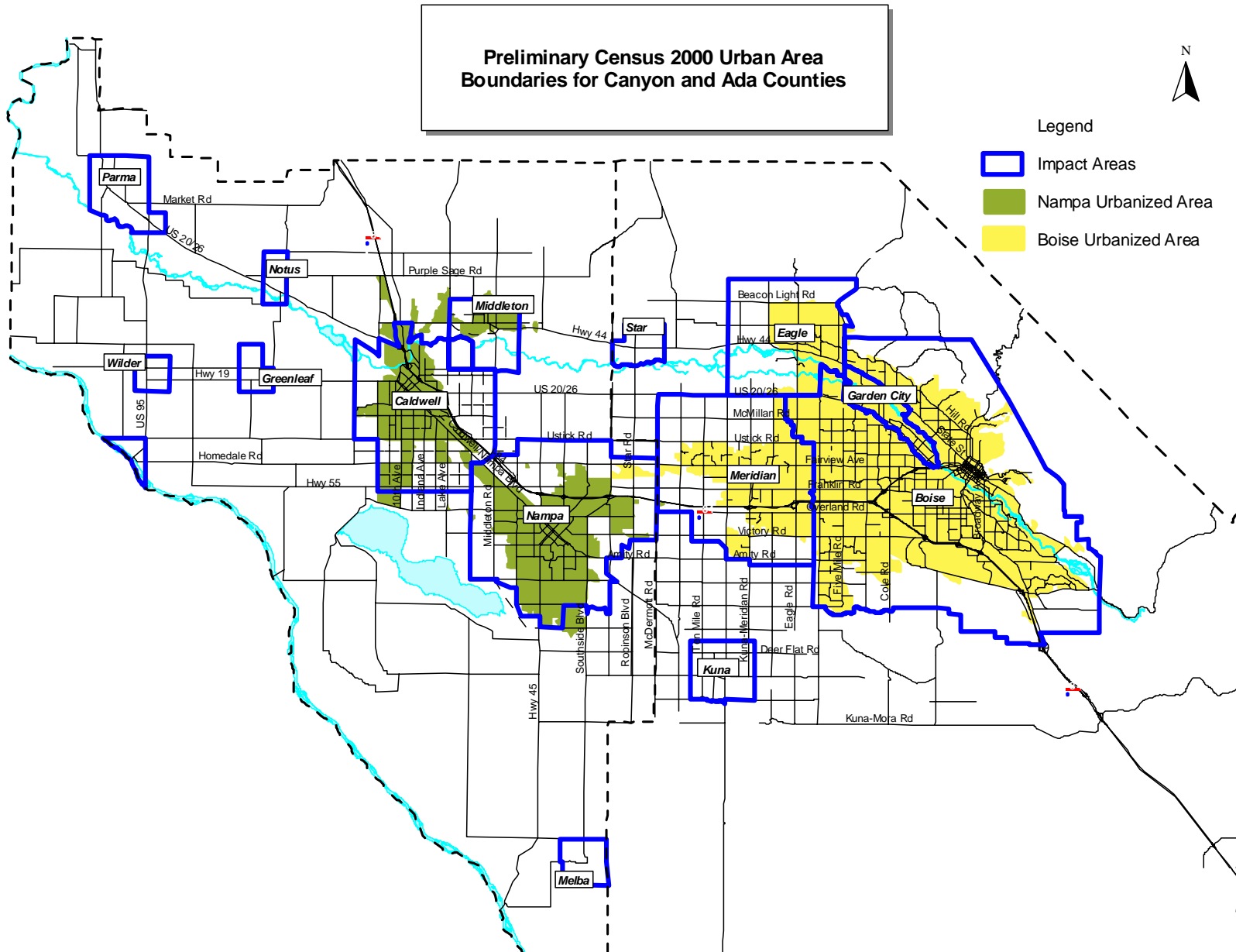
Portions of Canyon County were identified by the 2000 Census as the Nampa Urbanized Area with a population of 95,900 people. As Figure 6 shows, the Nampa Urbanized Area includes the cities of Nampa, Caldwell and Middleton, as well as portions of rural Canyon County.

This new urbanized area requires a Metropolitan Planning Organization designation for the area to meet federal transportation planning requirements.

### Air Quality

The Department of Environmental Quality, in cooperation with COMPASS, has initiated the Treasure Valley Airshed Management Program. This community-based, proactive program includes the cities and unincorporated areas in the County. The Canyon County Commission is considering the implementation of several ordinances that will positively address some of the air quality concerns of the area. This plan seeks an efficient transportation system that benefits air quality.

Figure 6: Urbanized Areas



# Chapter 2: Growth Assumptions

Growth assumptions are made in order to adequately assess future transportation needs. These assumptions provide input to the Travel Forecast Model outlined in Appendix D: Travel Forecast Model.

## Projected Demographics for 2025

### Population Growth

Canyon County is expected to grow significantly in the next several years. Its largest city, Nampa, is projected to grow from 57,000 people in 2000 to more than 78,000 by 2025. Projections for the county are shown in the table below. These projections have recently been updated by the Community Planning Association of Southwest Idaho to reflect 2000 Census data.

**Figure 7: Projected Population Growth**

Planning Area	2000	2010	2015	2020	2025
Caldwell	27,105	33,506	36,555	38,582	40,649
Middleton	3,135	4,238	4,714	5,065	5,392
Nampa	57,000	67,768	72,375	76,771	78,651
Rural areas *	44,201	61,869	67,630	72,277	76,158
<b>County Total</b>	<b>131,441</b>	<b>167,380</b>	<b>181,274</b>	<b>192,696</b>	<b>200,850</b>
<b>Annualized Percent Change</b>		<b>2.7%</b>	<b>1.7%</b>	<b>1.3%</b>	<b>0.8%</b>

Source: COMPASS, 2002 \* Includes Greenleaf, Melba, Notus, Parma, and Wilder.

The key to Canyon County's growth is its proximity to Ada County, the fourth fastest-growing county in the nation. As Ada County grows, many will look to Canyon County, which boasts a relatively lower cost of living. Thus, intra-county commuting is expected to grow as well.

### Housing Growth

As the population in Canyon County grows, so will the demand and supply in the housing market. The table below shows Canyon County's residential dwelling units and projections based on Census 2000 for selected future years.

**Figure 8: Projected Household Growth**

Planning Area	2000	2010	2015	2020	2025
Caldwell	9,426	11,754	12,887	13,626	14,381
Middleton	1,080	1,467	1,631	1,753	1,866
Nampa	19,800	23,560	23,203	26,774	28,383
Rural areas *	14,712	20,654	22,622	24,202	25,565
<b>County Total</b>	<b>45,018</b>	<b>57,435</b>	<b>62,343</b>	<b>66,355</b>	<b>70,195</b>
<b>Annualized Percent Change</b>		<b>2.8%</b>	<b>1.7%</b>	<b>1.3%</b>	<b>1.2%</b>

Source: COMPASS, 2002 \* Includes Greenleaf, Melba, Notus, Parma, and Wilder.

## Employment Growth

The projected increase in Canyon County's population and households is accompanied by projected comparable growth in employment. The table below shows the projected figures for Canyon County through 2025.

**Figure 9: Projected Employment Growth Per Sector**

Type	2000	2010	2015	2020	2025	Change	Annualized Percent Change
<b>Retail</b>	9,776	12,007	13,125	15,799	18,011	+8,235	+3.4%
<b>Office</b>	12,423	16,491	18,530	20,581	22,845	+10,422	+3.4%
<b>Industrial</b>	15,609	17,395	18,294	19,191	20,151	+4,542	+1.1%
<b>Government</b>	5,487	6,249	6,631	7,011	7,411	+1,924	+1.4%
<b>Agriculture</b>	2,033	1,914	1,858	1,798	1,748	-285	-0.6%

Source: COMPASS, 2002

\* Includes Greenleaf, Melba, Notus, Parma, and Wilder.

The statistics show that only agriculture employment will drop in the next 25 years. The other sectors will see an increase.

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# Chapter 3: Transportation Plan Elements

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## Functional Street Classifications

Functional street classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

The Functional Street Classification map was adopted by each of the 13 local governments in Canyon County in November 2001 and updated February 24, 2003, and represents the cooperation and consensus-building that this planning process has generated among Canyon County governments.

Appendix A: Functional Street Classification Map, shows recently proposed changes to the Functional Street Classification Map, adopted in 2001. The changes were enacted based on public input, technical adjustments, new corridors being identified, and the U.S. Census Bureau's recent designation for the Nampa Urbanized Area (see page 15).

### Principal Arterials

These roads include the interstate and state highways. They have the following characteristics:

- Serve longer trip lengths and carry through-traffic to statewide or interstate travel.
- Are heavily traveled and provide relatively high overall speeds.
- Require a higher design standard.
- Control access to adjacent land uses.

Examples include State Highway 20/26 and Interstate 84.

### Minor Arterials

These roads:

- Link cities and larger towns (and major traffic generators) and form an integrated network providing interstate and/or inter-county service.
- Are spaced at intervals sufficient to serve developed areas of the county. Spacing is generally closer together in urban areas.
- Provide for relatively high overall speeds with minimum interference.

Examples include State Highway 45 and Cherry Lane.

### Rural Collectors

These roads are subdivided into "major collector" and "minor collector."

#### **Major collectors**

These roads:

- Provide service to any county seat and larger towns not on an arterial route.
- Link with routes of higher classification.
- Serve more important intra-county travel corridors not served by arterials.
- Become minor arterials in urban areas.

An example is Ustick Road west of Wagner Road.

**Minor collectors**

These roads:

- Are spaced at intervals consistent with population density, to collect traffic from local streets, and bring all developed areas within a reasonable distance of a major collector.
- Provide service to the remaining smaller communities.
- Link the locally important traffic generators.

Examples include Market Road and Lincoln Road.

**Urban Collectors**

These roads:

- Serve shorter, more localized trips.
- May penetrate residential neighborhoods, distributing trips from the arterial.
- Collect traffic from local streets in residential neighborhoods and channel it into the arterial system.
- Provide a street grid in the central business district, and in areas of like development and traffic density.

Examples include Florida Avenue and East Powerline Road.

**Local Streets**

These roads include all facilities not on one of the higher systems, and

- Provide direct access to homes and businesses.
- Provide access to the higher order systems.
- Are designed for low traffic volumes.

Examples include Hawaii Street in Nampa and Albany Street in Caldwell.

Canyon County’s functional classifications break down by jurisdiction as follows:

**Figure 10: Functional Classification Miles Per Jurisdiction**

Jurisdiction	Mileage					
	Principal Arterials	Minor Arterials	Urban Collectors	Major Collectors	Minor Collectors	Local Roads*
<b>BY INCORPORATED CITY LIMITS</b>						
Caldwell	13.8	16.4	14.3	.6	.4	116
Greenleaf	0	.9	0	.1	.4	4
Melba	0	0	0	.6	.3	3
Middleton	1.3	1.4	2.1	0	.5	16
Nampa	14.5	25.0	21.9	0	0	204
Notus	0	.8	0	.2	.2	4
Parma	1.3	0	0	.5	.4	14
Wilder	.5	0	0	0	.4	5
<b>BY HIGHWAY DISTRICT BOUNDARIES</b>						
Nampa HD No. 1	27.5	80.2	29.1	49.0	29.3	578
Notus-Parma HD No. 2	11.2	16	0	24.8	32.0	194
Golden Gate HD No. 3	12.2	6.0	0	26.2	41.6	193



Jurisdiction	Mileage					
	Principal Arterials	Minor Arterials	Urban Collectors	Major Collectors	Minor Collectors	Local Roads*
Canyon HD No. 4	50.9	43.5	37.7	63.1	13.3	413
<b>Countywide Totals</b>	<b>101.8</b>	<b>145.7</b>	<b>66.8</b>	<b>163.1</b>	<b>116.2</b>	<b>1378</b>

Source: COMPASS \* Mileage for local roads is approximate.

**Note** To view the Functional Street Classification Map, see Appendix A: Functional Street Classification Map

## Private Roads

Private roads are not part of a city's street system or a highway district's road network. In unincorporated Canyon County, when a private road is in a subdivision (described as Type III in the Canyon County zoning ordinance) it is excluded from a highway district's authority (see Idaho Code 50-1309(3)).

Private roads are owned, constructed, repaired and maintained by homeowners' associations or landowners who use the private roads. In unincorporated Canyon County, private roads are used to provide access from public roads to residences and, to a lesser extent, commercial, industrial and other uses.

This plan recommends that new Type III private roads be built and certified to applicable local standards. In rural areas, this plan recommends private roads be paved, conform to highway districts' design and construction standards, and be certified by a professional engineer. No private road should occupy a location needed for a functionally classified road designated on the adopted Functional Street Classification Map. All other decisions and guidelines concerning the appropriateness of private roads should be made by the responsible governmental entities.

## Recommended Transportation Projects

The recommended transportation projects in *Moving People: 2025* have been divided into the following four categories:

- Committed Projects
- Needs Assessment
- Corridor Preservation
- Public Transportation

### Committed Projects

The projects shown in committed projects list (see Appendix E: Committed Projects) have already been approved by implementing agencies and their funding sources have been identified. These projects are assumed to be implemented by 2007, and are not included in the financial analysis (see Chapter 4: Finances). These projects include \$35 Million for the Karcher Interchange, major maintenance and operational improvements such as a \$19.3 Million reconstruction of the Franklin Road Interchange in Caldwell, safety improvements, and Transit capital and operations improvements. In all, the committed projects exceed \$108 Million in mostly federal funds for Canyon County.

### Needs Assessment

The projects contained in the needs assessment (see Appendix B) are the result of a collective assessment process among Canyon County officials and citizens.

Citizens and officials for the county, cities, and four highway districts identified initial site-specific needs during one-on-one interviews and group presentations from February to May, 2001 as well as during the public outreach effort in August 2001. Doherty & Associates refined and estimated costs for those needs identified by citizens and local agencies. Some changes were made as Doherty & Associates met with various officials and committees during the site visit process.

The needs assessment projects were ultimately divided into three categories:

- Capital improvements including right-of-way: Projects that add capacity (continuous through-lanes) and projects involving Park and Ride lots. The projects from the I-84 Corridor Study adopted in 2001 are included in this category.
- Intersection improvements: Projects that add turn lanes or traffic signals where needed.
- Reconstruction and widening: Projects that upgrade existing roads to current standards in terms of pavement and width, and projects involving safety enhancements.

After this division, the projects were prioritized as follows:

- Capital improvements including right-of-way: Prioritized based on the level of service (LOS) D planning thresholds.
- Intersection improvements: Prioritized based on the Idaho Transportation Department's signal warrants.
- Reconstruction and widening: Prioritized by the jurisdictions within which they fell.

The needs assessment list, with additional input from Canyon County and COMPASS, is shown in Appendix B: Needs Assessment. The maps that follow (four highway districts, the two larger municipalities, and a multi-jurisdictional map in Canyon County) show geographically where the projects identified in the Needs Assessment are located.

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*"In serving for many years as a commissioner for Nampa Highway District, it has become very apparent to me that we have a pressing need for a long range transportation plan. Moving People: 2025 is a great start toward this goal. I believe that we will reap valuable benefits from it."*

**Commissioner Ralph Gant,  
Nampa Highway District No. 1**

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## I-84 Corridor Projects

### Roadway Needs

In 2001, COMPASS and the Idaho Transportation Department led a consultant-assisted study of the Interstate 84 corridor through Ada and Canyon Counties. Included in that study was a needs assessment for the corridor through the year 2020. This needs assessment has been approved by the Idaho Transportation Department and Community Planning Association of Southwest Idaho, and is incorporated in *Moving People: 2025* Appendix B: Needs Assessment.

## Middleton Road Extension

The extension of Middleton Road south to a connection with State Highway 45 is a key part of the Nampa loop route concept. The public hearing process provided many concerns with the specific alignment of the Middleton Road extension. The main objection to the extension was that the roadway would interfere with the Deer Flat National Wildlife Refuge at Lake Lowell. A study to identify the specific alignment of the extension of Middleton Road south to State Highway 45 is recommended. The study would include public workshops so local residents could designate a proposed alignment that would be a beneficial connection as well as an appropriate alignment for the preservation of wildlife in the vicinity.

Figure 11: Nampa Highway District No. 1 Projects

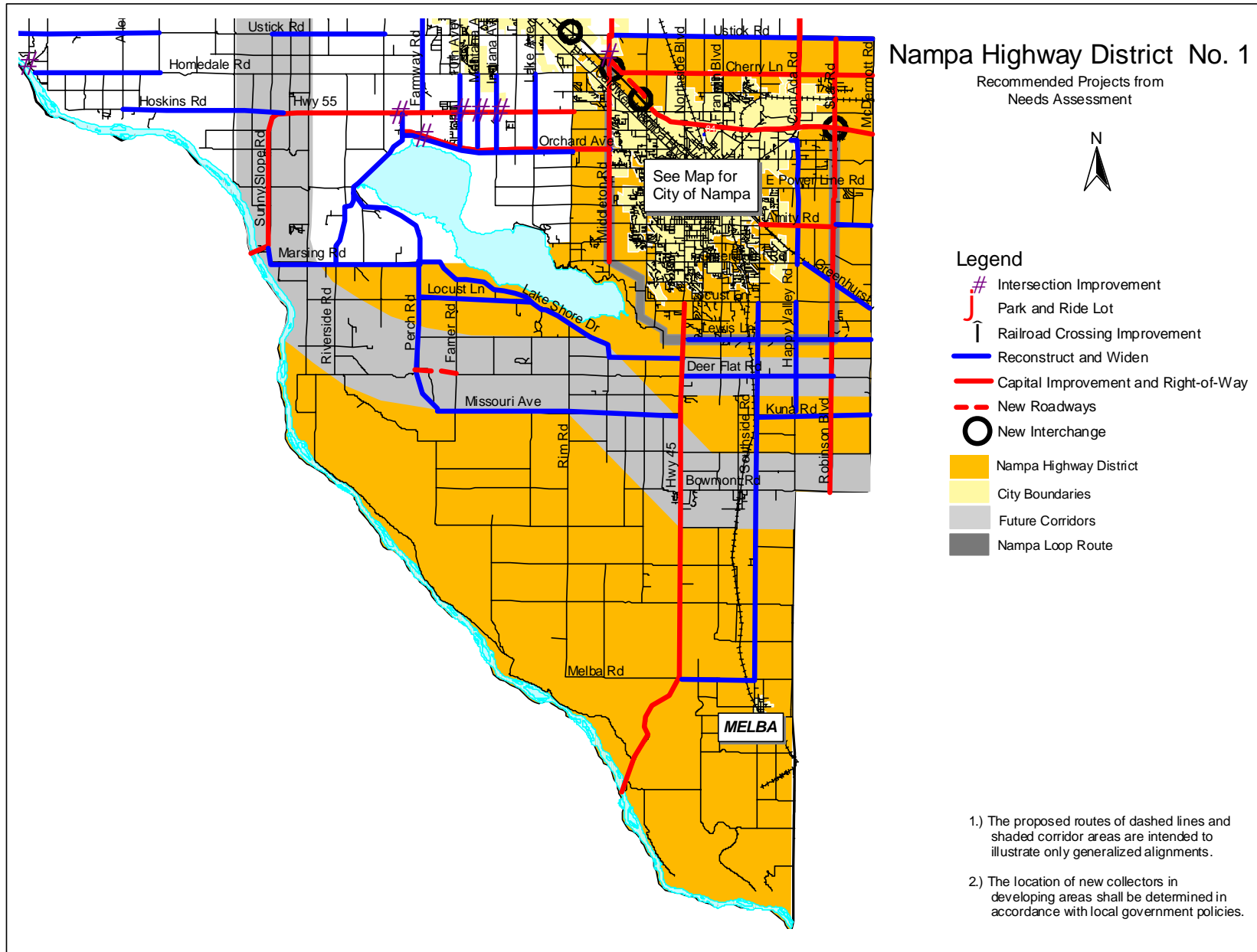


Figure 12: Notus-Parma Highway District No. 2 Projects

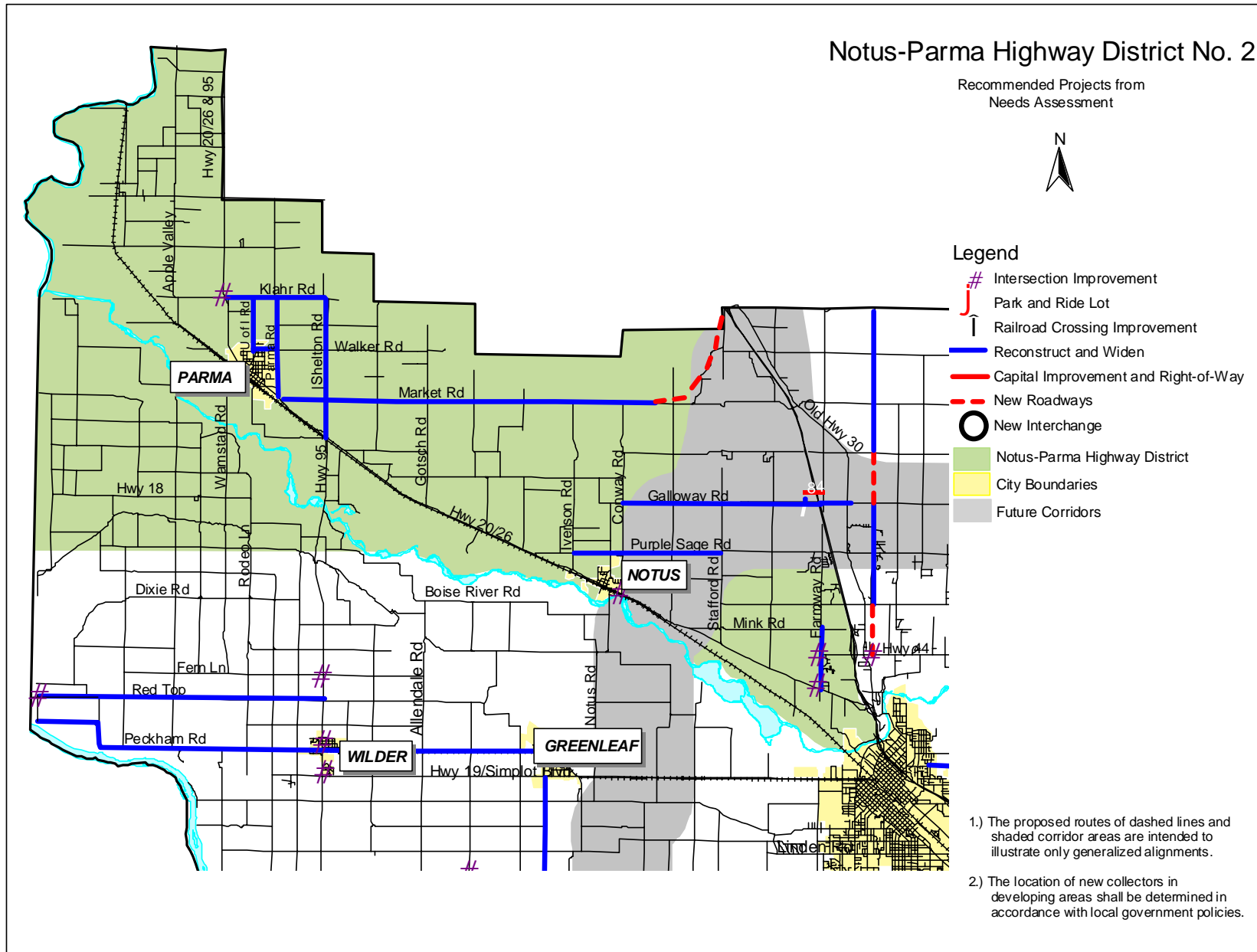


Figure 13: Golden Gate Highway District No. 3 Projects

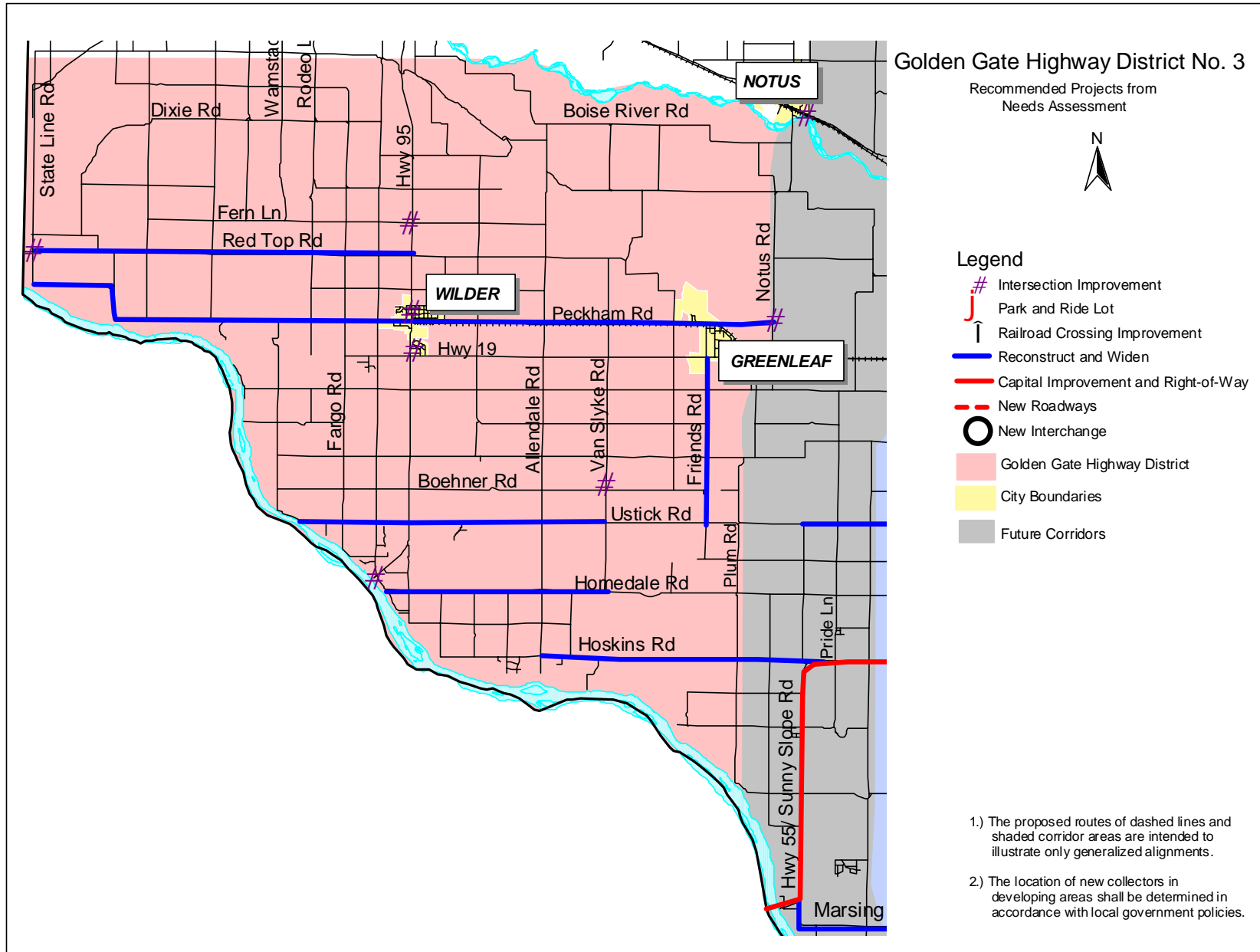


Figure 14: Canyon Highway District No.4 Projects

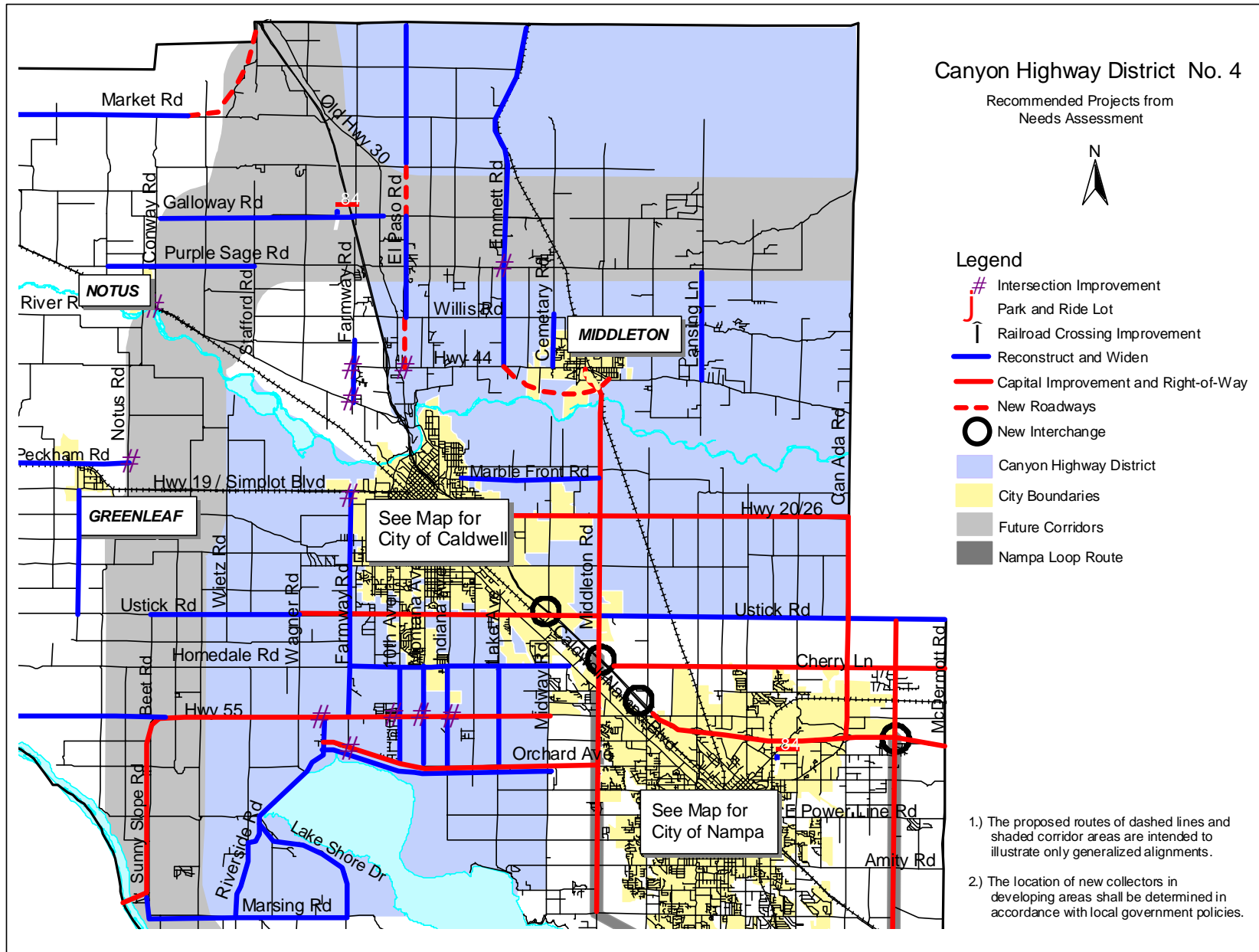


Figure 15: City of Caldwell Projects

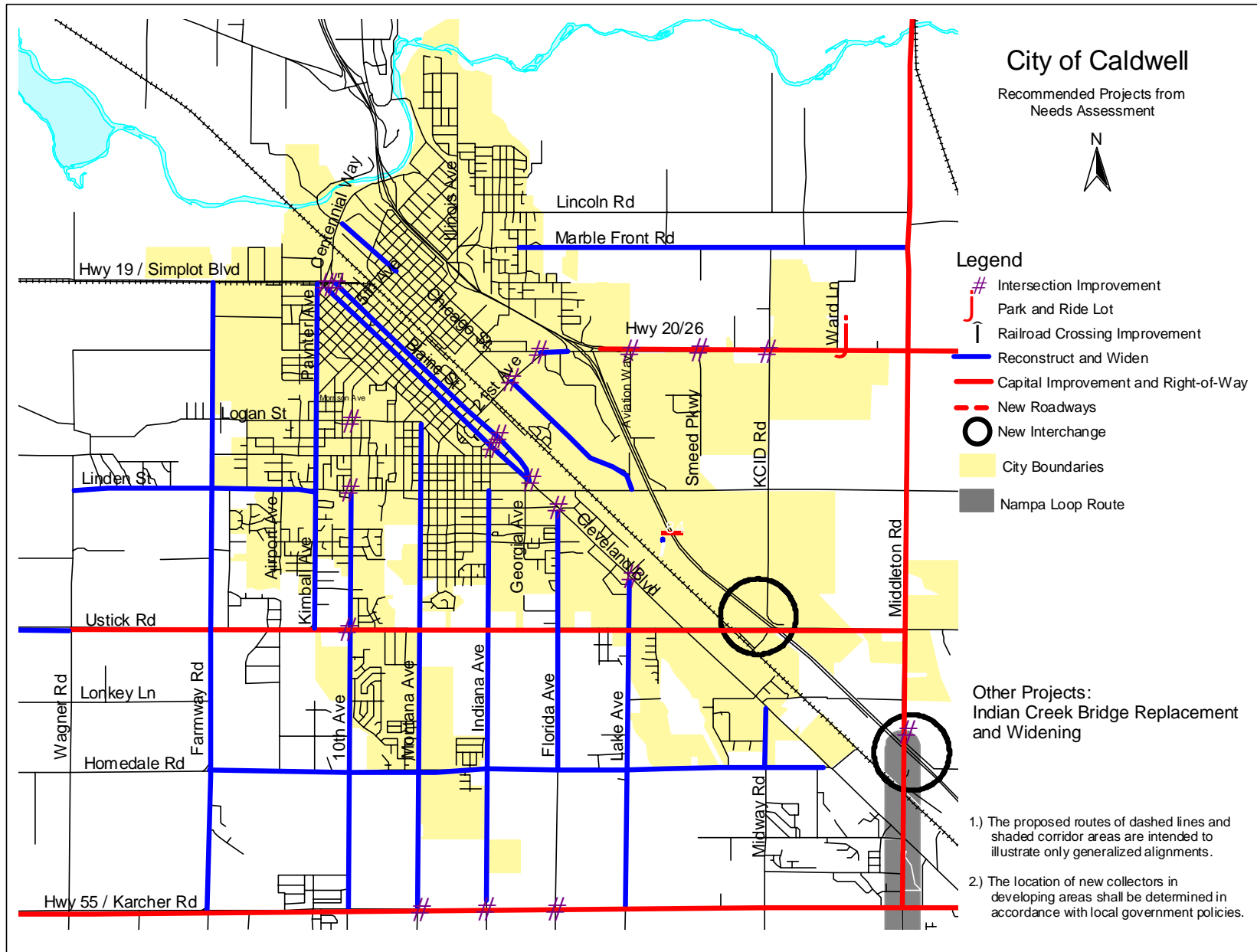
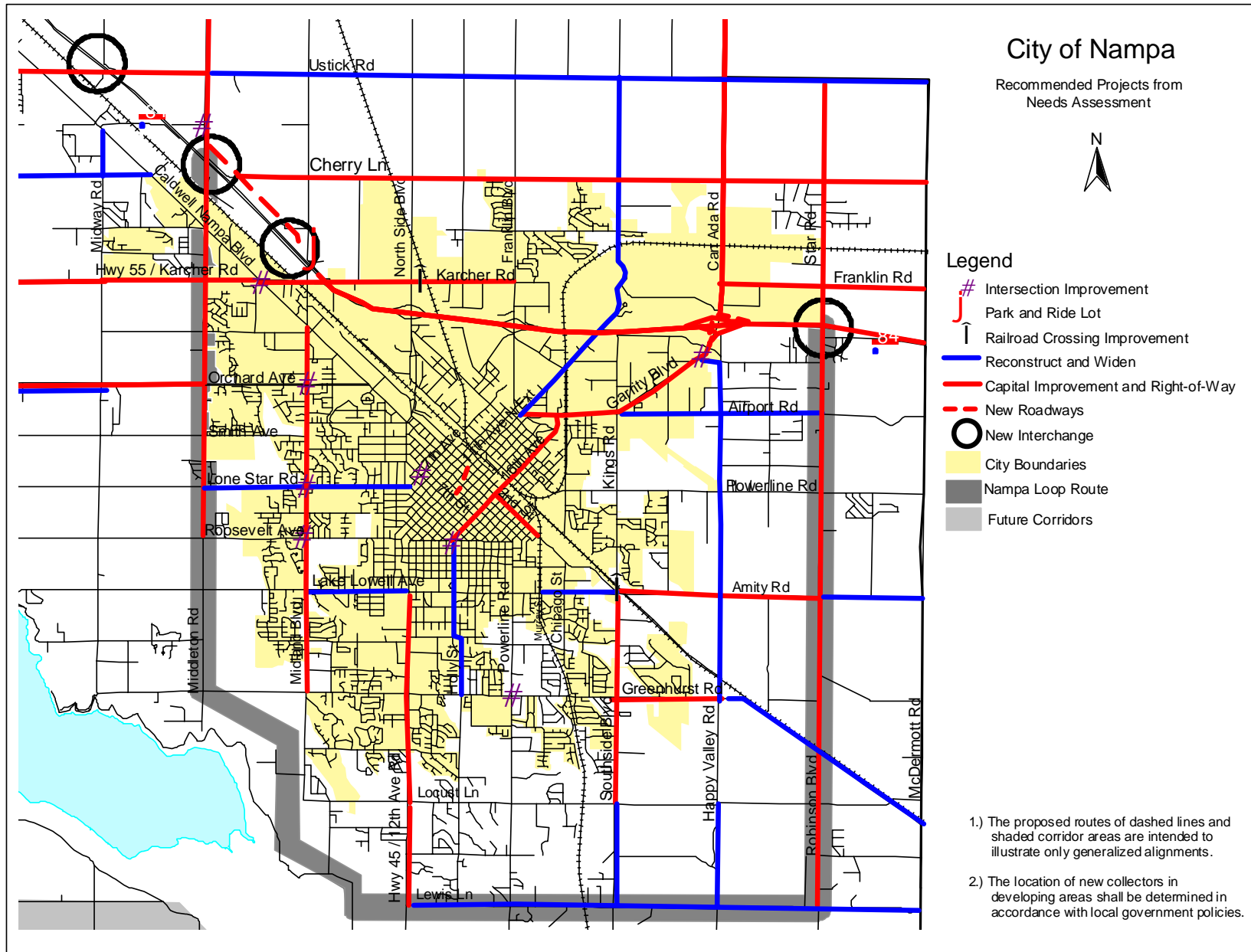




Figure 16: City of Nampa Projects





# Public Transportation

## ACHD Commuteride Program

Commuteride hopes to increase vanpool/carpool usage from 10 percent to 12 percent of all trips to meet the goals of this and other regional plans. It will be adding 34 new commuter vans to its existing fleet, and increasing its marketing and employer programs to meet the 12 percent goal.

Vanpool service covers Ada, Canyon, Elmore, and Gem counties. Most growth in the ACHD Commuteride program appears to be in the Canyon County, Mountain Home, and Emmett areas with increased interest in “reverse commuting” from the Boise area to these outlying areas.

In fiscal years 2003-2005, federal funds are committed to purchase five new vans each year. With the fleet growing rapidly, staff is exploring operation and maintenance options to improve efficiency.

The ACHD Commuteride carpool program matches approximately 1,100 clients from these same areas. Carpooler/vanpoolers may sign up for a guaranteed ride home program, which offers free rides home to carpool/vanpool participants in special circumstances during the workday.

## Park and Ride Facilities

Park and Ride facilities provide central collection points where individuals can park their vehicles or be dropped off, park their bikes, or conveniently walk to and transfer to a carpool, vanpool, or bus to reach their destination. These facilities can be designated or informal sites on public property or in joint-use facilities on private property, such as churches or retail shopping centers.

Commuteride plans on adding 18 new Park and Ride lots over the next 20 years in Ada and Canyon County, and hopes to increase its efforts in marketing and employer programs. For more detailed information, see Appendix F: I-84 Corridor Travel Demand Management Measures.

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*“Each Commuteride Vanpool removes 10 to 12 vehicles from the road during peak commute time. This reduces the number of vehicles on the road, prolongs the life of existing roads and reduces the need for costly capacity expansion projects.”*

**Catherine Sanchez,  
ACHD Commuteride Program  
Coordinator**

## Treasure Valley Metro

Because Treasure Valley Metro was created as a congestion management tool during construction of the I-84/I-184 interchange, federal funding for Treasure Valley Metro extends only through 2003, beyond which its future is unclear. The commuter shuttle has seen success in its first years of operation; the intent is to find a secure funding source for continuing this service.

## ValleyRide

Formerly known as VIATrans, ValleyRide is the regional public transportation authority (RPTA) for the Treasure Valley. Currently, ValleyRide has the following long-term goals:

- Establish a fully coordinated multimodal, cooperatively funded public transportation system.
- Connect the Treasure Valley through public transportation systems that provide an alternative mode of transportation that is efficient, cost-effective, punctual, and pleasant.
- Establish commuter and/or light rail to provide connections between the cities and to fixed route buses, vanpools, major employers, and other trip generators.

Canyon County’s long-term (by 2025) goal for non-single-occupancy vehicle alternatives is 25 percent of travel, meaning that one-quarter of all trips should involve some mode of transit (public transportation, ride-sharing, walking/biking, etc.) other than a vehicle occupied by one person.

ValleyRide conducted meetings with the public and community leaders and identified the following needs:

- Meeting needs related to growth and traffic congestion with particular emphasis on serving commuters.
- Service expansion including service frequency and coverage.

- Taking immediate actions that are consistent with future plans.
- Coordination of services providing community connections.
- Finding a dedicated funding source.
- Implementing a premium transportation link such as light rail or commuter rail.

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**Note** In June, 2002, the agency contracted with CH2M Hill to develop a strategic plan that will add specific details to its goals and needs.

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### Transit Development Plan

As noted earlier, ValleyRide commissioned a plan to guide public transportation in the two county area. The “Transit Development Plan: Service Alternatives Technical Memorandum” (December 2001) presented a package of services designed to meet ridership goals established in Moving People: 2025 and in the I-84 Study. The plan supports the goal targeting 25 percent of trips by 2025 to be served by alternative transportation, including buses, carpools, walking, biking, and telecommuting. Specific goals for each mode are outlined below:

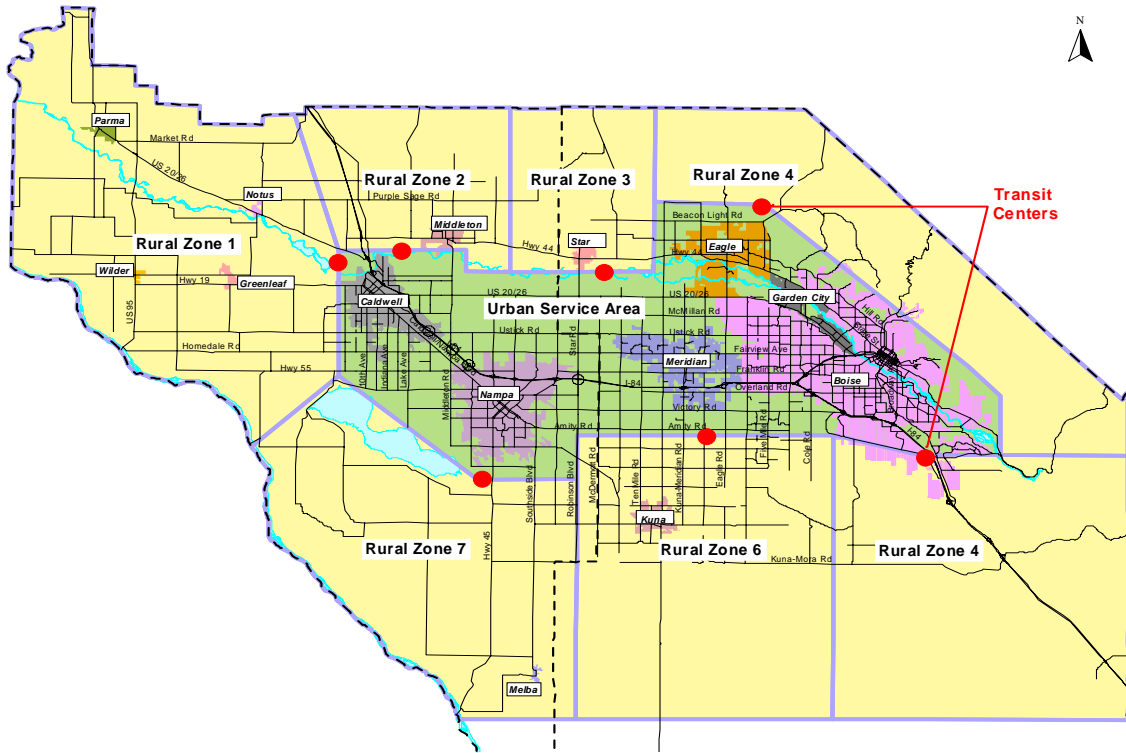
**Figure 17: Alternative Trip Goals**

Mode	1990 Percentages	2025 Percentages
Bus	1%	5%
Bike/Walk	3%	3%
Carpool/Vanpool	10%	12%
Telecommute	5%	5%
Drive Alone	81%	75%
<b>Total</b>	100%	100%

To achieve the goal would require a significant investment in services. The concept in the plan envisions a “core” urban service area surrounded by rural areas. In the urban service area, service coverage and frequency would be higher, with a range of services, including:

- Primary and secondary routes. Fixed-routes with larger buses (30 to 40-foot transit coaches).
- Premium routes. Main trunk routes, notably along the I-84/Union Pacific Rail line corridors, serving major activity centers.
- Special. Custom operations including demand-responsive services for persons with disabilities.
- Express routes. Commuter-oriented peak hour services similar to those provided by Commuters Bus and Treasure Valley Metro.

Figure 18: Urban and Rural Service Areas



Rural areas would be served by a different package considered more suitable to the lower population and densities. Smaller vehicles would be used, and most routes would connect to “transit centers” located at the periphery of the urban service area. These centers would allow rural residents easy access to the urban transit services.

The plan presented four levels of service with operating and capital costs as summarized in Figure 19 and Figure 20.

- Minimum Alternative – low probability of achieving public transportation goals.
- Modest Alternative – modest probability of achieving public transportation goals.
- Maximum Alternative – high probability of achieving public transportation goals.
- Maximum Alternative with Light Rail Transit – highest probability of achieving public transportation goals.

Figure 19: ValleyRide Transit Development Plan Annual Operating Costs In the Year 2020 By Alternative

Funding Category	Annual Operating Costs*			Funding Sources*	
	Total	Fares	Balance	Federal	Local Needed
Minimum	\$16,440,000	\$3,288,000	\$13,152,000	\$800,000	\$12,352,000
Moderate	\$26,269,000	\$6,567,000	\$19,702,000	\$800,000	\$18,902,000
Maximum	\$51,494,000	\$15,448,000	\$36,046,000	\$800,000	\$35,246,000
Maximum with Rail	\$61,251,000	\$21,438,000	\$39,813,000	\$800,000	\$39,013,000

\* Costs are in 2001 dollars.

**Figure 20: ValleyRide Transit Development Plan Annual Capital Costs By Alternative**

Funding Category	Annual Capital Costs*			Funding Sources*	
	Fleet	Facilities	Total	Federal	Local Needed
Minimum	\$3,151,000	\$14,756,000	\$17,907,000	\$14,326,000	\$3,581,000
Moderate	\$4,951,000	\$21,319,000	\$26,270,000	\$21,016,000	\$5,254,000
Maximum	\$6,623,000	\$25,756,000	\$32,379,000	\$25,903,000	\$6,476,000
Maximum with Rail	\$9,968,000	\$42,006,000	\$51,974,000	\$41,579,000	\$10,395,000
* Costs are in 2001 dollars. Source: Transit Development Plan					

The annual local funding needed to implement the plan would range from \$16 million for the minimum service level to nearly \$50 million for the maximum service with rail. In comparison, the total operating costs for transit in the two-county area for 2001 were \$4.9 million, including federal, local and fare revenues. The plan assumes implementation would be incremental, with the minimum level achieved by 2005 and the maximum level by 2015. The “maximum-with-rail” alternative would replace some of the buses operating along the premium corridor when implemented.

The plan also notes the need for several follow-up plans:

- Comprehensive Transit Operations Plan.
- Fleet Specifications and Procurement Plan.
- Passenger Facilities Plan.
- Major Investment Study for the Premium Corridor.
- Maintenance Facilities Plan.
- Organizational Development Plan.

The last plan is in process by ValleyRide and should be completed by 2003.

Implementing the Transit Development Plan would require a significant increase in public funding. To generate \$16 million to fund capital and operations for the minimum system, revised tax rates would be needed (see Chapter 4). All assume a local option tax of some sort in which all revenues would be retained in the two-county area.

This plan does not advocate any particular revenue enhancement measures. Getting legislative and voter approval for any funding options will require extensive public involvement, both within the region and across the state.

## Airports

The three community access airports in Canyon County have a variety of projects planned in the next several years.

**Caldwell:** According to the Idaho Transportation Department Division of Aeronautics, the most pressing issue in Canyon County is access to the Caldwell airport. To that end, airport officials are recommending a more direct route from I-84 to the airport.

In the near future, the Caldwell Industrial Airport is looking at acquiring and developing land north and east of the airport for future expansion. Private construction on airport property is expected to increase after the recent completion of two secondary taxiways. Those private companies that lease buildings from the airport also have improvements planned in the near future, according to airport officials.

In 2003, airport officials are planning to update the airport’s master plan. By 2004, the airport is also expected to complete a new terminal building and more secondary taxiways.

**Nampa:** The Nampa Municipal Airport has started a 3-year, two-phase plan to prepare its east apron, which will allow the airport to expand its operations on land that it purchased several years ago. Construction will depend upon public demand. Utilities have been installed and a new taxiway and several taxi lanes are being developed, which will permit planned private construction as well.

The airport plans to add six to seven 8-place hangers and one commercial hangar in 2002 as well.

**Parma:** Parma has improved its runway, which will allow it to operate year-round in all weather conditions. The runway was extended from 2,500 to 2,700 feet (2,700 feet is the minimum runway length required for state funding) and converted to asphalt. The paving was scheduled to be completed June 2002. The city hopes to further improve its facilities in the future.

## Pathways

The three communities in the urbanized area, Nampa, Caldwell and Middleton, include pedestrian pathways and bikeways in their comprehensive plans. Nampa hopes to “achieve a balanced transportation system inclusive of roadways, public transit, bicycle routes, sidewalks, etc.,” while Caldwell seeks “to provide a systematic network of pedestrian routes and bicycle routes throughout the community as a means to expand and enhance the transportation system.” Middleton addresses its need to “reduce impacts of the roadway system on adjacent schools and recreation areas by providing safe pedestrian and bicycle access.”

## Railways

ValleyRide commissioned a preliminary technical survey in March 2002 to assess the possibility of using the Union Pacific branch line between Nampa and Boise for a future commuter or light rail line. The evaluation is expected to be completed in February 2003. It should be noted that Union Pacific has not been approached about selling that line at the time this plan was published.

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## Corridor Preservation

*Moving People: 2025* identifies existing and future arterial corridors that need to be preserved. The major circulation system in Canyon County is identified as designated arterials and new arterial corridors that are intended to meet future transportation needs within and beyond the 25-year horizon of this plan. Preserving these future routes will protect their integrity for moving traffic as development occurs.

The first step in preserving new and existing arterial corridors was to designate them on the Functional Classification Map (see Appendix A: Functional Street Classification Map). The Map shows approximate locations of future, not-yet-built corridors that connect origins and destinations, provide for higher speed expressways for regional travel, and accommodate future growth.

Protecting these routes from encroachment of future development will ensure that they function as efficient traffic movers with adequate capacity into the future.

Now they are identified on a map, local land use agencies can protect their integrity as development occurs and local roadway agencies can preserve these corridors by developing consistent design and right-of-way standards and access control.

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*“Someone once said ‘If you fail to plan, you plan to fail.’ This is particularly true in community and transportation planning in our rapidly growing valley. The long range plan outlined here takes us into a new era of urban planning for all of Treasure Valley. As Canyon County and Ada County plan together, we can shape our future and ensure a high quality of life for generations to come.”*

**Mayor Tom Dale,  
City of Nampa**

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## Design Standards

Design standards would address such specifications as number of lanes, width of pavement, types of shoulders needed, drainage provisions, etc. These design standards would be different for rural versus urban sections of roadways, and would differ by classification. Collectors in residential subdivisions would have different standards, perhaps for features such as sidewalks, than collectors in industrial or rural areas. The Highway Districts, the Cities, and Canyon County need to develop and adopt uniform standards with high priority given to similarity from one jurisdiction to another.

## Right-of-Way Standards

Right-of-way standards would provide consistent widths throughout the County for the arterial and collector system, as identified on the Functional Classification Map. The Association of Canyon County Highway Districts suggests the following standards for collector and arterial roadways:

<b>Description</b>	<b>Right-of-way widths</b>
Rural Minor Collectors .....	60-80 feet
Urban Collectors .....	60-80 feet
Rural Major Collectors and Urban Minor Arterials .....	80 feet
Rural Minor Arterials and Principal Arterials.....	80-100 feet
New Expressways .....	160-240 feet

A uniform set of right-of-way standards would allow developers, neighborhood groups, planning and zoning staff, elected officials, and citizens to know exactly what is required as new development is proposed. It should be noted that cities have arterials that are major collectors in rural areas.

## Setback Standards

A 30-foot set back is required from the future right-of-way widths as identified in the above policy.

## Access Control

Access control along arterials and corridors is another way of protecting the ability of these major roadways to accommodate future heavy traffic. The spacing of access points at one mile or half-mile intervals makes traffic operate much more efficiently on arterial routes intended for heavier use. For the arterial system, including new corridors, consistent access control policies are strongly recommended. Where existing access does not allow for a strict access control policy to be implemented (such as in existing developments), a policy of encouraging shared access and limiting existing access points to a right-in, right-out basis should be pursued.

Where appropriate, Canyon County road jurisdictions would adopt the standards in the Idaho Transportation Department's access control policy along state highways, principal arterials, and new expressway corridors.

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# Chapter 4: Finances

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## Financial Report

In March, 2002, at the request of the Canyon Technical Advisory Committee and Community Planning Association of Southwest Idaho contracted with Earth Tech to conduct a study of the economic forecast for local roadway revenues and expenditures for Canyon County. The forecast indicated a considerable deficit by 2005, and a deficit greater than \$200 million by 2025.

The passage below, from the study's executive summary, provides some background on the issues facing Canyon County.

Canyon County has experienced a transformation of its land use through a decade of rapid population growth. This transformation has increased the need for improved road capacity and road safety. Additionally, the nature of travel on the rural roads is changing from a historic agricultural use to a mix of agricultural, residential and commercial traffic. This will require capacity improvements to the roadways to accommodate the changing use pattern. The expenditures for these types of improvements are lagging behind the actual migration of people into Canyon County. Local property tax revenues are increasing from new home construction. The state highway users tax allocations to the cities and districts are increasing due to rising populations and increased county vehicle registration. What will need to increase proportionately are the expenditures for roadway capacity if the current level of service is to be maintained.

(Source: "Economic Forecast of Local Roadway Revenues and Expenditures in Canyon County" March, 2002)

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## Existing vs. Projected Revenue

The Earth Tech study projects a deficit in Canyon County by 2005 unless new revenue is secured.

At this point in time the County jurisdictions are maintaining a balanced budget. However, at this level of expenditure the County jurisdictions are deferring maintenance on their existing roads, which will shorten their useful life. And, the four highway districts are starting a dust abatement program for their gravel roads, which will increase operating costs substantially. If these two expenditures were included in the current operating budgets the County jurisdictions as a whole would experience a deficit. And these current operating budget estimates only include modest funds for capacity expansion to accommodate the additional 24,000 automobiles expected to be registered in Canyon County in the next ten years. This financial crunch is typical of high growth areas where average tax bases try to fund capital improvement projects.

(Source: "Economic Forecast of Local Roadway Revenues and Expenditures in Canyon County.")

The following table shows the final financial forecast from the Earth Tech report.

**Figure 21: Existing Operating Budget (Assumes No Future Needs)**

	2005	2010	2015	2020	2025
<b>Revenues</b>					
Local Funding	\$8,777,606	\$10,685,760	\$12,593,913	\$14,502,066	\$16,410,220
State Funding	\$10,206,146	\$12,206,582	\$14,207,018	\$16,207,454	\$18,207,890
Federal Funding	\$73,615	\$103,611	\$133,608	\$163,604	\$193,601
Total Annual Revenues	\$19,057,367	\$22,995,953	\$26,934,539	\$30,873,125	\$34,811,710
<b>Expenditures</b>					
Total Annual Expenditures	\$16,978,891	\$20,284,685	\$23,590,478	\$26,896,272	\$30,202,066
<b>Revenues Less Expenses</b>	<b>\$2,078,476</b>	<b>\$2,711,268</b>	<b>\$3,344,060</b>	<b>\$3,976,852</b>	<b>\$4,609,644</b>

<b>Future Needs To Maintain Road Surface And Traffic Flow (Assumes No New Revenue Sources)</b>					
<b>Future Needs</b>					
Annual Maintain Road Surface	4,411,130	4,614,930	4,614,930	228,278	582,163
Annual Operational & Capacity Improvements	16,115,723	19,739,755	45,663,445	38,933,755	52,208,105
Total New Expenditures	20,730,653	24,354,685	50,278,375	39,162,032	52,790,267
Inflation Adjusted New Expenditures	21,999,535	28,535,395	65,040,439	55,933,025	83,244,933
Cumulative New Expenditures	35,499,358	87,795,786	187,551,463	254,073,868	356,846,659
<b>Adjusted Account Balance</b>					
Annual Revenues Less Expenses For Existing & Future Needs	-18,152,689	24,469,060	-60,347,505	-50,613,491	-77,298,799
<b>Carry Forward Cumulative Balance</b>	<b>-19,679,956</b>	<b>-47,806,338</b>	<b>-113,056,306</b>	<b>-151,033,843</b>	<b>-200,608,337</b>
Note: Forecast information is for local roads only and does not include revenue or improvements related to State Highways, the Interstate or Public Transportation.					
Source: "Economic Forecast of Local Roadway Revenues and Expenditures in Canyon County", 2001.					



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## Revenue Needs

To avoid the forecasted deficits, Canyon County needs to expand its revenue sources. The Earth Tech report recommended several options, including federal funds, state grants, and impact fees. The study's findings are shown below.

...Canyon County jurisdictions rely heavily on the property tax. The County also has heavy reliance on interest earned income that is disproportionate to the state norm. This funding source is vulnerable because when the principle is spent this income source disappears. The state as a whole relies more on non-highway fund transfers than does Canyon County. This is a likely replacement-funding source for interest income when the principle is depleted. The other areas of note are the development impact fees and local option registration fees. These two sources are underutilized by Canyon County jurisdictions. They raise over 12 million dollars annually for the state and are designed to help fast growing communities by tying funds to the development and migration patterns.

There are over 9 million dollars of federal funds coming into the state of Idaho. While the majority of these funds are for forest service roads, there are opportunities for development planning, pilot programs, and congestion reduction funds to supplement local planning and development efforts to improve road systems.

In looking for new sources of revenue, Canyon County could utilize the existing local taxing options, state and federal grants. At this time the County is not bringing in their proportionate share of these funds.

(Source: "Economic Forecast of Local Roadway Revenues and Expenditures in Canyon County." March, 2002)

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## Financial Strategy

### Roadways

The financial analysis for Canyon County projects conducted by Earth Tech has been updated to include rebuilding Lewis Lane to a three-lane urban arterial (\$4,000,000) and realigning Market Road from Conway Road to the County Line (\$1,500,000). The update assumed that bridge improvements (\$14,076,00) would be funded by the State and that an additional \$918,715 of federal Surface Transportation Program-Urban (STP-U) funds, awarded annually, would occur as a result of the United States Census designation for the Nampa Urbanized Area.

With these changes, the present value of the unfunded roadway needs for the next 23 years is \$133,979,000 or approximately \$5.8 million annually (in today's dollars). To meet this funding shortfall for Canyon County roads, an assessment of the potential for raising fees and taxes was done. Possible sources of funds include the following:

- **Exactions:** The potential to raise revenue from new developments to meet future roadway needs is available to Canyon County governments. An exaction is a negotiated fee (or developer funded improvement) that is assessed to the developer as a condition of approval. Generally, exactions must have a direct connection to the development and are not legally required to improvements off-site. Developers could be required to widen or improve an arterial adjacent to or within their development.
- **Gasoline Tax:** Existing Idaho law does not allow a local option gas tax. Idaho's current statewide gasoline tax of 25 cents per gallon. If a local option gas tax of 5.5 cents per gallon were applied over the life of the plan (23 years) an average annual revenue stream would be \$5.9 million. A local option gas tax would insure that funds raised in Canyon County would stay in Canyon County.
- **Vehicle Registration:** Currently, only Ada County is allowed, with voter approval, to have a special vehicle registration fee (\$20 per year) to support local roadways. If Canyon County were to implement a local vehicle registration fee of \$40 per year by 2005 for all registered vehicles, the County would yield an annual average income of \$7.1 million per year.

The above examples of funding sources would meet the desirability of having an equitable and user based fee that meets future funding needs.

## **Public Transportation**

Implementing the Transit Development Plan requires a significant increase in public funding. To generate \$16 million to fund capital and operations for the minimum system, revised tax rates are needed. All assume a local option tax of some sort in which all revenues would be retained in the two-county area.

- Increase of 0.5 percent sales tax. Current rate is 5.0 percent, which is collected by the State of Idaho and distributed in part back to local governments based on a state formula.
- Increase of 0.4 percent vehicle excise tax (a tax based on the value of the vehicle). Currently, no vehicle excise tax is collected by the State or by local governments. A registration fee is charged by the State and is put into the Highway Distribution Account. The Ada County Highway District does charge a \$20 registration fee for vehicles with owners who have listed Ada County as their county of residence. This latter fee is a local option fee, under which funds are retained in the County.
- Increase of 10 cents per gallon gas tax. Current State tax is 25 cents, collected at the distributor level and put into the Highway Distribution Account. Another 18.4 cents per gallon (24 cents for diesel) is levied by the Federal government and put into the Federal Highway Trust Account or the Federal Transit Trust Account.

This plan does not advocate any particular revenue enhancement measures. Getting legislative and voter approval for any funding options will require extensive public involvement, both within the region and across the state.

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# Chapter 5: Adopting the Plan

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## Adoption Process

The success of this document requires individual adoption by each of 13 local jurisdictions in Canyon County.

*Moving People: 2025* must be adopted by local governments and incorporated into their respective comprehensive plans or policy documents.

- The adoption process would start with the Canyon County Policy Committee endorsing the plan and directing that it be sent to local governments for formal adoption within four months.
- Each of the eight cities and Canyon County will be asked to legally incorporate *Moving People: 2025*, perhaps by reference, into their comprehensive plans.
- The highway districts will each be asked to formally adopt *Moving People: 2025* by resolution.
- *Moving People: 2025* will be submitted to the COMPASS Board as the Metropolitan Planning Organization for the Nampa Urbanized Area for adoption to meet federal transportation planning requirements.

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# Appendix A: Functional Street Classification Map

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The 13 local governments within Canyon County worked together to classify each street within the county. The following pages depict the functional classification of these facilities. Figure 22 shows all functionally classified roadways in Canyon County. Figure 23 shows a close up version of the same information for the Nampa/Caldwell area.

Figure 22: Canyon County Functional Street Classification Map

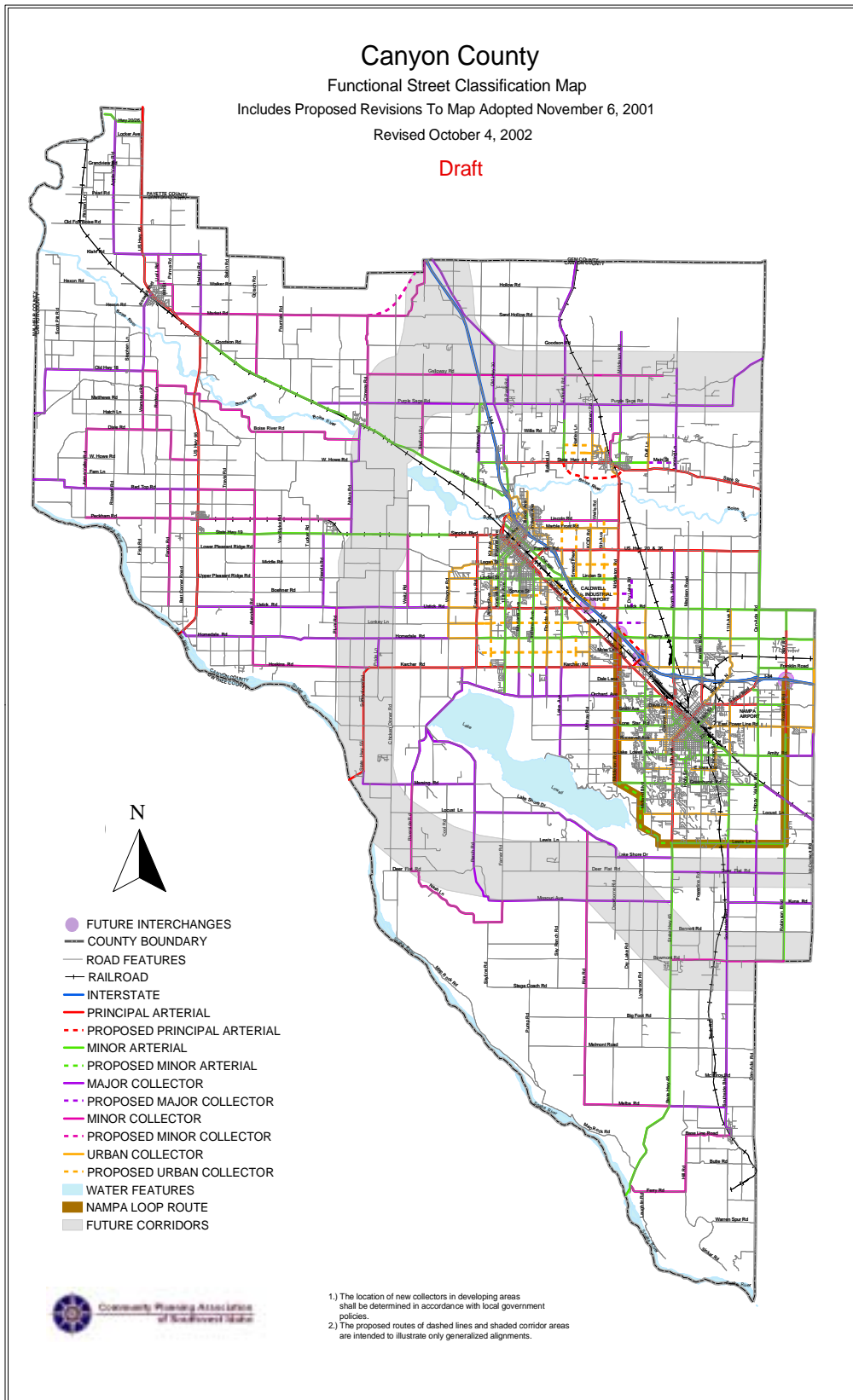
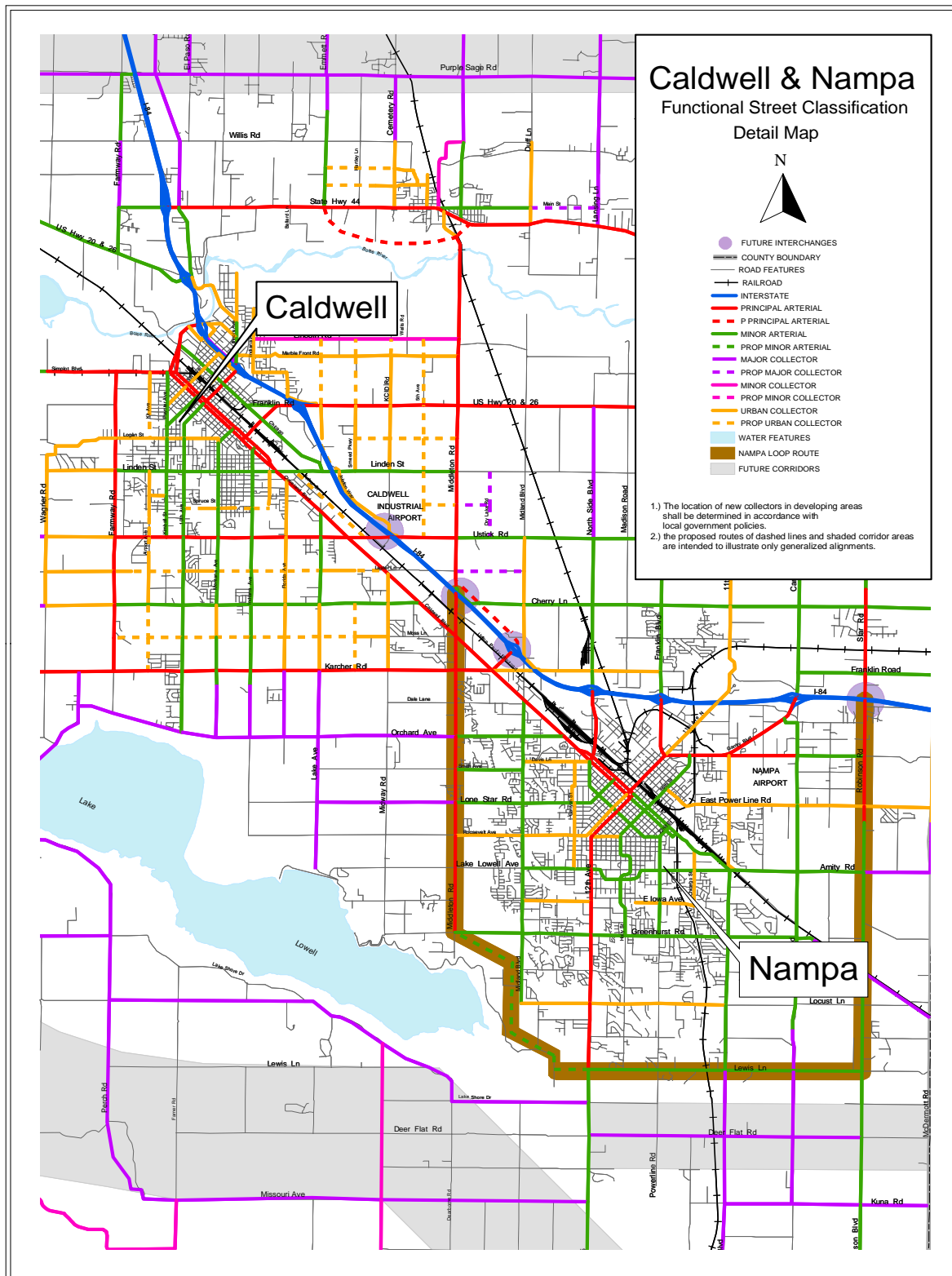


Figure 23: Caldwell & Nampa



# Appendix B: Needs Assessment

## Roadway Needs Assessment List

The results of the Doherty & Associates report's needs assessment are listed alphabetically and do not include projects listed in the "Committed Projects" section, but does include projects identified in the *I-84 Corridor Study*. These improvements are a vital part of *Moving People: 2025*.

Figure 24: Needs Assessment List

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
2nd Street, from 16th Avenue to 21st Avenue	Rebuild to Urban 5-lane Typical Section. Add 1 Lane (One Median) + Curb & Gutter, and Sidewalk.	2015	1	0.4	Capital Improvements & Right-of-Way	\$580,000	COMPASS	City of Nampa
7th Avenue & 7th Street	Add a Signal.	Current	1	Intersection	Intersection	\$300,000	COMPASS	City of Nampa
10th Avenue, from Homedale Road to Linden Street	Rebuild to Urban 3-lane Typical Section.	2015	1	2	Reconstruct & Widen	\$1,980,000	COMPASS	City of Caldwell
10th Avenue, from Orchard Avenue to Homedale Road	Ultimate will be Urban 2-lane Typical Section.	2010	1	1.9	Reconstruct & Widen	\$90,000	COMPASS	Canyon Highway District
11th Avenue N. Extension, from Garrity Boulevard to Ustick Road	Rebuild to Urban 3-lane Typical Section. Add 3 Lanes (One Median) + Curb & Gutter, and Sidewalk.	2015	1	3.5	Reconstruct & Widen	\$3,470,000	COMPASS	City of Nampa

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
12th Avenue Realignment with 11th Avenue Realignment, from 4th Street to 6th Street	12th Avenue Realignment with 11th Avenue, from 4th Street to 6th Street.	Current	1	0.2	Capital Improvement & Right-of-Way	\$3,500,000	City of Nampa	City of Nampa
16th Avenue & Roosevelt Avenue	Add a Signal.	2010	1	Intersection	Intersection	\$300,000	COMPASS	City of Nampa
16th Avenue, from Roosevelt Avenue to Garrity Boulevard	Rebuild to Urban 5-lane Typical Section. Add 1 Lane.	2020	1	1.61	Capital Improvements & Right-of-Way	\$2,520,000	COMPASS	City of Nampa
21st Avenue & Franklin Road	Add a Signal, Realignment.	Current	1	Intersection	Intersection	\$570,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
21st Avenue, Indian Creek Bridge	Replace and Widen Bridge to Accommodate 4-lanes with Curb & Gutter, and Sidewalk on Both Sides.	2015	1	Bridge	Bridge	\$450,000	Doherty & Associates	City of Caldwell
Airport Road, from Garrity Boulevard to Robinson Boulevard	Rebuild to Urban 3-lane Typical Section.	2015	1	2	Reconstruct & Widen	\$1,870,000	COMPASS	City of Nampa
Amity Road & Kings Road Railroad Crossing	Add Railroad Overpass.	Current	2	RR Crossing	Railroad	\$15,000,000	City of Nampa	City of Nampa
Amity Road, from Murray Street to Southside Boulevard	Rebuild to Urban 2-lane Typical Section with Bike Lane.	2015	1	0.8	Reconstruct & Widen	\$860,000	Doherty & Associates	City of Nampa
Amity Road, from Robinson Boulevard to McDermott Road	Ultimate will be Rural 2-lane Typical Section with Turnbays at Major Intersections.	2010	1	1	Reconstruct & Widen	\$210,000	COMPASS	Nampa Highway District



Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Amity Road, from Southside Boulevard to Robinson Boulevard	Rebuild to Urban 5-lane Typical Section. Add 3 Lanes (One Median) + Curb & Gutter, and Sidewalk.	2025	1	2	Capital Improvements & Right-of-Way	\$3,740,000	COMPASS	City of Nampa
Aviation Way & Highway 20/26	Add Left Turn Lane on Westbound Highway 20/26. Add Curb & Gutter and Sidewalk on Rebuilt Portion of Intersection. Add Signal.	2025	1	Intersection	Intersection	\$510,000	Doherty & Associates	50%-City of Caldwell 50%-Idaho Transportation Department
Blaine Street & Cleveland Boulevard & Georgia Avenue	Intersection improvement	2025	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Blaine Street, from Simplot Boulevard to Georgia Avenue	Ultimate will be Urban 3-lane Typical Section.	2010	1	2	Reconstruct & Widen	\$990,000	COMPASS	Idaho Transportation Department
Bridge Improvements	Various Bridge Improvements	2010	5	n/a	Bridge Improvements	\$2,815,200	COMPASS	Joint
Bridge Improvements	Various Bridge Improvements	2015	5	n/a	Bridge Improvements	\$2,815,200	COMPASS	Joint
Bridge Improvements	Various Bridge Improvements	2020	5	n/a	Bridge Improvements	\$2,815,200	COMPASS	Joint
Bridge Improvements	Various Bridge Improvements	2025	5	n/a	Bridge Improvements	\$2,815,200	COMPASS	Joint
Bridge Improvements	Various Bridge Improvements	Current	5	n/a	Bridge Improvements	\$2,815,200	COMPASS	Joint

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Can-Ada Road, from I-84 to Highway 20/26	Ultimate will be Part Urban 5-lane Typical Section and Part Rural 4-lane Typical Section. Between I-84 & End of Current Four-Lane Section: Urban 5-lane Typical Section, Add 1 Lane (Median). From End of Current Four Lane Section to Highway 20/26: Rural 4-lane Typical Section, Add 2 Lanes with 3 ft Shoulders on Each Side. Add Left Turn Lanes on Can-Ada at Major Intersections.	2010	2	4.6	Capital Improvements & Right-of-Way	\$2,070,000	Doherty & Associates	29%-City of Nampa 29%-Nampa Highway District 42%-Canyon Highway District
Cemetery Road, from Highway 44 to Willis Road	Rebuild to Urban 2-lane Typical Section.	2020	1	1	Reconstruct & Widen	\$940,000	COMPASS	Canyon Highway District
Centennial Way & Highway 19	Add Two Signals.	Current	1	Intersection	Intersection	\$600,000	Doherty & Associates	Idaho Transportation Department
Cherry Lane & Middleton Road	Add Signal. Realign Intersection to provide for future interchange at Middleton Road. Add Curb & Gutter, Sidewalk, and Left Turn Lane on Cherry Lane.	2015	1	Intersection	Intersection	\$2,040,000	Doherty & Associates	Nampa Highway District
Cherry Lane, from Middleton Road to McDermott Road	Rebuild to Rural 5-lane Typical Section.	2015	1	7.3	Capital Improvement & Right-of-Way	\$7,980,000	Doherty & Associates	55%-Nampa Highway 45%-City of Nampa
Chicago Street & 21st Avenue	Add Signal.	Current	1	Intersection	Intersection	\$300,000	Doherty & Associates	City of Caldwell

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Chicago Street, from Centennial Way to 5th Avenue & 21st Avenue to Linden Street	Ultimate will be Urban 3-lane Typical Section.	2010	1	1.75	Reconstruct & Widen	\$870,000	COMPASS	City of Caldwell
Cleveland Boulevard, from Simplot Boulevard to Georgia Avenue	Ultimate will be Urban 3-lane Typical Section.	2010	1	2	Reconstruct & Widen	\$990,000	COMPASS	Idaho Transportation Department
Conway Road & Highway 20/26	Add Left Turn Lane on Southbound Conway Road. Add Left Turn Lane on Eastbound Highway 20/26	Current	1	Intersection	Intersection	\$92,400	Doherty & Associates	50% Notus-Parma Highway District 50%-Idaho Transportation Department
Deer Flat Road, from Highway 45 to Robinson Boulevard	Rebuild to Rural 2-lane Typical Section with Turnbays at major intersections	2020	1	3.7	Reconstruct & Widen	\$2,830,000	Doherty & Associates	Nampa Highway District
Deer Flat Road, from Perch Road to Farner Road	Construct new Rural 2-lane Typical Section	Current	1	1.1	Capital Improvement & Right-of-Way	\$360,000	COMPASS	Nampa Highway District
El Paso Road, from Highway 44 to the County Line	Rebuild the existing roadway to Rural 2-lane Typical Section and construct new Rural 2-lane Typical Section where the roadway does not currently exist (majority of right-of-way has been purchased).	2025	4	7	Reconstruct & Widen	\$4,930,000	COMPASS	Canyon Highway District
Emmett Road & Purple Sage Road	Add Stop Ahead Warning Signs and Rumble Strips.	Current	1	Intersection	Intersection	\$3,000	Doherty & Associates	Canyon Highway District
Emmett Road, from Highway 44 to the County Line	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2025	1	7.2	Reconstruct & Widen	\$5,070,000	COMPASS	Canyon Highway District

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Farmway Road & Highway 19 (Shared with City of Caldwell)	Increase Radius on Farmway Road to Accommodate Truck Turning Movements. Add a signal.	Current	1	Intersection	Intersection	\$300,000	Doherty & Associates/COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Farmway Road & Highway 20/26	Add Left Turn Lane on Eastbound Highway 20/26.	Current	1	Intersection	Intersection	\$54,000	Doherty & Associates	Idaho Transportation Department
Farmway Road & Highway 44	Add Left Turn Lane on Southbound Farmway Road.	Current	1	Intersection	Intersection	\$47,000	Doherty & Associates	Notus-Parma Highway District
Farmway Road, from Highway 44 to Mink Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2025	1	0.5	Reconstruct & Widen	\$350,000	COMPASS	Notus-Parma Highway District
Farmway Road, from Karcher Road to Simplot Boulevard	Rebuild to Urban 5-lane Typical Section.	2020	1	4.5	Reconstruct & Widen	\$4,970,000	COMPASS	City of Caldwell
Farmway Road, from US 20/26 to Highway 44	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2025	1	0.7	Reconstruct & Widen	\$490,000	COMPASS	Notus-Parma Highway District
Fern Lane & Highway 95	Rebuild Intersection. Add Left Turn Lane on Northbound Highway 95.	2020	1	Intersection	Rebuild Intersection	\$240,000	Doherty & Associates	50%-Idaho Transportation Department 50%-Golden Gate Highway
Flamingo Road & Garrity Boulevard	Add a Signal.	2025	1	Intersection	Intersection	\$300,000	COMPASS	City of Nampa

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Florida Avenue & Cleveland Boulevard	Add a Signal, Turn Bays.	2025	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Florida Avenue, from Homedale Road to Cleveland Boulevard	Rebuild to Urban 3-lane Typical Section.	2015	1	1.9	Reconstruct & Widen	\$1,890,000	COMPASS	City of Caldwell
Franklin Road, from Can-Ada Road to McDermott Road	Ultimate will be Urban 5-lane Typical Section. Add 3 Lanes (One Median) + Curb & Gutter, and Sidewalk.	2010	1	2	Capital Improvements & Right-of-Way	\$1,870,000	COMPASS	City of Nampa
Franklin Road, from Chicago Street to I-84	Ultimate will be Urban 3-lane Typical Section.	2010	1	0.7	Reconstruct & Widen	\$350,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Friends Road, from Ustick Road to Highway 19	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2020	1	2.5	Reconstruct & Widen	\$1,760,000	COMPASS	Golden Gate Highway District
Galloway Road, from Conway Road to Old Hwy 30	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2015	4	4.5	Reconstruct & Widen	\$3,100,000	Doherty & Associates	90% - Notus-Parma Highway District 10% - Canyon Highway District
Garry Boulevard Interchange	Add flyover from the westbound off ramp to southbound Garry Boulevard.	2010	2	n/a	Reconstruct & Widen	\$7,200,000	I-84 Corridor Study	Idaho Transportation Department
Garry Boulevard Interchange	Replace the existing interchange and widen Garry Boulevard.	2015	2	n/a	Capital Improvement & Right-of-Way	\$20,000,000	I-84 Corridor Study	Idaho Transportation Department

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Garrity Boulevard, from 11th Avenue North to I-84	Ultimate will be Urban 5-lane Typical Section. Add 3 Lanes (One Median) + Curb & Gutter, and Sidewalk.	Current	1	2.1	Capital Improvements & Right-of-Way	\$3,070,000	COMPASS	City of Nampa
Greenhurst Road & Powerline Road	Add Signal. Add Curb & Gutter and Sidewalk on Rebuilt Portion of Intersection.	2010	1	Intersection	Intersection	\$590,000	Doherty & Associates	City of Nampa
Greenhurst Road, from Area of Impact Eastern Boundary to McDermott Road	Ultimate will be Rural 2-lane Typical Section with Turnbays at Major Intersections.	2010	1	2.2	Reconstruct & Widen	\$390,000	COMPASS	Nampa Highway District
Greenhurst Road, from Southside Boulevard to Happy Valley Road	Ultimate will be Urban 5-lane Typical Section. Add 3 Lanes (One Median) + Curb & Gutter, and Sidewalk.	2010	1	1	Capital Improvements & Right-of-Way	\$1,000,000	Doherty & Associates	City of Nampa
Happy Valley Road, from Greenhurst Road to Garrity Boulevard	Rebuild to Urban 3-lane Typical Section.	2015	1	3.5	Reconstruct & Widen	\$3,470,000	COMPASS	City of Nampa
Happy Valley Road, from Kuna Road to Area of Impact Southern Boundary	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2020	1	3	Reconstruct & Widen	\$2,110,000	COMPASS	Nampa Highway District
Holly Street, from Greenhurst Road to Roosevelt Avenue	Rebuild to Urban 3-lane Typical Section.	2020	1	1.7	Reconstruct & Widen	\$1,590,000	COMPASS	City of Nampa
Homedale Road & Highway 95	Add Left Turn Lane on Homedale Road and Extend the Northbound Left Turn Lane on Highway 95 to Standard Length.	2010	1	Intersection	Intersection	\$30,000	Doherty & Associates	50%-Idaho Transportation Department 50%-Golden Gate Highway

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Homedale Road, from Farmway Road to Caldwell/Nampa Boulevard	Rebuild to Urban 3-lane Typical Section.	2020	1	4.5	Reconstruct & Widen	\$4,460,000	COMPASS	City of Caldwell
Homedale Road, from Highway 95 to VanSlyke Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2015	1	3.6	Reconstruct & Widen	\$2,530,000	COMPASS	Golden Gate Highway District
Hoskins Road, from Allendale Road to Highway 55	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2015	1	4	Reconstruct & Widen	\$3,310,000	Doherty & Associates	Golden Gate Highway District
Highway 20/26, from I-84 to Can-Ada Road (Shared with City of Caldwell)	Ultimate will be Part Urban 5-lane Typical Section and Part Rural 5-lane Typical Section. Between I-84 & Middleton: Add 3 Lanes (One Median)+ Curb & Gutter, and Sidewalk. Between Middleton & Can-Ada: Add 3 Lanes (includes center turn lane).	Current	2	7.4	Capital Improvements & Right-of-Way	\$5,690,000	Doherty & Associates	Idaho Transportation Department
Highway 44 & Old Highway 30	Add Left Turn Lane on Northbound Old Highway 30. Add Exclusive Lane on Westbound Highway 44 for Right Turning Traffic from Old Highway 30 to Merge into Existing Lane.	Current	1	Intersection	Intersection	\$69,000	Doherty & Associates	50%-Canyon Highway District 50%-Idaho Transportation Department
Highway 44 Alternate Route	Construct an alternate route through the City of Middleton south of existing Highway 44	Current	2	2.5	Capital Improvements & Right-of-Way	\$8,625,000	COMPASS	Idaho Transportation Department
Highway 45, from County line to Deer Flat Road	Rebuild to Rural 4-lane Typical Section. Add 2 lanes and Turnbays at Major Intersections.	2025	2	11.2	Capital Improvement & Right-of-Way	\$11,220,000	COMPASS	Idaho Transportation Department

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Highway 45, from Deer Flat Road to Locust Lane	Ultimate will be Urban 5-lane Typical Section. Add 3 lanes.	2010	1	2	Capital Improvement & Right-of-Way	\$1,870,000	COMPASS	Idaho Transportation Department
Highway 45, Locust Lane to Lake Lowell Avenue	Ultimate will be Urban 5 lane Typical Section. Add 3 Lanes + Curb & Gutter, and Sidewalk.	2010	1	2.1	Capital Improvements & Right-of-Way	\$1,965,000	COMPASS	Idaho Transportation Department
Highway 55 & Florida Avenue	Add a Signal.	2025	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Highway 55 & Indiana Avenue	Add a Signal.	2025	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Highway 55 & Montana Avenue	Add Flashing Light and Right Turn Lanes on Montana.	2010	1	Intersection	Intersection	\$50,000	Doherty & Associates	Canyon Highway District
Highway 55, from the County Line/Snake River to Midway Road	Rebuild Part Urban 5-lane Typical Section and Part Rural 4-lane Typical Section. Urban 5-lane from Farmway Road to Midway Road. Rural 4-lane from Farmway Road to County Line/Snake River. Typical Section, Add 2 Lanes with 3 ft Shoulders on Each Side.	2020	2	12.2	Capital Improvements & Right-of-Way	\$13,553,412	COMPASS	Idaho Transportation Department
Highway 95 & Golden Gate and Highway 95 & Avenue C (City of Wilder)	Add Cantilever Sign with Flashing Lights.	Current	1	Pedestrian	Intersection	\$41,000	Doherty & Associates	Idaho Transportation Department



Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Highway 95 & Highway 19	Add a Signal and Northbound Left Turn Lane.	2020	1	Intersection	Intersection	\$300,000	COMPASS	Idaho Transportation Department
I-84 Mainline, from Nampa Boulevard Interchange to Garry Boulevard Interchange	Widen mainline to 6 lanes.	2020	2	3	Capital Improvement & Right-of-Way	\$27,400,000	I-84 Corridor Study	Idaho Transportation Department
I-84 Mainline, from Garry Boulevard Interchange to Robinson Road / Star Road Interchange	Add auxiliary lanes (8 lanes total).	2015	2	n/a	Capital Improvement & Right-of-Way	\$4,800,000	I-84 Corridor Study	Idaho Transportation Department
I-84 Mainline, from Garry Boulevard Interchange to Ten Mile Road Interchange	Widen mainline to 6 lanes	2015	2	4	Capital Improvement & Right-of-Way	\$12,200,000	I-84 Corridor Study	Idaho Transportation Department
I-84 Mainline, from Karcher Road Interchange to the Nampa Boulevard Interchange	Widen mainline to 6 lanes.	2015	1	1.2	Capital Improvement & Right-of-Way	\$2,400,000	I-84 Corridor Study	Idaho Transportation Department
Indiana Avenue & Blaine Street	Add a Signal.	Current	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Indiana Avenue & Cleveland Boulevard	Add a Signal, Turn Bays.	Current	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Indiana Avenue, from Homedale Road to Linden Road	Rebuild to Urban 3-lane Typical Section.	2015	1	2	Reconstruct & Widen	\$1,980,000	COMPASS	City of Caldwell

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Indiana Avenue, from Orchard Avenue to Homedale Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2015	1	2	Reconstruct & Widen	\$1,410,000	COMPASS	Canyon Highway District
Karcher Interchange arterial connection to Middleton Road	New arterial	2010	1	1.1	New Construction	\$1,180,000	COMPASS	Nampa Highway District
Karcher Road (new alignment) & Caldwell/Nampa Boulevard	Add a Signal.	2010	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Nampa 50%-Idaho Transportation Department
Karcher Road Railroad Crossing, East of Northside Boulevard	Add Gates and Signal at Railroad.	Current	1	RR Crossing	Railroad	\$260,000	Doherty & Associates	City of Nampa
Karcher Road, from Caldwell/Nampa Boulevard to Franklin Boulevard	Ultimate will be Urban 5-lane Typical Section. Between Franklin/Northside (40.4%): Add 2 Lanes + Curb & Gutter, and Sidewalk. Between Northside/Midland (30.3%): Add 1 Lane (Median) + Curb & Gutter, and Sidewalk. Between Midland/Nampa/Caldwell Blvd (29.3%): Add 3 Lanes (One Median) + Curb & Gutter, and Sidewalk. Add Bike Lane Entire Length.	Current	1	2.5	Capital Improvements & Right-of-Way	\$2,630,000	Doherty & Associates	City of Nampa
Karcher Road, from Farmway Road to Midway Road	Rebuild to Urban 5-lane Typical Section.	2020	1	4	Reconstruct & Widen	\$4,420,000	COMPASS	Idaho Transportation Department

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Karcher Road, from Midway Road to Caldwell/Nampa Boulevard	Rebuild to Urban 5-lane Typical Section. Add 3 Lanes (One Median) + Curb & Gutter, and Sidewalk.	2020	1	1.5	Capital Improvements & Right-of-Way	\$3,600,000	COMPASS	Idaho Transportation Department
KCID Road & US 20/26	Add a Signal, Turn Bays.	2015	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Kimball Avenue, from Ustick Road to Morrison Avenue	Rebuild to Urban 3-lane Typical Section.	2015	1	1.7	Reconstruct & Widen	\$1,690,000	COMPASS	City of Caldwell
Klahr Road & Highway 95	Add a Left Turn Lane on Both Sides of Klahr.	2020	1	Intersection	Intersection	\$300,000	Doherty & Associates	Notus-Parma Highway District
Klahr Road, from Highway 95 to Shelton Road	Rebuild to Rural 2-lane Typical Section with 5 ft Shoulders with Turnbays at Major Intersections.	2025	2	2	Reconstruct & Widen	\$1,860,000	Doherty & Associates	Notus-Parma Highway District
Kuna Road, from Southside Boulevard to McDermott Road	Ultimate will be Rural 2-lane Typical Section with Turnbays at Major Intersections.	Current	1	3	Reconstruct & Widen	\$640,000	COMPASS	Nampa Highway District
Lake Avenue & Cleveland Boulevard	Add a Signal, Turn Bays.	2015	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department
Lake Avenue, from Homedale Road to Cleveland Boulevard	Rebuild to Urban 3-lane Typical Section.	2020	1	1.4	Reconstruct & Widen	\$1,390,000	COMPASS	City of Caldwell

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Lake Avenue, from Orchard Avenue to Homedale Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2015	1	2	Reconstruct & Widen	\$1,410,000	COMPASS	Canyon Highway District
Lake Lowell Avenue, from Midland Boulevard to 12th Avenue	Rebuild to Urban 3-lane Typical Section.	2020	1	1	Reconstruct & Widen	\$940,000	COMPASS	City of Nampa
Lake Shore Drive, from Marsing Road to Highway 45	Ultimate will be Rural 2-lane Typical Section with Turnbays at Major Intersections.	Current	1	7.8	Reconstruct & Widen	\$1,360,000	COMPASS	Nampa Highway District
Lake Shore Drive, from Riverside Road to Marsing Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2015	1	3	Reconstruct & Widen	\$2,110,000	COMPASS	Canyon Highway District
Lansing Lane, from Highway 44 to Purple Sage Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections. Major Hill Cut	2020	1	2.3	Major Reconstruct & Widen	\$1,620,000	COMPASS	Canyon Highway District
Lewis Lane upgrade State Highway 45 to Robinson	Rebuild to Rural 3-lane Typical Section	2015	1	4	Reconstruct & Widen	\$4,000,000	COMPASS	City of Nampa and Nampa Highway District
Linden Street & 10th Avenue	Add a Signal, Turn Bays.	Current	1	Intersection	Intersection	\$300,000	COMPASS	City of Caldwell
Linden Street, from Wagner Road to Kimball Avenue	Rebuild to Urban 3-lane Typical Section.	2015	1	1.75	Reconstruct & Widen	\$1,740,000	COMPASS	City of Caldwell
Locust Lane, from Perch Road to Lake Shore Drive	Ultimate will be Rural 2-lane Typical Section with Turnbays at Major Intersections.	Current	1	2.9	Reconstruct & Widen	\$560,000	COMPASS	Nampa Highway District

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Logan Street & 10th Avenue	Add a Signal, Turn Bays.	2010	1	Intersection	Intersection	\$300,000	COMPASS	City of Caldwell
Lone Star Road, from Middleton Road to 7th Avenue	Rebuild to Urban 3-lane Typical Section.	2020	1	2	Reconstruct & Widen	\$1,870,000	COMPASS	City of Nampa
Marble Front Road, from Georgia Avenue to Middleton Road (Shared with City of Caldwell)	Rebuild to Urban 2-lane Typical Section.	2015	1	2.8	Reconstruct & Widen	\$2,620,000	COMPASS	50%-City of Caldwell 50%-Canyon Highway District
Market Road from Conway Road to County Line	Realign and Widen with New Road from Conway Road to County Line	2020	1	3	New Construction	\$1,500,000	COMPASS	Notus-Parma Highway District
Market Road, from Parma Road to the County Line	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2020	10	10.5	Reconstruct & Widen	\$7,830,000	Doherty & Associates	Notus-Parma Highway District
Marsing Road, from Highway 55 to Riverside Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2020	1	2.2	Reconstruct & Widen	\$1,550,000	COMPASS	Canyon Highway District
Melba Road, from Highway 45 to Southside Boulevard	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2020	1	2	Reconstruct & Widen	\$1,600,000	COMPASS	Nampa Highway District
Middleton Road Extension, from Greenhurst Road to Highway 45	Build new Rural 4-lane Typical Section Roadway with Turnbays at Major Intersections.	2010	2	3	Capital Improvements & Right-of-Way	\$1,780,000	COMPASS	Nampa Highway District
Middleton Road Interchange	Construct New Interchange	2025	2	n/a	Capital Improvement & Right-of-Way	\$25,000,000	I-84 Corridor Study	Idaho Transportation Department

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Middleton Road, from Greenhurst Road to Ustick Road (Shared with City of Nampa and the City of Caldwell)	Rebuild to Urban 3-lane by 2010 and Ultimate will be Urban 5-lane Typical Section by 2025.	2010	2	6.1	Capital Improvement & Right-of-Way	\$11,310,000	Doherty & Associates	Nampa Highway District
Middleton Road, from Ustick Road to the Boise River (Shared with City of Caldwell)	Ultimate will be Rural 5-lane Typical Section. Add 3 Lanes (includes center turn lane) with 2 ft Shoulders on Each Side.	Current	3	4.4	Capital Improvements & Right-of-Way	\$3,450,000	Doherty & Associates	30%-City of Caldwell 70%-Canyon Highway District
Middleton Road, Near the Boise River (City of Middleton)	Realign to Rural 4-lane Typical Section.	Current	1	0.7	Capital Improvements & Right-of-Way	\$523,000 (Does not include ROW)	Doherty & Associates	City of Middleton
Midland Boulevard & Lone Star Road	Add a Signal.	2010	1	Intersection	Intersection	\$300,000	COMPASS	City of Nampa
Midland Boulevard & Orchard Avenue	Add a Signal.	Current	1	Intersection	Intersection	\$300,000	COMPASS	City of Nampa
Midland Boulevard & Roosevelt Avenue	Add a Signal.	2025	1	Intersection	Intersection	\$300,000	COMPASS	City of Nampa
Midland Boulevard, from Greenhurst Road to Caldwell/Nampa Boulevard	Ultimate will rebuild to Urban 5-lane Typical Section with Bike Lane.	Current	1	3.6	Capital Improvements & Right-of-Way	\$4,980,000	Doherty & Associates	City of Nampa
Midway Road, from Homedale Road to Caldwell/Nampa Boulevard	Rebuild to Urban 3-lane Typical Section.	2015	1	0.4	Reconstruct & Widen	\$400,000	COMPASS	City of Caldwell
Missouri Avenue, from Perch Road to Highway 45	Ultimate will be Rural 2-lane Typical Section with Turnbays at Major Intersections.	Current	1	6.5	Reconstruct & Widen	\$1,490,000	COMPASS	Nampa Highway District

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Montana Avenue, from Homedale Road to Logan Street	Rebuild to Urban 3-lane Typical Section.	2020	1	2.5	Reconstruct & Widen	\$2,480,000	COMPASS	City of Caldwell
Montana Avenue, from Orchard Avenue to Homedale Road	Rebuild to Urban 2-lane Typical Section.	2020	1	2	Reconstruct & Widen	\$1,870,000	COMPASS	Canyon Highway District
New Park & Ride Lot at Karcher Road Interchange	Add Park & Ride Lot at New Karcher Road Interchange	Current	1	Intersection	Capital Improvements & Right-of-Way	\$1,000,000	COMPASS	Idaho Transportation Department
North/South Route, from Sunny Slope Rd to Market Road	Study a new possible roadway	Current	2	n/a	Study	\$1,000,000	COMPASS	COMPASS
Orchard Avenue & Farmway Road	Add a Signal.	2025	1	Intersection	Intersection	\$300,000	COMPASS	Canyon Highway District
Orchard Avenue, from Riverside Road to Middleton Road	Rebuild Part Urban 5-lane Typical Section and Part Rural 4-lane Typical Section. Urban 5-lane from Midway Road to Middleton Road. Rural 4-lane from Riverside Road to Midway Road. Typical Section, Add 2 Lanes with 3 ft Shoulders on Each Side.	2025	1	5.6	Capital Improvements & Right-of-Way	\$6,299,332	COMPASS	18%-Nampa Highway District 82%-Canyon Highway District
Orchard Avenue, from Riverside Road to Midway Road	Ultimate will be Urban 2-lane Typical Section.	2010	1	4.6	Reconstruct & Widen	\$2,280,000	COMPASS	Canyon Highway District

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Parma Road, from Highway 95 to Klahr Road (Shared with City of Parma)	Rebuild Section of Road (63% of Total Length) to Rural 2-lane Typical Section with Turnbays at Major Intersections and the Section Within Parma City Limits (37% of total length) to Urban 2-lane Typical Section. Add Left Turn Lane on Eastbound Highway 95.	2010	2	2	Reconstruct & Widen	\$1,820,000	Doherty & Associates	63%-City of Parma 37%-Notus Parma Highway District
Paynter Avenue, from Morrison Avenue to Simplot Boulevard	Rebuild to Urban 3-lane Typical Section.	2015	1	0.8	Reconstruct & Widen	\$790,000	COMPASS	City of Caldwell
Peckham Road & Notus Road	Add Guardrail, Flashing Light, and Rumble Strips.	Current	1	Intersection	Intersection	\$3,100	Doherty & Associates	Golden Gate Highway District
Peckham Road, from Stateline Road to Notus Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections. Re-align Segment Within City Limits to Eliminate Existing Curve. Add Curb & Gutter, and Sidewalk in City Limits.	2025	2	11.8	Reconstruct & Widen	\$9,680,000	Doherty & Associates	Golden Gate Highway District
Perch Road, from Missouri Avenue to Marsing Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2025	1	4.2	Reconstruct & Widen	\$3,080,000	COMPASS	Nampa Highway District
Purple Sage, Iverson Road to Stafford Road	Rebuild to Rural 2-lane Typical Section	2015	3	3.2	Reconstruct & Widen	\$2,253,000	COMPASS	Notus-Parma Highway District
Red Top Road & Stateline Road	Realign Intersection with Rural 2-lane Typical Sections.	2025	1	Intersection	Intersection	\$300,000	Doherty & Associates	Golden Gate Highway District



Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Red Top Road, from Stateline Road to Highway 95	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2020	1	5.8	Reconstruct & Widen	\$4,470,000	Doherty & Associates	Golden Gate Highway District
Riverside Road & Highway 55	Add Left Turn Lane on Westbound Highway 55. Add Left Turn Lane on Riverside and Flashing Light.	2010	1	Intersection	Intersection	\$110,000	Doherty & Associates	50%-Canyon Highway District 50%-Idaho Transportation Department
Riverside Road, from Marsing Road to Highway 55	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2025	1	4.7	Reconstruct & Widen	\$3,310,000	COMPASS	Canyon Highway District
Robinson Boulevard, from Area of Impact Southern Boundary to the Area of Impact Northern Boundary	Rebuild to Rural 5-lane Typical Section. Add 3 Lanes (including center turn lane) + Curb & Gutter, and Sidewalk.	2025	2	3.5	Capital Improvements & Right-of-Way	\$5,740,000	COMPASS	City of Nampa
Robinson Boulevard, from Bowmont Road to Area of Impact Southern Boundary	Rebuild to Rural 4-lane Typical Section. Add 2 lanes and Turnbays at Major Intersections.	2025	1	7.5	Capital Improvement & Right-of-Way	\$7,510,000	COMPASS	Nampa Highway District
Robinson Road/Star Road Interchange	Construct new interchange	2015	2	n/a	Capital Improvement & Right-of-Way	\$25,400,000	I-84 Corridor Study	Idaho Transportation Department
Shelton Road, from Highway 95 to Klahr Road	Rebuild to Rural 2-lane Typical Section with 5 ft Shoulders with Turnbays at Major Intersections.	2025	1	2.8	Reconstruct & Widen	\$2,500,000	Doherty & Associates	Notus-Parma Highway District
Smeed Parkway & US 20/26	Add a Signal, Turn Bays.	2025	1	Intersection	Intersection	\$300,000	COMPASS	50%-City of Caldwell 50%-Idaho Transportation Department

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
South Treasure Valley Arterial Corridor Study (shared with Ada County)	Study a new possible roadway	Current	3	n/a	Study	\$1,000,000	COMPASS	COMPASS
Southside Boulevard, from Locust Lane to Amity Road	Rebuild to Urban 5-lane Typical Section. Add 3 Lanes (One Median) + Curb & Gutter, and Sidewalk.	2025	1	2	Capital Improvements & Right-of-Way	\$3,720,000	COMPASS	City of Nampa
Southside Boulevard, from Melba Road to Area of Impact Southern Boundary (Shared with City of Nampa)	Ultimate will be Rural 2-lane Typical Section with Turnbays at Major Intersections.	Current	1	9.7	Reconstruct & Widen	\$2,030,000	COMPASS	Nampa Highway District
Star Road, from Nampa Area of Impact Northern Boundary to Ustick Road	Rebuild to Rural 5-lane Typical Section.	2015	1	0.7	Capital Improvement & Right-of-Way	\$760,000	Doherty & Associates	Nampa Highway District
U of I Road, from Walker Road to Klahr Road (Shared with City of Parma)	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2020	1	1	Reconstruct & Widen	\$800,000	Doherty & Associates	20%-City of Parma 80%-Notus Parma Highway District
Ustick Road & 10th Avenue	Add a Signal, Turn Bays.	2025	1	Intersection	Intersection	\$300,000	COMPASS	City of Caldwell
Ustick Road Interchange	Construct new interchange	2025	1	n/a	Capital Improvements & Right-of-Way	\$25,000,000	I-84 Corridor Study	Idaho Transportation Department
Ustick Road, from Beet Road to Wagner Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2015	1	3.1	Reconstruct & Widen	\$2,180,000	COMPASS	Canyon Highway District
Ustick Road, from Middleton Road to McDermott Road	Rebuild to Rural 2-lane Typical Section and Add Left Turn Lanes on Ustick at all Major Intersections.	2015	1	7.1	Reconstruct & Widen	\$5,550,000	Doherty & Associates	Nampa Highway District

Site/Location Identification	Improvements/Description	Construction Year	Project Duration (years)	Length (miles)	Category	Cost (2000) Includes ROW and Construction	Cost Estimates by	Responsible Agency
Ustick Road, from the Snake River to VanSlyke Road	Rebuild to Rural 2-lane Typical Section with Turnbays at Major Intersections.	2025	1	4.6	Reconstruct & Widen	\$3,240,000	COMPASS	Golden Gate Highway District
Ustick Road, from Wagner Road to Middleton Road	Ultimate will be Urban 5-lane Typical Section. Add 3 Lanes (One Median) + Curb & Gutter, and Sidewalk.	2010	1	6	Capital Improvements & Right-of-Way	\$5,580,000	COMPASS	City of Caldwell
VanSlyke Road & Boehner Road	Realign Intersection with Rural 2-lane Typical Sections.	2025	1	Intersection	Intersection	\$110,000	Doherty & Associates	Golden Gate Highway District
Walker Road, from U of I Road to Parma Road (Shared with City of Parma)	Rebuild to Urban 2-lane Typical Section with Turnbays at Major Intersections.	2025	1	0.5	Reconstruct & Widen	\$560,000	Doherty & Associates	34%-City of Parma 66%-Notus-Parma Highway District
Ward Lane & Highway 20/26	Add Park & Ride.	2020	2	Park & Ride	Intersection	\$1,000,000	Doherty & Associates	City of Caldwell

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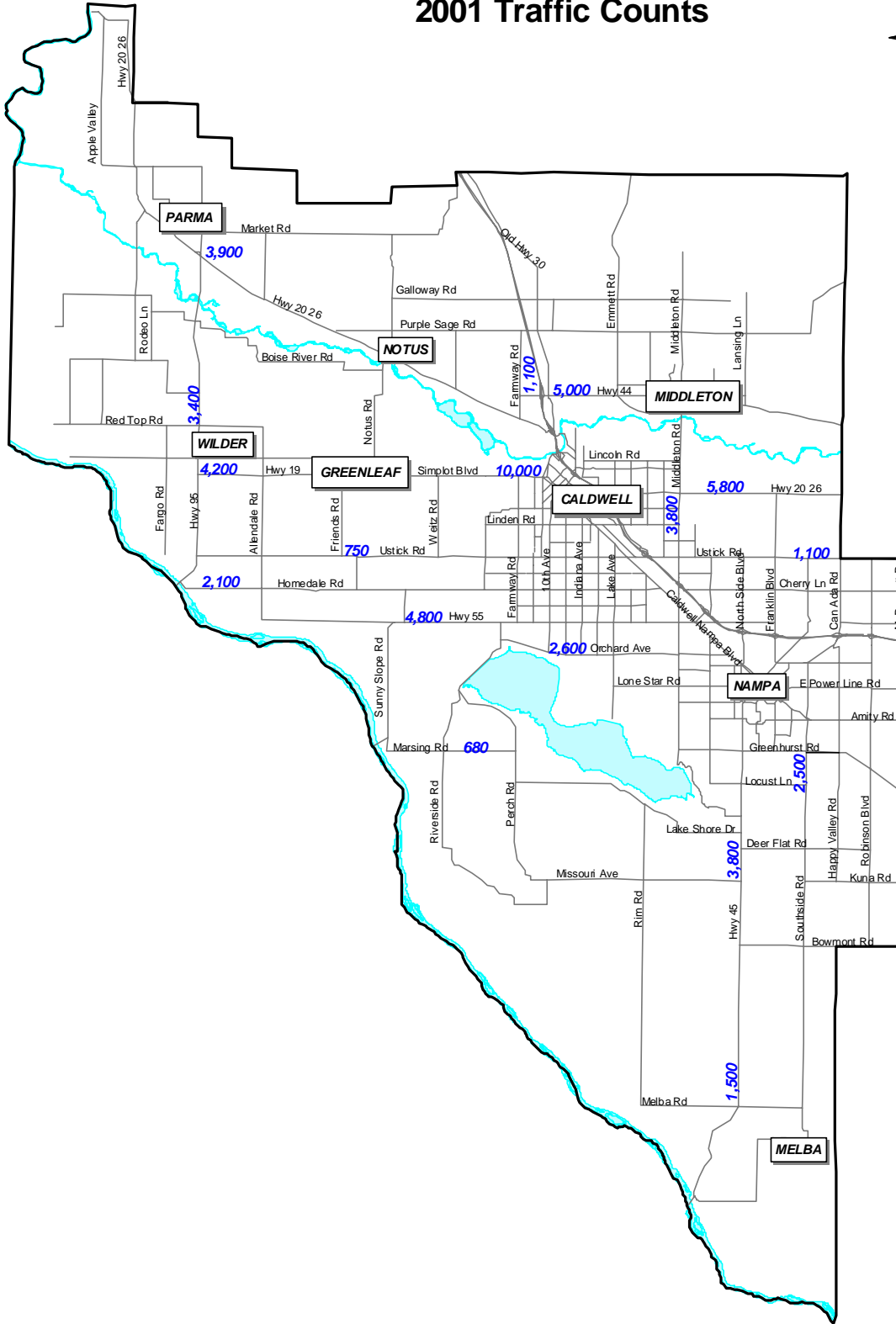
## Appendix C: Existing Traffic Counts

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Existing traffic counts for Canyon County are shown on the map and table that follow. These counts represent two-way travel and were taken for a 24-hour period. All traffic counts were taken and recorded in 2001 by the Idaho Transportation Department.

Figure 25: Current Canyon County Traffic Counts - Average Daily Trips

## Canyon County 2001 Traffic Counts



**Figure 26: Current Canyon County Traffic Counts**

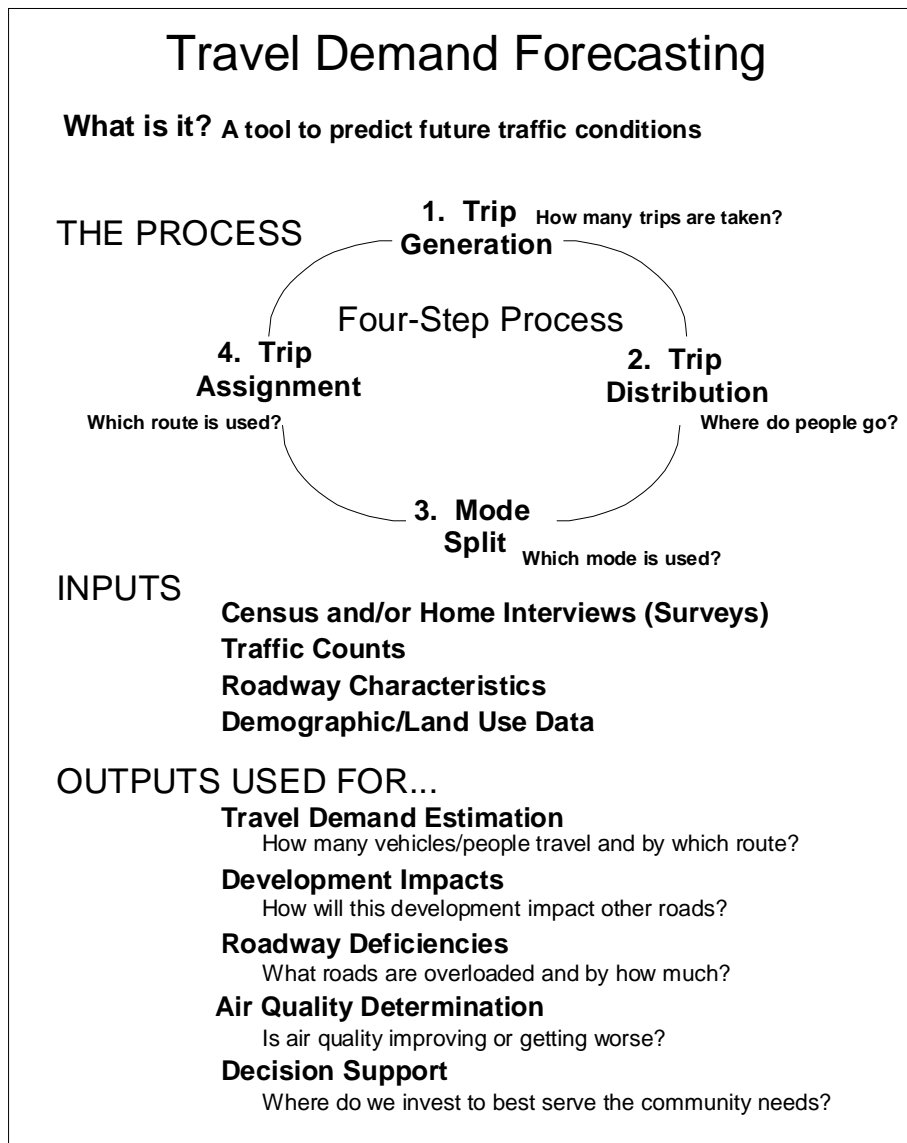
No.	Street Name	Location	Average Daily Trips
1	Highway 19	From JCT US-95 to Travis Road	4,200
2	Highway 19	From Farmway Road to Rodeo Street	10,000
3	US 20/26	From JCT US-95 to Goodson Road	3,900
4	Highway 45	From Melba Road to Melmont Road	1,500
5	Highway 45	From Missouri Avenue to Scism Road	3,800
6	Farmway Road	From SH-44 Extension to Purple Sage	1,100
7	Southside Boulevard	From Locust Lane to Shamrock Avenue	2,500
8	Ustick Road	From Northside Road to Can-Ada Road	1,100
9	Orchard Avenue	From 10th Avenue to Montana Avenue	2,600
10	Highway 55	From Chicken Dinner Road to Pecan Lane	4,800
11	US 20/26	From Knott Lane to Northside Boulevard	5,800
12	Ustick Road	From Friends Road to Plum Road	750
13	Marsing Road	From Riverside Road to Lowell Rd	680
14	Homedale Road	From US-95 to Garnett Road	2,100
15	US-95	From Red Top Road to Fern Lane	3,400
16	Highway 44	From Old Highway 30 to Stone Lane	5,000
17	Middleton Road	From Linden Street to US 20/26	3,800
Source: Idaho Transportation Department, 2001			

# Appendix D: Travel Forecast Model

## Travel Forecast Model

COMPASS' travel forecast model estimates the average daily Monday-through-Friday travel patterns based on Ada and Canyon counties traffic count data. COMPASS uses the four-step model approach, shown below, which is used internationally for a variety of transportation activities.

Figure 27: How the Traffic Model Works



These forecasts are applied to the area's Traffic Analysis Zones (TAZ), which are based on a combination of census boundaries and local geographic features such as roads and waterways. These zones range in size from a few blocks to one or more square miles. The Traffic Analysis Zones are reviewed before the U.S. Census occurs every 10 years. This process maintains the integrity of previous 10 years of data and updates the boundaries of the zones based on major changes such as new roads or significant changes in development.

## How Model Results Are Used

The output from the travel forecast model is used for a variety of purposes (see **Error! Reference source not found.**), including the following:

- Major Traffic Impact Studies, which determine traffic impacts of new developments such as a new retail mall.
- Deficiency analyses, which determine roadway inefficiencies and/or needs as a result of additional growth or other system modifications.
- "What if" scenarios, which are extremely beneficial in evaluating potential solutions to regional traffic problems.
- Air quality analyses, which must be completed to conform with air quality laws. Since travel volume and vehicle speeds affect vehicle emissions, new or improved roads must not deteriorate existing conditions on a regional basis.

## Model Inputs

The travel-forecasting model is developed using the following inputs:

### Traffic Data

Actual traffic count data are integral to calibrating a travel forecast model. During the calibration process, actual traffic count data are compared to modeled estimates. Traffic counts are collected from the Idaho Transportation Department and respective Canyon County agencies to create an existing base roadway network that is closely matched in the computerized model. The Canyon County highway districts and the cities have recently invested in new traffic counters and are setting up the framework to begin a comprehensive traffic count program.

### Demographic Variables

These area-wide demographic assumptions about how people make travel choices include data on population, households, and employment. These assumptions, developed by COMPASS' Demographic Advisory Committee (a group of government and statistical experts) are general in nature, so specific qualities of individual neighborhoods or businesses are not included.

### Street Network Capacity

Street capacity is the number of cars a particular road can manage before congestion occurs. As an analogy, a sewer line can flush a certain amount of sewage through it and no more. When more sewage is dumped into the line than the line can handle, it backs up into homes. The same event occurs on roads. Each road has a particular planning capacity similar to the diameter of the sewer line. Data on the base road network is updated as the county road system capacity expands. In order to forecast traffic, the model needs a "picture" of what is happening now. This "picture" is a digital network of the functionally classified roads and their current characteristics (number of lanes, traffic counts, etc.).

The functionally classified streets in the county consist of: interstates; principal and minor arterials; and major and minor collectors. (These classifications are defined in "Chapter 3: Transportation Plan Elements"). Local roads, such as those within residential subdivisions, are not individually considered in the model because the modeling software requires some abstraction. From this base network, modifications are made to the network based on budgeted, planned and/or constructed projects, population, employment for the future conditions to estimate what happens in the future.

### Speed/Capacity Matrix

The speed/capacity matrix was developed by the Transportation Model Advisory Committee to assign appropriate speed and planning capacities to the county's road system. These capacities were based on functional street classification and type of area. COMPASS initially used posted speeds for the model because there was not enough time or money for a thorough speed/travel time study.



## **Trip Type**

Four trip types are input and output from the travel demand forecast model. The first three have one end of the round-trip at home, but includes stops at places such as work or shopping. These are called home-based-work, home-based-shop, and home-based-other. The fourth trip type does not have either end at home. This is called non-home-based.

## **Alternative Transportation Modes**

Based on the 2000 Census and the 1998/1999 Household Travel Survey, the existing level on non-single-occupant vehicles is approximately 14.8 percent, while the policy goal is to achieve 25 percent by 2025. Also, the existing level of public transportation use is less than 1 percent, while the goal is to reach 5 percent by 2025.

## **Model Output**

The model outputs are a revised view of the network based on future changes. The model network's primary variable is the traffic estimation on each section of a road. The future network loads new information on each section of road. The results are changes in traffic and traffic conditions (such as level of service) from the base network.

COMPASS' travel forecast model is going to be updated starting in September 2002. The process will begin with a Household Travel Characteristics Study, also known as an Origin/Destination Study. The goal of the Household Travel Characteristics Study is to obtain information about the number of trips, trip length, and trip purpose by mode and time-of-day for Treasure Valley households. COMPASS anticipates having a new updated two-county model by spring 2003 and is committed to establishing a peak hour model, covering 4 to 6 p.m., by summer 2003.

# Appendix E: Committed Projects

## Committed Projects

Implementing agencies have already approved the projects listed below and their funding sources have been identified. These projects are assumed to be implemented by 2007.

Figure 28: Projects Approved for Funding or in Preliminary Development

Project	Description	Cost	Year	Funding Source*	ITD Key #	Responsible Agency/ Project No.
10th Ave. Overpass, Caldwell	Bridge replacement	\$942,000	2003	Bridge (Local Road System)	8091	City of Caldwell 8091
Caldwell Centennial Way Beautification	Landscaping	\$516,000	2003	STP-E	8380	City of Caldwell 8380
FY03 Canyon County Transit	Purchase 2 buses	\$140,000	2003	CMAQ	8342	ITD 8342
Happy Valley Rd., Canyon County	Railroad Gate/Signal	\$365,000	2003	STP-Safety	7202	Nampa Highway District #1 7202
Homedale Rd., Canyon County	Resurface and rehabilitate pavement	\$2,499,000	PD	STP-R	8080	Golden Gate Highway District 8080
I-84, from Black Canyon to Sand Hollow	Groove and grind pavement	\$2,900,000	2005	IM	H340	ITD H340
I-84, End of Concrete Caldwell to RR Bridge, Nampa	Rehabilitate pavement	\$5,494,000	PD	IM	8401	ITD 8401
I-84, Franklin Rd. IC, Caldwell	Reconstruct interchange bridge and acquire additional right-of-way	\$8,500,000	2006	IM	7795	ITD 7795

Project	Description	Cost	Year	Funding Source*	ITD Key #	Responsible Agency/ Project No.
I-84, Franklin Rd. IC Stage 2, Caldwell	Interchange improvements	\$10,800,000	2007	IM	7795	ITD 7795
I-84, Franklin IC, Nampa	Reconstruct interchange and acquire additional right-of-way	\$8,887,000	PD	IM	7825	ITD 7825
I-84, Intersection of Cleveland Blvd. & Indiana	Add traffic signal	\$262,000	2003	State Funded/ State Forces	7049	ITD 7049
I-84, Intersection of Garrity Blvd. & Flamingo Rd., Nampa	Add traffic signal <i>(Companioned with Garrity Widening Key 6997)</i>	\$338,000	2005	State Funded/ State Forces	6995	ITD 6995
I-84 Intelligent Transportation Oregon Department Of Transportation Cooperative	Improve safety. The Idaho Transportation Department and the Oregon Department of Transportation will enter an agreement to add a variable message board to the interstate. This message board will alert motorist that the interstate is closed and they should get off at the next exit.	\$30,000	2004	IM	H363	ITD H363
I-84, JCT SH-44	Rehabilitate pavement and improve guardrails.	\$2,566,000	2007	STP-State	H350	ITD H350
I-84, from JCT SH-44 to the City of Caldwell	Rehabilitate pavement	\$1,370,000	2006	STP-State	H341	ITD H341
I-84, Karcher IC, Nampa	Construct new interchange	\$35,600,000	2004	IM	3214	ITD 3214
I-84, from Karcher JCT to Nampa Blvd.	Pavement rehabilitation (companioned with H313)	\$1,070,000	2004	STP-State	8628	ITD 8628
I-84, from Nampa Blvd. IC, Eastbound Lane	Rehabilitate bridge	\$357,000	2007	IM	H317	ITD H317
I-84, from Sand Hollow to Mile Post 21	Rehabilitate pavement	\$2,565,000	2006	STP-State	H342	ITD H342
I-84, UPPR Overpass, Westbound Lanes, Nampa	Rehabilitate bridge	\$425,000	2007	IM	H318	ITD H318

Project	Description	Cost	Year	Funding Source*	ITD Key #	Responsible Agency/ Project No.
I-84B, Blaine St., Caldwell	Rehabilitate pavement	\$480,000	2006	State Funds	H338	ITD H338
I-84B, Cleveland Blvd, Caldwell	Rehabilitate pavement	\$1,100,000	2006	State Funds	H337	ITD H337
I-84B, from Garrity Blvd. to Nampa CL	Minor widening and resurfacing	\$1,505,000	2005	STP-U	6997	City of Nampa 6997
I-84B, from Garrity Blvd. to Nampa CL	Minor widening and resurfacing	\$1,505,000	2005	STP-State	6997	City of Nampa 6997
I-84B, Intersection of Garrity & N Kings Rd., Nampa	Add traffic signal	\$599,000	2005	STP-U	7184	City of Nampa 7184
I-84B, Intersection of Garrity & N Kings Rd., Nampa	Add traffic signal	\$599,000	2005	STP-State	7184	City of Nampa 7184
Intersection of Franklin & 21st Ave., Caldwell	Minor widening and resurfacing	\$1,421,000	PD	STP-U	8075	City of Caldwell 8075
Middleton Alternate Route Study	Conduct study	\$955,000	2005	STP-Rural	L308	City of Middleton L308
Northside Rd, Nampa	Railroad gate/signal	\$653,000	2003	STP-Safety	5712	ITD 5712
Notus Canal Bridge to Franklin Rd., Caldwell	Minor widening and resurfacing	\$343,000	2003	STP-U	8076	City of Caldwell 8076
SH-44, Corridor Preservation, Jct. I-84 to Eagle	Miscellaneous improvements and right-of-way acquisition	\$1,100,000	2003-2006	STP-State	7827	ITD 7827
SH-45, Roosevelt to JCT I-84B, Nampa	Pavement Rehabilitation (Deleted from Key 7638)	\$590,000	2004	State Funds	8565	ITD 8565
SH-55 & Farmway Rd.	Safety Improvement	\$235,000	2006	State Funds	H323	ITD H323
SH-55, from Mile Post 6.4 to the Indian Creek Bridge	Replace metal guardrail	\$185,000	2005	STP- HAZ ELM	H301	ITD H301
SH-55, Marsing to Sunnyslope Curve	Reconstruction and realignment	\$7,400,000	2006	NHS	0088	ITD 0088

Project	Description	Cost	Year	Funding Source*	ITD Key #	Responsible Agency/ Project No.
SH-55, Midway to Karcher Rd., Nampa	Minor widening and resurfacing	\$2,155,000	PD	NHS	6196	ITD 6196
SH-55, Sunnyslope Rd. Turnbay	Add turnbay for safety	\$1,080,000	2006	NHS	8428	ITD 8423
SH-55, UPPR Overpass, Nampa	Rehabilitate bridge	\$974,000	PD	NHS	H313	ITD H313
Transit Capital	Acquire land, develop preliminary design, and construct a transit and administration facility. <i>(Project delayed from 2002)</i>	\$624,470	2003	FTA 5309	PD3022	Canyon County PD3022
Transit Capital	Construct Phase II of the administration and maintenance facility.	\$200,000	2004	FTA 5309	PD3028	Canyon County PD3028
Transit Capital	Purchase approximately 2 medium-duty (25-passenger) ADA-equipped transit vehicles.	\$210,000	2004	FTA 5307	PI3005	ITD Interim Program PI3005
Transit Fixed Route Operations	Provide operating funds for Treasure Valley Transit fixed-route services.	\$200,000	2003	FTA 5307	PI3001	ITD Interim Program PI3001
Transit Fixed Route Operations	Provide operating funds for Treasure Valley Transit fixed-route services.	\$200,000	2004	FTA 5307	PI3006	ITD Interim Program PI3006
Transit Fixed Route Operations	Provide operating funds for Treasure Valley Transit fixed-route services.	\$200,000	2005	FTA 5307	PI3010	ITD Interim Program PI3010
Transit Paratransit Demand Response Service	Provide operation for Treasure Valley Transit demand response services.	\$66,888	2003	FTA 5307	PI3002	ITD Interim Program
Transit Paratransit Demand Response Service	Provide operation for Treasure Valley Transit demand response services.	\$68,888	2004	FTA 5307	PI3007	ITD Interim Program PI3007

Project	Description	Cost	Year	Funding Source*	ITD Key #	Responsible Agency/ Project No.
Transit Paratransit Demand Response Service	Provide operation for Treasure Valley Transit demand response services.	\$71,644	2005	FTA 5307	PI3011	ITD Interim Program PI3011
Transit Planning	Support regional transit planning efforts in the Canyon County urbanized area.	\$37,500	2003	FTA 5307	PI3003	ITD Interim Program PI3003
Transit Planning	Support regional transit planning efforts in the Canyon County urbanized area.	\$15,000	2004	FTA 5307	PI3008	ITD Interim Program PI3008
Transit Planning	Support regional transit planning efforts in the Canyon County urbanized area.	\$15,000	2005	FTA 5307	PI3012	ITD Interim Program PI3012
Transit Capital Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive services to Treasure Valley Transit.	\$135,000	2003	FTA 5307	PI3004	ITD Interim Program PI3004
Transit Capital Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive services to Treasure Valley Transit.	\$90,000	2004	FTA 5307	PI3009	ITD Interim Program PI3009
Transit Capital Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive services to Treasure Valley Transit.	\$93,600	2005	FTA 5307	PI3013	ITD Interim Program PI3013
Transit Capital Preventive Maintenance	Provide preventive maintenance support for fixed route and demand responsive services to Treasure Valley Transit. <i>(Project delayed from 2002)</i>	\$120,000	2003	FTA 5309	PD3035	ITD Interim Program PI3035
US 20, Corridor Preservation, Caldwell to Boise	Miscellaneous improvements and right-of-way acquisition	\$1,100,000	2003-2006	STP-State	7826	ITD 7826

Project	Description	Cost	Year	Funding Source*	ITD Key #	Responsible Agency/ Project No.
US 95, Snake River Bridge to Jct. SH 19, Canyon County	Pavement rehabilitation and minor widening	\$1,261,000	2003	NHS	8094	ITD E307
Vacuum Sweeper Truck	Purchase a sweeper truck for the City of Caldwell	\$170,000	2005	CMAQ	C312	City of Caldwell C312

## Funding Source Abbreviations

CMAQ .....	Congestion Mitigation and Air Quality
CMS .....	Congestion Management System
HZD.ELM .....	Hazard Elimination
IC .....	Interchange
IM .....	Interstate Maintenance
ITD .....	Idaho Transportation Department
ITS.....	Intelligent Transportation System
JCT.....	Junction
MPO .....	Metropolitan Planning Organization
NHS.....	National Highway System
PD .....	Preliminary Development
PE .....	Preliminary Engineering
FTA 5307 .....	Federal Transit Administration Fund for Operation and Capital Needs of Transit Agencies
FTA 5309 .....	Federal Transit Administration Fund for Operation and Capital Needs of Transit Agencies
SH .....	State Highway
SIP .....	State Implementation Plan
STIP .....	Statewide Transportation Improvement Program
STP .....	Surface Transportation Program
STP-E.....	Surface Transportation Program-Enhancement
STP-R .....	Surface Transportation Program-Rural
STP-U .....	Surface Transportation Program-Urban



# Appendix F: I-84 Corridor Travel Demand Management Measures

The I-84 Corridor needs analysis indicates that \$605 million in improvements to the I-84 Corridor are needed from year 2004 through 2020. This needs analysis accounts for an estimated \$454 million worth of construction projects and approximately \$151 million in Travel Demand Management measures during this 17-year period. This level of funding is an estimate of what would be expected to provide a comprehensive package of Travel Demand Management measures that would support achievement of a 25% alternative mode share for the corridor and for the Treasure Valley.

**Figure 29: Transportation Demand Management Summary**

Transportation Demand Management Summary Needs 2004 to 2020 (Estimated Costs)				
TDM Measure	2004-2010	2011-2015	2016-2020	2004-2020 Totals
<b>Express Bus Service</b>	<b>21 new buses (3 spares)</b>	<b>12 new buses (2 spares)</b>	<b>10 new buses (1 spare)</b>	<b>43 new buses (6 spares)</b>
Capital (New buses including spares)	\$7,350,000	\$4,200,000	\$3,500,000	\$15,050,000
Operations & Maintenance (O&M)				
Canyon Co. - Boise	\$7,000,000	\$ 8,000,000	\$10,000,000	\$25,000,000
Meridian – Boise	\$14,000,000	\$15,000,000	\$20,000,000	\$49,000,000
Boise/East of Wye	\$4,200,000	\$5,000,000	\$7,000,000	\$16,200,000
Express Bus Sub Total	\$32,550,000	\$32,200,000	\$40,500,000	\$105,250,000
<b>Park-and-Ride Lots</b>	<b>10 new lots</b>	<b>4 new lots</b>	<b>4 new lots</b>	<b>18 new lots</b>
Right-of-Way and Construction	\$8,200,000	\$3,800,000	\$4,000,000	\$16,000,000
<b>Commuteride Vanpool</b>	<b>14 new vans</b>	<b>10 new vans</b>	<b>10 new vans</b>	<b>34 new vans</b>

Capital (New vans)	\$490,000	\$355,000	\$355,000	\$1,200,000
O&M	\$1,720,000	\$2,100,000	\$2,980,000	\$6,800,000
Vanpool Sub Total	\$2,210,000	\$2,455,000	\$3,335,000	\$8,000,000
<b>TDM Marketing &amp; Other Programs*</b>	\$4,000,000	\$4,000,000	\$4,000,000	\$12,000,000
<b>Transit ITS</b>		\$3,000,000	\$3,000,000	\$10,000,000
<b>Estimated Cost Totals</b>	<b>50,960,000</b>	<b>\$45,455,000</b>	<b>\$54,835,000</b>	<b>\$151,250,000</b>

# Appendix G: Glossary

Figure 30: Glossary of Terms

Term	Definition
ACHD Commuteride	Ada County Highway District's program that coordinates car- and vanpools and manages Treasure Valley Metro.
Arterial	Any street used for fast, heavy traffic (such as an interstate).
Carpool	An arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together.
Collector	Any street that primarily moves traffic from local roads to arterials.
COMPASS	Community Planning Association of Southwest Idaho
Corridor	A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.
District 3	One of six ITD-designated districts in Idaho, this district is composed of the 10 southwest Idaho counties, including Canyon and Ada Counties.
Functional Classification	The process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide.
High-Occupancy Vehicle (HOV)	Vehicle with more than one rider, sometimes given preferential treatment in the planning of transportation facilities, such as carpool lanes on highways.
Intermodal	Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as "multimodal."
ITD	Idaho Transportation Department. State agency responsible for Idaho's roadways and bridges.
Level of Service	For highway systems, a qualitative rating of the effectiveness of a highway or highway facility in serving traffic, in terms of operating conditions.
Local Road	A road used for access to abutting properties.
Metropolitan Planning Organization (MPO)	Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75 percent of the affected population (in the metropolitan area), including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable state or local law.
Public Transportation	Transportation by bus, or rail, or other conveyance, either publicly or privately owned, providing to the public general or special service (but not including school buses or charter or sightseeing service) on a regular and continuing basis. Also known as "mass transit", "mass transportation", and "transit".
Regional Public Transportation Authority (RPTA)	A state-designated agency responsible for administering state funds, preparing the required Regional Transportation Plan and Regional Transportation Improvement Program, and other tasks.

Term	Definition
Right-of-Way (ROW)	A parcel of land dedicated or reserved for use as a public way, which in urban areas may include streets, sidewalks, utilities, or other service functions.
Single Occupant Vehicle (SOV)	A vehicle that carries the driver only.
Transportation Demand Management (TDM)	A concept that seeks to reduce the number of vehicles using the road system while providing mobility options to those who wish to travel.
Urbanized Area	Area designated by the Bureau of the Census that has a population of 50,000 or more.

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