

CHAPTER 4

DESIGNING THE FUTURE

Land Use in the Treasure Valley: Two Visions of the Future

The way the land might be used now and in the future was the first consideration when developing *Communities in Motion*. Land use scenarios were developed primarily for Ada County and Canyon County, since these two counties have the largest populations and greatest anticipated growth. These scenarios also considered the affects of growth in the Partnering Counties (Boise, Elmore, Gem, and Payette) on the regional transportation network. Although land use crafted the base for *Communities in Motion*, transportation issues remain the focus.

Communities in Motion considered future transportation needs by developing the “Community Choices” scenario for the regional long-range transportation plan and using “Trend” for comparison. “Community Choices” emerged from the “Satellite Cities” and “Corridor” scenarios from the February 2005 community workshops.⁸⁰ It may take several years for “Community Choices” development patterns to take hold, primarily because different land use patterns occur through new ordinances and amendments to comprehensive plans.

⁸⁰ For more information about how the growth scenarios were developed and how they evolved through the public involvement process, see the [Growth Scenario Process](http://www.communitiesinmotion.org/Documents/cic2006/ScenarioProcess.pdf) white paper. URL: <http://www.communitiesinmotion.org/Documents/cic2006/ScenarioProcess.pdf>

In addition, development applications now in process will flavor the pattern for many years. More than 31,000 new lots were under consideration at the end of December 2005, according to the COMPASS Annual Monitoring Report. More were filed between then and mid-2006, including a number of planned communities, which vary in size from 700 dwelling units to more than 12,000. The COMPASS Board concurred with the need to understand implications of the “Trend” scenario.

National Traffic Factoids⁸¹



“Trend” residential development

⁸¹ ABC News, February 13, 2005, <http://abcnews.go.com/Technology/Traffic/story?id=462298&page=1>

Therefore, “Trend” illustrates near-term development patterns until legal changes are enacted and accepted by the marketplace. “Trend” also illustrates the problem with the lack of existing, effective alternatives that could encourage and support a redirection of land use patterns. It is hard to encourage transit-oriented development when transit services are limited or non-existent.

“Trend” continues the general pattern of growth in the region, which has been predominantly low-density residential and office/commercial uses, with transportation networks designed almost exclusively for the private automobile.

“Community Choices” keeps the majority of new development within areas of city impact⁸² and focuses both housing and employment development along the rail and State Highway 44 (State Street) corridors. “Community Choices” develops 83,000 less acres of land than “Trend” because it introduces higher housing densities, creating more housing choices. This style of development supports alternative modes of transportation such as transit, walking, or biking. “Community Choices” will still include “traditional” housing types found under Trend, but will, however, allow and promote the more compact housing where appropriate in each

⁸² Area of City Impact is a requirement of state law requiring a land use plan that not only plans for the area within the city’s legal boundaries, but also plans for areas outside of the city’s legal boundaries that are still in the unincorporated area of the county and have not yet been annexed into the city. Officially negotiated areas of city impact are necessary prerequisite for cities to annex adjacent properties.

community. An excellent presentation on [transit-oriented development](#)⁸³ was produced by the Local Government Commission.

The table on the following page depicts the differences between land use and transportation for both “Trend” and “Community Choices” scenarios. Implications of each are also described.



“Community Choices” residential development

⁸³ *Creating Great Neighborhoods: Density in Your Community*; Local Government Commission Report 2003. http://www.lgc.org/freepub/PDF/Land_Use/reports/density_manual.pdf

Scenario Comparisons

	“Trend”	“Community Choices”
Land Use	<ul style="list-style-type: none"> ▪ Consumes 125,000 acres ▪ Growth continues on current open space ▪ 20% of development supports alternative transportation ▪ Jobs and housing remain scattered 	<ul style="list-style-type: none"> ▪ Consumes 42,000 acres (2/3 less land than “Trend”) ▪ Offers more diversified housing types ▪ Keeps jobs and housing closer together
Transportation	<ul style="list-style-type: none"> ▪ Limited options for alternative transportation ▪ Allows some development that supports transit ▪ Generates one million more vehicle miles of travel per day (21 million total VMT per day) 	<ul style="list-style-type: none"> ▪ Supports alternative transportation through higher density and proximity of housing to jobs, goods and services. (52% of development supports alternative transportation)
Implications	<ul style="list-style-type: none"> ▪ More growth in currently undeveloped areas ▪ Less choice for housing types ▪ Jobs and services remain separate and often distant ▪ Automobile dependence ▪ More personal time used to travel 	<ul style="list-style-type: none"> ▪ Preserves more open space ▪ Encourages infill and redevelopment in currently developed areas, requiring attention to design ▪ More housing choices to better reflect the needs of future population—smaller households, older population ▪ Better opportunity for alternative transportation, including transit (not as dependent on automobiles) ▪ Promotes jobs and services closer to neighborhoods ▪ Less personal time in the car



The Plan Coordination Team met throughout the summer of 2005 to develop the future regional transportation system

The Plan for Future Corridors

The Plan Coordination Team (PCT) developed a transportation system for each of the two land use scenarios. For “Trend,” the PCT analyzed the transportation deficiencies of the no-build system. The highest deficiency roadways (more than 40% over capacity) appeared as red lines on the map (see Chapter 2, page 13). The PCT took the “Visine” approach – get the red out! Land use patterns in the “Trend” scenario dictated that public transportation was not a viable option; therefore, it was anticipated that the transit system would remain much as it is today. The “Trend” transportation system is not included within the plan since it is for comparison purposes only.

However, maps of the [trend road](#)⁸⁴ and [trend transit](#)⁸⁵ systems are available.

The PCT developed the transportation system for “Community Choices” by making transit the priority and planning roadway improvements that will enhance the transit system. Surprisingly, the roadway system for “Community Choices” is very similar to the one for “Trend,” although some roadways were not widened to the extent they were under the “Trend” scenario. Additional congestion is considered more acceptable in the compact areas – just as any major city experiences congestion in their compact development areas. The “Community Choices” roadway system can be viewed as a “sub-set” of the “Trend” roadway system. The “Community Choices” transit system, shown on the following map, is more than ten times the size of the “Trend” transit system. The federal government requires that long-range transportation plans be fiscally constrained. In addition, we do not have enough funding to build an un-congested roadway network; the reality is that there is not enough money to pay for the desired transportation networks, whether “Trend” or “Community Choices,” without finding new revenue sources.

⁸⁴ Map of Trend Road Projects URL: http://www.communitiesinmotion.org/Documents/openhouses/trendroad_B.pdf

⁸⁵ Map of Trend Transit Projects URL: http://www.communitiesinmotion.org/Documents/openhouses/trendTransit_B.pdf

Unfortunately, the transit system in the Treasure Valley will not improve much beyond what we have today without a local funding source. If the region wants an efficient transit network, and local elected officials support this vision for the future, the Idaho Legislature must aid the region in finding a way to pay for the system.

The transportation demand model showed the forecasted deficiencies without all the improvements in place. This “No-Build” deficiency map includes only the projects planned

through FY 2009. Without any improvements, 43% of the major roadway system (collectors, arterials and freeways) would be over capacity.

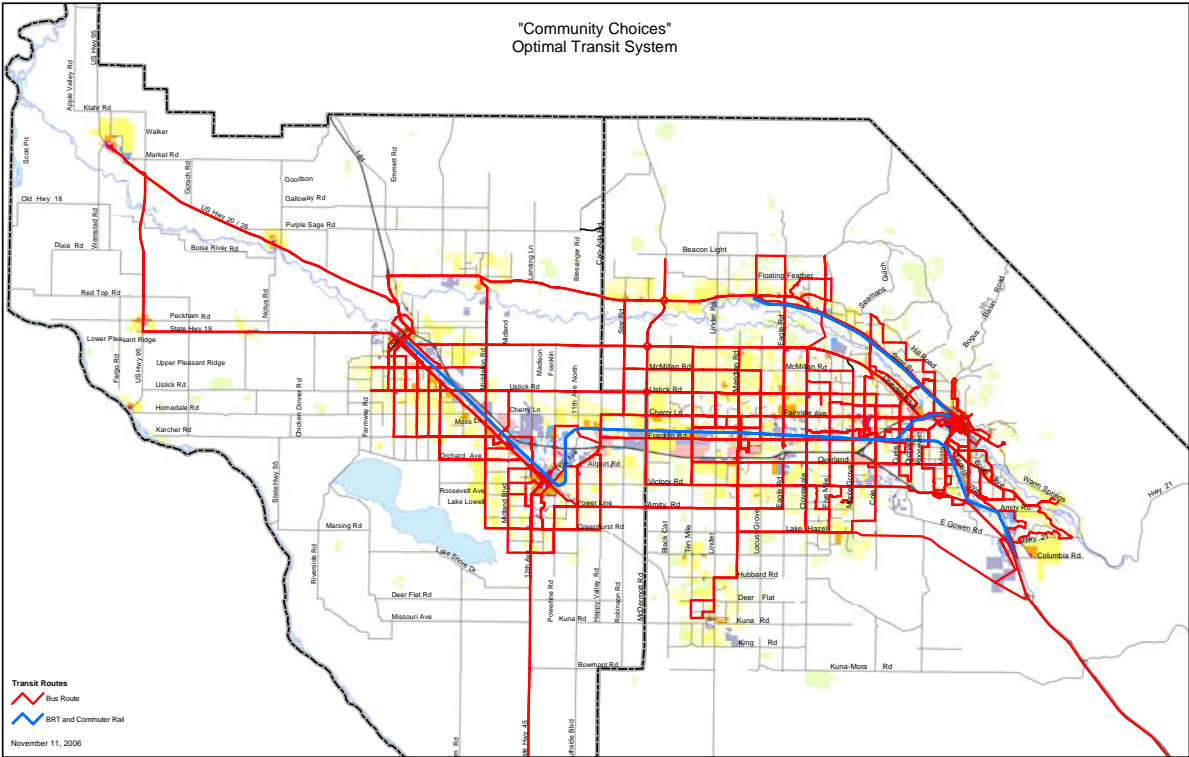
After the transportation system for the “Community Choices” scenario was developed, it was run through the transportation demand model to show the forecasted deficiencies with all the improvements in place, including expanded public transportation service

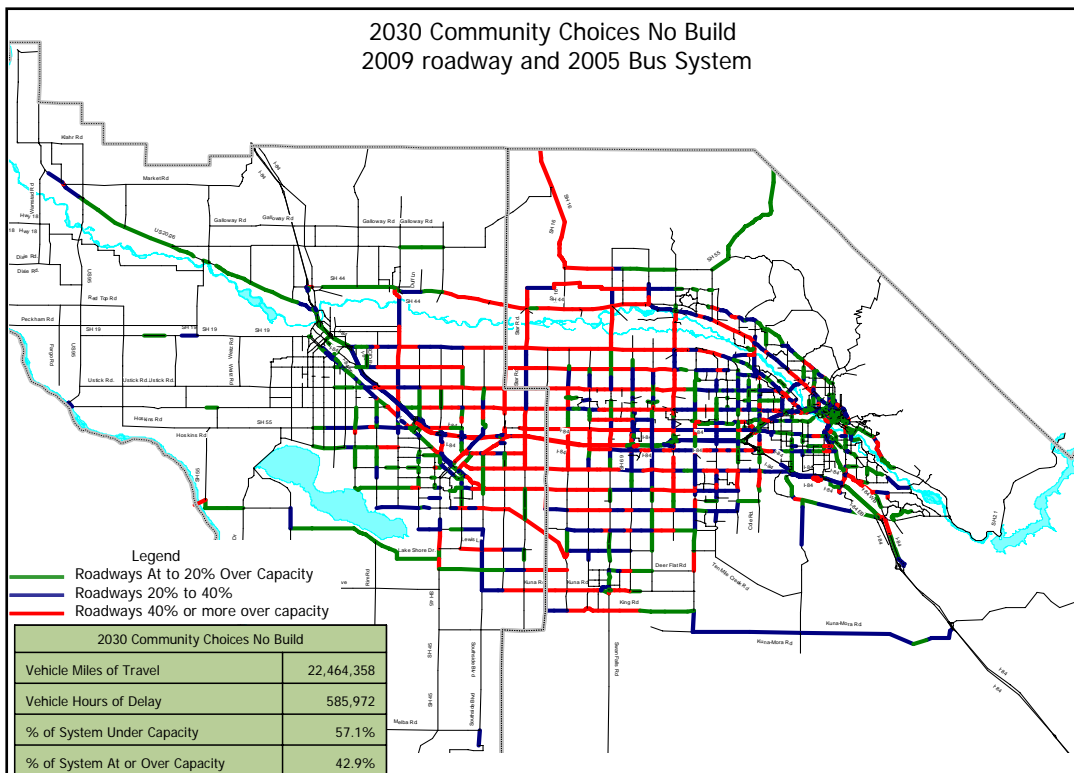
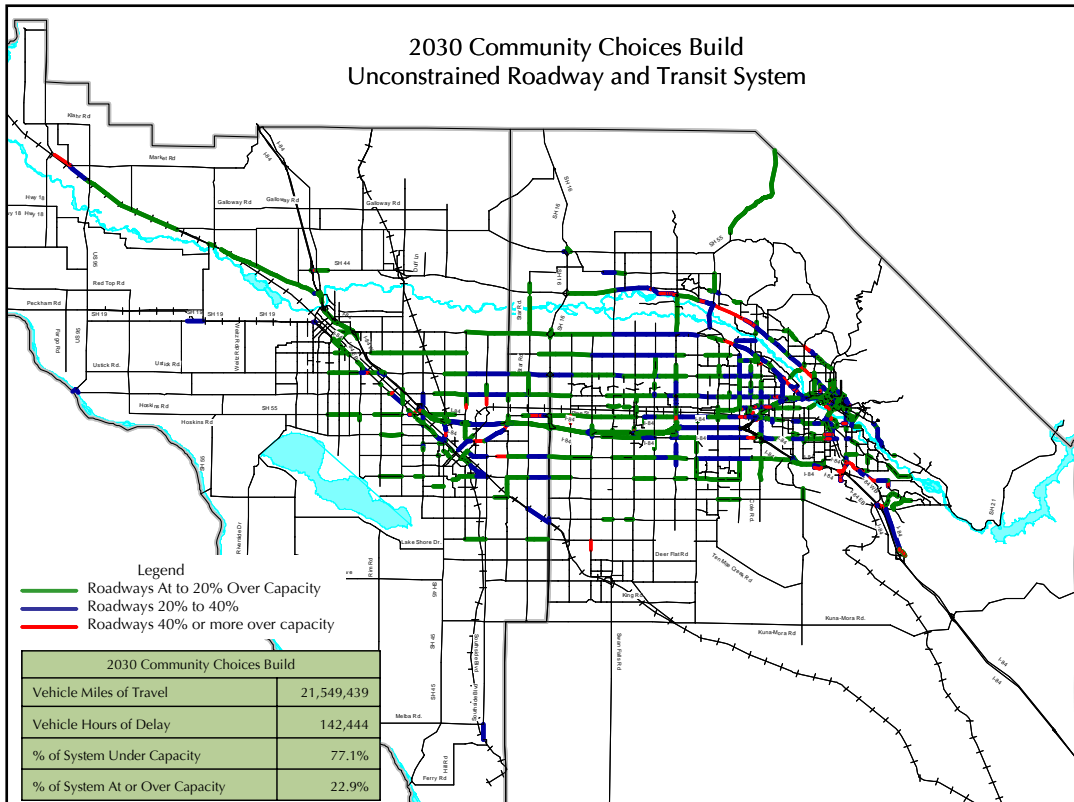
Transit Service Levels

	Trend	Community Choices
Bus local fixed-route	19	69
Express bus routes	2	3
Miles of bus rapid transit (BRT) routes	0	10
Miles of BRT or rail transit routes	0	38
Hours of service per weekday	490	4,600

This “Build” deficiency map includes the projects planned through FY 2009 as well as the entire new transportation system for “Community Choices,” including transit. With improvements, the percentage of roadways over capacity drops to 23%, with most of the heaviest congestion removed.

[Detailed Deficiency Maps¹](#) can be viewed online.





Assumptions for Corridors

Communities in Motion was developed with a vision toward large regional transportation projects rather than at specific local projects. When developing the corridor list, the CIM team assumed that:

1. The split for roadway operations/maintenance and capital projects is 50/50.
2. The split for major capital and minor capital is 76/24 (approximately \$2.2 billion for major capital and \$700 million for minor capital).
3. Minor operational projects such as improving a road to three-lanes, studies, and short connections of up to five-lane sections (one to two miles) will not be a part of the funding decision list. These will be maintained in the plan as base assumptions.

Increases in maintenance needs could greatly affect the funding available for capacity improvements.

There are two types of capital improvements: major capital and minor capital. It was determined that only the major capital corridors⁸⁶ would be included specifically in the plan and prioritized. The minor capital projects include intersections, traffic signals, shorter-length roadway projects, and safety projects. A map of some corridors, but not all that could be considered

⁸⁶ Proposed Major Capital Roadway and Transit Improvements Map URL: http://www.communitiesinmotion.org/Documents/datareports/majorcapital_D2.pdf

under the “minor” capital category⁸⁷, is available.

Evaluation of Alternative Transportation and Mode Share

In past plans, the evaluation of the effects of investment in alternative transportation modes—transit and pathways—has been informal. The travel demand model⁸⁸ was used only to forecast vehicular travel on roads. In 2005, COMPASS completed an update to its travel demand model using funds provided by Valley Regional Transit.

This updated model provided COMPASS the tools to quantify the amount of travel that would use private vehicles, transit, walk or bike. This evaluation of “mode choice” goes through the initial steps of trip generation (how many trips per day) and trip distribution (where would the trips go) and then computes the share of trips likely to use transit based on:

- Existence of transit services and sidewalks/pathways.
- Travel times and distances by each mode.
- Cost of parking.
- Proximity of employment and services to dwelling units.

The last factor is critical to biking and walking, as these are more likely to occur with shorter travel distances. Transit is more likely to be a choice when roadways are congested, travel

⁸⁷ Proposed Minor Capital Roadway Improvements Map URL: <http://www.communitiesinmotion.org/Documents/datareports/minorcapital.pdf>

⁸⁸ Travel Demand Forecast Model, White Paper, COMPASS, URL: <http://www.communitiesinmotion.org/Documents/datareports/COMPASSModel.pdf>

times on transit modes are comparable to or better than driving, and parking costs are high. (View a more technical discussion of the mode choice model by clicking [here](#)⁸⁹.)

Transit's share of regional trips by 2030 was forecasted to be less than 2% of all trips, and in 2006 less than 1% used transit to get to work. Walking and biking have higher shares of trips to work -- 3.2% -- according to the 2000 Census.

How are corridors placed in priority?

Transportation needs outweigh existing revenues available to the region over the next twenty years. Therefore, the planning team developed a process to guide the selection of corridors so that funds could be spent where growth is desired and where the transportation benefits are highest. A similar process will be used in the future to aid COMPASS and ITD in selecting projects for short-term investments, i.e., those projects included in the Transportation Improvement Program (TIP)⁹⁰ and State Transportation

Improvement Program (STIP).⁹¹ The selection and ranking process for capital projects included a variety of factors, including:

- Dollars per Vehicle Miles Traveled – the cost of improvements per vehicle mile traveled.
- Time Savings – potential time saved because of the improvements in hours.
- Connections – fills gaps in system, ties to transit spine, or removes barriers.
- Regionality – based on classification of roadway according to function: interstate, state highway, principal arterial, or minor arterial.
- Growth Area – relation of the corridor to the growth areas in the “Community Choices” scenario. The concept is that public funds would go to promote growth consistent with “Community Choices” and growth outside of the target areas would need to develop other funding.
- Percent of Regional Growth (x2) – percentage of the anticipated regional growth from 2005-2030.
- Transit (x2) – based on whether a roadway also has a regional transit route, a local transit route, or no transit route.
- Pavement and bridge sufficiency data for consideration in maintenance projects.
- Accident data for consideration in safety projects.
- Environmental issues that will help determine project readiness.
- Congestion Management System information on current system delays.
- Traffic operations issues, including project benefits as detour routes for other corridors during construction.

⁸⁹ “Mode Choice Model White Paper,” Fehr and Peers for COMPASS, April 2006, URL: <http://www.communitiesinmotion.org/Documents/data-reports/FINALMODEDOCUMENTATION041206.pdf>

⁹⁰ The Transportation Improvement Program (TIP) is a five-year approved list of priority transportation projects. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. The list includes roadway and public transit projects.

⁹¹ The State Transportation Improvement Program (STIP) is similar to a TIP, but includes all projects in the state of Idaho, including those listed in the TIP.

- Existence of corridor management plans addressing access management and other land use policies.

One difficulty encountered in the prioritization process is the mix of corridors in the Partnering Counties (Boise, Elmore, Gem, and Payette) in the table.

The COMPASS Travel Demand Forecast Model cannot currently provide useful information on corridor volumes, time savings, and other information to allow comparison. Also, the “regional” funding pot is not really available for any corridor in the list.

As the table below indicates, over half the local entity revenues are derived from local sources such as

property taxes, impact fees, and local option registration fees. Another 41% of the revenue is obtained from the allocated state-collected revenues, primarily from the Highway Distribution Account. Ada County and Canyon County have 87% of the local revenue.

The Idaho Transportation Department would have the balance of the estimated current \$161 million available for roadways—approximately \$67 million per year. This number is only to provide a sense of the general funding distribution, and these numbers reflect the amount of funding available for all roadway investments, including operations and maintenance, minor capital and equipment, and major projects.

Breakout of Regional Funding by County

	2002	2003	2004	Average	% of Funds by County
Total for Ada County	\$52,732,215	\$53,044,690	\$64,679,096	\$56,818,667	66%
Total for Canyon County	\$16,661,956	\$18,046,929	\$19,445,745	\$18,051,543	21%
Total for Boise County	\$2,221,029	\$1,752,432	\$394,167	\$1,455,876	2%
Total for Elmore County	\$4,657,049	\$5,418,245	\$4,908,164	\$4,994,486	6%
Total for Gem County	\$644,324	\$1,820,432	\$1,988,874	\$1,484,543	2%
Total for Payette County	\$3,018,916	\$3,208,382	\$2,362,147	\$2,863,148	3%
Regional Non-ITD	\$79,935,489	\$83,291,110	\$93,778,193	\$85,668,264	
Federal Revenue	\$4,009,972	\$3,310,109	\$5,574,846	\$4,298,309	
% of Income	5%	4%	6%	5%	
State Sources	\$34,649,710	\$35,473,942	\$35,282,904	\$35,135,519	
% of Income	43%	43%	38%	42%	
Net Local Sources	\$41,275,807	\$44,507,059	\$52,920,444	\$46,234,436	
% of Income	52%	53%	56%	53%	

Therefore, it is difficult to mix the Partnering County corridors into the total for a fair and meaningful comparison. Of the \$219 million in Partnering County corridors, \$143 million are ITD system corridors, including the Indian Valley and SH 16 corridors, which are part of the Grant Anticipation Revenue Vehicle (GARVEE) bonding proposal. The \$2.22 billion funding referred to at the end of the table below includes all funding across the region—local and ITD.

The table assumes that all listed Ada and Canyon projects could be funded even if one or more of the three non-ITD Partnering County corridors were to be funded. The latter projects were not subjected to the same prioritization due to limited information on future traffic volumes and other factors. The available funding has been reduced to account for increased maintenance costs for an expanded local street and arterial street system.

**ADA AND CANYON COUNTIES – FUNDED
In Alphabetical Order**

ID	Corridor	Cost	Cumulative
1	Amity Road: Southside Blvd-Cloverdale Road. Widen from 2 lanes to 5 lanes.	\$51,900,000	\$51,900,000
2	Cherry Ln: Middleton Road-Ten Mile Road. Widen from 2 lanes to 5 lanes.	\$49,100,000	\$101,000,000
3	Cloverdale Road: Lake Hazel Road-Chinden Blvd. Widen from 2 lanes to 5 lanes.	\$43,600,000	\$144,600,000
4	Fairview Ave.: Meridian Road-Orchard. Widen from 5 lanes to 7 lanes.	\$41,010,000	\$185,610,000
5	Franklin Road: Can Ada Road-Linder Road. Widen from 2 lanes to 5 lanes.	\$26,700,000	\$212,310,000
6	Greenhurst Road: Middleton Road-Happy Valley Road. Widen from 2 lanes to 5 lanes.	\$26,700,000	\$239,010,000
7	I-84: Cole/Overland IC-Isaacs Canyon IC. Widen from 4 lanes to 8 lanes. Includes interchange reconstruction at Orchard, Vista, Broadway and Gowen.	\$293,000,000	\$532,010,000
8	I-84: Exit 29-Garrity IC. Widen from 4 lanes to 6 lanes. Includes reconstruction of Franklin and Nampa Blvd interchanges and existing over/underpasses.	\$513,800,000	\$1,045,810,000
9	I-84: Future SH 16 Interchange: (vicinity of McDermott). Construct new interchange with ramps to connect with Franklin.	\$73,600,000	\$1,119,410,000
10	I-84: Garrity IC-Meridian IC. Widen from 4 lanes to 8 lanes. Includes reconstruction of Garrity interchange and existing over/underpasses.	\$192,400,000	\$1,311,810,000
11	Lake Hazel Road: Happy Valley - Eisenmann Road (including Gowen Road Realignment)	\$104,210,000	\$1,416,020,000
12	Meridian Road: Waltman Dr-Ustick Road. Complete corridor improvements to 5 lanes. Includes partial couplet involving Main Street and Meridian Road.	\$12,700,000	\$1,428,720,000
13	SH 16: Ada/Gem line-I-84. Construct expressway with interchanges at Chaparral, Beacon Light, SH 44, US 20/26, & Ustick Road. Overpass/underpass at other roadways	\$241,860,000	\$1,670,580,000
14	SH 44: I-84-Ballantyne Road. Widen from 2 lanes to 4 lane limited access divided highway. Includes a new alternate route around Middleton.	\$83,600,000	\$1,754,180,000
15	SH 44 (State Street): SH 55 (Eagle Road) to downtown Boise (Multi-Modal Center)	\$43,840,000	\$1,798,020,000
16	Ten Mile Road: Lake Hazel - Chinden Blvd. Widen from 2 lanes to 5 lanes.	\$39,920,000	\$1,837,940,000
17	Three Cities River Crossing: SH 44-Chinden Blvd. Construct new roadway at 4/5 lanes and new bridge.	\$55,000,000	\$1,892,940,000
18	US 20/26: Exit 29-Eagle Road. Widen from 2 lanes to 4 lane limited access divided highway.	\$202,930,000	\$2,095,870,000
19	Ustick Road: Caldwell/Nampa Blvd.-Curtis Road. Widen from 2 lanes to 5 lanes.	\$103,200,000	\$2,199,070,000

Demonstration of Air Quality Conformance

Federal regulations require that metropolitan planning organizations demonstrate their transportation plans conform to the state's air quality plans. This process is often referred to as "transportation conformity." Ada County is the only jurisdiction in the six-county region required to have air quality plans as a result of past air quality problems. As part of the process, emissions are estimated and compared to budgets.

The results of this analysis are given to the Federal Highways Administration and Federal Transit Administration for approval. The transportation plan is not official until this approval is received. For more information on this process, refer to the [Draft *Communities in Motion* Conformity Demonstration](#).⁹²

⁹² "Conformity Demonstration" for Draft *Communities in Motion*, COMPASS, URL: http://www.communitiesinmotion.org/Documents/cic2006/CIM_PM_Conformity-draft2.pdf

**ADA & CANYON COUNTIES – ROADWAY – ILLUSTRATIVE
In Alphabetical Order**

o.	Corridor	Cost	Cumulative
1	Beacon Light Road: SH 16-SH 55. Widen from 2 lanes to 5 lanes.	\$37,430,000	\$37,430,000
2	Beacon Light Road Extension: Purple Sage Road-SH 16. Construct new 2 lane road.	\$3,100,000	\$40,530,000
3	Black Cat Road: Franklin Road-Chinden Blvd. Widen from 2 lanes to 5 lanes.	\$29,300,000	\$69,830,000
4	Happy Valley Road (5 lane) – from I-84 to Locust Lane	\$31,440,000	\$101,270,000
5	I-84: Ustick Road Interchange. Construct new interchange.	\$25,000,000	\$126,270,000
6	Kuna Mora Road: SH 45/Bowmont Road-existing section (including preservation for RR overpass)	\$6,000,000	\$132,270,000
7	Linder Road: Kuna Mora Road-Ustick Road. Widen/construct to 5 lanes. Includes a rail crossing in Kuna and an overpass at I-84.	\$77,530,000	\$209,800,000
8	Linder Road: Ustick Road-Beacon Light Road. Widen from 2 lanes to 5 lanes.	\$25,100,000	\$234,900,000
9	McDermott Road: I-84-Lake Hazel Road (including RR overpass at Hubbard Road). Widen from 2 lanes to 5 lanes. Access management to preserve future expressway.	\$34,600,000	\$269,500,000
10	Middleton Road: Greenhurst Road-SH 44. Widen from 2 lanes to 5 lanes.	\$64,200,000	\$333,700,000
11	Robinson Road: Greenhurst Road-Cherry Ln. Widen from 2 lanes to 5 lanes.	\$37,500,000	\$371,200,000
12	SH 45: Deer Flat Road-Locust Ln. Widen from 2 lanes to 4 lane limited access divided highway.	\$10,600,000	\$381,800,000
13	SH 55: Beacon Light Road-Brookside. Widen from 2 lanes to 4 lane limited access divided highway.	\$1,400,000	\$383,200,000
14	SH 55: Sunnyslope curve to Karcher IC. Widen from 2 lanes to 4 lane limited access divided highway.	\$44,900,000	\$428,100,000
15	SH 69 Connection: Kuna Mora Road-Kuna Road. Build new road parallel to the UP rail (north side) to connect SH 69 to Kuna Mora.	\$2,300,000	\$430,400,000

**ADA AND CANYON COUNTIES – TRANSIT – ILLUSTRATIVE
Annual Operating Costs In Alphabetical Order**

ID	Corridor	Cost	Cumulative
1	BRT along State Street from west of Eagle Road into Downtown Boise (1 Route)	\$2,602,000	\$2,602,000
2	Downtown Boise Circulator (2 Routes – start with buses and evolve to a streetcar system)	\$2,602,000	\$5,204,000
3	Express commuter bus routes between Ada/Canyon and Partnering Counties (5 Routes)	\$6,505,000	\$11,709,000
4	Express route from Caldwell into Boise along US 20/26 (Chinden) (1 Route)	\$2,602,000	\$14,311,000
5	Express route from Caldwell into Boise along Ustick Road (1 Route)	\$2,602,000	\$16,913,000
6	Express route from Nampa into Boise along Franklin Road (1 Route)	\$2,602,000	\$19,515,000
7	Rail – Boise Towne Square Mall to Micron (1 Route)	\$3,844,000	\$23,359,000
8	Rail - Downtown Caldwell to Downtown Boise (1 Route)	\$3,844,000	\$27,203,000
9	Total of 21 local bus routes serving Canyon County including circulators in Caldwell and Nampa	\$27,321,000	\$54,524,000
10	Total of 52 local bus routes serving Ada County, including circulators in Eagle and Meridian	\$67,652,000	\$122,176,000

The region also needs \$300 million in capital over the next twenty-five years to support transit.

Partnering County Corridor List

As mentioned on page 8, there were no criteria available for creating a priority list for all categories in order. These projects are not subject to the urbanized area planning requirement and

are shown for informational purposes. It has not been determined which projects will be funded in the plan.

**PARTNERING COUNTY LIST
In Alphabetical Order**

ID	Corridor	Cost	Cumulative
1	Dewey Road: City of Emmett-I-84	\$22,410,000	\$22,410,000
2	Emmett to Mesa Highway--Indian Valley: City of Emmett-Mesa (ITD)	\$45,150,000	\$67,560,000
3	Harris Creek: Idaho City-Horseshoe Bend	\$39,220,000	\$106,780,000
4	New Route: City of Payette to I-84	\$14,250,000	\$121,030,000
5	SH 16: City of Emmett-Ada/Gem line (ITD)	\$93,950,000	\$214,980,000
6	SH 21: Lucky Peak-Idaho City (ITD)	\$4,030,000	\$219,010,000



The Corridors Defined

Defining the corridors is the first step in creating the plan. Many of the corridors traverse multiple jurisdictions and several of these roadways connect county to county. To help convey the complexity of the corridor concept, each corridor is described in detail, including:

- Why the corridor is important to the region
- Characteristics of the corridor and how it is used
- Recommendations for the corridor to meet CIM goals
- Land use decisions required on this corridor to implement CIM goals (or, actions needed to occur to preserve the corridor for the future improvements)
- Opportunities or challenges for the corridor
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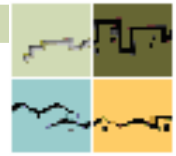
Past, current or programmed improvements to the corridor

- Recommended investments in the funded portion of CIM
- Additional desired improvements (illustrative) or other actions needed in the future—perhaps beyond 2030

To implement the corridors, each needs to be studied to determine the design for each improvement. There will most likely be multiple designs for each corridor as it passes through various land uses. This is “context sensitive” planning. For example, a roadway or bus route must fit within the land use that surrounds it. Therefore, a route through a neighborhood will look and function differently than a route through a more rural area or one that is considered regional in nature.

Each corridor is listed in alphabetical order from this point forward.

The corridor analyses are also available at:
<http://www.communitiesinmotion.org/Documents/datareports/corridorsanalyses.pdf>.



Amity Road

Amity Road connects Nampa with Boise south of I-84.

WHY THIS CORRIDOR MATTERS

Amity Road is one of only three corridors south of I-84 that connects Nampa to Boise. It also serves as an alternative route between the Garrity and Meridian Interchanges during high levels of congestion and delay on I-84.



This corridor extends east from Southside Boulevard in Southeast Nampa to Maple Grove Road in Southwest Boise.

Amity Road is two lanes and posted speeds range from thirty-five miles per hour to fifty miles per hour. It serves rural and residential land uses. A large number of the intersections along the corridor do not have signals. Travel demand along the corridor could be 30,000 vehicles per day by 2030. This increase in travel demand is dependent upon the Greenhurst / Lake Hazel Road corridor becoming a primary east - west route connecting to I-84 at the Isaacs Canyon Interchange.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Amity Road Corridor to meet CIM goals:

- ❖ Consider widening portions of the corridor to accommodate increases in future travel demand.
- ❖ Consider the signalization of key intersections.

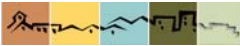
Land use decisions needed to implement the plan:

- ❖ Local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Access to the corridor needs to be managed and additional right-of-way needs to be preserved to ensure the corridor's long-term function as an arterial.

Corridor Prioritization Score

Cost in Millions	\$51.9
\$ per VMT	3
Time Total Savings	5
Connections	1
Regionality	3
Growth Area	5
% of Growth (2x)	2
Transit (2x)	3
Total Score	27

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



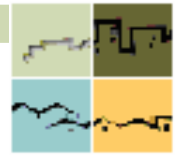
Regional Connection



CHALLENGES AND OPPORTUNITIES

As the area south of I-84 continues to develop and the capacity of the interstate reached, demand on Amity Road will increase. The need for safety/operational improvements (such as intersection signalization), access management and right-of-way preservation will increase as traffic flows increase.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>As the cities of Nampa, Meridian, and Boise grow south of I-84, the function of Amity Road has evolved from that of a rural section line road to a minor arterial.</p> <p>The overpass project at King's Corner overpass in Nampa will make the western end of the corridor safer and more accessible. The bridge crossing is funded through a local bond.</p> <p>The City of Nampa obtained high priority funding through SAFETEA-LU to widen Amity from Chestnut to the King's Corner overpass. The various stages of this project will occur from FY 2006-2009.</p>	<p>Widen Amity Road from two lanes to five lanes from Southside Road in Nampa to Cloverdale Road in Boise. Estimated Cost: \$51,900,000</p>	<p>Signalize key intersections along the corridor.</p>



Black Cat Road

Black Cat Road is an important arterial facilitating north and south travel.



WHY THIS CORRIDOR MATTERS

Black Cat Road carries a significant amount of traffic between its termini at US 20/26 and King Road, a span of thirteen miles. In 2030, the corridor is expected to carry over 24,000 trips per day on its busiest segment south of Ustick Road, and 5000 trips per day on the least traveled section north of Kuna Road. The estimates of increased traffic demand assumes a new SH 16 river crossing that connects to an expressway, a new interchange in the McDermott Road vicinity, and the widening and completion of an interchange at Ten Mile Road.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for the Black Cat Corridor to meet CIM goals:

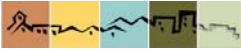
- ❖ Widening of the corridor to five lanes is recommended from Franklin Road to Chinden Boulevard.
- ❖ Support a corridor plan for Black Cat Road.

Land use decisions needed to implement the plan:

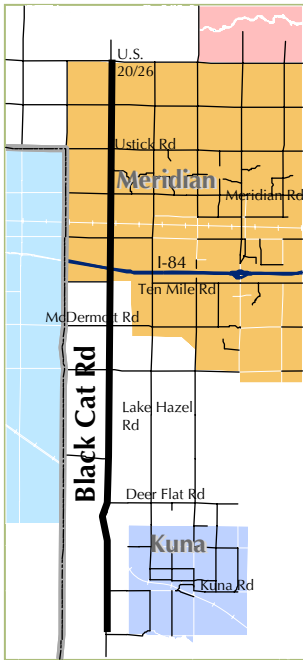
- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the Black Cat corridor is managed to preserve its function as an arterial.

Corridor Prioritization Score	
Cost in Millions	\$29.3
\$ per VMT	3
Time Total Savings	1
Connections	1
Regionality	1
Growth Area	5
% of Growth (2x)	3
Transit (2x)	0
Total Score	17

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



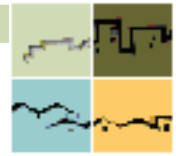
CHALLENGES AND OPPORTUNITIES

Black Cat Road has the potential to evolve as a north-south access route between McDermott Road and Ten Mile Road. Interchanges are currently planned for construction on both McDermott Road and Ten Mile Road. This leaves the Black Cat corridor serving as a minor arterial corridor between the two roadways. While it would carry significantly more traffic than it does today and is a long corridor in terms of length (13.6 miles), it will not be a primary regional route due to its lack of access to I-84, no river crossing and its very proximity to McDermott Road, which is planned to be the major north-south route.

The rail crossing north of Franklin Road will be a challenge with increased traffic on Black Cat Road and the plan for the rail corridor as a future passenger rail or bus rapid transit facility. Over one-hundred twenty homes are within one-hundred feet of the corridor between Franklin Road and Chinden Boulevard.

The increase in travel demand on this corridor is partly due to the level of development anticipated in North Meridian. The North Meridian area is a twelve-square mile area bound by U.S. 20/26, Ustick Road, McDermott Road and Eagle Road. This area could contain over 41,000 people by 2030.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In past long range transportation plans, the proposed SH 16 river crossing showed a connection to Black Cat Road and Ten Mile Road. A river crossing is no longer a potential given the plans for a SH-16 river crossing to McDermott Road.</p>	<p>No projects are recommended at this time.</p>	<p>Widen Black Cat Road to five lanes from Franklin Road to US 20/26 (Chinden Boulevard) in the City of Meridian. Estimated Cost: \$29,300,000</p> <p>Medians may be warranted in the section due to forecasted traffic demand.</p>



Bowmont/Kuna-Mora Road

Kuna-Mora is vital to the region due to its potential role as an alternate to I-84.



WHY THIS CORRIDOR MATTERS

Today, some might not see the importance of this corridor. The road is lightly traveled and passes through agricultural areas and sagebrush; its length and undeveloped status, however, establish its importance as a future east-west route. When connected to SH 45 via Bowmont Road and improved in other sections to a better two-lane highway, Kuna-Mora Road can begin to offer travelers in Ada and Canyon counties an alternative route. While slated for minor improvements during the next twenty-five years, Kuna-Mora Road should be preserved to allow for an expressway with potential grade-separated interchanges. In 2030, the corridor is forecasted to carry just 4,000 to 11,000 trips per day. As noted in the discussion on I-84, however, even with proposed improvements, the interstate east of Cole/Overland will again be over capacity by 2030. The region should consider long-term travel alternatives to I-84, and proposed and potential development may

preclude Kuna-Mora as a future expressway unless a design is completed within the next 1-2 years.

The corridor covers nearly twenty-five miles between its western terminus at SH 45 (via Bowmont) and its connection with I-84 south of Boise. Much of the western end of the corridor is irrigated farmland. Between SH 45 and McDermott Road, over eighty homes are within a quarter mile of the corridor. Bureau of Land Management property breaks the continuity between McDermott and Swan Falls Roads. Farmland is irrigated from the Mora Canal, south of Kuna. While much of the land is held in forty acre parcels, there are many one- to five- acre parcels along the road, with many owner-occupied homes in the area. Subdivisions are increasing in number and several new homes are under construction in the Arrowrock Subdivision at Cloverdale Road.

Further east, land along the corridor turns into unirrigated land and scattered non-residential uses, including a gun club and a model airplane flight area. The Bureau of Land Management owns a small lake and wetlands near I-84.

Goals for *Communities in Motion*

Connections: Provide options for safe access and mobility in a cost-effective manner for the region.

Coordination: Achieve better inter-jurisdictional coordination of transportation and land use planning.

Environment: Minimize transportation impacts to people, cultural resources, and the environment.

Information: Coordinate data gathering and dispense better information.

Recommendations for Kuna-Mora Corridor to meet CIM goals:

- ❖ Kuna-Mora corridor from McDermott through to I-84 (Blacks Creek interchange) is recommended to be preserved as an expressway. From SH 45 to McDermott is recommended to be a four- or five-lane arterial.
- ❖ Alignment studies are needed within one to two years to evaluate options to connect Bowmont with Kuna- Mora around the BLM land near McDermott. This study should include an evaluation of a future connection with McDermott as an expressway. An alignment study is also needed to consider alternatives from Eagle Road to Cloverdale. Interchange locations and footprints need to be established within one to two years.

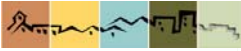
Land use decisions needed to implement the plan:

- ❖ To maintain the right-of-way to construct a future expressway and interchanges, local governments along the corridor should stipulate a minimum setback of 150 feet from the centerline of Kuna -Mora. At the intersections of Kuna-Mora with major roads, setbacks should be negotiated to preserve future interchanges.
- ❖ Direct connections to Kuna-Mora should be conditioned as temporary pending establishment of future backage and frontage roads.

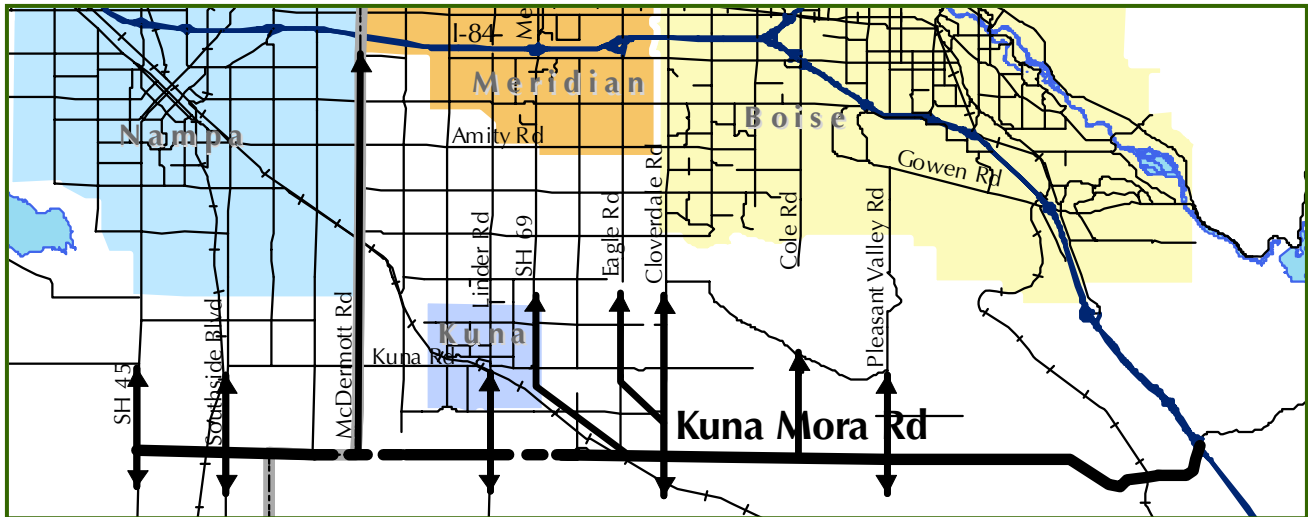
Corridor Prioritization Score

Cost in Millions	\$6.0
\$ per VMT	5
Time Total Savings	3
Connections	5
Regionality	3
Growth Area	3
% of Growth (2x)	1
Transit (2x)	0
Total Score	21

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



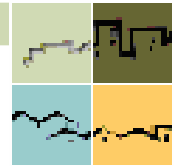
CHALLENGES AND OPPORTUNITIES

Kuna-Mora Road’s rural character is both its challenge and its opportunity. Some may believe that this rural road should be left alone until it is really needed. The issue is that development is already starting to occur along the corridor, meaning that five to ten years from now it will be far more expensive – and perhaps impossible – to create the kind of expressway facility that can offer a true alternative to I-84. As with any major road, future land uses along the corridor need to be planned with an eye toward regional needs—not just reacting to the immediate market.

East of Cloverdale there are few environmental or social challenges. Between SH 45 and Swan Falls there are as many as one-hundred fifty homes near the corridor. BLM land lies in the corridor south of Kuna-Mora Road, and the Mora Canal interrupts the continuity from Swan Falls Road to Eagle Road.

While preservation of the corridor seems prudent, construction of an expressway facility or even preservation of right-of-way is not in the 2030 funded plan. This improvement would be very costly. Many planning issue such as jurisdiction, access management, and corridor preservation will need to be addressed. It is also important to note that upgrading this facility to an expressway does not make sense without the north-south connection to I-84. (See the McDermott Road description.)

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Little evaluation of this corridor has been done. An east-west arterial was proposed in a 1996 plan along Deer Flat Road. In 2002 the COMPASS Board agreed that Kuna-Mora Road should be the future east-west arterial, but no further studies were undertaken.</p>	<p>Extend Bowmont Road/Kuna-Mora Roads to fill gaps between existing sections south of Nampa and Kuna, including preservation for a railroad overpass in Kuna. Estimated Cost: \$6,000,000</p> <p>Study alignments of Kuna-Mora Road as future expressway, including interchange locations. Evaluate alternatives outside the current alignment due to existing development. Establish future rights-of-way needs and access plan. Estimated Cost: \$2,000,000</p>	<p>Widen Black Cat Road to five lanes from Franklin Road to US 20/26 (Chinden Boulevard) in the City of Meridian. Estimated Cost: \$29,300,000</p> <p>Medians may be warranted in the section due to forecasted traffic demand.</p>



Cherry Lane/Fairview Avenue

Cherry Lane/ Fairview Avenue connects major cities in Ada and Canyon County.

WHY THIS CORRIDOR MATTERS

Cherry Lane stretches twenty miles from North Middleton Road in Canyon County near the Nampa/Caldwell city limits and I-84, to downtown Boise, changing to Fairview Avenue at Meridian Road. This east-west corridor connects Nampa, Caldwell, Meridian and Boise and serves as an alternate to I-84. The road intersects several key north-south corridors including Black Cat Road, Ten Mile Road, Linder Road, Meridian Road, Eagle Road, Cole Road, Orchard Road, and eventually connects with Chinden.



East: Much of Cherry Lane/Fairview Avenue is five lanes with signalized intersections within city limits. There is a good deal of employment along this road. More intense commercial and industrial uses lie east of Meridian Road. Future land use plans show substantial mixed-use development in the vicinity of Eagle Road. The corridor borders extensive commercial activities in Boise, which is bounded by low to medium-density residential.

West: To the west of Meridian, the road becomes two lanes with primarily unsignalized intersections. In the west, adjoining property includes agricultural uses and residential developments that transition to lower density housing in Meridian. “Community Choices” has

this corridor identified for main street type of development, compact neighborhood and residential subdivisions north of Nampa.

Bus service does not exist on this corridor west of Boise, but service is planned for Meridian in the future. For the majority of its length, Cherry/Fairview Avenue parallels the rail corridor at a distance of a half-mile to a mile. With regional transit on the rail corridor, the Cherry Lane/Fairview Avenue corridor would offer more local transit services. In the event rail service begins, transit will be needed to provide access to the stations; Cherry/Fairview is the likely route to support such service.

Current average weekday volumes range from 1,400 west of Northside Boulevard to 32,000 west of Eagle Road. By 2030, the travel demand on this corridor could range between 20,000 and 60,000. By 2030 the road, for the entire length of the corridor, is planned to function as a principal arterial serving high traffic volumes, long trips and major urban areas and activity centers.

Transportation Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Cherry Lane / Fairview Avenue Corridor to meet CIM goals:

- ❖ Widen and signalize corridor to support its future status as a principal arterial.
- ❖ Future improvements should respect future plans for transit service.

Land use decisions needed to implement the plan:

- ❖ Land-use decisions should be coordinated with Valley Regional Transit where appropriate to ensure compatibility and support for existing and future transit service.
- ❖ Land-use decisions need to ensure transit supportive densities in the area of planned transit/rail stations and other designated growth areas and discourage development outside existing urban areas.

Corridor Prioritization Score

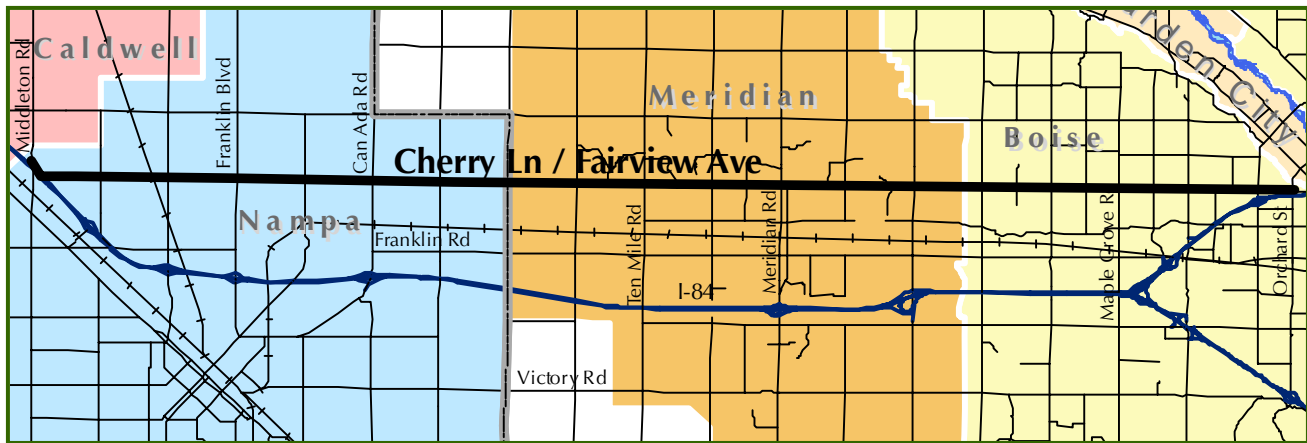
	East	West
Cost in Millions	\$41.0	\$49.1
\$ per VMT	5	5
Time Total Savings	4	5
Connections	1	1
Regionality	3	3
Growth Area	5	5
% of Growth (2x)	5	3
Transit (2x)	3	2
Total Score	34	29

West – Middleton Rd to Ten Mile Rd.
East – Meridian Rd to Orchard

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

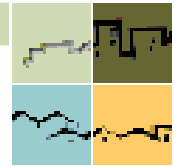


CHALLENGES AND OPPORTUNITIES

While not flagged for as substantial an increase in transit service as Franklin Road, the corridor between Meridian and Boise has a potentially critical role to play. Cherry Lane/Fairview Avenue is one of two corridors bounding the Boise-cutoff rail corridor. Given the planned increase in transit service along Franklin Road and the potential for future passenger rail service, the importance of accommodating bus operations and “non-motorized” modes of travel is critical.

Given the extensive amount of existing and projected commercial development and adjacent residential uses, Cherry Lane/Fairview Avenue will continue to provide regional connectivity as a principal arterial. Access issues and right-of-way constraints will mean a relatively slow-speed corridor, however. By 2030, six intersections from Eagle Road to Curtis Road will exceed 80,000 vehicles per day.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Once part of the original U.S. highway system, this corridor is still significant for commercial uses.</p> <p>The intersection of Fairview Avenue and Eagle Road was proposed for an urban interchange since 1996 but was not carried forward in the <i>Destination 2030 Limited Update</i>. However, the potential for an urban interchange at this location may be possible in the future as redevelopment occurs.</p> <p>The I-84 Corridor study evaluated an interchange at Middleton Road. This interchange would have impacted the alignment and connection of Cherry Lane to Middleton Road, and would have provided direct access to the interstate.</p>	<p>Widen Cherry Lane from two lanes to five lanes between Middleton Road in Nampa to Ten Mile Road in Meridian. Estimated Cost: \$49,100,000</p> <p>Widen Fairview Avenue from five lanes to seven lanes between Meridian Road in Meridian and Orchard Road in Boise. Estimated Cost: \$41,010,000</p>	<p>Median treatments are warranted on segments where daily traffic demand exceeds 24,000.</p> <p>The development of a corridor plan would assist local governments’ decisions on land use and access management prior to widening.</p> <p>The intersection at Fairview Avenue/Eagle Road is forecasted to exceed 116,000 vehicles per day by 2030. Intersections at Maple Grove and Milwaukee will be 75-76,000 vehicles per day.</p> <p>Special intersection designs along Cherry Lane/Fairview Avenue are essential.</p>



Cloverdale & Five Mile Roads

Cloverdale/Five Mile Roads are vital to the region as north-south routes.



WHY THIS CORRIDOR MATTERS

North-south travel has not been as prominent a concern in previous plans as east-west travel. But regional growth is changing the pattern of travel, and the shift in residential and employment growth will challenge existing north-south roads. Given the barriers presented by the foothills, the Boise River, the “benches” and I-84, north-south corridors are often discontinuous. Eagle Road (SH 55), widened in the 1990’s, was overwhelmed by the rapid pace of development. Most north-south roads are bordered by significant residential areas and businesses, constraining the ability to widen roads in response to travel demand.

The connection of Cloverdale Road or Five Mile Road to SH 55 via the Three Cities River Crossing will affect travel patterns, shifting part of the demand on the Eagle Road and Glenwood/Cole corridors. A decision on which roads will be connected is pending. Depending on the connections, Cloverdale and Five Mile Roads will require investments. Both are already classified as arterials. Both now cross I-84, but with limited capacity due to the two-lane configuration of the overpasses. In addition to the corridor’s importance in vehicle movement, it also could be a major transit corridor. As such, the location of major activity centers will need to be considered. By 2030, if Cloverdale Road connects to Three Cities River Crossing, traffic volumes could be 20,000 to 34,000 vehicles per day north of I-84. Without a connection, volumes on Five Mile Road could be from 7,000 to 26,000. The widest variation would be north of McMillan Road, with traffic on Cloverdale Road four times higher than on Five Mile Road. If Five Mile Road were connected also, the volumes would be more balanced between the corridors. South of I-84, traffic volumes would range from 24,000 to 34,000 on Cloverdale Road and from 8,000 to 14,000 on Five Mile Road. Five Mile Road traffic would be more balanced with Cloverdale Road with a river crossing connection and other improvements. Both roads would connect to Lake Hazel Road, which will be a major east-west route from Middleton Road west of Nampa to I-84. But Cloverdale Road offers an easier connection further south to Kuna-Mora Road, proposed in the long term as an expressway.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Cloverdale/Five Mile Corridors to meet CIM goals:

- ❖ As urban arterials, either corridor will need context-sensitive design treatments.
- ❖ Widening of the overpasses will be essential, with priority given to the corridor(s) selected for connection to Three Cities River Crossing.

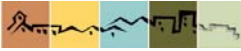
Land use decisions needed to implement the plan:

- ❖ As a major transit corridor, transit-oriented development concepts should be applied to developments within a quarter mile of Cloverdale Road and Five Mile Road. Activity centers should be considered along the corridors with transit stop features such as shelters, lighting and information kiosks.
- ❖ Development along Cloverdale Road south of I-84 should recognize the potential traffic increases when Kuna- Mora Road is built to expressway standards.

Corridor Prioritization Score

Cost in Millions	\$43.6
\$ per VMT	4
Time Total Savings	2
Connections	1
Regionality	1
Growth Area	5
% of Growth (2x)	5
Transit (2x)	4
Total Score	31

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



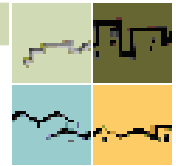
Regional Connection



CHALLENGES AND OPPORTUNITIES

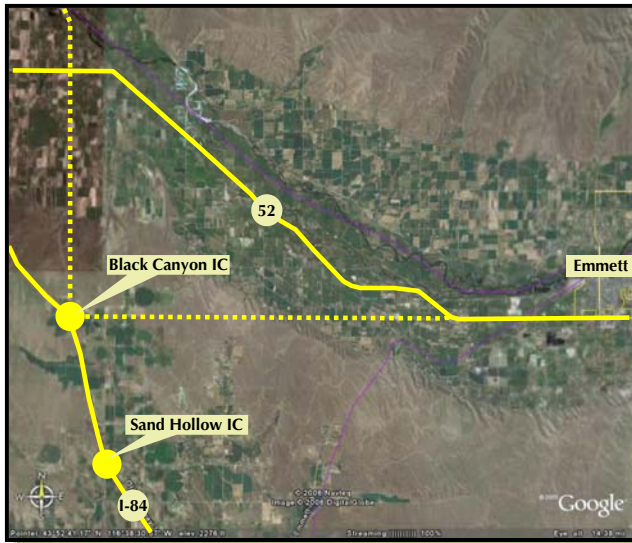
Extensive residential, educational and commercial development line both Cloverdale and Five Mile Roads. Many subdivisions have their sole outlet onto one of the two corridors, so high volumes of traffic would be difficult. Commercial activity is fairly balanced between the two corridors, but Boise City emphasizes Five Mile Road in its comprehensive plan as the target for development; Boise City considers Cloverdale Road more of a boundary between Boise and Meridian. Boise’s plan also calls for a “planned community” with activity centers and a diversity of housing densities and types at the south end of Cloverdale and Five Mile Roads. Cloverdale Road would be more peripheral to this planned community, but it would provide better access to a future east-west expressway planned along Kuna-Mora Road. Without additional capacity on Eagle Road (SH 55), north south travel in this area will be difficult.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Five Mile Road was proposed for extension across the river to SH 55 in a 1975 plan, but this option was not continued in later plans.</p> <p>Five Mile and Cloverdale Roads were also considered for interchanges with I-84 during the 1970s, but only Cloverdale Road was issued an access permit. A Five Mile Road interchange was put into the regional plan in 1996 but subsequent analysis indicated costs for this interchange would exceed \$100 million due to its proximity to the Wye interchange.</p>	<p>Subsequent to final approval of Three Cities River Crossing, a corridor study should be completed to assess specific improvements along the selected major connection. This design study should include context-sensitive issues. Estimated Cost: \$300,000-\$500,000</p> <p>Reconstruct and widen overpass at I-84, with selected corridor being higher priority. Estimated Cost: \$8,000,000</p> <p>Construct rail crossing. Estimated Cost: \$8,000,000</p> <p>Widen selected corridor from two lanes to five lanes between Lake Hazel Road in Boise and US 20/26 (Chinden Boulevard) in Garden City. Estimated Cost: \$43,600,000</p>	<p>Given the major transit services along corridor, investment in transit stop facilities should be priorities. These might include bus pull-outs, shelters, and connecting walkways.</p> <p>An evaluation of a Cloverdale interchange should be completed.</p>



Dewey Road & New Payette Corridor

Dewey Road & New Payette provide connections for Gem and Payette Counties.



WHY THESE CORRIDORS MATTER

Dewey Road will provide the City of Emmett and Gem County more direct access to I-84 and greatly enhance connectivity in the area. The proposed corridor would extend the existing Dewey Road in the City of Emmett across approximately four miles of land owned by the Bureau of Land Management (BLM) and connect to I-84 at the existing Black Canyon Interchange. This project interacts with the Indian Valley Highway corridor proposed through the Idaho Transportation Department’s “Connecting Idaho” program. It also ties into the New Payette corridor proposed by Payette County. Together, these projects provide more connectivity in the western portion of the region.

The New Payette corridor provides a more direct alignment from I-84’s Black Canyon Interchange (near the proposed Dewey Road intersection) roughly along Old SH 30 and west along SH 52 to the City of Payette.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Dewey Road to meet CIM goals:

- ❖ The proposed improvements provide more direct connection to the City of Emmett.
- ❖ Support from the Idaho Transportation Department, the City of Emmett, Gem and Payette Counties is needed.

Recommendations for New Payette corridor to meet CIM goals:

- ❖ The proposed improvements provide better connections in Payette County.
- ❖ Support from the Idaho Transportation Department, the City of Payette and Payette County is needed.

Land use decisions needed to implement the plan:

- ❖ Gem and Payette Counties (especially Gem) are experiencing residential development. Land in the vicinity of these projects should be preserved for future improvements.

LAND USE GUIDING PRINCIPLES

Plan for growth & share in benefits and costs

Facilitate growth in cities & areas of impact to use public infrastructure more efficiently

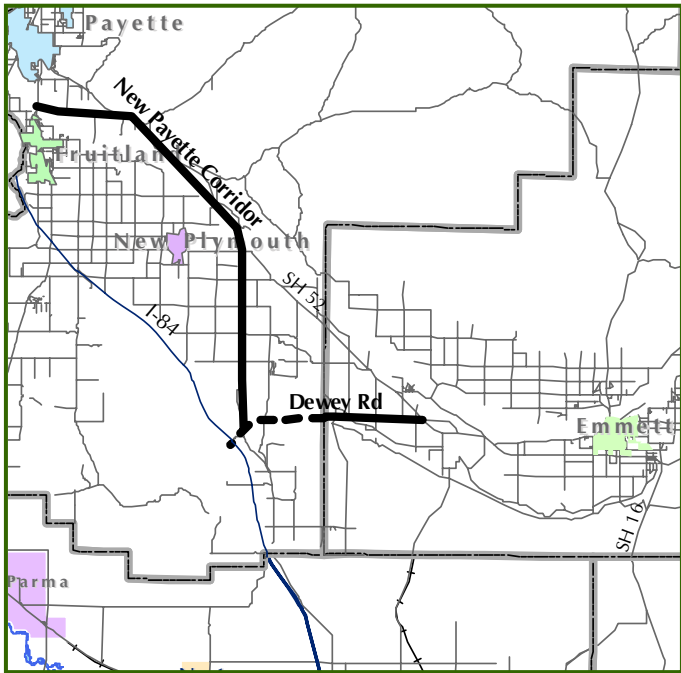
Promote economic vitality & housing choices for all residents while retaining natural beauty

Support a successful central city to maintain regional economic health and vitality

Coordinate transportation and land use decisions to support travel choices



Regional Connection

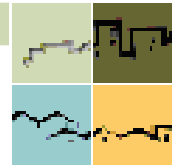


CHALLENGES AND OPPORTUNITIES

Dewey Road – There are some major topographic challenges with the proposed alignment of this roadway. Those challenges include bluffs and a river crossing. There are also opportunities in that the area is not currently developed. The County can provide oversight in the area to ensure that the corridor is preserved.

New Payette Corridor - The proposed improvements include a realignment of existing roadways. This may prove to be beneficial in the design of this project.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Gem County has obtained a grant to conduct a corridor study on the Dewey Road corridor. Selection of an engineer for this study is expected in FY 2006.</p>	<p>Studies for the Dewey Road corridor and the New Payette corridor should occur as quickly as possible in order to designate an alignment for preservation.</p>	<p>Construction of Dewey Road and the realignment of the New Payette corridor are desired. Estimated Costs: Dewey Road - \$22,410,000, New Payette Corridor - \$14,250,000.</p> <p>A parcel on the north side of Black Canyon Interchange at I-84 is a prime location for a park and ride lot and transit shuttle to the main transit line.</p>



Franklin Road

Franklin Road is an alternate to I-84 and parallels the rail corridor.

WHY THIS CORRIDOR MATTERS

Franklin Road stretches fourteen miles from Can-Ada Road in Nampa near the Idaho Center to South Roosevelt Street in Boise where it transitions to Rose Hill Street which then terminates at Vista Avenue a mile further to the east. This east-west corridor connects Nampa, Caldwell, Meridian and Boise and serves as an alternate to I-84. This corridor also connects several key north-south roads, including Black Cat Road, Ten Mile Road, Linder Road, Meridian Road, Eagle Road, Cole Road, Orchard Road, and terminates at Vista Avenue.



For the majority of its length, Franklin Road parallels I-84 to the south and the Boise Cutoff rail corridor to the north. Generally, Franklin Road is no further than a quarter mile from the rail corridor and no more than a half mile from I-84. This unique location is why this road has been identified for substantial future transit service although no service outside of Boise is currently provided. The location makes it ideal for transit service that would feed future rail stations and/or provide through service to act as an alternate to the I-84 corridor.

Land uses along the corridor include industrial and commercial in Nampa transitioning to agricultural and low density housing in west Meridian. In the vicinity of Meridian Road, Franklin Road creates the southern edge of downtown Meridian and is bordered by a variety of land uses, housing, industrial and commercial. Through Boise the road passes through a variety of industrial, residential, and commercial uses.

Current average weekday volumes range from 6000 west of Black Cat Road to 36,000 near Boise Towne Square Mall. By 2030, travel demand could range between 29,000 and 50,000 assuming improvements are made to other east- west routes such as I-84.

Substantial improvements are planned for Franklin Road, including widening in Meridian and Boise. The portion of the road west of I-184 is planned to function as a principal arterial serving high traffic volumes, long trips and major urban areas and activity centers by 2030.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Franklin Road Corridor to meet CIM goals:

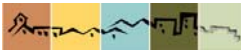
- ❖ Right-of-way dedication and improvement requirements for transit, bicycle and pedestrian supportive facilities.
- ❖ Future improvements and development activity along the corridor should recognize and respond to the critical transit and non-motorized context of the corridor. Involve Valley Regional Transit in development processes.
- ❖ Widen and signalize corridor to support its future status as a principal arterial.

Land use decisions needed to implement the plan:

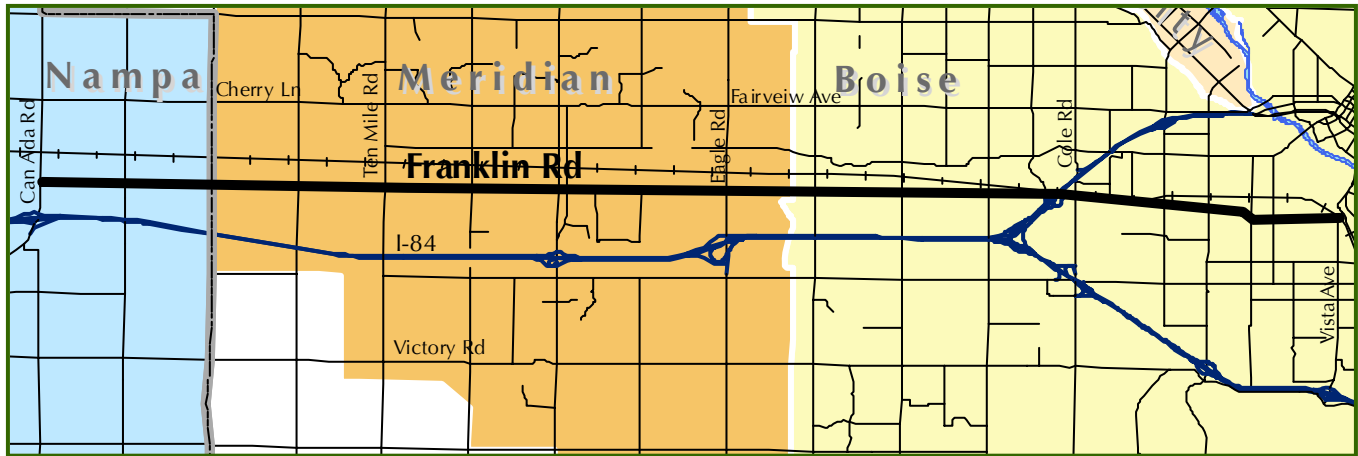
- ❖ Land-use decisions need to ensure transit supportive densities in the area of planned transit/rail stations and other designated growth areas and discourage development outside existing urban areas.
- ❖ Any land development along the corridor should include dedications to ensure accommodation of future demand.

Corridor Prioritization Score	
Cost in Millions	\$26.7
\$ per VMT	5
Time Total Savings	4
Connections	1
Regionality	3
Growth Area	5
% of Growth (2x)	4
Transit (2x)	4
Total Score	34

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

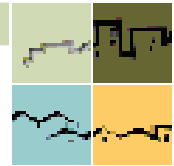


CHALLENGES AND OPPORTUNITIES

Given the planned increase in transit service along Franklin Road the importance of accommodating bus operations and “non-motorized” modes of travel is critical. In addition, given the proximity to the rail corridor, Franklin Road is within walking distance to five of the seven potential rail stations identified in the 2003 study, “*Rail Corridor Evaluation Study*.” Franklin Road is rich in opportunities to provide transit supportive infrastructure.

The challenge will be that as congestion along the I-84 corridor increases Franklin Road will be under pressure to accommodate not only diverted automobile traffic but significant increases in pedestrian, bicycle, and public transit.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Widened from Linder Road to Main Street in Meridian in 1998 for \$2,500,000</p> <p>Widened from Main Street in Meridian to Eagle Road in 2005 for \$10,900,000</p>	<p>Widen Franklin Road from two lanes to five lanes between Can-Ada Road and Linder Road in Meridian. Estimated Cost: \$26,700,000</p> <p>Franklin Road from Touchmark Road (east of Eagle Road) to Five Mile Road is programmed for widening in 2009 Estimated Cost: \$8,732,000</p> <p>Plan for and preserve right of way for transit and non-motorized facilities.</p>	<p>Consider operational enhancements along the corridor to support transit efficiency such as signal preemption, and queue jump lanes.</p>



Greenhurst & Lake Hazel Roads

Greenhurst & Lake Hazel Roads provide a southern alternative to I-84.

WHY THIS CORRIDOR MATTERS

Greenhurst and Lake Hazel Roads are located in rapidly growing urban areas roughly five miles south of the interstate. New residential subdivisions line the road, with pockets of commercial activity at the larger intersections. Five elementary and middle schools border the roads directly. In Canyon County, Greenhurst Road runs seven miles through south Nampa. The road breaks in two areas at the railroad tracks near Robinson Road. When a planned railroad overpass and road extensions are complete, Greenhurst will connect with Lake Hazel Road in Ada County. Lake Hazel continues nine miles through unincorporated areas south of Meridian, north of Kuna and extending into south Boise. Nearly 3,000 new residential and commercial lots within a mile of Lake Hazel have received preliminary approval and are likely to be built on within the next five years. Sure to add additional traffic to the corridor are another 2,000 preliminarily approved lots in the North Kuna area.



Currently, Lake Hazel ends just past Maple Grove Road. Plans call for extending Lake Hazel to connect with Gowen Road. When Gowen improvements are complete, Lake Hazel will then connect both with the I-84 Eisenman Road interchange east of Boise and north up to Orchard Avenue. Travelers will also use the corridor to access McDermott Road, which is planned as a major north/south commuter expressway with an I-84 interchange. These new planned connections could make the corridor a viable alternative to I-84 for local commuters.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Greenhurst & Lake Hazel Corridor to meet CIM goals:

- ❖ Widen Lake Hazel Road from McDermott to Maple Grove.
- ❖ Complete the Gowen Road realignment connecting Lake Hazel east to the Eisenman Interchange and north to Orchard Avenue.
- ❖ Complete the connection between Greenhurst and Lake Hazel Roads.

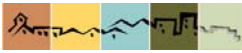
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor should focus development in designated growth areas.
- ❖ Direct access points along the corridor should be limited.

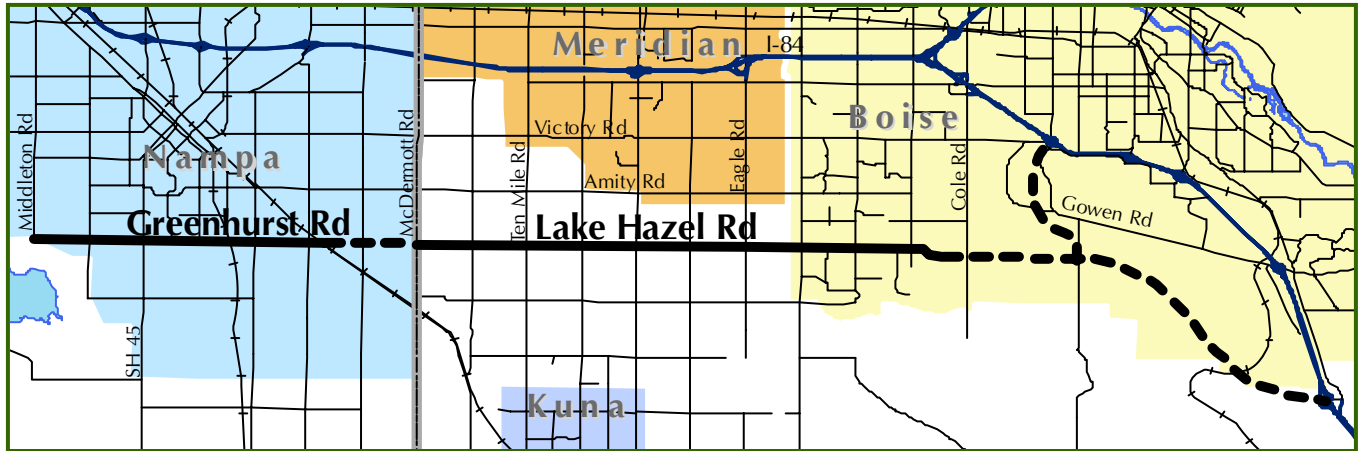
Corridor Prioritization Score

	West	East
Cost in Millions	\$26.7	\$104.2
\$ per VMT	4	4
Time Total Savings	3	3
Connections	1	3
Regionality	3	3
Growth Area	5	5
% of Growth (2x)	2	5
Transit (2x)	3	4
Total Score	26	36

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



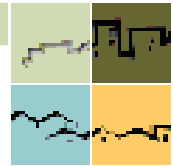
Regional Connection



CHALLENGES AND OPPORTUNITIES

Greenhurst and Lake Hazel have already transformed from rural roads into a primary travel routes, but changes to the corridor will become even more pronounced in coming years. Demand for an efficient travel route serving the southern county developments will only increase. Unlike other potential southern Treasure Valley corridors, where planned improvements may take 30 or more years to come to fruition, the Greenhurst and Lake Hazel corridor is likely to see continuous road improvements and increased travel capacity over the next ten years.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Extending Lake Hazel to the proposed Gowen Road realignment has been planned for nearly ten years to increase connectivity in the southern Ada County region. A study to determine the exact location of the alignment is currently underway.</p>	<p>Widen Lake Hazel Road from two lanes to five lanes from Happy Valley Road in Nampa to Eisenmann Road in Boise at I-84, including a new extension from Happy Valley Road to McDermott and the realignment of Gowen Road. Estimated Cost: \$104,210,000</p>	<p>Widen Greenhurst Road from two lanes to five lanes from Middleton Road to Happy Valley Road in Nampa, including a railroad overpass. Estimated Cost: \$26,700,000</p>



Happy Valley Road

Happy Valley Road is important because it connects south Nampa to I-84

WHY THIS CORRIDOR MATTERS



Happy Valley Road runs from I-84 south to Bowmont Road. The northern end is the most congested. Happy Valley Road merges into Stamm Lane, which connects the corridor to Garrity Road and the Garrity Interchange (Exit 38), the most congested intersection in Canyon County. Construction is currently underway in this vicinity on major retail facilities. When the new shopping center is operational, it is anticipated that residential development in the area will follow, as well as additional commercial development. Going south from this point, Happy Valley Road provides access to residential uses and is mainly used for commuter traffic. The far southern portion is rural in nature and connects with Bowmont Road. Bowmont Road is part of the Bowmont/Kuna-Mora Road corridor that eventually is anticipated to become an alternate for I-84 through its connection with McDermott Road.

North of the Garrity Interchange, the road is known as Can-Ada Road. Can-Ada Road does not provide a connection over the Boise River, but does provide access throughout much of northern Ada and Canyon Counties as it serves as the County Line.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Happy Valley Road to meet CIM goals:

- ❖ The proposed improvements provide better connections in the south/central portion of Canyon County.
- ❖ Support from the City of Nampa, Nampa Highway District, and Canyon County is needed.

Land use decisions needed to implement the plan:

- ❖ As development, both residential and commercial, encroach upon this corridor, land use decisions should take into account the improvements proposed in this plan.
- ❖ With the classification of minor arterial, access management should also be considered during land use decisions.

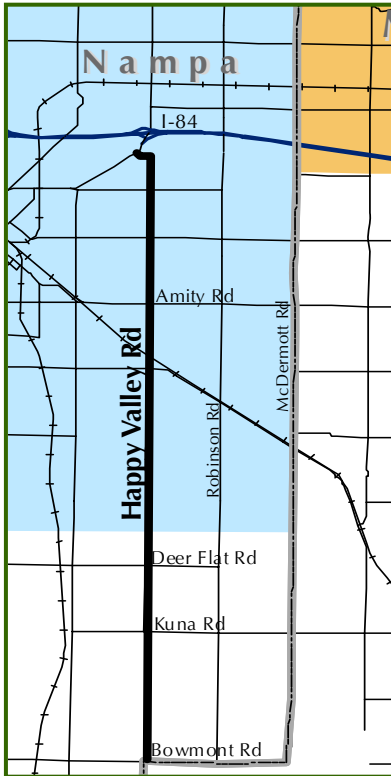
Corridor Prioritization Score

Cost in Millions	\$31.4
\$ per VMT	2
Time Total Savings	1
Connections	0
Regionality	1
Growth Area	3
% of Growth (2x)	1
Transit (2x)	3
Total Score	15

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



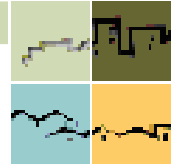
Regional Connection



CHALLENGES AND OPPORTUNITIES

The largest challenge along this corridor is to preserve the corridor so that the improvements can be made when funding is available. The new developments along the northern end of Happy Valley Road will spur additional residential and commercial development that could make the improvements to the corridor difficult.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Improvements to this corridor have historically been made through local funding rather than federal sources.</p>	<p>No projects are recommended at this time.</p>	<p>Widen Happy Valley Road from two lanes to five lanes from I-84 to Locust Lane in Nampa. Estimated cost: \$31,440,000.</p>



Harris Creek/Centerville Road

Harris Creek/Centerville Road provide connections for Boise County.

WHY THIS CORRIDORS MATTER

Boise County is served by two state highways. SH 21 connects between Ada County and Idaho City, continuing to the northeast into Stanley. SH 55 connects from Ada County and Horseshoe Bend, continuing through Crouch and into



Valley County to the north. The two main cities in Boise County, Idaho City and Horseshoe Bend, are divided by mountainous terrain. Harris Creek/Centerville Road connects Idaho City, the county seat, to Horseshoe Bend, the largest city in the county. The existing road is a mountain dirt road that runs in an east-west direction. This road is typically used during the summer months because winter travel is hazardous in wet or ice and snow conditions. The alternate routes are much longer with the most common through the City of Boise (fifty-seven miles) or via Garden Valley (eighty-two miles). These distances are compared to approximately thirty miles on Harris Creek/Centerville Road.

According to the 2000 Census, fifty-two percent of workers living in Boise County commute to Ada County during the week. However, on weekends, there are many recreational trips from Ada County and Canyon County residents.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Harris Creek Road to meet CIM goals:

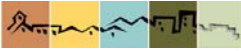
- ❖ The proposed improvements provide better connections and in some case an option of travel in Boise County.
- ❖ Support from the Idaho Transportation Department, Idaho City, the City of Horseshoe Bend and Boise County is needed.

Land use decisions needed to implement the plan:

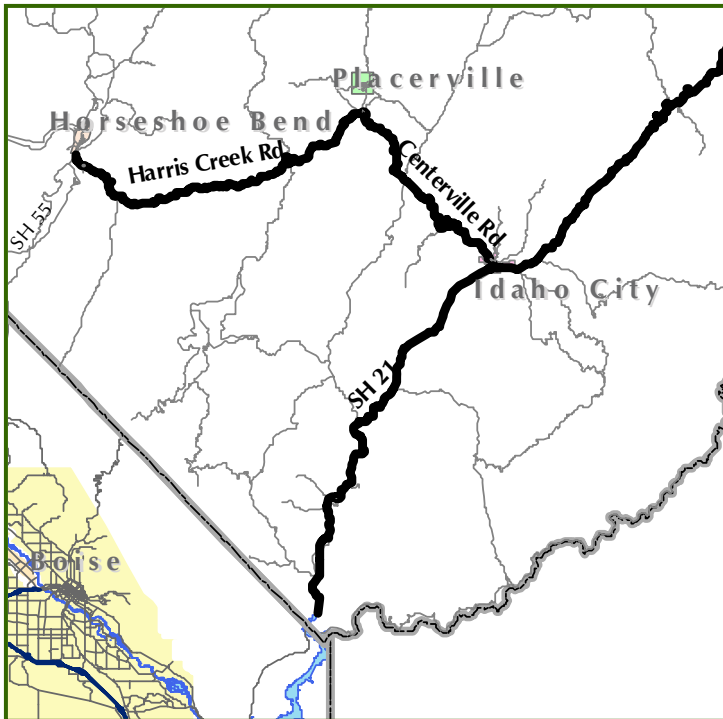
- ❖ Boise County is experiencing residential development. The Harris Creek corridor should be preserved so that the cost of the project does not escalate.

LAND USE GUIDING PRINCIPLES

- Plan for growth & share in benefits and costs
- Facilitate growth in cities & areas of impact to use public infrastructure more efficiently
- Promote economic vitality & housing choices for all residents while retaining natural beauty
- Support a successful central city to maintain regional economic health and vitality
- Coordinate transportation and land use decisions to support travel choices



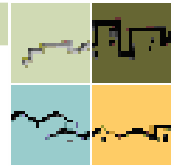
Regional Connection



CHALLENGES AND OPPORTUNITIES

Harris Creek/Centerville Road – A safe, all-weather connection between the county seat and the largest city in the county would be beneficial to the residents. The challenge is mainly in the cost of this project, which is 30 miles long through difficult terrain, including narrow canyons and severe slopes. Upgrading the roadway to all weather standards while protecting environmental features will be very expensive. Current traffic volumes are approximately two-hundred vehicles per day, although this could escalate rapidly given the residential activity occurring in the county.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The County made a major investment in improving the Banks-Lowman Road through Garden Valley in the 1990s. Funded primarily with US Forest Service land funds, the project cost exceeded \$20 million.</p>	<p>None, pending further evaluation.</p>	<p>Harris Creek Road is estimated to cost up to \$35,000,000 depending on design standards and environmental issues. A lower cost would be possible for a pavement treatment, but speeds would be low given the terrain and tight curves. A more detailed study to provide alternatives and cost estimates, including environmental work, would be needed. Estimated cost: \$300-\$600,000.</p>



I-84 and I-184

I-84 is vital to the region because it carries the highest volume of traffic.

WHY THIS CORRIDOR MATTERS



Interstate-84 (I-84) and its corresponding route, Interstate-184 (I-184), into downtown Boise are the backbone to the Treasure Valley’s transportation system. Elmore, Ada, Canyon, and Payette Counties are served by this facility. It is directly tied to the economic vitality of the region. I-84 and I-184 (the Connector) are the primary connections between rapidly growing Canyon County and the region’s major employment centers (Micron, Downtown Boise, St. Alphonsus Regional Medical Center, St. Luke’s Regional Medical Center) and retail centers (The Boise Towne Square Mall, Eagle Road, and Downtown Boise). It serves as a vital freight corridor, as the primary connection between the Pacific Northwest and Intermountain West. Current average weekday volumes range from 18,100 north of Canyon County to 117,600 between the Eagle Road and Wye Interchanges. By 2030, the travel demand on this corridor will double.

I-84 is a divided four lane (two east bound lanes, two west bound lanes), full access control, high speed roadway in Elmore, Canyon, Payette, and Ada Counties. There are six to eight lanes, however, between the Meridian Road Interchange and the Cole Road Interchange, and all of I-184 (the connector). Access is limited to nine interchanges serving 19.5 miles of interstate in Ada County (from the Canyon County line to Isaacs Canyon Interchange), and six interchanges serving over thirteen miles in Canyon County (Caldwell to the Ada County line).

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for I-84 Corridor to meet CIM goals:

- ❖ Maintain and/or rebuild the interstate infrastructure, including the existing interchanges, to accommodate widening. Much of I-84 was constructed almost fifty years ago.
- ❖ Continued support for the completion of interchanges between Meridian and Caldwell.
- ❖ Continued support for the widening of I-84 from four lanes to eight lanes in the urban areas.
- ❖ Support a new interchange at the proposed SH 16 connection to I-84.
- ❖ Begin a study on corridor-level operational and capacity improvements such as high occupancy vehicle lanes, ramp metering, expansion/enhancement of bus operations and a fixed guideway transit system.

Land use decisions needed to implement the plan:

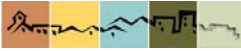
- ❖ Local jurisdictions in the region should concentrate future development in designated growth areas.
- ❖ Promote a more even jobs/housing balance between Ada and Canyon Counties.
- ❖ Preserve land for future interchanges at proposed locations.

Corridor Prioritization Score

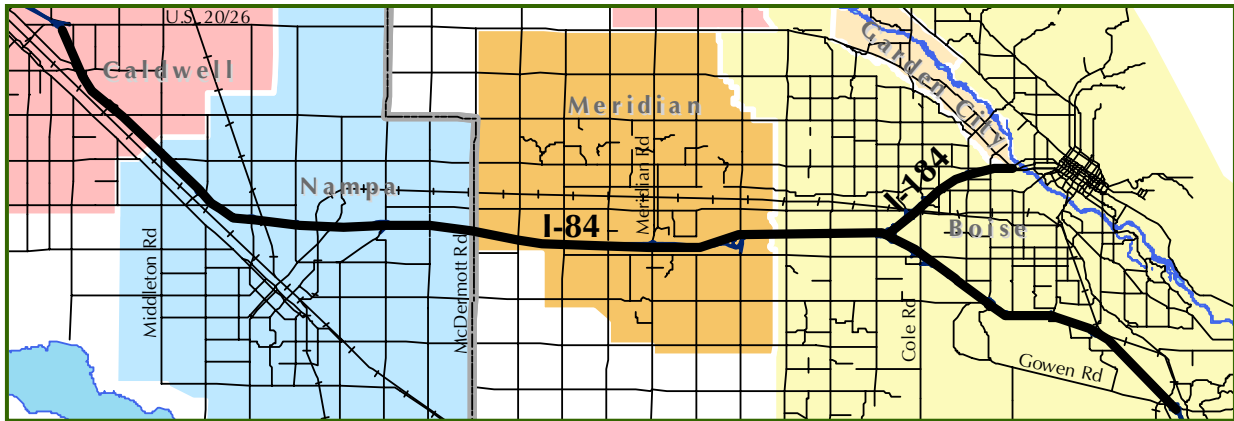
	West	Central	East	10 Mile New IC	Ustick New IC
Cost in Millions	\$513.8	\$192.4	\$293.0	n.a.	\$25.0
\$ per VMT	2	4	3	5	1
Time Total Savings	4	5	5	1	1
Connections	1	1	1	5	5
Regionality	5	5	5	5	5
Growth Area	5	5	5	5	1
% of Growth (2x)	5	4	5	5	2
Transit (2x)	5	5	5	4	0
Total Score	37	38	39	39	17

West - Exit 29 (Chinden) to Garrity
 Central – Garrity to Meridian Rd
 East – Cole/Overland to Gowen

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

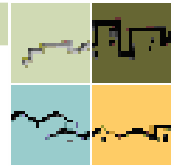


CHALLENGES AND OPPORTUNITIES

In the urban areas of the region, future interstate expansion opportunities are limited. I-84 will more than likely not exceed eight lanes based on available right of way and interchange design constraints. Because of these limitations and the increasing congestion, a corridor level alternatives analysis should be conducted. The analysis should examine I-84 operational improvements, such as High Occupancy Vehicle (HOV) lanes and ramp metering, as well as improvements to bus operations. The study should evaluate the possibility of a Robinson Road interchange at I-84. The traffic analysis for I-84 between the Orchard and Gowen interchanges shows, even with the proposed widening, the interstate will again reach capacity by 2030.

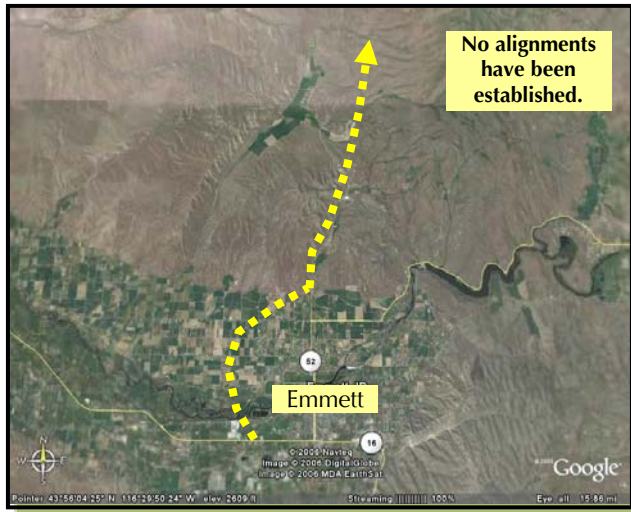
In addition to the need for increased capacity of I-84, the existing infrastructure is in need of renovation. Many current interchanges will not accommodate an eight lane interstate. Thus, maintenance is as essential as is expansion. The Idaho Transportation Department's "Connecting Idaho Program" approved by the Idaho Legislature in 2005 allows funding of specific roadway projects via a Grant Anticipation Revenue Vehicle (GARVEE). GARVEE funds are bonds issued based on anticipated Federal Highway funds. I-84 corridor projects in Ada and Canyon Counties have been identified as GARVEE eligible.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The five year Wye Interchange project, between downtown Boise and I-84 was completed in 2004. The I-84 Corridor Study was completed in October 2001. Several I-84 projects in the "Connecting Idaho Program" originated from this study.</p> <p>The new Karcher Road Interchange will be open to the public by 2007. An interchange at Ten Mile Road will begin construction in 2008.</p> <p>GARVEE funding, as part of the "Connecting Idaho Program," will accelerate many of the identified reconstruction and widening projects needed along the corridor.</p> <p>Conduct an I-84 Alternatives Analysis to identify effective, reasonable investments to expand capacity & improve operations.</p>	<p>Widen I-84 from four lanes to six lanes between Exit 29 in Caldwell to Garrity Interchange in Nampa*. Estimated Cost: \$513,800,000</p> <p>Widen I-84 from four lanes to eight lanes between Garrity Interchange in Nampa to Meridian Interchange in Meridian*. Estimated Cost: \$192,400,000</p> <p>Widen I-84 from four lanes to eight lanes between Cole/Overland Interchange and Broadway Interchange and four to six lanes between Broadway Interchange and Gowen Interchange in Boise*. Estimated Cost: \$293,800,000</p> <p>Construct new interchange at I-84 in the vicinity of McDermott Road. Estimated Cost: \$73,600,000</p> <p>*Includes rebuilding existing interchanges and overpasses to accommodate the improvements.</p>	<p>Operational improvements such as high occupancy vehicle (HOV) lanes, ramp metering, and dynamic message signs.</p> <p>Noise reducing structures such as sound walls and berms.</p> <p>Landscaping and lighting.</p>



Indian Valley

Indian Valley provides an additional route to North Idaho.



WHY THIS CORRIDORS MATTER

The Indian Valley corridor (also referred to as South Emmett to Mesa corridor) proposes a four-lane, divided highway from SH 16 at the bottom of Freezeout Hill to an intersection with US 95 near the City of Mesa at the north end of Indian Valley. The project would construct bridges over major drainages and investigate a connection to SH 55. The first phase of the project will prepare a feasibility study and initial environmental work. The estimated cost of the study is \$1.5 million and is expected to be funded with a bond as part of the “Connecting Idaho” initiative.

This project may offer relief to the north/south corridors of US 95 and SH 55.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Indian Valley corridor to meet CIM goals:

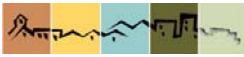
- ❖ The proposed improvements address safety issues and provide better north-south connections for the state.
- ❖ Support from the Idaho Transportation Department, the City of Emmett, and Gem County is needed.

Land use decisions needed to implement the plan:

- ❖ Land in the vicinity of these projects should be preserved for future improvements. The area between the bottom of Freezeout Hill and the mouth of Indian Valley is the most challenged, with extensive development occurring in the past five years. A connection to Indian Valley on the west side of Emmett was noted as a preference.
- ❖ Growth in the area between SH 44 through Emmett may be accelerated by the SH 16/Indian Valley corridors. The effect of “induced” growth due to transportation investments must be considered during the preliminary design phase.
- ❖ An access management plan will be critical in protecting the capacity of the corridor. Commercial access points need to be consolidated and directed to frontage/backage roads.
- ❖ Residential and other noise-sensitive uses should be required to provide additional setbacks and noise berms as part of their design.

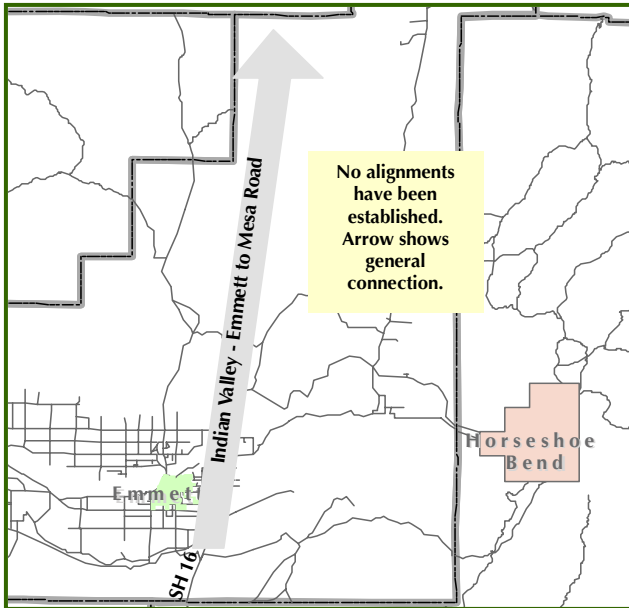
LAND USE GUIDING PRINCIPLES

- Plan for growth & share in benefits and costs
- Facilitate growth in cities & areas of impact to use public infrastructure more efficiently
- Promote economic vitality & housing choices for all residents while retaining natural beauty
- Support a successful central city to maintain regional economic health and vitality
- Coordinate transportation and land use decisions to support travel choices



Regional Connection

CHALLENGES AND OPPORTUNITIES



Improving north-south connectivity in Idaho has also been a major issue for decades. The construction of this route would affect travel patterns and traffic volumes on SH-16, SH-55 and US-95. This project was included in the initial “Connecting Idaho” package.

There are numerous issues including archeological, agricultural, wetlands, and the possible presence of endangered species. There is support for and against the project.

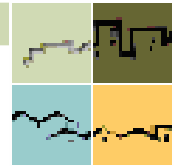
The opposition is based on issues mentioned above and concern that the road may divert resources from US 95, SH 55 and other existing corridors.

Supporters note that capacity on SH 55 cannot be increased due to the Payette River and that growth in Valley County and Boise County is expected to increase due to development and recreational demands.

An alignment study and environmental analysis will determine the future location of the route. As of the

publication date of this long-range plan, the SH-16 Emmett to Mesa study is not fully funded.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>US 95, which connects Idaho from Owyhee County in the south to Boundary County in the north, is the longest highway in the state. At Weiser, US 95 carried 5,900 vehicles per day (2005 average daily). This compares with 4,700 per day in 1995.</p> <p>SH 55 connects from US 95 in Owyhee County back to US 95 in New Meadows in Valley County. In 2005, the average daily traffic was 7,400—compared to 5,700 ten years earlier.</p> <p>This project was a priority in the 1995 “Idaho’s Valley Of Plenty: Comprehensive Plan – 1995 to 2010”</p>	<p>The preliminary design and environmental study is a necessary first step in this project. (\$1.5 million)</p> <p>Acquisition of right-of-way is essential within the next few years, as growth in Gem County has increased. (No cost estimate)</p>	<p>Full construction would need to be phased over several years, since costs would likely exceed \$70 million.</p>



Linder Road

Linder Road relieves pressure on Ten Mile Road and Meridian Road.

WHY THIS CORRIDOR MATTERS

The Ada County cities of Eagle, Star, Meridian, and Kuna are expected to grow significantly through 2030 and beyond. Forty-two-thousand people live within a mile of the Linder corridor today, compared with a forecasted 92,000 by 2030. Within three miles of Linder, the future population would could be 185,000. Linder Road will serve as a “reliever” for Ten Mile Road and Meridian Road in the future.



Communities in Motion focuses on the seventeen mile section of Linder Road between Beacon Light Road and King Road. Linder Road could carry over 30,000 trips per day on its busiest segment north of Franklin Road in 2030.

Proposed improvements include widening Linder Road from Beacon Light Road to Kuna Mora Road from two to three lanes to four to five. A new Linder Road overpass at I-84 is also currently being planned along with a new rail crossing in Kuna in the vicinity of Linder/Swan Falls.

The proposed improvements including the overpass at I-84 make this corridor the longest local north-south corridor in the region.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Linder Road to meet CIM goals:

- ❖ As an alternative to Ten Mile Road and Meridian Road for many regional travelers, Linder is recommended to be widened to four to five lanes from Beacon Light Road to Kuna Mora Road. However, this corridor is not in the funded category of the plan. Projects within the corridor, notably the Linder Overpass at I-84 may be funded earlier as a traffic operations measure for the Ten Mile interchange and Meridian Road corridors.
- ❖ Continued support for the completion of the corridor plan for Linder Road is needed.

Land use decisions needed to implement the plan:

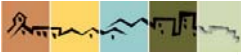
- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the Linder Road corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score

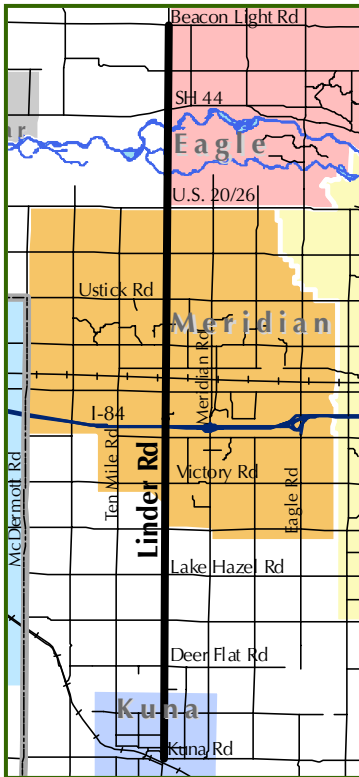
	South	North
Cost in Millions	\$77.5	\$25.1
\$ per VMT	2	4
Time Total Savings	1	3
Connections	4	1
Regionality	1	1
Growth Area	5	3
% of Growth (2x)	1	3
Transit (2x)	0	0
Total Score	15	18

North – Ustick to Beacon Light
South – Kuna Mora to Ustick

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



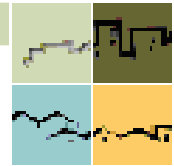
Regional Connection



CHALLENGES AND OPPORTUNITIES

Linder Road has an opportunity to become an alternative route for north-south travelers on Ten Mile Road and Meridian Road. The planned expansion of the road from two to three lanes to four to five lanes and the new overpass should enhance its ability to serve as a “reliever” for the surrounding corridors.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Linder is one of the longest continuous north-south roads in the region, running from north of Beacon Light to Swan Falls (35.5 miles)</p> <p>The Linder Bridge is the only crossing of the Boise River between Eagle Road and Star Road—a distance of seven miles.</p> <p>Linder, continuing as Swan Falls Road, provides access to one of the more significant wildlife areas—the Birds of Prey area and the cliffs at Swan Falls on the Snake River.</p> <p>The rail crossing of Linder Road in Kuna has been a priority of that city for several years.</p>	<p>While the total corridor from Kuna-Mora Road to Beacon Light Road is in the illustrative category of the plan (not fundable with available revenues), portions of it may be implemented based on safety or traffic operations issues. Two key projects within the corridor that may meet these tests are:</p> <ul style="list-style-type: none"> ▪ Linder overpass at I-84 ▪ Rail crossing in Kuna 	<p>Widen Linder Road from two lanes to five lanes between Kuna-Mora Road south of Kuna to Ustick Road in Meridian, including a rail crossing in Kuna and a new overpass at I-84. Estimated Cost: \$77,530,000</p> <p>Widen Linder Road from two lanes to five lanes between Ustick Road in Meridian and Beacon Light Road north of Eagle. Estimated Cost: \$25,100,000</p>



McDermott Road

McDermott is vital to the region because of its role as a north-south route.

WHY THIS CORRIDOR MATTERS



North-south travel has not been a major concern in previous plans due to the east-west travel patterns created by the terrain and the layout of cities in Ada County and Canyon County. But regional growth is changing the pattern of travel. Growth in Gem County, combined with expanding populations and employment in Middleton, Star, Eagle, Meridian, and Kuna, will challenge existing north-south facilities. Given the barriers presented by the foothills, the Boise River, the benches and I-84, north-south corridors are often discontinuous. The investment in Eagle Road (SH 55) during the 1990's was overwhelmed by the rapid pace of development, and other north-south roads already are bordered by subdivisions. With its connection to the proposed SH-16 extension, McDermott Road will continue this corridor, be preserved as a future expressway, and connect to another future expressway proposed for Kuna-Mora Road. Under the plan, McDermott Road would be constructed as an arterial four-lane facility between I-84 and Lake Hazel Road with a high degree of access control looking toward an eventual expressway standard. By 2030, traffic volumes will range between 13,000 near Lake Hazel Road and 29,000 near I-84. South of Lake Hazel Road, volumes may reach 4000, although the rail overpass will carry around 14,000 vehicles per day.

The road spans nine and half miles between I-84 (a new interchange proposed as part of the SH 16 extension) and its proposed connection to Kuna-Mora Road. Much of the area is irrigated farmland but 200 residences on smaller parcels within a quarter mile exist; fifty-six percent of those homes lie between I-84 and Victory Road.

The parcels within a quarter mile of McDermott Road contain 5,100 acres. Of this amount, 338 acres are in small holdings of less than five acres on 242 parcels. This is meaningful since smaller parcels will be affected more than larger parcels by an expressway. Most of these smaller parcels cluster at the northern end of the route. While no major streams or rivers are affected, McDermott Road does cross major canals, including the Ridenbaugh, New York, and Mora Canals.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for McDermott Corridor to meet CIM goals:

- ❖ McDermott Road from I-84 to Kuna-Mora Road is recommended for preservation as an expressway. It will be connected to Kuna-Mora initially by constructing a rail overpass and widening McDermott Road to four-lanes between I-84 and Lake Hazel Road.
- ❖ Alignment studies are needed within two years to evaluate options to connect McDermott Road with Kuna-Mora Road. This study should evaluate a future connection with Kuna-Mora Road as an expressway. Interchange locations and footprints need to be established within two years. Leadership on this study will depend on whether the corridor is to remain under local jurisdiction or to go under ITD jurisdiction.

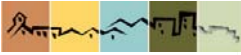
Land use decisions needed to implement the plan:

- ❖ To maintain the right-of-way for future expressway and interchanges, local governments should stipulate a minimum setback of 150 feet from the centerline of McDermott Road. At the intersections of McDermott Road with major roads setbacks should be negotiated to preserve future interchanges.
- ❖ Direct connections to McDermott Road should be conditioned as temporary pending establishment of future backage and frontage roads.

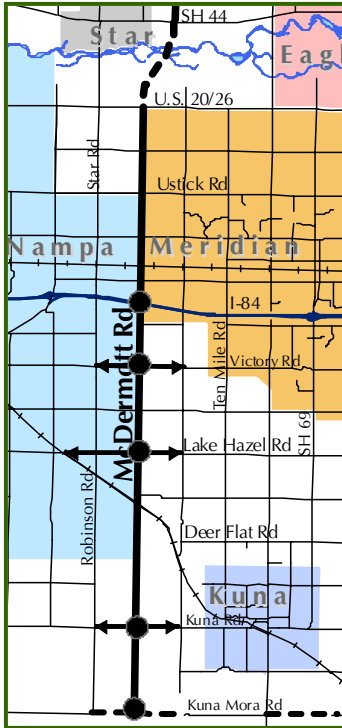
Corridor Prioritization Score

Cost in Millions	\$34.6
\$ per VMT	3
Time Total Savings	2
Connections	1
Regionality	3
Growth Area	5
% of Growth (2x)	3
Transit (2x)	3
Total Score	26

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



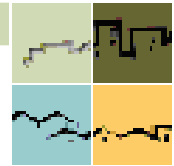
CHALLENGES AND OPPORTUNITIES

McDermott Road is a boundary between Ada County and Canyon County for much of its length, so coordinating land use and construction will be a major challenge. The extent of existing development presents difficulties in right-of-way acquisition—a situation that can only become worse without quick identification of alignments and right-of-way needs. Circulation plans, including frontage and backage roads for the adjacent properties, will be difficult as well. Although there are few natural environmental issues, the social impact of a future expressway will be significant.

Regardless of these challenges, the potential for McDermott Road as a high capacity north south route cannot be overlooked. Residential uses along other north-south roads are far greater, and McDermott Road is a boundary between two counties and the boundary between several cities' areas of impact. Considered with its connections to SH 16 through to Gem County and to Kuna-Mora Road across to I-84, McDermott will be a major regional corridor.

(Exact alignment and location of interchanges subject to further study.)

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>McDermott Road has not been considered as a major corridor in previous plans, so little evaluation of this corridor has been done.</p> <p>With ITD's proposal of SH 16 as an expressway to I-84, an extension of this new major corridor to Kuna Mora Road was considered in 2005.</p>	<p>Study alignments of McDermott Road as future expressway, including interchange locations. Establish future rights-of-way needs and access plan. Coordinate this study with the SH 16 corridor study from I-84 north. Estimated Cost: \$1,000,000</p> <p>Widen McDermott Road from two lanes to five lanes between Lake Hazel Road south of Meridian to I-84 in Meridian, including a new railroad overpass at Hubbard, and access management plan to preserve for a future expressway. Estimated Cost: \$34,6000,00</p>	<p>Connect McDermott Road to Kuna-Mora Road at five lanes. Evaluate alignments in view of future expressway design. Estimated Cost: \$5,600,000</p> <p>Consider incremental implementation of expressway by building new or widened sections that can be retained in a conversion to a divided highway/expressway.</p>



Meridian Road/State Highway 69

Meridian Road is the primary access to I-84 for Meridian and Kuna.

WHY THIS CORRIDOR MATTERS

The cities of Meridian and Kuna have limited access to I-84. Eagle Road provides direct access to east Meridian and does not provide direct access to Kuna. Thus, the Meridian Interchange is used as a principal travel route to the high growth residential areas of west Meridian, east Nampa, and Kuna. People use the Meridian Interchange and Meridian Road to access such east-west roads as Amity Road, Franklin Road, and Cherry Lane. The limited crossing of and access to I-84 has aggravated roadway congestion by focusing traffic on a handful of roads. Weekday demand on this corridor in 2006 ranges from 12,900 near the City of Kuna to 19,900 south of Franklin Road. In 2030, demand along the corridor is estimated to increase approximately sixty percent.



For this plan, the Meridian Road corridor includes State Highway 69 from Kuna north to the Meridian Interchange, Meridian Road from the Meridian Interchange north to US 20/26, and portions of Main Street in Meridian being considered as part of a one-way couplet with Meridian Road. Overall, the road runs twelve miles; it changes from a limited access, high-speed, five-lane highway to a two-lane, twenty-five mile per hour arterial with driveway access and on street parking.

The corridor provides access to residential developments, and also serves as the primary interstate access point for commercial and industrial developments. It cuts through Meridian's city center, which is becoming a destination for employment, shopping, and entertainment.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Meridian Road Corridor to meet CIM goals:

- ❖ A new interchange at Ten Mile Road will provide additional interstate access to Meridian and Kuna, reducing the demand on the Meridian Road corridor from through traffic.
- ❖ Provide support for the implementation of the *Downtown Meridian Transportation Management Plan*.

Land use decisions needed to implement the plan:

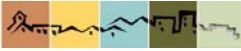
- ❖ To reinforce the future land-use pattern, local governments are recommended to focus development in designated growth areas along the corridor.
- ❖ To accommodate future safety and mobility, land use and transportation decisions need to work in concert to restrict access point to SH 69. Multi-agency agreements on access spacing, and the supporting local road system should be pursued.
- ❖ Additional access along the proposed one-way couplet portion of the corridor should be limited and/or reduced if possible.

Corridor Prioritization Score

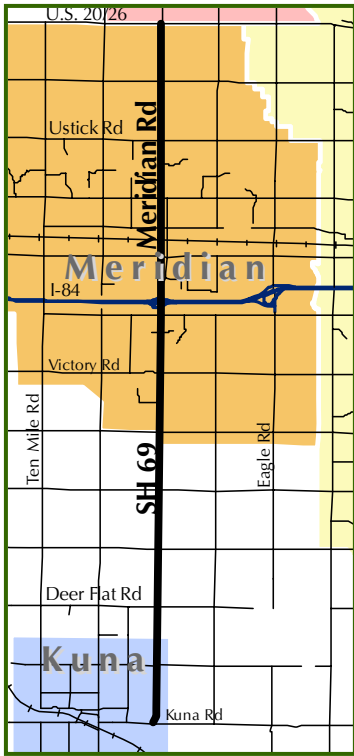
	North	South
Cost in Millions	\$12.7	\$2.3
\$ per VMT	4	5
Time Total Savings	1	1
Connections	1	5
Regionality	3	3
Growth Area	5	3
% of Growth (2x)	4	1
Transit (2x)	4	0
Total Score	30	19

North – Intersection of Meridian Rd and Main to Fairview
 South – Kuna Rd to Kuna Mora

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



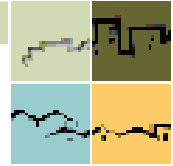
CHALLENGES AND OPPORTUNITIES

As more people move to Meridian and Kuna, the pressure to grant additional access to serve development along the corridor will increase. Access to the road, however, must be limited to ensure better traffic flow and accommodate future needs. Future travel demand along the road between the northern and southern portions of Meridian will be lightened due to the Locust Grove Road overpass (under construction 2006-2007) and the upcoming Ten Mile Road interchange and Linder Road overpass. These added improvements will make the area more connected.

The improvements proposed in the *Downtown Meridian Transportation Management Plan* have the opportunity to move more traffic through the area with the intention of reducing delay. The improvements also have the opportunity to promote revitalization of downtown Meridian.

The current ITD access policy for SH 69 limits access spacing to a half mile in the urban areas and one mile in the rural area. By ordinance, the City of Kuna has limited access to the mile and the City of Meridian has limited access to half mile spacing. As the urban areas of the Cities of Kuna and Meridian expand, the spacing becomes an issue. Half mile signalization will reduce travel speeds. Effective signal synchronization may compensate, in part, for travel time. One mile signalization spacing can maintain current speeds on SH 69, but will increase demand on those signals, and requires an integrated transportation system and land use planning prior to urban expansion.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In 1990, the population of Meridian was approximately 9,500. By 2005, the population reached 56,000.</p> <p>Meridian Road south of I- 84, where it becomes State Highway 69, was widened to 5 lanes to Amity Road in 1996 and to Kuna in 2001. This helped connect Kuna, Meridian, and I-84.</p> <p>Commercial development near the Meridian interchange and residential development in Meridian and Kuna increased the travel demand on Meridian Road.</p> <p>In 2004, the City of Meridian, in conjunction with the Ada County Highway District completed the <i>Downtown Meridian Transportation Management Plan</i>.</p>	<p>Implement roadway improvements selected by Meridian as part of the <i>Downtown Meridian Transportation Management Plan</i>: Complete corridor improvements to five lanes on Meridian Road between Waltman Drive and Ustick Road, including partial couplet involving Main Street and Meridian Road. Estimated Cost: \$12,700,000</p>	<p>Connect extension of Kuna-Meridian Road between Kuna Road and Kuna-Mora Road parallel to the UP railroad tracks. Estimated Cost: \$2,300,000</p> <p>Operational improvements along the corridor (such as dynamic signalization, closed circuit cameras)</p> <p>The addition of signalized crosswalks to safely connect residential areas, schools and downtown Meridian.</p> <p>Extension of several local roadways to provide more connectivity to the corridor (extension of Pine Street, Broadway Avenue, and Third Street).</p>



Middleton Road

Middleton Road offers the only crossing of the Boise River for ten miles.

WHY THIS CORRIDOR MATTERS

Middleton Road is an important north-south arterial road that links the City of Middleton to the City of Nampa. The road is a regionally significant road since it is the only road to cross the Boise River east of I-84 in Canyon County and as it continues south to Nampa it crosses I-84. It is the only principal arterial in the fast-growing west Nampa area. Traffic levels on the corridor could reach levels of 25,000 south of the City of Middleton and over 30,000 north of the Caldwell-Nampa Boulevard.



At its northern limit, the corridor serves an important role in linking downtown Middleton to a newly developed commercial area to the south. The City of Middleton may reroute the road to the east of the existing downtown area. Further south, the road bisects the City of Caldwell area of impact. While traditionally a rural area, Caldwell is updating its comprehensive plan to designate future land uses and plans for urban services.

In the Nampa area, Middleton Road is designated a principal arterial as it handles north-south traffic to and from the Karcher interchange area. The interchange is scheduled to open in 2006, and this area is designated a specific plan area in the Nampa Comprehensive Plan. The road is two lanes south toward Greenhurst Road. In 2004, the City of Nampa undertook a study of a potential new road alignment to connect the southern terminus of Middleton Road to State

Highway 45 (12th Avenue). That study concluded in early 2006 with a preferred alignment that would widen Greenhurst Road, Midland Road, and Locust Lane with a series of roundabouts at major intersections.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Middleton Road to meet CIM goals:

- ❖ Preserve sufficient width along the corridor to provide long-term ability to accommodate increasing volumes of traffic and future transit services throughout this rapidly urbanizing area of Canyon County.

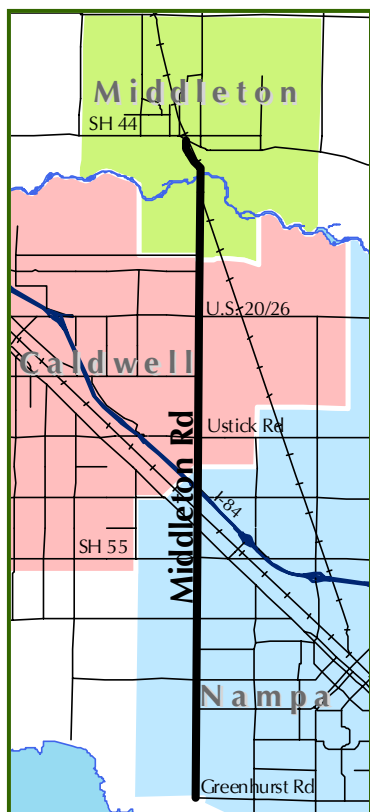
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ The cities of Middleton, Caldwell, and Nampa, the Nampa and Canyon Highway Districts, and Canyon County need to protect the ability to widen Middleton Road in the future.

Corridor Prioritization Score	
Cost in Millions	\$64.2
\$ per VMT	3
Time Total Savings	2
Connections	1
Regionality	3
Growth Area	3
% of Growth (2x)	2
Transit (2x)	4
Total Score	24
Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.	



Regional Connection



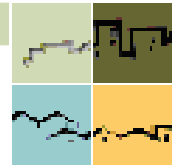
CHALLENGES AND OPPORTUNITIES

The ability of the corridor to serve increasing volumes of traffic and accommodate transit services is threatened if the local jurisdictions in Canyon County do not preserve a sufficient corridor width.

Opportunities that currently exist to plan and protect the corridor include the Middleton Area Transportation Plan (underway) and the 2006 update to the Caldwell Comprehensive Plan.

Additional funding for transportation needs are required before the cost of widening Middleton Road to five lanes can be programmed and constructed.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>A corridor study between Greenhurst Road and State Highway 45 was completed in early 2006. See the Middleton Road Connection Corridor Plan on the website.</p> <p>For many years, Middleton Road was promoted as the site for a new interchange. The I-84 Corridor Study Final Report concluded that this interchange would be needed after 2020.</p>		<p>Widen Middleton Road from two lanes to five lanes between Greenhurst Road in Nampa and SH 44 in Middleton. Estimated Cost: \$64,200,000</p> <p>Expand transit service and provide for necessary transit infrastructure, such as bus pull-outs and shelters.</p>



Purple Sage/Beacon Light

The Purple Sage and Beacon Light Roads will provide relief for SH 44 and are important for future regional connections.



WHY THIS CORRIDOR MATTERS

The small cities in northern Ada and Canyon Counties (Eagle, Star, and Middleton) expect tremendous growth through 2030 and beyond. The build-out of this northern area could contain as many as 130,000 people – over 100,000 more than today! This much growth will cause pressure on the existing SH 44 corridor. The Purple Sage/Beacon Light corridor will provide a “reliever” to SH 44 in the future. In 2030, the corridor is forecasted to carry over 24,000 vehicle trips per day on its busiest segment east of SH 16.

Proposed improvements include widening Beacon Light Road from SH 55 to SH 16 to four or five lanes, and an extension to connect Beacon Light and Purple Sage Roads.

Purple Sage Road, from the new connection to I-84, is proposed to be widened to three lanes.

The corridor extends twenty miles including a two-mile gap, from I-84 to SH 55, and is rural in nature. The most heavily developed section of roadway is in the City of Eagle from SH 55 to Linder Road. The development along this section includes large-lot subdivisions and ranchettes. The corridor currently does not intersect any of the cities, but in the future could become a boundary or even an internal arterial in all of the northern cities.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Purple Sage Road / Beacon Light Road Corridor to meet CIM goals:

- ❖ Beacon Light Road is recommended for expansion to four or five lanes. An extension of Beacon Light Road to Purple Sage Road is also recommended. Widening Purple Sage Road from I-84 to the new connection will help provide relief to SH 44.

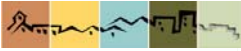
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the Purple Sage/Beacon Light corridor is managed to maintain its function as a regional arterial.

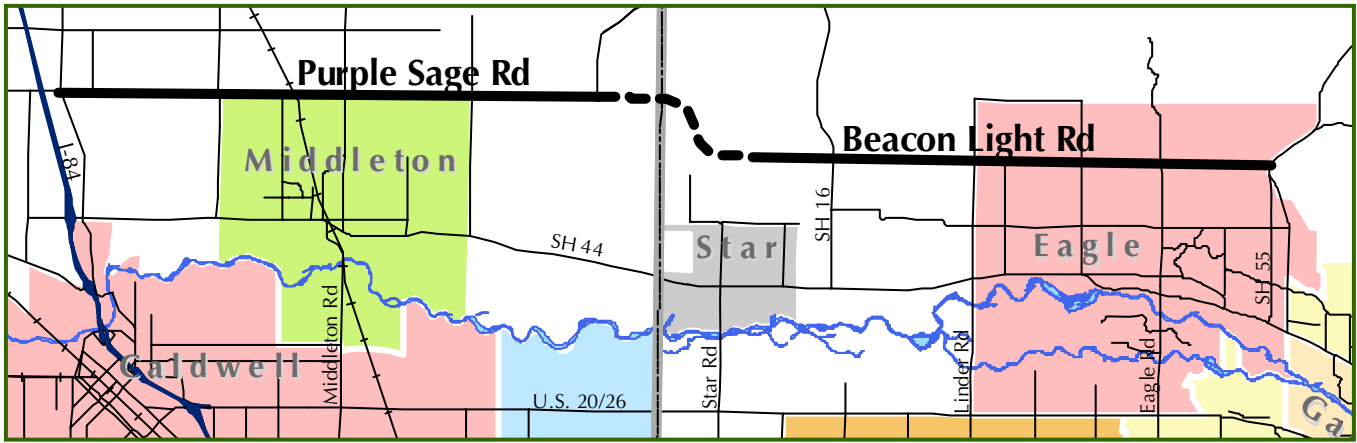
Corridor Prioritization Score

Cost in Millions	\$3.1
\$ per VMT	5
Time Total Savings	3
Connections	5
Regionality	1
Growth Area	3
% of Growth (2x)	1
Transit (2x)	0
Total Score	19

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



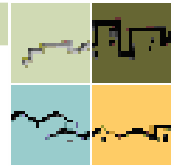
Regional Connection



CHALLENGES AND OPPORTUNITIES

Rapid population growth along the corridor will increase pressure on SH 44. The Purple Sage Road/Beacon Light Road corridor has an opportunity to evolve as an alternate route for drivers on SH 44 and is the most northern road before the foothills. The planned extension and widening of Beacon Light Road/Purple Sage Road will improve connectivity within the region. Recent annexations and platting activity north of the City of Star already challenge the possibility of the extension between Purple Sage Road and Beacon Light Road.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>This is the first plan proposing a connection between Purple Sage Road and Beacon Light Road and the widening of Beacon Light Road.</p>	<p>Widen Purple Sage Road from two lanes to three lanes from I-84 in western Canyon County to the proposed connection at the Canyon/Ada County Line.</p>	<p>Extend Purple Sage Road to connect with Beacon Light Road at the Canyon/Ada County Line. Estimated Cost: \$3,100,000</p> <p>Widen Beacon Light Road to four to five lanes from SH 16 to SH 55. Estimated Cost: \$37,430,000</p>



Rail Corridor

The Rail Corridor is vital to the region because of its potential for transit.

WHY THIS CORRIDOR MATTERS

Much of the rail corridor, specifically the “Boise-Cutoff,” parallels I-84, which is the backbone of the Treasure Valley’s transportation system. The forty-four mile long Boise-Cutoff and I-84 can be broadly considered to be the same corridor because of this relationship. The rail corridor, including connections from Caldwell to south of Boise, has the potential to provide effective transit alternatives to the primary east-west roadways through the provision of rail or bus rapid transit service.



A 2003 study examined the corridor in order to provide information and background on the history, ownership, current freight activities, improvements and investments necessary to implement passenger service. The study focused on the portion of the rail corridor beginning in Nampa, through Meridian to just south of Gowen Road in Boise, approximately twenty-five miles. The study also identified several potential routes to connect to Caldwell.

The study identified seven potential station locations; Nampa at 11th Avenue, Idaho Center, Meridian, Eagle Road, Boise Towne Square Mall, Boise Depot, and East Terminal. In addition, the City of Meridian’s comprehensive plan shows a rail station at Ten Mile Road.

The Boise Cutoff was used for freight and passenger rail service starting in 1926. Passenger service by AMTRAK was halted in 1997. Note that the Boise Interurban offered local streetcar services between Boise, Meridian, Nampa, Caldwell and other communities from 1890 until 1928, when increasing automobile use cut ridership and revenues.

The Union Pacific Railroad (UPRR) currently owns the line with freight service being provided by the Idaho Northern & Pacific Railroad (INPR).

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Rail Corridor to meet CIM goals:

- ❖ Support an I-84 corridor-level alternatives analysis that would include fixed-guideway service along the rail line.
- ❖ Support legislation allowing local funding of transit service.

Land use decisions needed to implement the plan:

- ❖ Any land-use decisions up to one mile around potential station areas should be coordinated with Valley Regional Transit to ensure compatibility and support for existing and future transit service.
- ❖ Development outside potential station areas and existing urban areas should be limited.
- ❖ Right-of-way in station areas should be preserved for future development.
- ❖ Local governments along the corridor are recommended to focus development in designated growth areas, particularly around potential transit stations.

LAND USE GUIDING PRINCIPLES

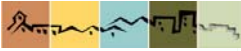
Plan for growth & share in benefits and costs

Facilitate growth in cities & areas of impact to use public infrastructure more efficiently

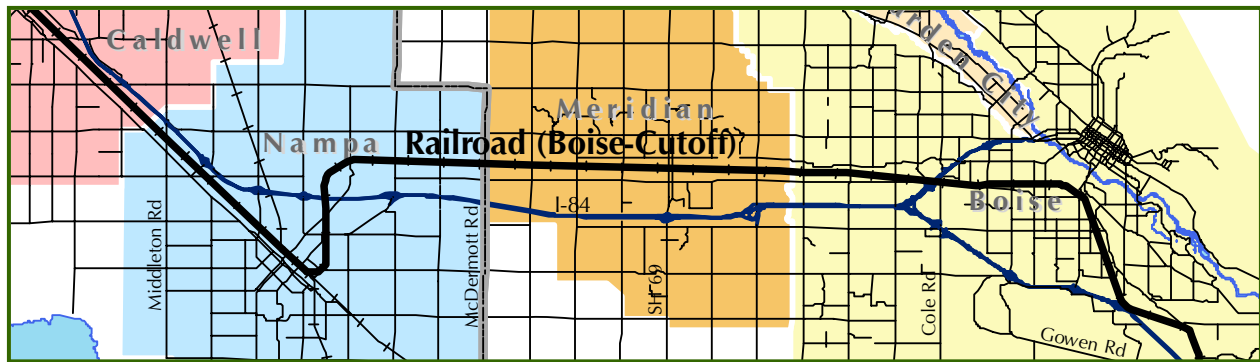
Promote economic vitality & housing choices for all residents while retaining natural beauty

Support a successful central city to maintain regional economic health and vitality

Coordinate transportation and land use decisions to support travel choices



Regional Connection



CHALLENGES AND OPPORTUNITIES

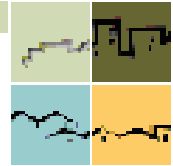
I-84, the Treasure Valley transportation backbone, is facing a doubling of traffic levels in the next twenty-five years and a travel time increase of approximately forty percent from Caldwell to Boise’s Central Business District. Beyond 2030, travel time is expected to jump 150%. The rail corridor presents a unique opportunity to provide relief to this vital corridor through the provision of fixed-guideway transit service.

The primary source of funding to implement a fixed-guideway system is the Federal Transit Administration’s New Starts process. If proposed projects score well during this process the federal government may pay a substantial portion of the initial capital investment necessary to initiate service. The study and subsequent design and construction process typically takes from six to twelve years and seeks to ensure solid planning/decision-making, adequate project scrutiny, local support, sufficient cost-benefit analysis and documented transportation needs.

The challenge will be that in order for any project to score well and receive New Starts funding, jurisdictions must be committed to improving project scoring through actions at the local and regional level. Project scoring criteria includes:

- ❖ **Local Financial Commitment:** How much local money is available for construction, operations and maintenance? Will it be available for the next twenty years?
- ❖ **Land Use:** Does land use around stations support transit? If not, are plans, ordinances, and design guides in place to make it so?
- ❖ **Growth Management:** Do policies direct development to established urban centers and/or to limit development elsewhere?
- ❖ **Economic Development:** Will station areas spur economic development?
- ❖ **Environmental Benefits:** How will the project improve air quality?
- ❖ **Cost Effectiveness:** What is the cost per rider?

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In 1997, a diesel-powered light rail vehicle, the RegioSprinter, was demonstrated during two weeks along the Boise Cutoff. Interest in rail transit increased.</p> <p>Circa 1999, the Union Pacific Railroad proposed abandonment of eighteen miles of the Boise Cutoff south of Boise. The City of Boise bought this section from UP.</p> <p>In 2003, a <i>Rail Corridor Evaluation</i> identified intersection improvements, rail upgrades and infrastructure investments that would be necessary at such a time passenger service was implemented along the corridor.</p>	<p><i>Without additional revenues, the fixed-guideway services and its supporting bus system are not fundable and are deemed illustrative.</i></p> <p>Conduct an I-84 Alternatives Analysis to identify effective, reasonable investments to expand capacity & improve operations.</p> <p>Investigate potential and cost for acquisition of the corridor and key right-of-way in potential station areas.</p> <p>Develop transit funding options that could implement the operating and capital needs for public transit.</p>	<p>Acquisition of the rail corridor from the Main Line in Nampa to downtown Boise, including rail and safety improvements. Estimated Cost: \$40,000,000</p> <p>Implement rail or bus rapid transit services along the corridor.</p> <p>Estimated Capital Cost: \$200-300 million</p> <p>Operations Cost: \$8 million per year</p> <p>(Fully implemented public transit system, with rail or BRT service is estimated to cost \$122 million per year for operating)</p>



Robinson/Star Road

Robinson/Star Road is an arterial that will become more important as an alternate to McDermott Road – a potential extension of SH 16.



WHY THIS CORRIDOR MATTERS

The Robinson Road/Star Road corridor currently carries a significant amount of traffic between its termini at Floating Feather Road and northwest of Melba (Owyhee County). The focus, for the purposes of this plan, is the twenty mile segment beginning at Star Road at SH 44 and terminating south of Kuna Road. In 2030, the corridor is forecasted to carry 15,300 trips per day on its busiest segment south of Cherry Lane, decreasing to 800 at its most undeveloped section north of Kuna Road.

Expanding the road to four or five lanes from Greenhurst Road north to Cherry Lane will increase the number of vehicles it carries. An interchange previously planned for Robinson Road would occur one mile east at McDermott Road. (See the SH 16 and McDermott Corridors) The new McDermott Road interchange and corridor would decrease demand on the Robinson Road/Star Road corridor, which would then provide a more local route for north/south travel.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Robinson Road/Star Road to meet CIM goals:

- ❖ The road is recommended to become a four- or five-lane arterial from Greenhurst Road north to Cherry Lane, with design treatments determined by collaborative planning by the City of Nampa, Nampa Highway District, and the Idaho Transportation Department (I-84 vicinity). The Union Pacific Railroad will also be involved due to the rail crossing issues.
- ❖ Continued support for the completion of the corridor plan for Robinson Road/Star Road is needed.

Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the Robinson Road/Star Road corridor is managed consistent with its arterial designation.

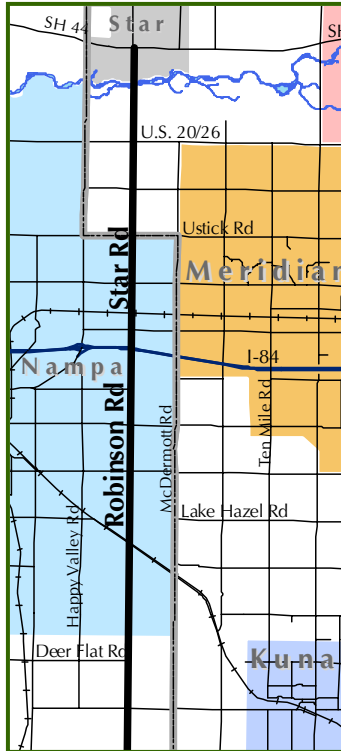
Corridor Prioritization Score

Cost in Millions	\$37.5
\$ per VMT	2
Time Total Savings	2
Connections	1
Regionality	1
Growth Area	5
% of Growth (2x)	1
Transit (2x)	0
Total Score	13

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



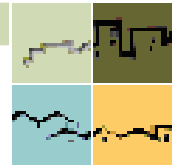
CHALLENGES AND OPPORTUNITIES

Robinson Road/Star Road has an opportunity to provide local north-south travel needs parallel to the McDermott Road corridor, which would be the more regional corridor. It would also provide relief to the Happy Valley Road/Can Ada Road corridor. The planned expansion of the corridor to a four- or five-lane arterial from Greenhurst Road north to Cherry Lane will help alleviate future congestion in a rapidly growing area. An interchange is currently planned for construction on McDermott Road. This will leave Robinson Road/Star Road as the only major corridor separating the Garrity and McDermott interchanges.

Additional pressure on Robinson Road and Star Road are likely due to the Boise State University West Campus and large commercial developments under construction near Garrity Interchange.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The <i>I-84 Corridor Study Final Report</i>⁹³ completed in 2001 evaluated an interchange at Robinson Road to remove some pressure from the already congested Garrity Interchange.</p> <p>During the development of <i>Communities in Motion</i>, many people supported a north-south major arterial between Ada County and Canyon County in the vicinity of McDermott Road accompanied by a new interchange.</p>	<p>Study the possibility of an interchange at Robinson Road which is included in the <i>I-84 Corridor Study Final Report</i>.</p>	<p>Widen Robinson Road from two lanes to five lanes between Greenhurst Road and Cherry Lane in Nampa. Estimated Cost: \$37,500,000</p>

⁹³ I-85 Corridor Study Final Report URL: <http://www.compassidaho.org/documents/planning/studies/i84finalreport.pdf>



State Highway 16

State Highway 16 is the primary north-south route that links Gem County to the Treasure Valley.

WHY THIS CORRIDOR MATTERS

State Highway 16 (SH 16) is the main commuter route from Gem County to the Treasure Valley. According to the 2000 Census approximately 37% of the Gem County labor force travels to the Treasure Valley for work. The SH 16 corridor has been included in the “Connecting Idaho Program” that was launched by the Idaho Transportation Department and approved by the Idaho Legislature in 2005. The corridor is an important link to a proposed Indian Valley route to the north and to an upgraded McDermott Road south of I-84.



From the Gem County/Ada County border south to Beacon Light Road, the corridor traverses rural areas of northern Ada County. Development in this area has historically been limited due to steep terrain and lack of an interconnected road network and urban services, although development pressure from recently proposed planned communities could quickly affect demand. From Beacon Light Road south to SH 44, the area is experiencing rapid development pressures as the cities of Star and Eagle expand. At least 2,000 lots are under preliminary plat status within one mile of the corridor.

The Idaho Transportation Department will fund a major study of the extension of the highway south to I-84 and amend the recently completed study from SH 44 to the City of Emmett. This study will

meet [National Environmental Policy Act \(NEPA\)](#) requirements and determine the ultimate highway alignment and roadway section. The extension will be located on or near the McDermott Road corridor. By 2030, traffic volumes would range between 25,000 and 42,000 along the corridor.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for State Highway 16 to meet CIM goals:

- ❖ Implement the SH 16 Corridor Study to improve safety and mobility along the corridor.
- ❖ Design and construct a high-speed, limited access roadway connecting existing SH 16 to I-84 at or near McDermott Road.

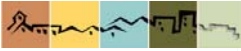
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the SH 16 corridor is consistent with the standards of the Idaho Transportation Department.
- ❖ The Idaho Transportation Department and local jurisdictions need to work together to implement the recommendations of the SH 16 Corridor Plan.
- ❖ Specific area plans should be completed and adopted in advance of urban development in the vicinity of interchanges.

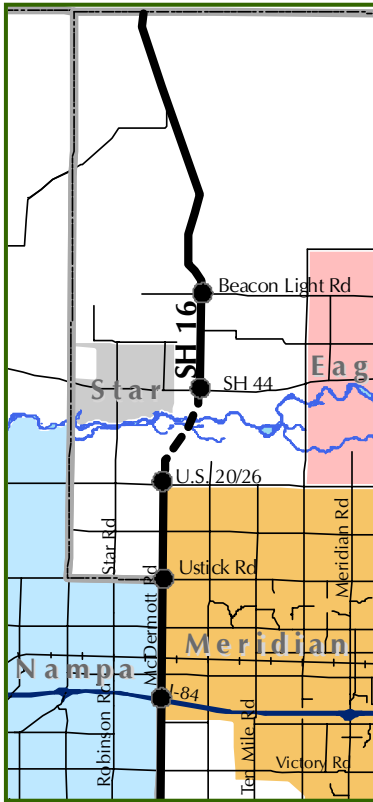
Corridor Prioritization Score

	SH 16	Inter change
Cost in Millions	\$241.9	\$73.6
\$ per VMT	2	1
Time Total Savings	5	1
Connections	1	5
Regionality	4	5
Growth Area	5	5
% of Growth (2x)	3	4
Transit (2x)	5	5
Total Score	33	35

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



CHALLENGES AND OPPORTUNITIES

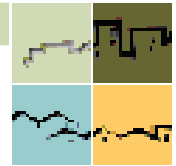
The Idaho Transportation Department would design SH 16 to an expressway/freeway standard. This opportunity exists due to the relatively low amount of development along the corridor. Local governments and ITD will need to discuss and resolve the location of new interchange locations along the highway.

Safety along the corridor has been a concern for the past several years due to rapidly increasing traffic volumes and the number of accidents along the corridor. ITD and local citizens and elected officials have met regularly to identify improvements to the corridor, and ITD has designated the corridor as Idaho's first "safety corridor."

The type of facility represented by the SH 16 corridor could be continued south along the McDermott corridor to connect with the Kuna-Mora corridor. The combination of these three corridors would provide the first major new regional route since the construction of I-84. (See McDermott and Bowmont/Kuna-Mora corridor descriptions.)

(Exact alignment and location of interchanges are subject to further study.)

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The Idaho Transportation Department initiated a study of SH 16 in 2001 that would result in the completion of a concept report for recommended improvements and an approved environmental document. The ITD has decided to amend the study to have a freeway concept prepared. A total of \$3,200,000 has been spent to date, and an additional \$4,800,000 has been programmed through 2009, of which \$4,500,000 is for right-of-way.</p>	<p>Widen SH 16 between I-84 and the Ada County/Gem Counties Line to Expressway standards including interchanges at Ustick Road, US 20/26, SH 44, Beacon Light, and Chapparral, overpasses at the other roads intersected and a river crossing. Estimated Cost: \$242,000,000</p> <p>Widen SH 16 from three lanes to four-lane from the County line to the substation. Widen to five lanes from substation to SH 52. Estimated Cost: \$94,000,000</p> <p>A new interchange at I-84 in the vicinity of McDermott Road is included on the I-84 corridor page. This interchange will require special designs to facilitate connections to Franklin Road. Estimated Cost: \$74,000,000</p>	<p>Provide park and ride lot at the Ada/Gem Counties Line and transit services from transit locations near I-84 to the park and ride lot.</p> <p>Evaluate the extension of this corridor south to Kuna-Mora Road.</p>

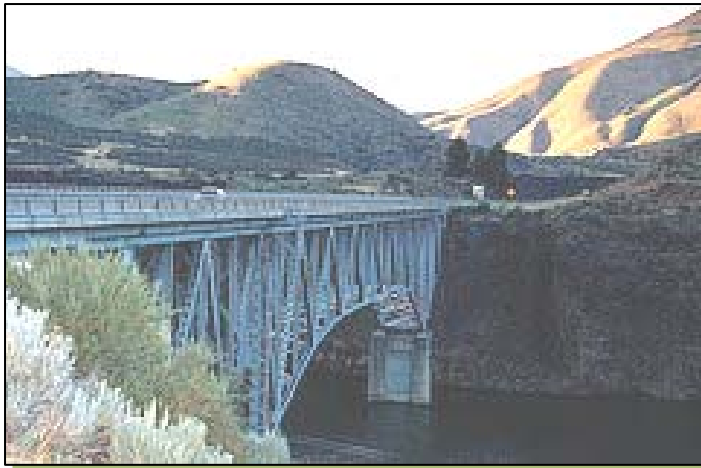


State Highway 21

SH 21 provides connections for Boise County.

WHY THIS CORRIDOR MATTERS

SH 21 runs from the City of Boise to SH 75 in Stanley, Idaho traversing through rugged terrain in the “back country” of central Idaho. SH 21 is one of the most important north-south corridors in Boise County. It provides access for Boise County residents to the jobs and services in Ada and Canyon Counties, but also provides access for tourists throughout the



year into Boise County and beyond and for Ada and Canyon Counties’ residents to weekend and summertime cabins. SH 55 is another important corridor that provides access between Ada and Canyon Counties to Horseshoe Bend and beyond into Valley County and the booming recreation sites in Cascade, Tamarack and McCall. Both SH 21 and SH 55 are also major freight routes, including logging trucks.

The two highways are connected via Garden Valley on a county road. The indirectness of this route has been a concern to Boise County residents and is addressed in a separate corridor write-up, Harris Creek/Centerville Road.

According to the 2000 Census, fifty-two percent of workers living in Boise County commute to Ada County

during the week. The peak traffic may be driven more by the weekend travel and recreational trips, however. The ITD traffic report for July 2005 indicated average weekend traffic measured at Robie Creek was 4,188, compared to the average weekday traffic of 3,670 at that location.

Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for SH 21 to meet CIM goals:

- ❖ The proposed improvements provide safety on existing highway.
- ❖ Support from the Idaho Transportation Department, Idaho City and Boise County is needed.

Land use decisions needed to implement the plan:

- ❖ Corridor planning along SH 55 and SH 21 will enhance traffic flow and safety. Access management is essential.

LAND USE GUIDING PRINCIPLES

Plan for growth & share in benefits and costs

Facilitate growth in cities & areas of impact to use public infrastructure more efficiently

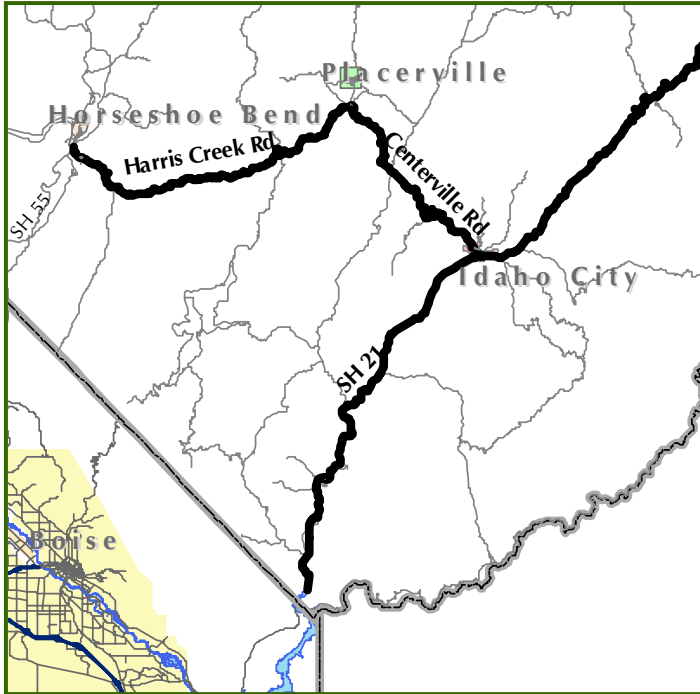
Promote economic vitality & housing choices for all residents while retaining natural beauty

Support a successful central city to maintain regional economic health and vitality

Coordinate transportation and land use decisions to support travel choices



Regional Connection



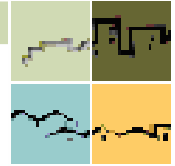
CHALLENGES AND OPPORTUNITIES

SH 21 – This highway runs through the mountains with a tremendous amount of sharp curves. The proposed projects for the highway include additional passing lanes between the City of Boise and Idaho City to improve safety conditions.

There are distinct urban and rural portions of SH 21. West of the Boise River, right of way was purchased to accommodate a future widening. Access rights were also purchased or negotiated at that time. The route was designed for a future bridge to be constructed north of the existing bridge. No funds to widen and/or construct the new bridge are in the fiscally constrained plan.

Also see Harris Creek/Centerville Road Corridor.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
None	Improvements to SH 21 involve safety and geometric improvements rather than adding lanes of travel. Accident data and traffic studies will be needed to identify needs such as passing lanes, guard rails, improved lighting at intersections, and horizontal and vertical curve improvements.	



State Highway 44 (State Street)

State Highway 44 is a major east-west route north of Interstate 84 and links several communities in the Treasure Valley.

WHY THIS CORRIDOR MATTERS

State Highway 44 (SH 44), also known as State Street, is the only east-west highway that links Canyon County to Ada County north of the Boise River. State Street is under ITD jurisdiction as SH 44 from Glenwood to I-84. SH 44 continues south on Glenwood to Chinden Boulevard. From Glenwood east to downtown Boise, State Street is under ACHD jurisdiction. State Street carries high levels of commuter traffic from Middleton and western Ada County, as well as commuters from Gem County via SH 16. Existing travel volumes range from 9,400 average daily traffic at the western terminus with I-84 in Canyon County, to 16,500 in the Star vicinity to 32,000 just west of Horseshoe Bend Road. Volumes are at their highest level of 44,800 cars east of Veteran’s Parkway.



The corridor varies in character from the rural western edge to downtown Boise. Main areas include downtown Middleton, downtown Star, and the urban corridor from Eagle Road to downtown Boise. The City of Middleton has adopted a proposed alignment for a bypass of the city in their comprehensive plan, and the need for a bypass of the City of Star will be reviewed in the corridor study currently underway.

Until additional river crossings can be identified and constructed, such as the Three Cities River Crossing, this highway will need to carry an ever increasing volume of traffic. Future volumes are forecasted to increase to 28,000 to 50,000 by the year 2030, even after the construction of the “relief valves” of the SH 16 extension and Three Cities River Crossing.

Goals for Communities in Motion

- Connections:** Provide safe access and mobility in a cost-effective manner to everyone in the region.
- Coordination:** Achieve better intra-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize impacts to people, historic properties, and the environment.
- Information:** Achieve coordination of gathering data and dispersing better information.

Recommendations for State Highway 44 to meet CIM goals:

- ❖ From Eagle Road west to I-84, the corridor is recommended to be a four-lane, limited access divided arterial with design treatments determined by collaborative planning among Idaho Transportation Department, local highway districts, and local jurisdictions.
- ❖ Continued support for the completion of the corridor plan for SH 44 is needed.

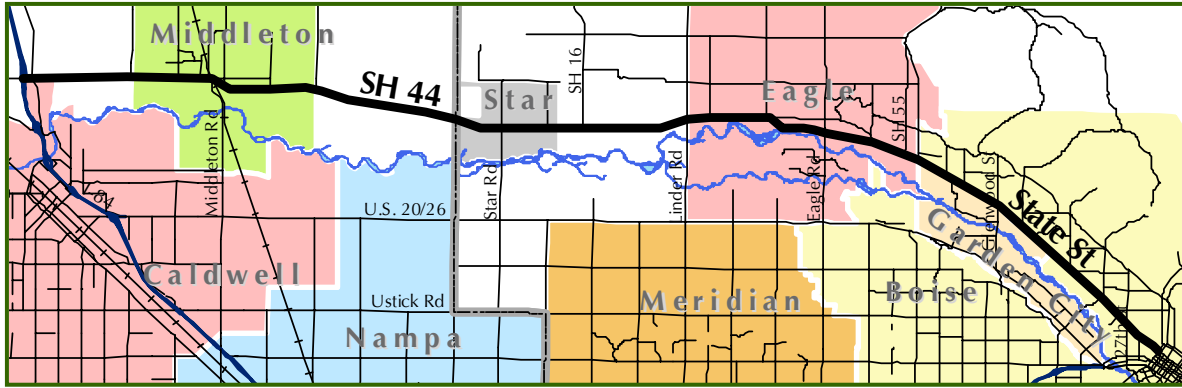
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the SH 44 corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score		
	West	East
Cost in Millions	\$83.6	\$43.8
\$ per VMT	4	5
Time Total Savings	5	1
Connections	1	0
Regionality	3	3
Growth Area	5	5
% of Growth (2x)	3	5
Transit (2x)	5	5
Total Score	34	34
West – Exit 25 at I-84 to Ballantyne Rd East – Eagle Rd to downtown Boise		
Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.		



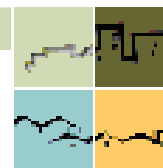
Regional Connection



CHALLENGES AND OPPORTUNITIES

This corridor is rapidly being developed as the cities of Eagle, Star, and Middleton grow. The cost of right-of-way along the corridor has increased dramatically over the past 18 months. The cities of Eagle and Middleton have recognized in their comprehensive plans the importance of maintaining traffic flow throughout the corridor. Eagle has adopted a system of parallel collector roadways that are being built by developers as the city grows. Middleton has adopted an alignment of a proposed alternate route. This action attempts to protect a viable alternate route south of the City of Middleton from development. Though in its early stages, the SH 44 Corridor Study has found broad support for preserving the arterial function of the roadway enhanced with more investment in public transportation services to serve the urban population in the corridor. One challenge to maintaining traffic flow through the corridor is the section of the roadway through downtown Star. Alternatives to reduce traffic volumes through downtown Star will be reviewed.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>The State Street Corridor Study (SH 55 [Eagle Road] to 23rd Street) was completed in 2004. The ACHD Commission committed to a \$57 million, non-traditional, transit option to improve the function of State Street over the next twenty years, which will feature two new lanes for buses and carpools, full sidewalks and bike lanes to promote alternative transportation. Phase II of this project will follow up on recommendations approved under the initial State Street Corridor Study. Work will focus on implementing land use and transportation concepts endorsed in the first phase, including comprehensive plans and regulations.</p> <p>A <u>corridor study</u> is underway for the segment between I-84 in Canyon County to Eagle Road in Ada County. Funding is programmed in FY2006-2008 for the study and partial right-of-way acquisition.</p>	<p>Widen from two lanes to a four-lane limited access divided highway. This project will include a new alternate route through the Middleton area. \$84,000,000</p> <p>Widen State Street between downtown Boise (starting at proposed Multi-Modal Center) to Eagle Road (SH 55) to accommodate a dedicated lane for transit.</p>	<p>Develop a bus rapid transit system between downtown Boise and Eagle Road and transit stations at activity centers along the corridor.</p>



State Highway 45

State Highway 45 connects the region to Owyhee County.



WHY THIS CORRIDOR MATTERS

State Highway 45 (SH 45) connects the City of Nampa and Owyhee County. It serves, however, as an important connection to SH 78, which merges with US 95 into Oregon and SH 51 into Nevada.

SH 45 traverses through a rural portion of the region and fills the need for a variety of travel needs. A local landfill is located just off of SH 45, and waste truck trips from the urban areas to the landfill are numerous. Farm trucks carrying sugar beets and other agricultural products travel from the southern portions of Canyon County to the processing factory north of Nampa. The cheese factory also generates many truck trips taking waste products from the factory to a dump site in the southern area of the region.

The corridor also serves as a commuter route from Owyhee County and the City of Melba to the urban areas of the region. Recreational traffic to the Snake River, Celebration Park, and other sites accounts for many trips, especially in the summer months.

The road is five lanes from downtown Nampa to Greenhurst Road. This portion of the corridor is the most congested part, as it runs through an area of high retail and office space through the City of Nampa. This section of the road is better known as 12th Avenue. South of Greenhurst Road, SH 45 merges to a three-lane facility, then to two lanes just north of Locust Lane.

Goals for Communities in Motion

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for State Highway 45 to meet CIM goals:

- ❖ As a corridor providing access to southern Canyon County and across the Snake River into Owyhee County, SH 45 provides regional connections. Additional capacity is needed in the urban portion of the corridor south of Nampa to Locust.

Land use decisions needed to implement the plan:

- ❖ Land-use decisions need to ensure access to the SH 45 corridor is consistent with the standards of the Idaho Transportation Department.
- ❖ Land-use decisions also need to take into consideration the plan for a limited access divided highway along the urban section of the corridor and preserve the right-of-way needed for future improvements.

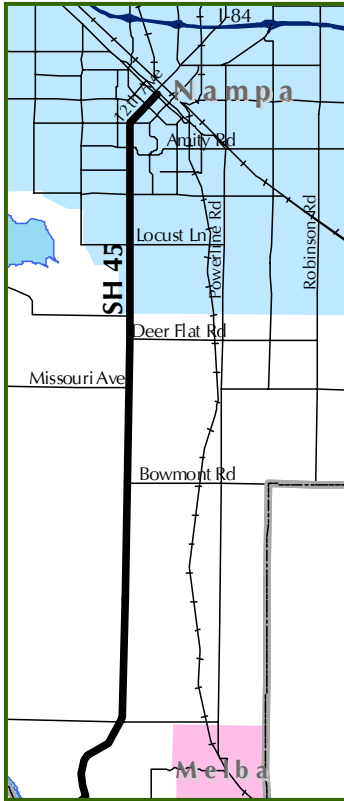
Corridor Prioritization Score

Cost in Millions	\$10.6
\$ per VMT	3
Time Total Savings	1
Connections	1
Regionality	3
Growth Area	1
% of Growth (2x)	1
Transit (2x)	3
Total Score	17

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



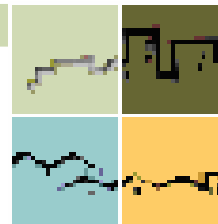
Regional Connection



CHALLENGES AND OPPORTUNITIES

Proposed improvements to the SH 16/McDermott Road corridor and Bowmont/Kuna-Mora Roads provide future opportunities for additional high-speed travel throughout the region. SH 45 will tie in with these future improvements, making it a critical link in the provision of alternatives to the highly congested I-84 corridor.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In FY 2006, a pavement preservation project is scheduled on SH 45 between Deer Flat Road and Roosevelt Road. Estimated cost: \$432,000.</p> <p>In FY 2007, a pavement preservation project is scheduled on SH 45 between Melba Road and Deer Flat Road. Estimated cost \$1,782,000.</p> <p>A corridor plan on SH 45 from Nampa to SH 78 is scheduled for FY 2009. Estimated cost: \$94,000 (Canyon County portion) Total cost of the plan = \$235,000).</p>	<p>No projects are recommended at this time.</p>	<p>Widen SH 45 from two lanes to four lanes between Deer Flat Road to Locust Lane south of Nampa as a limited access divided highway. Estimated cost: \$10,600,000.</p>

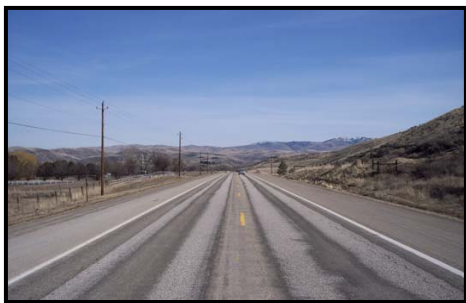


State Highway 55 (Eagle Road) Three Cities River Crossing

State Highway 55 is vital to the region as a major inter/intra-county connector.

WHY THIS CORRIDOR MATTERS – Ada County Section

State Highway 55 (SH 55) connects communities throughout Ada and Canyon Counties and is the primary route for people commuting to and from Boise County and weekend resort destinations such as McCall or Tamarack further north. The Ada County section of the corridor leaves I-84 north along Eagle Road, goes east along SH 44 (State Street), and then turns north to continue into Boise County. Traffic pressures on the corridor are caused from a lack of other major north-south corridors in the area. The corridor changes as it passes through a diversity of areas.



Travel on SH 55 is tied to The Three Cities River Crossing⁹⁴ project (3CRX), planned as a new road and bridge to cross the Boise River and connect the intersection of SH 55 and SH 44 (State Street) on the north with US 20/26 (Chinden Boulevard) on the south. Eagle Road in Ada County is a primary thoroughfare lined with commercial and residential development. The Eagle Road and Fairview Avenue intersection is the highest volume intersection in the Treasure Valley (over 6300 vehicles in the peak hour). Current volumes range from 56,000 north of I-84 to 36,000 at the Boise River. By 2030, volumes will be

slightly higher, but not because of limited demand. Rather, the capacity of this corridor has already been overwhelmed. The Eagle Road Improvement Project is currently listed in the State Transportation Improvement Program under preliminary development (PD).

Transportation Goals for *Communities in Motion*

Connections: Provide options for safe access and mobility in a cost-effective manner for the region.

Coordination: Achieve better inter-jurisdictional coordination of transportation and land use planning.

Environment: Minimize transportation impacts to people, cultural resources, and the environment.

Information: Coordinate data gathering and dispense better information.

Recommendations for State Highway 55 Corridor to meet CIM goals:

- ❖ Complete Three Cities River Crossing to relieve congestion on surrounding roadways.
- ❖ Complete the improvements recommended in the Eagle Road Improvement Project, including new traffic signals, increased traffic signal coordination, intersection improvements, median barriers, and pedestrian and bicycle pathways (where desirable) separated from the roadway with landscaping.

Land use decisions needed to implement the plan:

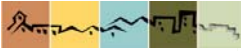
- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Jurisdictions need to work collaboratively in making decisions about proposed new developments along the north Ada County section of the corridor.
 - ❖ Land-use decisions need to ensure access to the SH 55 corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score

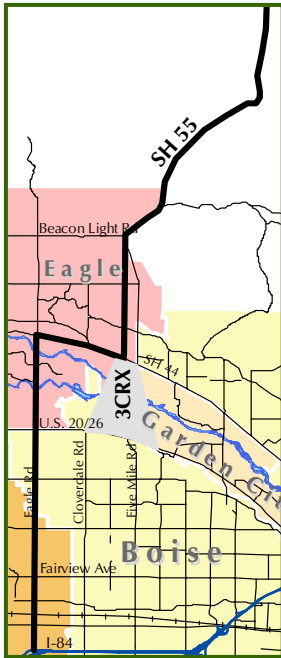
	SH 55 North	3 Cities River
Cost in Millions	\$1.4	\$55.0
\$ per VMT	5	2
Time Total Savings	1	4
Connections	1	5
Regionality	3	3
Growth Area	1	5
% of Growth (2x)	1	4
Transit (2x)	4	3
Total Score	21	33

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.

⁹⁴ Three Cities River Crossing, ACHD Project Website URL: <http://www.achd.ada.id.us/projects/currentprojects/threecities.asp>



Regional Connection



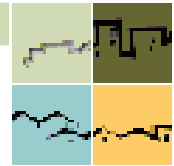
CHALLENGES AND OPPORTUNITIES

As a primary transportation corridor that crosses several cities and counties, State Highway 55 will carry ever larger volumes of traffic. As the region’s population continues to grow, conflicts will continue to arise between the traffic generated by commuters wanting to efficiently travel long distances and local traffic traveling between nearby homes and businesses. Growth in Boise County and in the resort towns further north will place additional traffic pressure on SH 55 in northern Ada County. Cities will be challenged to anticipate and plan for the cumulative effects of proposed developments along the corridor, but outside of city impact areas.

Challenges, however, also create the opportunities. The corridor has the potential to be both an effective thoroughfare and to provide access to residential and commercial developments surrounding it.

Determining how best to resolve the immediate challenges to SH 55 could provide a case study for how to conduct effective land use and transportation planning across multiple jurisdictions. The future of this corridor needs to be considered in concert with proposed improvements to SH 16 and McDermott. With the extensive development and access issues on SH 55, particularly between SH 44 and I-84, speeds are likely to drop even more. ITD has approved a plan to drop the posted speeds on this portion of SH 55 and to construct medians that would control left-turn movements across the roadway. While these system management improvements will help, travel demand will affect parallel roadways such as Cloverdale and Locust Grove.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>In the late 1980s work started to “relocate” portions of SH 55 from current alignments. The portion through downtown Meridian was to move to Eagle Road. A new interchange was constructed at Eagle Road and I-84. A new road was constructed parallel to Horseshoe Bend north of SH 44. Eagle Road was widened in the late 1990s.</p> <p>Rapid growth caused 2004 traffic volumes to exceed the 2015 forecasts. The Eagle Road Arterial Study was completed in 2005 and recommended several strategies to improve traffic flow along the route. The project has moved into the design phase and is called the Eagle Road Improvement Project.</p>	<p>Construct Three Cities River Crossing (3CRX) from SH 44 (State) to U.S. 20/26 (Chinden) at four to five lanes including a new bridge. Estimated Cost: \$55,000,000</p>	<p>Widen SH 55 from two lanes to four lanes as a limited access divided highway between Beacon Light and Brookside north of Eagle. Estimated Cost: \$1,400,000</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters, along the urban areas of the SH 55 corridor.</p> <p>Construct the recommendations from the Eagle Road Arterial Study. ITD proposed construction in three phases estimated costs:</p> <p>North Phase: \$8,750,000 Central Phase - \$26,810,000 South Phase - \$16,410,000</p>



State Highway 55 (Karcher Road)

State Highway 55 is vital to the region as a major cross-county connector.

WHY THIS CORRIDOR MATTERS – Canyon County Section

State Highway 55 (SH 55) connects multiple communities throughout Ada and Canyon Counties and is the primary route for people commuting to and from Boise County and weekend resort destinations such as McCall or Tamarack further north. The **Canyon County section** of the corridor runs twenty miles from the Snake River, turning east at the Sunnyslope Road corner and following Karcher Road through southern Caldwell and the northwest corner of Nampa before following I-84 into Ada County. SH 55 functions as rural two lane highway until it runs into large commercial developments in Nampa.



Karcher Road faces increasing demands from residential growth in the southern Caldwell area. Lining the corridor is farmland interspersed with new residential subdivisions. Large commercial centers become more prevalent as the road comes into Nampa. This section of road carries over 16,000 cars per day. With multiple access points to all the businesses along the road and a busy center turn lane, safety and congestion are primary concerns.

The Karcher Road Interchange is currently under construction (2006). The new interchange will provide additional traffic through this commercial area of the corridor and provide access to I-84 for the growing residential area.

The road should be widened to a four lane divided, limited access highway. Daily trips carried on this section of the corridor could double by 2030. SH 55 is part of the national highway system.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

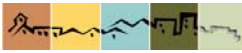
Recommendations for State Highway 55 Corridor to meet CIM goals:

- ❖ Complete the Karcher Interchange to allow increased access to I-84.
- ❖ Widen SH 55 to a four lane limited access divided highway from Sunnyslope to the Karcher Interchange.

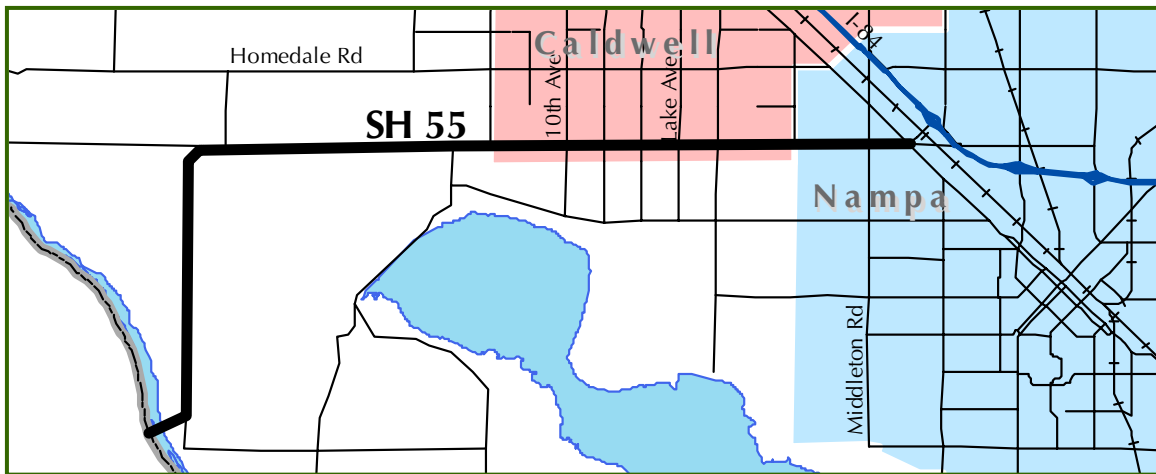
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the SH 55 corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score	
Cost in Millions	\$44.9
\$ per VMT	4
Time Total Savings	2
Connections	1
Regionality	3
Growth Area	3
% of Growth (2x)	2
Transit (2x)	4
Total Score	25
<p>Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.</p>	



Regional Connection

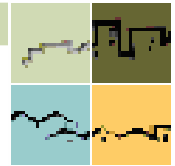


CHALLENGES AND OPPORTUNITIES

As a primary transportation corridor that crosses several cities and counties, State Highway 55 will carry ever larger volumes of traffic. As the region’s population continues to grow, conflicts will continue to arise between the traffic generated by commuters wanting to efficiently travel long distances and local traffic traveling between nearby homes and businesses.

The corridor has the potential to be both an effective thoroughfare and provide access to the multiple residential and commercial developments surrounding it.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Widening SH 55 in Canyon County from Marsing to Sunnyslope begins in 2006 for \$12,087,000. The Karcher Road interchange is currently under construction and will be complete in November 2006. This project is expected to cost \$25,379,000. Additional related projects will continue through the fall 2007.</p> <p>Several projects along Karcher Road are funded in the Transportation Improvement Program, including two intersection improvements, widening between Midway Road and Sundance, an upgraded railroad crossing bridge, and a new commuter Park and Ride lot.</p>	<p>No major construction is called for in the plan, but design, access management and right-of-way preservation is essential.</p>	<p>Widen SH 55 from 2 lanes to 4 lanes as a limited access divided highway between Sunnyslope Curve west of Caldwell to Karcher Interchange in Nampa.</p> <p>Estimated Cost: \$44,900,000</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters, along the urban areas of the SH 55 corridor.</p>



Ten Mile Road

Ten Mile Road links the high-growth areas of Meridian and Kuna.

WHY THIS CORRIDOR MATTERS

Ten Mile Road stretches twelve miles from US 20/26 in Meridian to the vicinity of 4th Street in Kuna. This corridor provides north-south mobility in Meridian and a connection to Kuna. The two primary north-south corridors in the vicinity are planned to be McDermott and Meridian Roads.



Ten Mile Road is bounded by agricultural uses along the northern part of the corridor. Rapid residential development, however, will soon make this primarily a residential corridor with the exception of some commercial and office uses. In addition, the Meridian Waste Water plant is located along Ten Mile Road at Ustick Road.

The City of Meridian Comprehensive Plan identifies a rail station is in the vicinity of the rail line (Boise Cutoff) and Ten Mile Road. Higher densities and mixed land uses are planned for this area.

Ten Mile Road, between Franklin Road and Overland Road, is planned for commercial use.

Further south the corridor is bounded by agricultural uses and is transitioning to low density residential uses near Kuna.

An interchange at I-84 is expected to begin construction in 2008.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Ten Mile Road Corridor to meet CIM goals:

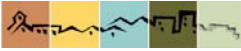
- ❖ Widen to four or five lanes between Franklin Road and Lake Hazel Road, and Ustick Road and US 20/26.

Land use decisions needed to implement the plan:

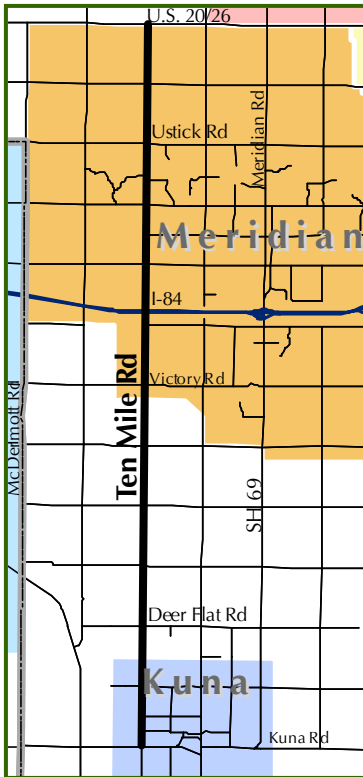
- ❖ Land-use decisions need to ensure transit supportive densities in the area of planned transit/rail stations and other designated growth areas and discourage development outside existing urban areas.

Corridor Prioritization Score	
Cost in Millions	\$39.9
\$ per VMT	2
Time Total Savings	3
Connections	5
Regionality	3
Growth Area	5
% of Growth (2x)	4
Transit (2x)	4
Total Score	34

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

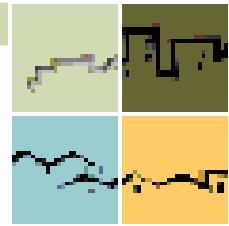


CHALLENGES AND OPPORTUNITIES

Residential development in North Meridian and construction of an interchange at I-84 is likely to lead to substantial demand on Ten Mile Road between Ustick Road and the I-84. In addition, the City of Meridian Comprehensive Plan identifies a mixed-use transit-supportive compact neighborhood in the vicinity of the rail corridor to support a potential rail station. The effort to accommodate anticipated automobile volumes while maintaining the character of this future rail station area may be a challenge.

Rail and rail feeder bus service may provide alternatives to the auto in this corridor.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Construction of an interchange at Ten Mile and I-84 is programmed for FY 2008. Estimated Cost: \$68,650,000</p> <p>Construction between Franklin and Cherry scheduled in 2007. Estimated Cost: \$7,767,000</p> <p>Construction between Ustick and Cherry scheduled in 2007. Estimated Cost: \$7,105,000</p>	<p>Widen Ten Mile Road from two lanes to five lanes between Lake Hazel and US 20/26 (Chinden). Estimated Cost: \$39,920,000 (may be reduced due to budgeted improvements)</p>	<p>When the rail corridor has transit operations and a station is in place, Ten Mile Road will need to accommodate and encourage non-motorized modes through appropriate design and provision of infrastructure, non-motorized paths, and bus pullouts.</p>



US 20/26 (Chinden, Front/Myrtle, & Broadway)

US 20/26 is vital to the region because of its role as an alternate to I-84.

WHY THIS CORRIDOR MATTERS

US 20/26 is second only to I-84 in the amount of regional travel it carries daily and is the longest primary arterial in the two-county region. Since the US 20/26 designation includes large portions of I-84 in eastern Ada County, for the purposes of this plan the focus will be the segment beginning at Broadway Avenue in Ada County and leaving the region in Canyon County northwest of Parma. In 2030, the corridor is forecasted to carry over 45,000 trips per day on its busiest segment



east of Eagle Road to 10,000 at (lowest traveled segment) north of the City of Parma.

The corridor changes character dramatically in its traverse through the region. In Boise, the highway begins as an urban thoroughfare – Broadway Avenue – lined with commercial uses from I-84 to the Broadway Bridge over the Boise River. As the Front Street/Myrtle Street couplet through downtown Boise, the road is bordered by Julia Davis Park and various employment areas, such as the Ada County Courthouse.

Further west, the highway becomes Garden City’s commercial backbone. From Cloverdale Road to Eagle Road, the highway has been improved to five lanes that serves newer commercial areas and a large business park. From Eagle Road to I-84, the road passes through the rapidly developing areas of North Meridian and northeast Caldwell. The highway is only two lanes yet still functions as an alternate route to I-84 for many Canyon County commuters.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for 20/26 Corridor to meet CIM goals:

- ❖ As an alternative to I-84 to many regional travelers, the US 20/26 corridor from I-84 in Canyon County to McDermott (SH 16) or Eagle Road (SH 55) is recommended to be preserved as an expressway. The section between McDermott and Eagle Roads will need review to determine appropriate standards. US 20/26 from I-84 to Eagle Road is recommended to be built as a four-lane arterial with design treatments determined by collaborative planning among ITD, highway districts and local jurisdictions. West of I-84, US 20/26 will receive operation improvements such as passing lanes and intersection improvements.
- ❖ Continued support for the completion of the corridor plan for US 20/26 is needed.

Land use decisions needed to implement the plan:

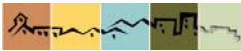
- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to ensure access to the US 20/26 corridor is consistent with the standards of the Idaho Transportation Department.

Corridor Prioritization Score

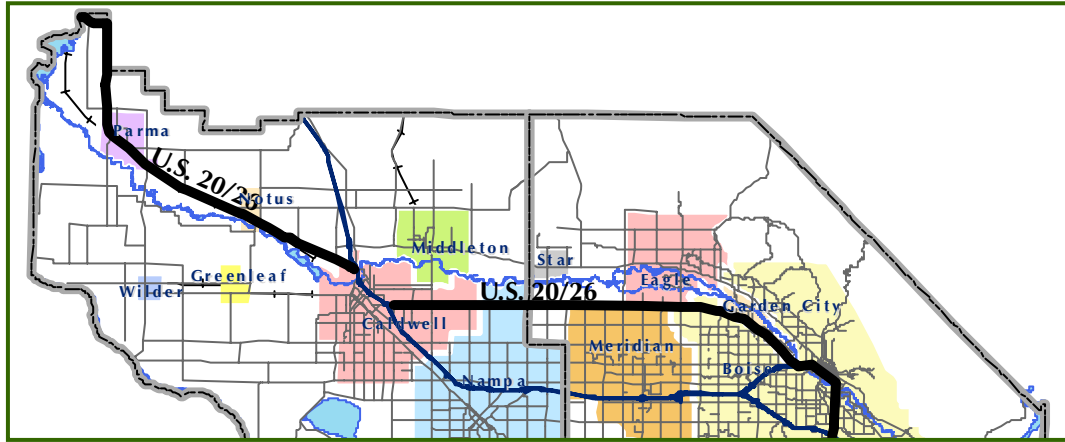
	West	East
Cost in Millions	n.a.	\$202.9
\$ per VMT	5	3
Time Total Savings	1	5
Connections	1	1
Regionality	3	4
Growth Area	2	5
% of Growth (2x)	2	4
Transit (2x)	4	4
Total Score	24	34

West – Parma to Exit 25 at I-84
East – Exit 29 at I-84 to Eagle Road

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection

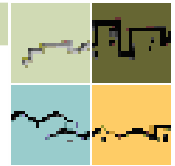


CHALLENGES AND OPPORTUNITIES

Long segments of US 20/26 have the opportunity to become an expressway with the support for access management and corridor preservation by local communities. Some segments will be more challenging, such as the North Meridian area where several subdivisions have been approved within the past two years. Other segments may be unsuitable, such as the segment through the urban core of Garden City. The US 20/26 Corridor Preservation Study has heightened awareness of the importance of this corridor in the regional transportation system and support for its preservation has been received from developers, citizens, and local governments.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>A corridor preservation study⁹⁵ is currently underway for the segment between Eagle Road and I-84 in Canyon County and is expected to be completed in FY2007. The corridor study will produce a corridor plan, an approved environmental document, and right-of-way plans.</p> <p>A reconstruction of Exit 29 in Caldwell is currently funded for construction in 2007.</p> <p>A portion of US 20/26 in downtown Boise was included in the Downtown Boise Mobility Study that COMPASS adopted in December 2005. Recommendations pertaining to US 20/26 include pedestrian crossing enhancements, streetscape improvements, and various improvements to traffic operations.</p>	<p>Widen US 20/26 (Chinden) from two lanes to four lanes as a limited access divided highway between the Franklin Road Interchange in Caldwell to Eagle Road in Eagle/Boise, including grade separated interchanges and overpasses at appropriate locations*.</p> <p>Estimated Cost: \$203,000,000</p> <p>*Actual design, alignment, and type of roadway to be determined by the US 20/26 Corridor Preservation Study. Interim widening and intersection improvements may be necessary due to funding limitations. Preserve sufficient right-of-way widths at major intersections where future grade-separated interchanges are recommended. The City of Meridian does not support grade separation between McDermott Road /SH 16 and Eagle Road.</p>	<p>Make operational improvements to US 20/26 between Parma and Exit 25 in Caldwell.</p> <p>Provide bus service along the corridor from south Boise to Parma.</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters.</p>

⁹⁵ US 20/26 Corridor Preservation Study, Project Website URL: <http://itd.idaho.gov/Projects/D3/US2026Corridor/>



Ustick Road

The Ustick Road corridor connects cities across Ada and Canyon Counties.



WHY THIS CORRIDOR MATTERS

Ustick Road is one of the longest continuous corridors in the region. It runs thirty-seven miles from the Snake River in Canyon County to Curtis Road in Ada County. The road changes in character several times as it connects undeveloped rural areas with rapidly developing residential and commercial areas in Caldwell, Nampa and Meridian and ends with established neighborhoods and commercial development in Boise.

In Canyon County, the corridor serves as a principal east-west arterial. Largely rural in character, farmland borders much of the road. Several new subdivisions are being built, but they are set well back and are separated from the road by fences. Ustick Road is two lanes and most intersections feature two or four way stop signs. The long-range plan calls for a new interchange connecting Ustick Road to I-84. Ustick Road also connects to McDermott Road, which is planned to transform into an expressway, connecting to both I-84 and State Highway 16.

Traffic volumes that today range between 18,000 trips per day along the busiest sections near Five Mile Road to 1000 trips per day along the more rural sections, will increase to ranges of 10,000 to 38,000 in 2030 when forecasted growth is in place.

Transportation Goals for *Communities in Motion*

- Connections:** Provide options for safe access and mobility in a cost-effective manner for the region.
- Coordination:** Achieve better inter-jurisdictional coordination of transportation and land use planning.
- Environment:** Minimize transportation impacts to people, cultural resources, and the environment.
- Information:** Coordinate data gathering and dispense better information.

Recommendations for Ustick Road Corridor to meet CIM goals:

- ❖ Construct new interchange at I-84 and Ustick Road.
- ❖ Widen Ustick Road from two to five lanes from Caldwell/Nampa Boulevard to Curtis Road.
- ❖ The specific design of roadway widening at different points along the corridor should be sensitive to the needs and character of surrounding neighborhoods, allowing for pedestrian and bike pathways and landscaped medians where desirable.

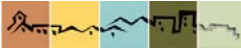
Land use decisions needed to implement the plan:

- ❖ To reinforce the future land-use pattern, local governments along the corridor are recommended to focus development in designated growth areas.
- ❖ Land-use decisions need to take into account the neighborhood area development plans prepared by neighborhood associations bordering Ustick Road.

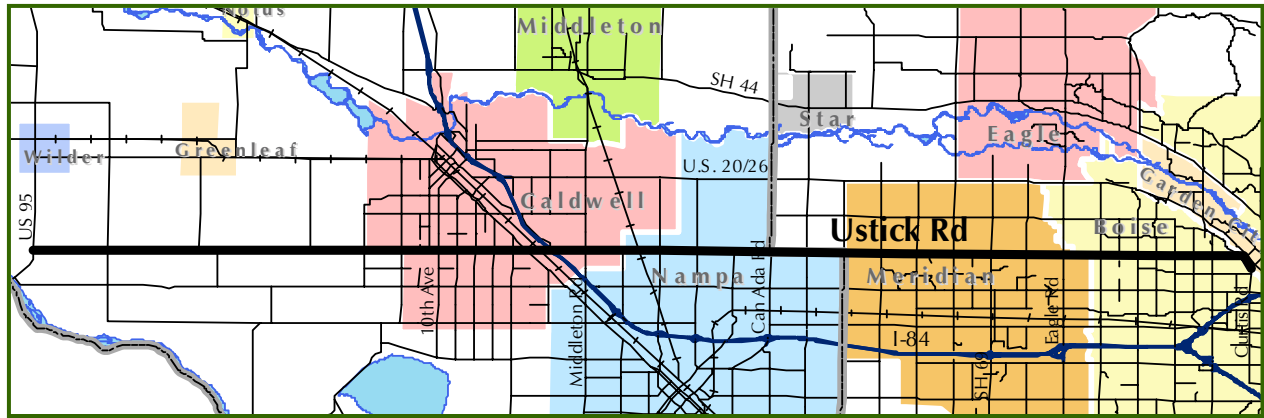
Corridor Prioritization Score

Cost in Millions	\$103.2
\$ per VMT	5
Time Total Savings	5
Connections	1
Regionality	3
Growth Area	5
% of Growth (2x)	5
Transit (2x)	3
Total Score	35

Each corridor was rated 1-5, with 5 being the highest score. Transit and % of Growth scores were weighted double and the results were then totaled. The lowest score was 13 and the highest was 39.



Regional Connection



CHALLENGES AND OPPORTUNITIES

Ustick Road will continue to face increased traffic pressure as the region grows. Preserving the function of Ustick Road as a principal thoroughfare while creating a neighborhood friendly facility along several sections will challenge the way jurisdictions implement road design. The opportunity for Ustick Road is that it could become a model for how to design a high-capacity road that also serves neighborhood needs. In Ada County, Ustick Road faces increased pressure from the large amount of new residential development in north Meridian and other development in western Ada County. Two elementary schools border the road. Consideration of fronting housing and effects on businesses will need consideration. Neighborhoods are concerned that widening Ustick Road to accommodate more thru traffic will negatively affect the character of their neighborhoods.

Past and Current Investments through 2009	Funded Investments through 2030	Unfunded Improvements through 2030
<p>Because it connected several communities, Ustick Road used to be the route for the old inter-urban trolley car system.</p> <p>The Ustick Road connection to Curtis Road was completed in 2002. The extension provided a new connection for west Boise and Garden City residents and eased traffic along the largely residential Mountain View Road.</p> <p>Ustick Road from Five Mile Road to Cole Road is scheduled for widening in 2007.</p>	<p>Widen Ustick Road from two lanes to five lanes between Caldwell/Nampa Boulevard in Nampa and Curtis Road in Boise. Estimated Cost: \$103,200,000</p>	<p>Construct new interchange at Ustick Road and I-84. Estimated Cost: \$25,000,000</p> <p>Provide for necessary transit infrastructure, such as bus pull-outs and shelters, along the corridor.</p>

Special Future Studies

During the design of the “optimal” transportation system for the plan, several corridors were considered that lacked sufficient information to determine alignments or designs. These corridors were noted for further study to discover the detail needed to include it in a plan and are shown as a “study box” on the [major capital improvements map](#).⁹⁶ These special studies include (in alphabetical order):

- **Bowmont/Kuna-Mora Road** -- study for possibility of an express-type arterial corridor in the near future. This corridor would connect to the McDermott extension (SH 16) in the distant future and to SH 45 on the west and I-84 on the east. This study would determine alignments, access management needs, and design/implementation options as a future expressway beyond 2030.
- **Cloverdale Road and Five Mile Road** – during discussions of an “optimal” transportation system, these corridors will need improvements. A current study of the Three Cities River Crossing has not been completed, which will establish connections of one or both of these roads across the Boise River to SH 55. Other issues include the potential of an interchange at I-84 and Cloverdale, and connections of one or both of these roads to a future Kuna-Mora expressway.
- **Cloverdale Road to the Eisenmann Interchange** – new connections are needed in the area south of Boise between Cloverdale Road and the Eisenmann Interchange. The study would locate the most desirable and efficient connections.

- **I-84 Interchanges** – study for possible inclusion of an interchange at Robinson Road in Nampa and near Amity Road in Boise. A more complex interchange study is needed to connect Franklin Road to I-84 in the vicinity of SH 16 and McDermott Road. Future interchange locations will be determined during the I-84 study. This study is expected to be funded through GARVEE funding.
- **McDermott Road** – south of I-84, McDermott Road could become an extension of the proposed expressway system on SH 16 connecting to Kuna-Mora Road. This study would determine the feasibility of an expressway, alignments, and access management needs.
- **Purple Sage/Beacon Light Road Extension** – an alignment for the connection of these roadways is needed. Current development activity could preclude any connection, and an alignment is needed to protect rights-of-way.
- **River Crossing in Canyon County** – there is currently a six mile gap (Star Road to Middleton Road) between river crossings in a high-growth area of Canyon County. This study would determine the alignment and connections of a river crossing. The preferred alignment will likely align with either Franklin Road or Northside Road. Once a determination is made, the preferred road will be classified as a principal arterial and the other as a minor arterial.
- **SH 16** – study is currently underway to determine the feasibility of an expressway system, the alignment, access management strategies, and funding measures.
- **SH 16 to SH 55 Connection Study** – in anticipation of future growth north of the City of Eagle, a study would determine feasibility and alignment of a northern connection.

⁹⁶ Proposed Major Capital Roadway and Transit Improvements Map URL: http://www.communitiesinmotion.org/Documents/datareports/majorcapital_D2.pdf

- **SH 69 Extension** – ACHD and the City of Kuna agree that an extension is needed, but differ on the alignment and need for a railroad overpass. The study will consider costs, benefits and environmental issues of the options.
- **Canyon Truck Route Corridor Study** – there is a desire for a route to divert truck traffic south of I-84 west of the City of Caldwell to Kuna-Mora and connecting back to I-84 south of the City of Boise. This study will also include the feasibility of a new river crossing near Weitz Road northwest of the City of Caldwell.

Other transportation studies in the region can be found on the “[Studies Coordination](#)”⁹⁷ website.

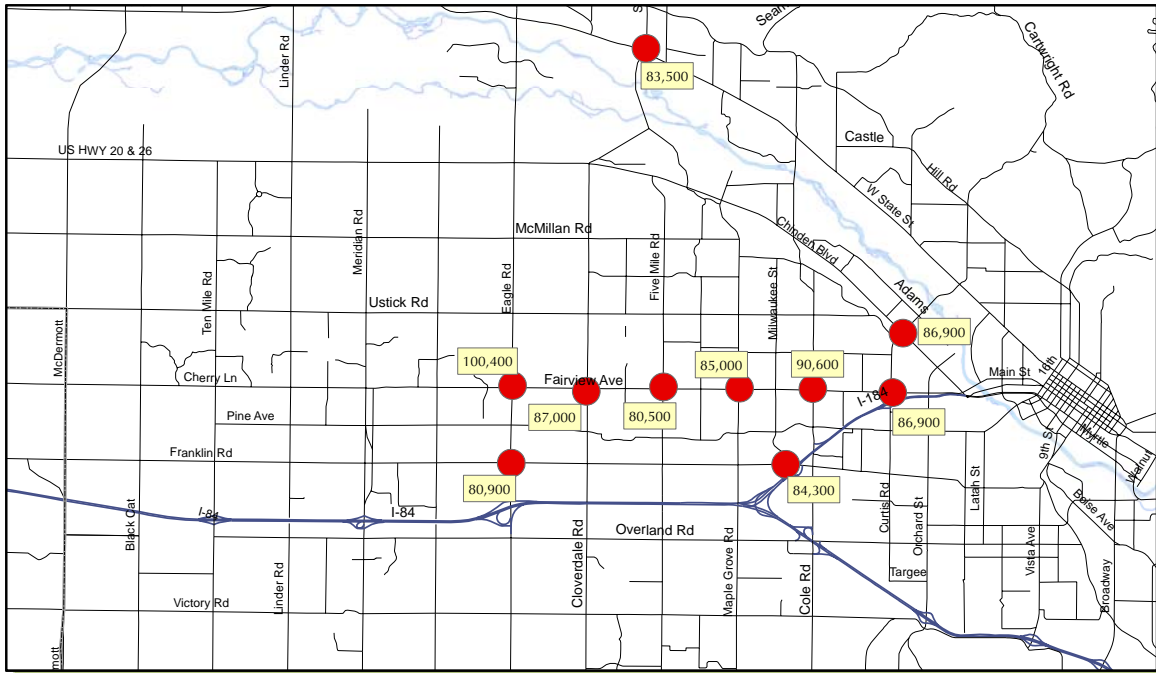
Critical Intersections

COMPASS uses a travel demand model that focuses on regional corridors and travel patterns rather than on specific issues at individual intersections. Certainly the regional corridors are high priorities for investment, but this emphasis does not mean that intersections are not important. In fact, intersections are key to understanding traffic flow on urban roads. This section is intended to highlight the issues and potential approaches in addressing significant intersection problems.

The intersections shown are at-grade intersections. Grade-separated interchanges on I-84 and I-184 may carry high volumes but are better able to handle these high volumes since movements are physically separated. Traffic engineers deal with high levels of intersection volumes in several ways, including:

- Increase the capacity of the intersection by adding more storage for the various traffic movements.
- Separate the movements.
- Reduce or eliminate left-turn movements.
- Improve signal progression to reduce stacking at intersections.

⁹⁷ Studies Coordination URL:
<http://www.compassidaho.org/planning/studies.htm>



Top 10 busiest intersections in Ada County in 2030 using the “Community Choices” growth scenario.



Top 5 busiest intersections in Canyon County in 2030 using the “Community Choices” growth scenario.

The critical intersections shown in the maps above will need special design treatments if they are not to become very large parking lots by 2030.

Whether grade separation, exotic left-turn treatments, or roundabouts are appropriate are questions that need to be considered--and soon or else growth will reduce the options and likelihood of a good solution. A more detailed [white paper on critical intersections](#)⁹⁸ is available.

Enhancement Possibilities

Throughout the process of developing *Communities in Motion*, local residents and officials reiterated that communities want to maintain an individual character. The workshops in November 2004 and February 2005 provided information about roadway design options including main streets, boulevards, and sidewalks. These types of treatments enhance the community through the design of a roadway or transit stop.

In the next twenty to twenty-five years, many of these community enhancements could occur through the federal Surface Transportation Program – Enhancement (STP-E). It is difficult, however, to specify which communities will apply or be approved for these funds. The STP-E programs have a federal aid limit of \$500,000. The local match varies and is based on a sliding scale. Specific categories include: bicycle/pedestrian pathways, scenic, or historic. All the categories must have a strong connection to transportation.

Some examples of the federal enhancement projects funded through FY 2008 follow:

Examples of Federal Enhancement Projects

Year	Project Name and Brief Description	Total Amount	Sponsor
2006	Weiser Recreational Vehicle Trail (Bike/Pedestrian)	\$222,000	City of Weiser
2006	Garden Valley Trail (Bike/Pedestrian)	\$235,000	Miscellaneous
2006	Eckert Pathway Extension II (Pedestrian)	\$644,000	Ada County
2006	Caldwell Depot Rehabilitation (Historical)	\$455,000	City of Caldwell
2007	Boise State University Greenbelt Pathway (Bike/Pedestrian)	\$599,000	Boise State University
2007	Warm Springs Boulevard (Scenic)	\$273,000	ACHD
2008	Canyon Crossroads Transportation Museum in Melba (Historic)	\$410,000	Canyon County
2008	Pennsylvania Ave & 4 th Street (Bike/Pedestrian)	\$450,000	City of Fruitland

⁹⁸ Critical Intersections White Paper URL: <http://www.communitiesinmotion.org/Documents/datareports/Criticalintersections.pdf>

