

Analysis of Transportation Components in the Comprehensive Plans of Canyon County

Jurisdiction	Goal Statements/Summary	Functional Classification	Right-of-Way Widths	Available Transportation Modes	Alternative Transportation Goals / Policies	Corridor Preservation
City of Caldwell	To make provisions for every feasible form of transportation, including cars, trucks, trains, aircraft, bicycles and pedestrians, for safe, efficient movement of people, goods and services. The various methods should contribute to the City's quality of life and provide effective integrated linkages between existing and future residential, institutional, commercial, and industrial land use areas of the community.	Yes	<u>Regional Arterial</u> : 90' @ 5,000+ trips/day <u>Principal Arterial</u> : 80'@ 5,000+ trips/day <u>Minor Arterial</u> : 66-80' @ 2,500 - 5,000 trips/day <u>Collector</u> : 60' min. @ 500 - 2,500 trips/day <u>Industrial</u> : 80' @ variable trips/day <u>Local</u> : 56' @ variable trips/day	<i>Automobile</i> <i>Treasure Valley Metro</i> - service between Ada and Canyon Counties <i>Treasure Valley Transit</i> - Canyon County service <i>Park and Ride Lots</i> <i>Vanpool / Carpool</i> <i>Para-transit</i> - senior citizen transportation	To provide a systematic network of pedestrian routes and bicycle routes throughout the community as a means to expand and enhance the transportation system. To develop systems and procedures to assist in the formation of objectives identifying specific needs and establishing priorities for consideration and implementation involving improvements to the public transportation system. The City Engineer and City Planning and Zoning Departments shall prepare and update a map and plan which identifies bikeway and pedestrian transportation routes and provides for the development and integration of a system of bikeways and pedestrian ways throughout the City.	To identify key sites for acquisition and compile a future acquisition map. To establish a fund for property / right-of-way acquisition.
Canyon County	Mobility, or the ease and methods people and goods are able to carry out daily functions on safe and reliable transportation routes is of paramount importance in Canyon County. This is because the transportation system serves a large area heavily dependent on automobiles and trucks for transportation means. Include transportation as an integral part of the planning process and build on existing system in ways that make alternative transportation harmonious with existing and projected land uses.	Yes	<u>Rural Principal Arterial</u> : 80-100' <u>Rural Minor Arterial</u> : 80-100' <u>Rural Major Collector</u> : 60-80' <u>Rural Minor Collector</u> : 60-80' <u>Urban Principal Arterial</u> : 80-100' <u>Urban Minor Arterial</u> : 80-100' <u>Urban Collector</u> : 60-80'	<i>Automobile</i> <i>Treasure Valley Metro</i> - service between Ada and Canyon Counties <i>Treasure Valley Transit</i> - Canyon County service <i>Park and Ride Lots</i> <i>Vanpool / Carpool</i> <i>Para-transit</i> - senior citizen transportation	To include transportation as an integral part of the planning process and build upon the existing transportation system in ways that make alternative transportation harmonious with the existing and projected land use patterns in the county. Seek citizen input on transportation plans including alternative choices which may involve public transit systems, air travel, walking, bicycling, horseback riding, railroads and other choices that can enhance many aspects of life in Canyon County. Consider all modes of transportation as part of the needs of the county. This will involve the county in transit system considerations as well as other modes which may be attractive possibilities as a result of the increased numbers of commuters between Canyon County and the Boise Metropolitan area.	Plan for present and future needs on transportation matters including such areas as expansion and extension capabilities....

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City of Greenleaf	A strong point for this community is the fact that Greenleaf is served by State Highway 19, which has already been improved within the City of Greenleaf.	None cited	None cited.	Automobile	The City has no public transportation because of its small size.	None cited.
City of Melba	The City of Melba is served by State Highway 45 and County Highway Southside Boulevard.	None cited	None cited.	Automobile	The City has no public transportation because of the small size.	None cited.
City of Middleton	Provide a system of transportation circulation within and around the City which will make it possible for people to reach their destinations safely.	Yes	Minor Arterial: 80' ROW - 54'width back of curb Collector: 60' ROW - 40' width back of curb Local Access: 60' ROW - 40' width back of curb	Automobile	None cited.	None cited.
City of Nampa	To develop a balanced and mixed transportation system in accord with air quality and environmental concerns which provides for efficient and safe movement of people and goods; Encourage transportation system designed and developed to reduce existing traffic congestion....	Yes	Arterials: 80' - 100' Collectors: 60' Local: 56' with 37' pavement	Automobile Treasure Valley Metro - s ervice between Ada and Canyon Counties Treasure Valley Transit - Canyon County service Park and Ride Lots Vanpool / Carpool Para-transit - senior citizen transportation	Achieve a balanced transportation system inclusive of roadways, public transit, bicycle routes, sidewalks, etc. Support a local transportation system connected to all modes of the regional transportation system. Reduce employee travel and encourage use of alternative transportation modes.... Continue to participate in the development of a Boise Valley Regional Transit System to ensure service for Nampa residents. Encourage development of park-and-ride lots as demand requires.	Preserve and protect future transportation corridor rights-of-way through land use planning.

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City of Notus	Two strong points for the city are Notus is bisected by a main east-west artery, U.S. Highway 20-26, as well as the main line for Union Pacific Railroad. No inconvenience is caused to through traffic on Highway 20-26 other than a slower speed of thirty-five (35) miles per hour inside the city limits. Traffic arms have been installed at the crossing on Notus Road, greatly improving the safety of this railroad crossing.	None cited	Street widths: 50 - 80' Alleys: 12 - 16'	Automobile	Community does not have alternative transportation due to its small size.	None cited.
City of Parma	To improve the overall transportation system in and around the city consistent with growth, tourism demands, and fiscal conditions.	None cited	Road ROW from 50' to 60"	Automobile Senior Bus - Primarily around town	Currently there are no typical alternative transportation opportunities such as bike paths or walking trails. Research and encourage the use of alternative public and private transportation methods.	See Access Control
City of Wilder	A strong point for this community is the fact that Wilder is served by an improved section of U.S. Highway 95 and lies at the junction of U.S. 95 and State Highway 19, which gives assurance that the City will not be bypassed by those arterial roadways serving southwestern Idaho and parts of eastern Oregon.	None cited	None cited.	Automobile	The City has no public transportation because of its small size.	None cited.

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Jurisdiction	Access Control	Pedestrian Enhancements Goals/Policies	Neighborhood Protection Goals/Policies	Noise	Land Use Goals/Policies	Future Transportation Needs	Other
City of Caldwell	The City Engineer and City Planning and Zoning Departments shall prepare [a] policy for adoption by the City Council by ordinance or by resolution pertaining to...establishment of controlled methods of access for properties fronting on arterial routes and collector streets.	To provide a systematic network of pedestrian routes and bicycle routes throughout the community as a means to expand and enhance the transportation system.	To protect residential living areas or business centers having high levels of pedestrian traffic from large volumes of vehicular traffic. New streets will be designed to enhance residential districts and protect neighborhoods from high traffic volumes.... Efforts shall be made to encourage the development of a neighborhood retail and service center for the expanding residential neighborhoods of the south and southwest. Arterial street traffic should be diverted around neighborhoods so that walking and other activities in the neighborhood are not disrupted by noise, fumes and hazard of heavy through traffic. New nighborhoods should be laid out with opportunities for street interconnections and adequate access to adjoining existing neighborhoods but without creating heavy traffic flows through the residential districts.	Arterial street traffic should be diverted around neighborhoods so that walking and other activities in the neighborhood are not disrupted by noise, fumes and hazard of heavy through traffic.	New high density residential development is desirable in areas where reasonable access to community services, infrastructure, and facilities is possible. New residential lots will not be platted to front arterials and sub-arterial streets, and will be discouraged from fronting on collector streets.	The City Engineer and the City Planning and Zoning Departments shall prepare a Master Transportation Map and Plan which identifies street classifications and provides for a development of a system of major streets and highways, including location and alignment of existing and proposed thoroughfares.	General Assumption - Residential development is expected to occur west, south and southwest with limited development north along old U.S. 30; Bikeway Classifications I - III; Primary role/function is recreation. Formation of Traffic Commission assist and recommend in the formation of public transportation objectives, needs, and priorities involving improvements
Canyon County	Protect arterial rights-of-way to assure adequate widths, and access control where necessary in order to protect the integrity of the arterial.	This policy recognizes that transportation should contribute to community appearance and the neighborhood living qualities in the area. This policy also recognizes that increased populations will require more and better transportation systems including walkways...and various route opportunities and modes of transportation to make a complete system.	This policy recognizes that transportation should contribute to community appearance and the neighborhood living qualities in the area.	None cited.	To provide for area of medium and higher density residential uses in context with the plans of the municipalities of the county.	Plan for present and future needs on transportation matters including such areas as expansion, and extension capabilities and the harmony of the transportation network and its traffic generating capabilities with neighborhoods and the area's land use patterns and plans.	Transportation corridors are cited in Areas of Special Concern. These corridors are located in this section because this permits the special areas which have been identified to be protected, preserved and appropriately considered when land use development changes are proposed.

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City of Greenleaf	None cited.	None cited.	None cited.	None cited.	None cited.	When funding is available, State Highway 19 will be widened and rebuilt from Simplot to the City of Greenleaf and from Greenleaf to the City of Wilder.	
City of Melba	None cited.	None cited.	None cited.	None cited.	None cited.	None cited.	
City of Middleton	Limit access directly to arterial and collector streets from residential lots where possible.	Reduce impacts of roadway system on adjacent schools and recreation areas by providing safe pedestrian and bicycle access.	Reduce impacts of roadway system on adjacent schools and recreation areas by providing safe pedestrian and bicycle access.	None cited.	The transportation system shall be compatible with the rural atmosphere and minimize conflict between high volume roadways by classifying present road systems to conform with permitted land uses. Medium and high density residential development should be located close to services and recreation.	Reconstruction of N. Highland Drive (Cemetery Road) to ease pedestrian/traffic conflicts. Reconstruction of Hawthorne Road to ease pedestrian/traffic conflicts. Tie Murphy Avenue to section currently being constructed.	City is bisected by Highway 44. Network of canals, creeks and drainage ditches makes innovative local access street designs necessary.
City of Nampa	Encourage clustering of uses and limited access points along arterial, minor arterial and section line roads.	Pathway Goal Statement : To consider pedestrian and bicyclist needs and requirements as it does vehicular traffic, in all land use decisions. Update...the pathway plan...to expand opportunities for alternative mode transportation and pathway use. Consider all new development as opportunity to provide and improve bicycle and pedestrian ways.... Provide for safe pedestrian walkways.... Require all new residential and non-residential developments to provide adequate easements based on an adopted pedestrian/bike pathways plan.	Encourage traffic calming measures in residential areas, when necessary. Require traffic studies evaluating impact of generated traffic volumes...to preserve integrity of residential neighborhoods....	As it relates to industrial development.	Consider and coordinate the compatibility of the change in land uses and transportation system. Consider bike/pedestrian pathway plan and policies in all land-use decisions. Residential - High Density: Located adjacent to arterials or collector streets generally in high-activity centers. Encourage higher density multi-family housing in areas adjacent to the City Center District, along arterials, near parks.... Encourage high-density residential adjacent to arterial, and transit facilities.	Identify future transportation projects to provide for future growth of the City of Nampa. The majority of the community's future movement will be on the street rights-of-way, whatever the mix of transportation modes. The private motor vehicle will continue to be the primary mode of transportation of the planning period. However, the other most important modes of transportation will most likely be the bicycle and mass transit options.	Require traffic studies evaluating the impact of generated traffic volumes....

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City of Notus	New residential lots will not be platted to front main arterial or sub-arterial streets.	None cited.	New streets will be designed to enhance residential areas and protect same from high traffic volumes and related impacts.	None cited.	New residential lots will not be platted to front main arterial and sub-arterial streets. New streets will be designed to enhance residential areas and protect same from high traffic volumes and related impacts.	Substantial growth will be necessary before transportation flows inside the city will need to be addressed. When the need arises, one possibility is to fully utilize the dedicated road rights-of-way throughout the city.	
City of Parma	As growth occurs, preserve farm to market road concepts on some county roads, [and utilize limited egress and ingress to reduce hazards to agricultural uses].	None cited.	See Land Use Goals/Policies	None cited.	Subdivisions and low density residential buildings shall be designed so as to minimize exposure of living areas to high traffic volumes. Multiple-family and high density housing will be encouraged where there is immediate access to a collector or major street, in close proximity to consumer service commercial activity....	Look at the development of alternative routes in the community, such as one-way couplets, as traffic volumes on the state highway increase.	
City of Wilder	None cited.	None cited.	None cited.	None cited.	None cited.	When funding is available, State Highway 19 will be widened and rebuilt from Caldwell to the Highway 95 junction.	