



**Regional Technical Advisory Committee**  
**August 24, 2005**  
**Community Planning Association**

**\*\*\*Minutes\*\*\***

**ATTENDEES:** Mary Berent, City of Middleton, **Vice Chair**  
 Kevin Bittner, Valley Regional Transit  
 Leonard Herr, Department of Environmental Quality  
 Don Kostelec, Ada County Highway District, **Chair**  
 Bonnie Ford-LeCompte, Canyon County  
 Shawn Martin, Ada County Highway District  
 Steve Siddoway, City of Meridian  
 Dennis Stegenga, City of Star  
 Sue Sullivan, Idaho Transportation Department-District 3  
 Toni Tisdale, COMPASS (*Ex-Officio*)

**ABSENT:** Greg Abramson, City of Kuna  
 John Anderson, Boise Air Terminal  
 Casey Bequeath, Canyon Highway District #4  
 Wendel Bigham, Meridian School District Transportation  
 Jim Buffington, Nampa Highway District #1  
 Angie Brosious, City of Boise (for Karen Gallagher)  
 Dean Gunderson, Ada County  
 Gordon Law, City of Caldwell  
 Paul Raymond, City of Nampa  
 Pam Sheldon, Capital City Development Corporation  
 Nichoel Baird Spencer, City of Eagle  
 Sarah Stobaugh, Boise Independent School District  
 (Vacant), City of Garden City

## **OTHERS**

**ATTENDING:** Patricia Nilsson, COMPASS  
Sai Kumar Sarepalli, Holladay Engineering  
Charles Trainor, COMPASS  
Debbie Winchar, COMPASS  
Jay Witt, COMPASS

## **CALL TO ORDER**

Chair Don Kostelec called the meeting to order at 9:12 a.m.

Since a quorum was not present, the Chair moved to Information Item IV-A.

## **INFORMATION ITEMS**

### **Review Optimal Transportation Systems for Communities in Motion**

Charles Trainor gave a PowerPoint presentation regarding Trend and Community Choices Transportation Network Development. This presentation was also given to the COMPASS Board on August 15, 2005.

Charles Trainor stated that the CIM-Plan Coordination Team will be meeting on Friday, August 26 to wrap up its work on the Community Choices land use scenario. Open House meetings are scheduled for October 5, 2005, 9:00 a.m. to 8:00 p.m., at the Hispanic Cultural Center of Idaho in Nampa, and October 6, 2005, 9:00 a.m. to 8:00 p.m., at the Idaho Historical Museum in Boise.

### **Update on the Development of a Mode Choice Model**

Jay Witt stated as of June 2005 development of a mode choice model for the two-county region was completed. COMPASS has been using this new mode choice model and it is working well at this point. As part of this development project, Fehr & Peers Associates (a consultant selected by staff in early 2005) developed and provided COMPASS with an integrated 3-D's analysis tool (three specific land use factors: density, diversity, and design).

This tool allows COMPASS to take a given transportation network and see the impacts on that network associated with two different land use scenarios. In the beginning of the *Communities in Motion* project the various land use scenarios, with the 2009 network, were compared to each other to see what the differences would be in walk and bike trips. COMPASS will have this tool throughout the implementation of *Communities in Motion* to have the ability to compare the Trend to Community Choices.

The consultant has also provided a Direct Ridership Model, which is a spreadsheet tool that allows COMPASS to look at the land uses around proposed rail stations or bus rapid transit stations (fixed route transit centers) to see which stations would perform better versus others. This tool is being used in Utah and Northern California to evaluate station location and rail development.

With quorum now present, the Chair moved to the Action Items.

## **CONSENT AGENDA**

### **Approve July 27, 2005 Minutes**

This item was tabled for the next scheduled meeting.

## **Recommend Resolutions Approving the Final FY 2006-2010 Transportation Improvement Programs for the Nampa Urbanized Area and Northern Ada County**

Patricia Nilsson reviewed the modifications made to specific projects.

After discussion of the modifications, Don Kostelec stated that regarding the City of Boise's August 16, 2005 letter regarding the draft 2006-2010 TIP Comment and Procedural Improvement and various comments made regarding transportation impacts on land use, there has been no acknowledgement of land use decisions over the last 20 years and their impacts on the transportation system. What is included in the comprehensive plans, through the members' involvement in the Demographic Advisory Committee, is fed into the COMPASS model. It is based on doing that land use analysis when evaluating transportation projects. That model, based on land use assumptions past, present, and future, go into the Capital Improvement Program (CIP). When questioning the needs for specific intersection improvements go back and look at the land use that is being implemented. That is where the need is coming from and this is something that has not been recognized. Those land use assumptions directly feed the CIP and that is where these projects are coming from.

Don commented that he welcomes the opportunity to participate in an educational process regarding this issue. The project list was unanimously supported by the COMPASS Board at their April meeting. ACHD questions the motives and why they are now coming about. Thirty years of auto-oriented land use decisions gets you auto-oriented corridors. This is the state the valley is in, this has been reflected by the model, and that is where these improvements are coming from.

There is discussion of a need for a 20-year project planning process. It has been done and is called the long-range transportation plan, it's called the CIP and it's integrated with land uses. These are some of the general frustrations from ACHD on seeing comments such as these coming forward after the COMPASS Board's approval of the list in April. Where we are considering changes now should come from the fact that we have said it's O.K, what is the public telling us that necessitates a change? The elected officials need our help to educate and bring them up to speed on what the implications of their decisions are and how their role as a member of COMPASS plays into all of these decisions.

Sue Sullivan concurred with Don's comments and added that we should be thinking about the land use adjacent to these key corridors. If it has not been done in the past, we need to start collectively coming to a better understanding of that interface. If we have major corridors it can be extremely challenging to accommodate a land use; pedestrian facilities on a high-volume route without degrading mobility on the route. If we decide that mobility is important on a route, we have to understand that while we can try and do the best we can to be context sensitive, there are going to be limitations.

Patricia Nilsson stated the TIP is a funding document. The context of the improvements is best articulated in the long-range transportation plan. It is hoped that in *Communities in Motion* on a corridor basis, that we get to a common understanding of the context of the segments along the road so that we are all seeing the same typology. RTAC is encouraged to invest their time and thought into the language of *Communities in Motion* that would then help to communicate the different streets types.

Patricia commented that COMPASS staff appreciates being invited to the work sessions on the Five-Year Work Program for ACHD and would like to thank ACHD staff, Kathleen Lacey, and

others for their participation. That is a good setting to communicate concerns regarding particular projects that are even being considered to be done by ACHD.

Steve Siddoway stated it is clear to the City of Meridian that the land use assumptions rolled into the model are key to everything that happens thereafter. Over the last week and a half, the City of Meridian has tried to take a more detailed look at the land use assumptions in the model by TAZ and have found some areas of concern. Steve commented he has had a telephone conversation to MaryAnn Waldinger and she asked that the comments be emailed to her.

Jay Witt replied that the Demographic Advisory Committee (DAC) is key to these issues. Steve commented that Anna Canning is the City of Meridian's representative on the DAC and she said that discussion is more general and not focused on looking at every TAZ in the city.

**After further discussion, a general consent was voiced by all RTAC members present, to recommend to the COMPASS Board the resolutions approving the Final FY 2006-2010 Transportation Improvement Programs for the Nampa Urbanized Area and Northern Ada County, in addition to any other mirroring of funding that will take place with the Idaho Transportation Department.**

## **INFORMATION ITEMS**

### **Discussion on Rapid Transit**

Don Kostelec presented a PowerPoint presentation entitled "Rapid Transit 101."

### **Discussion on Transportation Studies Coordination Project**

Toni Tisdale stated that one change was made to the Downtown Meridian Transportation Management Plan to show that the Plan was approved by the City Council in July 2005. Funds in the amount of \$10,000 were programmed to hire a consultant to provide an effective process. Staff was waiting to proceed until more information was available for the representatives of the Transportation Economic Land Use System (TELUS) program. The TELUS program has not made progress to date. The staff recommendation is to continue the Studies Coordination project as it is current operating and reprogram the \$10,000 to another project. **A general consent was voiced by all RTAC members present, to continue the Studies Coordination project as it is current operating and reprogram the \$10,000 to another project.**

### **NEXT MEETING:**

Tentative meeting scheduled for Wednesday, September 28, 2005, 9:00 a.m., at COMPASS.

### **ADJOURNMENT**

There being no further business, the meeting adjourned at 11:25 a.m.

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