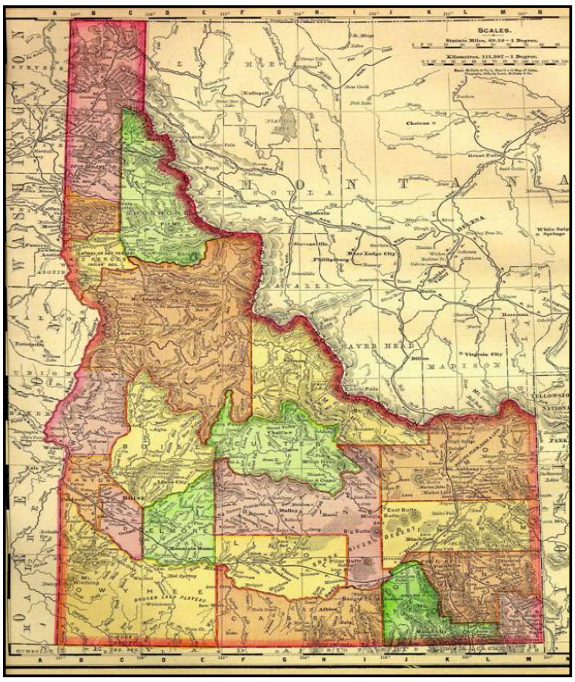
CHAPTER 2

TAKING SHAPE

A Region Takes Shape

Southwest Idaho offers a mix of landscape, natural resources, culture, and economy. The region's broad swath of six counties includes a vast and remote desert of sagebrush and lava rock, mountain peaks that reach almost 10,000 feet, and crystalline rivers that provide water for sustenance and recreation. For much of its human history, the region has been lightly populated—relative to other areas in the country.

Native people lived along the Snake and Boise Rivers, and early emigrants crossed the region on the Oregon Trail. Julius Morrow, an Oregon Trail pioneer, who passed through the area in the autumn of 1864, commented on the landscape when he wrote:



Map of Idaho, 1895

> *When we first came in sight of Boise City and the valley, we were upon a hill seven miles distant, considerable timber exists along the banks of the river. There were ranches and fields of grain, some in shock and some standing ready for reapers. Such scenery to us is beautiful in the extreme, when compared to the hundreds of miles we have traveled over so barren and desolate.* [1]

Caldwell Depot

Some pioneers stayed in the area, rather than traveling further west. Boise was founded in 1863 as an army post. In the fall of 1863 the town had 725 people; a year later the number reached 1,658. In 1864, Boise became the territorial capital. The discovery of gold in the Boise Basin in Boise County brought almost 19,000 miners to southwest Idaho. By 1864, Idaho City was the largest community in the territory, home to 20,000 miners and more than 250 businesses. In 1890, when Idaho became a state, Boise's population had reached 2,300. Ten years later almost 6,000 people lived in the area.

[1] As read by Barbara Perry-Bauer in her presentation for COMPASS, "Historic Land Use in the Treasure Valley: A Changing Landscape," May 25, 2005.

The Hudson's Bay Company established Fort Boise in 1834 near what is now the City of Parma, but abandoned it in 1855. During the Boise Basin and Owyhee gold rushes of 1862 and 1863, Canyon County provided highways to and from the mines. Its earliest permanent communities, founded along the Snake and Boise rivers in the 1860s, were farming centers developed to feed the mining population.

Arrival of the Oregon Short Line Railroad in 1883 stimulated the growth of the cities of Nampa, Caldwell, Parma, and Melba and soon became the territory's most densely populated area. The county was created from a portion of Ada County by act of the legislature on March 7, 1891. [2]

Settlers came to the region for gold and other precious metals. A census in 1870 showed that the majority of miners were Chinese. By 1888, the county was better known for its cattle, horse, and sheep industries. Young Basque men from the Pyrenees Mountains, between France and Spain, provided the labor for the sheep industry. Thus, many nations form the historical culture for the county.[3]

Like today, the majority of the state's population throughout the nineteenth and twentieth centuries lived in southwest Idaho. Yet, in 1900, the state had only two communities with more than 2,500 residents. Almost 100 years later, in 1990, only three cities in the state had 30,000 people or more (Boise, Pocatello, and Idaho Falls). Even in the late twentieth-century, "Idaho managed to keep one foot firmly planted in the country while sliding the other ever so tentatively toward the city." [4]

> *…consider the state of Idaho. Its boundaries in 1900 enclosed a portion of the earth about equal in size to England, Scotland, and Wales combined, but contained only 161,000 residents… how so few people could raise enough money to construct and maintain even a modest system of roads and highways offers testimony to ingenuity and perseverance. A further nightmare for aspiring highway builders was that the sizeable portions of Idaho were mountainous and unpopulated. They still are.*
>
> Carlos Schwantes, *Going Places*

Throughout the twentieth century, economic instability of the state's natural resource-based industries caused the population to rise and fall. Southwest Idaho was more resilient to these population swings, particularly later in the century, when an economy based on natural resources – lumber, mining, and agriculture (wood chips, mineral chips, potato chips!) – now included industries based on a new kind of chip…the electronic kind.

Hewlett-Packard built a plant west of Boise in the 1970s and Micron started business on the southeastern fringe of the city a decade later. Many other high technology firms have emerged throughout the area, from Boise to Nampa, and employ thousands of people.

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[2] Canyon County Government, 2010 Canyon County Comprehensive Plan. http://www.canyonco.org/dsd/CompPlan.htm
[3] Elmore County Government Pages, http://elmorecounty.org/, December 5, 2005.
[4] Carlos A. Schwantes, *In Mountain Shadows: A History of Idaho*, page 122.

Transportation and Development Patterns

The region's terrain, hydrology, and climate have played a prominent part in the pattern of development. The "Treasure Valley," a marketing term applied to an area with no specific boundary, is roughly defined by the mountains to the north, mountains and desert to the south, the eastern edge of Ada County to the east, and the western edge of Canyon County to the west with a deep gorge cut by the Snake River and the Bonneville Flood 20,000 years ago. Within these difficult environments lie more hospitable areas watered by the Payette and Boise Rivers. Early settlement occurred in the original Fort Boise site near Parma, but the fort relocated to what was to become the City of Boise. This new site was closer to the booming gold mines around Idaho City.

The City of Boise was nestled against the foothills, convenient to the Boise River and with ready access to the timber in the mountains. However, when the railroad was built in the late nineteenth century the Union Pacific rail company was unwilling to cover the expense of bringing the line down into the Boise River Valley. Instead it followed easier terrain through Kuna and created a rail center in Nampa. The rail presence and construction of irrigation canals led to a booming agricultural economy in Canyon County. Boise itself lacked direct passenger rail service until 1926, with the construction of the eastern portion of the Boise Cutoff. [5]

The next major transportation investment came in the 1950s and 1960s with the construction of Interstate -84 (I-84). The original literature promoting an interstate called this section I-80 North and was coined the "Boise Bypass." The region's terrain again became an issue in determining the path of I-84, which veered south of the City of Boise, connecting with a spur-line, I-184, to downtown Boise. This alignment was fortunate for the Boise River itself. Rivers in other metropolitan areas were prime alignments for the new interstate highways, depriving the community of a wonderful natural amenity.

As population growth took off around 1990, developable land, water, and transportation facilities (section line roads intended for farm access) supported the westward development patterns that continue to this day. The difficult terrain and lack of water in the Boise Foothills have limited growth to the north, with mostly higher-end housing being built there. To the south and east of Boise City, roads, surface water, and good soils are scarce. So while the City of Boise is the largest city in the region, and thereby considered the "central" city, the pattern of growth has actually moved the population center farther west. Today the population center of Ada and Canyon Counties is downtown Meridian.

[5] The Boise Cutoff is the section of the rail line between the City of Nampa and the City of Boise north of I-84.

Demographics

The juxtaposition between urban and rural lifestyles – a theme throughout the history of southwest Idaho – exerts pressure on competing land uses. The six-county areas population grew by nearly 40,000 people between 1980 and 1990, for a total of just under 350,000 (Figure 2-1). This small growth spurt foreshadowed what was to come in the 1990s.

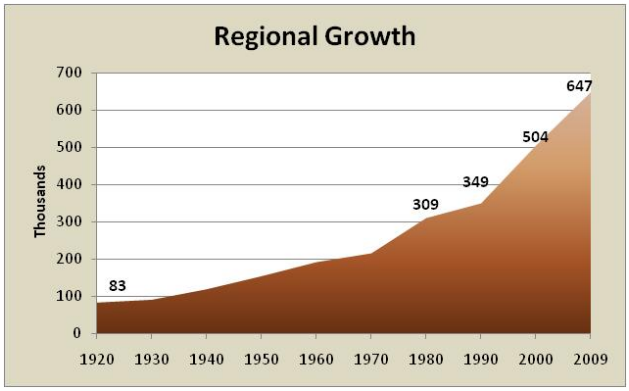

Figure 2-1: Regional Growth

Early in that decade only 0.3% of the state's 53 million acres was urban…and that was predominantly in Ada County. This percentage grew by a tenth of a percent in the early 2000s.

By the early 21st century, the population for the planning area (Ada, Boise, Canyon, Elmore, Gem, and Payette Counties) reached 647,000, with more than 552,000 additional people predicted to live in the area by 2035. While growth has slowed dramatically since 2006, Census estimates indicate that the 2009 population of the region is 143,000 more than it was in 2000.[6]

An Organization Takes Shape: Community Planning Association of Southwest Idaho

Managing growth requires foresight, planning, and cooperation on a regional scale. The Community Planning Association of Southwest Idaho (COMPASS) is the regional planning agency that provides such service, specifically to conduct transportation planning in northern Ada County and the Nampa Urbanized Area. The history and need for this type of planning extends back over 50 years.

Following the end of World War II in 1945, the population of the urban area paralleled the growth of key industries and services. Examples include the expansion of Boise Junior College, the creation of new departments in state government, and construction of the interstate highway through Idaho. Locally grown businesses such as Albertsons, Simplot, Boise-Cascade, Ore-Ida, and Morrison-Knudson thrived. The regional growth stimulated the need for infrastructure planning.

In July 1958, the Boise Transportation Planning Organization was formed to review transportation planning activities in the Boise Metropolitan Area. Elected officials and appointed representatives of city, county, and transportation agencies served on the steering committee and collected data to assess future transportation needs. In 1964, the group became known as the Boise Metropolitan Transportation Study (BMTS) and developed a transportation plan for the Boise region.

[6] Source: US Bureau of the Census. Found on line at http://www.census.gov/popest/counties/counties.html

COMPASS Board Meeting, September 19, 2005.

In the early 1970s, Governor Cecil Andrus designated BMTS, in cooperation with the newly formed Ada Council of Governments (ACOG), as the Metropolitan Planning Organization (MPO) for the Boise Urbanized Area. In 1977, Governor John Evans designated the Ada Planning Association (APA, formerly ACOG) as the MPO for the Boise Urbanized Area with the goal to conduct urban transportation planning for the urban area.

The APA changed its name to the COMPASS in 1999 to recognize its new transportation planning role in Canyon County. COMPASS amended its "Joint Powers Agreement" to authorize the agency to work with any public agency in southwest Idaho, not just Ada County, for the purpose of regional transportation planning. In March 2000, several Canyon County governments became members of COMPASS, and, in May 2003, COMPASS became the official MPO for Canyon County, specifically the Nampa Urbanized Area (Nampa, Caldwell, and Middleton).

Changes continued for the organization as a result of population growth. With the results of the 2000 United States Census, the Boise Urbanized Area became a Transportation Management Area (TMA) because the population exceeded 200,000. This designation added the Idaho Transportation Department and (ITD) and Valley Regional Transit (VRT) as voting members of the COMPASS Board and required COMPASS to develop a Congestion Management Process[7]. It also increased the stature of the MPO regarding on-going collaboration with ITD. This relationship was important for the development of *Communities in Motion*.

A Regional Long-Range Transportation Plan Takes Shape: *Communities in Motion*

The federal government requires that an MPO prepare a long-range transportation plan. *Communities in Motion* is that plan for Ada County and Canyon County and offers transportation solutions for the next 25 years. Federal legislation[8] requires the MPO to work in cooperation with state transportation departments and public transportation agencies in carrying out a "continuing, cooperative, and comprehensive" metropolitan planning process. These agencies determine their roles, responsibilities, and procedures governing cooperative efforts.

[7] Congestion Management Process (CMP) is the systematic process for managing congestion. The CMP provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs. (URL: http://www.compassidaho.org/prodserv/cms-intro.htm)

[8] Federal Legislation: 23 USC 134 (URL: http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=browse_usc&docid=Cite:+23USC134)

The problem facing our cities today is not the problems themselves. It is rather the inability to decide what to do about them.

John W. Gardner

The long-range transportation plan considers projected population growth and economic changes, current and future transportation needs, safety, quality of life issues, preservation of the human and natural environment, a realistic balance of transportation alternatives, and management of the transportation system.

The partnership between COMPASS, its members, local governments in the region, and ITD provided the opportunity to evaluate transportation modes and policies for maintenance, improvements, and development and enabled true regional planning in southwest Idaho.

In 2002, COMPASS completed *Destination 2025*, the long-range transportation plan for Ada County; it was updated in late 2004. The agency also prepared the first long-range transportation plan for Canyon County, *Moving People: 2025,* in early 2003. This work laid the foundation for the agency to build relationships with cities and highway districts in Canyon County. These plans identified transportation needs for agricultural purposes, for the rural towns that supported agriculture, for larger towns feeling the pressure of rapid urbanization, and for a growing Hispanic ethnic minority in Canyon County that needed attention for its unique transportation considerations.

In an effort to plan transportation systems to meet the needs of the growing communities in the Treasure Valley, COMPASS partnered with ITD in early 2004 to expand the planning area to include Boise, Elmore, Gem, and Payette counties in addition to Ada County and Canyon County. Success of the next long-range transportation plan, this time a six-county regional plan (Ada, Boise, Canyon, Elmore, Gem, and Payette), depended on "regionalism" and how well elected officials supported the concept.

What is the region? They're the competitive engines in today's global knowledge intensive economy. … We hire from a regional labor force, we count on a regional transportation system to move the people and materials involved in the regional economy. We rely on regional infrastructure to keep the bridges, roads, and sewers all intact and functioning. We live in a regional environment, where water and air quality do not recognize the traditional political boundaries.

William Hudnut
Senior Resident Fellow for Public Policy
May 2004

A Change in Focus

The juxtaposition between urban and rural issues was again apparent, and the need for the valley to identify itself as a region became more real.

Long-range transportation plans developed over the past 20 years generally lacked underlying goals and did not address questions such as: What is the transportation system supposed to achieve? How do we know that one project is better than another? How does the project collectively serve regional needs?

Furthermore, there was no evaluation of how land use affects transportation issues or how transportation investments influence growth. Instead, past plans started with a single view of future growth and became a process of asking participants what transportation projects they wanted. The resulting lists were assembled into a plan. Without having an overall set of goals, how could success be measured?

To develop *Communities in Motion* in a new way, COMPASS outlined these guidelines when beginning the planning process in 2004:

1. Projects from prior plans would not be carried over automatically.
2. Projects would be selected by a rational evaluation process.
3. Land use preferences would start the planning process.
4. Regional perspectives and broad corridor-level projects would be the focus.
5. Public transportation would be considered in a meaningful way.
6. The plan would be financially constrained and include only projects that could be funded with existing levels of revenue over the next 25 years.

Public Outreach, Education, Involvement

COMPASS will seek representation from the wider community, will reach an underserved population, will offer a range of educational opportunities, and provide public input to planners and decision-makers in a timely manner. – Philosophy of *Communities in Motion* public involvement

Public and stakeholder involvement was crucial to the success of *Communities in Motion* and its public involvement plan in 2006 was flexible enough to respond to emerging issues and data.

Communities in Motion public involvement was tied to thematic phases that built and enhanced public participation throughout the planning process. These phases included support materials, public events such as presentations and workshops, media communication strategies, and public meetings.

More than 500 people participated in workshops in November 2004.

Phase 1 included work with The Regional Transportation Task Force (RTTF). The RTTF, comprised of business leaders from Ada County and Canyon County, engaged business people in a series of meetings to learn about transportation needs, explore options to meet those needs, and develop recommendations for the future. The summary report of those discussions and the RTTF final report[9] to the regional leadership are available online.

[9] Regional Transportation Task Force URL: http://www.compassidaho.org/documents/prodserv/rltp/finalreport.pdf

Phase 2, "Choice, Awareness, Participation," began in October 2003 and ran throughout the project. Phase 2 asked the community to state their choices for growth, to become more aware of regional planning issues, and to participate in the planning process. Events in Phase 2 included "Community Cafés,"[10] educational forums, and an in-depth review of other public involvement processes in the region to determine public transportation needs.

Phase 3, "Expanding, Collecting, Sharing," started in June 2004. To accomplish the integration with ITD and the partnering counties, the agencies established the Plan Coordination Team comprising member agency staff, and the Steering Committee, represented by COMPASS Executive Committee and elected officials from the partnering counties.

COMPASS continued to gather additional public input by holding workshops, meetings, open houses, and speakers' bureau presentations.

In November 2004 and February 2005, COMPASS held workshops for the general public and stakeholders to consider future options for transportation and land use, with the ultimate goal of developing effective strategies that support implementation of *Communities in Motion*. Almost 1,000 people participated in these workshops. Most participants supported changing development patterns rather than follow the current propensity for land use, known as "Trend." Almost 60% wanted a new form of land use, which eventually became the scenario titled "Community Choices." Participants also supported use of the existing Union Pacific rail line as commuter rail.

VISION
Communities in Motion

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multi-modal transportation system.

COMMUNITIES IN MOTION

The name and logo symbolize the vision for the project. The flow of the logo connects people with urban centers, small towns, the valley, mountains, and everything in between, and symbolizes a means of getting somewhere – a road, a pathway, the river, rail, and airspace.

Participants also noted the importance of roadway design. They wanted roadways to be more visually and acoustically pleasing. For example, near neighborhoods and downtown areas, people wanted to see a boulevard or "main street" treatment to create a welcoming atmosphere, known as "context sensitive" design. Context sensitive design incorporates design elements to make the transportation project fit the land use.

[10] The café process is an informal way to bring together the collective wisdom of people to confront community challenges—in this case, transportation planning).

The February 2005 workshops focused on transportation systems – both roadway and alternative modes – for both preferred future land use as well as the funding needed to pay for improvements. Even with money a consideration, 58% of the maps created by workshop participants supported use of the rail line from Nampa to Boise; another 13% supported a rail system expanded to Caldwell.

While many favored an alternate freeway south of I-84 at the November 2004 workshops when costs were not a factor, the financial limits placed on transportation improvements deterred most from putting a full southern freeway system on their maps in February 2005. Even those who favored a stronger transit system continued to put new and expanded roadways on the maps.

The community received bags of materials to host their "Communities in Conversation" meetings in May 2006.

Phase 4, "Reviewing, Evaluating, Adopting," began in May 2005, and ended at the completion of the process in August 2006. Phase 4 asked the public to review and evaluate *Communities in Motion*, and requested the COMPASS Board to adopt the plan. Specific elements included open houses public meetings to present workshop results and obtain comment on the proposed transportation network. a special event to present the draft plan to the general public, and compiled evaluation results to determine effectiveness of public involvement.

A special event, "Communities in Conversation," was the last opportunity for the public to provide input on the draft *Communities in Motion* plan during the comment period, which began April 18, 2006, and ended May 19, 2006. "Communities in Conversation" was the focus of the last two weeks of the comment period and was a new approach for gathering public comment about transportation issues in the region and for COMPASS in particular. Rather than presenting the draft *Communities in Motion: Regional Long Range Transportation Plan* to the community in a traditional open house setting, residents hosted meetings with their friends, peers, and/or colleagues to review and discuss the plan.

Meetings were held in homes, places of work, and community centers. Meeting hosts picked the date, time, and location of their meeting. The purpose of the meetings was to provide the public with an opportunity to review and provide input on the draft plan, try a new public involvement activity, and give people a way to channel their concerns about the future of the region.

A total of 600 people signed in as participants in these meetings, and many others submitted comments without attending a meeting.

Four major themes emerged from the public comments received:

- Strong support for a regional transit system with walking and biking paths.
- Strong support for the new growth scenario, particularly keeping jobs, services, and homes closer together.
- Willingness to support increased taxes, especially for public transportation.
- Support for improving regional corridors.

The result of the three-year effort was not only a radical departure in how the plan was developed, but also how the public was engaged in the process. For a region of this size to get 2,000 people involved in the planning process was impressive enough to gain several awards including:

- Transportation Planning Excellence Award, Honorable Mention, 2008. Federal Highway Administration and Federal Transit.
- Project of the Year, Merit Award, 2007. International Association for Public Participation.
- National Award for Outstanding Achievement in Metropolitan Transportation Planning, 2007. Association for Metropolitan Planning.
- First Place, Website Special Purpose, 2007. Idaho Press Club. For the *Communities in Motion* website, www.communitiesinmotion.org.
- Second Place, Special Purpose Publication, 2007. Idaho Press Club. For the *Communities in Motion* Executive Summary Booklet.
- Honorable Mention, 2007. Idaho Press Club. For the *Communities in Motion* Newsletter.
- International Summit Creative Awards, Bronze Medal, 2007. Public Service/Advocacy Multiple-Media Campaign.
- Excellence in Transportation Award, 2007. Idaho Transportation Department. Transportation Planning-Large Project.

The Current Update

As discussed later in the plan, the federal rules require that the regional plan be updated every four years in areas with more than 200,000 people or with air quality issues. Since this region meets the test on both elements, a new plan has to be adopted by August 2010. Much has changed in the region since 2006. Then the pace of growth seemed to be endless. In 2005, more than 11,000 residential building permits were issued (Figure 2-2). But even then the market was beginning to turn. By 2009 there were only 2,087 permits issued—less than 20% of the peak.

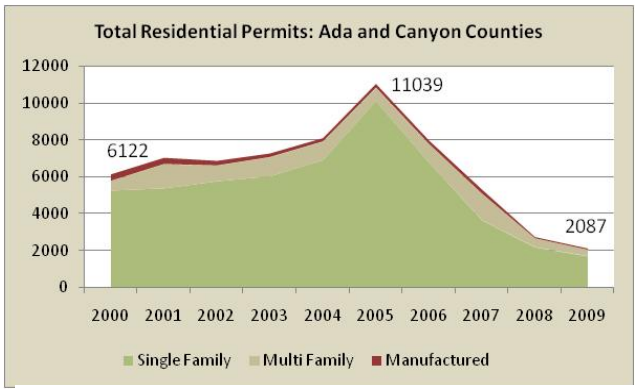

Figure 2-2: Total Residential Permits

As you will see in the plan, the forecasts are still optimistic, with a forecast of a population of 1.046 million people in the two-county area by 2035. But as also will be discussed, the financial outlook is much grimmer than it was just a few years ago. What appeared to be reasonably cautious forecasts of revenue now appear to be far too rosy. This information is provided in great—perhaps overwhelming—detail in Chapter 12.

This update does not focus on growth patterns, although Chapter 4 will cover the forecasted growth and how it was allocated. Rather, this plan discusses cutbacks in the planned roadway corridors (Chapter 5) and continued need for resources for public transportation (Chapter 6). Other chapters present new information on environmental issues, operations and management opportunities to make more efficient use of the current system, safety issues, security issues such as flood evacuations, and freight. Many of these issues are now required elements of the plan under the 2005 federal transportation authorization law, *Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users* (SAFETEA-LU). SAFETEA-LU was approved in late 2005, but the rules interpreting how it should be applied did not come out until early 2007—nearly six months after *Communities in Motion* was adopted.

Implementation Since 2006

One of the major goals of *Communities in Motion*, or any transportation plan, is to make real improvements to the transportation network. However, major transportation projects are typically years, even decades, in the making. The illustration below (Figure 2-3) highlights the efforts that go into the planning process before a new road is constructed, bridge is built, or highway is widened. Several new roadway projects have been completed since the 2006 *Communities in Motion* was adopted. Those projects are visible to the public and increase efficiencies for roadway users. However, with each project, planning work was done to ensure that construction project was done most effectively, equitably, and economically as possible. These behind-the-scenes efforts, including corridor studies, growth and transportation system monitoring, and other studies, policies, and toolkits, are not directly improving the traffic but are an essential part of the bigger picture.

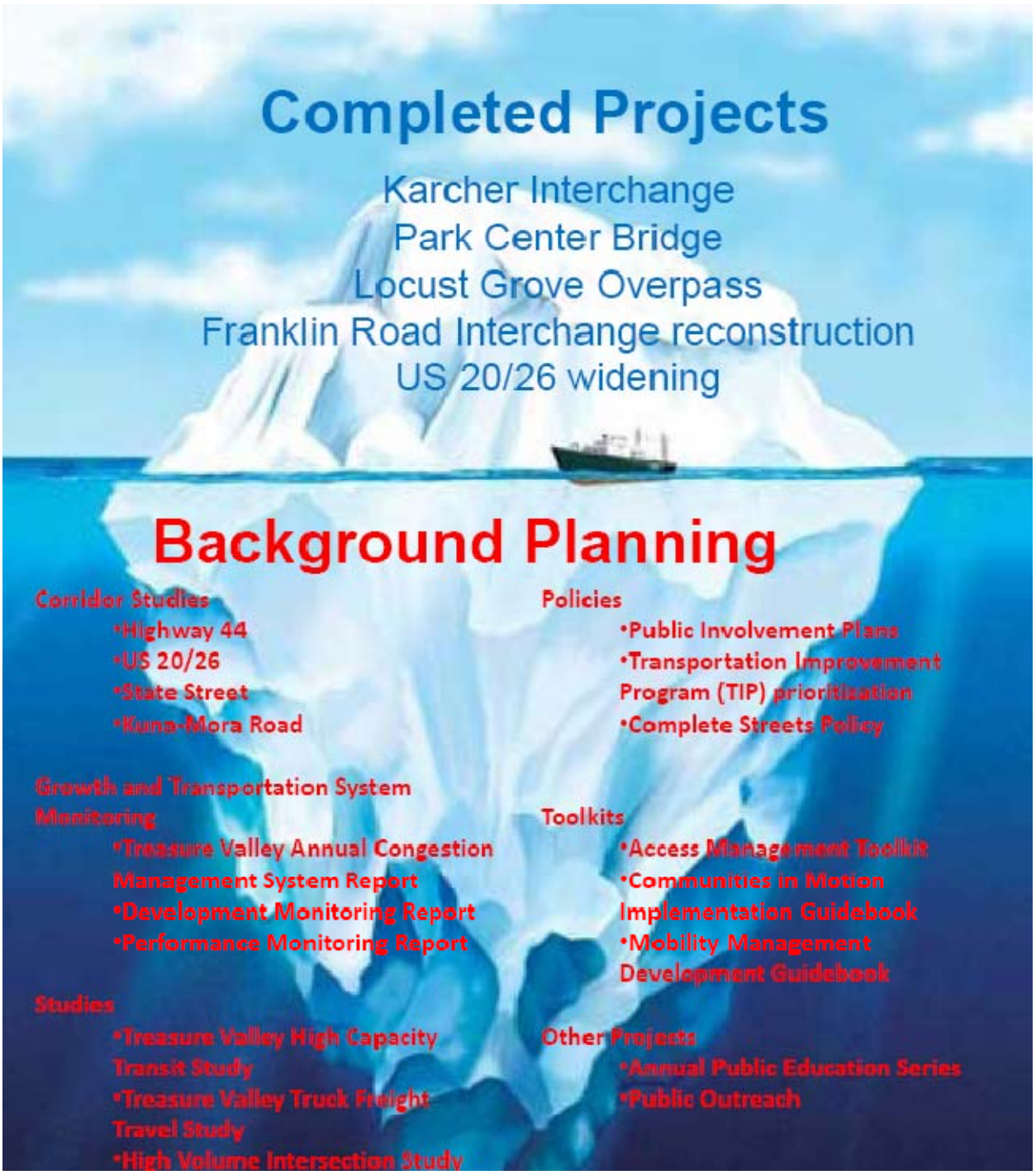

Figure 2-3: Planning Work Supports Transportation Construction Projects.

Corridor Studies

Corridor studies are a critical step in the comprehensive metropolitan transportation system planning process required to support decisions on substantial transportation investments. When the transportation plan calls for a major travel corridor to undergo significant changes, such as widening or a change in path, a "corridor study" is often conducted. This process serves as a bridge between the regional planning process and the more detailed project design and engineering phases. These studies evaluate regional travel corridors from a regional perspective and often include a regional vision for the highway, an implementation plan, an access management plan, an Environmental Impact Statement (EIS) and an analysis of alternate routes. Corridor studies are collaborative processes with land use agencies, highway districts, transit providers, neighborhood groups, and other stakeholders contributing. Examples of corridor studies are shown below. More can be viewed at a COMPASS web site at http://www.compassidaho.org/planning/studies-ongoing.htm.

Highway 44. Highway 44 lies in an important east-west corridor that connects Ada and Canyon Counties (Figure 2-4). Idaho 44 runs from the city of Eagle, through the downtown areas of Star and Middleton, and ends at I-84 in Canyon County. The highway is one of only three east/west highways carrying traffic between Ada and Canyon counties.

Figure 2-4: Highway 44 Corridor Study Area

U.S. 20/26. U.S. 20/26 is one of the few east-west roadways in the Treasure Valley that runs from Caldwell to Boise (Figure 2-5).

Figure 2-5: US 20/26 Corridor Study Area

Key components of these studies include:

- Corridor plans that identify future right-of-way needs and proposed lane configurations.
- Approved environmental documents that evaluate possible impacts.
- Access management plans that describe a set of design techniques control access to highways and other roadways.

More information on these two studies can be found at http://itd.idaho.gov/Projects/D3/.

State Street Study. This project will identify and prioritize specific transit and traffic improvements that will develop State Street into a premier transit corridor in the Treasure Valley (Figure 2-6). The current study builds upon the transit vision established during the State Street Corridor Strategic Plan Study in 2004.

More information can be found at http://www.valleyregionaltransit.org/PROJECTSSTUDIES/tabid/60/Default.aspx.

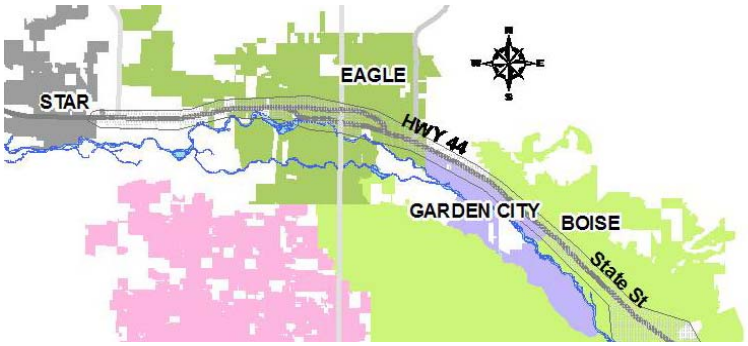

Figure 2-6: State Street Study Area

Kuna-Mora Road Corridor. Identified in the 2006 *Communities in Motion* as a future regional corridor, Kuna-Mora Road was analyzed by Ada County Highway District along its eastern portion from Cloverdale Road to I-84 (Figure 2-7). The first phase determined the future traffic needs of the corridor, identified the corridor's intended function, established a planning document for right-of-way preservation and policy-setting purposes, and determined the appropriate interchange and intersection locations and typical cross-sections for the roadway. A second phase to evaluate alignments west of Cloverdale was put on hold due to financial shortfalls. More information can be found at http://www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=79.

Figure 2-7: Kuna-More Road Corridor Study Area

The above examples are just a few of the many studies underway in the region. Readers are urged to visit the COMPASS web site as noted above for more information.

Why are corridor studies important? Corridor studies allow transportation agencies to:

- Develop safety and congestion management strategies.
- Identify opportunities to accommodate alternative transportation modes, such as transit, cycling, and walking.
- Identify strategies to preserve right-of-way to save future construction costs and preserve corridor options.
- Prioritize proposed improvements to construct roadway improvements where they are most important.
- Assure consistency between the corridor plan and the land use comprehensive plans for the cities and counties to promote appropriate growth in appropriate locations.

Growth and Transportation System Monitoring

COMPASS tracks growth in the economy, jobs, building permits, and other indicators to determine the health of the area and the potential demand on the transportation system. The Treasure Valley annual *Congestion Management Process Report* highlights congestion and mitigation strategies, the Development Monitoring Report indicates growth impacts, and the Performance Monitoring Report tracks and evaluates how communities and government agencies are doing in implementing the *Communities in Motion* plan.

Treasure Valley Annual Congestion Management Process Report. In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) required MPOs in a TMA to develop, establish, and implement a Congestion Management System (CMS). In 2005 the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users (*SAFETEA-LU) retained the CMS requirements but retitled it a Congestion Management Process (CMP).

Northern Ada County was designated a nonattainment area for two primary pollutants: carbon monoxide in the 1980s, and coarse particulate matter (PM_{10}) in 1990s. TMAs designated as nonattainment areas by the U.S. Environmental Protection Agency for carbon monoxide and/or ozone have an additional requirement under the CMP rules. CMPs in these areas must analyze any proposed transportation project that would result in a significant increase in capacity for single occupancy vehicles. The analysis must show that travel demand reduction and operational management strategies cannot fully satisfy the need for the proposed increase in single occupancy vehicle capacity.

Generally, a CMP should be designed to:

- Define and measure congestion.
- Identify and evaluate congestion and its causes.
- Identify and evaluate mitigation strategies.
- Define implementation responsibilities.
- Define an evaluation process.
- Be included in all aspects of transportation planning.

Development Monitoring Report. The Development Monitoring Report contains an overview of development activity using building permit information collected from city and county jurisdictions in the Treasure Valley. The reports reflect the most frequently requested information. Development Monitoring Reports are on the COMPASS website at: http://compassidaho.org/prodserv/gtsm-devmonitoring.htm.

> When performance is measured performance improves and when performance is measured and reported the rate of performance accelerates.
>
> Thomas S. Monson
> Author

Performance Monitoring Report. One of the provisions of *Communities in Motion* was the development and implementation of a monitoring report that "summarizes progress toward achieving alternative transportation and desired land use objectives" (CIM Task 4.4.3). The *Performance Monitoring Report* is the annual report that evaluates factors to depict progress on meeting goals of the plan (Figure 2-8). The importance of the data grows as information is tracked across time. As data accumulate, the results will portray how the region is moving forward with *Communities in Motion.*

The 2009 *Communities in Motion Performance Monitoring Report* and previous monitoring reports can be found at: http://www.compassidaho.org/reports.htm

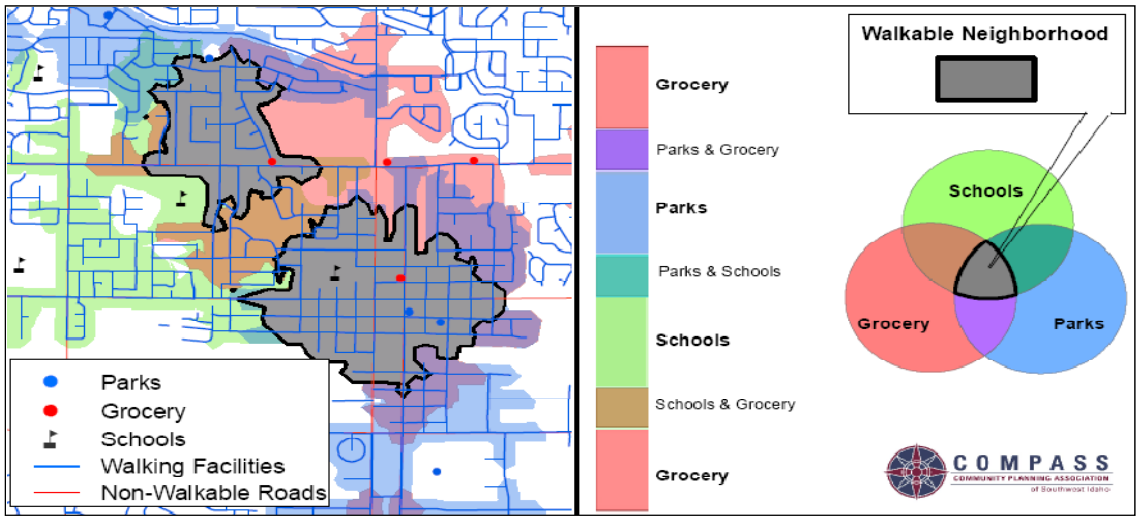

Figure 2-8: Walkable Neighborhoods Analysis Map in Performance Monitoring Report.

Why is growth and transportation system monitoring important? Monitoring reports were designed to help elected officials, staff, and others see where progress is being made and where it is lagging. The analysis will be used in decisions on transportation investments, future land use forecasts, and establishment of planning activities.

Studies

Treasure Valley High Capacity Transit Study**.** As the Treasure Valley continues to grow, high-quality transportation connections among the communities in the valley will become increasingly important. The Treasure Valley High Capacity Transit Study involves three related planning projects:

- Downtown Multimodal Center—a facility that would bring together transportation modes and services in downtown Boise. The center would serve as a hub for buses, streetcars, and regional high-capacity transit such as bus rapid transit or passenger rail and may include parking and retail space. The study portion of this project is complete and the federal government has accepted the "Environmental Assessment" to allow federal funding to be used for the project. Valley Regional Transit (www.valleyregionaltransit.org) is designing the facility and expects to start construction in 2011.
- Downtown Circulator—alignment of a streetcar to connect primary destinations downtown as part of an integrated regional transportation system.
- I-84 Priority Corridor—a plan for high capacity transit service for locations along the I-84 corridor within Ada and Canyon Counties. The Treasure Valley High Capacity Transit Study evaluated a range of transit options to serve the corridor and serves as a first step to position the corridor to potentially compete for a federal New Starts Capital Funding Grant. Several alignments were studied: Chinden Boulevard, Ustick Road, Fairview Avenue/Cherry Lane, Boise Cutoff Railroad, Franklin Road/ I-84/I-184, Overland Road, and Victory Road/Powerline Road (Figure 2-9).

The *Treasure Valley High Capacity Transit Study Priority Corridor Phase 1 Alternative Analysis* is at: http://www.compassidaho.org/documents/specialprojects/HCTFinalReport.pdf .

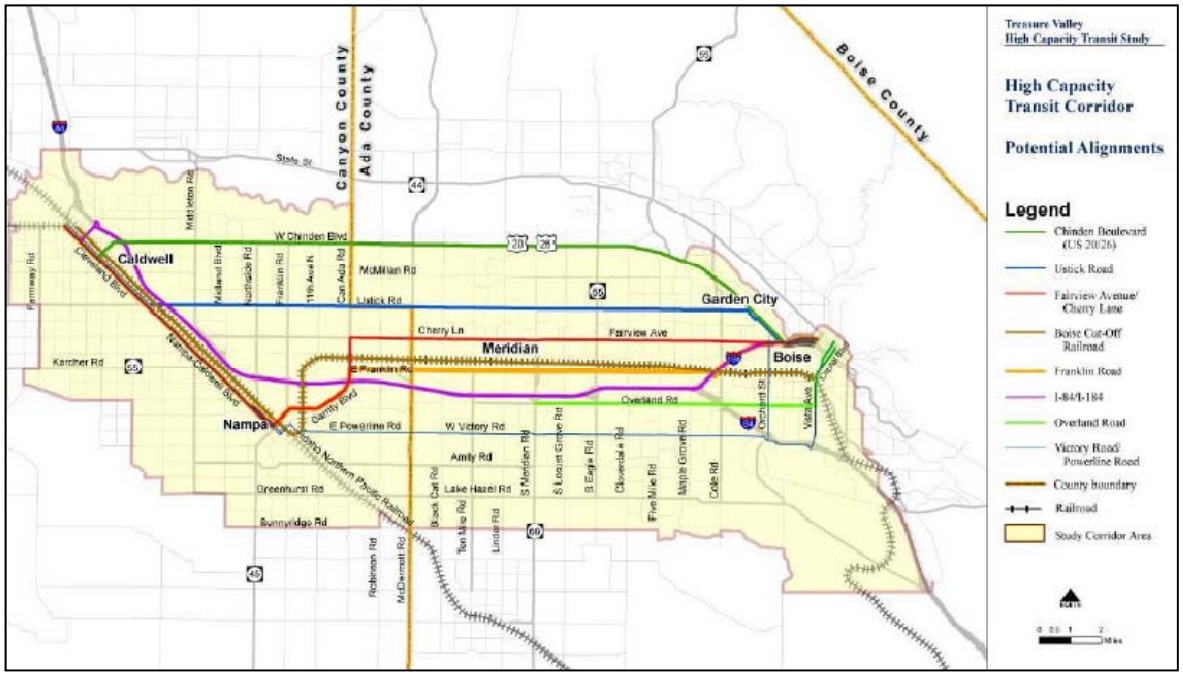

Figure 2-9: High Capacity Transit Corridor Potential Alignments

Treasure Valley Truck Freight Travel Study. The purpose of this project was to collect data needed to analyze truck freight movements on major regional roadways. Data collected are being used by COMPASS to develop more reliable through-trip and truck-trip tables for the travel demand model. This project provided information on truck freight origin/destinations, type/weight of freight, and preferred travel routes in the six county *Communities in Motion* study area with emphasis on travel routes using congested interstates and principal arterials. Additional information on the Treasure Valley Truck Freight Travel Study is at: http://www.compassidaho.org/prodserv/specialprojects-tvtfs.htm.

High Volume Intersection Study. The key objectives of the High Volume Intersection Study were to develop guidelines and recommendations for implementing innovative intersection designs in the region, to analyze ten intersections in Ada County for possible applications of innovative designs, and to spotlight a concept at each intersection. Each layout spotlight includes a drawing with lanes, performance and cost expectations, cost/benefit ratio, and likely right-of-way requirements. The recommendations of the High Volume Intersection Study report are suitable for use by highway agencies, land use agencies, and by other agencies throughout the COMPASS region. The High Volume Intersection Study is on the COMPASS website at: http://www.compassidaho.org/prodserv/specialprojects-hvis.htm.

Figure 2-10 (Continuous Flow Intersection) and Figure 2-11 (Median U-Turn with Bowtie) are examples of high volume intersection that could be used in the region.

Figure 2-10: Continuous Flow Intersection

Figure 2-11: Median U-Turn with Bowtie

Why are studies important? Studies take an in-depth look at the potential benefits, opportunities, and weaknesses of potential actions. Many times studies are required as part of federal funding mechanisms. The Treasure Valley High Capacity Transit Study is a requirement by the Federal Transit Administration which oversees the New Starts Program that typically provides up to 60% of the capital cost for selected projects. The Treasure Valley High Capacity Transit Study represents the first step for this region towards exploring the ability of the Treasure Valley corridor to compete for this federal funding.

The High Volume Intersection Study recommendations will help land use agencies establish standards for innovative intersection types, which will facilitate implementation of innovative intersections. Information from the reports will also be useful for updating the regional travel demand model, which forecasts future travel demands.

Policies

COMPASS policies establish how, when, and why decisions about the use of federal funds for transportation improvements. COMPASS has adopted several policies to engage stakeholders, expedite funding to needed projects, and promote streets for all users.

Public involvement plans. COMPASS maintains a broad policy of public involvement, so that staff may tailor the public involvement process/approach for each planning project (Figure 2-12). These public involvement plans are subject to review by public officials from affected areas, their representatives, representatives from affected constituent groups, and the general public. COMPASS Public Involvement Plans include:

- *Public Involvement Policy:* The planning process includes an active public involvement process that provides comprehensive information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans.

Figure 2-12: Public Participation

- *Title VI Plan:* COMPASS is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. No person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any COMPASS service, program, or activity. COMPASS also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. COMPASS takes reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.
- *Environmental Justice Consideration Area:* Presidential Executive Order 12898 (February 1994) amplifies Title VI by requiring every agency utilizing federal funds to review the positive and negative effects of federally funded projects on the surrounding populations. COMPASS identified several Environmental Justice Consideration Areas by using 2000 Census data to locate block groups with a 30% or more minority or low income population. For projects falling within these identified areas, COMPASS enhances outreach to minority and low-income populations as well as special consideration of project effects.

Transportation Improvement Program prioritization. The Transportation Improvement Program (TIP) is a short-range (3-5 year) capital improvement program (budget) of transportation projects consistent with federal regulations and area policies and strategies. The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant.[11] The TIP represents the transportation improvement priorities of the region and is required by federal law.

COMPASS produces a TIP for both the Northern Ada County and Nampa Urbanized Area and updates the document annually. The U.S. Department of Transportation (DOT) requires that all projects in the TIP be derived from an approved long range transportation plan, meet air quality requirements, and be financially constrained to the amount of funds that are expected to be available. The TIP shows the estimated costs and projected construction schedule of transportation projects. More information about the TIP is at: http://www.compassidaho.org/prodserv/transimprovement.htm.

[11] Regionally significant projects are defined under *Rules for the Control of Air Pollution in Idaho.* Idaho Administrative Code (IDAPA 58.01.01) for the Department of Environmental Quality. At a minimum these projects include: all principal arterial highways; fixed guideway transit facilities; and any other facilities determined to be regionally significant through interagency consultation. Regionally significant projects must be evaluated for emissions in regions that are in non-attainment or maintenance status for any of a number of air pollutants. Source: On-line rule at http://adm.idaho.gov/adminrules/rules/idapa58/0101.pdf.

Complete Streets policy.

COMPASS adopted a "Complete Streets" policy in August 2009 to promote roadways with an appropriate balance for motorists, bicyclists, transit, and pedestrians of all ages and abilities. By considering all users of roads, communities can increase their safety, efficiency, and economic vitality (Figure 2-13).

The COMPASS Complete Streets policy is at: http://www.compassidaho.org/documents/prodserv/reports/dmr/COMPASS%20_PolicyFinal.pdf.

Figure 2-13: Complete Streets

Toolkits

Toolkits are "a collection of information, resources, and advice for a specific subject area or activity." COMPASS has developed several toolkits for the use by highway districts, land use agencies, and other organizations to better manage and improve the transportation system. The *Access Management Toolkit*, *Mobility Management Development Guidebook*, and *Communities in Motion Implementation Guidebook* are examples of the toolkits that COMPASS has designed to promote best practices.

Access Management Toolkit. The principles of access management have been under-utilized on most of America's roadways. Our roadways, which are arguably our largest public investment, are also often very dangerous facilities. While we constantly improve our streets and highways with better designs and safety features, access management tools and strategies are sometimes overlooked or overruled. This is unfortunate, since access management may provide the greatest opportunity to improve traffic safety and efficiency along new and existing roadways. The COMPASS *Access Management Toolkit* can be found at: http://www.compassidaho.org/documents/planning/studies/AcMgtTlkt_08Cover_Electronic.pdf.

Communities in Motion Implementation Guidebook.

The Treasure Valley can grow in a way that improves the quality of life and competitive advantage for the region. By the adoption of *Communities in Motion* in August 2006, the region has agreed on a common vision. However, stated in *Communities in Motion*, "a plan is not a solution." Leadership in the region must act to put the regional plan into action, securing the legacy of growing to improve.

The *Communities in Motion Implementation Guidebook* provides more specific strategies for land use and transportation necessary to move this vision into action. This guidebook illustrates strategies of how to direct mixed uses such as jobs, shopping, services, and housing (Figure 2-14). The *Communities in Motion Implementation Guidebook* is online at: http://www.compassidaho.org/prodserv/reglrtranpl.htm.

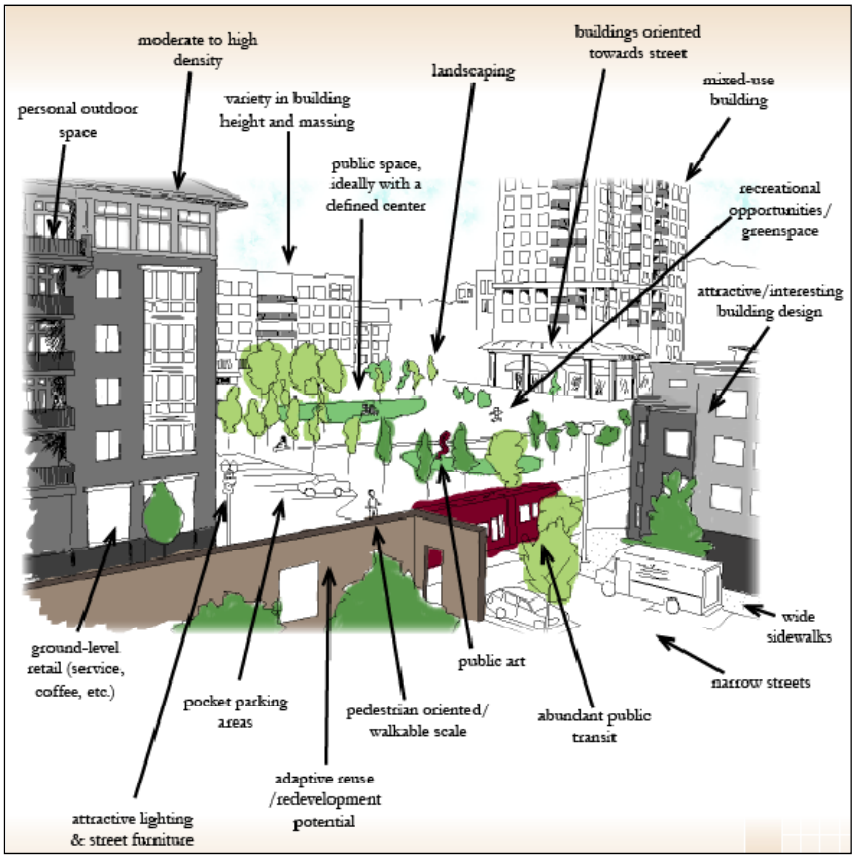

Figure 2-14: Example of a Major Activity Center.

Mobility Management Development Guidebook.

The mobility management program develops strategies and tools for better managing and delivering coordinated transportation services throughout the region, especially to older adults, individuals with disabilities, and those with low incomes. The program analyzes service coverage and gaps, compiles options to use new and existing technologies to enhance access and mobility, provides better tools to better integrate mobility management into local land use decisions, and develops performance measures to assess accessibility, efficiency and effectiveness of transportation services.

The *Mobility Management Development Guidebook* is online at: http://www.compassidaho.org/prodserv/mobility.htm.

Why are toolkits important? Many roadway improvements are permanent. They become part of the built environment for decades, help shape existing communities and future growth, and impact quality of life of communities by affecting commute times, neighborhood cohesion, air quality, economic conditions, and more. Doing things right is critical. These toolkits provide best practices and provide additional information to decision makers regarding how communities can and should look in the future.

Other Projects

Annual public education series. COMPASS sponsors a public education series to enhance the discussion about transportation, land use, and communities (Figure 2-15). Over the past several years, the education series has hosted presentations from renowned speakers on walkable communities, access management, context sensitive solutions, mobility coordination, transportation funding, revitalizing transportation corridors, and more. The presentations are well attended by planners, elected officials, and members of the general public.

Figure 2-15: Public Education Series

Public Outreach

Public outreach on *Communities in Motion* is a continual process and not limited to the update or "official" opportunities for comment. Between adoption of the plan in 2006, and spring 2009, when the update process started, COMPASS gave numerous presentations and attended outreach events throughout the valley where staff shared the concepts contained in *Communities in Motion* and received feedback on those concepts.

COMPASS has been conducting outreach specific to the plan update and soliciting comment on issues relevant to the update since spring 2009. A key element of this outreach was an effort to "bring it to the people"; that is, to reach out to individuals on their own turf, such as at club meetings, rather than relying on them coming to us. Specific elements of this outreach are described below.

Presentations

Between May 2009, and June 2010, COMPASS staff gave 16 presentations to community groups specifically discussing the 2010 update of *Communities in Motion*. The audiences included workplace "brown bag" lunches, Kiwanis clubs, neighborhood associations, chambers of commerce, Boise State University classes, and more. Approximately 515 people attended these presentations.

Focus Groups

Some populations tend to be under-represented in public outreach processes. To help ensure all people were included in the outreach process for the update of *Communities in Motion*, COMPASS hosted focus groups primarily targeting populations who are frequently missing at typical public meetings. The focus groups were coordinated with the assistance of individuals already working with these populations, and whenever possible the focus group meetings were held at the time and place of a regularly scheduled meeting for that group. For example, COMPASS staff met with teen and young adult refugees during a meeting of a refugee leadership club and met with parents of young children during a meeting of a mothers group at a church. A total of 105 individuals participated in these focus groups, which occurred between July 2009 and February 2010. The groups consisted of:

- Refugees
- Parents of young children
- Retirees
- People with low incomes
- Individuals with disabilities
- College students
- Rural interests
- Urban Land Institute members

Open Houses – Fall 2009

In October 2009, COMPASS held three open houses to invite all members of the public to learn about the update of *Communities in Motion* and comment on their transportation priorities (Figure 2-16). Open houses were held in Meridian, Nampa, and Boise, from 4:00 p.m. – 7:30 p.m. on three different evenings. COMPASS staff answered questions and provided information and interactive displays on transportation financing, environmental issues, transit, modeling/forecasting, and other issues relevant to *Communities in Motion*. Forty-six individuals attended these open houses. Three additional open houses were held in conjunction with the spring 2010 public comment period. These are discussed under "Public Comment Period – Spring 2010" below.

Figure 2-16: Open House, Fall 2009

Stand-Alone Display

In keeping with the theme of reaching out to people where they already are, COMPASS developed a stand-alone display and placed it at different public venues throughout the valley between September 2009 and May 2010 (Figure 2-17). In general, the display was placed in each location for a one-month period. Placed with the display were COMPASS brochures, copies of the 2006 *Communities in Motion* summary, a short survey (see below), and contact information for questions. The display was placed in the following locations:

- September 2009: Idaho Power lobby, Boise (1 week)
- October 2009: Meridian City Hall, Meridian
- October 2009: Hewlett Packard campus, Boise (posters)
- November 2009: Caldwell City Hall, Caldwell
- December 2009: Boise Airport, Boise (1 day; for Leadership Boise class)
- January 2010: Syringa Bank, Middleton
- February 2010: Star Branch Library, Star
- March 2010: Eagle City Library, Eagle
- April 2010: Kuna City Library, Kuna

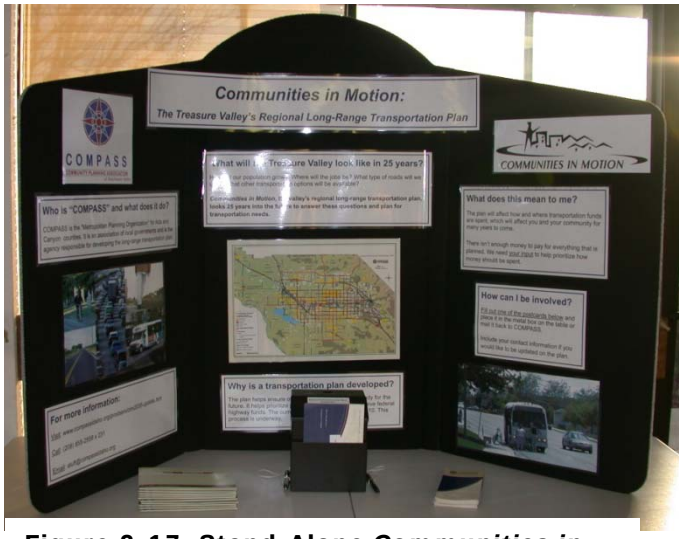

Figure 2-17: Stand-Alone *Communities in Motion* Display

Community Events

In addition to the stand-alone display, COMPASS participated in 14 community events, ranging from the May in Motion alternative transportation celebration to the Idaho Green Expo to a Cinco de Mayo celebration to transportation-related open houses and events sponsored by COMPASS member agencies. At each event, COMPASS staff answered questions and discussed the plan with event visitors and provided a display and take-home information on *Communities in Motion*.

Survey

From May 2009, through April 2010, COMPASS surveyed valley residents about their transportation priorities and their willingness to pay additional taxes to fund those priorities. Individuals could take the survey online (http://www.surveymonkey.com/s/X88MYYS) or hard copy. Online surveys were advertised through emails and on the COMPASS web site. Hard copy surveys were distributed at community events, presentations, and the unstaffed display (all described above). In addition, participants in the focus groups and October 2009 open houses were asked the same two questions; their responses are included with survey results. Including focus group and open house participants, 843 surveys were completed. Results are shown in Table 2-1, below.

Table 2-1. Public Survey Questions and Answers (n = 843)	
Question 1: There isn't enough money to pay for all of the transportation-related projects that are needed or wanted in the Treasure Valley. If it were up to you, what types of projects do you think should receive the highest priority? Please check the TWO you think should be given top priority.	
Maintain current roads and bridges (e.g., fix potholes)	19%
Expand transit (e.g., more buses, add streetcars or a train) *(Requires a different type of funding than is now available)*	33%
Improve current roads and bridges (e.g., widen roads)	13%
Add or improve walking and biking paths and lanes	22%
Build new roads and bridges	3%
Use technology to better manage traffic to reduce congestion	10%
Question 2: Would you be willing to pay more in taxes to help pay for the types of transportation projects you chose in question #1?	
Yes	83%
No	17%

Public Comment Period: Spring 2010

COMPASS solicited public comment into the draft *Communities in Motion* update from May 10 through June 18, 2010. In total, over 200 comment forms (hard copy and online) were returned, in addition to more detailed emails/letters from the public and member agency comments. The elements of the public comment period are outlined below, as is a general discussion of comments received.

Public Events. COMPASS participated in four public events in conjunction with the spring 2010 public comment period: Cinco de Mayo (Caldwell), Idaho Green Expo, May in Motion Alternative Transportation Celebration, and Planning in the West (all Boise). COMPASS staffed a booth with information on the update at each of these events. These events are also included in the total count of community event s listed above. Two of these (Cinco de Mayo and Idaho Green Expo) occurred immediately before the public comment period officially opened, but COMPASS provided the same materials and opportunity to comment at these events as at others during the comment period.

Open Houses – Spring 2010. COMPASS held three open houses to discuss the updated plan with the public and to solicit feedback: Boise (May 10), Meridian (May 12), and Nampa (May 13). All open houses were extensively advertised and were held from 4:00 – 7:30 p.m.

Approximately 50 people attended the three open houses; few comment forms were completed and returned at the open houses, but several people took materials and information on where to comment online.

Meetings in a Bag. The primary method of receiving input into the draft plan update was through a "Meeting in a Bag" process, following the same general model as the 2006 "Communities in Conversation" process described earlier – COMPASS provides all materials necessary to host a public comment meeting (in a bag) and provides bags to citizens to host their own meetings (Figure 2-18).

Figure 2-18: Bags for "Meeting in a Bag."

COMPASS solicited Meeting in a Bag hosts through newspaper advertisements, a news release, an extensive email campaign, COMPASS committees, and at public events and presentations. In total 47 bags were distributed beginning May 10. Hosts were requested to hold their meetings no later than June 15 and return comment forms and related materials to COMPASS no later than June 18. Over 180 comment forms were received through the Meeting in a Bag process.

Advertising. COMPASS used print and radio advertising and news releases, coupled with electronic communications (email, COMPASS web page, Facebook) to advertise the open houses, solicit Meeting in a Bag hosts, publicize the public comment period, and generally raise awareness of COMPASS' role in long-term planning. In total, COMPASS ran 46 newspaper advertisements (including legal notices), spread among the following newspapers:

- *Idaho Statesman*
- *Idaho Press Tribune*
- *Kuna Melba News*
- *Valley Times*
- *Boise Weekly*
- *Idaho UNIDO* (Spanish)

COMPASS also advertised on 107.1 FM and 94.9 FM during morning and evening rush hours with 10-second traffic report sponsorships and 60-second commercials.

Other. COMPASS provided all materials, including a copy of the draft plan and executive summary, summary handouts, and a comment form, online on its web site, on CD, and in hard copy. The hard copies were available at the COMPASS office and at libraries in Caldwell, Nampa, Meridian, and Boise.

Summary of Public Comments. Over 200 comment forms, emails, and letters were received from members of the public – mainly through the Meeting in a Bag process. A copy of the comment form and a complete list of public comments and responses to them can be found in Appendix A; comments from member agencies can be found in Appendix B. Quantitative results can be found in Table 2-2, page 29. A summary of qualitative comments is below.

In general, the public expressed support for improvements and new funding sources for both roads and transit, and expressed a willingness to pay more in taxes for those improvements. However, the additional amount people stated they were willing to pay in taxes is not enough to cover shortfalls (see Table 2-2). There were several written comments expressing a desire for more efficiency and accountability before, or if/when, taxes were raised. Several others indicated they were willing to pay more in taxes but only for certain projects or types of projects.

Just under half of the respondents agreed with the funded/unfunded project list. There were many recommendations for what corridors should move from unfunded to funded and vice versa (see bulleted lists below).

U.S. 20/26 (Chinden), State Highway 44 (State Street), and a rail corridor were noted most often as being necessary projects that needed funding. Bowmont Road and Ustick Road were mentioned most often as being elements that could be taken out of the plan; some people questioned Bowmont Road's fit with the Community Choices scenario. Note that seven of the corridors listed below (noted in italics) appear on both lists.

Move from unfunded to funded/ add more funding (public comment, in order of number of times mentioned):

- *US Highway 20/26 (Chinden)*
- Rail
- State Highway 44 (State Street)
- *State Highway 16*
- Meridian Interchange
- Greenhurst Road
- *Kuna-More Road*
- *Three Cities River Crossing*
- Cherry Lane
- Lake Hazel Road
- I-84
- *Fairview Avenue*
- Happy Valley Road
- *Cloverdale Road*

- *Ustick Road*
- Eagle Road

Move from funded to funded/provide less funding (public comment, in order of number of times mentioned):

- Bowmont Road
- *Ustick Road*
- *Fairview Avenue*
- *Three Cities River Crossing*
- *State Highway 16*
- Amity Road
- *Kuna-Mora Road*
- *Cloverdale Road*
- *US Highway 20/26 (Chinden)*

Most people agreed with the Community Choices growth scenario, but others did cite a desire for less density.

Other common themes that emerged through public comment were the need for additional/better transit, alternative transportation, and bike/pedestrian facilities and the need for a local option tax (the comment form did ask questions concerning taxes, it did not specifically mention local option). Several people stated a desire to put more funding and effort into transit before putting more funding and effort into roadways.

Table 2-2. Quantitative Public Comment Results*

Question	Number of Respondents	Quantitative Results
What prompted you to comment on this plan? That is, is there a specific concern, or a particular road or issue that interests you?	**140**	**NA**
How did you learn about this opportunity to comment?	**220**	**Invitation to Meeting in a Bag:** 41.4% **Email**: 25.5% **Radio Advertisement**: 4.5% **COMPASS Web Site**: 3.2% **Word of Mouth**: 1.8% **Display/Booth**: 1.8% **Newspaper Advertisement**: 1.4% **News Story**: 0.9% **Other**: 19.5%

Table 2-2. Quantitative Public Comment Results*

Question	Number of Respondents	Quantitative Results
Where did you receive this comment form? (Not asked on the online form.)	**185**	**Meeting in a Bag**: 78.9% **Open House**: 4.9% **COMPASS Office**: 0.5% **May in Motion**: 0.5% **Public Library**: 0% **Idaho Green Expo**: 0% **COMPASS Web Site**: 0% **Cinco de Mayo**: 0% **Other**: 15.1%
Transportation Systems – Roadways: The draft plan supports improvements to regional roads. The cost of the improvements listed in the plan would be $6.6 billion, with a total cost to improve and maintain the road system of $10.1 billion by 2035. At least $3.9 billion in new revenues would be needed to pay for the improvements and maintenance. **Do you support improvements to regional roads?**	**194**	**Yes**: 88.7% **No**: 7.7% **No Opinion**: 3.6%
Do you support seeking new revenue sources for roadways?	**192**	**Yes**: 78.1% **No**: 15.6% **No Opinion**: 6.3%
Would you be willing to pay more in taxes to support improvements to regional roads?	**188**	**Yes**: 68.6% **No**: 22.9% **No Opinion**:8.5%
If "yes," how much per year?	**137**	**$0 - $100**: 48.9% **$101 - $200**: 33.6% **$201 - $300**: 7.3% **$301 or more**: 10.2%
Transportation Systems – Transit: The draft plan supports an expanded public transportation system and more opportunities for walking and biking. The expanded public transportation system would cost $4.1 billion and require the region to seek new revenue sources of $2.7 billion. **Do you support an expanded transit system?**	**201**	**Yes**: 91.0% **No**: 5.5% **No Opinion**: 3.5%
Do you support seeking new revenue sources for transit?	**196**	**Yes**: 85.2% **No**: 8.7% **No Opinion**: 6.1%
Would you be willing to pay more in taxes to support improvements to transit?	**192**	**Yes**: 77.6% **No**: 15.1% **No Opinion**: 7.3%
If "yes," how much per year?	**150**	**$0 - $100**: 52.0% **$101 - $200**: 29.3% **$201 - $300**: 9.3% **$301 or more**: 9.3%

Table 2-2. Quantitative Public Comment Results*

Question	Number of Respondents	Quantitative Results
Changes between 2006 and 2010 – Funded Projects: By law, only projects that can be paid for (funded) can be included in the planned transportation system. Because of rising costs without increased funding, many projects that were "funded" in 2006 had to be removed from the planned transportation system in 2010 because there is not funding for them, even though they are priorities. **Given this constraint, do you agree with the changes that were made?**	**189**	**Yes**: 49.2% **No**: 20.6% **No Opinion**: 30.2%
Recognizing there is not enough money for everything, what different changes, if any, would you recommend?	**80**	**NA**
Growth Scenarios: The *Communities in Motion* update examines two different scenarios for growth and land use in the Treasure Valley: • Community Choices, which encourages more compact growth and high-density housing in existing communities; more open space between communities; and building housing, jobs, services, and shopping closer together. • Preservation, which assumes each community will grow to the maximum possible, based upon that community's comprehensive plan. While *Communities in Motion* examines both, the plan supports the "Community Choices" scenario, based upon extensive public input when the 2006 *Communities in Motion* plan was developed. **Do you support the "Community Choices" growth scenario?** (Encourages compact growth and high density housing.)	**192**	**Yes**:72.9% **No**: 18.2% **No Opinion**: 8.9%
If "No," what type of growth do you want to see in the Treasure Valley? (e.g., Less compact? More growth in undeveloped areas?)	**21**	**NA**
Please provide any additional comments about the draft plan.	**61**	**NA**

*Individual written comments can be found in Appendix A.