

IMPLEMENTATION STRATEGY



This section describes the phased implementation strategy for achieving an integrated State Street corridor. The implementation is divided into three phases of improvements: near term, medium term, and long term. The sequential phases are not associated with specific years, but instead they are dependent on thresholds for roadway, transit, and land use that indicate when each phase should begin. The improvements in each phase are characterized as roadway, transit, or land use projects. Details about each recommended project are provided in tables that identify the lead agency and anticipated cost for each project.

This Implementation Plan is unique because it includes roadway, transit, and land use improvements over the same planning horizon. In other locations across the country, corridor planning has occurred when at least one of the key components of an integrated corridor had been achieved. For example, Salt Lake City, Utah had developed a robust, regional transit system in the early 1980s. This

system provided a solid base to begin implementing high capacity transit service on key corridors, since bus frequency and ridership had already been established at a high level. The solid transit base supported new development, as well as moving toward implementation of light rail transit, BRT, and commuter rail to continue to build this regional transit system. The region has major plans to implement over ten BRT routes to support improved transit service and TOD development.

The future of the State Street corridor relies on the shared roles of the roadway, transit, and land use agencies to lead the projects and collaborate with each other to achieve an integrated corridor.

Phasing Strategy

The Implementation Plan has been developed around a future year 2035 planning horizon, but most of the phased near-term, medium-term, and long-term improvements are not tied to specific years. The improvements are organized

into phases with corresponding triggers for each phase. The triggers are thresholds based on traffic volumes or HOV lane use, transit ridership, and land use conditions that indicate when the given phase should begin. Individual activities within each phase may also have prerequisites that must be completed before that specific activity can be started.

Within each phase, the implementation activities are organized by milestones. The milestones are key steps in the implementation process that are achieved once the supporting activities for each milestone have been completed. The milestones provide the chronological framework for a successful implementation, but individual activities can be started before previous milestones have been achieved.

Near-Term Improvements

The purpose of the near-term improvements is to grow the existing

transportation system and develop a Land Use Master Plan for the State Street corridor. The near-term improvements can begin immediately and include increasing service of the existing transit routes, filling in gaps in the pedestrian and bicycle facilities, and implementing ITS technologies to move people more efficiently. The near-term improvements are divided into the following milestones:

- Milestone #1 – Upfront Corridor Improvements
- Milestone #2 – Expand Existing Transit Service and Park & Ride Lots
- Milestone #3 – Prepare for Medium-Term Improvements

Figure 22 shows the key recommended roadway, transit, and land use improvements for the near term. Descriptions of the key near-term improvements are provided in the following sections. Detailed information on these improvements can be found in Table 1 in the Implementation Tables section.

A major activity included in the near-term is for the agencies to develop a Programming and Finance Plan of the State Street TTOP Implementation Plan. This activity will include a specific funding plan identifying/describing how the roadway, transit, and land use activities will be funded through the planning horizon.



ROADWAY

As part of the near-term goal of growing the existing transportation system on State Street, the recommended near-term roadway improvements include enhancements to the pedestrian facilities between Glenwood Street and Veterans Memorial Parkway and automobile facilities without widening the roadway, such as the implementation of ITS infrastructure. The ITS infrastructure includes signal controller upgrades, fiber optic communications, dynamic message signs, signal timing, and transit signal priority. The SH 16 and 30th Street extension projects are identified in the

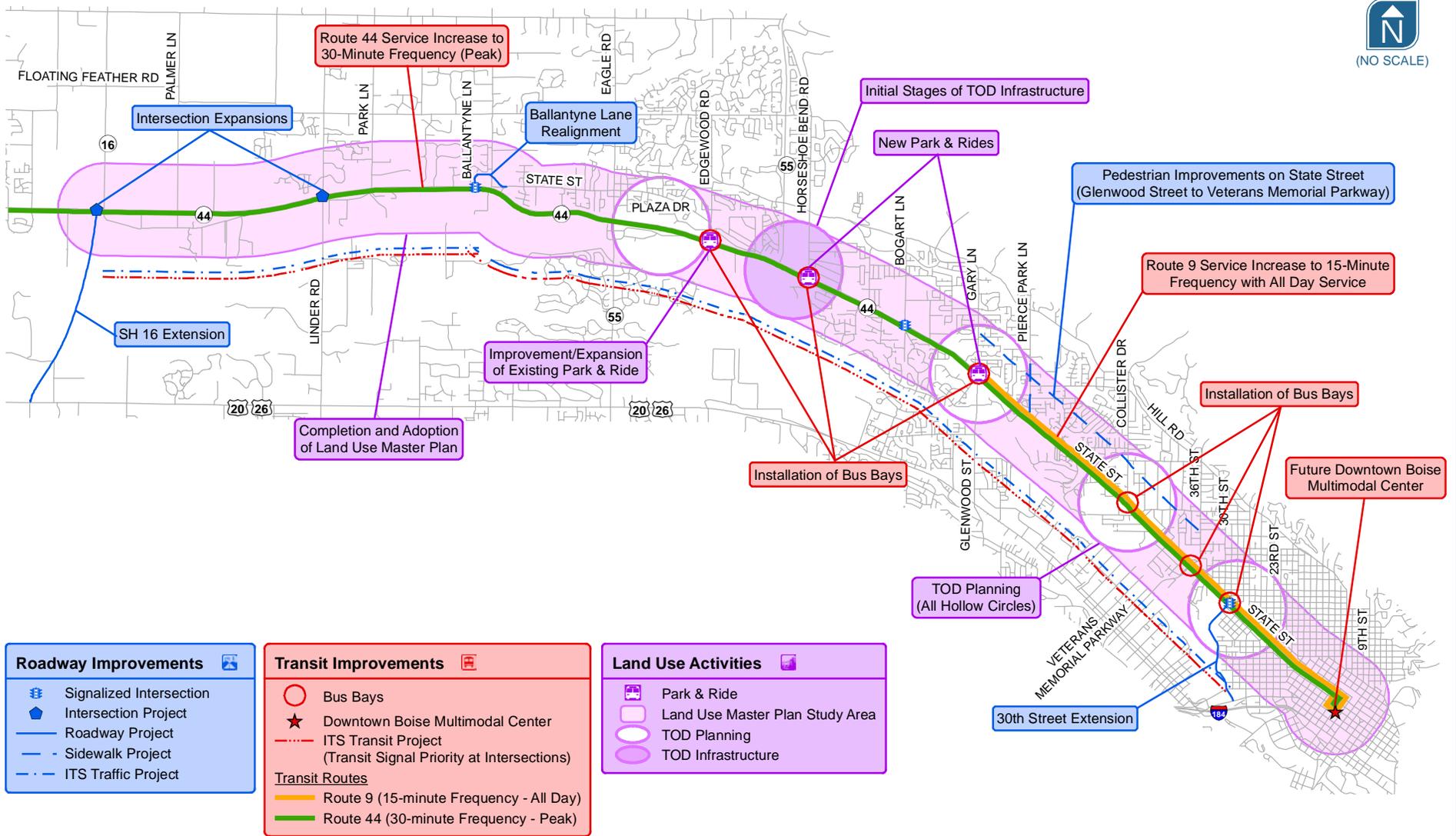
near-term as supportive improvements to State Street corridor.

An Access Management Plan, coordinated between ACHD and the land use agencies, should be prepared between Glenwood Street and 23rd Street. This plan should be prepared in conjunction with the Land Use Master Plan.



TRANSIT

The recommended near-term transit improvements include increasing the frequency and span of service of the existing Routes 9, 9X, and 44. Based on the future conditions analysis, a significant increase in ridership is expected by increasing the transit service along the corridor. Other near-term transit improvements include bus stop improvements, a bus bay location plan and improvements, and transit signal priority on the corridor.



KEY RECOMMENDED NEAR-TERM IMPROVEMENTS
ADA COUNTY, IDAHO

FIGURE 22





LAND USE

The near-term land use activities are focused on constructing Park & Ride lots to support the transit expansion and completing a Land Use Master Plan for the corridor. Many of the recommended land use improvements depend on the completion and adoption of a Land Use Master Plan. The Master Plan will be used as a roadmap to guide housing investments, land development, transportation, and economic development over the next 20 years.

The land use agencies must work with businesses and downtown communities to encourage more transit use through employer incentives, reduced fees for transit passes, and adjusting downtown parking fees. Planning for TOD site development at 30th Street, Collister Drive, Glenwood Street, and Plaza Drive and a regional Park & Ride system should also begin in the near term.

In addition, the initial stages of TOD infrastructure should continue to occur at the Horseshoe Bend Road-SH 55 site. Infrastructure at this site was identified in the near term because of the TOD-supportive policy decisions currently being made by the Cities of Eagle and Garden City.

Medium-Term Improvements

The purpose of the medium-term improvements is to create the multimodal connections and prepare the components of an integrated corridor. The medium-term improvements should begin when the following triggers have been met:

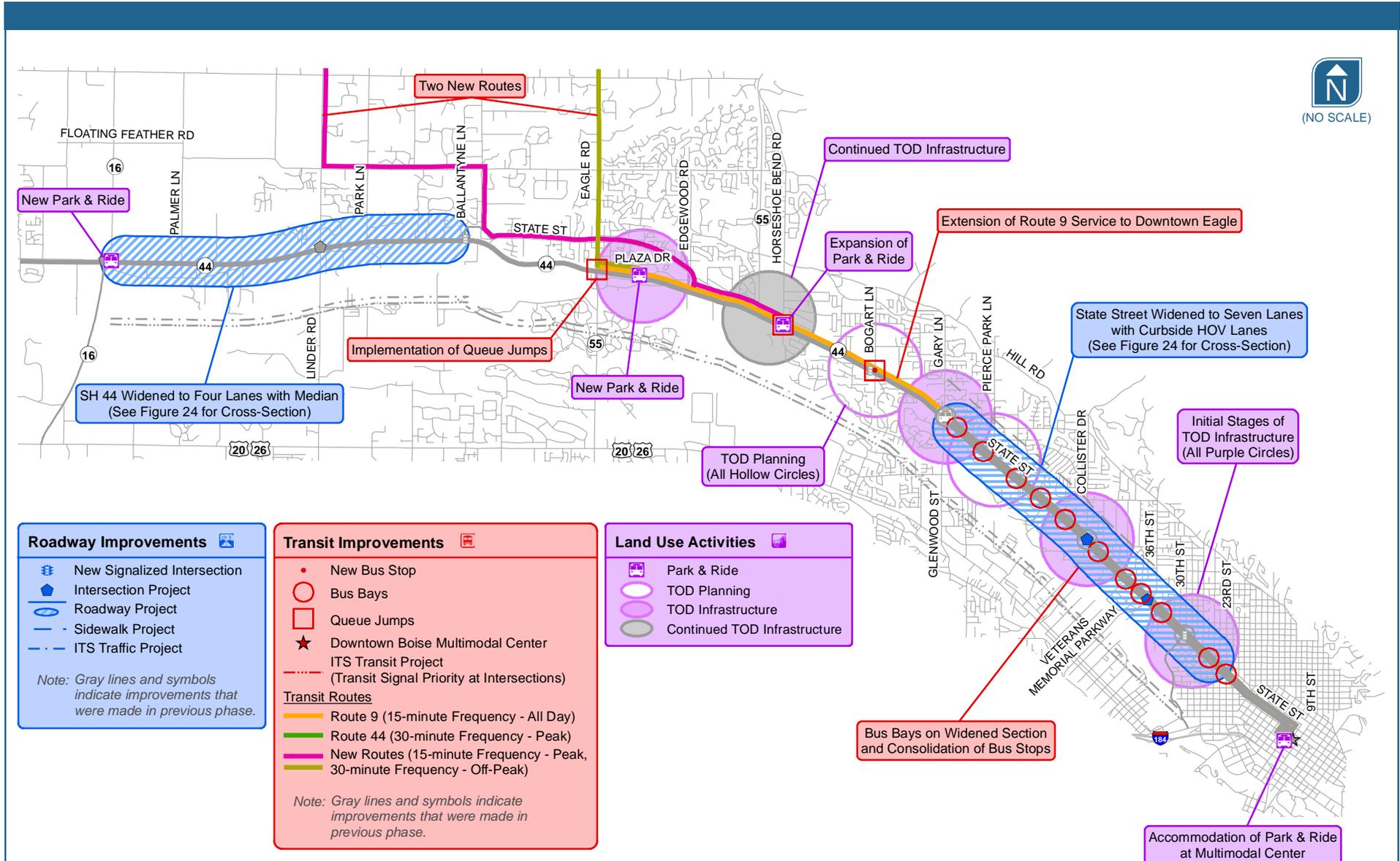
- Traffic: Average Daily Traffic Volume (ADT) > 43,000 east of Glenwood Street
- Transit: 1,500 riders per day
- Land use: Completion of the Land Use Master Plan; Park & Rides at Glenwood Street, Horseshoe Bend Road-SH 55,

and Plaza Drive; initial TOD site development at Horseshoe Bend Road-SH 55; and TOD site plans for 30th Street, Collister Drive, Glenwood Street, and Plaza Drive

The medium-term improvements focus on expanding the transit service, providing additional roadway capacity, and increasing TOD and Park & Ride lots along the corridor. The medium-term improvements are divided into the following milestones:

- Milestone #4 – Pre-HOV Development
- Milestone #5 – Initial Land Development Changes
- Milestone #6 – Roadway Expansion

Figure 23 shows the key recommended roadway, transit, and land use improvements for the medium term. Discussion of the key medium-term improvements are provided in the following sections. Detailed information on these improvements can be found in Table 2 in the Implementation Tables section.



Note: Additional north/south transit routes in Eagle and Meridian (i.e., via SH 16, Linder Road, Eagle Road) would connect with the State Street corridor, as shown in Figure 9.



KEY RECOMMENDED MEDIUM-TERM IMPROVEMENTS
ADA COUNTY, IDAHO

FIGURE 23



ROADWAY

An Access Management Plan led by ITD should be prepared between Glenwood Street and Eagle Road. This plan is contingent on the development and implementation of the Land Use Master Plan.

The recommended medium-term roadway improvements include intersection enhancements and widening segments of SH 44 and State Street to accommodate additional traffic demand and provide multimodal connections. Intersection improvements are identified for Glenwood Street and Veterans Memorial Parkway.

The cross-sections for widening State Street and SH 44 are shown in Figure 24. The roadway project on State Street includes constructing a curbside HOV lane for carpools, vanpools, buses, and right-turning vehicles between 23rd Street and Glenwood Street. This project also includes the addition of bike lanes and

completing the pedestrian connections in this segment.

The widening of State Street for HOV lanes should occur at the end of the medium term based on the timing of other medium-term improvements.



TRANSIT

The recommended medium-term transit improvements include expanding the service along the State Street corridor to serve Eagle and the addition of two north/south feeder routes in Eagle that connect to State Street. Additionally, queue jump lanes and bus bays are identified at key locations on the corridor.



LAND USE

The recommended medium-term land use improvements build on the planning and TOD development work in the near term by continuing TOD site development and Park & Ride construction and expansions,

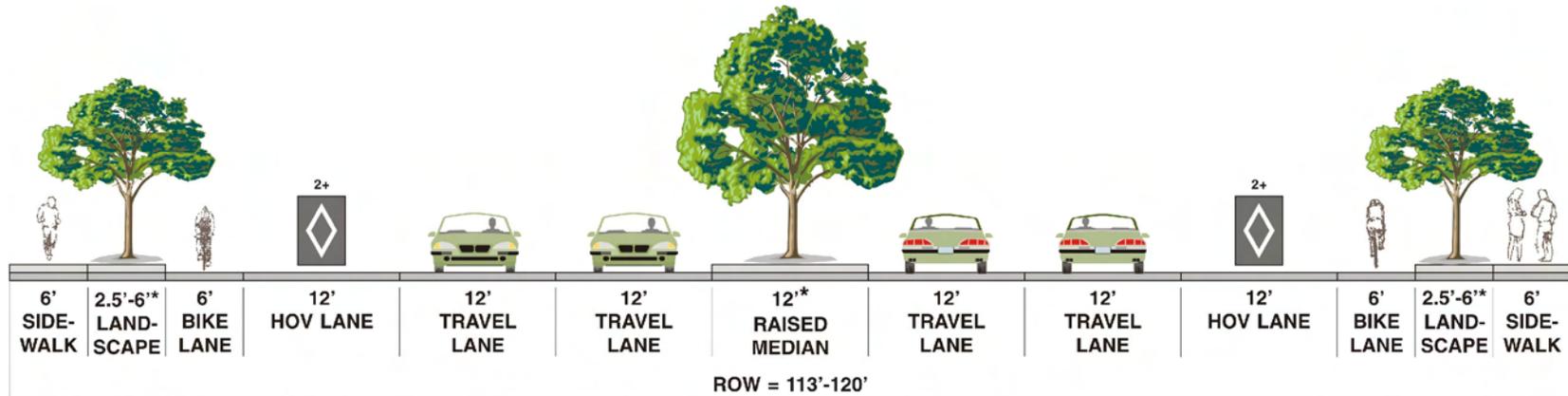
including new Park & Ride lots at SH 16 and Plaza Drive.

The photo simulations shown to the right and on page 60 illustrate what each TOD area may look like with the recommended medium-term improvements at 30th Street, Glenwood Street, and Plaza Drive. The medium-term improvements identify a combination of multimodal improvements with some activity toward TOD. The photo simulations are for visualization only in illustrating the recommendations. The final TOD site and access details would be determined through a planning and design process with the respective agencies.

State Street/30th Street in Medium Term

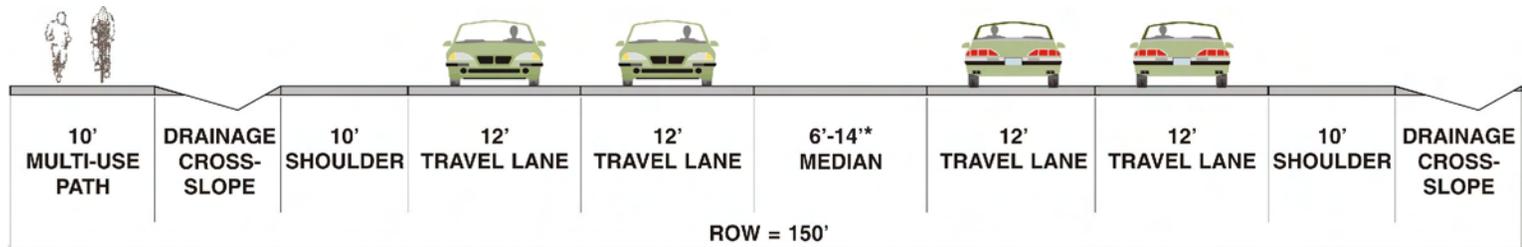


STATE STREET WIDENED TO SEVEN LANES WITH CURBSIDE HOV LANES (23RD STREET TO GLENWOOD STREET)



Note: The widths and landscape features shown above may change during the design phase of this capital project.
 *Landscaping for buffer and median could be provided on a case-by-case basis if funded and maintained by a developer or local jurisdiction.

SH 44 WIDENED TO FOUR LANES WITH MEDIAN (BALLANTYNE LANE TO SH 16)



Note: The draft SH 44 Corridor Study includes the above draft cross-section and has not yet been approved.
 *Varies 6'-14' based on access control



RECOMMENDED CROSS-SECTIONS FOR STATE STREET AND SH 44
 ADA COUNTY, IDAHO

FIGURE 24

State Street/Glenwood Street in Medium Term



SH 44 at Plaza Drive in Medium Term



Long-Term Improvements

The purpose of the long-term improvements is to achieve the vision of an integrated corridor on State Street. The

long-term improvements should begin when the following triggers are met:

- Traffic: ADT >43,000 west of Glenwood Street and peak hour HOV lane usage >200 vph east of Glenwood Street
- Transit: 3,000 riders per day
- Land Use: Continued TOD site development at 30th Street, Collister Drive, Glenwood Street, Horseshoe Bend Road-SH 55, and Plaza Drive; and Park & Ride at SH 16

The long-term improvements continue to focus on providing additional roadway capacity, expanding the transit service, and increasing TOD along the corridor. The long-term improvements are divided into the following milestones:

- Milestone #7 – Land Development is Ready
- Milestone #8 – High Capacity Transit Corridor

Figure 25 shows the key recommended roadway, transit, and land use improvements for the long term.

Descriptions of the key improvements are provided in the following sections. Detailed information on these improvements can be found in Table 3 in the Implementation Tables section.



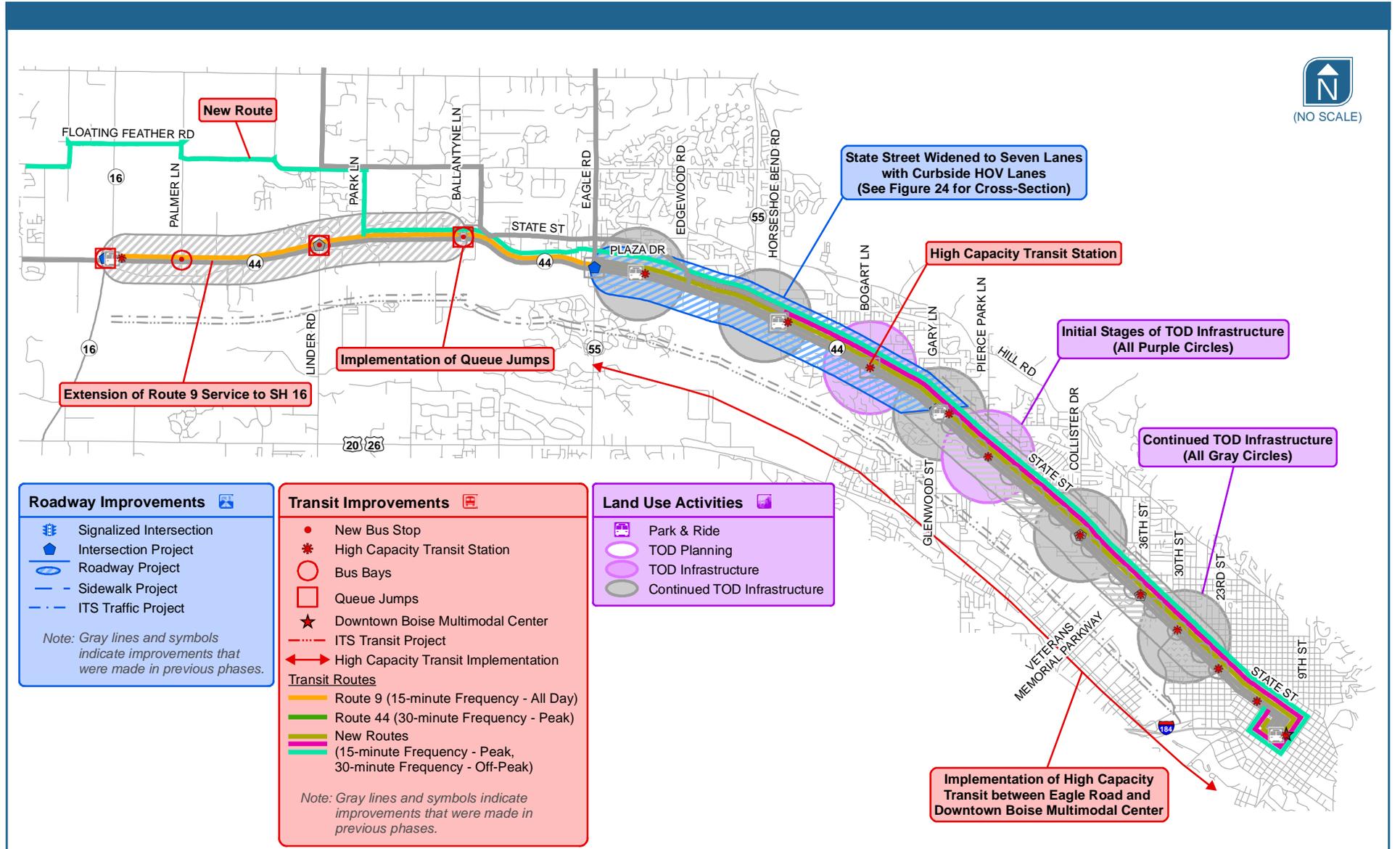
ROADWAY

The recommended long-term roadway improvements include continuing to increase capacity on the corridor through widening SH 44 between Eagle Road and Glenwood Street (with the HOV cross-section shown in Figure 24) and constructing intersection improvements at SH 44/SH 16 (future interchange), SH 44/Eagle Road (high-capacity intersection), and State Street/Glenwood Street (high-capacity intersection).



TRANSIT

The recommended long-term transit improvements focus on expanding and improving the quality of the transit service along the State Street corridor. This



Note: Additional north/south transit routes in Eagle and Meridian (i.e., via SH 16, Linder Road, Eagle Road) would connect with the State Street corridor, as shown in Figure 9.



KEY RECOMMENDED LONG-TERM IMPROVEMENTS
ADA COUNTY, IDAHO

FIGURE 25

includes expanding the service along the State Street corridor to SH 16, the addition of a third north/south feeder route that connects to State Street, and potentially extending the feeder routes to the Downtown Boise Multimodal Center .

One of the major activities during the long term is preparing a National Environmental Protection Act (NEPA) and Federal Transit Administration (FTA) application for a high-capacity transit service for the corridor. This application is an alternatives study to meet federal requirements and move toward implementing a high-capacity transit service between the Downtown Boise Multimodal Center and Eagle Road. Additionally, the long-term improvements include ITS transit technologies at stations, such as off-board fare collections and traveler information systems, to support the high-capacity transit service.



LAND USE

The recommended long-term land use improvements focus on continuing to

increase TOD on the corridor. The long-term improvements include continued development at sites that were planned during the near- and medium-terms as well as TOD planning and initial stages of development at two new sites (Pierce Park Lane and Bogart Lane) along the corridor.

The photo simulations shown on this page illustrate the increased intensity of TOD development that could be expected to occur with the recommended long-term improvements. The photo simulations are for visualization only in illustrating the recommendations. The final TOD site and access details would be determined through a planning and design process with the respective agencies.

State Street/30th Street in Long Term



State Street/Glenwood Street in Long Term



SH 44 at Plaza Drive in Long Term



Implementation Tables

The near-term, medium-term, and long-term activities prepare the corridor for implementation of multimodal infrastructure, a high-capacity transit option, and TOD to realize an integrated corridor in the long-term planning horizon.

Tables 1, 2, and 3 summarize the specific activities that support implementation of the near-term, medium-term, and long-term phases, respectively. These activities are described in each table by identification number, lead agency, cost, and project status where applicable.

Planning-level cost estimates of each activity are provided in the tables. The cost estimates were developed based on several sources:

- ITD Statewide Transportation Improvement Plan,
- ACHD 5-Year Work Plan,
- Review of past studies, and
- Input from various agency staff.

Additionally, many activities identified in the Implementation Plan are “new” projects, so planning-level cost estimates (2010 dollars) were developed based on information included in the Transit Operations Plan and typical costs for these types of projects. Cost estimates are omitted for some activities due to the following:

- Costs for that activity are being developed as part of another ongoing study.
- Costs for right-of-way associated with the State Street improvements should be updated with the future costs estimates from the ACHD Right-of-Way and Alignment Study.
- Some activities are associated with land development (i.e., TOD), which would typically be led through the private sector.
- Some activities include mostly agency administrative or staff time.

The costs and funding strategies for the funded, unfunded, and new projects are discussed in the Financial Strategy section.

Several abbreviations and references are included in the three tables and described below. Each table includes blue, red, and purple shading which corresponds to the roadway, transit, and land use activities, respectively. Additionally, white shading is provided for some activities, as the activity type falls under a more general category and can be led by various agencies.

Color Key in Tables

Activity Type	Color
Roadway	
Transit	
Land Use	
Combination	

ID # and Prerequisites

- N: Near-term
- M: Medium-term
- L: Long-term

Activity

- Description and location provided for the study, plan, capital project, or policy.

Lead Agency

- The lead agency or agencies identified for each activity. The activity costs may be the burden of one agency or a shared cost between multiple agencies.

Cost

- F: Funded
- UF: Unfunded
- N/A: Not applicable
- VRF: Vehicle Registration Fee
- ACHD 5-YR: ACHD 5-Year Work Plan
- Note: All costs are based on 2010 dollars.

Status

- Ongoing: Activity is currently underway by the agency.

- New: Activity is not identified on a plan and is new to State Street or the region.
- Year: Activity is programmed for that year in a plan.
- PD: Preliminary Development (PD) project that currently has no funding year committed but is identified as a need.

Table 1 Implementation Plan for Near-Term Corridor Improvements

ID #	Prerequisites	Activity	Lead Agency	Cost	Status
Milestone #1 – Upfront Corridor Improvements					
N-1	None	<i>Programming and Finance Plan:</i> Develop a funding plan for the range of roadway, transit and land use improvements on the corridor. The plan needs to include a specific funding plan for the near-, medium-, and long-term phases of the corridor and should be updated under each phase.	VRT, Boise, Eagle, Garden City, COMPASS, ITD, ACHD	N/A	New
N-2	None	<i>State Street Right-of-Way and Alignment Study (23rd Street to Glenwood Street):</i> Complete and adopt this study.	ACHD	\$63K (F)	Ongoing
N-3	None	<i>Corridor-wide Land Use Master Plan:</i> Prepare and adopt a Master Plan that will be used as a roadmap to guide housing and employment investments, land development, transportation, and economic development over the next 20 years. This plan should be completed in conjunction with the Access Management Plan between 23 rd Street and Glenwood Street.	Boise, Eagle, Garden City	\$700K (UF)	New
N-4	N-3	<i>Comprehensive Land Use Plan Changes:</i> Update comprehensive plans based on the adopted Master Plan.	Boise, Eagle, Garden City	N/A	New
N-5	None	<i>Access Management Plan (23rd Street to Glenwood Street):</i> Develop and adopt an Access Management Plan. This plan should be completed in conjunction with the <i>Land Use Master Plan</i> .	ACHD	\$200-250K (UF)	New
N-6	None	<i>SH 44 Corridor Preservation Study (Ballantyne Lane to I-84):</i> Complete and adopt a corridor plan that identifies future right-of-way needs, proposed lane configurations, environmental document, and an access management plan.	ITD	\$400K (F)	Ongoing
N-7	None	<i>State Street Corridor Website:</i> Develop and maintain a corridor-wide website for communicating to the public.	COMPASS, VRT	\$10K/ yr (UF)	New
N-8	None	<i>State Street Steering Committee:</i> Continue to utilize the steering committee as a resource for coordinating the implementation plan activities.	COMPASS	N/A	Ongoing
N-9	None	<i>Community Advisory Committee:</i> Identify opportunities to bring together this group for continued implementation of this plan, as well as informing them of projects, meetings, and public open houses occurring on the corridor.	COMPASS	N/A	Ongoing
N-10	None	<i>Idaho 16, I-84 to Idaho 44 Environmental Study:</i> Complete and adopt preliminary engineering, environmental documentation, and a preferred alternative for a potential new roadway between I-84 and Idaho 44.	ITD	\$7 million (F)	Ongoing
N-11	None	<i>Idaho 16, U.S. 20/26 to Idaho 44 Improvements:</i> The ultimate design for SH 44/SH 16 is a grade-separated interchange. The interim design is a 7-lane at-grade intersection to the west of the existing intersection. This project would construct the improvements at the intersection and provide the connection between US 20/26 and Idaho 44.	ITD	\$116 million (GARVEE)	Ongoing
N-12	None	<i>Bus Stop Improvements (Glenwood Street to Downtown Boise Multimodal Center):</i> 12 bus stop locations are being improved with ADA Enhancements and location specific improvements to maximize the safe and efficient flow of traffic and facilitate passenger access. <i>Cost estimates are being developed by VRT for the State Street bus stops (Refer to ADA improvements project)</i>	VRT	\$30K (F)	Ongoing
N-13	None	<i>Downtown Boise Multimodal Center:</i> A multimodal center would be built to consolidate local and regional transit	VRT	\$12 million	2012



ID #	Prerequisites	Activity	Lead Agency	Cost	Status
		services in downtown Boise.		(Earmarked)	
N-14	None	<i>Pedestrian Improvements (Veterans Memorial Parkway to Collister Drive):</i> Construct a pedestrian walkway on the north side of State Street between Collister Drive and Veteran’s Memorial Parkway.	ACHD	\$537K (ACHD VRF)	2012
N-15	None	<i>SH 44 / State Street / Ballantyne Lane Realignment Intersection Improvements:</i> Realign State Street and Ballantyne Lane to connect to SH 44 west of the current State Street intersection and signalize the intersection.	ACHD	\$2.25 million (ACHD 5-YR)	2012
N-16	None	<i>Pedestrian Improvements (Glenwood Street to Collister Drive):</i> This two-phased project would ultimately complete concept, design, right of way, and construction of pedestrian facilities for both sides of State Street in this 2 mile segment. Phase I will be from Collister Drive to Ellens Ferry Drive (1 Mile).	ACHD	\$1.5 million (COMPASS Special Project)	2016
N-17	None	<i>State Street ITS Upgrade:</i> Implement CCTVs, speed detectors, dynamic message signs, and traffic signal upgrades.	ACHD	\$1 million (ACHD 5-YR)	2012
N-18	None	<i>State Street Signal Timing (Saxton Road to SH 16):</i> Develop and implement coordinated signal timing plans.	ACHD	\$50K (Stimulus)	2011
N-19	None	<i>Pierce Park Lane Pedestrian Improvements:</i> Construct curb, gutter, and sidewalk between State Street and Parapet Drive and construct an asphalt path with extruded curb between Parapet Drive and Tobi Drive on the west side; Construct curb, gutter and sidewalk between State Street and Filly Street on the east side; and Add two crosswalks.	ACHD	\$1.6 million (ACHD VRF)	2013
N-20	None	<i>30th Street Extension, Fairview Avenue to State Street:</i> Construct a new 5-lane (or 4 lanes where there are medians) roadway with curb, gutter, sidewalks, and bike lanes between State Street and Fairview Avenue/Main Street.	ACHD	\$8.11 million (ACHD 5-YR)	2013
N-21	None	<i>SH 44 / State Street and Linder Road Intersection Improvements:</i> Widen intersection to 6 lanes on the north and south approaches, 7 lanes on the east and west approaches, and modify the traffic signal.	ACHD, ITD	\$7 million (ACHD 5-YR)	PD
N-22	N-2, N-4	<i>State Street and Veterans Memorial Parkway Intersection Improvements:</i> Widen approaches and modify the intersection to a high capacity intersection (HCI). Currently, funding is only for additional concept work (2012); design, right-of-way, and construction are unfunded.	ACHD	\$5.8 million (ACHD 5-YR)	2012 (concept)
N-23	N-2, N-4	<i>State Street and Collister Drive Intersection Improvements:</i> Widen north leg approach to 3 lanes. This project may be programmed concurrently with a State Street widening project.	ACHD	\$1.68 million (ACHD 5-YR)	PD
N-24	None	<i>SH 44 and Bogart Lane Intersection Improvements:</i> Install signal, re-build intersection, and install sidewalk. Installation of signal dependent upon ITD approval.	ACHD	\$510K (ACHD 5-YR)	PD
Milestone #2 – Expand Existing Transit Service					
N-25	None	<i>Yield to Bus Policy:</i> Develop a regional “yield to bus” policy with accompanying ordinances and/or statutes.	VRT, Boise, Eagle, Garden City, COMPASS, ACHD	N/A	New
N-26	None	<i>Bus Bays Plan (Downtown Boise Multimodal Center to SH 16):</i> Develop a plan that identifies the locations to implement bus bays on the corridor based on the bus stop locations, ridership, and service today and in the future.	VRT	\$50K (UF)	New
N-27	N-25, N-26	<i>Corridor-wide Bus Bay Improvements:</i> Install bus bays/pull-outs (with support from ACHD) at locations with high	VRT	\$140-350K (UF)	New

ID #	Prerequisites	Activity	Lead Agency	Cost	Status
		ridership, heavy traffic volumes, and future TOD locations on the corridor, such as 30 th Street, Veterans Memorial Parkway, Collister Drive, Glenwood Street-Gary Street, Bogart Lane, Horseshoe Bend Road-SH 55, and Edgewood Road (seven locations on both sides).			
N-28	None	<i>Regional Park & Ride Study:</i> Prepare and adopt a study that develops a comprehensive evaluation of a Park & Ride system plan for the region and supports development of Park & Ride sites on State Street.	VRT, COMPASS, ACHD	\$100K (UF)	2011
N-29	None	<i>Glenwood Street Park & Ride Lot:</i> Develop a Park & Ride lot in the area of Glenwood Street and State Street to accommodate Routes 9 and 44. (lease 50 spaces from an existing center)	VRT, Boise, ACHD	\$50K(UF)	New
N-30	N-3, N-4, N-28	<i>Edgewood Road Park & Ride Lot:</i> Redevelop and expand the Park & Ride lot at the intersection of Edgewood Road and SH 44 to accommodate Route 44 or relocate lot at Plaza Drive (future location). (approximately 50 spaces)	VRT, Eagle, ACHD	\$300K (UF)	New
N-31	N-3, N-4, N-28	<i>Horseshoe Bend Road-SH 55 Park & Ride Lot:</i> Work with property owners in the vicinity of the Horseshoe Bend Road-SH 55 and SH 44 intersection to share or acquire property for a Park & Ride lot. Develop a Park & Ride lot in this area either through leasing spaces or constructing a surface lot. (approximately 50 spaces)	VRT, Eagle, Garden City, ACHD	\$50-\$300K (UF)	New
N-32	N-1	<i>Route 9 Transit Service (Downtown Boise Multimodal Center to Glenwood Street):</i> Implement 15-minute headways and all-day service on Route 9, implement increased frequency on Route 9X, and update regional schedule.	VRT	\$300-500K / yr (UF)	New
N-33	N-1, N-32	<i>Route 9 Transit Service (Downtown Boise Multimodal Center to Glenwood Street):</i> Expand the service to late evenings and weekends and update regional schedule.	VRT	\$250-400K / yr (UF)	New
N-34	N-1	<i>Route 44 Transit Service (Downtown Boise Multimodal Center to SH 16):</i> Implement 30-minute peak service for Route 44 and update regional schedule.	VRT	\$200-400K / yr (UF)	New
N-35	None	<i>Corridor-wide Transit Supportive Policies:</i> Coordinate between the agencies to adopt transit supportive policies (i.e., parking, transit incentives, commuter options, etc.) within the downtown areas.	Boise, CCDC, Eagle, Garden City, VRT	N/A	New
N-36	None	<i>Pedestrian Improvements (23rd Street to Glenwood Street):</i> Conduct pedestrian facility design to fill in sidewalk gaps.	ACHD	Varies (UF)	New
Milestone #3 - Prepare for Medium-Term Improvements					
N-37	None	<i>Regional Technology Investments Development Plan:</i> Develop the short-term investments to set up a system that can be the foundation for future transit ITS. The investments identified will be focused on the next 5 years.	VRT	\$50K (F)	2011
N-38	N-37	<i>Regional Transit Automatic Vehicle Location (AVL) System:</i> Procure and install a transit AVL system. (48-bus fleet)	VRT	\$150-500K (UF)	New
N-39	N-37, N-38	<i>Corridor-wide Transit Signal Priority (TSP) Evaluation and Operations Report:</i> Procure and test a TSP algorithm for the Naztec traffic signal controllers and develop a concept of operations report (i.e., operational parameters for TSP).	VRT, ACHD	\$100-200K (UF)	New
N-40	N-39	<i>Transit Signal Priority (Downtown Boise Multimodal Center to SH 16):</i> Implement TSP on the corridor.	VRT, ACHD	\$100-500K (UF)	New
N-41	N-4	<i>State Street TOD Adoption (Downtown Boise Multimodal Center to Glenwood Street):</i> Adopt specific land use changes for the TOD locations at 30 th Street, Collister Drive, Pierce Park Lane, and Glenwood Street.	Boise, CCDC, Garden City	N/A	New



ID #	Prerequisites	Activity	Lead Agency	Cost	Status
N-42	N-4	<i>SH 44 TOD Adoption (Glenwood Street to SH 16):</i> Adopt specific land use changes for the TOD locations at Bogart Lane, Horseshoe Bend Road-SH 55, Plaza Drive, Ballantyne Lane, Linder Road, Palmer Lane, and SH 16.	Boise, Eagle, Garden City	N/A	New
N-43	N-4, N-42	<i>Horseshoe Bend Road-SH 55 TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD at this location.	Eagle, Garden City	Varies (Private)	Ongoing
N-44	N-43	<i>Horseshoe Bend Road-SH 55 TOD Implementation:</i> Implement beginning stages of site development for this TOD.	Eagle, Garden City	Varies (Private)	Ongoing
N-45	N-5, N-41	<i>ROW Acquisition (23rd Street to Glenwood Street):</i> Initiate right-of-way acquisition for this segment of the corridor. <i>Cost estimates are being developed as part of ROW and Alignment Study (Refer to study).</i>	ACHD, Boise, Garden City	TBD from ROW Study	New
N-46	None	<i>Interagency Regional Coordination:</i> Expand the region-wide ITS Coordination group to include VRT.	VRT	N/A	New
N-47	None	<i>Treasure Valley High Capacity Transit System Study:</i> The High Capacity Transit System Study is an opportunity to identify the types and travel paths of HCT through the region. HCT options, such as BRT, LRT, streetcars, heavy rail rapid transit, commuter rail, etc. would be evaluated and prioritized for the region.	VRT, COMPASS	\$2 million (UF)	New
N-48	None	<i>Review and Update Implementation Plan:</i> A review and update of the plan under each implementation phase.	All Agencies	N/A	New

Table 2 Implementation Plan for Medium-Term Corridor Improvements

ID #	Prerequisites	Activity	Lead Agency	Cost	Status
Milestone #4 - Pre-HOV Development					
M-1	N-6	<i>SH 44 Widening Project (Ballantyne Lane to SH 16):</i> Widen SH 44 to four lanes with a median, pedestrian, and bicycle facilities. Final determination of pedestrian and bicycle facilities from the SH 44 Corridor Preservation Study.	ITD	\$19 million (UF)	New
M-2	N-3	<i>SH 44 Access Management Plan (Glenwood Street to Eagle Road):</i> Complete and adopt an Access Management Plan.	ITD	\$100-300K (UF)	New
M-3	N-1	<i>Update Funding Plan and Review Implementation Plan:</i> Update funding plan and review implementation plan for the corridor.	VRT, Boise, Eagle, Garden City, COMPASS, ITD, ACHD	N/A	New
M-4	N-32, N-33, N-34, N-38, N-40	<i>Corridor-wide Preferential Treatment Study:</i> Confirm locations and develop concept plans for queue jump and bypass lanes on the corridor based on identified locations from the TTOP study and transit data from the AVL system.	VRT	\$50-100K (UF)	New
M-5	None	<i>Corridor-wide HOV Lane Use Study:</i> Conduct a HOV lane use study every 5 years to identify the potential and recorded usage of the HOV lane, need to expand the HOV lane to Eagle, need to convert the HOV usage to 3-plus vehicles, and need to convert the HOV lane to an exclusive transit lane. Initial study would identify potential usage on the corridor between SH 16 and 23rd Street for implementation of HOV lane between 23rd Street and Glenwood Street.	ACHD, ITD, VRT	\$50K per study (UF)	New
M-6	None	<i>Regional HOV Lane Use Policy:</i> Develop a regional "HOV lane use" policy with accompanying ordinances and statutes.	COMPASS, VRT, ACHD, ITD	N/A	New
M-7	N-25, N-26, N-27, N-32, N-33, N-34	<i>Corridor-wide Bus Bay Improvements:</i> Install bus bays/pull-outs (with support from ACHD) at additional stop locations or high ridership locations for the Route 9 (i.e., Plaza Drive) and Route 44 (i.e., Linder Road, SH 16) (10 to 15 locations on both sides).	VRT	\$200-900K (UF)	New
M-8	M-4	<i>Queue Jump Lanes/Bypass Lanes (Glenwood Street to Eagle Road):</i> Implement queue jump and/or bypass lanes at locations, such as Eagle Road, Horseshoe Bend Road, and Bogart Lane that will not be widened within the next 10 years for an exclusive HOV or transit lane. (3 locations)	VRT, ITD	\$300K-1.2 million (UF)	New
M-9	N-3, N-16, M-2	<i>Pedestrian Facilities (Glenwood Street to Eagle Road):</i> Conduct pedestrian facility design to fill in sidewalk gaps on both sides of this SH 44 segment.	Eagle, Boise, Garden City, ITD	Varies (UF)	New
M-10	N-31, N-44	<i>Horseshoe Bend Road-SH 55 Park & Ride Lot Expansion:</i> Expand the Park & Ride lot at Horseshoe Bend Road-SH 55 (expand to 100-200 spaces)	Eagle, VRT	\$150-450K (UF)	New
M-11	N-28, N-41	<i>Plaza Drive Park & Ride Lot:</i> Develop a Park & Ride lot at Plaza Drive with a pedestrian overcrossing to provide connectivity to the bus stops and destination areas of Eagle. This location is anticipated to replace the Park & Ride lot at Edgewood Drive. (100-200 spaces)	Eagle, VRT	\$300-600K (no land costs) (UF)	New
M-12	N-28, N-42	<i>SH 16 Park & Ride Lot:</i> Develop a Park & Ride lot at the intersection of SH 16 and SH 44. (200-300 spaces)	Eagle, VRT	\$600-900K (no land costs) (UF)	New



ID #	Prerequisites	Activity	Lead Agency	Cost	Status
M-13	N-32, N-33, M-3	<i>Route 9 Transit Service (Glenwood Street to Eagle Road):</i> Extend Route 9 with 15-minute service to Eagle and update regional schedule.	VRT	\$300-600K / yr (UF)	New
M-14	N-32, N-33, N-34, M-3	<i>Feeder Route Transit Service (Glenwood Street to SH 16):</i> Implement two feeder routes in Eagle and Boise and update regional schedule.	VRT	\$1.2-1.5 million / yr / rte (UF)	New
Milestone #5 - Initial Land Development Changes					
M-15	N-41	<i>30th Street TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise, CCDC	\$200-500K (UF)	New
M-16	N-41	<i>Collister Drive TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise	\$200-500K (UF)	New
M-17	N-41	<i>Glenwood Street TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise, Garden City	\$200-500K (UF)	New
M-18	N-41, N-42	<i>Plaza Drive TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD, including validation for this site location given the ITD access control of this location.	Eagle	\$200-500K (UF)	New
M-19	M-15	<i>30th Street TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Boise, CCDC	Varies (Private)	New
M-20	M-16	<i>Collister Drive TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Boise	Varies (Private)	New
M-21	M-17	<i>Glenwood Street TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Boise, Garden City	Varies (Private)	New
M-22	M-18	<i>Plaza Drive TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Eagle	Varies (Private)	New
Milestone #6 – Roadway Expansion					
M-23	N-5, N-32, N-33, N-45, M-5, M-6	<i>Curbside Running Way with HOV Implementation (23rd Street to Glenwood Street):</i> Design and implement a curbside running way with HOV lane as a 7-lane cross-section with raised median, curb, gutter, sidewalks, and bike lanes. <i>Currently, a widening project is identified in ACHD's 5-year work plan to widen the roadway to 7-lanes. The HOV lane is not specifically identified in the 5-year work plan. Cost estimates for ROW are based on the CIP. These costs estimates are anticipated to increase after the completion of the ROW and Alignment Study for this roadway segment.</i>	ACHD	\$35-40 million (ACHD 5-YR – See italics note)	New

Table 3 Implementation Plan for Long-Term Corridor Improvements

ID #	Prerequisites	Activity	Lead Agency	Cost	Status
Milestone #7 – Land Development is Ready					
L-1	M-3	<i>Update Funding Plan and Review Implementation Plan:</i> Update funding plan and review implementation plan for the corridor.	VRT, Boise, Eagle, Garden City, COMPASS, ITD, ACHD	N/A	New
L-2	M-7, M-13, M-14	<i>Corridor-wide Bus Bay Improvements:</i> Install bus bays/pull-outs (with support from ACHD) at additional stop locations for the Route 9 and Route 44 (5 locations on both sides).	VRT	\$100-300K (UF)	New
L-3	N-34, M-7, M-13, M-14	<i>Queue Jump Lanes/Bypass Lanes (Eagle Road to SH 16):</i> Implement queue jump and/or bypass lanes at locations, such as Ballantyne Lane, Linder Road, and SH 16 that will not be widened within the next 10 years for an exclusive HOV or transit lane. (3 locations)	VRT, ITD	\$300K-1.2 million (UF)	New
L-4	L-1, M-13, M-14	<i>Route 9 Transit Service (Eagle Road to SH 16):</i> Extend Route 9 with 15-minute service from Eagle to SH 16 and update regional schedule.	VRT	\$350-800K / yr (UF)	New
L-5	L-1, M-13, M-14	<i>Feeder Route Transit Service (Glenwood Street to SH 16):</i> Implement an additional feeder route in Eagle and Boise and update regional schedule.	VRT	\$1.2-1.5 million / yr (feeder rt) (UF)	New
L-6	L-1, L-4, L-5	<i>Extend Feeder Route Transit Service (Corridor-wide):</i> Evaluate feeder route service and ridership to see if any of these routes should be extended from the Eagle area to the Downtown Boise Multimodal Center.	VRT	\$1.2-1.5 million / yr / rte (UF)	New
L-7	M-2, M-23, L-4, L-5, L-6	<i>Curbside Running Way with HOV Implementation (Glenwood Street to Eagle Road):</i> Design and implement a curbside running way with HOV lane between Glenwood Street and Eagle Road, including a seven-lane cross-section with raised median, curb, gutter, sidewalks, and bike lanes. An environmental document would need to be completed for this segment (if federal funds were used).	ITD	\$45-60 million (UF)	New
L-8	M-19	<i>30th Street TOD Implementation (cntd.):</i> Continue to implement TOD development at this location.	Boise, CCDC	Varies (Private)	New
L-9	M-20	<i>Collister Drive TOD Implementation:</i> Continue to implement TOD development at this location.	Boise	Varies (Private)	New
L-10	M-21	<i>Glenwood Drive TOD Implementation (cntd.):</i> Continue to implement TOD development at this location.	Boise, Garden City	Varies (Private)	New
L-11	M-22	<i>Plaza Drive TOD Implementation (cntd.):</i> Continue to implement TOD development at this location.	Eagle	Varies (Private)	New
L-12	N-41	<i>Pierce Park Lane TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise, Garden City	\$200-500K (UF)	New
L-13	N-42	<i>Bogart Lane TOD Plan:</i> Develop and adopt detailed site development, implementation, and finance plans of a TOD.	Boise, Garden City	\$200-500K (UF)	New
L-14	L-12	<i>Pierce Park Lane TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Boise, Garden City	Varies (Private)	New
L-15	L-13	<i>Bogart Lane TOD Implementation:</i> Initiate implementation of beginning stages of site development for this TOD.	Boise, Garden City	Varies (Private)	New



ID #	Prerequisites	Activity	Lead Agency	Cost	Status
Milestone #8 – High Capacity Transit Corridor					
L-16	N-41,N-42, N-47, M-13, M-14, M-23, L-4, L-5, L-6, L-7	<i>State Street/SH 44 Corridor High Capacity Transit Alternatives Study (Downtown Boise Multimodal Center to SH 16):</i> Once ridership has been increased on the corridor through transit service enhancements, prepare a NEPA and FTA application for a high-capacity transit alternatives study for the State Street/SH 44 corridor.	VRT, COMPASS	\$1-2 million (UF)	New
L-17	L-16	<i>Application for Transit Capital Improvements (Downtown Boise Multimodal Center to SH 16):</i> Explore the FTA Small Starts program for funding of an exclusive lane and development of a BRT service.	VRT	N/A	New
L-18	L-1, L-16, L-17	<i>BRT Improvements (Downtown Boise Multimodal Center to Eagle Road):</i> Develop and implement a BRT-style bus service for the Route 9. This service could include a branded image, real-time passenger information, rail-like stations, stops at approximately ½ mile spacing, and off-board fare collection.	VRT	\$20-60 million (UF)	New