

CONCLUSION AND RECOMMENDATIONS



The State Street corridor was identified in 2002 as one of the primary multimodal corridors in the Treasure Valley. From a regional perspective, it serves multiple cities, both rural and urban land use types, and is the highest utilized transit route.

Since 2002, the local agencies have invested over \$5 million on the State Street Corridor Strategic Plan Study, State Street Market Strategy, State Street TOD Policy Guidelines, SH 44 Corridor Preservation Study, and the State Street Right of Way and Alignment study. In addition, transit service has been expanded along the corridor. This overall investment has laid the groundwork for developing the recommended improvements in the Implementation Plan.

The purpose of this plan is to confirm the recommendations in the State Street Corridor Strategic Plan and develop an implementation plan for achieving the future vision for the corridor. Through significant evaluation of alternatives and input from the public and stakeholders, the ultimate solution for the corridor was

confirmed to be development of an integrated corridor that provides transportation options to all users and enhances all modes of transportation. This is due to many factors including:

- Widening the corridor will not significantly improve travel times or mobility in the long-term.
- Transit ridership on the corridor is already reaching the capacity of the current system and the potential for future growth in ridership is significant.
- The public and stakeholder agencies continue to support providing transportation options and a transit-supportive development pattern along the corridor.

The Implementation Plan provides a framework for roadway, transit, and land use improvements to occur over the next 25 years. The successful public involvement process demonstrated that the community supports the transit vision and would like to move toward

implementing an integrated, multimodal corridor.

This framework sets the stage for the ACHD, Ada County, CCDC, Cities of Boise, Eagle, and Garden City, COMPASS, ITD, and VRT to achieve an integrated, multimodal corridor on the State Street/SH 44 corridor. Key elements of the integrated corridor include the addition of new HOV lanes between 23rd Street and Eagle Road, a high-capacity transit service between Downtown Boise and Eagle, an increase in transit service west of Eagle, bicycle and pedestrian facilities on the corridor, and transit-oriented development supporting and being supported by the transportation system. Lead agencies are identified for each improvement, but the steps to implementation must be part of a collaborated effort for the corridor.

To fulfill this vision, the agencies should continue their collaboration on projects and look for opportunities to share the costs of studies and improvements. The new Memorandum of Understanding (MOU, 2011-2016) established for this

corridor provides a great framework to foster the various agency efforts on this corridor. Most importantly, the Cities of Boise, Eagle, and Garden City and VRT must establish dedicated funding to complete the corridor-wide Land Use Master Plan and develop a stable transit funding source to fund the transit operating costs associated with the substantial increase in transit service on the corridor. The transit funding will likely require legislative action as well as voter approval, which may be a challenge but is critical to the success of the State Street corridor.

Agencies adopting the plan will leverage the momentum and support established through this project and the MOU (2011-2016) to move ahead with the near-term improvements of the Implementation Plan. The project team recommends the agencies begin the following action items immediately:

- Secure funding for the development of the corridor-wide Land Use Master Plan

- Complete the Access Management Plan (23rd Street to Glenwood Street) and corridor-wide Land Use Master Plan
- Implement the ITS technologies (i.e., CCTVs, speed detectors, dynamic message signs, and traffic signal upgrades)
- Establish a stable transit funding source to fund the transit operating costs with the increase in transit service
- Increase the transit service for Routes 9, 9X, and 44
- Develop yield to bus, transit-supportive (parking, transit incentives, and commuter options), and HOV policies to support roadway, transit, and land use activities
- Begin to implement Park & Ride lots on the corridor
- Develop a Programming and Finance Plan for the near-term, medium-term, and long-term phases of the implementation

- Continue to collaborate and work together through the established MOU 2011-2016

Through these near-term efforts and the planned medium- and long-term activities, the State Street/SH 44 corridor has the potential to result in the following:

- a roadway system that balances the traffic demand with the needs of the other transportation users (i.e., transit, bicyclists, and pedestrians),
- a continuous and connected pedestrian and bicycle system that services long and short trips,
- an ITS infrastructure for the corridor that improves travel time reliability and communication to the public,
- a high capacity transit service that has in-corridor travel times comparable to auto travel times, and
- a transit-supportive development pattern with Park & Rides and a range of TODs that reflect the unique attributes of the surrounding area and the community's broader vision.

APPENDIX



List of Acronyms

ACHD – Ada County Highway District

ADA – Americans with Disabilities Act

ADT – Average Daily Traffic

AVL – Automatic Vehicle Location

BRT – Bus Rapid Transit

CAC – Community Advisory Committee

CBD – Central Business District

CCDC – Capital City Development Corporation

CIM – Communities in Motion

CMAQ – Congestion Mitigation and Air Quality

COMPASS – Community Planning Association of Southwest Idaho

DAC – Demographic Advisory Committee

DOT – Department of Transportation

EPA – Environmental Protection Agency

FTA – Federal Transit Administration

GARVEE – Grant Anticipation Revenue Vehicle

HCT – High Capacity Transit

HOV – High Occupancy Vehicle

HUD – Housing and Urban Development

HUF – Highway User’s Fund

ITD – Idaho Transportation Department

ITS – Intelligent Transportation System

LOS – Level of Service

LRT – Light Rail Transit

MOU – Memorandum of Understanding

NEPA – National Environmental Protection Act

PD – Preliminary Development

PIP – Public Involvement Plan

PMT – Project Management Team

ROW – Right-of-Way

RPSD – Regional Plans for Sustainable Development

SAFETEA-LU – Safe Accountable Flexible Efficient Transportation Equity Act, a Legacy for Users

SH – State Highway

SR – State Route

STAR – Sales Tax Anticipation Revenue

STP – Surface Transportation Program

TAC – Technical Advisory Committee

TAZ – Traffic Analysis Zone

TIGGER – Transportation Investments in Greenhouse Gas and Energy

TMA – Transportation Management Area

TOD – Transit-Oriented Development

TTOP – Transit and Traffic Operational Plan

V/C – Volume-to-Capacity

VRF – Vehicle Registration Fee

VRT – Valley Regional Transit



Glossary of Terms

AUTOMATIC VEHICLE LOCATION (AVL)

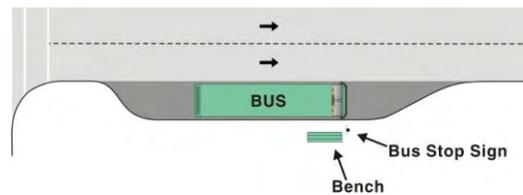
AVL systems for transit allow dispatchers to know the location of each bus at any given time. A global positioning system (GPS) receiver and tracking device is installed on each bus with a graphic display located in the dispatch center that allows the dispatcher to see and read the location of each bus on a geo-coded map display. AVL is a key technology that ties many of the typical ITS elements, including the scheduling software system, transit signal priority, real-time passenger information, and fare collection systems.

AVERAGE DAILY TRAFFIC (ADT) VOLUMES

The average number of vehicles traveling on a segment in both directions during the 24 hours of a day.

BUS BAY

A designated area located to the side of the main roadway for buses to stop and pick up and drop off passengers without interrupting traffic.



CURBSIDE RUNNING WAY

A transit lane located near the outside curb and used by transit vehicles and right-turning vehicles.

Curbside Running Way – Las Vegas, Nevada



DOWNTOWN BOISE MULTIMODAL CENTER

A future transit station in Downtown Boise where passengers can transfer between different modes of transportation (i.e., bus, light rail, cars, bicycles, walking).

FREQUENCY

The interval of time scheduled between the arrivals of two consecutive buses at the same stop. For example, the existing Route 9 on State Street operates at 30 minute frequency.

HIGH CAPACITY TRANSIT

A transit system that includes one of many bus or rail technologies, such as bus rapid transit, light rail or heavy rail, designed to provide frequent service along heavily traveled corridors.

Heavy Rail - Salt Lake City, Utah



Bus Rapid Transit - Eugene, Oregon



HIGH-OCCUPANCY VEHICLE (HOV) LANES

HOV lanes are typically dedicated for buses, carpools (two or more occupants), vanpools, motorcycles, right-turning vehicles, and emergency vehicles.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Technology-based applications for improving the safety and performance of roadway and transit systems, such as timed signals, dynamic message signs, and transit signal priority.

IN-VEHICLE TRAVEL TIME

The time it takes a transit vehicle or automobile to travel from point to point along a given roadway segment. An example would be the time it takes a bus to travel between the intersection of State Highway 44/Eagle Road and the future Downtown Boise Multimodal Center at 11th and Bannock.

MULTIMODAL

Pertaining to more than one mode of transportation (i.e., automobile, bus, light rail, bicycle, walking). For example, a

multimodal corridor would accommodate other modes in addition to the automobile.

LAND USE MASTER PLAN

A long-range land use plan for State Street that will identify development opportunities, TOD sites, design principles, zoning code changes, and pedestrian/bicycle plans.

LEVEL OF SERVICE (LOS)

A measure used to characterize traffic flow conditions along a specific roadway/route segment as a function of the average control delay. Level of Service is described using the letters A through F, with A being better performance (*City of Boise State Street TOD Policy Guidelines*).

MEDIAN RUNNING WAY

A transit lane located in the center of the roadway and used only by transit vehicles.

Median Running Way – Las Vegas, Nevada



MIXED TRAFFIC RUNNING WAY

In a mixed traffic running way, transit operates in mixed traffic lanes with all other vehicles on the corridor. For example, ValleyRide Routes 9, 9X, and 44 operate in a mixed traffic running way on State Street.

Mixed Traffic Running Way – Boulder, Colorado



PARK & RIDE

A facility for transit passengers to park their vehicles while riding transit.

Park & Ride at State Highway 44/Edgewood Lane – Eagle, Idaho



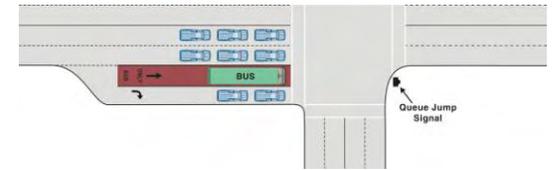
Park & Ride – Boulder, Colorado



QUEUE JUMP LANE

Right-turn lanes or separate designated bus lanes where transit vehicles are not required to turn right, gaining the ability to

travel through an intersection without waiting in a queue of through vehicles. Queue jump lanes typically operate in conjunction with transit signal priority at certain intersections.



Queue Jump Lane – San Diego, California

RIGHT-OF-WAY (ROW)

Right-of-way is a strip of land that is reserved for public use. Examples could be a street, road, bus lane, rail alignment, sidewalk, or path.

RUNNING WAY

The facility or environment in which transit operates. Mixed traffic, median, and curbside running ways were evaluated on State Street.

TRANSIT SIGNAL PRIORITY

An operational strategy that moves transit vehicles through an intersection by modifying the traffic signal. For example, buses could get a green light before the rest of the traffic.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

TOD is higher density mixed-use development within walking distance (about a half mile) of transit stations. TODs are attractive, walkable, sustainable communities that allow residents to have housing and transportation choices. TOD can range by the character, land use, and density of development.

In this study, each TOD was classified as a Transit Employment Center, Neighborhood Transit Zone, Urban Town Center, Urban Neighborhood Center, or Enhanced Bus Rapid Transit Station.

Example Urban Town Center TOD



TRAVEL DEMAND MODEL

A computer program that provides a forecast of average weekday traffic (ADT) for each link of a given transportation network (i.e., roadway and transit) and demographic (i.e., population and employment) data set. The model is regularly maintained and updated to include all completed roadway projects.

Future year model networks include funded roadway and transit projects and land use projections (*ACHD Transportation and Land Use Integration Plan Livable Street Design Guide*). For example, COMPASS maintains the travel demand model for Ada and Canyon Counties.

VOLUME-TO-CAPACITY (V/C) RATIO

Value used to measure the level of traffic congestion at an intersection or a roadway segment.

YIELD-TO-BUS POLICY

A law requiring automobiles in travel lanes to yield to buses entering the travel lane. This law enables the use of bus pull outs since the transit vehicles do not need to find a gap in traffic in order to reenter the travel lane. Yield-to-bus laws currently exist in states such as Florida, Oregon, and Washington. At a local level, the City of Missoula recently passed a Yield-to-Bus Ordinance.