Accepted for Distribution by the
Ada Planning Association Board
July 20, 1998

Interim
Foothills
Transportation Plan

Prepared in cooperation with the Staff Planning Team from Ada County, Ada County Highway
District, Ada Planning Association, and Boise City.

Clair Bowman
Executive Director

Ervin Olen
Deputy Director
# INTERIM FOOTHILLS TRANSPORTATION PLAN

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INTRODUCTION

The Boise City Council adopted the Boise Foothills Policy Plan as an amendment to the Boise City Comprehensive Plan on March 14, 1997. The Boise Foothills Policy Plan provides land use, transportation, environmental, and neighborhood protection policies to guide growth and development in the Foothills, and directs the City to work with the Ada Planning Association, Ada County, and the Ada County Highway District (ACHD) to develop a concomitant Foothills Transportation Plan. This document implements that recommendation. This Interim Foothills Transportation Plan (Interim Plan) was developed by a Staff Planning Team representing Ada County, the City of Boise, Ada County Highway District and Ada Planning Association.

The public was given an opportunity to submit written and oral comments on the Public Review Draft Foothills Transportation Plan to the elected officials from Ada County, ACHD and Boise City. Comments were received during two open house meetings held on December 10, 1997 and January 14, 1998. The public input generally supported the lowest growth assumptions in the West and East Foothills areas, and no growth and/or transportation improvements in the Central Foothills.

The Ada Planning Association Board of Directors passed a motion to accept the coordinated public involvement process on July 20, 1998, and directed that this Interim Plan be forwarded to Boise City, Ada County and Ada County Highway District for formal adoption through the public hearing process.

The Interim Plan identifies transportation improvements necessary for foothills development in the next twenty years and the corridor preservation for buildout. It is based on three elements:

1) The policies of the Boise Foothills Policy Plan;
2) Public comments to the extent that those comments would not amend adopted policies;
3) Land use assumptions consistent with local zoning, comprehensive plans, and recognized population estimates.

Appendices A and B provide summaries of the process and public participation.

POLICY BASIS

The Staff Planning Team identified alternatives that did not conflict with the adopted policies of the Boise Foothills Policy Plan. The policies, listed in Exhibit 1, limit the transportation alternatives by restricting the location of new transportation facilities in the Central Foothills and limiting adverse impacts to neighborhoods and environmental resources.

The adopted Destination 2015, the Regional Transportation Plan, provided a basis for defining the existing and planned transportation system serving the Foothills Planning Area. The recommendations in this Interim Plan reflect additions to the adopted Destination 2015 that would be needed to provide additional transportation improvements to more fully implement the Boise Foothills Policy Plan.
<table>
<thead>
<tr>
<th>Section</th>
<th>Policy</th>
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<tbody>
<tr>
<td>5 - 1.5</td>
<td>Where street or other services within and through the built community will be negatively affected by new development, new projects will provide or make contributions toward effective mitigation to protect public health, safety and welfare in the built community as well as in the newly developed areas.</td>
</tr>
<tr>
<td>5 - 2.1</td>
<td>Improvements to the transportation system need to balance the long-term development objectives with protection of neighborhoods and must be in scale with existing neighborhoods.</td>
</tr>
<tr>
<td>5 - 2.3</td>
<td>Public and urban service requirements for developments, including transportation improvements shall minimize impacts on existing neighborhoods.</td>
</tr>
<tr>
<td>5 - 2.4</td>
<td>Mitigation of the effects of increased traffic on existing neighborhoods shall be paid for by the developments causing such effects on a proportionate basis, through the use of mechanisms such as the utilization of impact fees, installation of traffic calming infrastructure, trail and pathway development and mass transit development.</td>
</tr>
<tr>
<td>5 - 2.5</td>
<td>The City Planning and Community Development Department shall annually monitor street capacity as it is consumed by Foothills development and shall be prepared to limit Foothills development as capacity is reached. Capacity shall be determined according to a formula to be defined jointly by Boise City, Ada Planning Association (APA) and Ada County Highway District (ACHD) and adopted in governing Foothills Transportation Plan.</td>
</tr>
</tbody>
</table>

**Transportation**

<table>
<thead>
<tr>
<th>Section</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 - 2.4</td>
<td>Historic district streets shall be managed in such a manner that the flavor and character of the historic districts are preserved and enhanced while maintaining the livability of these neighborhoods and preserving the functionality of the street system. The use of traffic management strategies as described above shall be given priority over street widening, lane additions and removal of on-street parking as a means of resolving traffic flow problems. Streets and arterials within historic neighborhoods shall not be upgraded or altered to increase capacity without an amendment to this plan.</td>
</tr>
<tr>
<td>6 - 3.2</td>
<td>The 36th Street and West Hill Road corridors shall be the primary arterials to serve Phase I Foothills development, as per Destination 2015.</td>
</tr>
<tr>
<td>6 - 3.3</td>
<td>The extension of 36th Street to Cartwright Road and eventually to Bogus Basin Road is desirable. The intersection of 36th Street and Cartwright Road should be designed to encourage north/south traffic. Cartwright Road is to be a local street or discontinuous collector from 36th Street to Bogus Basin Road.</td>
</tr>
<tr>
<td>6 - 3.4</td>
<td>The concept of a western Foothills loop road in the vicinity of Cartwright Road between Highway 55 and 36th Street may be pursued.</td>
</tr>
<tr>
<td>6 - 3.5</td>
<td>The concept of interconnectivity between Table Rock Road and Warm Springs Creek Gulch in order to provide secondary and/or emergency access may be studied.</td>
</tr>
<tr>
<td>6 - 3.6</td>
<td>The following are suggested for further study as arterials: An 8th Street - 9th Street couplet; Ninth Street only; Eighth Street only; Fifteenth Street, and; Other options including an intentional policy to slow traffic through existing neighborhoods should be considered by the Ada County Highway District.</td>
</tr>
<tr>
<td>6 - 4.6</td>
<td>New road construction shall not be allowed within any floodway, except as necessary to cross the floodway where no reasonable alternative exists. As a condition of approval, all proposals where a road crosses the floodway will completely mitigate the effects on hydrology, vegetation and wildlife through measures approved by the Department of Public Works.</td>
</tr>
<tr>
<td>6 - 4.7</td>
<td>Extending urban service facilities through steep or unstable terrain should be avoided whenever possible, and will be required to meet strict safety and engineering design.</td>
</tr>
<tr>
<td>6 - 6.1</td>
<td>Roadways through Hulls Gulch/Camels Back and Military Reserve should not be upgraded or expanded beyond what is necessary to serve their basic function of park and existing resident access. Roads and roadway improvements for any use, other than park access, or historic public safety and residential access, shall not be permitted.</td>
</tr>
</tbody>
</table>
The future land uses assumed for the Foothills are based on the adopted Comprehensive Plans for Boise City and Ada County and are consistent with the population estimates produced by Ada Planning Association. Within the Area of City Impact boundary, the Boise Comprehensive Plan, which included the Boise Foothills Policy Plan, has jurisdiction. Outside the Area of City Impact boundary, the Ada County Comprehensive Plan has jurisdiction. Exhibit 3 identifies the Impact Area boundaries. Development proposals that have received conceptual approval are included as part of the future households (HH$) count. These include Arrowhead Subdivision (100 HH$) in the West Foothills, and Morning Side Heights (77 HH$) and Harris Ranch (375 HH$) in the East Foothills. The Boise Foothills Policy Plan recognizes buildable area as land with slopes less than 25%. Exhibit 2, below summarizes the household estimates.

Assumptions: Inside Area of Impact 3 HH$/4 acres, buildable area 1 HH/40 acres, privately owned, non-buildable
Outside Area of Impact 1 HH/40 acres, privately owned
Hidden Springs 915 HH$ (on 1,724 acres) in West Foothills
Harris Ranch 375 HH$ (on 802 acres) in East Foothills

Exhibit 2 Household (HH'S) estimates

<table>
<thead>
<tr>
<th>Area</th>
<th>Inside Area of Impact</th>
<th>Outside Area of Impact</th>
<th>West Subtotal</th>
</tr>
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<tbody>
<tr>
<td><strong>West Foothills</strong></td>
<td>2,742 acres, buildable area 1,645 HH$</td>
<td>12,692 acres, privately owned 60 HH$</td>
<td>2,620 HH$</td>
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<tr>
<td>Inside Area of Impact</td>
<td>3,110 acres, privately owned, non-buildable 0 HH$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outside Area of Impact</td>
<td>1,724 acres Hidden Springs 915 HH$</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Central Foothills</strong></td>
<td>874 acres, buildable &amp; non-buildable 90 HH$</td>
<td></td>
<td>90 HH$</td>
</tr>
<tr>
<td>Inside Area of Impact</td>
<td>2,955 acres, privately owned 0 HH$</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outside Area of Impact</td>
<td></td>
<td></td>
<td>Central Subtotal 90 HH$</td>
</tr>
<tr>
<td><strong>East Foothills</strong></td>
<td>1,558 acres, buildable area 136 HH$</td>
<td>8,671 acres, privately owned 54 HH$</td>
<td>592 HH$</td>
</tr>
<tr>
<td>Inside Area of Impact</td>
<td>802 acres, buildable area (Harris Ranch) 375 HH$</td>
<td>1,675 acres, privately owned, non-buildable 27 HH$</td>
<td>538 HH$</td>
</tr>
<tr>
<td>Outside Area of Impact</td>
<td></td>
<td></td>
<td>East Subtotal 592 HH$</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>3,302 HH$</td>
<td></td>
<td></td>
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TRANSPORTATION NEEDS AND POLICIES

Roadway Improvements

The following roadway improvements would be needed in the next 20 years to accommodate growth in the foothills. Where appropriate, needed additions to Destination 2015, the 20-year Transportation Plan for Ada County, are noted. Exhibit 4 identifies the following roadway improvements.

West Foothills

Cartwright/Dry Creek Roads
Upgrade to a minor arterial from the 36th Street extension to State Highway 55. This upgrade meets the direction in the Boise Foothills Policy Plan to designate a west foothills loop road connecting 36th Street to SH 55. Though no additional capacity, i.e., beyond two lanes, is needed in 20 years, extensive improvements to bring the existing rural roadway up to arterial standard are needed at an estimated cost of $3.7 million. The upgrade to minor arterial would be a change to Destination 2015.

Seaman’s Gulch Road
Upgrade to a minor arterial from Dry Creek Road to Hill Road. This upgrade recognizes the function of Seaman’s Gulch Road as the principal access to the Dry Creek Valley. Extensive improvements and reconstruction would be needed to bring this rural roadway up to arterial standard at an estimated cost of $0.7 million. Operational improvements such as passing and turning lanes would be needed on the lower section serving the Ada County Hidden Hollow Sanitary Landfill. The upgrade to minor arterial would be a change to Destination 2015.

36th Street (from State Street to a future connection with Bogus Basin Road)
Extend from Hill Road to Cartwright Road as a 2 or 3 lane road and extend as a 2-lane road to Bogus Basin Road within the next 20 years. The eventual extension of 36th Street to Bogus Basin Road will divert some existing traffic out of the Harrison Boulevard and 13th/15th Street corridor by providing a more direct connection to Northwest Boise and Interstate I84/I184. For beyond 20 years, preserve that portion between Hill Road and State Street as a 4 or 5 lane arterial. The estimated cost of widening and/or extending 36th Street to Bogus Basin Road is $4.9 million. The right-of-way preservation for 4/5 lanes would need to be added to Destination 2015.

Gary Lane (from State Street to Hill Road)
For beyond 20 years, preserve as a 4 or 5 lane arterial. This requires a change to Destination 2015.

State Street (from Gary Lane through downtown Boise to Avenue B)
Designate as a special corridor management route and immediately initiate a study to improve traffic carrying ability without major widening. Measures to consider would include strict access control, use of median lanes during peak periods, advanced technology for signal phasing, widening at major arterial intersections, strong emphasis on alternative transportation, including preferential treatment for ride sharing vehicles and bicycles, one-way couplet through downtown Boise, appropriate land use stately and other innovative measures to manage traffic in the corridor. This emphasis will allow State Street to attract more trips to the corridor and draw through trips away from Hill Road and north-south streets through the North End neighborhood. This change in emphasis along State Street needs to be reflected in the update to Destination 2015.
Hill Road/28th Street Intersection.
Design this intersection to encourage traffic from the west to divert down 28th Street as a north-south access to State Street. As a collector, 28th Street has available capacity to draw traffic currently using Hill Road to the east and through the North End neighborhood streets for access to downtown Boise and points south and east. Though this measure is operational in nature, it needs to be reflected in a revised Destination 2015 because of regional circulation emphasis.

Central Foothills

No changes to Destination 2015 are included for the Central Foothills area. This means no additional roadway capacity will be added to accommodate new growth.

East Foothills

Two new collectors are needed to serve limited East Foothills development in the Warms Springs Gulch and Warm Springs Mesa areas only. These new collectors are:

A new collector into the Warm Springs gulch area of the Foothills to accommodate the proposed Harris Ranch development. This extension is actually the consolidation of two existing collectors from Destination 2015 serving the Barber Flat area; and

A new collector from Warm Springs Avenue into the Warm Springs Mesa to accommodate future growth in that area.

Because the Foothills Policy Plan seeks to protect wild life habitat areas and environmentally sensitive areas in the gulches, no extension of a collector behind the Warm Springs Mesa area is proposed.

Bikeway/Pathway System

The preservation and development of trail systems in the Foothills for public use to connect neighborhoods, public parks, public lands, schools and where possible, shopping and employment is encouraged. Developers shall comply with the Ada County Ridge-To-Rivers Pathway Plan for designating and planning trails. Within the Boise Area of City Impact, all new development shall comply with the Boise City Comprehensive Plan for pathways. Public acquisition and maintenance of public trails is also encouraged. Points of access to public lands shall be served by public roads or trails that are routed around or between developments. Public open space and public parks shall be linked by a path/trail system composed of on-street paths or multiple use trail system. In new developments, secondary trails shall link the on-street pathway system to public trails or lands if applicable.
Transportation Demand Management, TDM

Opportunities to reduce the reliance on single occupant vehicles from future Foothills development is recommended. Transportation Demand Management, or TDM, is the means to accomplish that. The primary purpose of TDM is to reduce the number of vehicles using the road system while providing a wide variety of mobility options to those who wish to travel.\(^1\) TDM, however, has limited applications where only residential development is envisioned at lower densities, such as the Foothills area. TDM measures are most commonly applied at large employment centers, or in mixed use developments with varying success.

The measures to promote reduced travel from Foothills development then are somewhat limited. Incentives to reduce trips using TDM strategies are encouraged. Such incentives might include higher densities or reduced impact fees. Developers would have to demonstrate the effectiveness of various measures to reduce trips and provide a means to monitor them. A TDM plan would be required for developers who want to pursue this trip reduction option. Examples of possible TDM measures that might apply in the Foothills area would be:

1. Density clusters, with mixed use developments;
2. Alternative transportation emphasis (BUS/Van Pool services);
3. Proximity to neighborhood and community centers (i.e. trip capture);
4. Mix of housing, multi-family, Apartment, etc.
5. Tele-commuting.

Traffic Calming

Much of the Foothills area is fronted by established built communities along the Boise Front. The East and North End neighborhoods are examples of traditional developments in these built communities that utilize a small grid street system, many of which are local streets with traffic levels below 2000 vehicles per day (VPD). Some north-south routes are designated as collectors to serve traffic from Foothills development. These collectors are residential in character and tolerate traffic levels in excess of 7,000 VPD. This traffic calming section seeks to calm the effects of foothills growth on established downstream residential collector and local streets congruent with the character of the adjacent neighborhoods.

The ACHD Traffic Calming Policy establishes criteria and traffic thresholds for collector streets that would trigger measures to slow traffic. The Interim Plan encourages ACHD to take a proactive approach to evaluate traffic calming measures on residential collectors as foothills developments occur. Such measures would be designed to slow traffic, provide safe bike and pedestrian crossings, accommodate emergency vehicles and be cost effective. Examples of traffic calming measures would be chokers, periodic traffic signals, speed humps, and traffic circles.

Similar proactive efforts need to be made to insure that traffic from foothills development is not diverted down local streets. The ACHD Traffic Calming Policy establishes thresholds for traffic on local streets. Where traffic levels on local streets appear to exceed established criteria as a result of foothills development, developers should be required to fund the necessary traffic studies, and implement traffic calming measures as identified by ACHD.

\(^1\) Overview of Travel Demand Management Measures, US Department of Transportation, January 1994
\(^2\) ACHD Policy Manual, Residential Traffic Management (Traffic Calming) Section 5104.2, Revised July 1995
Interim Foothills Transportation Plan
Roadway Improvements Over Next 20 Years

Existing and Future Households

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>20 Year</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>West</td>
<td>1,099</td>
<td>2,620</td>
<td>3,719</td>
</tr>
<tr>
<td>Central</td>
<td>1,687</td>
<td>90</td>
<td>1,777</td>
</tr>
<tr>
<td>East</td>
<td>2,250</td>
<td>592</td>
<td>2,842</td>
</tr>
<tr>
<td>Total</td>
<td>5,036</td>
<td>3,302</td>
<td>8,338</td>
</tr>
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</table>

Roadway Improvements

- West
  - State St, Gary - Downtown: $1,800,000
  - Pierce Park, Hill - Carbergh: $2,146,000
  - Carbergh/NDy Creek, SH55 - 36th: $3,729,000
  - 36th St, Hill - Begus Basin: $4,945,000
  - Hill Rd, Seaman's - Gary Ln: $400,000
  - Seaman's Gulch, Hill - Dry Creek: $736,000
  - West Subtotal: $13,756,000

- East
  - New Collector, N. of Warm Springs: $3,400,000
  - New Collector, Warm Springs Mesa: $840,000
  - East Subtotal: $4,240,000

- Total: $17,996,000

Corridor Preservation / Management

- State St, Gary Ln thru Downtown Boise
- 36th St, Hill Rd to State St - 5 lanes
- Gary Ln, Hill Rd to State St - 5 lanes

Legend
- Foothills Planning Area Boundaries
- Reconstruction, 2 lanes
- Operational Improvements
- Add lanes
- Construct 2 lane road
- Traffic Diversions
- Existing Traffic Counts
- 20 Year Traffic Forecast

*Note: See detailed description starting on page 5.*
FINANCIAL

Exhibit five identifies estimated costs for needed roadway improvements based on 1997 construction and right-of-way indices provided by ACHD. These costs were increased by 40% when projects were located in the foothills area. This increase reflects the estimated costs for additional earthwork and drainage/structural needs. Where roadway improvements were needed on existing residential streets, construction costs were increased by 50% to reflect the cost of mitigation and/or traffic calming measures. Where operational improvements were identified, cost estimates were based on $200,000 per intersection affected.

The strategy is to have foothills development pay for those roadway improvements directly attributed to such development, including mitigation and traffic calming. Improvements on the regional circulation system, i.e., arterials south of Hill Road may, perhaps should, be paid for by regional growth (including a share from the foothills). ACHD adopted Interim Foothills Overlay Assessment Districts on January 28, 1998. The purpose of the new assessment districts is to provide a stream of revenue for roadway construction in the Foothills necessitated by increased usage resulting from development. Each new dwelling in the Foothills will pay an additional road assessment specifically for the purpose of paying for upgrading classified roadways (collectors and arterials) to the appropriate standard and number of lanes.

The Foothills Overlay Assessment Districts coincide with the three planning areas (West, Central, and East Foothills) established by the Boise Foothills Policy Plan. The overlay assessment will be different in each District due to different roadway costs and the proposed number of dwellings. The overlay assessments were adopted on an interim basis, pending further legal and technical review, as well as the adoption of a Foothills Transportation Plan by the City of Boise, Ada County and ACHD.

Exhibit 5

COST ESTIMATES FOR ROADWAY PROJECTS SERVING THE FOOTHILLS AREA NEEDED IN THE NEXT 20 YEARS

WEST
State Street: Gary Lane to Downtown Boise $1,800,000
Pierce Park Lane: Hill Road to Cartwright Road 2,146,000
Cartwright Road: Dry Creek Road: SH 55 to 36th Street 3,729,000
36th Street: Hill Road to Bogus Basin Road 4,945,000
Hill Road: Seaman’s Gulch Road to Gary Lane 400,000
Seaman’s Gulch Road: Hill Road to Dry Creek Road 736,000

EAST
New Collector: North of Warm Springs Avenue $3,400,000
New Collector: Warm Springs Mesa 840,000

TOTAL $17,996,000
APPENDIX A

Summary of Process

Following the adoption of the Boise Foothills Policy Plan, the Staff Planning Team identified the following approach for developing a Foothills Transportation Plan with direction from the Elected Officials:

1. Develop a scope and schedule and a public involvement process
2. Identify the maximum allowable households, based on land use assumptions in the Boise Foothills Policy Plan
3. Project future traffic demands and identify transportation facility improvements needed to accommodate future foothills development
4. Estimate the cost of the transportation improvements
5. Conduct public reviews and recommend a Foothills Transportation Plan to elected officials.

In June, a written notice was sent to 350 stakeholders, informing them of the planning process and inviting them to comment on the scope and schedule established by the Staff Planning Team.

In July, the Staff Planning Team met with small groups to present the staff findings and gather input about concerns with the scope and schedule and development in the foothills. Concerns from the public were that traffic from foothills development would have an adverse impact on the quality of life of residents and property values of housing on north/south streets in the North End Neighborhood of Boise. The input from the public presented concerns that growth in the foothills should be limited and traffic should be diverted around and not through the North End or East End Neighborhoods of Boise. Following is a list of the small group meetings held:

Small Group Meetings

<table>
<thead>
<tr>
<th>Date</th>
<th>Group Name</th>
</tr>
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<tbody>
<tr>
<td>July 2</td>
<td>Bill Clark, Planning Consultant</td>
</tr>
<tr>
<td>July 9</td>
<td>Fifteenth Street Residents</td>
</tr>
<tr>
<td>July 9</td>
<td>East End Residents</td>
</tr>
<tr>
<td>July 10</td>
<td>American Institute of Architects</td>
</tr>
<tr>
<td>July 10</td>
<td>North End Neighborhood Association</td>
</tr>
<tr>
<td>July 24</td>
<td>Don Lojek, Citizen</td>
</tr>
<tr>
<td>July 24</td>
<td>Ninth Street Residents</td>
</tr>
<tr>
<td>July 31</td>
<td>Idaho Conservation League</td>
</tr>
<tr>
<td>July 31</td>
<td>Eighth Street Residents</td>
</tr>
<tr>
<td>August 6</td>
<td>Mike Wardle, Planning Consultant</td>
</tr>
</tbody>
</table>

Based on input from the small group meetings and policies in the Boise Foothills Policy Plan, the Staff Planning Team developed four options for the Foothills Transportation Plan. These options included: 1) growth under existing zoning, 2) twenty year demographic growth projections, 3) constrained growth based on limitations of transportation capacity and 4) maximum allowable development under the Boise Foothills Policy Plan. These options were presented to the elected officials of Ada County, ACHD and the City of Boise in a triad meeting on August 26, 1997.
On September 30, 1997, the Ada County Commissioners proposed another option that would recognize the rural density of the Ada County Comprehensive Plan outside the Boise Area of Impact and provide for the maximum allowable density of the Boise Foothills Policy Plan inside the Boise Area of Impact for a twenty year growth horizon. This option was presented to the Ada County Commissioners and the ACHD Commissioners on October 2, 1997. On October 6, 1997, this option was presented to the Mayor and City Council of the City of Boise, the Ada County Commissioners and the ACHD Commissioners. The elected officials of Boise City and Ada County agreed to limit the number of options to two: 1) the Ada County Commissioners option and 2) the constrained growth based on limitations of transportation capacity with a twenty year growth horizon. The two options, named Alternate A and Alternate B, were included in a public review draft of the Foothills Transportation Plan.

On December 10, 1997 and January 14, 1998, two separate public open house meetings were held on the Public Review Draft Foothills Transportation Plan. A summary of the public comments can be found in Appendix B.

In consideration of the public comment, the two plans, Alternate A and Alternate B, were combined. According to the public Alternate A was the appropriate Plan for the West Foothills and Alternate B, which constrains growth based on limitation of transportation capacity, was deemed appropriate for the East. There was strong public opposition to additional roadway capacity to accommodate growth in the Central Foothills area.

On July 20th, 1998, the Ada Planning Association Board of Directors voted to accept the coordinated public involvement process thus far. Further, the Board acted to accept this Interim Foothills Transportation Plan (Interim Plan) for distribution and adoption. It includes transportation recommendations for the West and East Foothills planning areas with the Central Foothills to remain unchanged from Destination 2015. After adoption by Ada County, Boise City and Ada County Highway District, it is expected that APA will then adopt a Foothills Transportation Plan for inclusion in the Regional Transportation Plan. Figure A-1 identifies the process and schedule to be followed for final adoption of a Foothills Transportation Plan.
Process for Adoption of Tooele County Transportation Plan

Coordinated Public Involvement

APA accepts Public Involvement Process

March 97 - June 98

Preliminary

APA to Accept

July 98

Agency Specific Public Hearings

Boise City to Adopt Tooele County Transportation Plan

July 98 - November 98

Ada County to Adopt Tooele County Transportation Plan

Regional Public Involvement

Regional Public Involvement

APA to Adopt Tooele County Transportation Plan as part of the Regional Transportation Plan

November 98 - June 99

July 1998
APPENDIX B

Summary of Public Comments
From Open House Meetings

Public comments were submitted in three formats: 1) written comments, 2) signed petitions and 3) oral comments at the two public open house meetings.

There were 438 citizens that submitted written comments. A large percentage of the written comments were submitted in the form of surveys and only commented in opposition to Alternate A in the East Foothills and in favor of Alternate B in the East Foothills with additional policies. Those policies were: 1) No site, utility or building construction shall commence at the Harris Ranch subdivision until both the East and West river crossing bridges (to and from Park Center Boulevard) are completed and in operation, 2) Prohibit freight, construction and logging truck traffic on Warm Springs Avenue, 3) Reduce the speed limit on Warm Springs Avenue to 25 MPH, and 4) Close Warm Springs Avenue east of the east entry to Warm Springs Mesa and provide a gate system for emergency vehicles. The Green Belt path would remain.

Two petitions were submitted with a total of 834 signatures. The first petition has 288 signatures solely in opposition to the proposed one-way couplet for 8th Street - 9th Street.

The second petition contains 546 signatures that:

1) oppose the proposed one-way couplet for 8th Street - 9th Street;
2) oppose traffic calming put in street intersections;
3) oppose upgrading North End residential streets to collector or arterial status;
4) oppose changing traffic patterns that would increase traffic flow on residential streets, having an adverse impact;
5) oppose any changes to the North End residential neighborhood.

Two hundred and twenty-nine citizens attended two open house meetings on the Public Review Draft Foothills Transportation Plan. Thirty percent of the citizens attending gave oral comments to the elected officials. Of the citizens that gave oral comments, 33% were in opposition to both Alternate A and Alternate B. A total of 1,245 citizens submitted either written comments, signed petitions or gave oral comments. (Duplicates were only counted once.) Figure B-1 is a cumulative summary of the public comments received from the public open house meetings.
Summary of Public Comments
Received at Open House Meetings
Held December 1997 and January 1998

East Foothills

Support
13 citizens supported Alternate A
343 citizens supported Alternate B

Oppose
271 citizens opposed Alternate A
6 citizens opposed Alternate B
78 citizens opposed both Alternate A and Alternate B

Central Foothills

Support
16 citizens supported Alternate A and Alternate B

Oppose
858 citizens opposed both Alternate A and Alternate B

West Foothills

Support
14 citizens supported Alternate A
8 citizens supported Alternate B

Oppose
2 citizens opposed Alternate A
5 citizens opposed Alternate B
44 citizens opposed both Alternate A and Alternate B

Note: Numbers include duplicate responses
APPENDIX C

IMPACT ANALYSIS OF INTERIM FOOTHILLS TRANSPORTATION PLAN

The following is an analysis of impacts of The Interim Plan. The analysis includes four components including: 1) Level of Service, 2) Environmental, 3) Schools affected by transportation improvements and 4) Transportation improvements that are not included in the Destination 2015 Plan.

LOS (Level of Service)

<table>
<thead>
<tr>
<th>LOS E</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Street, Collister to 36th Street</td>
</tr>
<tr>
<td>The Staff Planning Team strongly recommends corridor management for State Street to enhance the carrying capacity in this limited right-of-way corridor.</td>
</tr>
<tr>
<td>Note: There are no instances of a non-residential arterial going from LOS C to LOS D in the Interim Plan.</td>
</tr>
</tbody>
</table>

ENVIRONMENTAL

- 36th Street extension between Cartwright Road and Bogus Basin Road in vicinity of sensitive plant species.
- New road in Warm Springs Gulch located within wildlife habitat area.
- Mesa Collector - Traverses steep slopes and landslide area, and potentially has a visual impact.

SCHOOLS AFFECTED BY TRANSPORTATION IMPROVEMENTS

- Hillside Junior High (Hill Road & 36th Street)
- Taft Elementary School (State Street & 36th Street)
- St. Mary’s Elementary School (State Street & 26th Street)
- Lowell Elementary School (State Street & 28th Street)
- River Glen Junior High (Gary Lane)

TRANSPORTATION IMPROVEMENTS THAT ARE NOT INCLUDED IN DESTINATION 2015 PLAN

- Upgrade Cartwright and Dry Creek Roads to minor arterials from 36th Street to SH 55
- Upgrade Seaman’s Gulch Road to a minor arterial from Hill Road to Dry Creek Road
- Designate 36th Street from Hill Road to State Street as a future 4 to 5 lane facility
- Designate Gary Lane from Hill Road to State Street as a 4 to 5 lane facility
- Widen 36th Street from Hill Road to Cartwright Road to 3 lanes
- Designate State Street from Gary Lane through downtown Boise as a special corridor management route, and immediately initiate a study to improve traffic carrying ability and emphasize alternative transportation and
- Design the Hill Road/28th Street intersection to encourage north-south movements and discourage east-west movements through the intersection.
Interim Foothills Transportation Plan
School Site Locations

Legend
- Elementary Schools
- Middle and Junior High Schools
- Senior High Schools

Ada Planning Association
## APPENDIX D

### Documents Supporting the Interim Foothills Transportation Plan

<table>
<thead>
<tr>
<th>Document</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ada County Comprehensive Plan</td>
<td>Required by State Law, this document contains goals, objectives, and policies for rural Ada County outside the jurisdiction of Areas of City Impact.</td>
</tr>
<tr>
<td>Ada County Highway District Policy Manual</td>
<td>The Policy Manual is used to coordinate development affecting the County’s roadway system.</td>
</tr>
<tr>
<td>Boise Foothills Policy Plan</td>
<td>Documents the policies of Boise City to direct growth in the Foothills Planning area.</td>
</tr>
<tr>
<td>Boise City Comprehensive Plan</td>
<td>Required by State Law, this document contains goals, objectives and policies for development in the City of Boise and the Boise Area of City Impact.</td>
</tr>
<tr>
<td>Destination 2015</td>
<td>The 20 year Regional Transportation Plan for Ada County. It includes the Ridge to Rivers Trail System Plan.</td>
</tr>
<tr>
<td>Public Review Draft Foothills Transportation Plan</td>
<td>The Document presented at open house meetings for review and comment.</td>
</tr>
<tr>
<td>Ridge to Rivers Trail System Plan</td>
<td>This document identifies pathway needs in Ada County and is incorporated into Destination 2015 (see above).</td>
</tr>
</tbody>
</table>