

ADA COUNTY TRANSPORTATION ACTION PLAN

SEPTEMBER 2021



ACKNOWLEDGMENTS

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Idaho Transportation Department District 3
Community Planning Association of Southwest Idaho
Valley Regional Transit
City of Boise
City of Eagle
City of Garden City
City of Kuna
City of Meridian
City of Star
Boise School District
West Ada School District
Ridge to Rivers Partnership
Southwest Ada County Neighborhood Alliance
South Cole Neighborhood Association
Hidden Springs
Avimor



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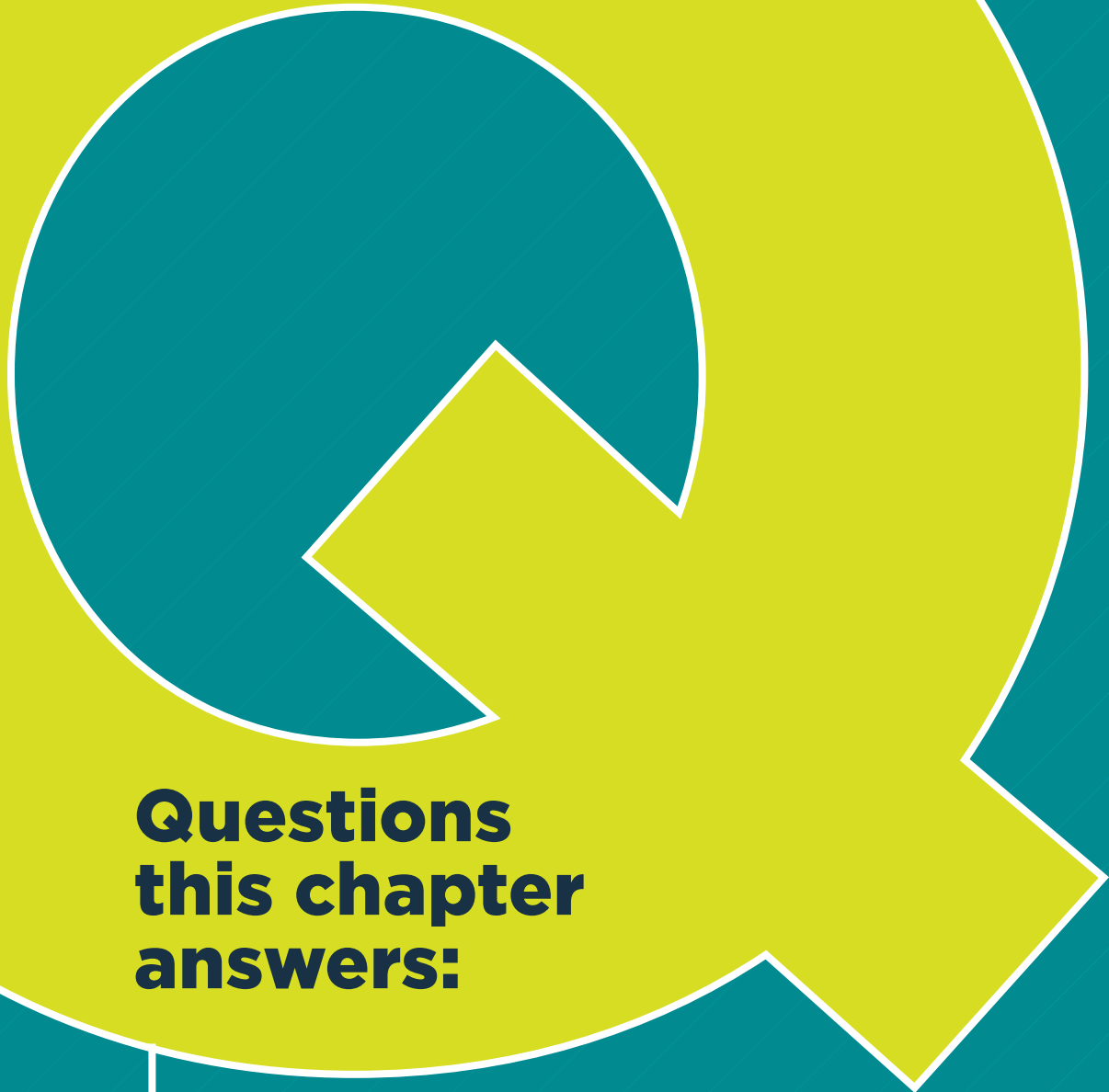
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1. INTRODUCTION

The Treasure Valley is one of the fastest growing areas in the country.

To manage our growth and foster livable communities, we need to work together.



Questions this chapter answers:

- Who makes transportation decisions in Ada County?
- What role does Ada County (the agency) play?
- What is the Transportation Action Plan?
- What needs does it meet?
- How can different people use this plan?

Building a livable transportation future for the treasure valley takes all of us pulling together.

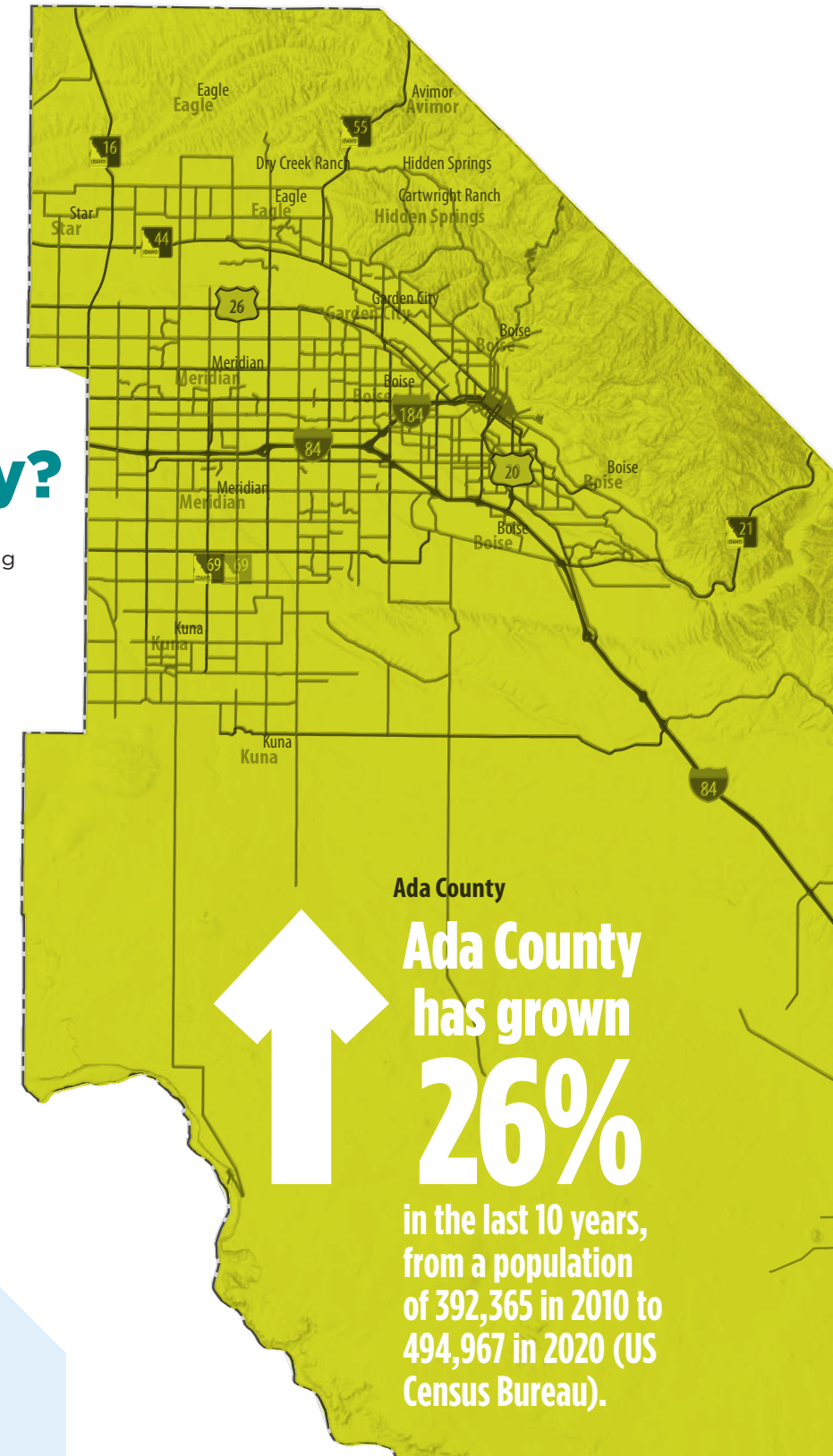
A good transportation system is one that gets people and goods where they need to go safely, efficiently, and cost-effectively. When multiple agencies are working to develop the system, coordination is key to meeting that goal.

The transportation system in Ada County is planned and maintained by Ada County's partner agencies: the Ada County Highway District (ACHD), Community Planning Association of Southwest Idaho (COMPASS), the Idaho Transportation Department (ITD), and Valley Regional Transit (VRT).

What part does Ada County play?

While direct responsibility for planning and funding transportation projects does not fall on Ada County, the outcomes of transportation decisions made by the County's partner agencies have an impact on shaping land use and livability.

In 2019, the Ada County Commissioners, with Ada County Development Services, started a conversation with agencies and stakeholders about how to coordinate and balance growth with fiscal responsibility and quality of life in the Treasure Valley. The Transportation Action Plan is a direct outgrowth of this conversation.

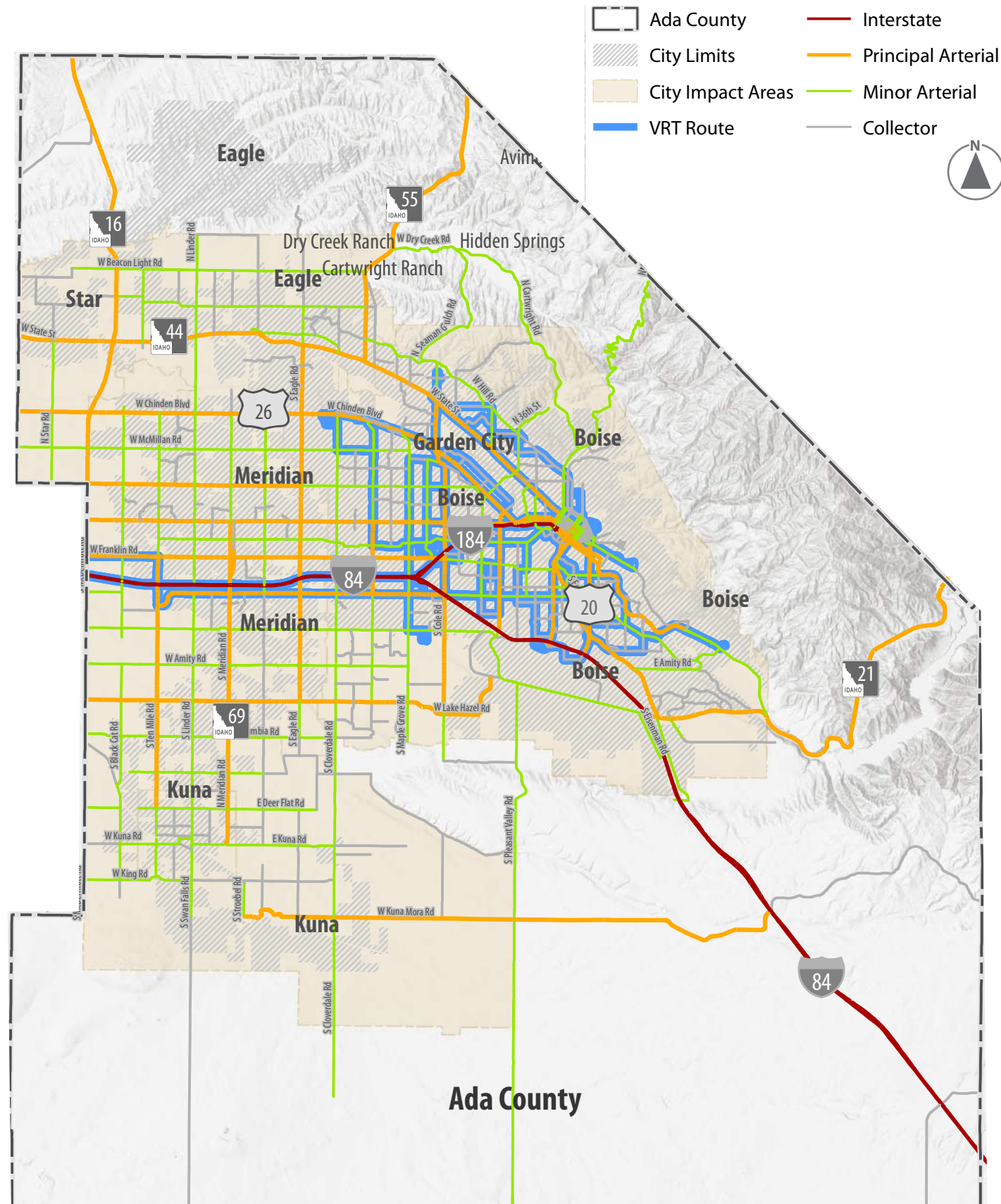


“As all Ada County residents know, the growth is HERE. Now is the time to come together, align our visions, and find solutions to the growing pains we all feel.”

- Coordinated Growth for Ada County

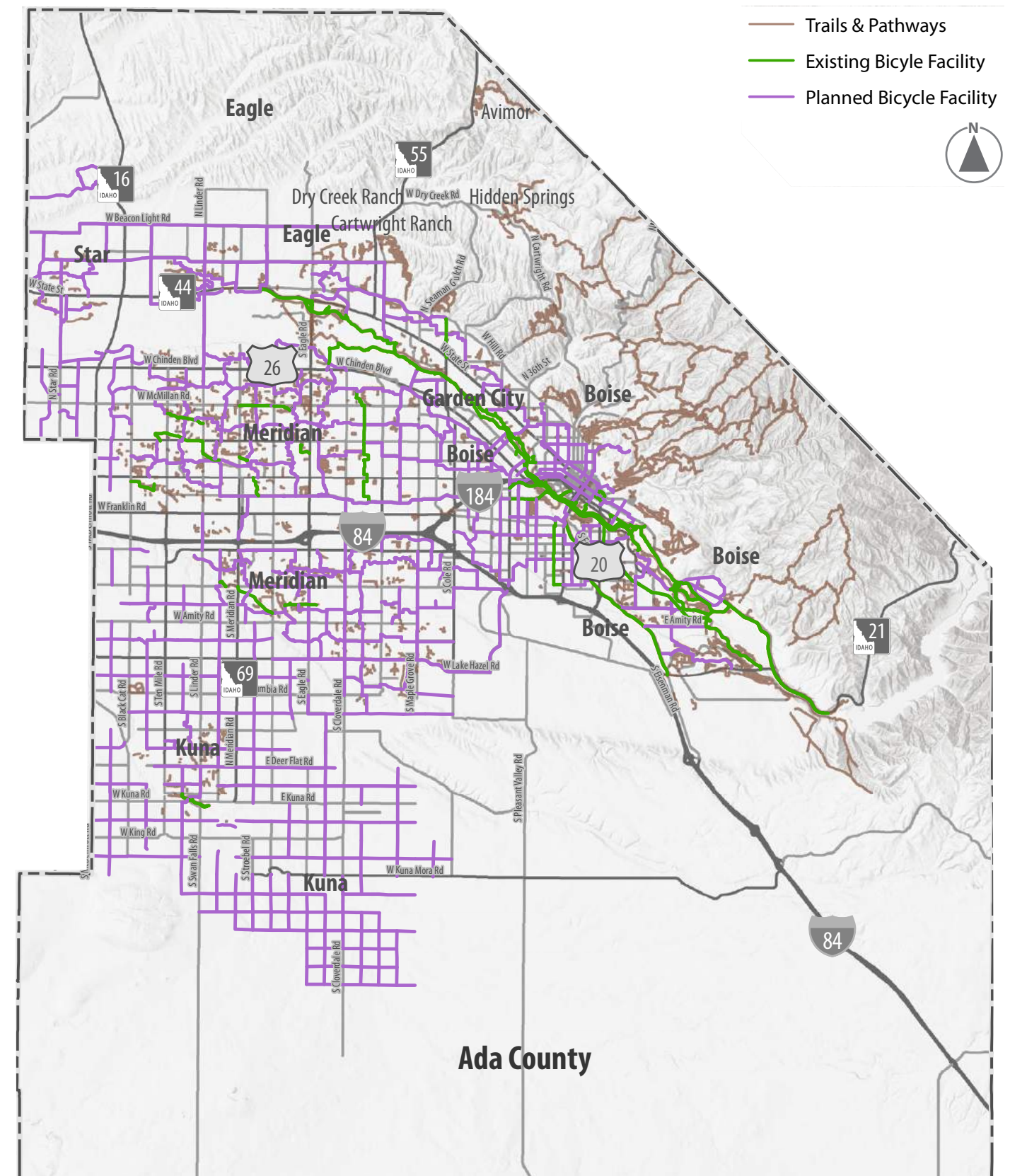
Ada County Transportation System

State Highways and Interstate Highways are generally owned and/or operated by Idaho Transportation Department (ITD) District 3. Ada County Highway District (ACHD) is responsible for almost all other roads in Ada County, with the exception of private roads. Valley Regional Transit operates public transportation bus routes throughout Ada and Canyon counties.



Pathways, Trails & Bicycle Facilities

Ada County is a managing partner in the Ridge to Rivers Partnership Trail Network, displayed here in brown. Existing facilities, including shared lanes, bicycle lanes, separated bicycle lanes, and multi-use sidewalks, are shown in green, and future bicycle facilities are shown in purple. As with roadways, ownership and maintenance of these facilities is generally the responsibility of ACHD or ITD.



Why do we need a Transportation Action Plan?

The Ada County Transportation Action Plan establishes a vision for integrated land use and transportation planning in Ada County. It will guide development and project programming decisions in Ada County.

The Transportation Action Plan articulates a clear set of goals and strategies that will empower Ada County to be a more proactive partner to local transportation authorities through communication, collaboration, and a more consistent approach to transportation and land use planning.

We want Ada County to continue to be a great place to live, for everyone.

Informed by stakeholder and community conversations, the vision and actions outlined in this plan will help maintain the quality of life Ada County residents expect today and far into the future while ensuring that their tax dollars are invested wisely.

How to use this plan

Ada County recognizes transportation and land use planning have to be cooperative because no single agency is responsible for the whole transportation system. For this plan to succeed, all stakeholders must share responsibility for realizing its goals, strategies, and actions. This includes County and city staff, commissions and boards, state agencies, elected officials, residents, developers, civic groups, and businesses.

The TAP will help Ada County develop in an orderly, predictable, and sustainable way by:

- **Setting Expectations.** The TAP is a valuable source of information and gives a clear indication of the County's direction for the future.
- **Supporting decision-making.** Decision-making related to land use and transportation plans, development applications, code and policy updates, and capital improvement prioritization and programming should be viewed through the lens of the TAP for consistency with the vision and to facilitate implementing the strategies. The TAP goals and strategies can be noted as findings of fact by staff, commissions, and councils in reports and deliberations.
- **Providing continuity.** The plan will give successive public bodies a common framework for addressing land-use and transportation issues. This will improve transparency to the public, developers, businesses, and community stakeholders.



Learn More

The Ada County Transportation Action Plan will be an integral part of the area-wide "Family of Plans" and help solidify the vision and common values identified in the October 2019 Coordinated Growth Leadership Conversation. You can find out more about previous planning efforts in Appendix A.

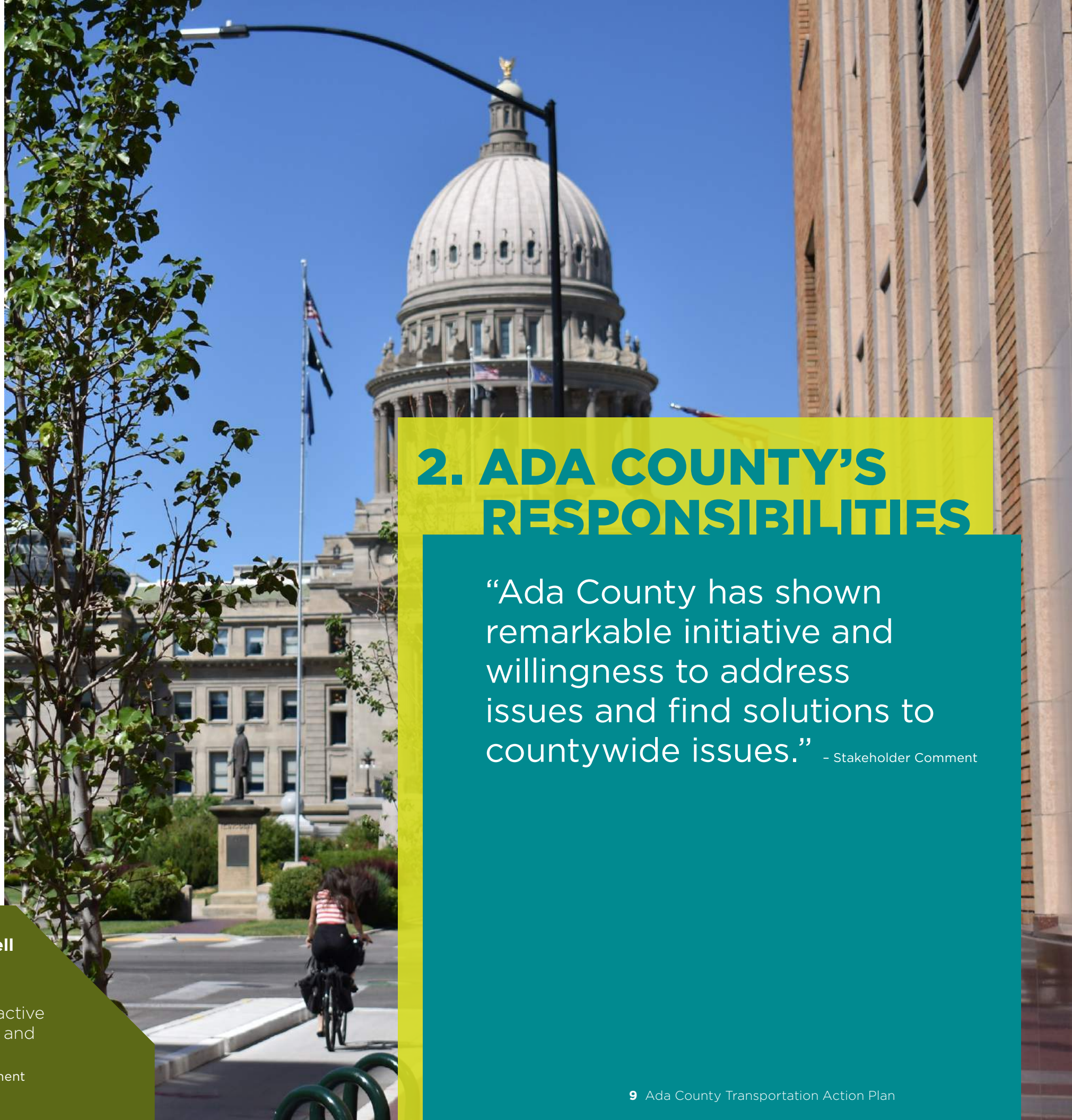
What works well in Ada County today?

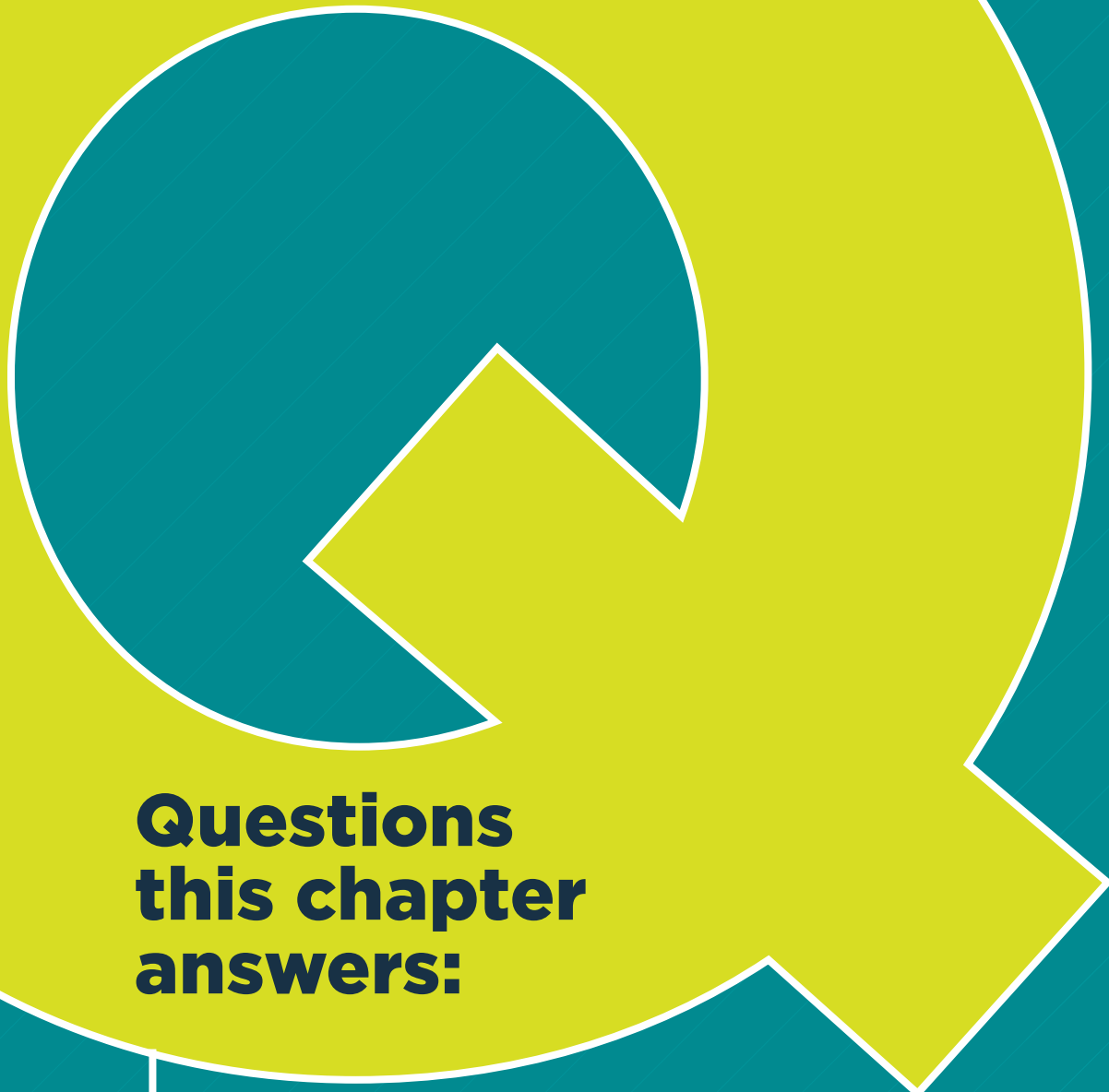
"Increasing proactive communication and collaboration"

- Stakeholder Comment

2. ADA COUNTY'S RESPONSIBILITIES

"Ada County has shown remarkable initiative and willingness to address issues and find solutions to countywide issues." - Stakeholder Comment





Questions this chapter answers:

- What role does the County take in shaping the transportation system?
- How can the County lend a hand in agency planning processes?
- What have Ada County's partner agencies already accomplished?

Where does Ada County have primary responsibility?

Ada County encompasses 1,060 square miles in the heart of Idaho. The County's jurisdiction applies to unincorporated areas outside city limits. Approximately 8% of residents live in unincorporated Ada County.¹

What part does the County play in shaping the transportation system?

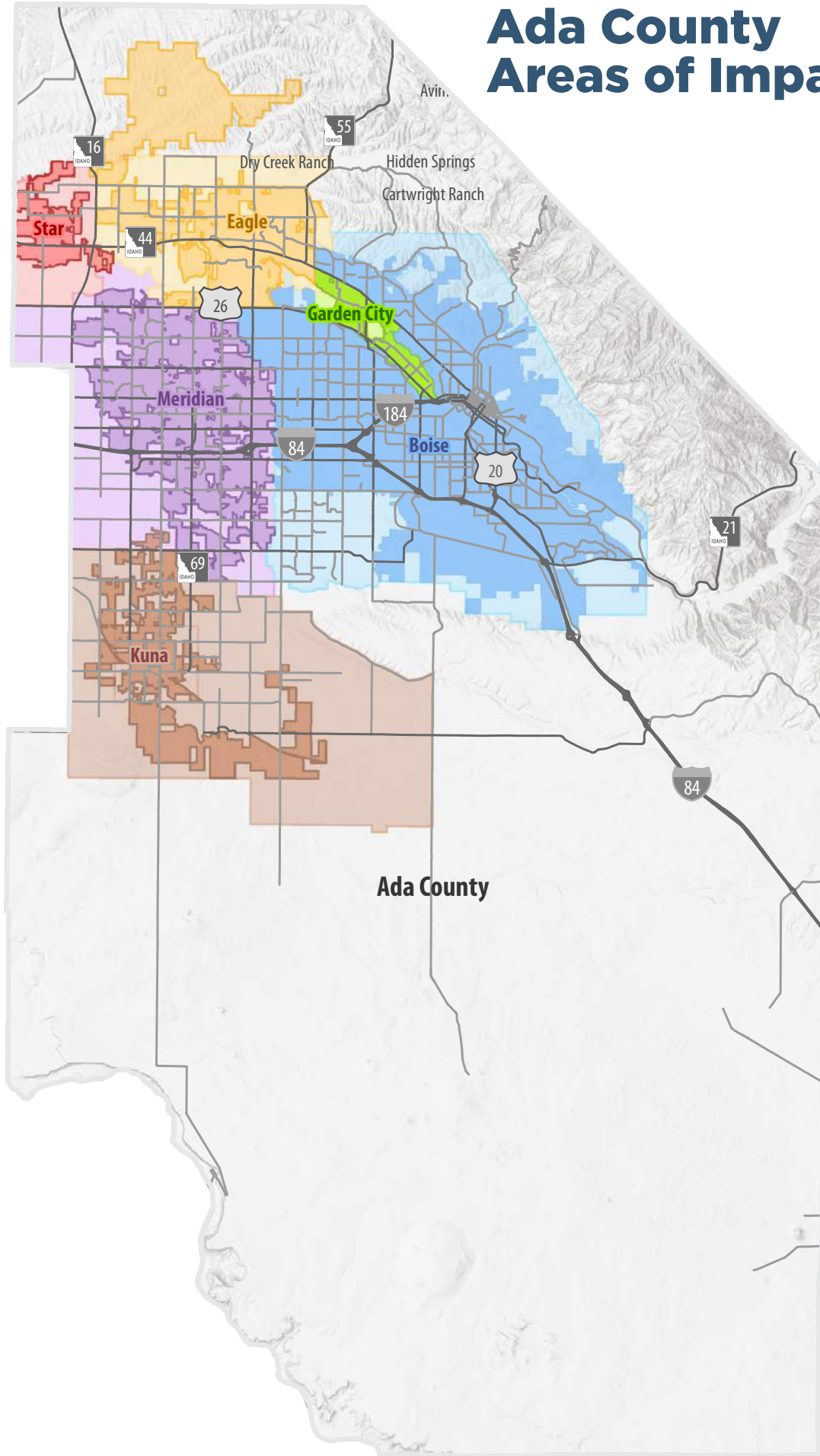
Ada County works to manage growth in a responsible and sustainable way. Primary responsibilities focus on:

- **Unincorporated areas** through the application of Comprehensive Plan policies and County zoning, subdivision, and other ordinances and standards. This includes application review for planned communities.
- **Negotiated areas of city impact** outside city limits, through the application of the Area of City Impact agreement.

1. COMPASS Travel Demand Model Data - 2020 Estimate.



Ada County Areas of Impact



This map displays the city limits for each of the six cities within Ada County as well as their areas of city impact. Ada County's boundary is highlighted, and the planned communities in unincorporated Ada County are labeled.

City Limits	City Impact Areas
Boise	Boise
Eagle	Eagle
Garden City	Garden City
Kuna	Kuna
Meridian	Meridian
Star	Star



Setting The Stage

The transportation planning efforts of Ada County's partner agencies, ACHD, COMPASS, ITD District 3, VRT, and the county's six cities have set the stage for this document.

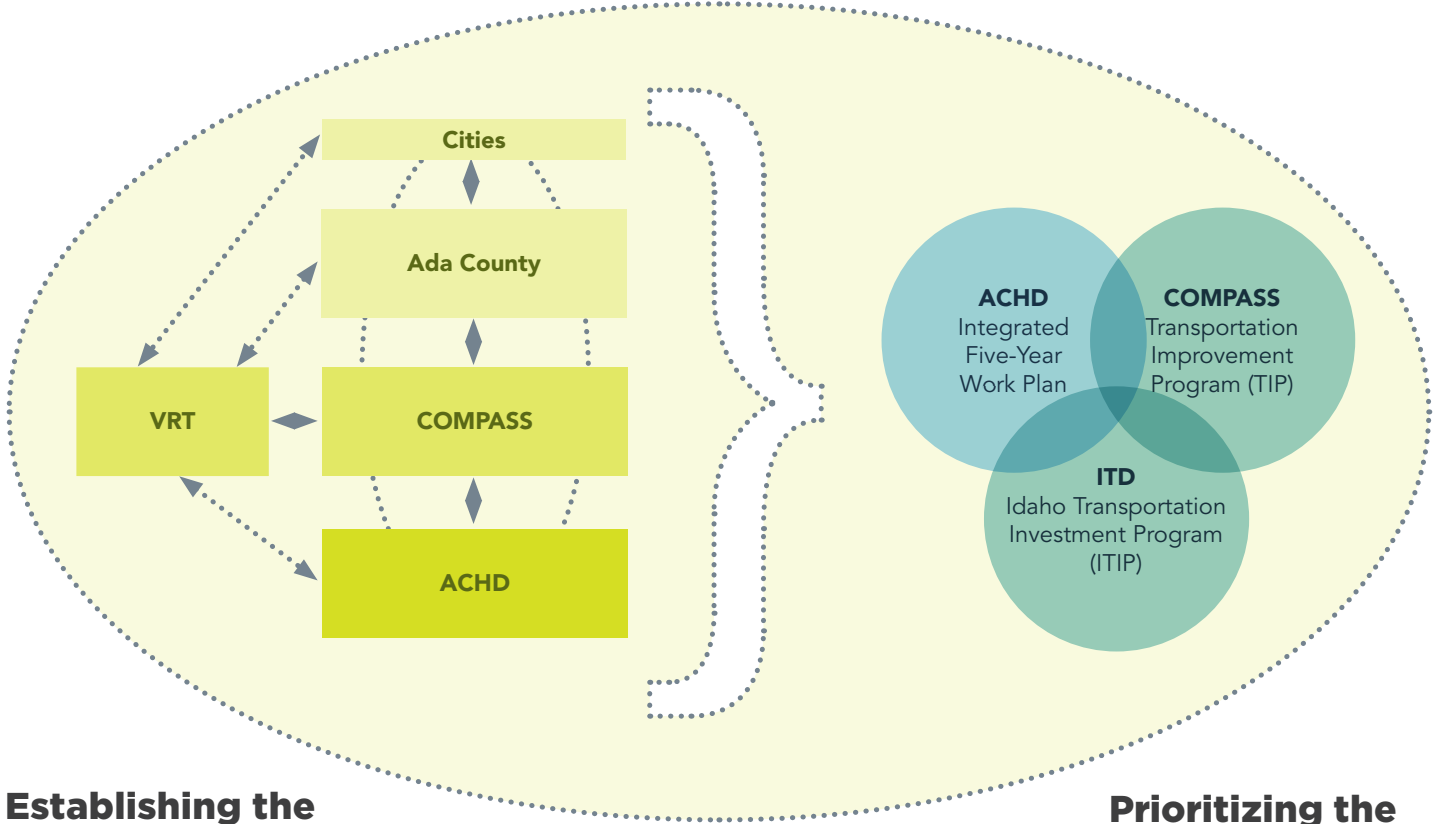
The Ada County Transportation Action Plan builds on previously completed work to create a strategy that is practical, implementable, and vision-oriented.

Bringing Our Partners Together

While it plays a limited role in planning for, maintaining, constructing, or operating transportation systems, the County has worked with its planning partners to identify opportunities to participate in their planning processes. Ada County can take on a coordinating and information-sharing role to help its partners leverage other agency projects to support their own and avoid potential conflicts.

The following page summarizes the different agency planning processes and key decision points where the County's input can have the most impact.

Relationships of Land Use & Transportation in Ada County



Establishing the Vision & Goals

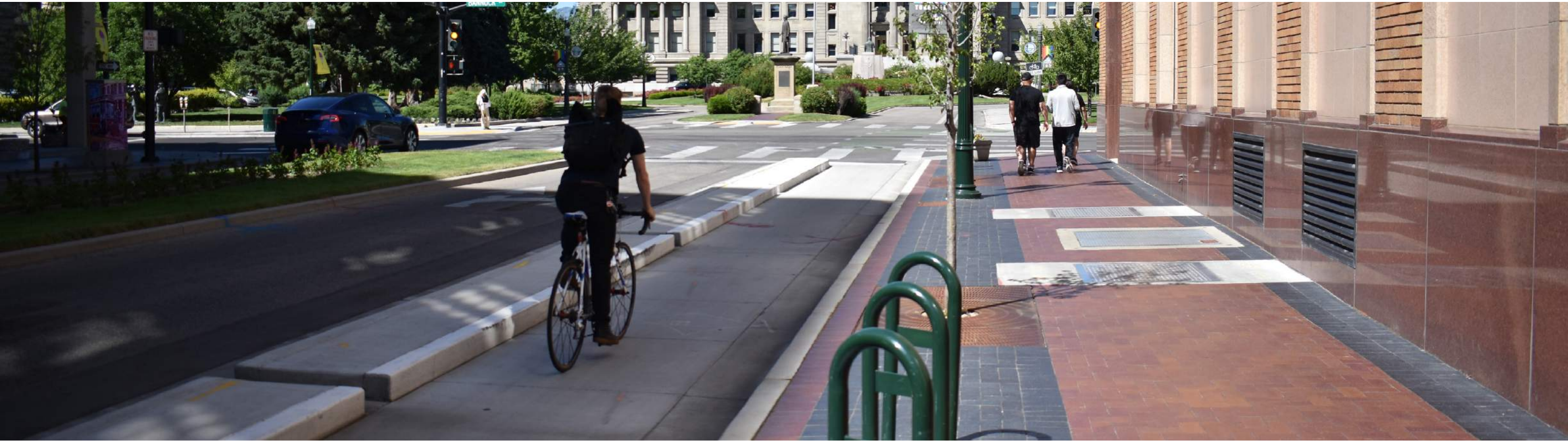
Identified in adopted planning documents for each jurisdiction

- ITD, COMPASS, and ACHD coordinate annually to produce project programming.
- ITD adopts the COMPASS TIP as part of the ITIP.
- If a project includes both ITD and ACHD facilities, the project is included in all three plans. Additionally, ACHD projects that are federally-funded also appear in all three plans.
- VRT's Program of Projects is included in the COMPASS TIP.

Prioritizing the Projects for Funding



Opportunities to Participate in Agency Planning Process



LONG-RANGE

Regional Transportation Planning

Typical Update Frequency	1 year	4	8	10
Ada County	Comprehensive Plan (2016)		Subarea plans (Boise River Trail, Oregon Trail Recreation)	
ITD	Statewide Transportation Improvement Program		Long Range Transportation Plan. Short & Long Versions (2019)	Corridor plans <i>Environmental clearances: only updated when reviewed for construction.</i>
COMPASS	Transportation Improvement Program	Regional Long Range Transportation Plan (2018)		
ACHD	Integrated Five-Year Work Plan	Capital Improvement Plan (2020) Strategic Plan (2016)		Neighborhood Pedestrian & Bicycle Plans Roadways to Bikeways Plan (2009)
	Master Street Map			
VRT	Service & Operations Plan (Annual Review)	Valley Connect 2.0	<i>VRT is in the process of updating its planning framework. Similar document to IFYWP.</i>	

Opportunities for Input in the Typical Planning Process

	Kick-off & Existing Conditions, Goals & Objectives
	Stakeholder Outreach
	Future Conditions, Priorities, & Recommendations
	Stakeholder Outreach
	Draft Plan
	Final Review
	Adoption



ANNUAL

Transportation Project Programming

	Q1	Q2	Q3	Q4
ITD	OCT - FEB: Federal Approval Process	MAR - MAY: Draft STIP Prepared JUN: Idaho Transportation Board (ITB) Review	JUL: Draft STIP Public Comment AUG: Final STIP Prepared SEP: ITB Final Approval	NOV 30: Internal Projects Submitted OCT - FEB: Federal Approval Process OCT: Call for Projects. Highway Division starts process with each district
COMPASS <small>Ada County is a voting member on RTAC.</small>	JAN: Project Applications Due FEB - MAR: Regional TAC Recommends Project Rankings & Programs	MAR - MAY: Draft TIP Prepared MAY - JUL: Draft TIP Reviewed	AUG: Draft TIP Public Comment Period SEP - OCT: ITD, RTAC, COMPASS Board Approvals	OCT - DEC: Outreach / Call for Projects
ACHD	FEB: Requests Due & Public Outreach	APR - MAY: Commission Work Sessions	JUL - AUG: Draft IFYWP Partner Review & Public Outreach SEP: Commission Work Session & Adoption Hearing	NOV - FEB: Partner Agency Outreach
VRT	OCT - DEC: Review Investment Priorities for Next Five Years	JAN - MAR: Draft Plans for Next Five Years	APR - JUN: Solicit Public & Stakeholder Input on Draft Plan	JUL - OCT: Prepare Final Draft & Approve Five Year Investment Plan

Opportunities for Input in the Typical Planning Process

- Partner/Agency Outreach and Call For Projects
- Project Prioritization
- Public Comment Period
- Stakeholder Outreach
- Draft Plan



RECURRING

Entitlement Application Process Ada County, Boise, Eagle, Meridian, Star, Kuna, Garden City



Comprehensive Plan Adoption Process

	Plan Development
	Outreach
	Draft Plan/Public Notice/Comment Period
	Public Hearing (Planning & Zoning Commission, Design Committee, etc.)
	Notification & City Council Public Hearing

= Opportunity for Ada County to comment Agency decision

Celebrating Ada County Partner Agencies

Ada County's partner agencies have already taken significant steps toward creating a sustainable, livable future for the Treasure Valley. Here are just a few of the exciting things happening around the county.

Communities In Motion 2050 Update

COMPASS is the forum for regional collaboration in Ada and Canyon Counties, with the responsibility of developing the region's long-range transportation plan, Communities in Motion. Communities in Motion 2050 focuses on planning a transportation system that supports four goals: convenience, safety, economic vitality, and quality of life. It forecasts how the region is expected to grow to the year 2050, anticipates the transportation needs to accommodate that growth, and prioritizes projects to meet those needs.



Boise Pathways Plan

A City for Everyone includes safe, reliable transportation options for people who live, work and recreate in Boise. The Boise Pathways Plan will build on the success of the Boise River Greenbelt and the path along portions of the Ridenbaugh Canal to develop a system of off-street walking and biking pathways to allow people to get around without relying on a vehicle.



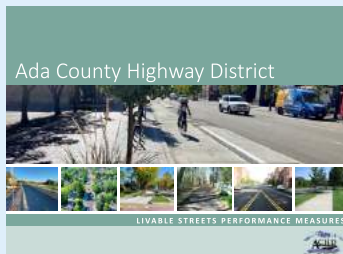
Kuna Bike & Ped Neighborhood Plan

ACHD and Kuna have partnered to develop a plan to improve walking and bicycling routes in Kuna neighborhoods. As part of this plan, agencies are working with residents to identify ideas and concerns related to walking and biking in the community, as well as seeking input on the planned bike network identified for this area as part of ACHD's Roadways to Bikeway Master Plan.



Livable Streets Performance Measures

The proposed Level of Traffic Stress (LTS) for bicyclists and pedestrians, when combined with the current Level of Service (LOS) measures used for motor vehicle traffic, will provide a comprehensive look at how the existing and planned transportation system meets the needs of all people. The goal is to better serve all users and establish a measurable system of comfort and usability for bicycle and pedestrian facilities in the county.



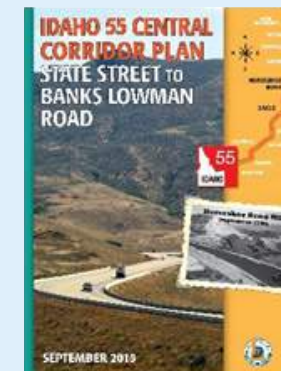
Battery Electric Buses

By the end of 2021, Valley Regional Transit will have 12 new battery-electric buses which were purchased through a Federal Low-No Emission grant. The shift to electric buses is a major milestone for the City of Boise's efforts to improve air quality, reduce carbon and explore implementing a zero-emissions bus fleet.



SH-55 Corridor Plan

Beginning in 2015, ITD partnered with the City of Eagle to complete the Ada County portion of the SH-55 Corridor Plan to improve mobility and safety in Eagle and the surrounding area.



Fields Sub Area Plan

Building on previous completed planning efforts, the Fields Sub Area Plan is engaging stakeholders to develop design concepts for anticipated future development. This plan will address housing, open space, and transportation options in the Fields Area of Meridian between MacMillan, McDermott/Sh-16, SH-20/26, and Ustick.



SH-69 Corridor Plan

ITD is partnering with Kuna, Meridian, ACHD, and COMPASS for an in-depth analysis of SH-69 between Kuna and Meridian, covering 8 miles. The Corridor Plan is an example of how ITD is improving transportation for all modes so people who live in the county can get to where they need to be efficiently and safely.



2021 Trail Pilot

The Ridge to Rivers partnership is testing several new management strategies to address increased trail use in the Boise Foothills to improve experiences and safety for all trail users. The pilot program will operate between May - November 2021 and is based on industry best practices and feedback from local trail users. The pilot management strategies focus on directional and separation of use opportunities at:



- Lower Halls Gulch Trail #29
- Polecat Loop Trail #81
- Around the Mountain Trail #98
- Bucktail Trail #20A



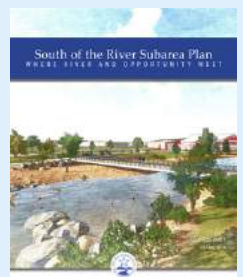
Glenwood Corridor Plan

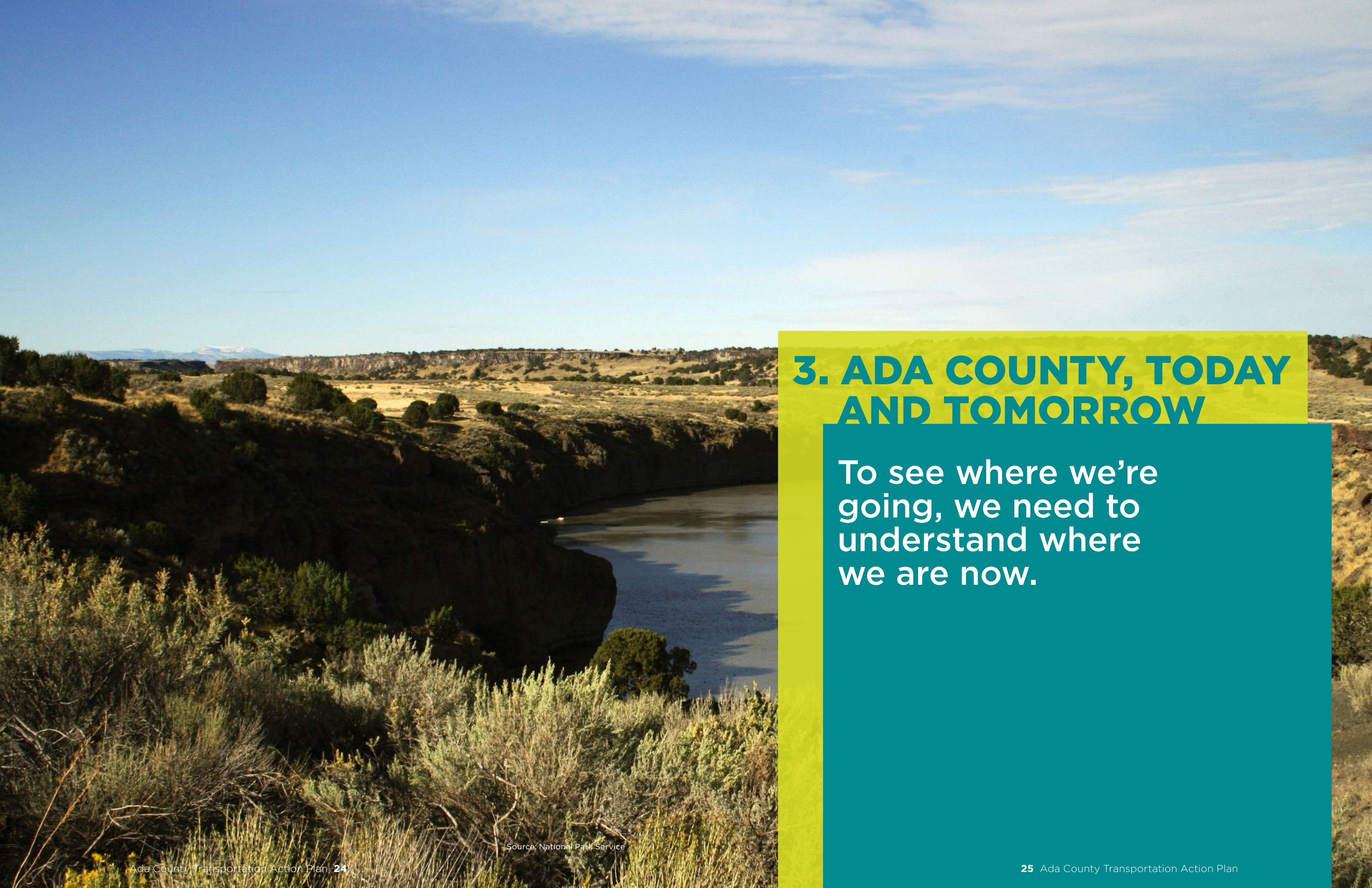
ITD and Garden City have partnered to create a Corridor Plan for Glenwood Street between SH-44/State Street and Chinden Boulevard. This project will determine and identify short and long term priorities for the Glenwood corridor, which spans 2.7 miles.



South of the River Subarea Plan

The City of Star, through the South of the River Area Subarea Plan, envisions "a new City Riverfront Center along the Boise River, focusing on its adjacency to water recreation and the natural environment, and surrounded by family friendly neighborhoods." The subarea is defined as the area south of the Boise River, north of Chinden Boulevard, and between SH-16 and Can Ada Road. The plan includes a transportation framework, including internal multimodal circulation and new connections to the existing regional system.

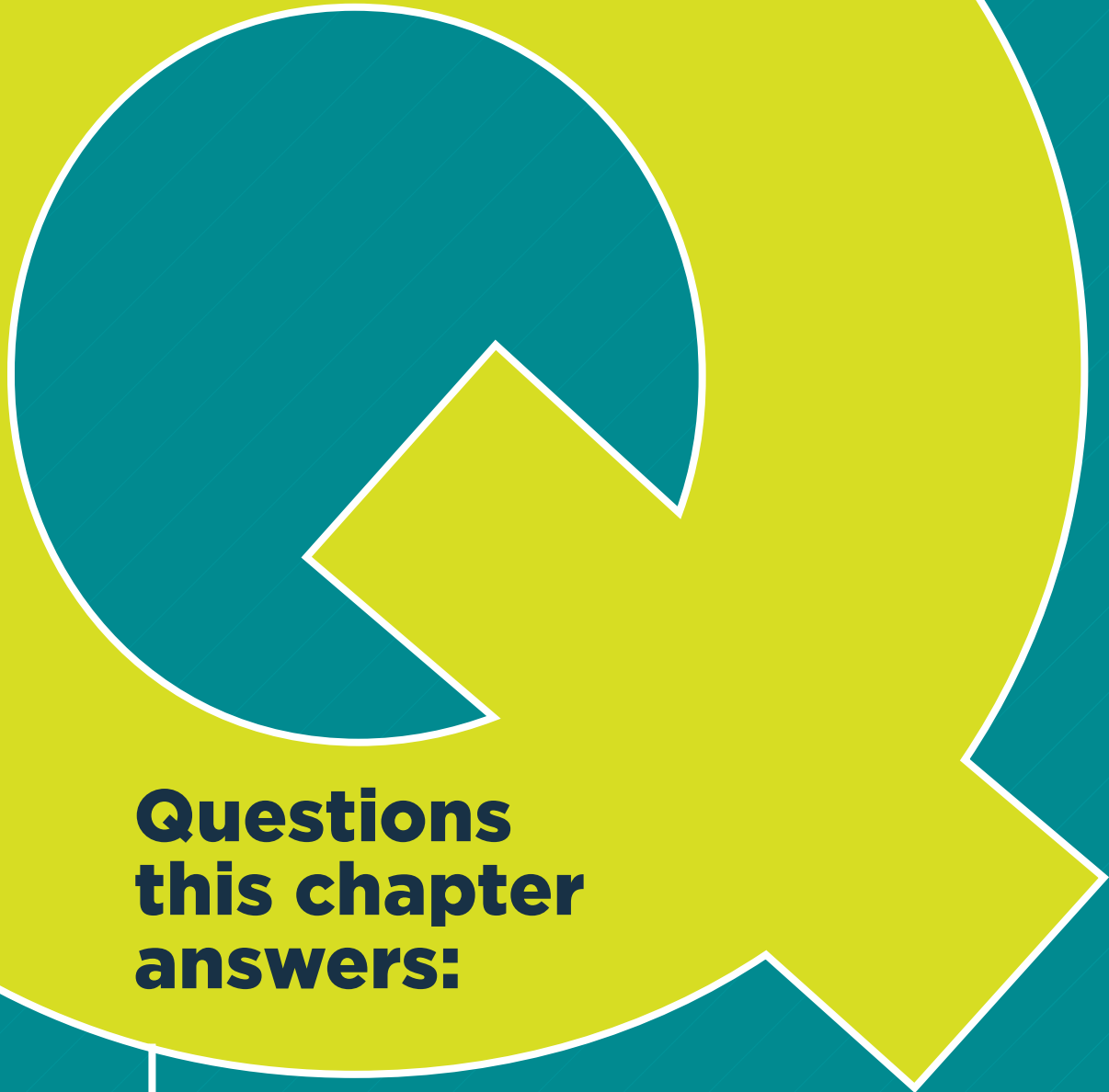




3. ADA COUNTY, TODAY AND TOMORROW

To see where we're going, we need to understand where we are now.

Source: National Park Service



Questions this chapter answers:

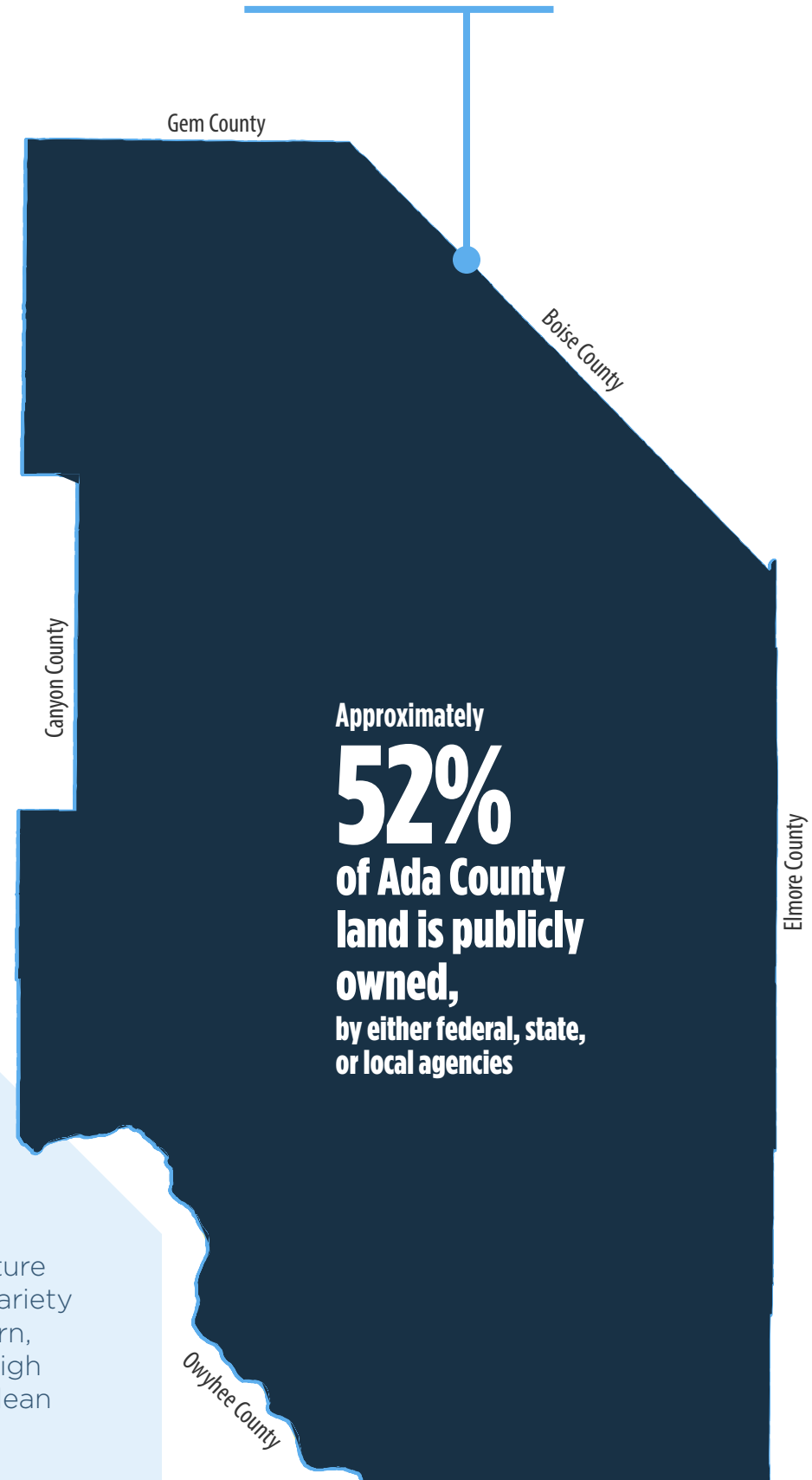
- How many people live here now? How many are expected to come in the next 20 years?
- Where is growth happening?
- What does Ada County's transportation system look like today?

Ada County Quick Facts



Ada County's **1,060 square miles** are bounded by the foothills of the Boise Range mountains and the Snake River, of which the Boise River is a tributary.

Ada County is connected to its adjacent counties, Gem, Boise, Elmore, Owyhee, and Canyon by Interstates 84 and 184; US Routes 20, 26, and 30; and State Highways 16, 21, 44, 55, and 69, which are maintained by the ITD District 3.



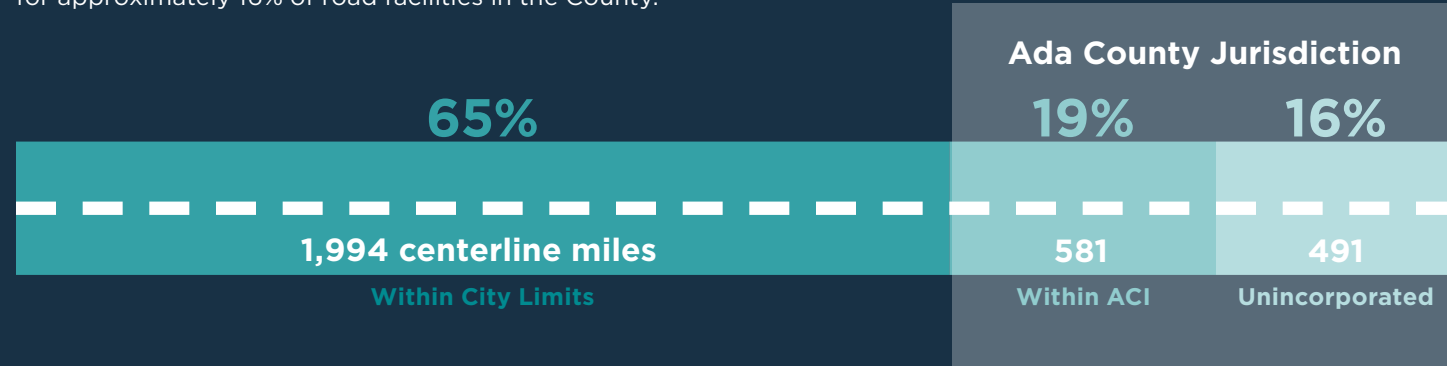
"Growth and development in Ada County are balanced and integrated with the protection and management of our natural resources and agricultural heritage. We support diversity, value and protect our culture and history, and have access to a variety of choices in how we live, work, learn, play, shop, and travel. We enjoy a high quality of life in safe, healthy, and clean neighborhoods"

- Ada County Comprehensive Plan 2025

Getting Around The County

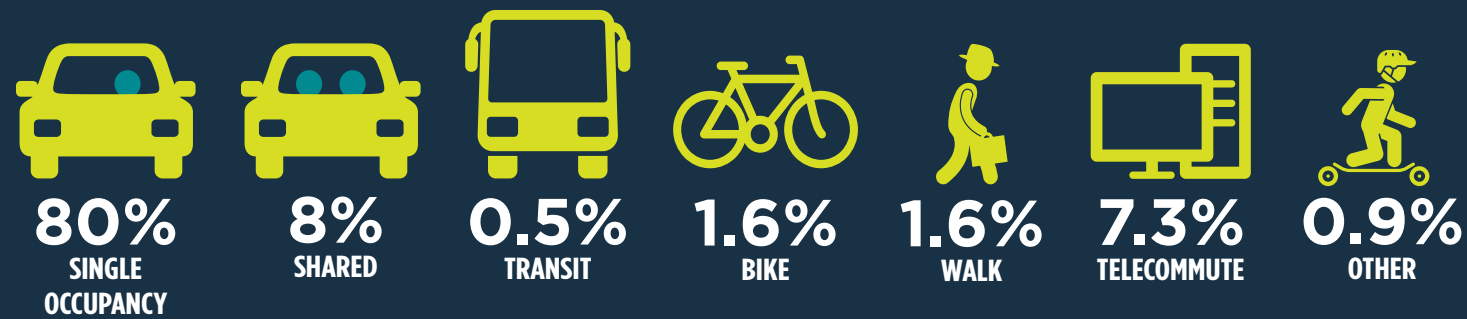
Centerline Miles of ACHD and ITD Facilities in Ada County

While most ACHD and ITD road facilities traverse incorporated areas (65%), 18% of centerline miles are in an area of city impact outside of city limits, and 16% are in unincorporated Ada County. Ada County is responsible for land use development and public service provision in for approximately 16% of road facilities in the County.



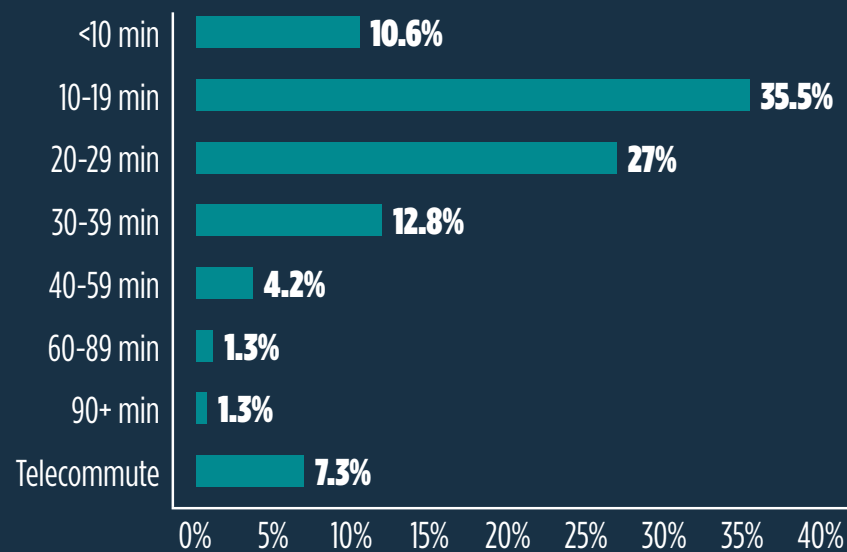
Source: ACHD, ITD

Commute Mode Share



Source: US Census Bureau, American Community Survey (ACS) 2019 5-year estimates

Travel Time to Work

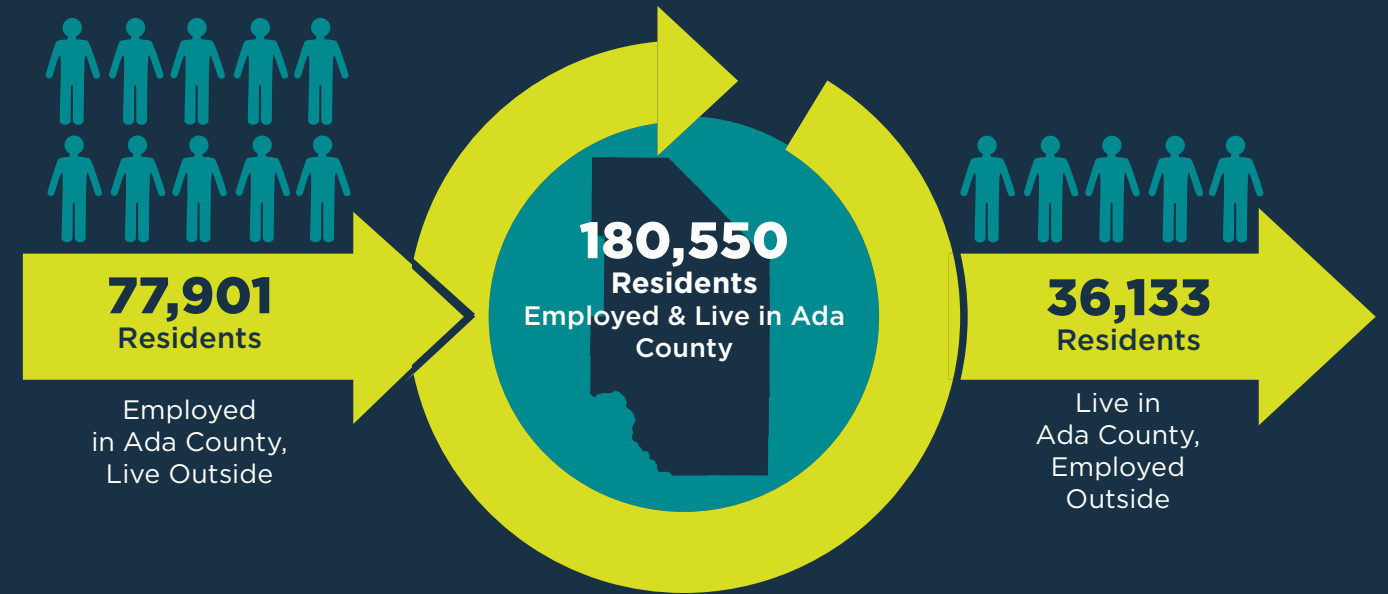


Source: US Census Bureau, American Community Survey (ACS) 2019 5-year Estimates



73.1%
travel under 30 minutes to access their job.

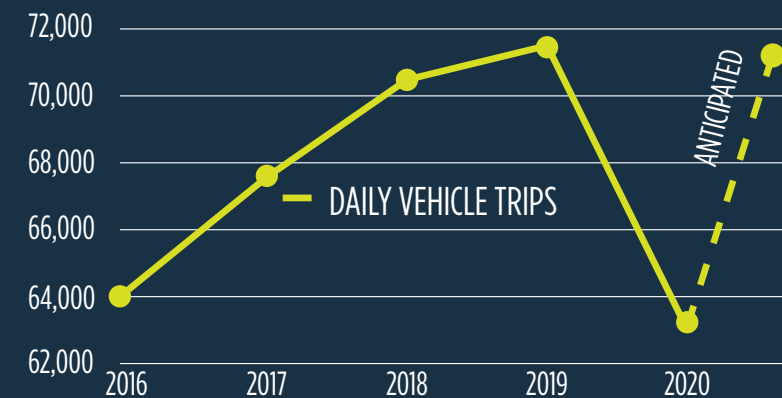
Inter- and Intra- Ada County Commutes



Source: US Census Bureau Longitudinal Employer-Household Data (2018)

Average Daily Traffic Volumes in Ada County (I-84)

Although traffic volumes were significantly lower in 2020 than previous years, in general traffic volumes in Ada County show consistent growth, averaging over 70,000 daily vehicle trips in 2019.



Source: ITD (2016 - 2020)

Transit Ridership



From 2010-2020, total population grew

26%

Population in the transit service area grew only

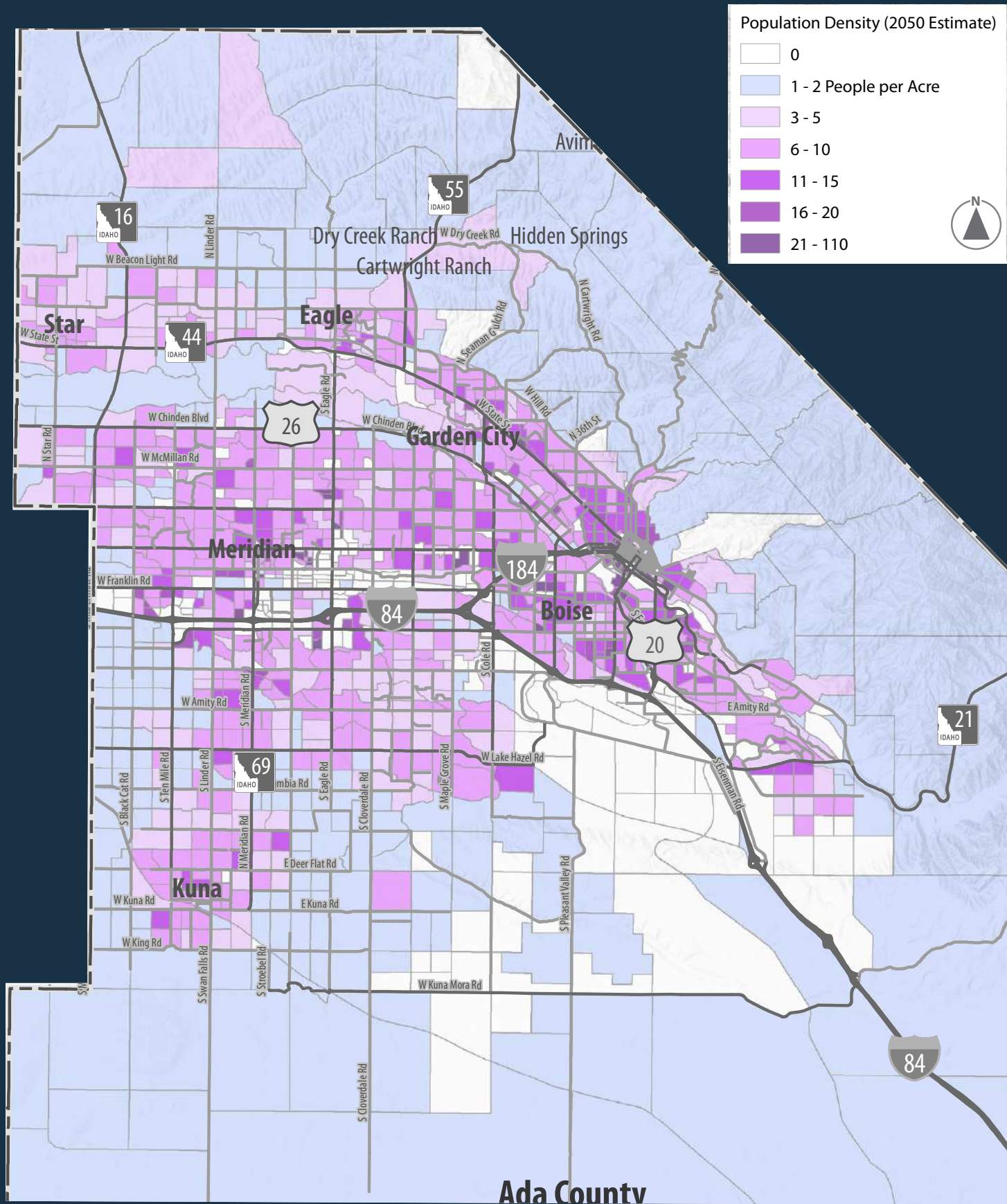
14%

As Ada County's population has grown, total transit ridership has grown too. But rather than growing in concert with the overall county population, growth and development are occurring outside the transit service area. **For every additional person in VRT's service area, six new people were added outside the service area.**

Source: VRT (2020)

Where Growth is Happening

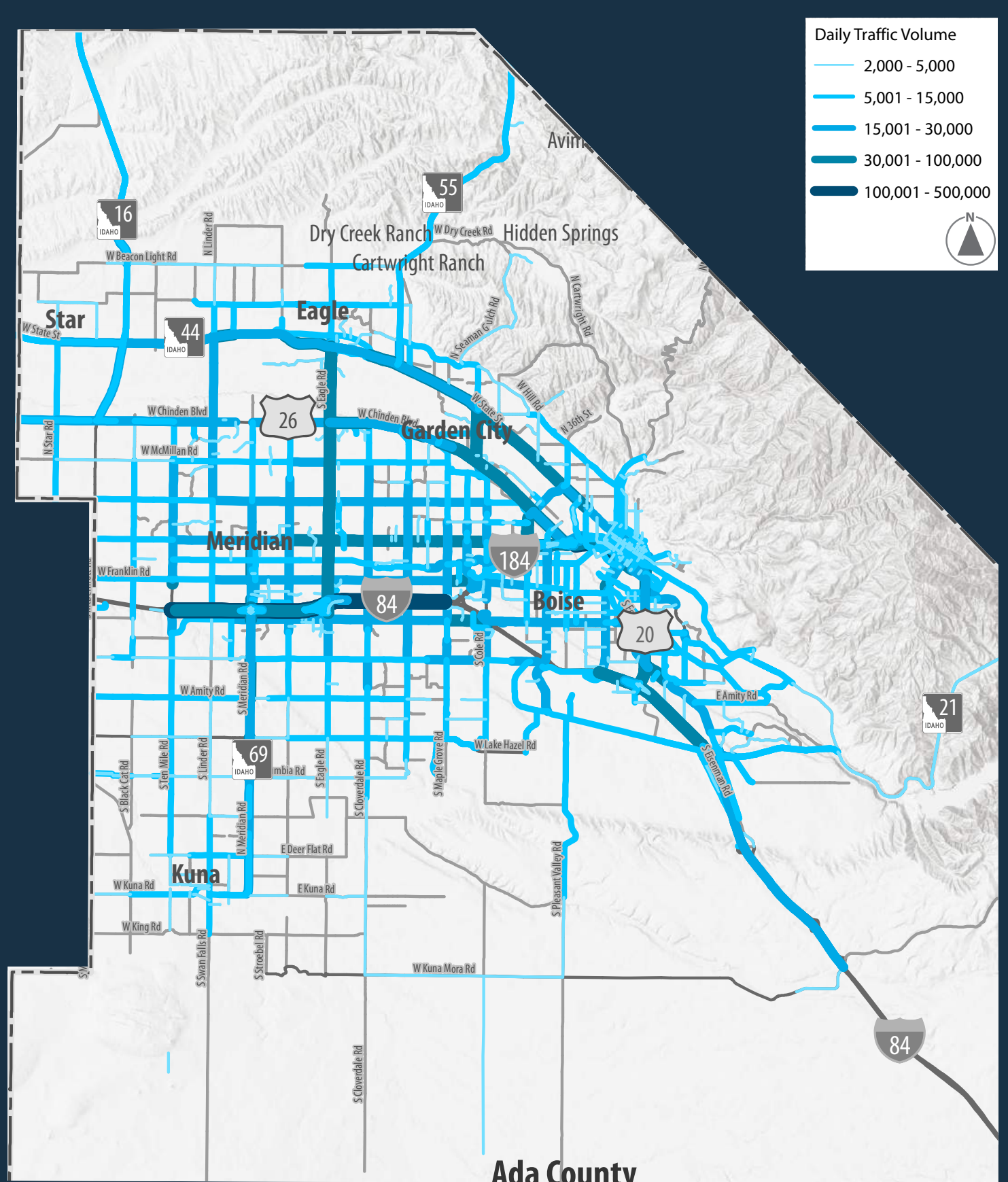
Projected Population Density in 2050



Ada County

Source: COMPASS 2050 Population Projections (Based on 2020 US Census)

Where Traffic is Most Dense



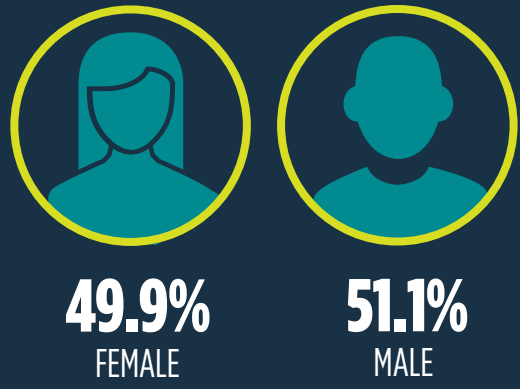
Ada County

Note: Traffic volumes for ACHD roads are Average Daily Traffic (October 2020) and traffic volumes for ITD roads are Average Annual Daily Traffic (2014-2018).

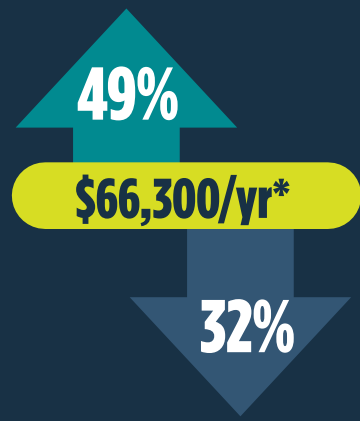
Who lives in Ada County?

Demographics

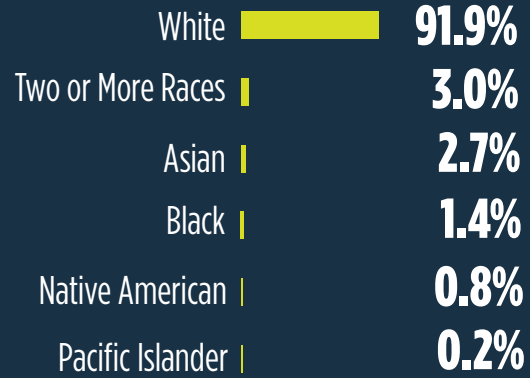
Gender Identity



Median Household Income



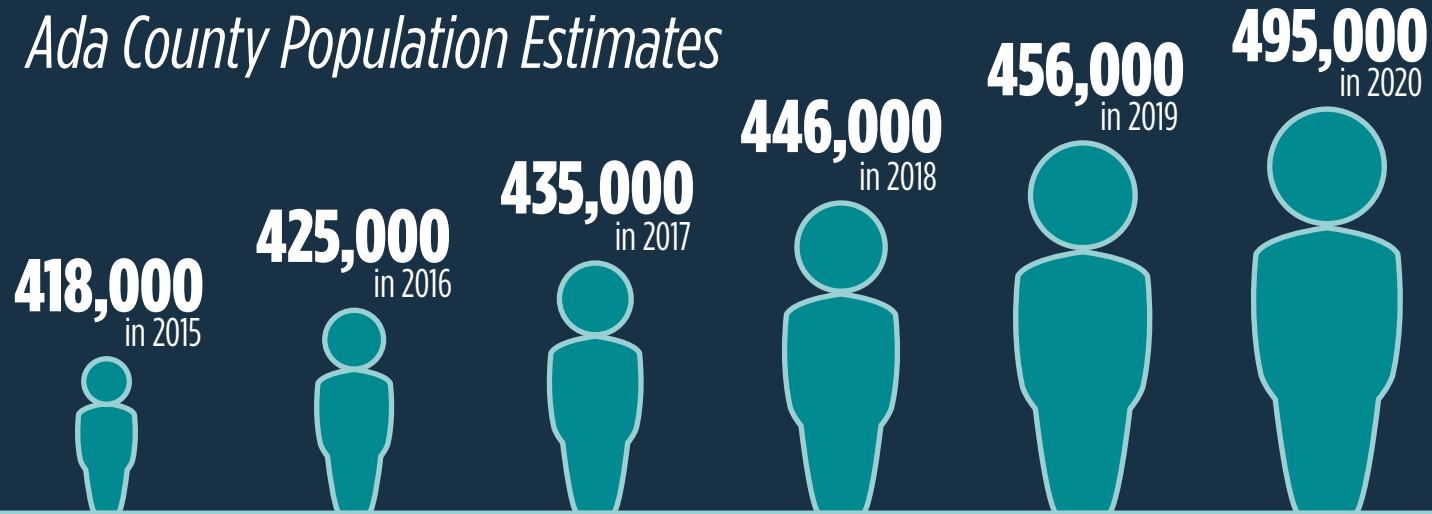
Racial Identity



*Ada County median income

Source: US Census Bureau, American Community Survey 2019 5-Year Estimates and US Census Bureau, Decennial Census 2020

Ada County Population Estimates



Source: US Census Bureau, American Community Survey 5-Year Estimates (2015 - 2019) and US Census Bureau, Decennial Census 2020

Households Outside Area of Impact

2.5%
for Ada County

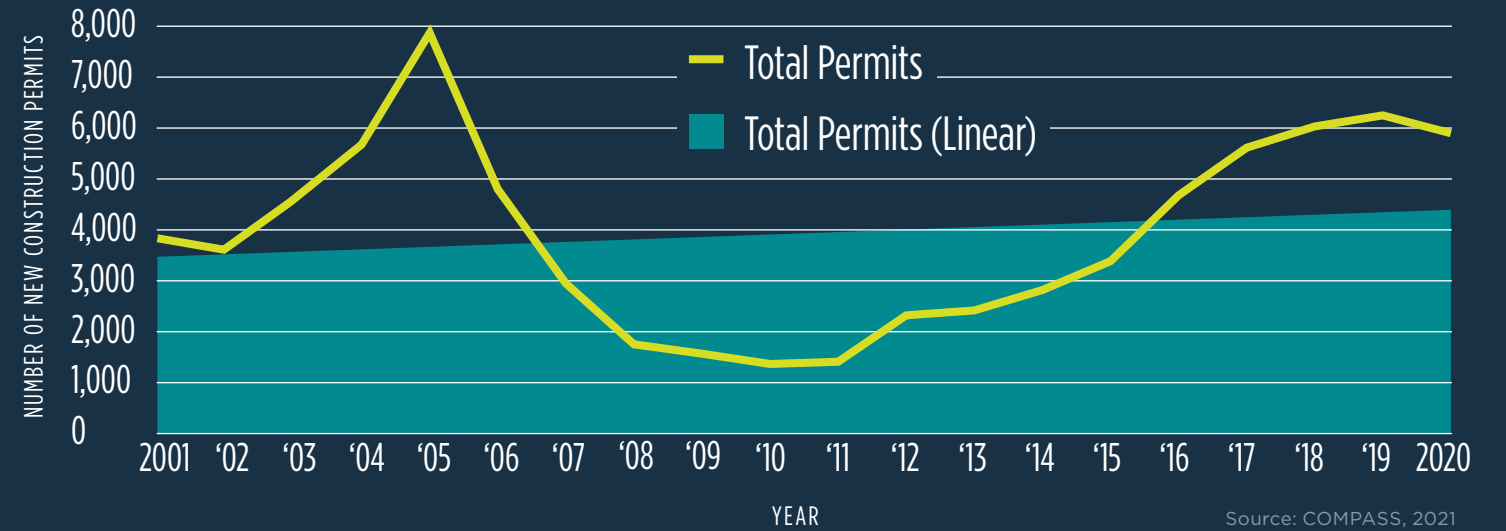


Source: COMPASS, 2021

Growth In Ada County

Total New Construction Permits Issued by Year in Ada County

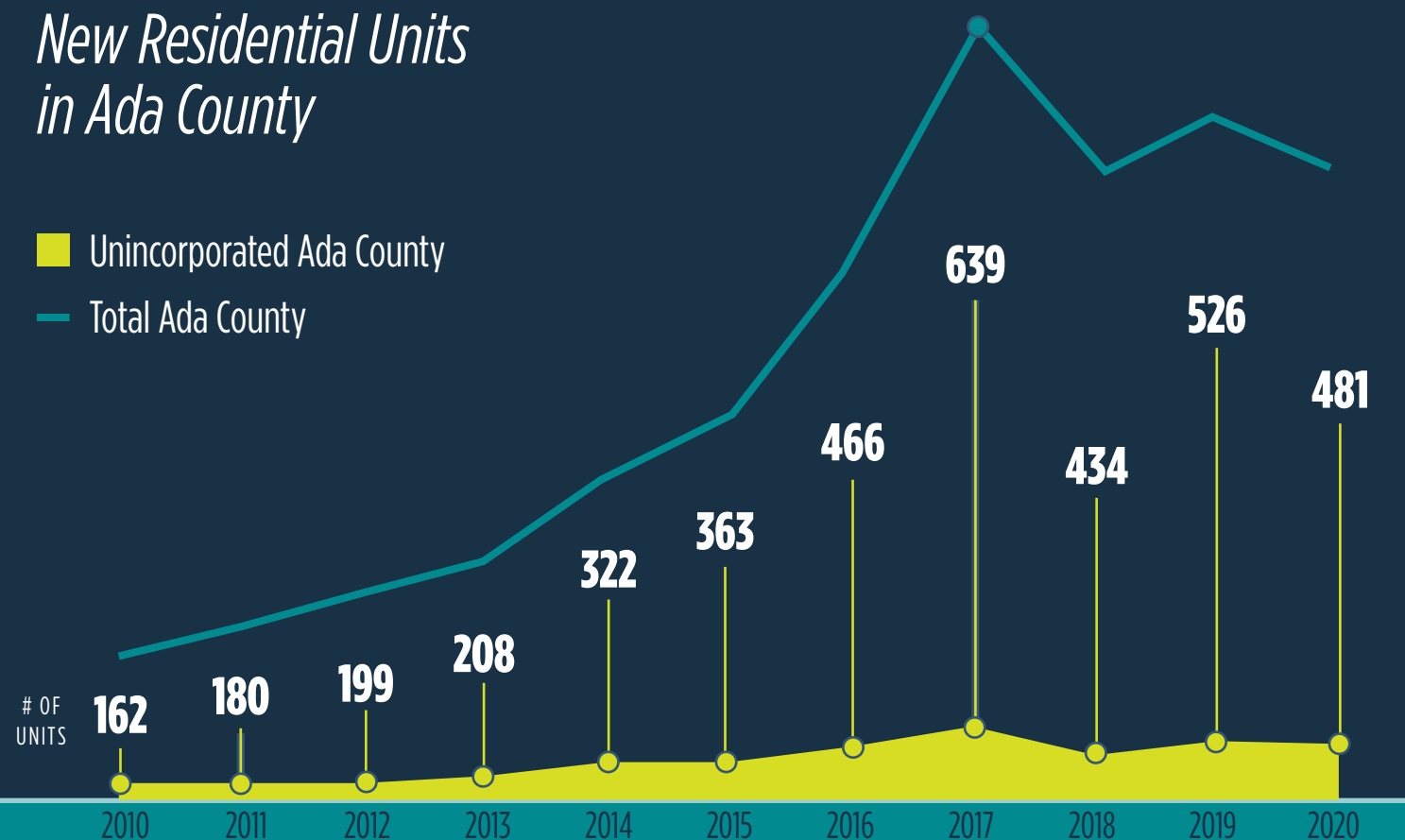
Total new construction permits indicate the demand for new residential units (single-family, multi-family, and mobile homes) as well as new non-residential units (such as agriculture, industrial, retail, office, and public buildings) in both incorporated and unincorporated Ada County. Despite a significant decrease in new construction following the economic recession of 2008, Ada County has grown steadily in the past 20 years.



Source: COMPASS, 2021

New Residential Units in Ada County

■ Unincorporated Ada County
— Total Ada County

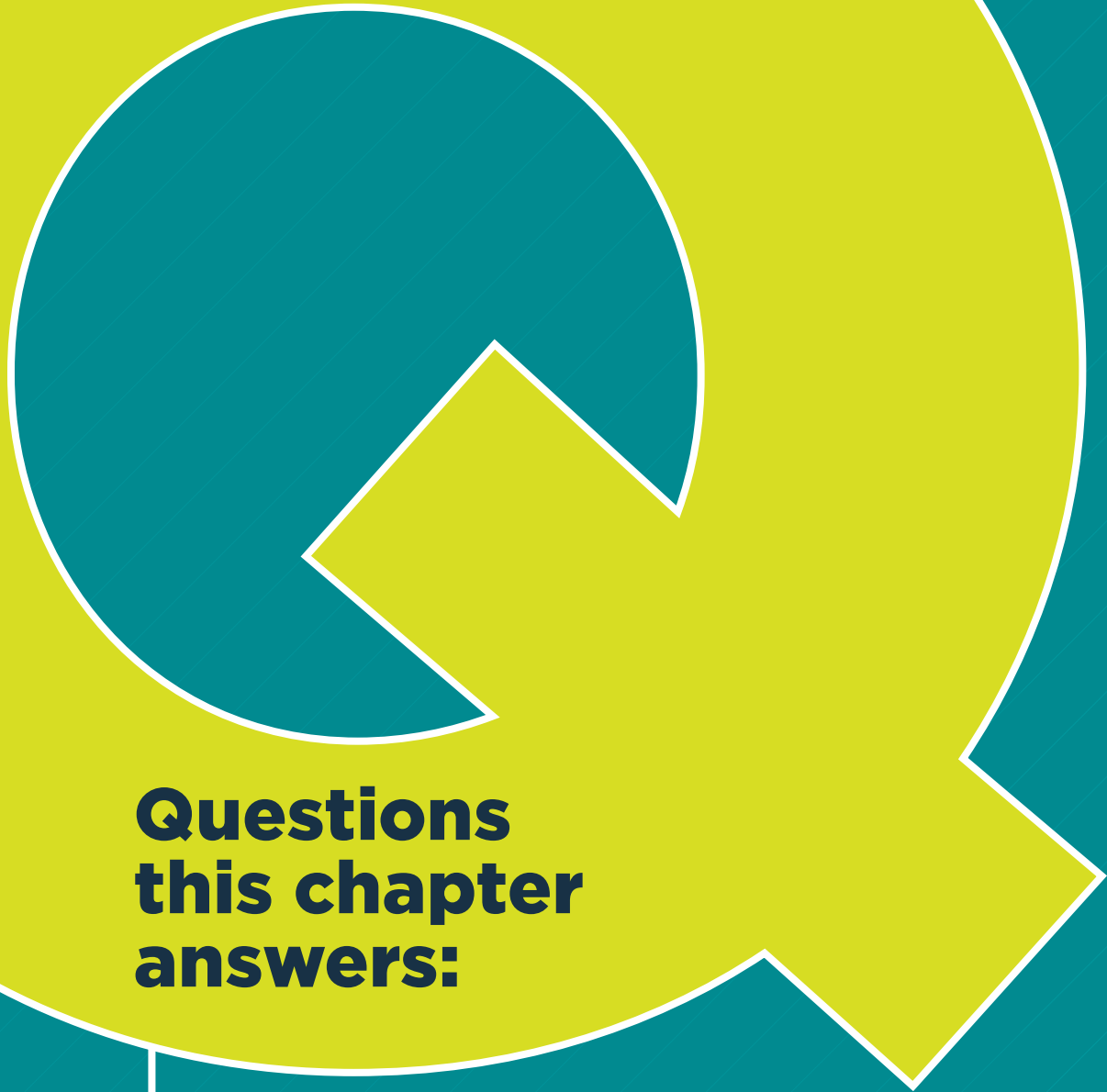


Source: COMPASS, 2021



4. TRANSPORTATION ACTION PLAN FRAMEWORK

Now that we know where we're going, here's what we can do.



Questions this chapter answers:

- What are the vision and goals for this plan?
- What actions will be taken to implement it?
- What are Ada County's Priority Corridors?

Moving The Plan Forward: Goals, Strategies, And Actions

The Transportation Action Plan project team worked closely with Ada County staff, the Board of Commissioners, and Ada County's planning partners to identify and develop goals, strategies, and actions that will enhance the County's contributions to transportation and land use planning in the Treasure Valley.

Transportation Action Plan Framework Guiding Principles



Mobility



Safety



Efficiency



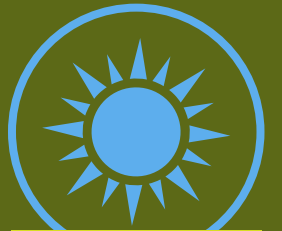
Equity & Accessibility



Fiscal Responsibility



Environmental Stewardship



Livability

The Vision

The guiding principles inform Ada County's transportation vision, as shared in the Ada County Comprehensive Plan 2025:

Ada County is committed to making sure all individuals in Ada County can walk, bike, take public transit, and drive on streets that are safe for everyone, regardless of who they are or where they live.

Goals, Strategies, Actions, & Metrics

Goal 1: Collaborative Partnerships

Achieve the Ada County Transportation Vision through active dialogue with state, regional, and local partners, the public, and others who invest in the County to provide consistent plans and maximize influence on the regional transportation network.



Goal 2: Value-Added Planning Process

Continue to promote integrated land use and multimodal transportation decision-making through a transparent, coordinated planning process.



Strategy 1: Serve as an educator.

Action	Metric
Develop and present Transportation & Land Use 101 courses online and in-person at community group meetings.	<ul style="list-style-type: none"> Virtual course live and advertised Presentation developed X presentations per year
Develop and present Transportation & Land Use 201: Equity courses online and in-person at community group meetings.	<ul style="list-style-type: none"> Adapted presentation # of presentations

Strategy 2: Serve as a coordinator.

Action	Metric
Facilitate an “all agency” meeting with planning partners prior to the Integrated Five Year Work Plan process to discuss project priorities and areas of mutual opportunities and concerns and hold one meeting per year with partner agencies to discuss: <ul style="list-style-type: none"> Area-wide goals and priorities Annexations Traffic Significant development projects 	<ul style="list-style-type: none"> 2 meetings per year
Host bi-annual “All-Agency” meetings with planning partners to discuss area-wide goals and priorities, annexations, transportation conditions, and significant development projects.	<ul style="list-style-type: none"> # of projects
Facilitate joint meetings with planning partners on large-scale development projects to discuss project priorities and areas of mutual opportunity.	

Strategy 1: Streamline the development review process.

Action	Metric
Create a simple checklist to quickly assess and prioritize the appropriate level of effort required from Ada County on other partner agencies plans and development application reviews.	Checklist developed and implemented
Continue to enhance Ada County Development Services notification system to include information to help partner agencies more quickly assess their appropriate level of participation in commenting and development review meetings (i.e., site address, location figure, development description).	System reviewed and updated at least annually
Create a set of guidelines for partner agencies to inform them on how and when to best engage with Ada County on development review applications, planning studies and other area wide initiatives.	Guidelines developed

Strategy 2: Approve plans and developments that are consistent with the countywide land use and transportation vision.

Action	Metric
Amend the development review checklist to align with the transportation vision and goals. Verify alignment with development standards and zoning ordinance.	Checklist modified
Conduct annual training for commissioners on how to review and “condition” an application.	Trainings conducted

Strategy 3:

Proactively collaborate to incorporate County goals into ACHD development conditions.

Action	Metric
Provide guidance on how variances and/or waivers to standards and land use actions that impact multi-modal transportation infrastructure are decided to promote consistency and connectivity in the transportation system across jurisdictions.	Guidance developed
Consolidate Ada County recommendations and comments per the Ada County-ACHD Impact Fee Collection and Development Review Agreement.	Ada County comments consolidated before being sent to ACHD

Goal 3: Maintain Quality of Life through Fiscally-Responsible Planning

Promote multimodal connectivity and uniform roadway, walking, and biking facilities across jurisdictions and into unincorporated Ada County to move people and goods reliably, safely, and cost-effectively today and far into the future.



Strategy 1:

Provide guidance on which projects should have highest priority from an Ada County perspective.

Action	Metric
Develop project prioritization criteria based on quantitative and qualitative data that support Ada County's transportation goals and can be used to determine which projects Ada County should champion.	Project prioritization criteria developed and implemented
Write letters of support for regionally significant projects being developed by partner agencies.	X letters written
Identify, map and periodically update the locations of transportation disadvantaged/underrepresented populations, including concentrations of children, elderly, low-income, racial/ethnic minority, English as a second language (ESL) and zero-car households, and use this information to help inform land use and transportation decisions.	# of projects reviewed through the lens of equity

Strategy 2:

Facilitate the County's ability to condition connecting right-of-way/easements as part of the entitlement process for new developments.

Action	Metric
Adopt the ACHD Master Street Map as a Comprehensive Plan Amendment.	# of plans adopted
Adopt the ACHD Livable Streets Performance Measures as a Comprehensive Plan Amendment.	Performance measures adopted
Adopt City Trails & Pathways Plans as Area of City Impact Agreement Amendments.	Master Street Map adopted
Revise transportation infrastructure standards & codes to better align with adjacent jurisdictions.	Standards and codes revised
Reserve and appropriately maintain ROW or public easements along roadways in unincorporated Ada County for future uses such as landscape buffers and multi-modal facilities, in alignment with the ACHD Master Street Map.	Funding mechanisms study completed
Investigate cost-share mechanisms between Ada County and the Cities for transportation infrastructure within the ACIs.	# of development applications with ROW/easement conditioned

Strategy 3:

Intentionally plan for active and recreational transportation connectivity.

Action	Metric
Develop an Ada County Trails & Pathways Plan that focuses on active transportation infrastructure in unincorporated Ada County and connectivity with the existing and planned networks within Cities.	Plan developed and adopted
Facilitate the creation of a Trails and Pathways User Working Group to understand the needs and challenges of walkers, hikers, road and mountain bikers, and equestrians; to gather feedback on system conditions; and to proactively plan for a complete network of pathways and trails in Ada County.	Working Group created and # of meetings per year

Goal 4: A Sustainable Transportation System

Incorporate environmental, social, and economic considerations into transportation decisions to reduce fuel consumption, vehicle emissions, and congestion to protect the quality of life in our communities.



Goal 5: Forward Thinking about Emerging Technology

Monitor and champion emerging transportation technologies to maximize the efficiency and effectiveness of the transportation system



Strategy 1:

Coordinate with partner agencies to enhance system capacity.

Action	Metric
Adopt Valley Regional Transit plans as Comprehensive Plan amendments.	Plans adopted
Actively support secure, consistent funds for transit operations.	Monitor % of annual budget supporting transit projects
Establish and monitor a mode share goal for the County, with the purpose of increasing walking, rolling, bicycling, and riding transit.	Goals set and monitored
Collaborate with VRT, ACHD Commuteride, and COMPASS to enhance the success of travel demand strategies in the County.	TDM toolbox created
Support efforts to increase transit access at county facilities, as outlined in the Ada County Master Facilities Plan.	# of County facilities served by VRT

Strategy 2:

Transition to green infrastructure.

Action	Metric
Assess County-wide electric vehicle charging infrastructure needs and siting.	# of electric vehicle charging stations
Transition Ada County fleet to zero-emissions vehicles.	% fleet converted

Strategy 3:

Consider open range areas and wildlife corridors in planning projects.

Action	Metric
Collaborate with the Idaho Department of Fish & Game to include mapped migration corridors in Ada County's open GIS portal to be used as a land use and transportation planning tool.	Migration corridors mapped
Coordinate with ACHD to identify strategic locations for additional 'Open Range' signs to alert the traveling public.	# of signs installed

Strategy 1:

Lead by example.

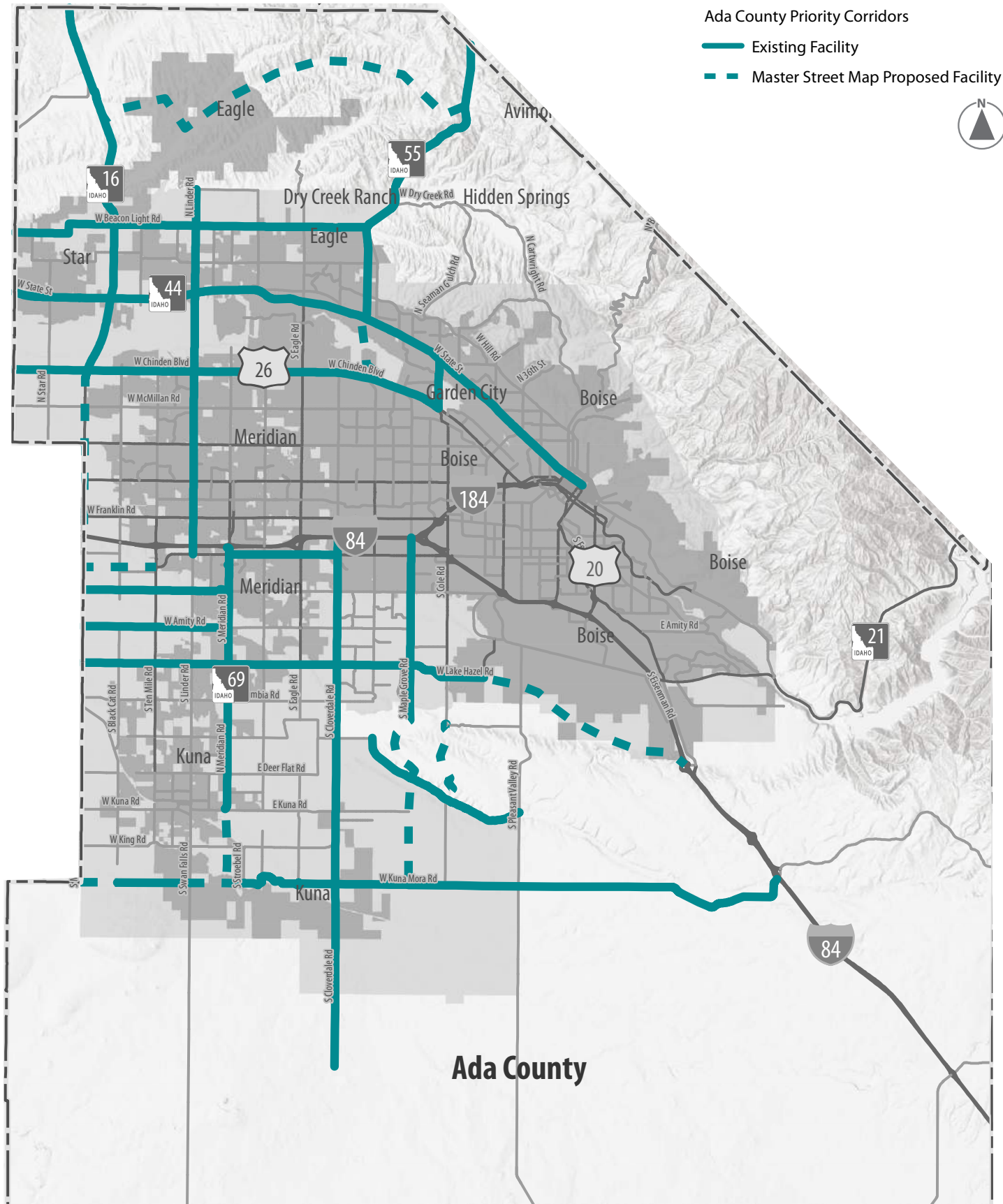
Action	Metric
Pursue partnerships with academic, the private sector, non-profits, and other regional partners to advance and pilot new mobility technology applications.	# of meetings facilitated
Collaborate with partner agencies for cross boundary alignment and cooperation on traffic technology interoperability, a regional network of electric vehicle charging, and shared mobility deployments.	# of pilots deployed

Strategy 2:

Serve as a countywide data and information resource.

Action	Metric
Expand the existing Ada County GIS Web Map to include transportation, demographic (such as transportation-disadvantaged communities, youth, seniors, low-income, low-English, and zero-car households), and telecommunications data, and update regularly. Utilize this information to inform land use and transportation decisions.	GIS Data source website updated bi-annually
Collect, manage, and analyze County-wide data on emerging technologies to share with planning partners. Monitor and report on the development and impacts of emerging technology applications.	# of datasets available
Create new mobility guidelines for partner agencies regarding open data, operational compliance, and equity.	Share information twice annually

Priority Corridors



What are Priority Corridors?

Ada County worked with its partner agencies to identify regionally-significant priority corridors partially within Ada County's jurisdiction. Through a geospatial analysis, Ada County examined a variety of factors such as:

- Where growth will happen in 2040
- Where crashes happened in the last five years
- Where traffic volumes were highest in 2020
- Where bicycle facilities are currently located and where planned ones will be built
- Where transit routes currently serve
- Where Ada County residents commute to

These factors, in combination with stakeholder input, helped Ada County craft their priority corridors. Ada County will work closely with planning partners to enhance planning and multimodal transportation solutions along these corridors as well as focusing on Ridge to Rivers trail system connections.

Ada County's Priority Corridors include the following segments, in order from northwest to southeast:

- SH-16, Gem County Boundary/Chinden Blvd (US-26)
- Beacon Light Rd, Canyon County Boundary/SH-55
- State St (SH-44), Canyon County Boundary/8th St
- Chinden Blvd (US-26), Canyon County Boundary/Glenwood St
- Linder Rd, Homer Rd/Overland Rd
- SH-55, Boise County Boundary/SH-44
- Meridian Rd (SH-69), I-84/Kuna Rd
- Victory Rd, Canyon County Boundary/Meridian Rd (SH-69)
- Amity Rd, Canyon County Boundary/Meridian Rd (SH-69)
- Lake Hazel Rd, Canyon County Boundary/Orchard St
- Cloverdale Rd, I-84/Current Terminus
- Maple Grove Rd, I-84/Current Terminus
- Ten Mile Creek Rd, Hubbard Rd/Pleasant Valley Rd
- Kuna Mora Rd, Current Terminus/I-84
- Glenwood St, State St (SH-44)/Chinden Blvd (US-26)

Potential connections that are located in priority areas include:

- SH-16, Chinden Blvd (US-26)/Canyon County Boundary
- SH-55, SH-44/Chinden Blvd (US-26)
- Meridian Rd (SH-69), Kuna Rd/Kuna Mora Rd
- Kuna Mora Rd, Canyon County Boundary/Current Terminus
- Maple Grove Rd, Current Terminus/Kuna Mora Rd
- Cole Rd, Current Terminus/Ten Mile Creek Rd
- Lake Hazel Rd, Current Terminus/I-84
- Pearl Rd, SH-16 / SH-55
- Overland Rd, Ten Mile Rd / Canyon County Boundary

For more information on how the priority corridors were mapped, see Appendix E: Priority Corridors



APPENDICES

- A. Previous Planning Efforts in Ada County
- B. Stakeholder Outreach
- C. Public Outreach
- D. Existing Conditions Mapping
- E. Priority Corridors

Appendix A: Previous Planning Efforts in Ada County

Ada County 2025 Comprehensive Plan (2016)

As the official policy document of the Planning and Zoning Commission (P&Z) and Board of County Commissioners (BOCC), the Comprehensive Plan provides a concise statement of the County's objectives for future development within unincorporated areas of the County and in municipal growth areas. The Plan states the values and vision of County residents as expressed through a robust public participation process that involved the general public, other government agencies, members of the P&Z, and the BOCC. In addition to serving as a tool for daily decision making, the Plan also documents compliance with the Local Land Use Planning Act, provides policy guidance for the County Zoning Ordinance, creates a framework for community partners to collaborate on land and resource management, and educates the public on the short- and long-term goals for service provision within the County.

Blueprint for Good Growth (2005)

Collaborating with partner agencies in 2006, Ada County produced a framework for growth management in the Treasure Valley to guide land use and public facility investments. This document established a vision for growth that centers around Growth Tiers, which are defined areas subject to a specific set of policies. Growth Tiers include Activity Centers, Cities, Transit Corridors, Impact Areas, Rural Areas, Planned Communities, and Public Lands. These policies have since been adopted into city comprehensive plans, the COMPASS long range transportation plan (Communities in Motion), and Valley Regional Transit plans.

Ada County Master Facilities Plan (2018)

Supporting both the Ada County Comprehensive Plan and the Strategic Business Plan, the Master Facilities Plan defines and describes existing facility conditions, determines current and future needs, and evaluates how to accommodate all County departments and offices in order to best serve the residents of Ada County, in lieu of existing and projected growth.

Boise River Trail Plan (2009)

In collaboration with regional partners in Canyon County, this plan establishes a long term vision for 63 miles of shared use paths along the Boise River, and exemplifies a successful multi-jurisdictional approach to the provision of open space access, the preservation of natural resources, and the creation of active transportation routes that provide regional connectivity.

Oregon Trail Recreation Area Plan (2020)

In accordance with Ada County guiding policies, this master plan was created to document the intergovernmental agreements, funding, and completed work in the Oregon Trail Recreation Area. This document exemplifies the collaboration between multiple government agencies to ensure the protection of open space, the provision of public transportation and recreation facilities, and the continued management of land and transportation in a unified manner.

Parks, Open Space, and Trails Plan (2007)

This comprehensive assessment of parkland needs, challenges, and opportunities across Ada County was created in collaboration with local and state partners. With a focus on implementation, this Plan outlines improvements, operations, and financing strategies.

Partner Documents Reviewed

Ada County Highway District

- ADA Transition Plan (2019)
- Capital Improvement Plan 2020 – 2040 (2020)
- Complete Streets Policy (2009)

- Cost Share Policy (2009)
- Integrated Five Year Work Plan 2021 – 2025 (2020)
- Integrated Five Year Work Plan – Annual Report (2020)
- Integrated Five Year Work Plan Schedule (2020)
- Information Technology Strategic Plan (2017)
- Livable Streets Performance Measures (2021)
- Master Street Map (2018)
- Pedestrian & Bicycle Transition Plan (2005)
- Roadways to Bikeways Plan (2009)
- Roadways to Bikeways Addendum (2018)
- Strategic Plan 2035 (2016)

City of Boise

Partner Documents Reviewed (cont'd)

- Blueprint Boise Comprehensive Plan (2018)
- Boise Transportation Action Plan (2016)
- Boise Transportation Action Plan White Papers (2016)
- Keep Boise Moving : City of Boise Transportation Strategy Workbook, Session 2: Boise's Transportation Tools (2019)

City of Eagle

- Eagle is HOME Comprehensive Plan (2020)
- Eagle Pathways & Trails Master Plan (2019)

City of Garden City

- Transportation Needs List (2021)
- Garden City Comprehensive Plan (2021)

City of Kuna

- Envision Kuna Comprehensive Plan (2019)
- Kuna Pathways Master Plan (2019)

City of Meridian

- Meridian Comprehensive Plan (2019)
- Meridian Rail-with-Trial Action Plan (2007)
- Downtown Meridian Street Cross-section Master Plan (2014)
- East 3rd Street Extension Alignment Study Report (2009)

City of Star

- Star Comprehensive Plan (2015)
- Star Recreation & Alternate Transportation Plan (2019)
- Downtown Revitalization Plan (2011)

Community Planning Association of Southwest Idaho

- Transportation Improvement Program FY 2021 (2020)
- Communities in Motion 2.0 – 2040 (2018)
- Communities in Motion – 2040 (2014)
- Integrated Communication Plan (2018)
- Complete Streets Policy (2009)

Idaho Transportation Department

- IdaGO 2040: Long Range Transportation Plan (2019)
- Statewide Transportation Improvement Program 2020 – 2026 (2019)

Valley Regional Transit

- Valley Connect (2005)
- Valley Connect 2.0 (2018)
- State Street Corridor Transit Oriented Development Study (2019)

Appendix B: Stakeholder Outreach

Ada County Stakeholders

Ada County Highway District (ACHD)

- Ryan Head
- Tom Laws
- Mindy Wallace
- Christy Little
- Tessa Greegor
- Nicole Stern

Idaho Transportation Department District 3 (ITD)

- Cecilia Arritola
- Mark Wasdahl

Community Planning Association of Southwest Idaho (COMPASS)

- Liisa Itkonen
- Carl Miller

Valley Regional Transit (VRT)

- Stephen Hunt

Ridge to Rivers Partnership

- David Gordon

Planned Communities

- Brad Pfanmuller, Avimor
- Dan Richter, Avimor
- Lisa Ahrens, Hidden Springs

Neighborhood Associations

- Marisa Keith, Southwest Ada County Neighborhood Alliance
- Kathy Corless, South Cole Neighborhood Association
- Earl Heinrichs, South Cole Neighborhood Association

City of Boise

- Eliza Walton
- Bre Brush
- Andrea Turning
- Karen Gallagher

City of Eagle

- Nichoel Baird-Spencer
- Steve Noyes

City of Garden City

- Jenah Thornborrow

City of Kuna

- Jace Hellman

City of Meridian

- Caleb Hood
- Brian McClure
- Kim Warren

City of Star

- Shawn Nickel

School Districts

- Lanette Daw, Boise School District
- Marci Horner, West Ada School District

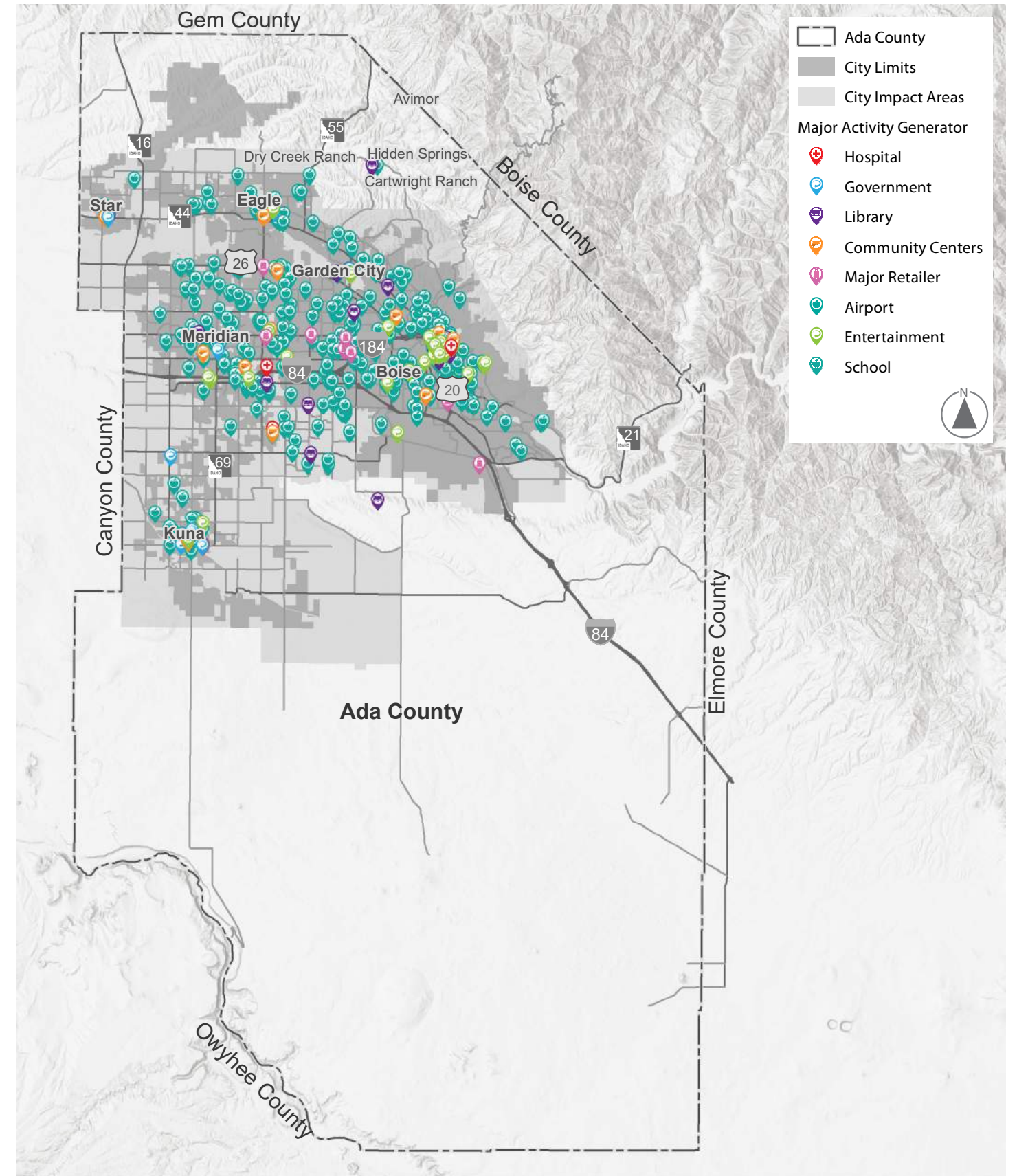
Appendix C: Public Outreach

Between July 16 and August 16, 2021, public outreach was virtually conducted through the online platforms ArcOnline and Survey Monkey. The TAP Storymap received 170 unique views, and five Ada County residents provided feedback on the draft Ada County Transportation Action Plan through an online survey after viewing the TAP Storymap. The virtual public outreach was advertised on Ada County's website, and distributed through its social media channels.

Appendix D: Existing Conditions Additional Information

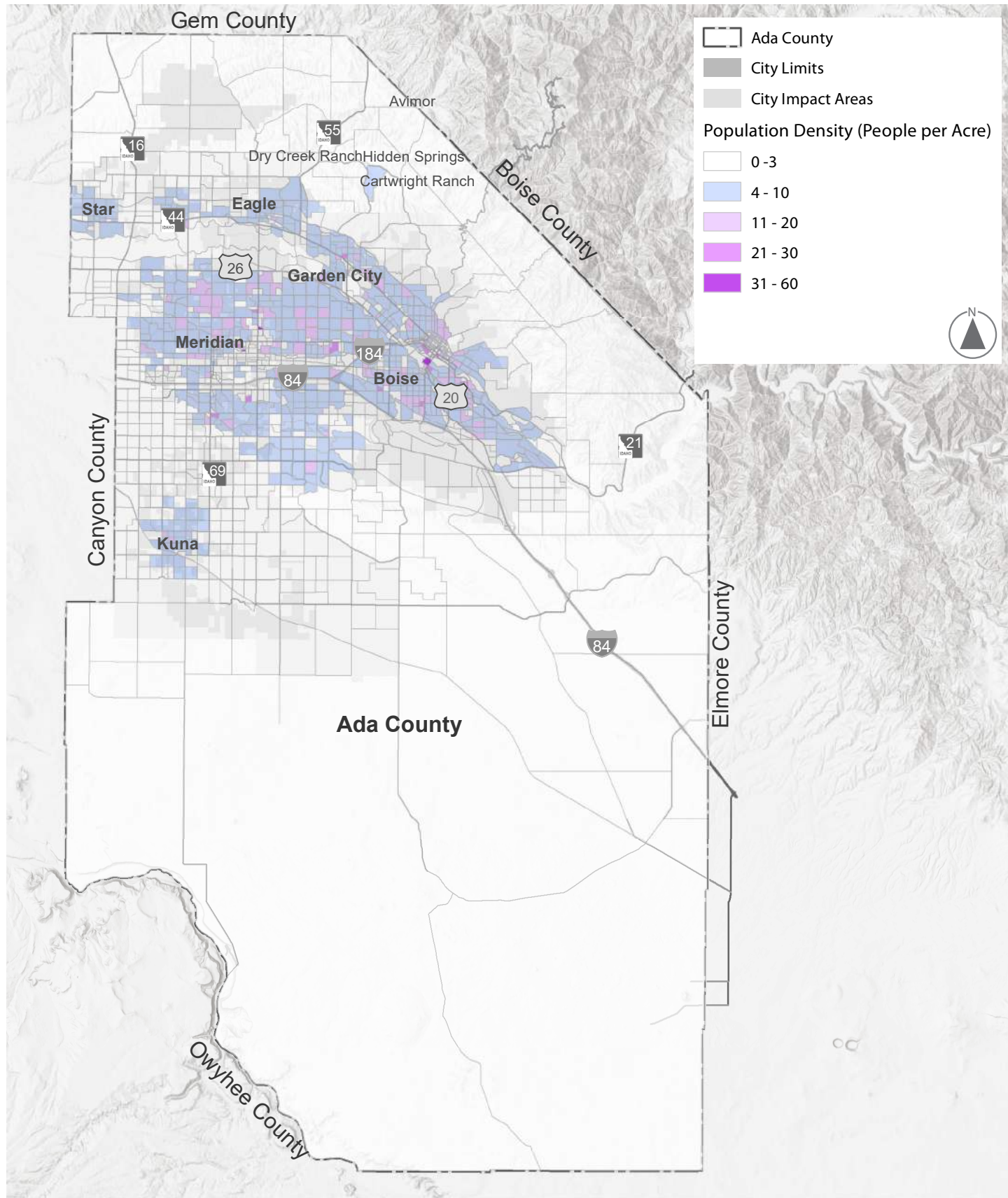
Ada County is a lively and growing community. The following figures outline:

- Population and Job Clusters
 - Major Activity Generators
 - 2020 Population Density
 - Projected Jobs
- Crashes by Severity
- Pedestrian Facilities
- Trails and Pathways
- Pedestrian Facilities Level of Stress
- Bicycle Facilities Level of Stress
- Transit Facilities
- Electric Vehicle Charging Infrastructure
- Broadband Use



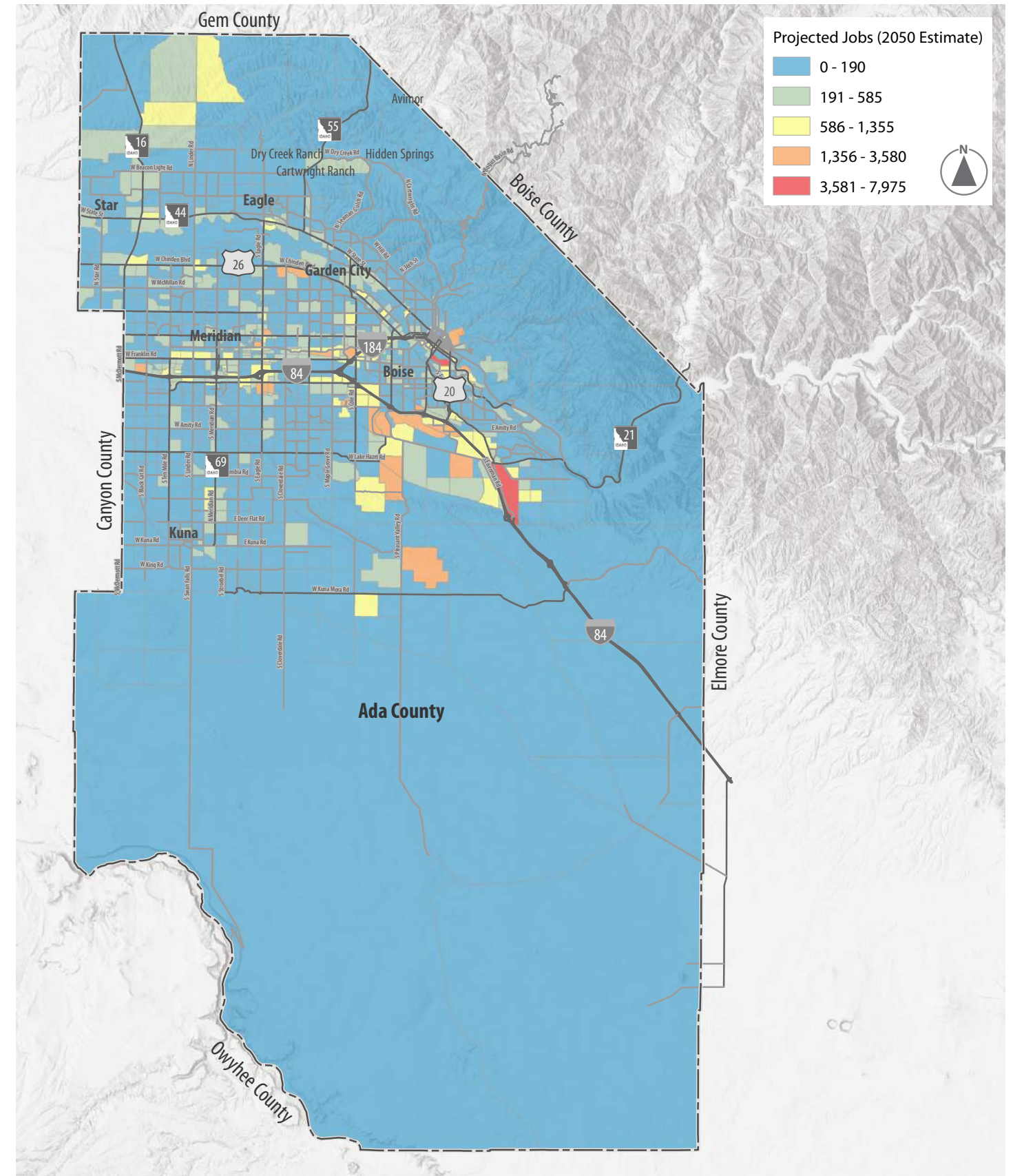
Data Source: ACHD
July 2021

Major Activity Generators



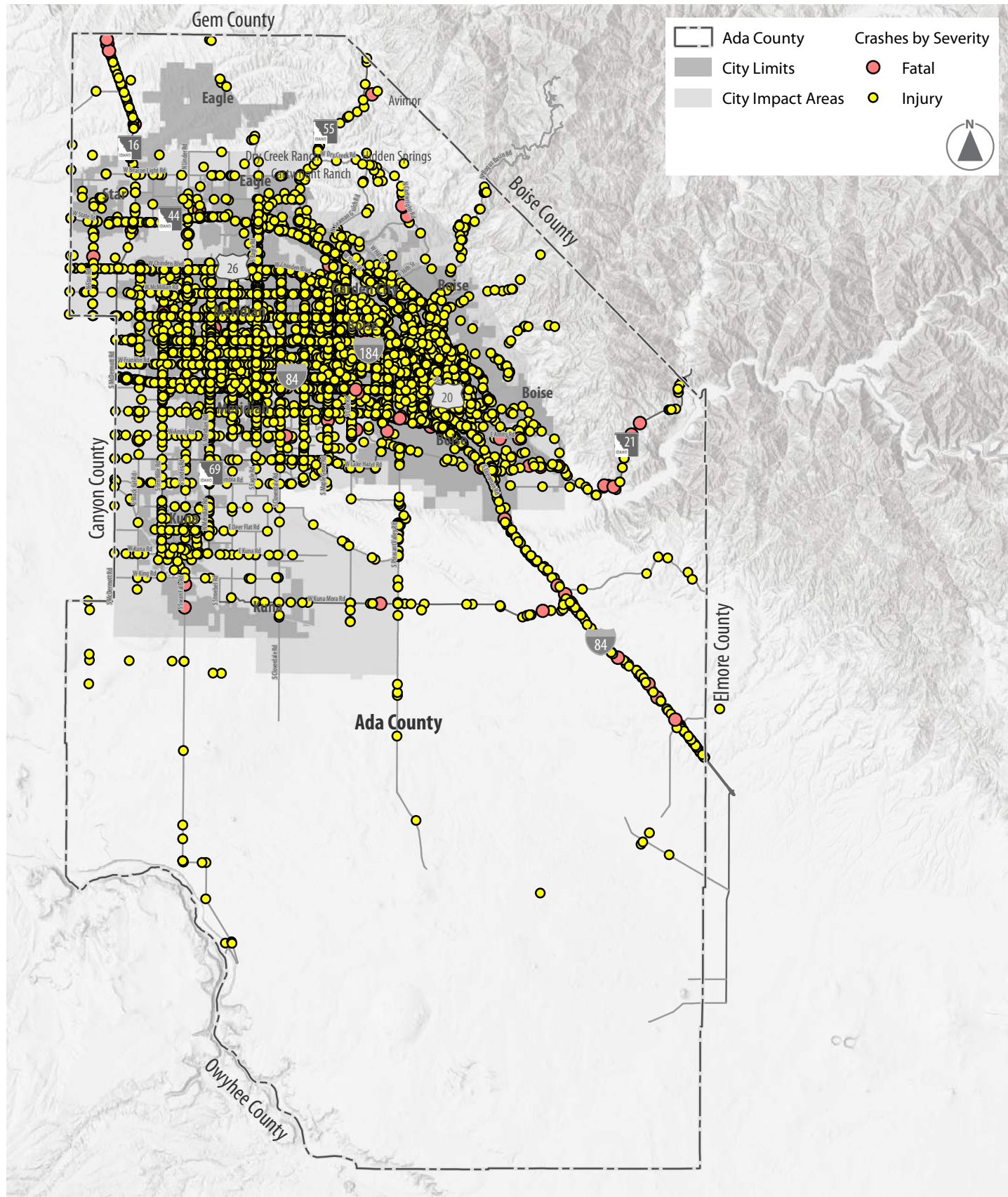
Data Source: ACHD, COMPASS
July 2021

Population Density (2020)



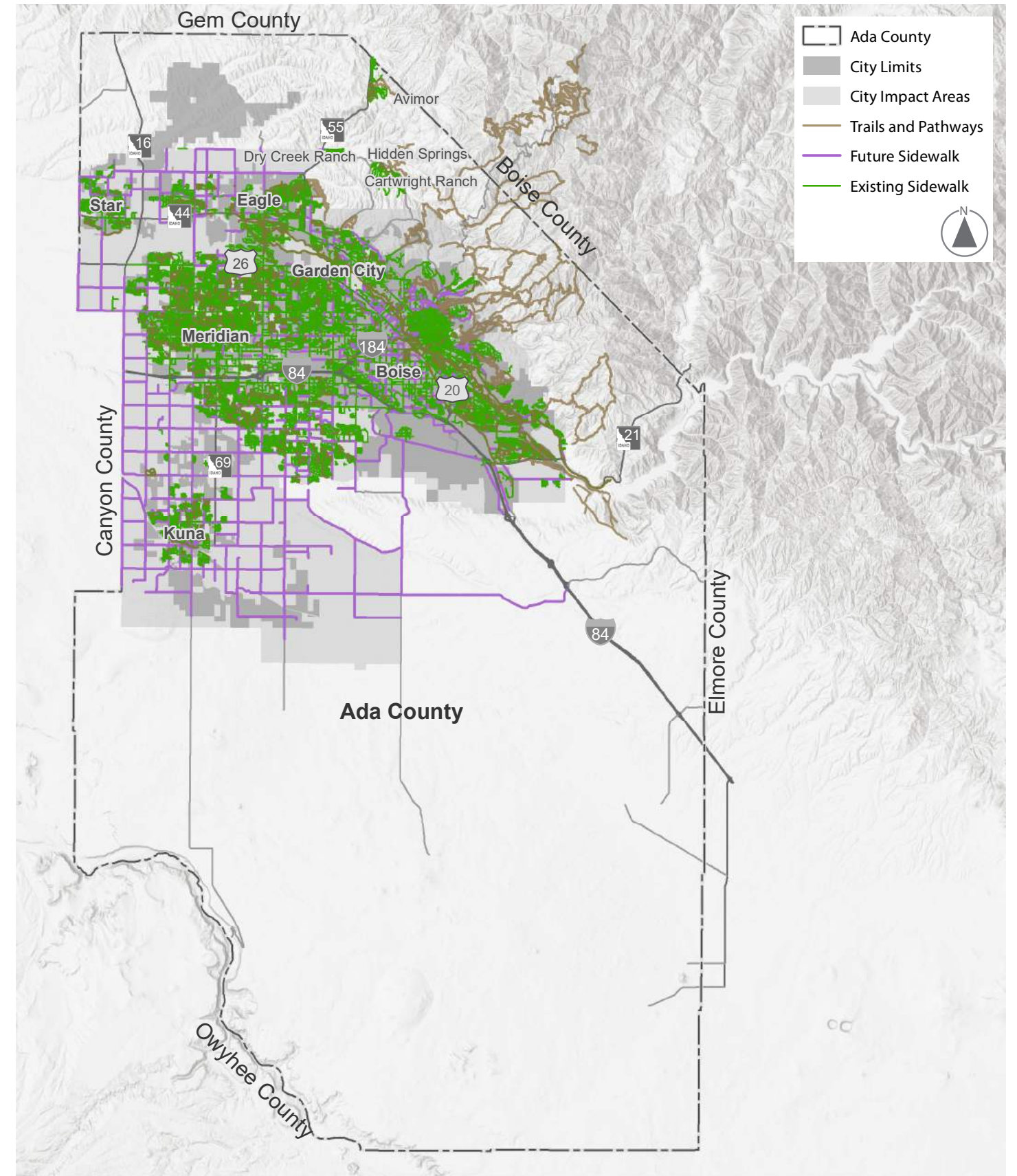
Data Source: ACHD, COMPASS (2021)
September 2021

Projected Jobs (2050 Estimates)



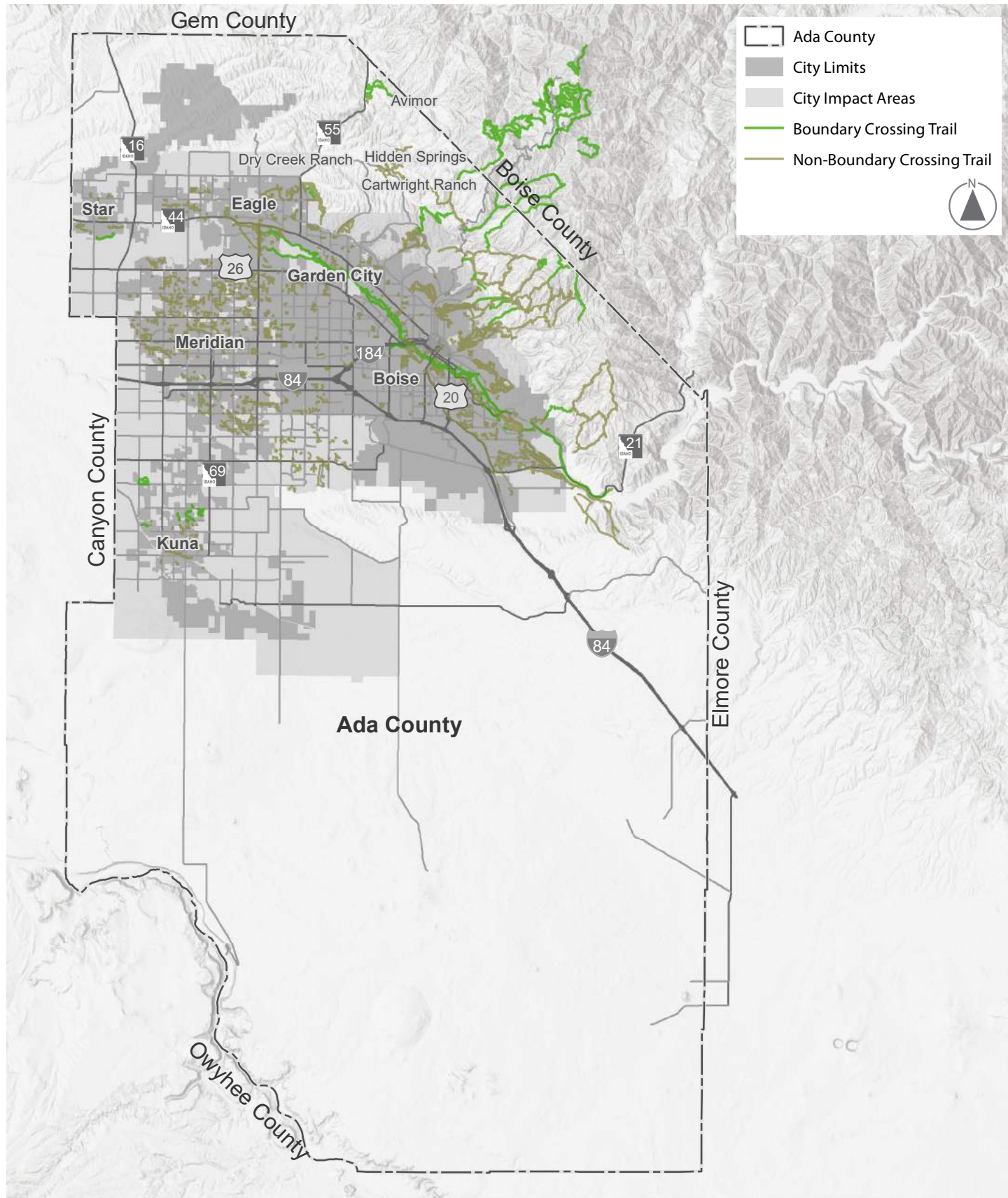
Data Source: ACHD, ITD (2016 - 2020)

Crashes by Severity



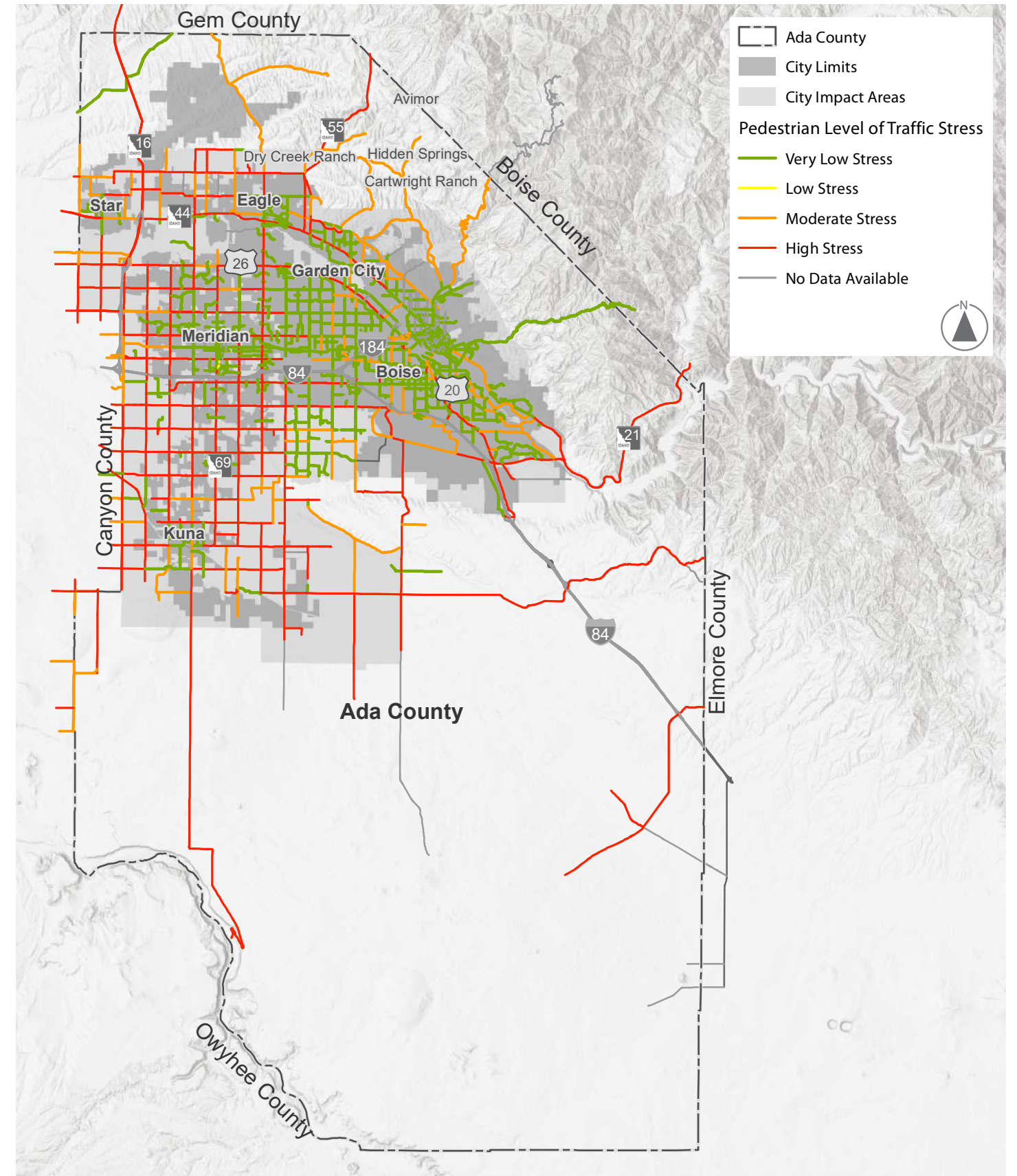
Data Source: ACHD, COMPASS
July 2021

Pedestrian Facilities



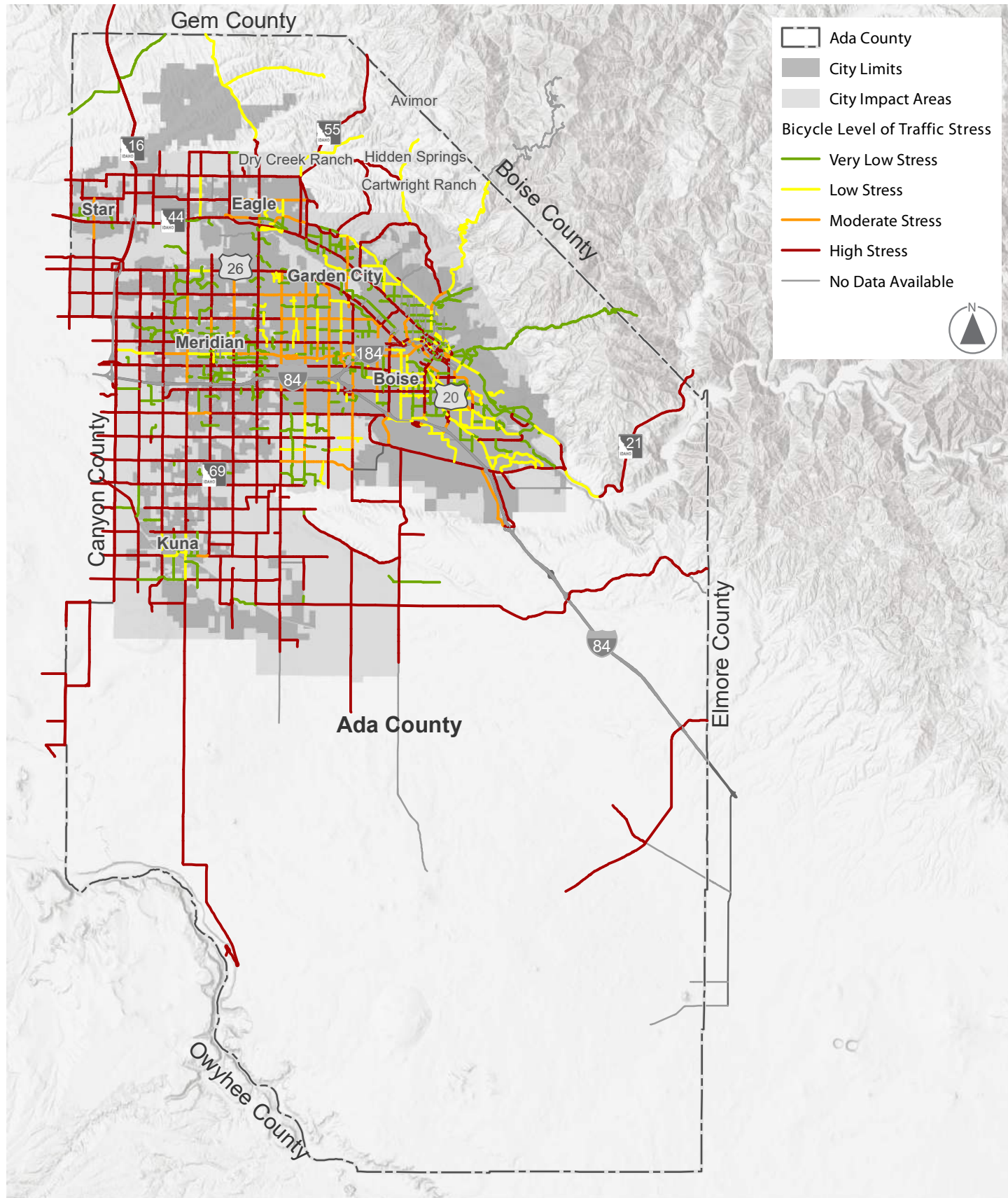
Data Source: COMPASS
July 2021

Trails & Pathways



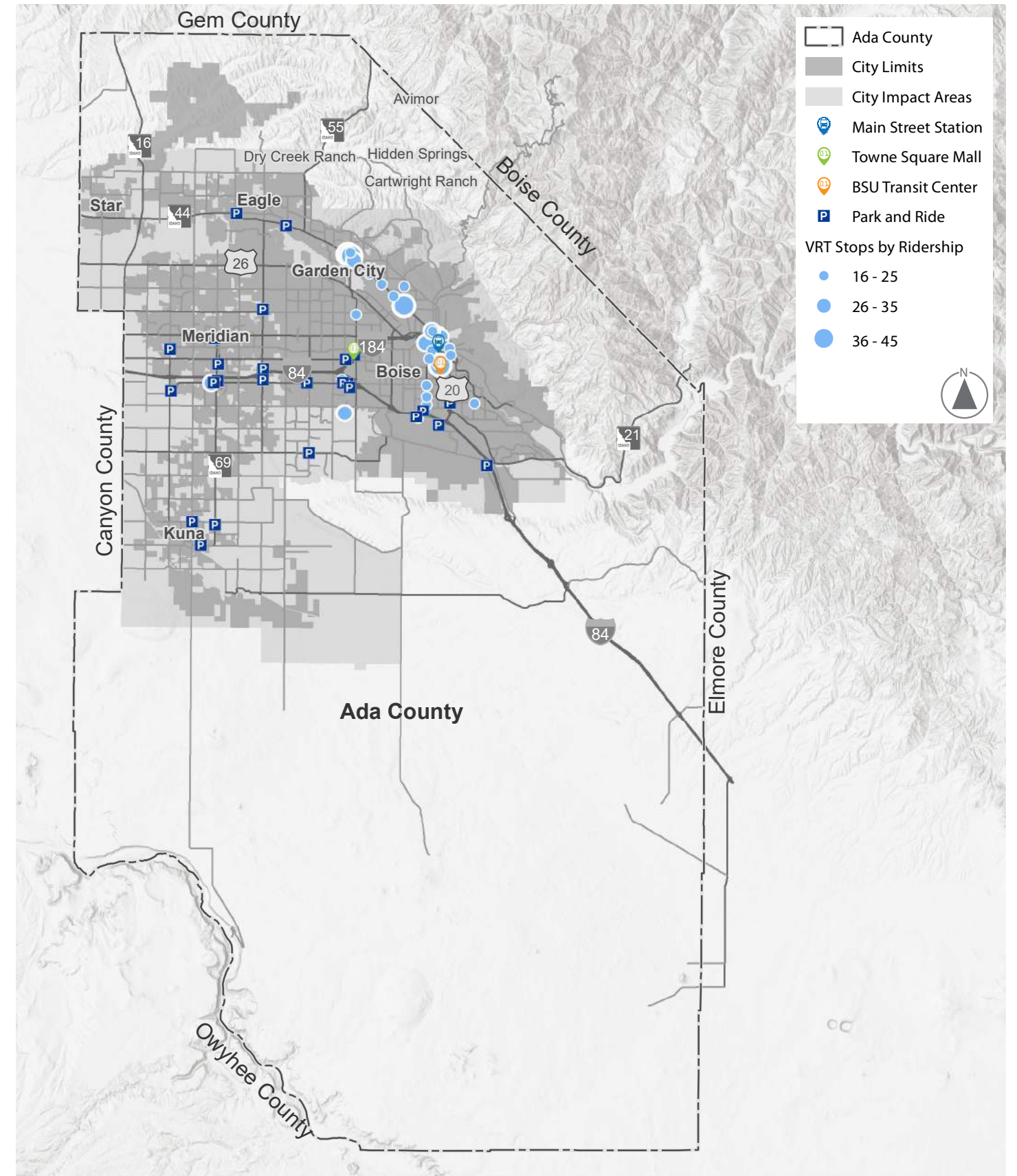
Data Source: COMPASS
July 2021

Pedestrian Level of Traffic Stress



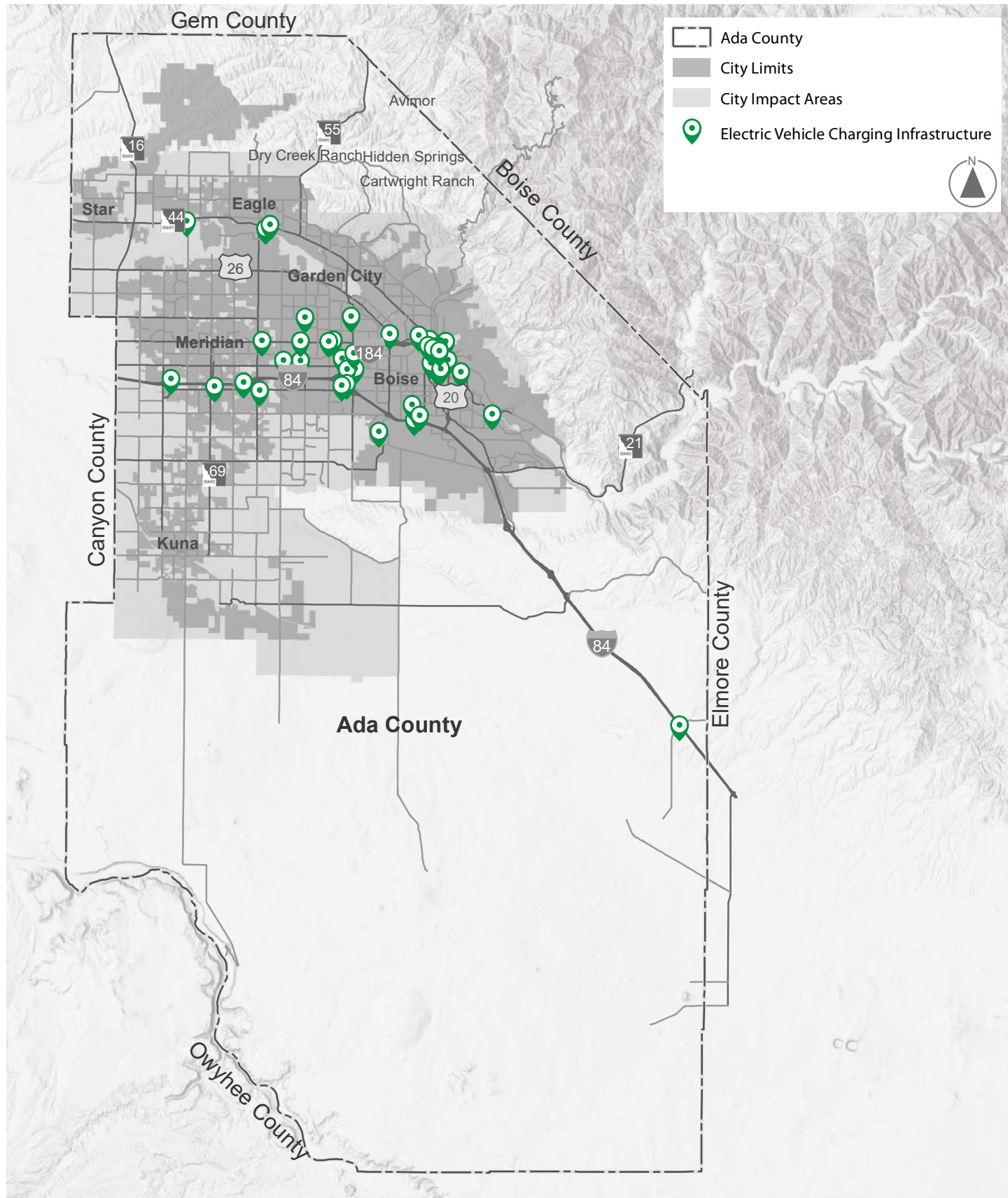
Data Source: ACHD, COMPASS
July 2021

Bicycle Facilities Level of Traffic Stress



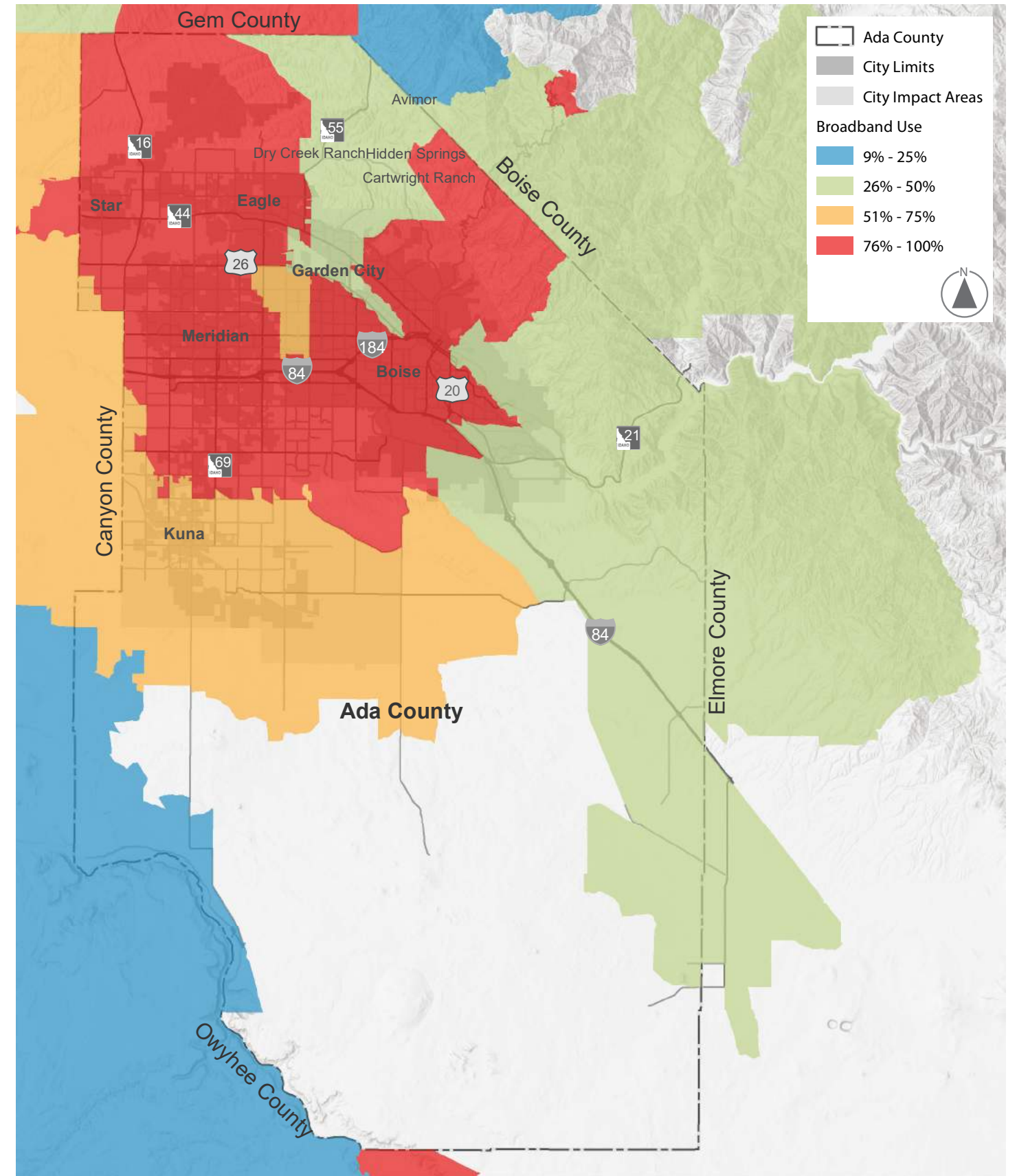
Data Source: COMPASS
July 2021

Transit Facilities



Data Source: US DOE
July 2021

Electric Vehicle Charging Infrastructure



Data Source: ACHD, Microsoft Corporation
July 2021

Microsoft estimates broadband usage by combining Microsoft service data with the number of households per zipcode. Usage is based on the Federal Communication Commission's definition of broadband, at 25 megabits per second. Microsoft measures usage by determining the download speed when a device connects with a Microsoft service.

Broadband Use

Appendix E: Priority Corridors

Priority corridors were determined using a combination of quantitative and qualitative inputs. A geospatial technique known as index modeling was utilized to quantitatively determine impact areas based on a variety of land use and transportation criteria, including:

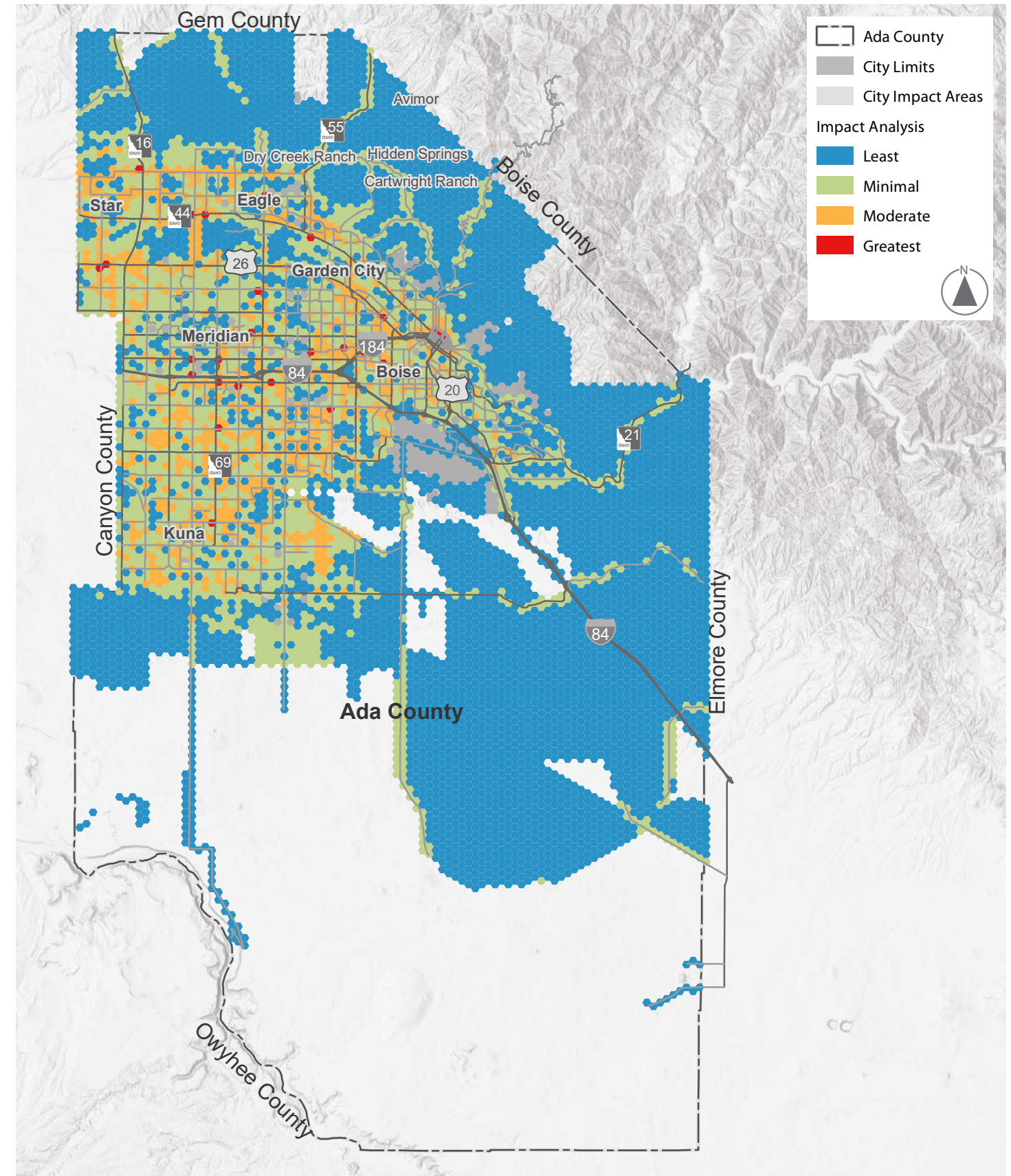
- Political Boundaries - City Limits, Areas of City Impact, and Unincorporated County
- Percent Population Growth (2020 - 2040)
- AADT (Annual Average Daily Traffic Volume)
- Crashes (2014 - 2018)
- Roadway Functional Classification
- Presence of Transit Facility
- Presence of Bike Facility

Index modeling utilizes a grid of polygons to capture the built environment, represented by the criteria listed above. Each feature captured in the model has an influence on the impact of an area, which helps to identify corridors. The strength of the impact is measured on a 1 to 5 scoring system with 1 being least influential and 5 the greatest. Each criteria, available in GIS data through partner agencies ACHD, ITD, COMPASS, and VRT, was intersected with the grid and assigned a score as follows:

- Political Boundaries - (1) City Limits, (3) County Areas, (5) City Impact Areas
- Percent Growth - Percent Growth in each grid cell classified into 5 breaks using Natural Breaks (score 1-5)
- AADT - Sum of ADT in each grid cell and classified into 5 breaks using Natural Breaks (score 1-5)
- Crashes - Sum of crashed in each grid cell and classified into 5 breaks using Natural Breaks (score 1-5)
- Roadway Functional Classification - (4) Highway, (3) Arterial, (2) Collector, (1) Local
- Presence of Transit Facility - Capture number of routes in each grid cell and classified using Natural Breaks (score 1-5), with the most routes receiving the lowest score, to rank higher areas underserved by transit
- Presence of Bike Facility - (1) Bike facility present, (5)

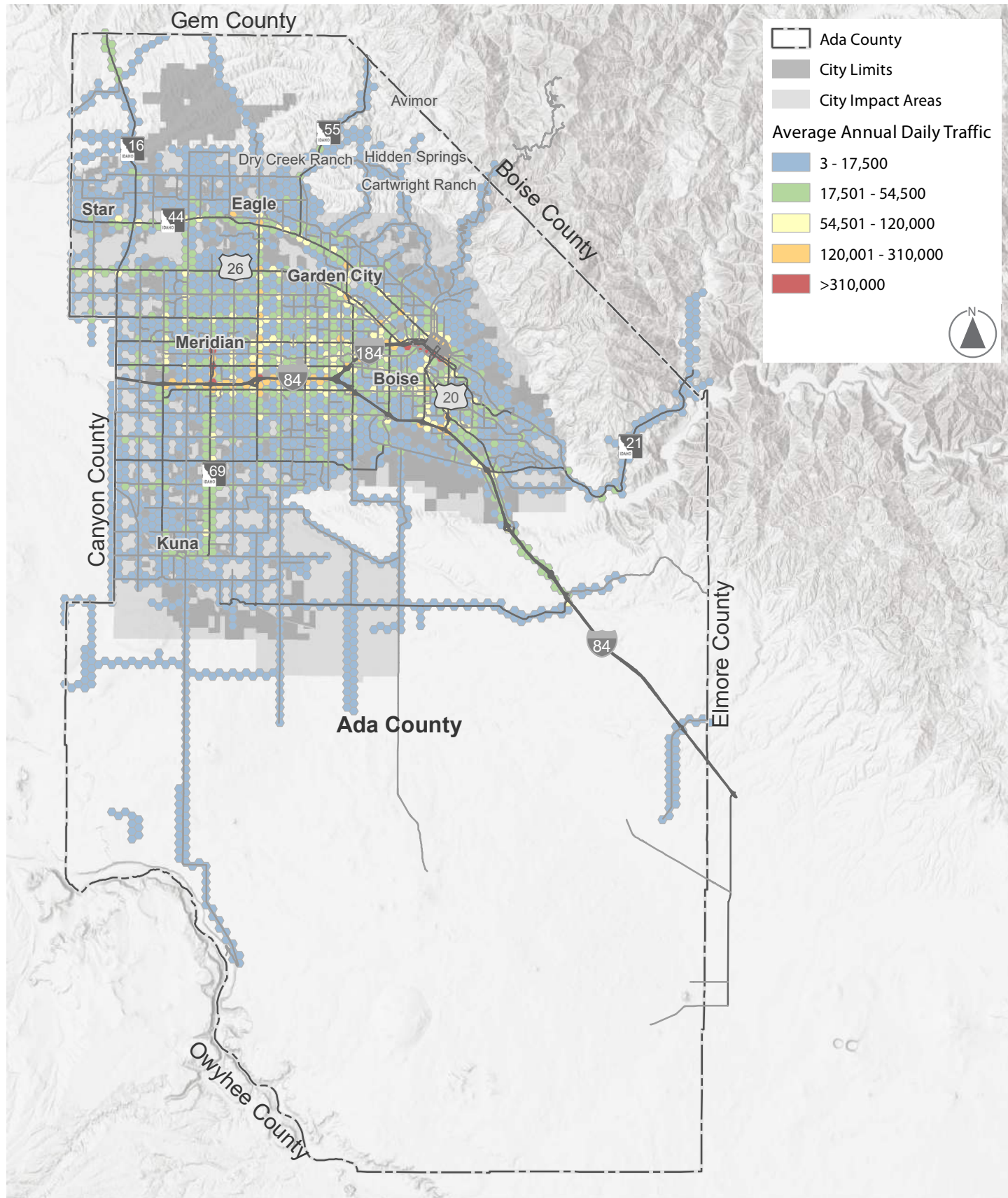
The final step is combining the prioritization criteria and their scores into a composite score by averaging the sum of the criteria scores. Then, weights are applied to the scoring process, to reflect Ada County's vision as illustrated in the Transportation Action Plan. The final score applies a 35% weight to the growth criterion, 35% weight to the AADT criterion, 25% weight to the bike facility criterion, and 5% weight to the transit criterion. As priorities shift over time, these weights can be adjusted as Ada County continues to grow and evolve.

Lastly, stakeholders were asked to provide feedback on the corridors highlighted by the index model analysis. The analysis for each criterion is displayed in the figures on the following pages.



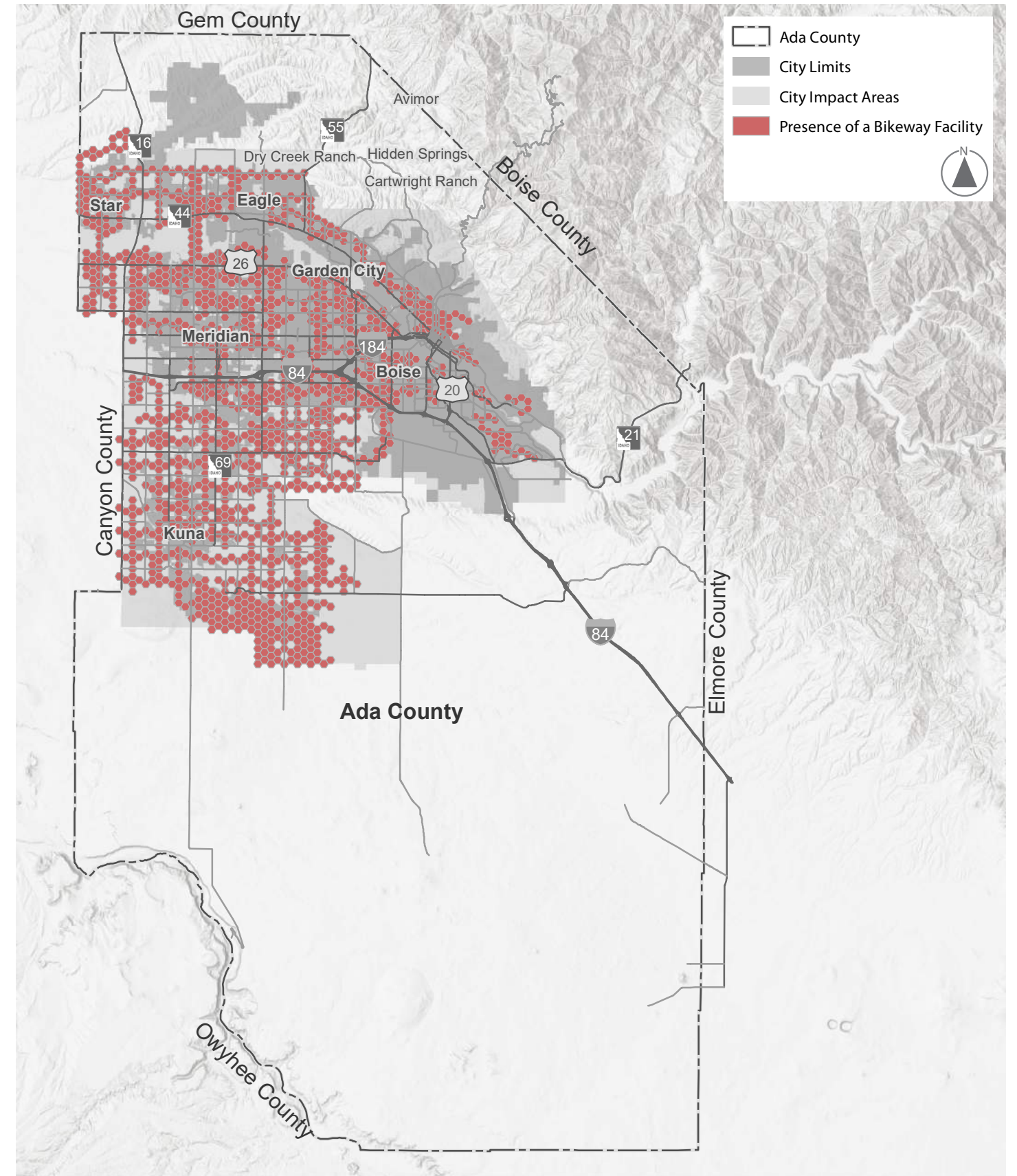
Data Source: ACHD, ITD
July 2021

Index Modeling: Impact Analysis Composite Scores



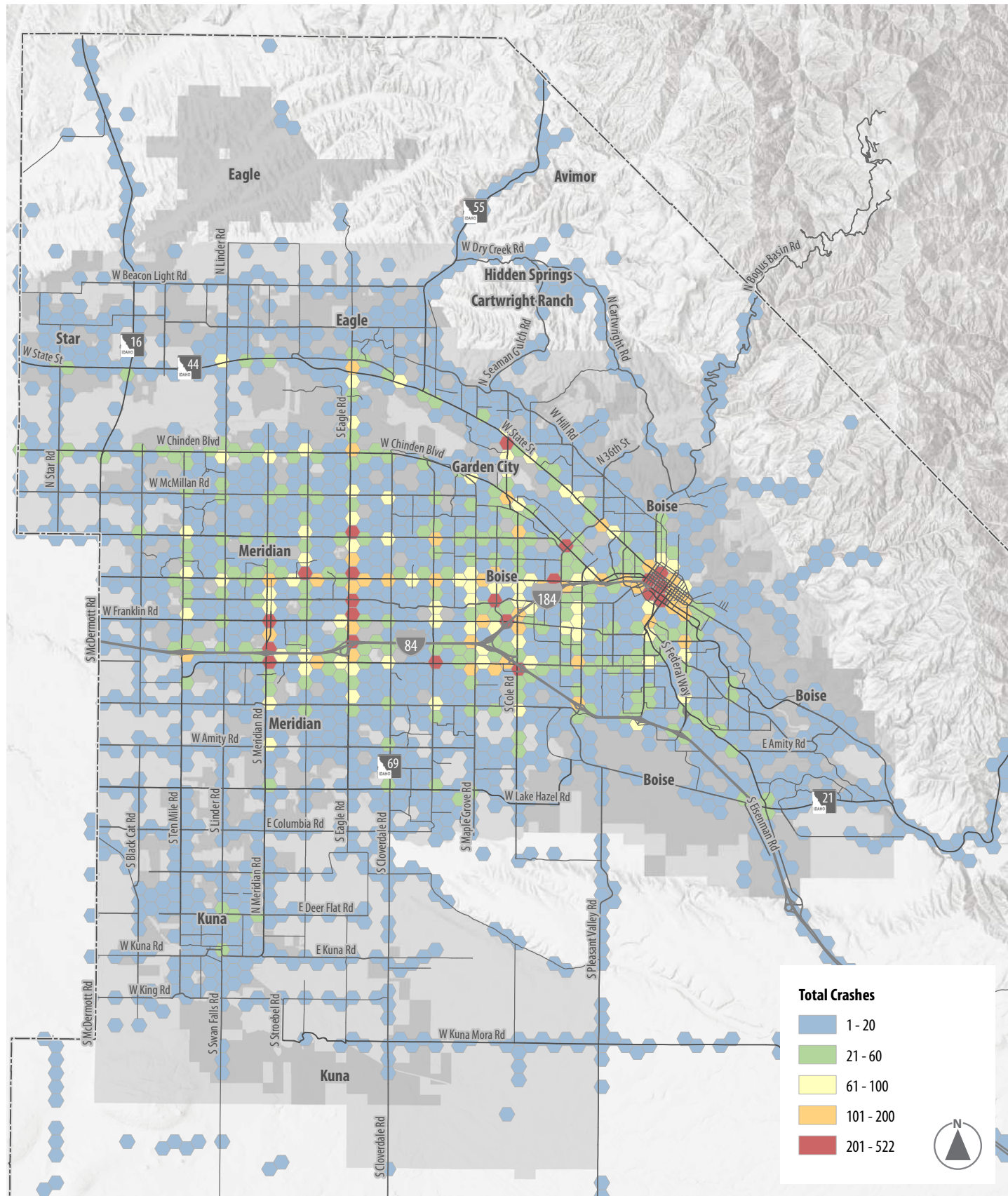
Data Source: ACHD, ITD
July 2021

Index Modeling: Average Annual Daily Traffic



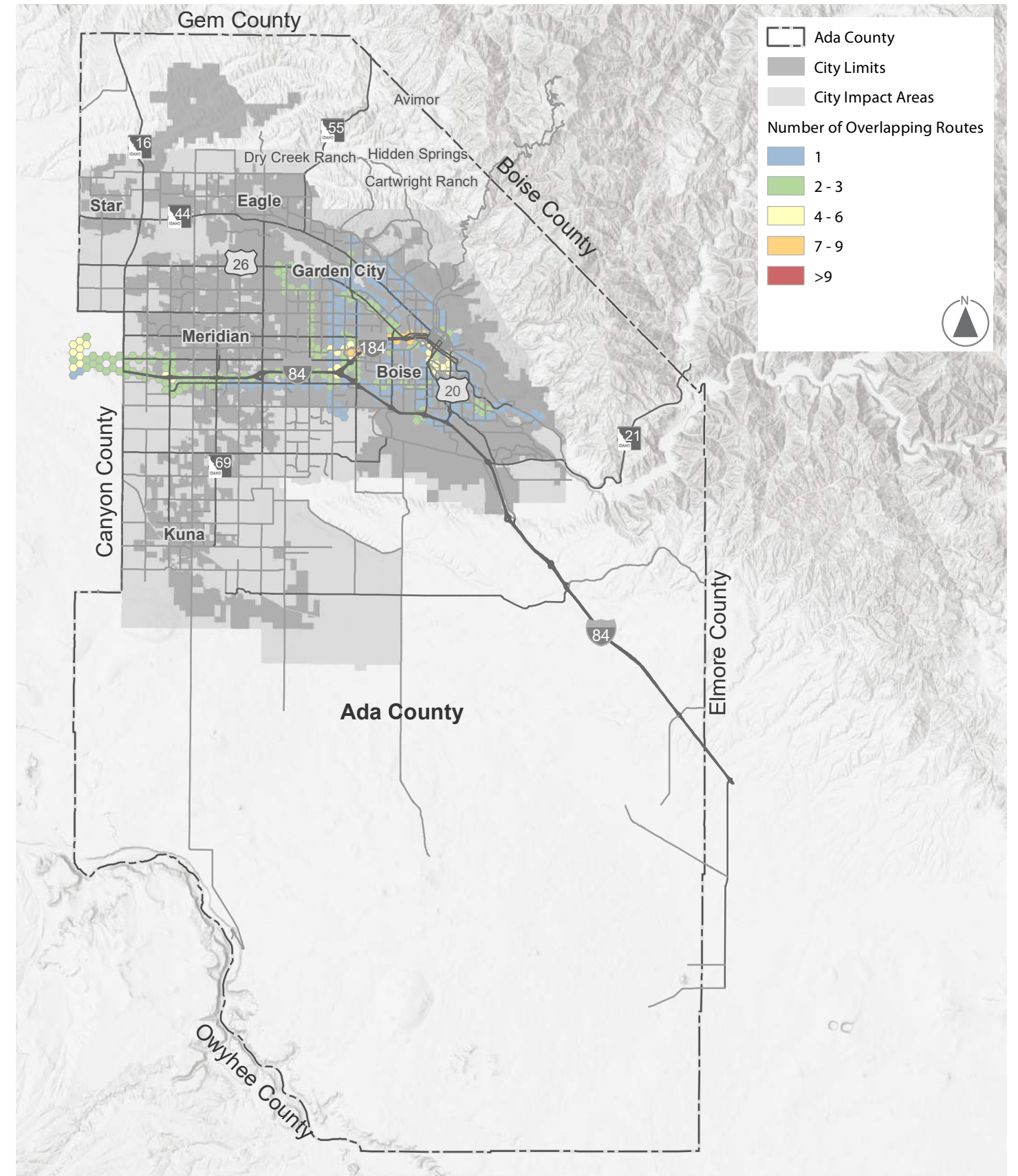
Data Source: ACHD, ITD
July 2021

Index Modeling: Existing Bikeway Facilities



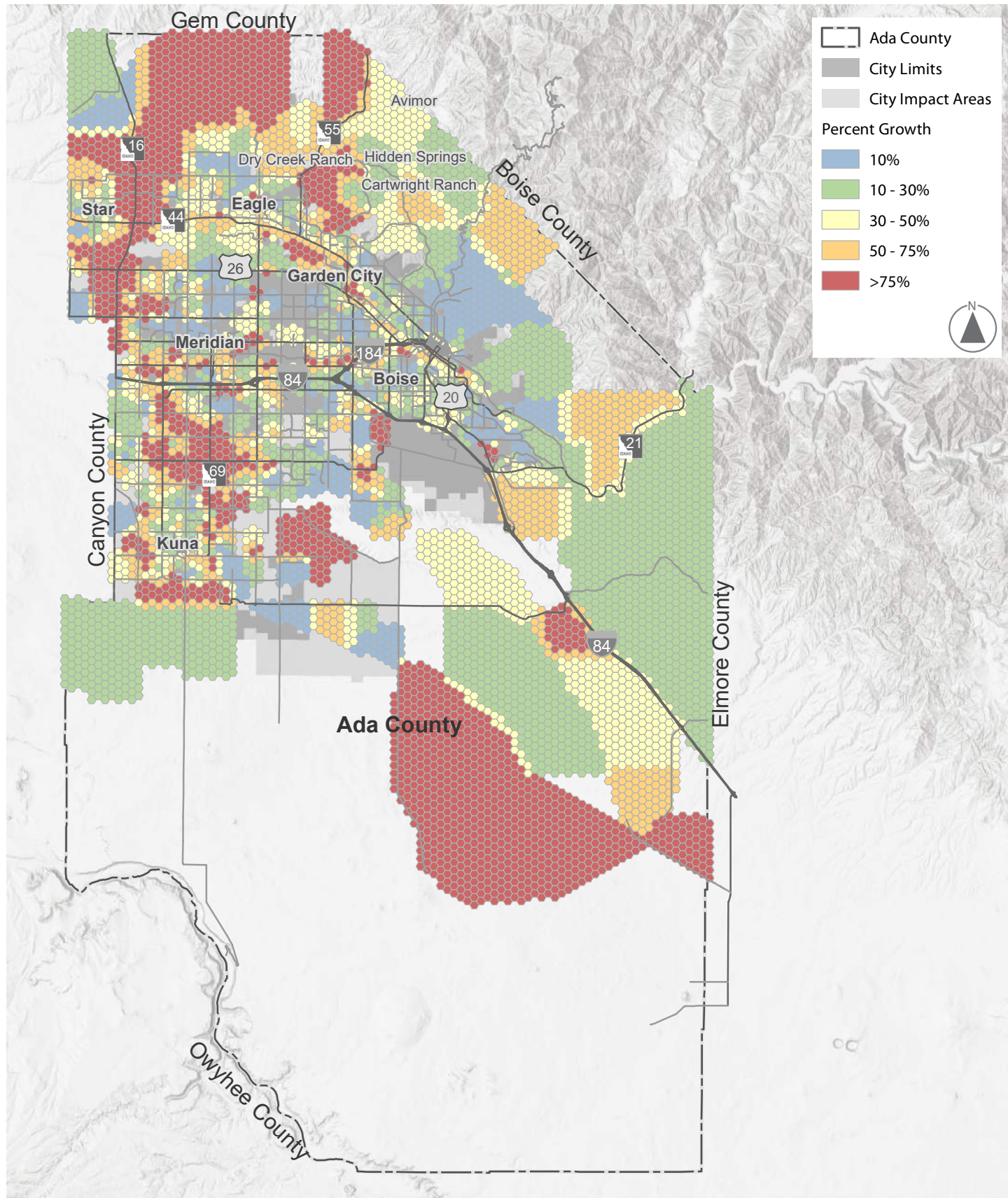
Data Source: ACHD, ITD (2016 - 2020)
September 2021

Index Modeling: Five-Year Crash Data



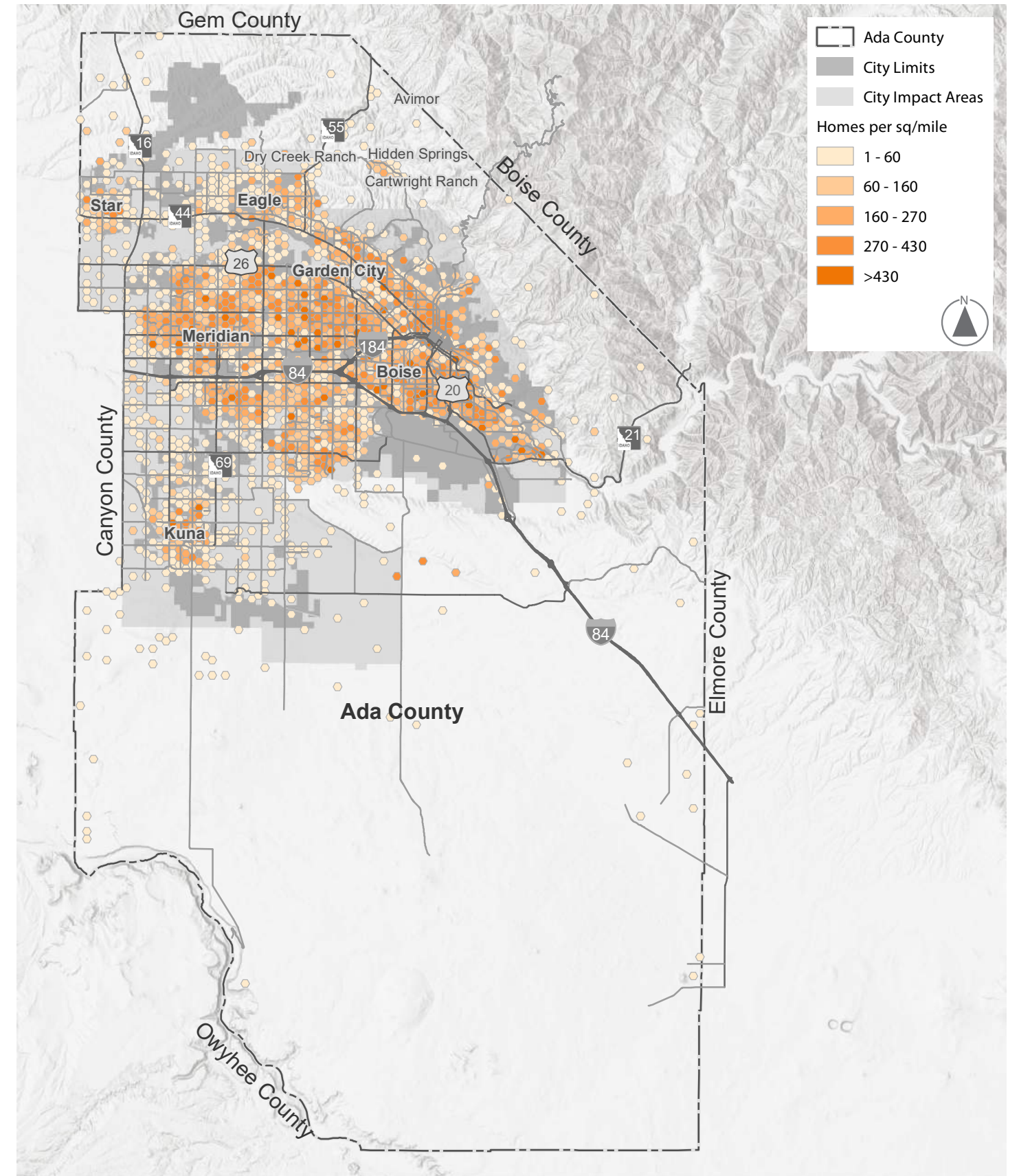
Data Source: ACHD, ITD
July 2021

Index Modeling: Existing Transit Facilities



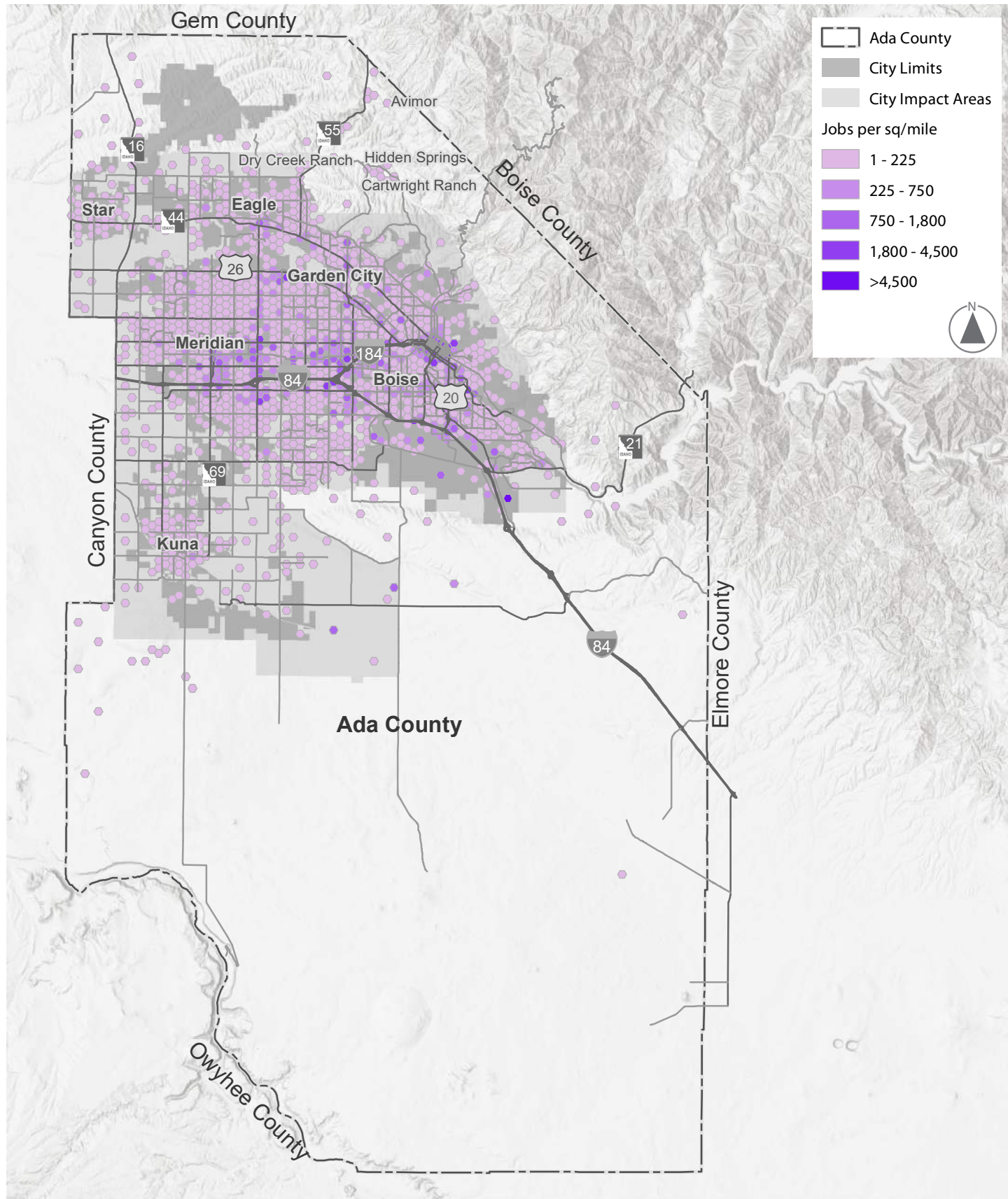
Data Source: COMPASS
July 2021

Index Modeling: Estimated Percent Growth (2020-2040)



Data Source: LEHD Census
July 2021

Index Modeling: 2018 Residence Density



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Data Source: LEHD Census
July 2021

Index Modeling: 2018 Work Area Characteristics

