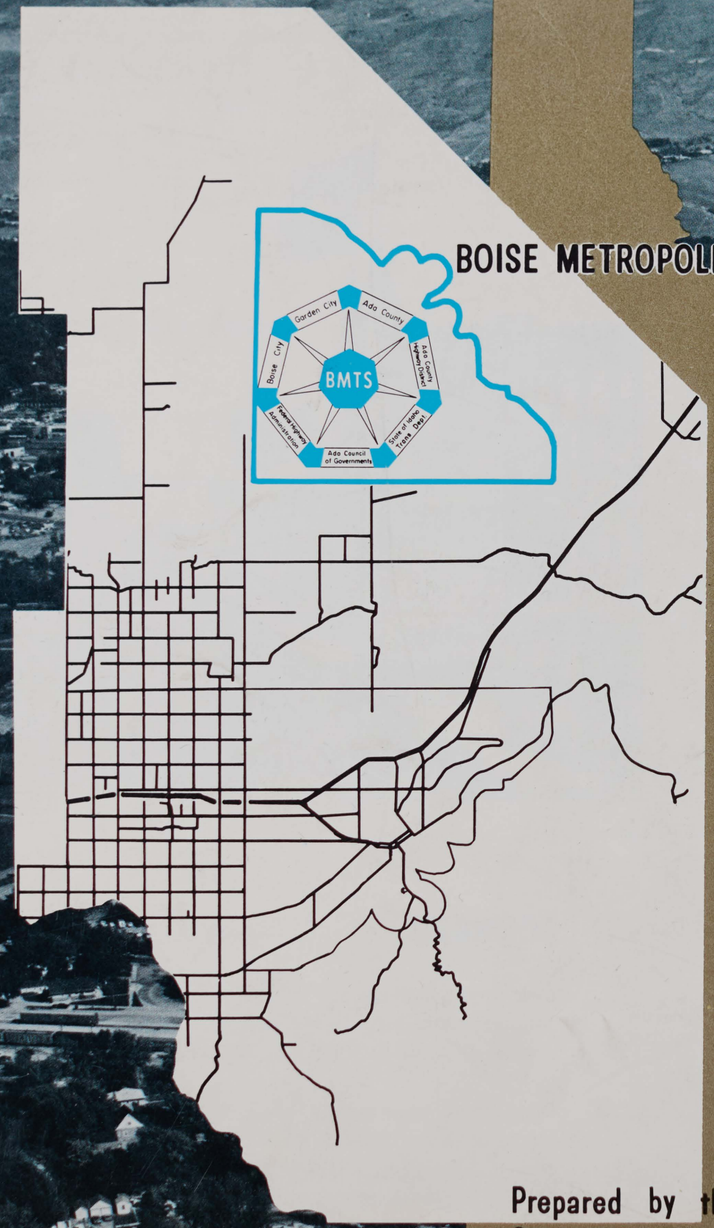
Boise City

BOISE METROPOLITAN TRANSPORTATION STUDY



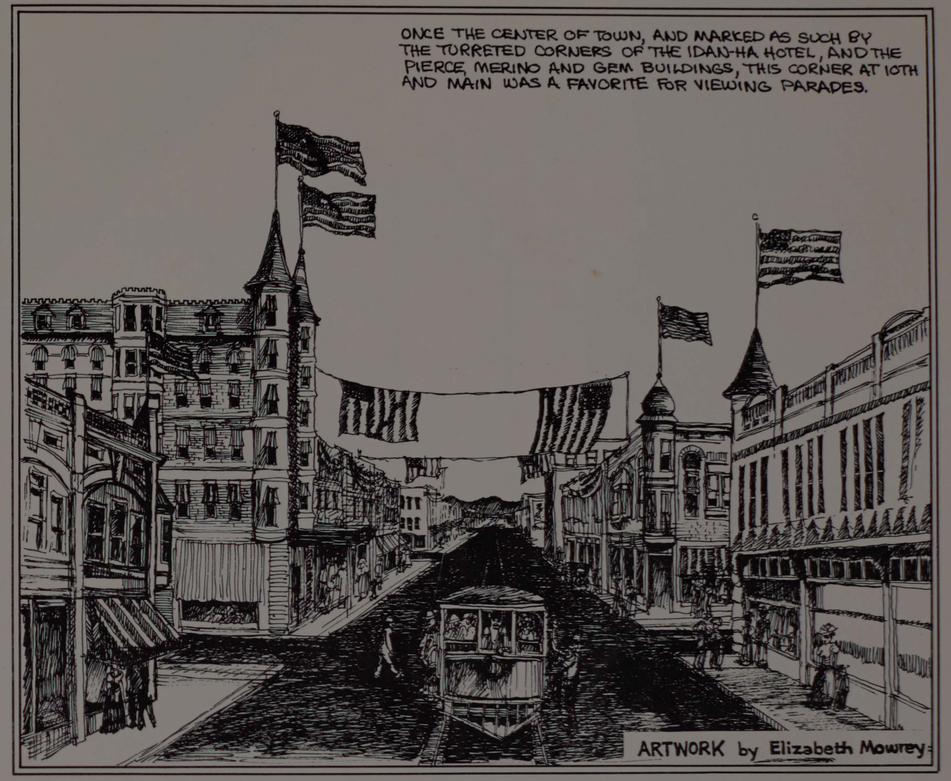
TRANSPORTATION PLAN AND IMPLEMENTATION PROGRAM

ANNUAL REPORT
MAY 1975

Prepared by the Boise Metropolitan Transportation Study in Cooperation with the U.S. Department of Transportation - Federal Highway Administration, Federal Aviation Administration and the Urban Mass Transportation Administration.

SECOND ANNUAL REPORT
MAY 1975

BOISE
METROPOLITAN
TRANSPORTATION
STUDY



I ACKNOWLEDGEMENTS - SPONSORING AGENCIES

BOISE CITY
ADA COUNTY
ADA COUNTY HIGHWAY DISTRICT
ADA COUNCIL OF GOVERNMENTS
GARDEN CITY
IDAHO TRANSPORTATION DEPARTMENT
DIVISION OF HIGHWAYS

IN COOPERATION WITH THE

FEDERAL HIGHWAY ADMINISTRATION
FEDERAL AVIATION ADMINISTRATION
URBAN MASS TRANSPORTATION ADMINISTRATION

II FORWARD

This report is presented as a summary of the accomplishments and revisions to the Recommended Transportation Plan and Implementation Program as published in the First Annual Report dated July 1972.

In order to ensure that this Transportation Study is effective, it must be continuous and flexible to accommodate physical, budgetary and priority changes. As these changes occur, alternate findings and recommendations will be presented in subsequent reports of the Boise Metropolitan Transportation Study.

CONTENTS

III STUDY BACKGROUND

The Boise Metropolitan Transportation Study (BMTS) was formally established in March of 1964. Participating agencies in the Study were Boise City, Garden City, Ada County, the State Highway Department and the Bureau of Public Roads.

The Study was organized to provide local governing officials and the general public with a Recommended Transportation Plan to:

- Develop arterial street and highway networks which would effectively accommodate present and future traffic volumes.
- Develop a schedule of logical implementation of highway projects.
- Evaluate the financial requirements for implementation of the Recommended Plan.
- Accomplish the required construction of transportation projects in the metropolitan area.

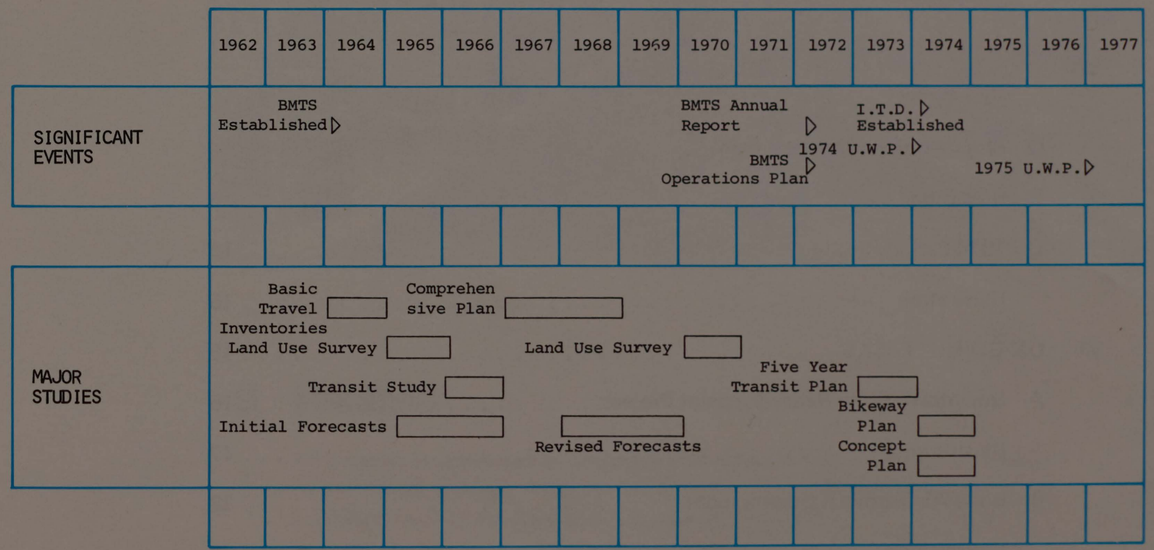
One of the principal tasks of the Study was the development of basic travel inventories. Existing inventories were compiled and were then compared with recorded socioeconomic and land-use characteristics. These characteristics were initially projected to 1985 but were later reprojected to 1990 in 1968.

The Study added additional agencies with the creation of the Ada Council of Governments (ACOG) in 1971 and the Ada County Highway District (ACHD) in 1972. A new Cooperative Agreement was initiated in October 1974 as part of the Fiscal Year 1975 Unified Work Program. This Agreement serves as the basis for cooperative transportation planning among the sponsoring agencies in the continuing phase of the Study.

The Boise Metropolitan Transportation Study is now embarking on a four-year transportation planning program which includes a major review and reevaluation of the Recommended Vehicular Transportation Plan. The four-year plan will include additional modal-mix considerations and will monitor technical elements such as land use, population, economic studies and various modes of transportation (vehicular, bus, bike, equestrian and pedestrian) within the Study area.

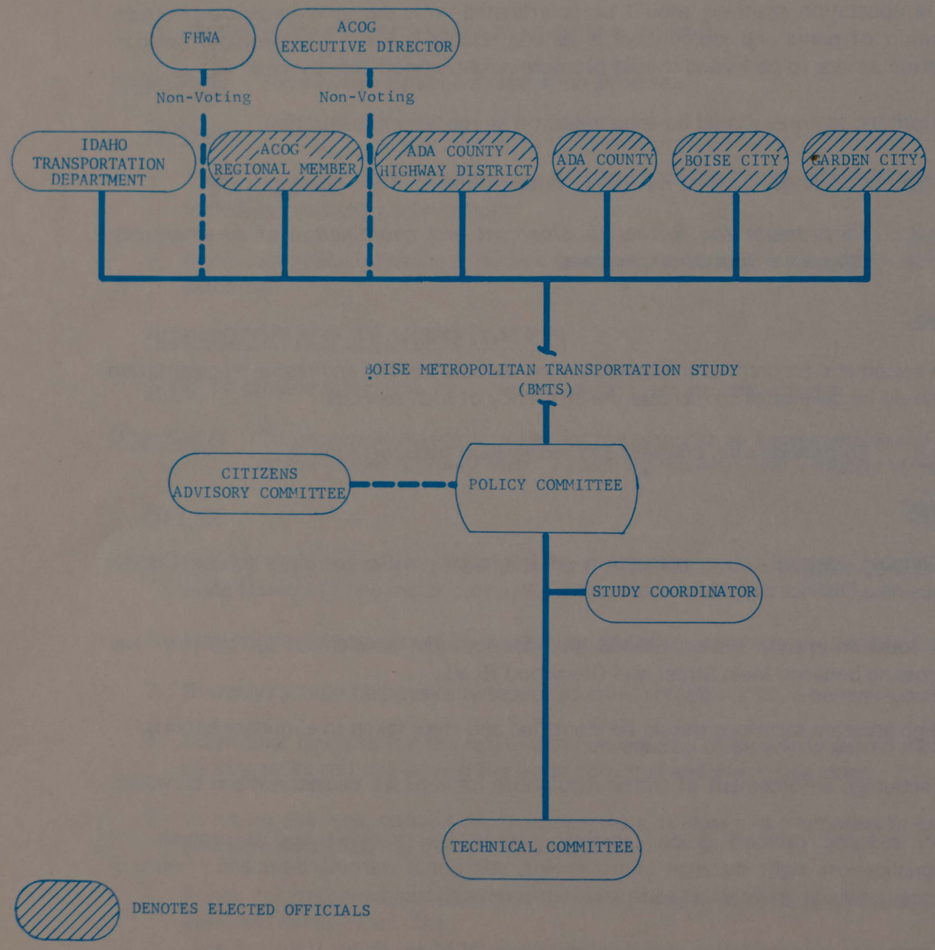
Benchmarks in the history of the Study are shown in the following chart:

TRANSPORTATION PLANNING CYCLE

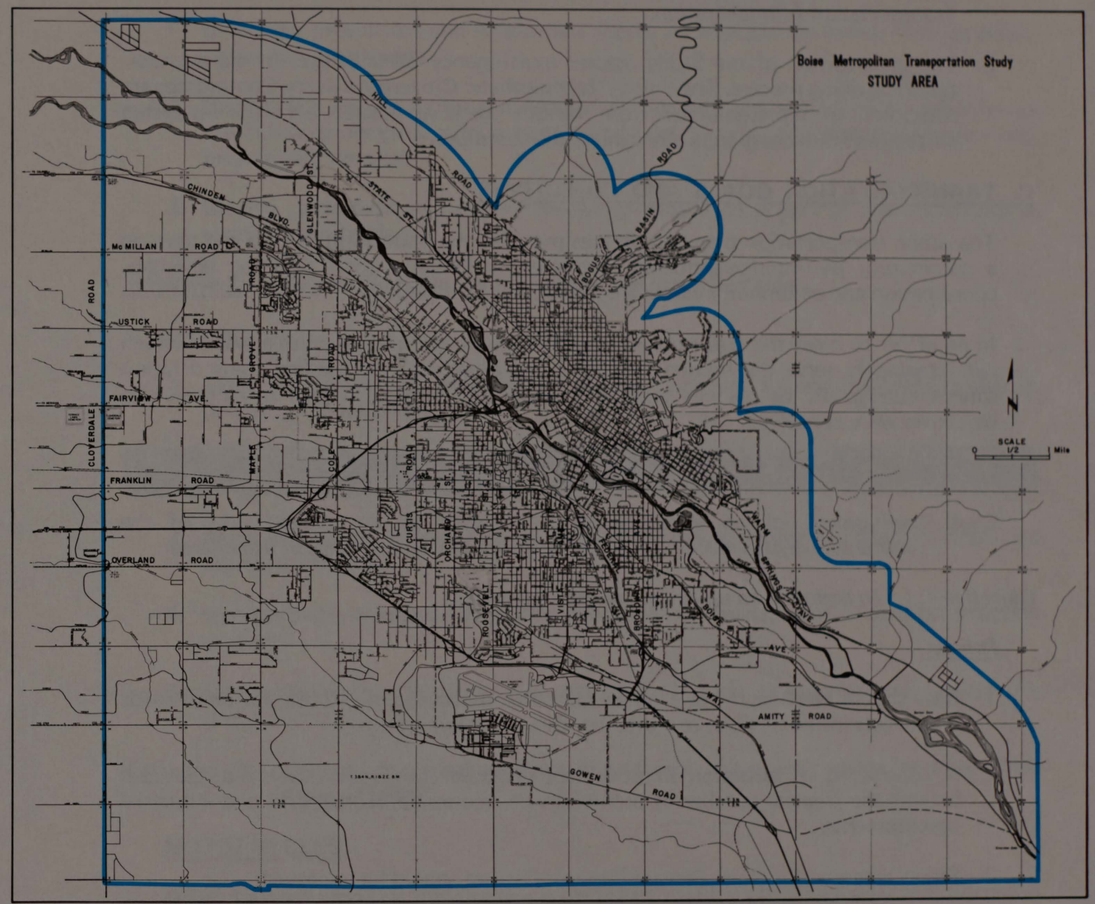


A. STUDY AREA BOUNDARY

Bearing in mind that the limits of the data gathering for comprehensive transportation planning must be flexible, the Study area has been adopted to include the Boise metropolitan area as shown in the following exhibit. This area contains land likely to be urbanized within the foreseeable future including places of employment and residences which are unified by a pattern of daily origin and destination movements. The boundaries are subject to expansion as future changing conditions warrant.



B. PRESENT ORGANIZATIONAL STRUCTURE



1. The urban transportation planning process requires responsible planning and substantial investments in time and money. To protect these investments, the program must be organized so that the recommended transportation plan encourages and promotes the development of a transportation system which adequately serves the needs of the urbanized area.

2. The Study is a cooperative transportation planning effort involving Boise City, Ada County, Ada County Highway District, Ada Council of Governments, Garden City and the Idaho Transportation Department — in cooperation with the Federal Highway Administration, the Federal Aviation Administration and the Urban Mass Transportation Administration.

3. The composition of the Study assures multi-agency participation in the transportation planning process. The Policy, Technical and Citizens Advisory Committees are comprised of representatives from various agencies, elected officials, interested citizens and citizens groups throughout the community.

C. TRANSPORTATION GOALS AND OBJECTIVES

The urban transportation planning process provides the opportunity to aid and develop a community by intergovernmental cooperation. Without such planning activities, coordination and community values are likely to be impaired.

In an effort to meet the area's future transportation needs and establish a system which will adequately serve the residents, existing and projected land use and transportation cannot intelligently be planned separately. With this in mind, the following goals and objectives were conceived:

ROADS AND STREETS

Goal: Development of an adequate street network as an integral part of the comprehensive plan within the Boise Metropolitan Transportation Study area.

Objective 1: *To maintain an up-to-date surface network.*

Policies:

1. Data should be collected to enable expansion, improvement and integration of roads and streets into a flexible, coordinated transportation system.

2. A continuing construction improvement program should be developed that will benefit the greatest number of public service, economic, recreational and industrial developments.

3. Street access to the Boise Central Business District should be improved.

4. Developers should continue to be required to provide street curbs, gutters, sidewalks and pavements.

5. Where schools are located on arterial and collector streets, adequate safety features for pupil access should be provided.

6. Integrity of arterials should be preserved by limiting street intersections and property access. Frontage roads and/or parallel collector streets should be used instead.

Objective 2: *To enhance environmental, sociological and aesthetic value through careful transportation planning.*

Policies:

1. Harmful air pollution and traffic congestion should be minimized by adopting methods to smooth vehicle flow, including elimination of unnecessary vehicle stops.

2. Noise pollution should be minimized by improving traffic flow and encouraging noise screening along major traffic corridors.

3. Transportation planning should be coordinated with the development and preservation of parks and recreational areas and should provide for adequate transportation service to parks and should promote neighborhood cohesiveness.

4. Aesthetic features should be encouraged on all roadway construction.

5. Arterial traffic should be discouraged in residential subdivisions.

Objective 3: *To promote the further development and coordination of an emergency vehicle transportation program.*

Policies:

1. A systematic program of integrated police, ambulance, fire and rescue transportation should be developed to increase the efficiency of such services.

Objective 4: *To provide safe, efficient and economical transportation.*

Policies:

1. Planning, design and construction of improved traffic corridors to the Central Business District should be accelerated.

2. A location should be established and development accelerated for another river crossing between Main Street and Glenwood Road.

3. High accident locations should be identified and steps taken to eliminate hazards.

4. Encourage enforcement of traffic regulations for vehicles, pedestrians and bicyclists.

5. All existing railroad grade crossings should be reviewed and a program for signalization, sight distance improvement, additional warning signs and closure of unnecessary at-grade street-railroad intersections should be initiated.

6. Encourage modernization and standardization of Idaho Motor Vehicle Laws.

Objective 5: *To increase efficiency of the existing street and road network.*

Policies:

1. A systematic program of reconstruction, widening and maintenance should be continued to ensure that the traffic circulation network can accommodate the ever increasing traffic load.

2. A program of staggered work hours, carpooling, parking controls, turn prohibitions, or other low or non-capital methods should be continued to obtain maximum service from existing facilities.

3. Encourage development of off-street parking facilities.

Objective 6: *To maintain a public information program.*

Policies:

1. There should be a public information program on transportation needs and revenues, including costs and participations.

2. Encourage special training programs for public personnel involved in transportation planning.

NON-MOTORIZED TRANSPORTATION

Goal: To provide safe places for bicyclists, pedestrians and equestrians.

Objective 1: *To provide adequate facilities for the bicyclist by implementing the concepts of the "Boise Bikeway Plan", extending the plan, and updating as needed.*

Policies:

1. Priority designation should be given to bicycle routes in the Boise core area, Boise State University and major city parks.

2. Low volume streets should be emphasized for bike use wherever possible.

3. Bikeways should be physically separated from vehicle traffic, wherever possible.

4. Additional facilities for the safety and convenience of bicyclists should include bike parking racks and lots serving the Boise core area and major bus stops.

5. In future planning, conversion of some streets, bridges and overpasses to exclusively bike and pedestrian use should be considered.

6. Funds for bicycle facilities should be a line item in each annual budget of the agencies having jurisdiction.

Objective 2: *Encourage traffic safety education of bicyclists, pedestrians and equestrians.*

Policies:

1. Bicyclists, pedestrians and equestrians should be educated on safety through public media announcements.

2. Registration should be encouraged for all bicycles and should be preceded by an instruction program in safety, signals, and laws pertaining to bicycle operation and bicycle maintenance.

3. Bicycle, pedestrian and equestrian safety should be a part of the curriculum in elementary schools.

Objective 3: *To provide sidewalks throughout the urbanized area.*

Policies:

1. Sidewalks should be required on all new projects to accommodate projected pedestrian movements.

2. A sidewalk construction program should be accelerated to provide access for children to schools and parks.

3. An annual sidewalk construction program should be accelerated for all arterials and connector streets.

4. In rural areas, walkways should be considered in development of road construction projects.

5. Crosswalks should be designated and marked at all intersections with significant pedestrian use.

Objective 4: *To provide equestrian trails in and near urban areas exclusive from other types of traffic.*

MOTORCYCLES

Goal: To accommodate the growing numbers of motorcyclists and their transportation and recreation needs.

Objective 1: *To provide safe transportation for motorcycle riders on public roads.*

Policies:

1. Separate operators license classification should be required for motorcyclists, including a physical driving examination to demonstrate their ability to safely operate a motorcycle.

Objective 2: *Auto and truck drivers should be made aware of the parallel rights and respect of motorcyclists.*

Objective 3: *To provide adequate trails for recreational motorcycle use without damaging resources.*

MASS TRANSIT

Goal: To promote an adequate bus system linking the City of Boise to the airport, nearby towns and suburban communities.

Objective 1: *To improve the Boise metropolitan bus system.*

Policies:

1. Mass transit planning, interagency coordination and public education should be continued.

2. The bus system should continue to be in public ownership, either by the City of Boise or by a separate government agency as the system expands to other jurisdictions. Private ownership could be considered if feasible.

3. The feasibility of new demand-responsive systems, such as dial-a-bus, dual-mode taxi and para-transit bus should be studied.

4. A shopper's transit service should be operated within the Central Business District.

5. A mix of large and small buses should be planned to meet requirements of the various routes.

6. The bus routes, schedules and stop signing system should be continually reviewed so that everyone is aware of bus routes, stop locations, schedules and transfer points.

7. Bus shelters should be provided at major stops.

Objective 2: *To provide bus transportation to residents of the smaller communities of Ada County.*

Policies:

1. Feasibility studies of mass transit to adjacent communities should be a part of all mass transit planning for the Boise area.

2. Parking space and bicycle racks should be provided at outlying bus stops so they may serve as a transfer point.

Objective 3: *To find the best possible means of financing mass transit.*

Policies:

1. Reasonable fares should be charged and satisfactory schedules established to encourage bus travel.

2. An annual subsidy should be established from any funds available if other revenues cannot support the operation.

AIRPORTS

Goal: To improve and expand air transportation capabilities in Ada County.

Objective 1: *To continue planning for the expansion of the Boise Air Terminal facilities including runways, taxiways and terminal buildings.*

Policies:

1. Land where expansion of the Boise Air Terminal is planned should be acquired and zoned well in advance of its conversion for airport uses.

2. Projected noise contours should be provided for airport zoning purposes.

3. Development controls should be established on adjacent land to ensure compatibility with noise.

4. Methods should be developed to transport passengers and freight to and from the airport. Bus service should be provided to and from the airport.

Objective 2: *Plan for establishment of general aviation and heliport facilities in Ada County.*

Policies:

1. Aviation facilities should be in reasonable proximity to the urban areas and have good ground and air access.

URBAN GOODS MOVEMENT

Goal: To provide a viable urban goods movement system within Ada County.

Objective 1: *Develop land-use policies that will encourage functional centralization of terminal facilities.*

Policies:

1. Storage and movement of goods should be included as an important aspect of land use, community and transportation system planning.

2. Goods transportation should be surveyed; problems identified; and forecasts and needed improvements formulated.

Objective 2: *To provide as part of the circulation network, a truck and/or delivery route system that will facilitate goods movement and decrease the possibilities of impeding traffic flow.*

Policies:

1. Roadway projects that would facilitate goods movement should be identified and early implementation of improvements should be encouraged.

2. Alley, street loading and delivery schedule restrictions should be imposed in the Central Business District of Boise.

3. Encourage continued cooperation of the Union Pacific Railroad to restrict train movement on certain railroad-highway grade crossings during hours of peak vehicular movement to minimize street blockage and traffic congestion.

Objective 3: *To study railroad trackage and types of railroad service for goods movement into the area and formulate recommendations for revitalizing rail service, reducing conflicts with other transportation modes and improving inter-modal transfer.*

PIPELINES

Goal: Identify and define future changes in pipeline transportation and petroleum product storage.

Objective 1: *Establish any new or expanded petroleum products storage facilities away from densely populated areas and on non-agricultural lands.*

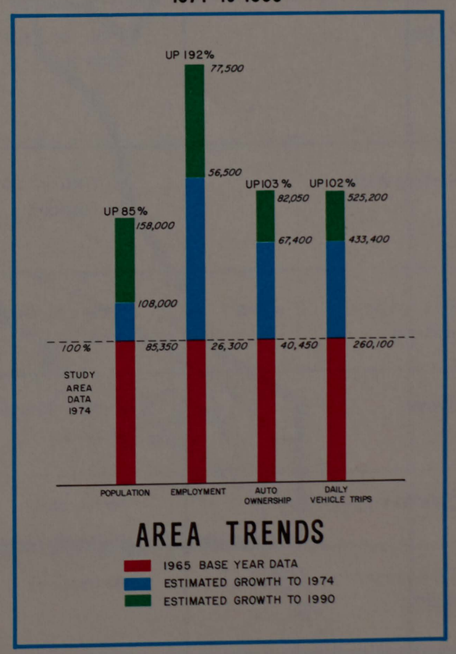
IV EXISTING PROBLEMS AND AREA TRENDS

The Boise Metropolitan Transportation Study encompasses approximately 93 square miles and in the base year (1965) had a population of over 85,000 residents. Present population (1974) is estimated at 108,000 and by 1990 the population is expected to reach approximately 158,000. In 1964, residents held approximately 26,600 jobs and owned over 40,000 vehicles. By 1990, it is anticipated that employment will increase to approximately 77,500 and that automobiles (or a similar mode of transportation) will increase in number to 82,050.

With anticipated population increases and the dependence upon mobility, an overloading of existing transportation facilities is certain. In 1965, there were 260,100 vehicle trips made every day in the Study area, resulting in 1,021,760 vehicle miles of travel. This amounted to 6.3 trips per dwelling unit or 1.9 trips per person. By 1990, daily vehicle trips are expected to increase to 525,200 and vehicle miles of travel to 2,221,300. This would represent 10.1 trips per dwelling unit and 3.2 trips per person.

These projects must be tempered by concerns for energy conservation. Possible changes in travel patterns must be studied in order to produce a viable multi-modal transportation plan. The projections for vehicle ownership and daily vehicle trips were not adjusted from the last report because there was not enough data available to form a trend on what might occur in light of the energy crisis.

In examining the effect of current traffic volumes on the existing system, several corridors are experiencing deficiencies. Delays and congestion are occurring on some of the major arterials during morning and evening peak travel times. These include Main Street, Fairview Avenue, State Street, Capitol Boulevard, Broadway Avenue, Vista Avenue and Orchard Street.



V COMPLETED TASKS

The following is a summary of tasks completed in the Transportation Plan and Implementation Program for the period of July 1, 1972, through October 30, 1974. These include:

A. 1980 Functional Street Classification
B. Greater Boise Transit Plan
C. Proposed Boise Bikeway Plan
D. 1974 Parking Study

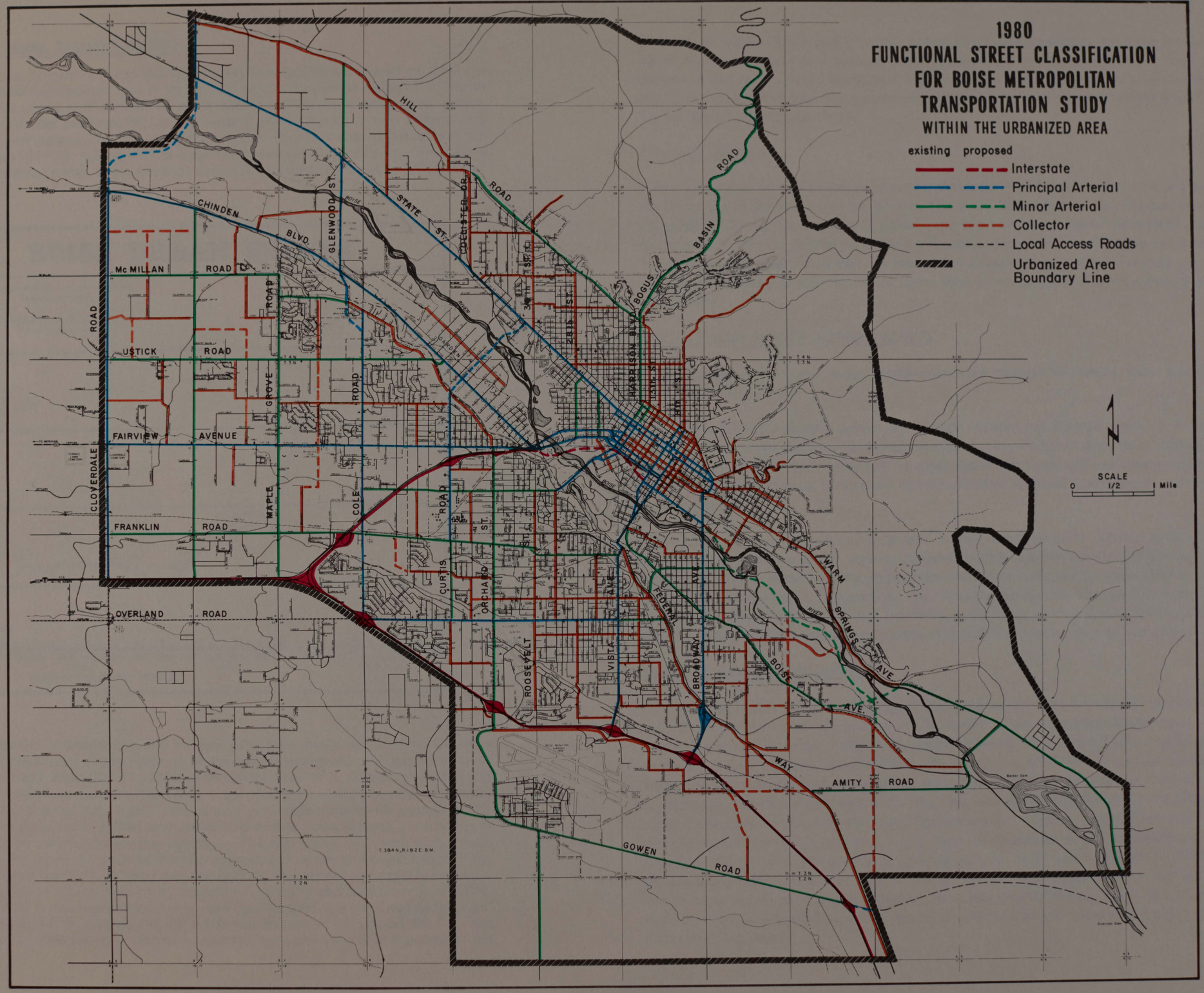
A. 1980 FUNCTIONAL STREET CLASSIFICATION

The Functional Street Classification System was developed by the Technical Committee and approved by the Policy Committee on December 18, 1973. This system identifies, by function and classification, existing and proposed transportation routes within the study area boundaries. The functional classification designations include the Interstate (I-80N), principal and minor arterials, and local access roads.

The Urban "D" System, designating Federal aid urban and primary routes within the urbanized boundary, was adopted by the BMTS Policy Committee in March 1974.

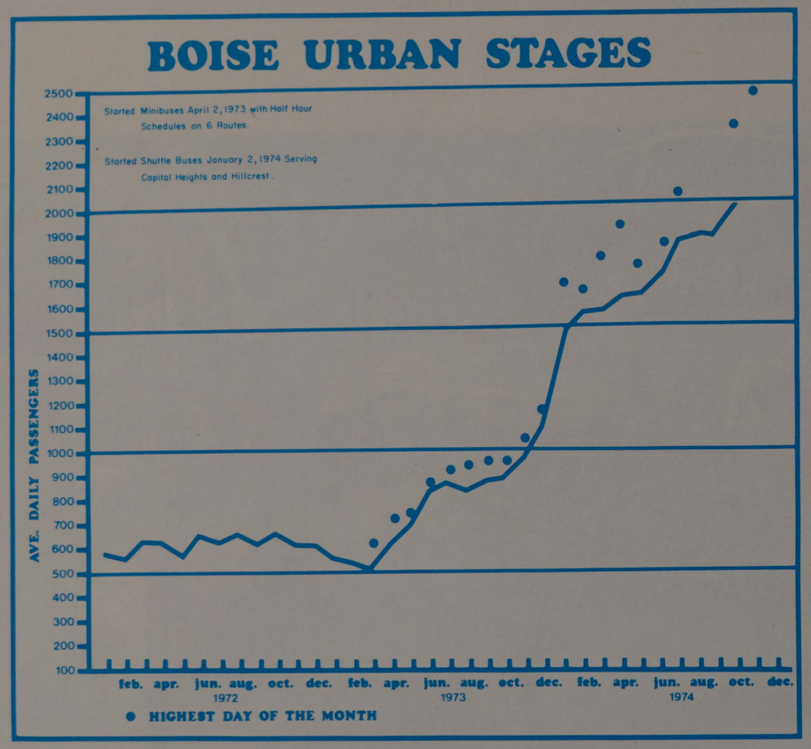
FUNCTIONAL CLASSIFICATION CRITERIA

Function	Interstate, Freeway, Expressway	Principal Arterial	Minor Arterial	Collector	Local Access
Traffic Type	Interstate, Freeway, Expressway	Serve main travel corridors between areas and across the City. Generally serves the longer trip lengths. Continuous to other primary and secondary systems. Includes higher traffic volume streets.	Includes medium traffic volume streets to and from arterials and freeways. Collect traffic from tertiary systems and distribute to a higher class. Also provides for local traffic and medium trip length.	Provide direct service to residential areas; collect local traffic from local access streets and distribute to a higher classification.	For local traffic movement.
Access	Full or partial control	Access function minimized as necessary to accommodate through movement (midblock left turns and access which will impede the flow of traffic to be discouraged).	Predominant function is to move through traffic and minimize access (subject to necessary control of entrances and exits).	Direct access to adjacent land acceptable.	Primary function is to provide direct access to abutting land.
Surface Width	Minimum four lane divided	Four or more lanes with separate left turn facilities-parking discouraged.	Generally four lanes with separate left turn facilities where practical-parking discouraged.	Generally two lanes with parking, or four lanes without parking.	Generally two lanes with parking.
Sociological Considerations	Serve as boundaries	Serve as boundaries to neighborhoods.	May serve as additional boundaries to neighborhoods.	To preserve neighborhoods with minimum spacing of ½ mile.	Enhance neighborhood.
Speed	55 mph minimum design speed	Strive for a minimum design speed of 50 mph.	Minimum design speed of 35 mph.	Minimum design speed of 30 mph.	Maximum speed limit of 25 mph.
Right-of-Way Widths	As required	80' - 100'	66' - 80'	60' - 66'	50'
Construction Paving Widths	As required	49' - 88'	49' - 65'	41' - 49'	37'


1980
FUNCTIONAL STREET CLASSIFICATION
FOR BOISE METROPOLITAN
TRANSPORTATION STUDY
WITHIN THE URBANIZED AREA
existing
proposed
Interstate
Principal Arterial
Minor Arterial
Collector
Local Access Roads
Urbanized Area
Boundary Line
SCALE
0 1/2 1 Mile
HILL ROAD
STATE ST.
CHINDEN BLVD.
McMILLAN ROAD
USTICK ROAD
FAIRVIEW AVENUE
FRANKLIN ROAD
OVERLAND ROAD
AMITY ROAD
GOWEN ROAD
WARM SPRINGS AVE
BOISE AVE.
BROADWAY
VISTA AVE.
ORCHARD ST.
CURTIS ROAD
COLE ROAD
MAPLE GROVE
CLOVERDALE ROAD
GLENWOOD ST.
COLLISTER DR.
BOGUS BASIN ROAD
HARRISON BLVD.
T.3&4N.,R.1&2E.B.M.
T 3N
T 2N

B. GREATER BOISE TRANSIT PLAN

The Greater Boise Transit Plan includes specific recommendations designed to serve the needs of the Boise metropolitan area in the immediate and long-range future. The Transit Plan outlines the anticipated benefits of an expanded and improved public bus system; identifies many of the problems facing the present public transportation system; and presents several alternative sources of revenue to support improvements to the system. Bus routes are constantly being updated to provide adequate service. The following chart reflects the steadily increasing growth in bus ridership during the period from January 1972 through December 1974.



Some recent changes in scheduling and routing have been made in the Boise City bus system. These changes were needed because of increased ridership and problem traffic areas within some bus route areas. April 1, 1975, is the target date for a 12-bus system that will use two "belt" lines – one running clockwise – and the other running counter-clockwise. Together with the present bus "loops", the system will reach close to 85 percent of the population in the Boise metropolitan area and should enable riders to reach some points in the City without transferring to another bus route. The new routes will reach within three blocks of most employers with 100 or more employees, and service will be expanded in the near future to serve the Boise Airport and the Armory. Bus service is currently available, within three blocks, to 67 percent of the population within the metropolitan area. In 1974, a total of $250,000 in revenue sharing funds were used to subsidize the City bus program. An estimated $400,000 in revenue sharing funds will be utilized to support the City bus program during the 1975 calendar year with passenger fares providing only one-third of the needed revenue.

In order to provide for a public transit system which will adequately serve the long-term needs of the community, a recommended program for transit improvements has been designed based on a detailed assessment of both present and future transit demands within the Boise metropolitan area. The recommended program for improvements to the Boise City Transit System is described below.

- *TRANSIT SERVICE*

Public transportation service should be provided in Boise. The mobility, economic and social effects of transit service cannot be ignored. The travel demands of potential riders need to be satisfied. Only a few major U.S. cities of our size have been able to do without public transportation service. Several have tried and subsequently taken costly steps to reinitiate transit service. A course of action has been taken to assure transit service. It is the duty of the city to provide, as a public utility, those services which many citizens cannot provide individually.

- *SERVICE AND ROUTE IMPROVEMENTS*

Comprehensive service and route improvements are planned to provide faster and more efficient service.

Improvements to the existing system will include Holiday and Sunday service on a limited basis. Weekday route patterns have been developed. Large loops at the ends of existing bus lines will be eliminated. Routing will be more direct and buses will use streets that allow faster travel between stops. Service will be maintained or extended in all areas that currently have bus service.

High speed service to outlying areas will include new routes to provide service from downtown to outlying major activity centers. Express bus services from major outlying residential areas to downtown during peak demand periods may also be established. In some cases these buses will serve park-and-ride lots. In addition a belt line route will be established that interconnect most routes and minimize travel time from one part of the city to another. Where feasible, preferential treatment in traffic should be given to mass transit.

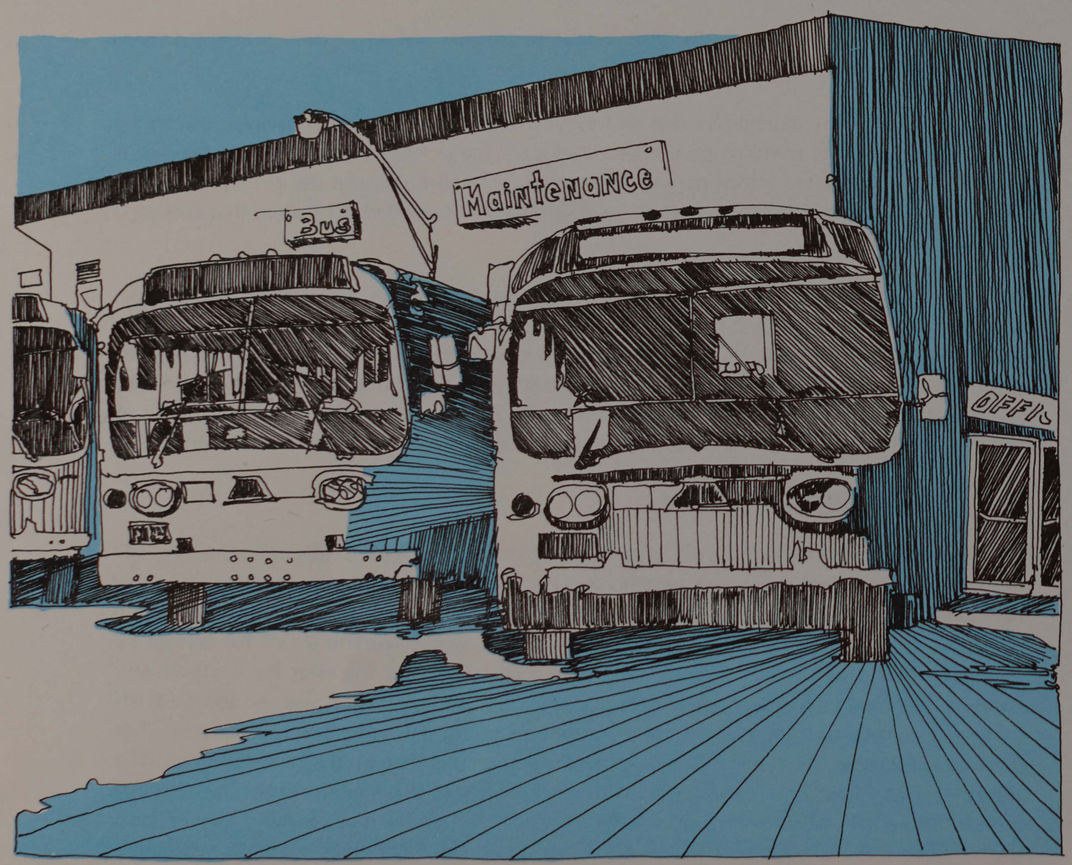
- *DEMAND RESPONSIVE SYSTEM*

Conventional transit systems with large buses operating on fixed routes and schedules can only provide marginal service, at best, to low density areas. An attractive alternative is the demand-responsive concept with small vehicles offering door-to-door service whenever a passenger wishes to travel. Operationally, the patron would initiate a call for service by telephone and a bus would arrive at the door step to pick up the rider for a convenient, comfortable ride to his destination. On the way, the vehicle might pick up and drop off other passengers as directed by radio communication with a central dispatcher. The demand-responsive, or "Dial-A-Bus", could drop the customer at the destination or at a transfer point to catch express service. Alternative forms of this concept might involve daily prescheduling instead of on-call service. The fee for this service may be more than existing transit fares but considerably less than taxicab rates. The technology exists to implement these concepts in a limited manner today. The most familiar and tested of these concepts is called the "Dial-A-Bus".

- *MANAGEMENT FIRM*

Private management should be hired to run the system for the City. This would relieve the City of the burden of developing an administrative structure to operate the transit system. This problem is especially acute at the time of initiation when the management responsibilities suddenly fall upon City staff.

New service facilities should be constructed to ensure quality and efficient bus servicing. Facilities should be constructed on land located near downtown to minimize deadhead mileage by buses operating to and from bus routes and to provide good accessibility in order to reach route starting points without traffic conflicts.

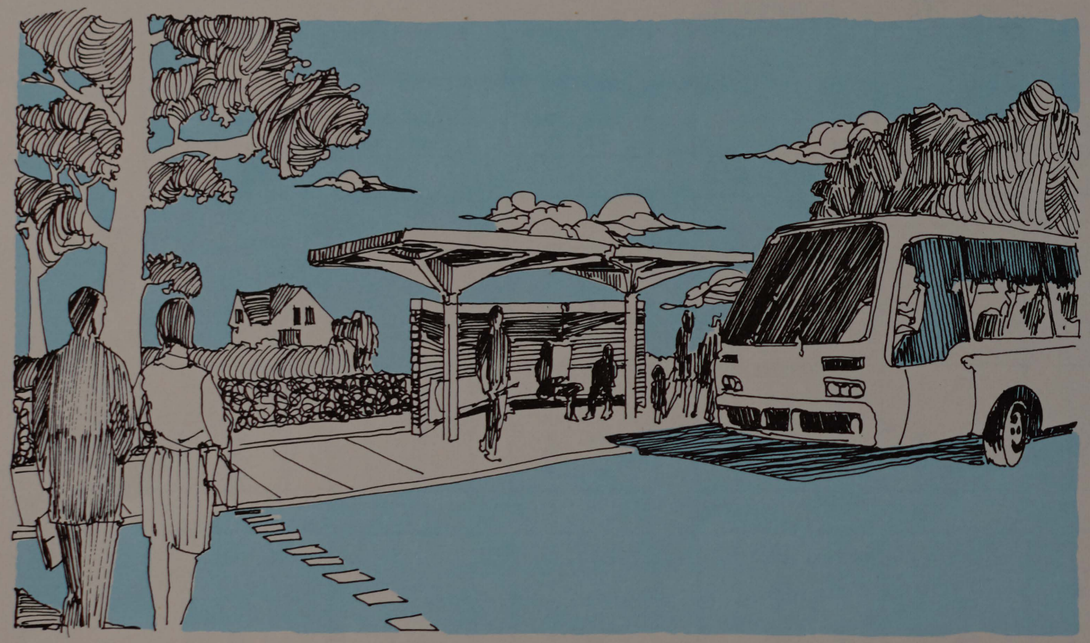


- *PURCHASE NEW BUSES*

It is recommended that a mixture of bus types be used in Boise. Both minibuses and the larger 42-passenger buses are recommended to accommodate different demands and needs within the community. Minibuses may be best for specialized types of service such as shuttles; or in neighborhoods where ridership is low; maneuverability is difficult; and neighborhood acceptance is important. The larger 42-passenger buses may be best utilized for high volume lines. A total of fourteen 42-passenger buses and seven minibuses is recommended. New buses should improve the reliability of service and the image of public transit. Maintenance costs should drop if new equipment is purchased, as well as provide greater capacity.

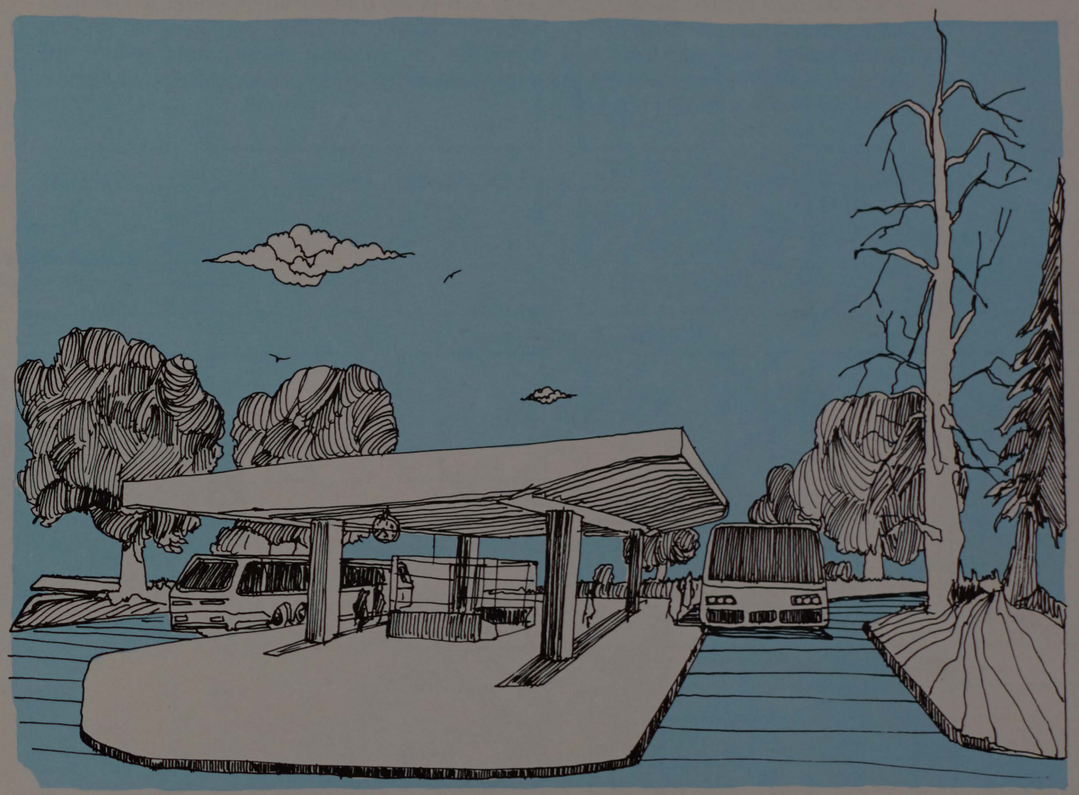
• *DEVELOP SUPPORT FACILITIES*

Extensive system support facilities should be provided to maximize effects of the service improvements. These capital facilities include shelters, benches, signs for bus stops and radios, secure fare boxes, and pollution control equipment for each bus. This bus equipment will ensure the effectiveness of the system, providing for better surveillance of its operations. The bus stop equipment will make using the system much easier and more pleasant than it is now.



• *PARK AND RIDE STATIONS*

Three stations are planned in the downtown and four in outlying areas, adjacent to the I-180 and major arterials, where a commuter can park his car or be driven to the station. Express buses will be routed from these stations to the major activity centers in the metropolitan area. Also, buses will be routed to and from the downtown Park and Ride Stations in order to provide access and circulation within the Central Business District.



PUBLIC INFORMATION PROGRAM

An active information program will be undertaken to acquaint the public with the new and improved bus services. If any measure of financial success is to be achieved, current riders will have to continue using the system and new riders must be attracted. The information program would acquaint the public with the recommended improvements in equipment and operation. The principal focus of the program would be to inform the general public, on a day-to-day basis, about the service provided. This would entail developing easily understood route maps and schedules and making these readily available. The program will also include a telephone information service to provide specific schedules, stop locations and route information.

C. PROPOSED BOISE BIKEWAY PLAN

A proposed Boise Bikeway Plan was developed by the Technical Committee and approved by the Policy Committee in July 1974. The proposed Bikeway System includes the identification of primary routes within the Study area where studies have shown a need for new or improved bikeway systems. The Plan also considers proposed bikeway systems which would serve schools and public park areas for recreational use, as well as bikeway systems which would serve as primary transportation routes to and from the Central Business District. A follow-up report is being prepared to provide recommended bike standards and guidelines for bikeway development within the proposed Boise Bikeway System. Bike routes included in the proposed Bikeway System are shown in the following exhibit.

D. 1974 PARKING STUDY

An annual parking inventory of the Boise Central Business District was completed in May of 1974. The study included a survey of the number of on- and off-street parking spaces, according to type and function. The number of parking spaces in the downtown area did not change significantly in fiscal year 1974 over fiscal year 1973. The location and type of parking facilities is shown in the exhibit. A summary of the results of the parking survey is provided in the following table:

ANNUAL PARKING INVENTORY

Type	No. of Spaces
On Street	
Metered	1,130
Time Restricted	214
Non-Restricted	1,068
Other	72
Subtotal	2,484
Off Street	
Garage	1,048
Private Lots	4,636
Metered Lots*	539
Subtotal	6,223
Grand Total	8,707

** Temporary redevelopment sites*

VI ON-GOING TASKS

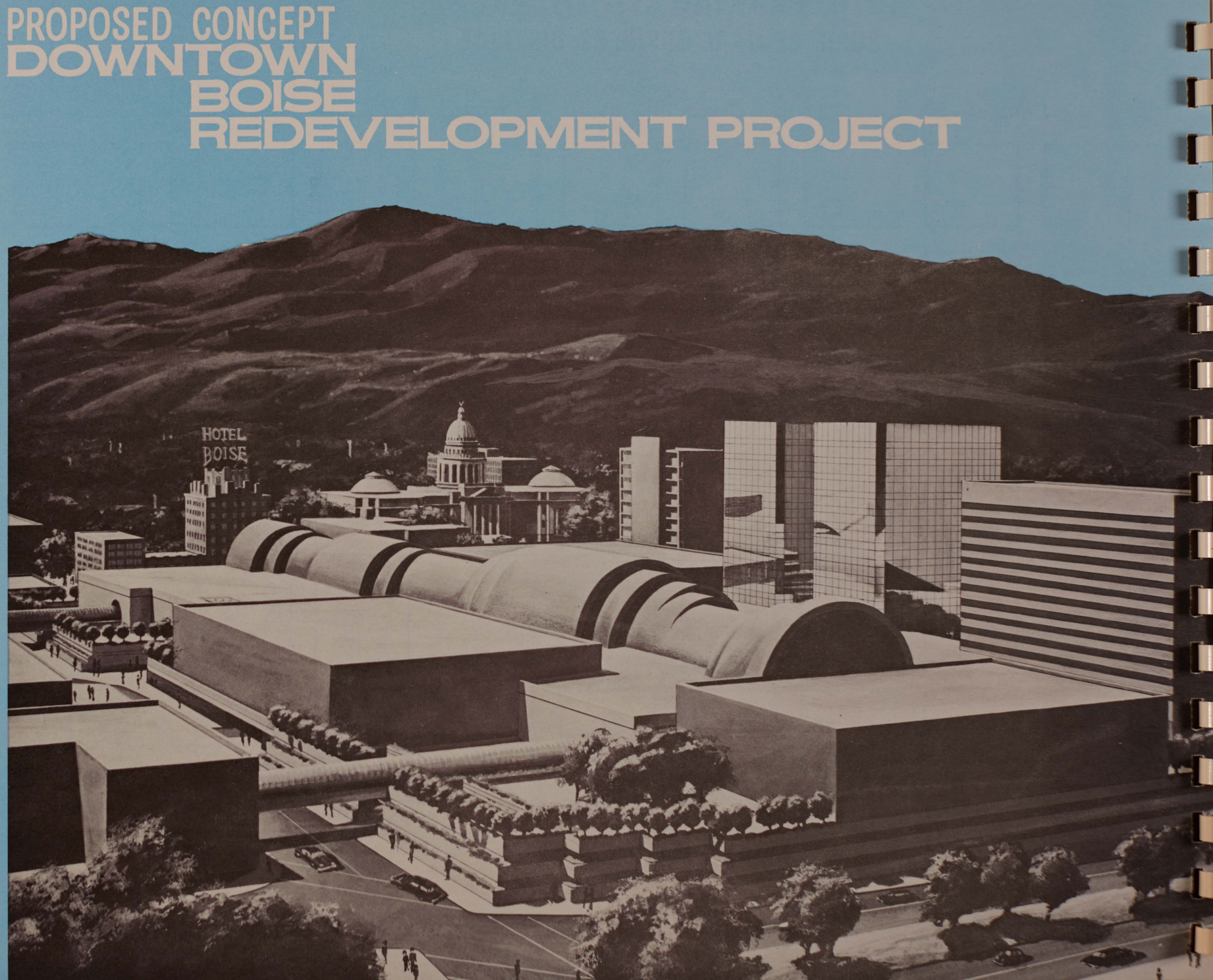
A. DOWNTOWN BOISE REDEVELOPMENT PROJECT

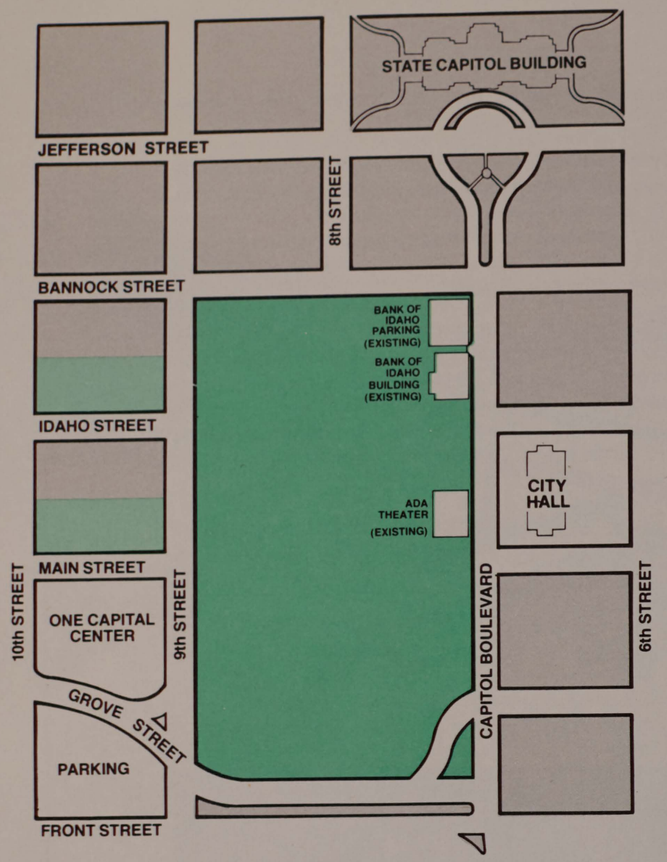
Boise's urban renewal project will involve significant impact on the general transportation situation in the community.

The project includes an area of twelve square blocks in the heart of downtown Boise.

A regional shopping center will cover an area of eight square blocks and require street closures in this area. Access and egress traffic designs for the center will provide spaces for mass transit and service vehicles to load and unload within the shopping center and off the peripheral streets.

Traffic to, from and through the downtown area will be greatly facilitated by the addition of a Broadway Street, Chinden Boulevard connector and a couplet and other proposals including: 1) a State-Jefferson east-west couplet with connection to Broadway Avenue; 2) a Capitol Boulevard-9th Street north-south couplet from the Boise River to Front Street; and 3) the 15th-16th Street north-south couplet in the vicinity of River Street. These improvements, now well into the planning stage, will provide for improved traffic flow to and from the downtown area and will expedite flow of through traffic across town. Adequate parking facilities for the area within the project are provided in the overall concept.





Location of the 800,000 square foot regional shopping center mall and parking facilities for over 3,000 cars.

Property in the project area which is currently under redevelopment (One Capital Center and the Boise City - Ada County Building complex) or existing structures scheduled to remain (Bank of Idaho Building and parking structure) or to be rehabilitated, if possible (Ada Theater) and not scheduled for removal.

Property within the project area but not included in the shopping center mall itself.

Those areas not included in the redevelopment plan.

The first major new construction within Boise's urban renewal area began in the autumn of 1973 with the start of One Capital Center in Project I. This was followed in 1974 with the total rehabilitation of the adjacent former Sun Building for a new headquarters for Continental Life and Accident Company, which was relocated from the Project I area. One Capital Center is a 14-story first phase of a planned twin-tower office building complex located between 9th and 10th Streets and Main and realigned Grove Streets. The Continental Life Building, finished at year's end, is across the street at the southwest corner of 10th and Main Streets. One Capital Center was "topped out" in early December and expects to be ready for occupancy in mid-1975. Major tenants in One Capital Center will be the headquarters offices of the J. R. Simplot Company, a partner in the joint venture which is building the facility, and the administrative offices of Mountain Bell Telephone Company. Both buildings are projects on land acquired by the Boise Redevelopment Agency and disposed of through the urban renewal procedures.

At year's end, site preparation was being completed on the block bounded by Idaho and Main Streets and 6th Street and Capitol Boulevard for the construction of the new Municipal Government Complex.

Zoning uncertainties concerning regional shopping centers in Ada County were for all practical purposes resolved by the year's end. The Boise Redevelopment Agency was advised by officials of the J. C. Penney Company of its preference for the downtown regional shopping center for its new Boise store. Negotiations were initiated by Penney's real estate officials with representatives of the Dayton Development Company to work out the required contractual agreements.

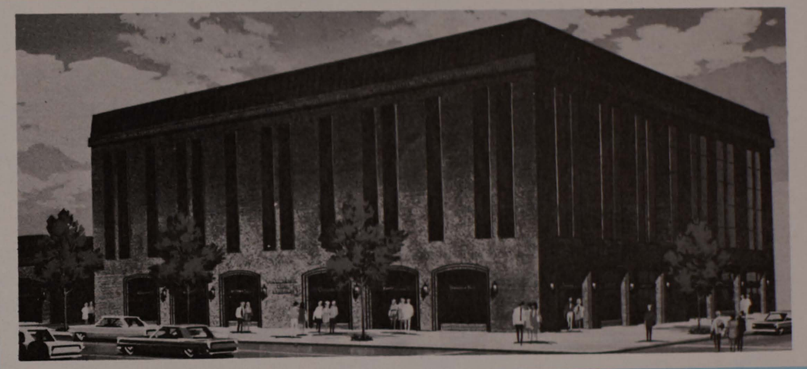
Concurrently, negotiations were begun with ZCMI officials to secure a site for a second major retail store in the superblock area of the regional shopping center. ZCMI had earlier expressed a desire to locate in Boise in the same shopping center chosen by Penney's.

Dayton Development Company is a subsidiary of Dayton-Hudson Properties and the developer of the downtown regional shopping center which will be an enclosed mall covering the eight square blocks between Grove Street (realigned) and Bannock Street and Capitol Boulevard and 9th Street.

Dayton opened a Boise office in January 1975 to work with businesses presently located in the downtown area to survey their future requirements and intentions. Space and facilities will be made available on a priority basis to all local retail establishments now operating in the downtown area.

The regional shopping center concept provides for approximately 800,000 square feet of leasable retail space and adjacent parking structures to accommodate over 3,000 cars.

Grove Street, between Capitol Boulevard and 10th Street, was realigned southerly toward Front Street, and 8th Street was closed from Front to Main Street in the initial preparation of the site for Phase I of the project. Remaining streets and alleys within the eight block area will eventually be closed and converted to an internal pedestrian mall in the shopping center. Traffic studies of vehicular capacity and parking will be conducted as the project develops.



The new Boise City Government Building, shown in the two architects' renderings at the top of page 17, is now under construction. The new Continental Life Building, center right, adjacent to the project's west boundary at 10th Street, has been completed. One Capital Center, shown at lower right, first major construction within the project area, will be completed in mid-summer 1975.

B. BOISE AIR TERMINAL DEVELOPMENT

The Boise Air Terminal (Gowen Field) is a small Hub Airport and is the third largest scheduled air carrier airport in the Northwest.

The original aviation facility for Boise College Field was constructed where Boise State University is now located. Some of the first commercial aviation and air mail services in the United States were operated from this facility.

Varney Airlines, one of the companies merged to create United Air Lines, had their home base at this facility. With the advent of the Boeing 247 and DC-3, a new facility was developed at the present Boise Air Terminal (Gowen Field) site. The old facility was put to good use and developed into Boise State University, one of the largest state educational institutions.

The present facilities were constructed in 1939, and even though during World War II the United States War Department leased the facilities for military purposes, the airport has been developed as a primary civil and joint use military facility. As the aircraft equipment was developed larger and faster, much of the development of the aircraft operations was closely related to military use.

The two trunk and local service scheduled air carriers, United and Hughes Air West, have been supplemented by scheduled commuter carriers, Sun Valley Key, Cascade Airways and Execuair Airlines. Facilities have been designed to accommodate another trunk air carrier whenever approved by the Civil Aeronautics Board. These air carriers provide 40 scheduled trips per day with non-stop service to Chicago, Salt Lake City, Portland, Seattle, Spokane, Twin Falls, Idaho Falls, Lewiston, San Francisco, Reno, Denver, Pocatello, Sun Valley, Walla Walla and Pullman/Moscow. The primary aircraft utilized by the trunk carriers are the DC-9 and Boeing 727.

The military uses the jet-powered F-102's and UH-1 helicopter. The Idaho Air and Army National Guard have a major training facility for the entire Western United States located at the field. They primarily use general aviation facilities supported by three Fixed Base Operators providing aviation fuel, aircraft sales, student instruction, maintenance and charter service.

The Inter Agency Fire Center, located adjacent to and opening on the Boise Air Terminal (Gowen Field), is another facility of national importance. This development would not have been located here without the aviation facilities being available and large enough for the type of use projected. The facility provides the entire Western United States with fire fighting, manpower and equipment processing.

The following statistics indicate the related growth of the facilities by use and development:

	1960	1973	1974
Scheduled Airline Passenger Growth	164,474	627,699	685,633
Airport Operations	79,647	181,910	199,896
Aviation Fuel Pumped (Gallons)	1,654,863	8,440,904	8,783,884
Number of Aircraft	82	225	265
Gate Positions	4	9	9
Cargo (Tons)	1,240.6	6,513.2	6,619.7

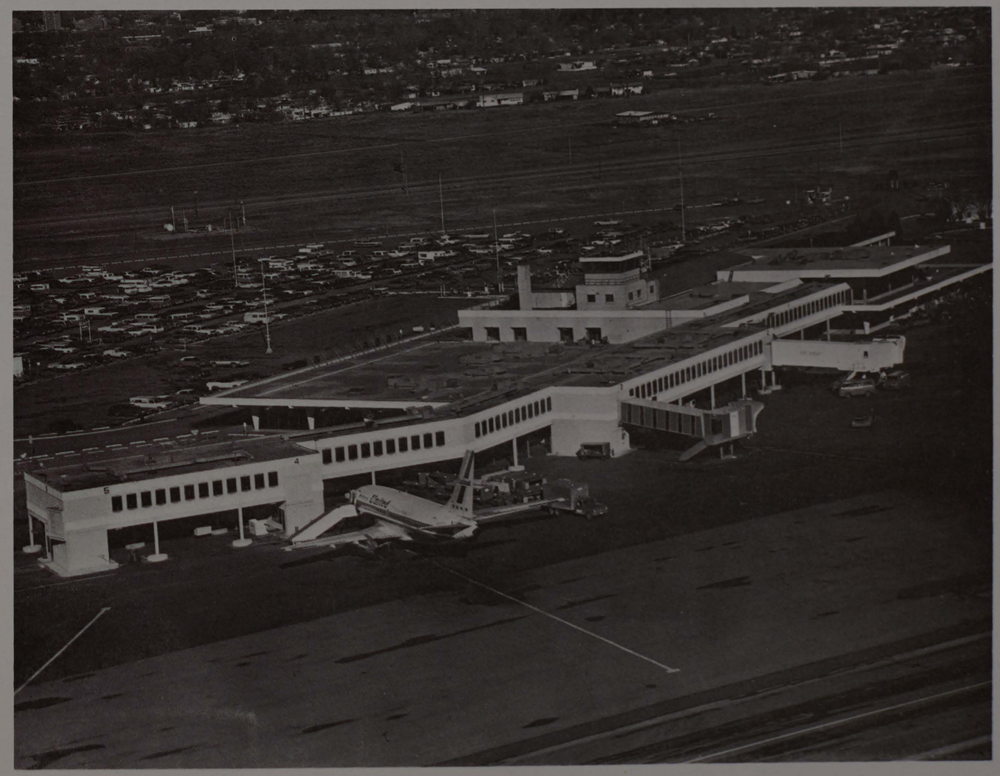
Future growth and development has been projected and this foretells even greater aviation, service and transportation.

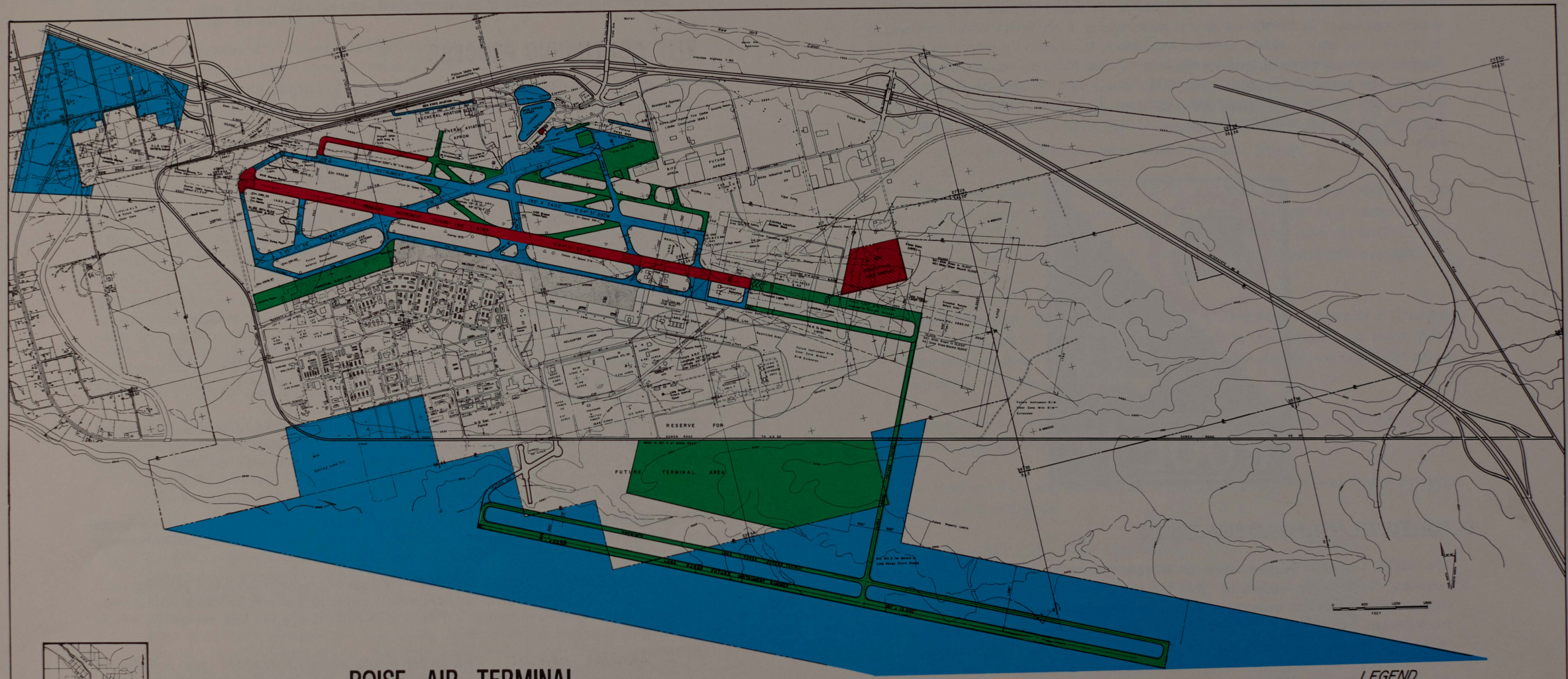
To keep pace with this growth, the planned future airport developments will include expansion of the existing dual runways and related taxiways, aircraft parking aprons, and the present terminal facilities. At the same time, land acquisition, planning and development of financing is underway to provide for a third runway southeast of the present runways. Taxiways, aircraft parking aprons and a complete new cargo-terminal complex will be developed as the area demands are realized.

The development of aviation facilities is naturally geared to usage and growth of the region. It is noted that people, and particularly industry, locate in areas that have good usable aviation facilities that can be expanded to serve the growth as it develops. Boise facilities are well located to provide a good intermodal transportation use. Interstate 80N borders the airport on the north and rail service and ground handling companies have facilities to provide for air-ground cargo needs. Recent development of live cattle shipments by air are indicators of air cargo potential.

A study made by the State of Idaho Division of Aeronautics and Public Transportation provides the following forecasts of growth for aviation in Boise by 1992:

	1992
Passenger Traffic	1,454,263
Cargo (Tons)	45,076
Airport Operations	474,700





BOISE AIR TERMINAL

FUTURE LONG RANGE AIRPORT LAYOUT PLAN

C. CARPOOL, BUSPOOL AND STAGGERED WORK HOURS PROGRAM

An energy conservation demonstration project to provide computer matching services for car and buspools was approved by the Policy Committee in April of 1974. The goals of this demonstration project are: 1) to conserve fuel; 2) to decrease traffic congestion during rush hours; 3) to improve air and noise quality in the metropolitan area; and 4) to enhance the use of existing highways and parking facilities in the urbanized area. The Study area boundaries will serve as the primary area for the Carpool portion of the project. The project is included in the 1975 Fiscal Year Unified Work Program and is funded with the use of Transportation Planning (PL) funds. Federal participation is based on 90 percent matching monies. Local monies are provided under participating agency budgets.

D. PEDESTRIAN AND EQUESTRIAN ROUTES

The BMTS Technical Subcommittee on bicycle, pedestrian and equestrian routes is currently developing a pedestrian plan for the Boise area. The plan will establish recommended goals and objectives, as well as proposed pedestrian routes within the metropolitan area. Upon completion of the pedestrian plan, the Technical Subcommittee will develop an equestrian report to include a specific set of recommended goals and objectives and suggested routes for equestrian facilities in and around the community. With some 3,000 equestrian enthusiasts in the County, such a plan warrants careful consideration.

Following completion of these reports, the Subcommittee will develop a non-motorized report and information brochure for use by citizens in the Boise area. This report will outline the recommended routes which are developed and available for pedestrian and equestrian use. The Technical Subcommittee will continue to function in an advisory and monitoring role after these reports are developed.

VII CONTINUING PROCESS

There are a number of different data items necessary to carry on an effective transportation planning effort. These items can be grouped into the following five major elements:

1. *SURVEILLANCE* – Under this element, base year data are collected, that is, the social, economic and land-use characteristics of the community are developed and traffic volume figures are collected for selected streets in the area. In organizing the data, census tracts are broken down into traffic zones. This makes it possible to produce traffic assignments on a small geographic basis and use data compatible for other planning purposes. The magnitude and location of change is evaluated on a zonal basis annually for development of current growth estimates. The traffic counting program measures changes in volumes, accident rates and type of transportation used for travel.

2. *REAPPRAISAL* – The base year data are used to develop an existing trip table which can be assigned to an existing traffic network using models developed for computer application. Once the model is calibrated to simulate current travel patterns, socioeconomic data related to trip-making can be projected and a trip table developed to reflect the forecasts. The future trip table can then be assigned to the existing network, enabling personnel to visualize future traffic patterns and their effect on the system.

   The reappraisal element monitors the base year updates; evaluates the need for changing previous forecasts; and as necessary, modifies the Recommended Transportation Plan. It should be noted that these techniques only aid local officials in determining deficiencies and in developing a Capital Improvement Program—it is only a tool, not a final result.

3. *SERVICE* – Planning data and assistance should be provided to Study participants and other interested parties responsible for plan implementation and community development.

4. *PROCEDURAL DEVELOPMENT* – Research programs on urban planning techniques and urban growth patterns should be established and additional efforts made toward keeping informed on new techniques and upgrading the quality of the planning process.

5. *ANNUAL REPORT* – This report should include a summary of all surveillance items and present the Recommended Plan and Development Program for the transportation system.

VIII PLAN EVALUATION AND IMPLEMENTATION- STREETS AND HIGHWAYS

In an effort to determine the future requirements of the existing street system, 1990 traffic volumes were developed from projected social, economic and land-use data, and assigned to the existing plan. From these traffic volumes, several streets and intersections were determined to be deficient in capacity. To eliminate these problem areas, various alternatives were tested. Initially, minor improvements such as parking removal, one-way couplets and street widening were added to the existing system in an effort to achieve an acceptable level of service. (Efforts to solve the remaining problem areas were by the inclusion of additional facilities to the system.) These additions were based on:

1. Previous studies and reports, including:

   a. The comprehensive plans of Boise City, Garden City and Ada County.

   b. General neighborhood redevelopment plans and the central area traffic study.

   c. Numerous individual studies on various traffic corridors, including Capitol Boulevard, Vista Avenue, Broadway Avenue and Americana-Emerald-Latah intersection.

2. Current planning by participating agencies.

As shown on the 1990 Recommended Transportation Plan, several corridors are still being studied to determine final project location. These major additions included in the plan are as follows:

1. Chinden Boulevard-Broadway Avenue Corridor – this major facility would extend easterly from the Interstate highway connector to serve the Central Business District. Practical capacity is being reached on the Main Street-Fairview Avenue Couplet at the present time during peak hours, and future volumes will continue to compound the problem. This proposed connection to the downtown area would accommodate the increased traffic volumes. Future studies are likely to be initiated to the area southeasterly of Broadway, to provide necessary east-west continuity and serve projected development south of the Boise River. A bridge connection to existing State Highway 21 at the "narrows" should also relieve undesirable conditions on Warm Springs Avenue. A draft environmental impact statement for the Chinden to Broadway Corridor should be available early in 1975.

2. Anticipated expansion of residential neighborhoods in the "foothills" area would require the development of a system of arterial and collector streets.

3. Several one-way couplets have been proposed in the vicinity of the downtown Central Business District.

   Capitol Boulevard-9th Street Couplet, State Street-Jefferson Street Couplet and 15th Street-16th Street Couplet extended are being recommended because these three corridors will not adequately serve the future needs of the area with one or both streets mentioned operating as two-way facilities. These proposed couplets will provide the necessary capacity for anticipated growth.

   The 15th Street-16th Street Couplet has been given design approval, and negotiations are underway with the Union Pacific Railroad for the acquisition of the 15th Street railroad grade crossing. The State Street-Jefferson Street Couplet is in location study with a draft environmental impact statement anticipated by spring of 1975.

4. Gowen Road Extension to a connection with existing State Highway 21 at Diversion Dam is proposed to provide more direct access for recreational and truck traffic destined for points north and east. Relief would be provided on residential streets such as Warm Springs Avenue.

5. An additional Boise River crossing located between the Glenwood and Main Street bridges, is being evaluated.

6. The reconstruction and widening of several existing Major Arterial Streets are being programmed as follows:

State Street, 23rd Street to 36th Street	1975-1976
27th Street, Main Street to State Street	1975
Overland Road, Orchard Street to Cole Road	1976-1977
Boise Avenue, Broadway Avenue to Gekeler Lane	1976-1977
Broadway Avenue, Boise Avenue to Richmond Street	1975-1976
Emerald Street-Orchard Street Intersection	1976

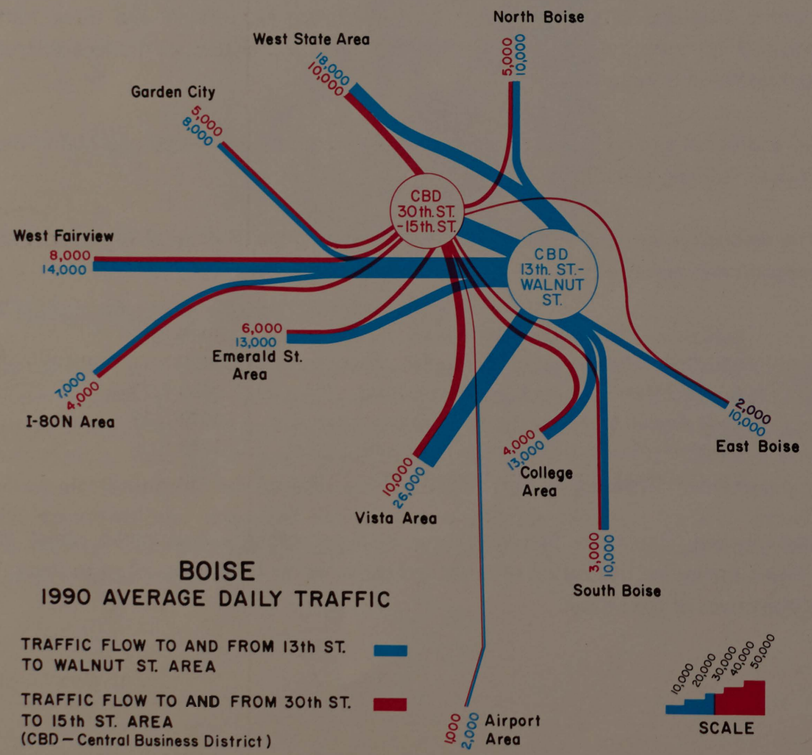
The Recommended Vehicular Transportation Plan reflects the anticipated street and highway needs (including utilization of buses and carpools) to 1990 in an effort to meet the goals and objectives of the Study.

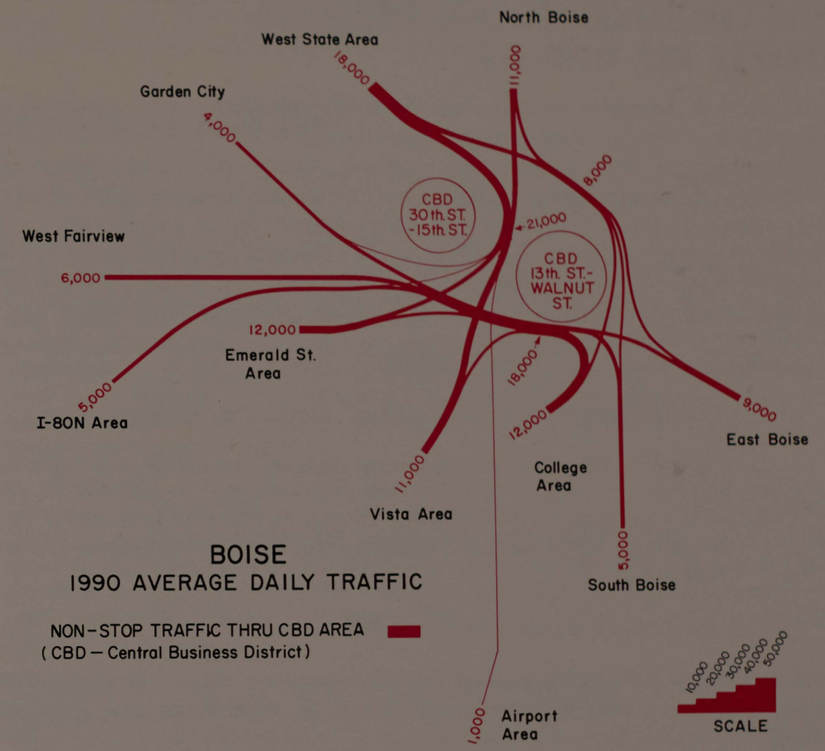
IX TRAFFIC VOLUMES

A. TRAFFIC CHARACTERISTICS

To illustrate estimated future traffic characteristics, the central city area was divided into two parts: that area west of 15th Street to 30th Street and the area east of 13th Street to Walnut Street. This division was necessary to properly illustrate the origins and destinations of vehicular traffic in the central city area.

The recommended extension of a new major arterial highway from the existing Interstate Highway West Connector southeasterly to Broadway Avenue would more adequately serve the central city area from 13th Street easterly. The area from 15th Street to 30th Street would continue to be served by the Fairview Avenue-Main Street Couplet.

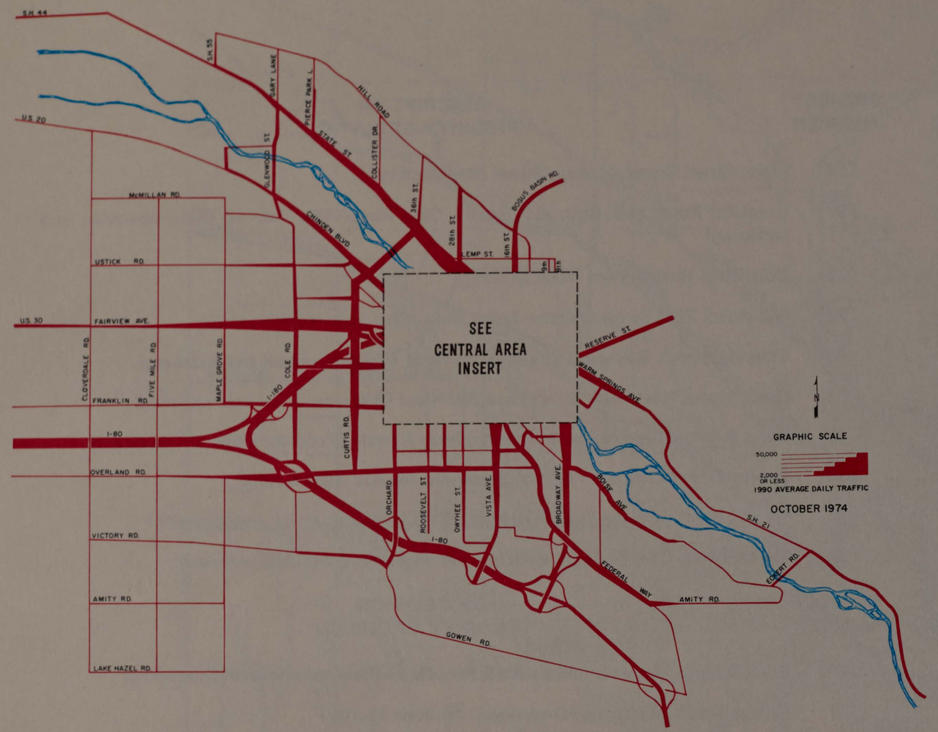




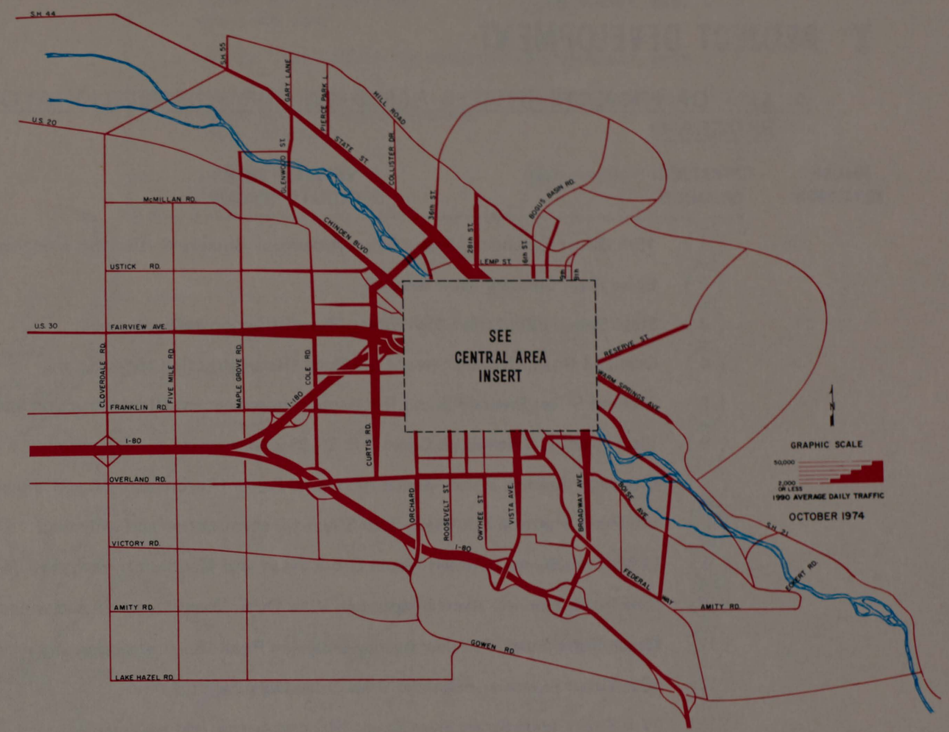
The flow diagram above indicates the non-stop traffic bypassing both areas.

The flow diagram to the left indicates the traffic desires to and from each area.

B. EXISTING PLAN WITH COMMITTED IMPROVEMENTS

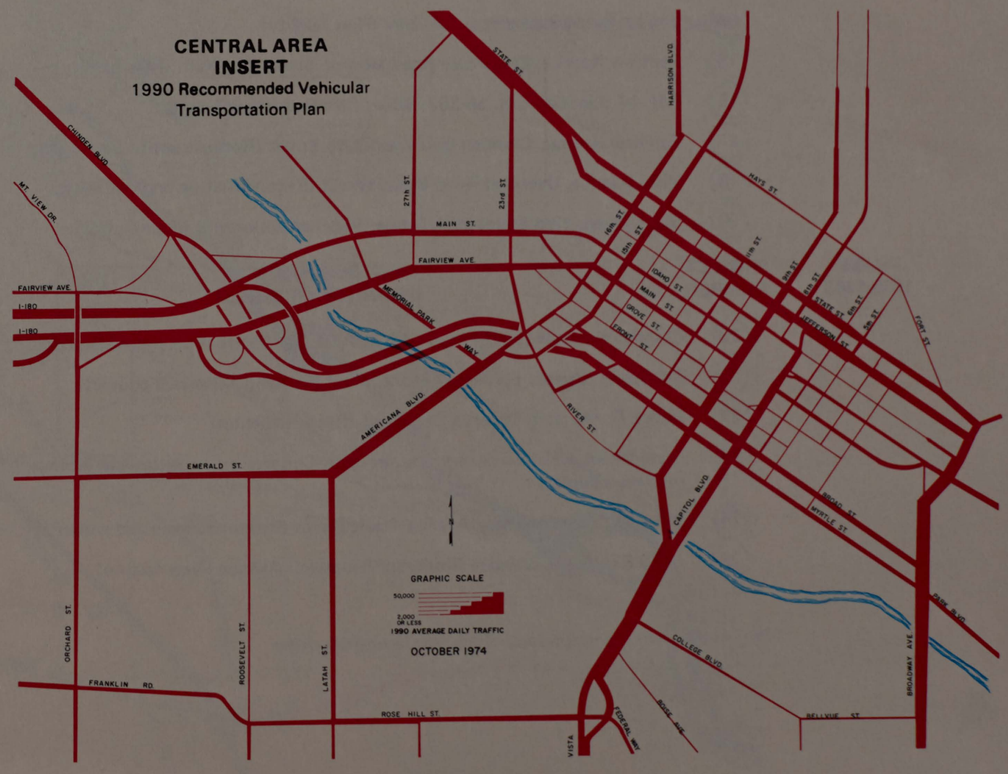


C. 1990 RECOMMENDED VEHICULAR TRANSPORTATION PLAN



CENTRAL AREA INSERT
Existing Plan with Committed Improvements

CENTRAL AREA INSERT
1990 Recommended Vehicular Transportation Plan



X PROJECT DEVELOPMENT

A. LIST OF PROJECTS (PHASES BASED ON THE FINANCIALLY ATTAINABLE PROGRAM)

PHASE 1974-1978	*PROJECT NUMBER	DESCRIPTION (PRIORITY GROUP I)
	1	15th Street Extension, Front Street-Americana Boulevard (Develop a one-way couplet)
	2	Boise River Crossing (New facility)
	3	State Street, 28th Street-36th Street (Reconstruction and widening)
	4	Overland Road, Orchard Street-Cole Road (Reconstruction and widening)
	5	Orchard Street-Emerald Street Intersection Improvement (Reconstruction and widening)
	6	Vista Avenue, Ridenbaugh Canal-U.S. 30 (Reconstruction and widening)
	7	Broadway Avenue, Boise Avenue-Richmond Street (Reconstruction and widening)
	8	Hill Road, Harrison Boulevard-28th Street (Reconstruction and widening)
	9	I-80N Interchange between Maple Grove Road and Meridian Interchange (New facility)
	10	Cole Road, Fairview Avenue-Mountain View Drive (Reconstruction and widening)
	11	Maple Grove Road, Fairview Avenue-McMillan Road (Reconstruction and widening)
	12	15th Street Extension-Highland View Drive (New facility)
	13	27th Street, Main Street-State Street (Reconstruction and widening)
	14	Walnut Street-Lucky Peak Bikeway (New facility)
	15	Fairview Avenue, Cloverdale Road-Monroe Street Bike Path (New facility)
	16	S.H. 44, Junction S.H. 55-36th Street Bike Path (New facility)
	17	Fairview Avenue, Chinden Boulevard-27th Street (Reconstruction and widening)
	18	Vista Avenue, Overland Road-Malad Street (Reconstruction and widening)
	19	State Street, 23rd Street-28th Street (Reconstruction and widening)

PHASE 1979-1983	PROJECT NUMBER	DESCRIPTION (PRIORITY GROUP II)
	20	Chinden Boulevard, 49th Street-43rd Street (Reconstruction and widening)
	21	9th Street, Capitol Boulevard-Front Street (Develop a one-way couplet)
	22	Ustick Connection-Chinden Boulevard (Reconstruction)
	23	State Street-Jefferson Street Couplet with Connection to Broadway Avenue (Develop a one-way couplet)
	24	Boise Avenue, Broadway Avenue-Apple Street (Reconstruction and widening)
	25	I-180 Extension, Chinden Boulevard-Broadway Avenue (New facility)

** Project numbers are not necessarily shown in priority order.*

PHASE 1979-1983	PROJECT NUMBER	DESCRIPTION (PRIORITY GROUP II)
	26	Idaho Street Crossover-Main Street (New facility)
	27	Franklin Road and Rose Hill Street, Cole Road-Vista Avenue (Reconstruction and widening)
	28	Cole Road Realignment (New facility)
	29	Hill Road, 28th Street-Collister Drive (Reconstruction and widening)
	30	Emerald Street, Roosevelt Street-Curtis Road (Reconstruction and widening)
	31	Curtis Road, Northview Street-Overland Road (Reconstruction and widening)
	32	Boise Avenue, Capitol Boulevard-Broadway Avenue (Reconstruction and widening)
	33	Beacon Street Extension East of Broadway Avenue (New facility)
	34	Latah Street, Emerald Street-Overland Road (Reconstruction and widening)
	35	Ustick Road, Cole Road-Cloverdale Road (Reconstruction and widening)

PHASE 1984-1988	PROJECT NUMBER	DESCRIPTION (PRIORITY GROUP III)
	36	Boise Avenue, Apple Street-South Eckert Road (Reconstruction and widening)
	37	Gowen Road Interchange-Diversion Dam (New facility)
	38	Orchard Street, Overland Road-I-80N (Reconstruction and widening)
	39	Apple Street Extension, Federal Way-Beacon Street Extension (New facility)
	40	Veteran's Memorial Parkway, Fairview Avenue-Rose Street (New facility)
	41	23rd Street, Idaho Street-RR Tracks (Reconstruction and widening)
	42	Western North-South Arterial, Overland Road-S.H. 55 (New facility)
	43	Broadway Avenue, Myrtle Street-Warm Springs Avenue (Reconstruction and widening)
	44	Franklin Road, Maple Grove Road-Cloverdale Road (Reconstruction and widening)
	45	Overland Road, Cole Road-Cloverdale Road (Reconstruction and widening)

PHASE After 1988	PROJECT NUMBER	DESCRIPTION (PRIORITY GROUP IV)
	46	Maple Grove Road Grade Separation at I-80N (New facility)
	47	Hill Road, Collister Drive-S.H. 55 (Reconstruction and widening)
	48	Foothill Drive (New facility)
	49	Amity Road, Maple Grove Road-Orchard Street (New facility)
	50	Maple Grove Road Extension-U.S. 20 (New facility)
	51	Lake Hazel Road, Maple Grove Road-Spring Valley Road (Reconstruction and widening)


LEGEND
EXISTING MAJOR STREETS AND CONNECTING LINKS
PROPOSED NEW STREETS OR STRUCTURES
PROPOSED NEW TRAFFIC CORRIDORS WITH SPECIFIC LOCATIONS TO BE DETERMINED
BIKEWAYS OR BIKE PATHS
1 19 PRIORITY GROUP I
20 35 PRIORITY GROUP II
36 45 PRIORITY GROUP III
46 51 PRIORITY GROUP IV
N
SCALE
1 3/4 1/2 1/4 0 1 MILE
CHINDEN BLVD.
McMILLAN ROAD
USTICK ROAD
FAIRVIEW AVE
FRANKLIN ROAD
OVERLAND ROAD
VICTORY ROAD
AMITY ROAD
LAKE HAZEL ROAD
FIVEMILE
MAPLE
COLE ROAD
CURTIS ROAD
ORCHARD ST.
ROOSEVELT
VISTA AVE
FEDERAL
BROADWAY
BOISE AVE
GOWEN ROAD
STATE ST.
HILL ROAD
COLLISTER DR.
GLENWOOD ST.
36 th ST.
27 th ST.
23 rd ST.
HARRISON BLVD.
13 th ST.
8 th ST.
BOGUS BASIN ROAD
WARM SPRINGS AVE
WESTERN IDAHO FAIR GROUNDS
AMITY ROAD

C. ADDITIONAL FACILITIES, TRANSIT AND AIRPORT IMPROVEMENTS

PHASE 1974-1978	DESCRIPTION (PRIORITY GROUP I)
–	Park and Ride Lots—Various locations (New facilities)
–	Transit improvements (Additional facilities)
–	Airport improvements (Additional facilities)
•	Overlay runway 28Left-10Right (Transfer instrument landing capability to south runway and overlay displaced threshold)
•	Completion of taxiway Right West
•	Enlargement of Terminal Building baggage claim area
•	Overlay runway 28Right-10Left
•	Overlay taxiways
•	Land acquisition
•	Stabilize shoulders on all taxiways
•	Expansion of taxiway Right East
•	General Aviation Location Study

PHASE 1979-1983	DESCRIPTION (PRIORITY GROUP II)
–	Park and Ride Lots—Various locations (New facilities)
–	Transit improvements (Additional facilities)
–	Airport improvements (Additional facilities)
•	Terminal apron overlay and expansion
•	Terminal building expansion
•	Land acquisition
•	Cargo facility expansion
•	General Aviation facility expansion
•	Taxiways to support additional aircraft activity
•	Airport Master Planning

PHASE 1984-1988	DESCRIPTION (PRIORITY GROUP III)
–	Transit improvements (Additional facilities)
–	Airport improvements
•	Land acquisition and other airport developments

PHASE After 1988	DESCRIPTION (PRIORITY GROUP IV)
–	Transit improvements (Additional facilities)
–	Airport improvements
•	Long-range third runway, taxiways and terminal

D. LIST OF PROJECTS COMPLETED SINCE THE PUBLICATION OF THE FIRST ANNUAL REPORT

Streets and Highways

- Capitol Boulevard and College Boulevard (Intersection improvement)
- Fairview Avenue and Cole Road (Intersection improvement)
- Americana-Emerald-Latah Intersection
- Vista Avenue, I-80N-Malad Street
- Vista Avenue, Ridenbaugh Canal-Overland Road
- Chinden Boulevard and 44th Street (Intersection improvement, including signalization)
- Curtis Road On-Ramp-I-180
- Beacon Street Extension
- Chinden Boulevard, 43rd Street-Junction U.S. 30

Transit

- Urban Mass Transportation Capital Improvement Grant Application for the City of Boise
- Greater Boise Transit Plan

Airports

- Land acquisition for clear zone
- Construction of taxiway
- Parking apron
- Acquisition of fire rescue vehicles
- Construction of extension to fire station

E. COST ESTIMATES AND AVAILABLE FINANCES FOR STREETS AND HIGHWAYS

Priority Time Periods	Project Cost Estimates	Available Finances
1974-1978	$ 9,660,000	$ 7,750,000
1979-1983	22,300,000	12,000,000
1984-1988	6,600,000	7,800,000
After 1988	5,200,000	7,100,000
TOTALS	$43,760,000	$34,650,000

F. COST ESTIMATES AND AVAILABLE FINANCES FOR TRANSIT AND AIRPORT IMPROVEMENTS

Priority Time Periods	Project Cost Estimates	Available Finances
1974-1978	$ 5,886,000	$ 5,886,000
1979-1983	3,675,000	3,675,000
1984-1988	3,000,000	3,000,000
After 1988	15,000,000	15,000,000
TOTALS	$27,561,000	$27,561,000

XI GENERAL COMPREHENSIVE PLAN

LEGEND

RESIDENTIAL
- LOW DENSITY (1)
- MEDIUM DENSITY (2)
- RESIDENTIAL - ADMINISTRATIVE (3)

COMMERCIAL
- NEIGHBORHOOD (4)
- GENERAL (5)
- SERVICE (6)

INDUSTRIAL
- LIGHT (7)
- HEAVY (8)

OPEN LAND (9)

PUBLIC LANDS
- PARKS & PLAYGROUNDS
- PROPOSED PARKS & PLAYGROUNDS
- SCHOOLS
- PROPOSED SCHOOLS
- GOVERNMENT CENTER

TRAFFICWAYS
- INTERSTATE FREEWAY
- FEDERAL/STATE HIGHWAY
- ARTERIAL STREET
- COLLECTOR STREET
- FUTURE INTERCHANGE

Proposed use of land areas is characterized by:

1. Single-family residential area-typical lot 6000 to 9000 sq. ft.
2. Single-family residential area-including limited apartments and quasi-residential uses
3. Residential area including apartment developments and professional, administrative and research offices
4. Local commercial service
5. Retail sales and commercial offices
6. Wholesale sales and service-type service
7. Warehousing and light manufacturing
8. Heavy industrial manufacturing
9. Recreation, school or rural uses

UPDATED AS OF:
December 20, 1974

XII COMMITTEE MEMBERSHIPS

POLICY COMMITTEE

Hans J. Sperber, Chief
Northwest Region Planning Staff
Federal Aviation Administration
(ex officio)

** Dick Eardley, Mayor
Boise City

Marjorie Ewing, Board Member
Ada Council of Governments

* Leon Fairbanks, Chairman
Ada County Highway District

F. William Fort, Regional Chief
Urban Mass Transportation Adm.

Flip Kleffner, Commissioner
Ada County

Darrell V Manning
Director
Idaho Transportation Department

George Pattis, Executive Director
Ada Council of Governments
(ex officio)

George Prichard, Mayor
Garden City

E. M. Wood
Division Engineer
Federal Highway Administration
(ex officio)

TECHNICAL COMMITTEE

Carlyle W. Briggs, P.E.
Consultant, Garden City

Garth Campbell, Manager
Collections and Delivery
U.S. Post Office

Paul Card
Environmental and Corridor Planning
Idaho Division of Highways

Homer Clough, Supervisor
Safety and Transportation
Boise Public Schools

Harry L. Day, P.E.
Chief of Planning
Idaho Transportation Department
(ex officio)

Don Duvall, Manager
Boise Air Terminal

** Len Engel
Principal Planner - Transportation
Idaho Division of Aeronautics
and Public Transportation

Doug Erdman, Greenbelt Coordinator
City Park Department

Rick Greenfield
Senior Planner
Community Development

Dale Hadley
Manager of Industrial Development
Upland Industries Corp. (U.P.R.R.)

John J. Hegmann, P.E.
Planning and Research Engineer
Idaho Division, Federal Highway
Administration
(ex officio)

Gary Hughes, Director
Boise Redevelopment Agency

Duane Kirk, Director
Safety and Driver Education
Idaho Department of Education

Keith Longenecker, P.E.
Assistant Planning Engineer
Idaho Transportation Department

Scott Lukehart
Transportation Planner
Ada Council of Governments

* Herb Mayer, P.E.
Deputy Director
Ada County Highway District

Murray Michael
Supervisor Air Quality Program
Idaho Health & Welfare Department

Jim Morris, P.E.
City Engineer
Boise City Public Works

Dave Perry
Fire Chief
Boise Fire Department

W. W. Sacht, P.E.
District Engineer
Idaho Division of Highways

Elmer Soniville, P.E.
Director
Ada County Highway District

CITIZENS ADVISORY COMMITTEE

Phil Barber
Citizens Alliance

John Bertram
Citizen

Gene Bolin
Citizen

Dell Bowman
Citizen

Vern Brassey
Idaho State Senator

Leo Budig
Citizen

Jim L. Cheatham
Citizen

Tony Chirico
Associated Student Body of
Boise State University

Harley Davis
Transportation Advisory Committee

Mel Day
Boise Realtor's Association

Homer Deal
Idaho Highway Users Association

James Femrite
Citizen

Ralph Frazer
Citizen

Clint Haakonstad
Citizen

Bill Holder
Idaho Trucking Industry

Ed Hollenbeck
Citizen

Mary Knodell
American Association of
University Women

Mary Lou Martin
Citizen

** Ellis Mathes
Citizen

Bill Miller
Citizen

Ken Miller
American Automobile Association

Clarence Planting
Citizen

Marilyn Robertson
League of Women Voters

Frank Sattler
Idaho Petroleum Products Industry

Chet Shawver
Chamber of Commerce

Ehno Tiddens
Citizen

Barry Van Hoogen
Citizen

* Lyman Wilbur
Citizen

Fred Wisner
Citizen

** Chairman*
*** Vice-Chairman*

BMTS Study Coordinator
Jack L. Dunham