

ITEM V

**COMMUNITIES IN MOTION
REGIONAL LONG-RANGE TRANSPORTATION PLAN 2030**

**DOCUMENT #4:
DEFINING THE REGIONAL TRANSPORTATION SYSTEM
& KEY TERMS**

DRAFT

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DEFINING THE REGIONAL TRANSPORTATION SYSTEM & KEY TERMS

An initial step in the *Communities in Motion*, Regional Long Range Transportation Plan (LRTP), project is to define and designate the regional transportation system and regional transportation corridors that comprise the system. Out of necessity, State agencies and Metropolitan Planning Organizations focus most resources on those facilities and services that have regional importance, as defined by an assessment of their relative importance in moving people and goods within and through the region. Functional classification is intended to represent the regional importance, priority, and purpose of a facility within the regional framework.

This is a working draft of the Regional Transportation System and Facilities document. This document provides a process for identifying and designating transportation facilities to be considered as a part of *Communities in Motion*. An initial set of key terms have been developed and draft definitions also are included to support a broad understanding of the regional transportation system and its associated components.

DEFINING THE REGIONAL SYSTEM

There are a number of ways in which transportation network and system can be classified and described. It is suggested to start with a broad picture of the network layout that comprises the system on a regional scale, and then to detail the roadway and facility classifications within that system. Although a given agency may only have jurisdictional responsibility over a subset of the regional transportation system, in reality, all system components are interrelated from both a planning and user (customer) perspective. In particular, connectivity of the transportation system on a regional level requires the effective operation and coordination of all components. For example, intercity travel (on interstates or arterials) must be complemented with effective local connections so that people can access their destination once they arrive. Similarly, the ability of terminals and airports to accommodate passengers and goods is affected by the performance of the highway, transit, or rail components that connect them.

Within individual urban areas, the transportation system typically forms in a relatively dense grid pattern. However, on a regional scale, radial systems form to link outlying suburban areas to the city center or other activity nodes. Traditionally, this type of pattern has formed with “bedroom” residential communities in the suburbs and employment centers in downtown areas. Although there is some variation from the pattern now, it is still one of the more dominant characteristics of the region.

REGIONAL SYSTEM FRAMEWORK

When defining a transportation system, it is helpful to establish a framework in which that system is created. The most common framework used includes a functional classification hierarchy (outlining a set of facilities by their function or the service they provide in terms of varying levels of mobility and access) plus a definition of the system’s components (i.e., establishing corridors, individual facilities, and the hubs or activity centers that those facilities connect).

There are many purposes for an agency or region to define its transportation system. A primary goal is to understand, acknowledge, and reflect the desired function of facilities so that the appropriate character and design to support that function can be implemented and maintained within the surrounding context. For a long-range transportation plan, defining a regional system identifies which transportation corridors have importance from a regional perspective and provide important interconnectivity between the region's economic activity sites and other parts of the region and state. Corridors are identified and classified based on their role in serving the regional economic activity and facilitating regional travel. Given the diversity of economic uses throughout Southwest Idaho, classification criteria also must balance preservation and enhancement of the region's developed economic centers with the economic development desires of more rural parts of the region. Identifying intermodal facilities is also an important step in the process of defining significant hubs. These include airports, passenger rail stations, intercity bus stations, rail intermodal yards, major transit centers, park-and-ride lots, and truck terminals.

The operating definition of "regional importance" is a transportation facility or service that is on or provides direct connection to the interstate freeway system; primarily serves longer distance trips (i.e., greater than 5 miles); accommodates high speed and high capacity operations; connects to interstate freight terminals, international airports, or major centers; or, directly links communities or counties. Regional importance should not be confused with the term "regional significance" which has a very specific meaning for COMPASS developed by the Interagency Consultation Committee (see key definitions section). The following list of facilities and services would be eligible for designation as the regionally important transportation network:

- interstate freeways and state highways;
- arterial roadway corridors;
- regional transit service corridors;
- a subset of non-arterial roadways that provide continuous, longer facilities accommodating regional travel;
- airports serving interstate and international air travel; and,
- freight/passenger rail corridors.

This regional transportation system is presented graphically in **Figure 1.** (Figure 1 not available at this time.)

FUNCTIONAL CLASSIFICATION

In addition to establishing the corridors and components that comprise the regional system, networks are typically classified into a hierarchy based on their function or the service they provide related to transportation mobility and land access. Functional classification is the process by which roadways are grouped into classes, or systems, according to the character of service they are intended to provide. These classifications are critical because, in reality, roadways do not function independently. Rather, they serve travel as an integrated component of the overall system. Functional classification defines the role that any particular facility should play in serving the flow of trips through a transportation network. Having a classification system that describes how individual elements serve system users is a key component of regional transportation planning and corridor preservation. On a regional-scale, a consistent functional street classification map is critical to planning an integrated roadway network across multiple jurisdictions and with multiple stakeholders.

As an initial stage in this regional planning process, the transportation systems and current functional classification definitions within the six-county area were reviewed and documented. The underlying objective of this evaluation was to develop a consistent system map and functional classification system that collaboratively defines the regional transportation network and can be used by all plan participants. The following draft functional classification definitions were developed by documenting the current practice of local agencies (COMPASS, Idaho Transportation Department, Ada County Highway District, Canyon County Highway Districts, the City of Caldwell, the City of Nampa, the City of Middleton), as well as drawing insight from national standards (Highway Capacity Manual and the Federal Highway Administration), and other jurisdictions that view transportation planning from a regional perspective.

In reviewing regional definitions, it is important to recognize the distinction between functional classification and design classification. By definition, functional classification is intended to describe the role or function a given facility is intended to play within the overall system in terms of mobility provided, access function, points connected, and the predominant type of trips served. Design classification relates to the physical specifications of how a facility should be constructed in order to best meet that function. As such, functional classification can (and should) have consistent meaning throughout the region, where as the details of design classification (or design standards) will have to be established and refined on a local scale within the context of environment and urban or rural character through which a facility passes.

A single arterial facility may transition through different contexts, requiring different design treatments, while still maintaining a consistent function of connecting regional destinations. An example of this may be State Street (SH 44) as it transitions through the City of Star, connects the City of Star to the Boise metro area, and then serves to connect outlying residential or activity areas to the Boise city center.

Within these considerations, Table 1 summarizes the draft regional functional classification system as well as definitions and criteria for each functional classification.

Table 1. DRAFT Regional Functional Classification System

Functional Classification	Definition	Regional Example
Freeway	<ul style="list-style-type: none"> • A multilane, divided highway designed for the safe non-impeded movement of motorized vehicle traffic, with full access control, and access limited to grade separated interchanges. • A freeway’s primary function is to carry high volumes of long-distance regional and through vehicular traffic and public transit at high speeds. 	<ul style="list-style-type: none"> • I-84
Expressway	<ul style="list-style-type: none"> • A divided highway for through traffic with fully or highly controlled access, the intersections of which are usually grade separated from other roadways (preferred), but some signal-controlled at-grade intersections may exist. • An expressway’s primary function is to provide for safe and efficient high-speed and high-volume regional travel (vehicular and public transit), but to a lesser extent than freeways. 	<ul style="list-style-type: none"> • None currently
Arterial	<ul style="list-style-type: none"> • A class of street serving major traffic movements (high volume, high speed) with a primary purpose of providing for travel through an area or between major centers; can provide access to abutting properties as a secondary function. • Primary function is to serve longer distance, regional trips and to connect higher order freeway or expressway facilities. • Could be further sub-classified into: <ul style="list-style-type: none"> ▪ <i>Major/Principal</i> - primary function is to connect an urban area to other cities and communities within the region and connect the minor arterial and collector street system to freeways and expressways; secondary function is to serve both local and through traffic as it enters and leaves the urban area; ▪ <i>Minor</i> - Primary function is to serve local and through traffic between activity centers, along higher density corridors, and to regional facilities; 	<ul style="list-style-type: none"> • Eagle Road (SH 55) (<i>Principle – I-84 to State St.</i>) • State Street (SH 44) (<i>Principle</i>) • Ustick Road (Boise through Nampa) (<i>Minor</i>) • SH 16 (<i>Principle</i>) • SH 21 (<i>Rural Arterial</i>)

	<p>distributes traffic from major/principal arterials to collectors and local streets</p> <ul style="list-style-type: none"> ▪ <i>Rural and Urban design standards</i> 	
Collector	<ul style="list-style-type: none"> • Any street that collects traffic from local roads and then distributes it to higher-order arterials, or reverses this process by distributing arterial-based traffic back to the local street system. Collectors are also characterized by their ability to provide reasonable balance among the sometimes-competing functional requirements of mobility, circulation, and access. • Could be further sub-classified into: <ul style="list-style-type: none"> ▪ <i>Major/Urban Collector</i> - Primary function is to serve local traffic between neighborhoods and community facilities, or provide access to smaller towns not on the arterial system; in urban areas they are the principal travel carrier between arterials and local streets; in rural areas they serve more important inter-county travel and typically include roadways connecting towns within the county; provides some degree of access to adjacent properties, while maintaining circulation and mobility for all users ▪ <i>Minor Collector</i> - Primary function is to connect neighborhoods with major collector streets to facilitate movement of local traffic; link important local traffic generators and smaller communities within the rural and residential areas; typically have slower speeds to ensure community livability and safety for pedestrians and bicyclists ▪ <i>Residential Collector</i> - Provides primary routes into residential neighborhoods and carries traffic from local streets and minor numbers of abutting properties within residential neighborhoods to other collectors or arterials; carries higher 	<ul style="list-style-type: none"> • Floating Feather west of Eagle Rd. (Major) • Rim Rd. in Canyon Co. (Minor) • 4th Street (Emmett Valley) • DeClark Avenue (Emmett Valley)

	<p>volumes than local streets, but is not intended to serve through traffic</p> <ul style="list-style-type: none"> ▪ <i>Rural and Urban design standards</i> 	
Local Street	<ul style="list-style-type: none"> • A street that serves passenger cars, pedestrians, bicycles, and may be used by public transit (but typically do not provide for through movement of heavy vehicles), and is intended to provide access to adjacent properties and accommodate short distance, low speed, low volume local travel. • Could have a subgrade of: <ul style="list-style-type: none"> ○ <i>Local Commercial Industrial</i> - Primary function is to provide direct truck, public transit, and vehicular access to commercial and industrial land uses 	<ul style="list-style-type: none"> • Numerous

STREET TYPOLOGY – BEYOND FUNCTIONAL CLASSIFICATION

The functional classification system outlined above has been used with little modification for more than 25 years by federal agencies, national organizations, and state and local agencies to set parameters for roadway function and design and determine eligibility for funding. Recent trends in planning and policy have put new emphasis on multi-modal and context sensitive solutions and some think that the traditional classification system might not adequately reflect this current approach to the planning and design of transportation facilities. Key concerns identified include:

- The functional classification definitions are expressed primarily in terms that relate to motorized transportation and offer little or no direction with regard to how each mode (pedestrian, bicycle, auto/truck, transit) is anticipated to operate;
- The functional classifications are affected by the area types (urban, suburban, rural) they serve and traverse, but are not explicit in terms of the types of land uses they are suitable to serve or abut, which leads to some roadways appearing to be out of context with the areas they are serving; and
- Many of the design standards commonly associated with the traditional functional classification system (e.g., access spacing, design speed) do not foster the desired environment or do not lead to system efficiency.

In an effort to address these concerns, some agencies are choosing to adopt and implement street typologies to augment their traditional functional classification system. Similar to the Highway Capacity Manual design categories (high-speed, urban, intermediate, and suburban), the intent of the street typology classification is to view each road in context of its surrounding land uses, community values, and function for all travel modes. The underlying objective is to develop a way to balance conventional functional classification (focused on trip length as well as mobility and accessibility considerations) with a broader perspective on the public right-of-way (emphasizing the needs of pedestrians, bicyclists, and transit users). Street

typology is not a contrasting alternative to, or mutually exclusive of, the functional classification system, but instead is a supplement to that system intended to add further resolution and detail. This concept recognizes that the land uses and street function are likely to vary over the length of any given street and that the resulting design (character) should reflect those variations.

Federal, state, and local agencies and national organizations apply the traditional functional street classification system comprising arterials, collectors, and local streets. These classifications guide design standards, levels of access, traffic control, law enforcement, and the provision of federal, state, and regional transportation funding. In general, the integration of land use and context can be accomplished within the traditional system, by augmenting the functional designations with recommended design elements and operational changes to provide a more balanced environment. While the functional classification of a street broadly defines its design and operational characteristics as they relate primarily to the movement of motor vehicles, street typologies further refine the definition of streets by relating them to adjacent land uses and their function for pedestrians, bicyclists, and transit, thereby introducing system sensitivity to such issues as adjacent land use and the competing travel needs. Each street type carries with it assumptions regarding existing and proposed land uses, the manner in which the street functions (volumes, speeds, etc.), and the priority of corresponding design elements.

The addition of street typologies does retain the existing classification system of arterials, collectors, and local streets, and provides a means to identify criteria that better associate the function of the roadway with the context of the region. The criteria should still have basis in nationally accepted standards and practices recognized locally, as well as by professional and regulatory organizations. The *Communities in Motion* plan can consider augmenting the traditional functional classification with recommended elements and operational changes in order to provide a more balanced street function for pedestrians, bicyclists, transit users, and motorists.

Suggested Street Typologies

Augmenting the region's functional classification system of arterial, collector, and local streets, could be accomplished through six proposed street typology categories:

- Rural
- Residential
- Main Street
- Mixed-Use
- Commercial
- Industrial

Table 2 provides a summary of the characteristics and design elements associated with each of these categories

Table 2. Street Typology Concepts¹

Street Typology	Characteristics
Rural	<ul style="list-style-type: none"> • Rural roadways serve land uses outside of the urban areas of impact where development is widely scattered and usually located ways from the road • Typically focused on vehicular traffic but accommodate limited transit, bicycle, and pedestrian users • Allow moderate to high travel speeds with some street connections and few driveways
Residential	<ul style="list-style-type: none"> • Serve land access in both high and low-density residential neighborhoods • Balance transportation choices with land access, typically, emphasizing walking and biking over automobile mobility • Pedestrian focused, giving a higher priority to landscaped medians, trees, sidewalks, on-street parking and bicycle lanes
Main Street	<ul style="list-style-type: none"> • Serve high intensity retail and mixed land uses in areas such as downtown and in regional/neighborhood centers • Designed to promote walking, bicycling, and transit within an attractive landscaped corridor • Typically, commercial activities are concentrated along a two to eight block area but may extend farther depending on the type of adjacent land uses and the area served • On-street parking is usually provided to serve adjacent land uses • To future emphasize the pedestrian environment, may have wide sidewalks, street furniture (benches, information kiosks, trash receptacles, outdoor cafes, plazas), or other public spaces
Mixed-use	<ul style="list-style-type: none"> • Emphasize a variety of travel choices such as pedestrian, bicycle and transit use • Located in high intensity mixed use commercial, retail and residential areas with substantial pedestrian activity • Area attractive for pedestrians and bicyclists because of landscaped medians and tree lawns • Can have on-street parking and wide sidewalks depending on the type and intensity of adjacent commercial land uses • On-street parking, landscaping, and sidewalk width are higher priority than the number and width of travel lanes
Commercial	<ul style="list-style-type: none"> • Typically characterized by strip commercial development, serving areas that contain many small retail or office strip centers with building set back from front parking lots • Typically have many intersections and driveways that provide access to adjacent businesses • Historically this type of street is often highly auto-oriented and

	<ul style="list-style-type: none"> less focused on walking and biking • On-street parking is infrequent • Designed with multiple lanes divided by a landscaped median or a continuous two-way left turn lane in the center • Designed to balance mobility with access to nearby businesses
Industrial	<ul style="list-style-type: none"> • Serve primarily industrial areas • Designed to accommodate a high volume of large vehicles such as trucks, trailers, and other delivery vehicles • Bicycles and pedestrians are infrequent but should still be accommodated • Lanes in general are wider than usual to accommodate larger vehicles • On-street parking is often used to store trailers and other large vehicles • Sidewalks are provided but are not as wide as in other high-density commercial and retail areas
<p>1. The concepts presented here draw from a number of systems implemented throughout the country, in particular work completed for the City of Charlotte, NC and the Blueprint Denver RTP in Colorado.</p>	

Linking Functional Classification to Street Typology

Table 3 illustrates a suggested relationship between traditional functional classification and the street typologies. As can be seen from the table, nearly any functional class can be designated as any of the street typologies and vice versa.

Table 3. Relationship of Functional Classification & Street Typology

CLASS	TYPE					
	Rural	Residential	Main	Mixed-use	Commercial	Industrial
Arterial	X		X	X	X	X
Collector	X	X	X	X	X	X
Local	X	X	X	X	X	X

Since a given typology can be designated as nearly any of the functional classifications, street designs must consider the characteristics of both street function and street type when projects are implemented on the system. Each cell in the table represents different characteristics that should be considered in design. For example, a street designated with an Arterial function and a Main Street type will have both different functional and design characteristics and priorities than a collector or local Main Street (i.e., serving longer distance trips, placing higher priority on maintaining the through capacity). Similarly, a Mixed-Use Collector street and an Industrial Collector street should also have different characteristics, with the Mixed-Use Collector accommodating several transportation modes while an Industrial Collector emphasizes accommodating heavy trucks and automobiles over other forms of transportation.

All five street types are explicitly expected to provide for all modes in some form, however, there is a shift in modal emphasis among the street types, with Rural, Commercial, and Industrial having a stronger auto emphasis, and Residential, Main, and Mixed-use having a stronger balance among all modes. The preferred design elements for the different street types

should support the desired modal emphasis or balance. It is these design elements associated with each street typology and functional classification serve as the foundation for developing context sensitivity and provide the appropriate connections between land use, transportation, urban design, community, environment, and social interaction.

Application & Implementation

The key elements to consider when assigning street typology include: current land uses, future development proposals and land use, transportation elements (traffic volumes, vehicle types, trips served, parking needs, multi-modal users), street design priorities by segment and transitional elements between segments, potential neighborhood impacts, and phasing and implementation. By first identifying how the corridor functions (e.g., as a mixed-use arterial) will result in a broader understanding of the vehicular needs and important (and often competing) needs of adjacent land uses and multiple travel modes.

Once a street is typed and classified, the design and subsequent land use decisions in the corridor should reflect and support that classification. Such a process enables street design decisions and land use decisions to become mutually reinforcing and truly integrated. The consideration of street function and street type relationships also achieves a better integration of land use and transportation. The ultimate intent is to establish a functional classification system that provides the structure and implementation tools necessary to meet the goals and strategies established through this planning process.

KEY TERMS & PROPOSED REGIONAL DEFINITIONS

The world of transportation and urban planning contains many buzz words, and technical terms. When working on a regional scale and in collaboration with multiple stakeholders, establishing a consistent meaning for key terms is important to ensure that there is common understanding among planning partners and across project work. As such, the *Communities in Motion* study team has developed a proposed set of definitions for key regional planning terms. These proposed definitions should be reviewed and refined by the participating agencies and project stakeholders so that they reflect a regional perspective and address the regional context. Of particular importance is to make certain these terms are defined in consistent, comprehensive ways that are understandable and meaningful for policy and decision makers and the general public.

Area of Special Concern:

- A designated area planned for mixed-use development, but that is also characterized by physical, environmental, or other constraints that limit the range of acceptable transportation solutions available to address an improvement need, but where alternative routes for regional through-traffic are provided. (*Source: METRO RTP*)

Commercial Center:

- An area of concentrated commercial activity inside the Area of Impact boundary. It is intended to support commercial, office, residential, and civic activities of the surrounding neighborhood, neighborhoods, or communities. The buildings are clustered in compact development patterns and provide convenient and safe pedestrian linkages between them. (*Source: ODOT Oregon Highway Plan*)

Commercial Node:

- An area of concentrated commercial activity inside the Area of Impact boundary that is smaller than a commercial center. It is intended to support commercial, office, residential, and civic activities for the immediate, surrounding neighborhood. The buildings are clustered in compact development patterns and provide convenient and safe pedestrian linkages between them. (*Source: ODOT Oregon Highway Plan*)

Community/Neighborhood Center:

- An area of concentrated civic and public activity inside the Area of Impact boundary that may include public plazas, post offices, libraries, school facilities, and the city hall. Residential, office, industrial, and commercial activities may support and enhance the community center. Community centers have a high level of community and neighborhood accessibility, and can be reached by a variety of local street routes and transportation modes. Community centers conveniently accommodate pedestrians and bicyclists and, where appropriate, have transit. (*Source: ODOT Oregon Highway Plan*)

Connector Roadway Route:

- A road that connects freight facilities or freight generation areas to the main roadway routes. (*Source: METRO RTP*)

Corridor:

- A transportation linkage within a broad geographical band that connects major sources and destinations of trips. The transportation linkages may include any or all modes of travel (freeways, streets, transit route alignments, and pedestrian and bicycle facilities). (Sources: COMPASS, ITD Idaho Transportation Plan, Highway Capacity Manual)

Facilities:

- As used in the transportation world, “facilities” means all the fixed physical assets of a transportation system, such as roads, bus terminals, bridges, bike paths, and train stations. (Source: COMPASS)

Functional Classification:

- The process by which streets and highways are grouped into categories, or systems, according to the type of service (in relation to mobility and land access) they are intended to provide. (Sources: COMPASS, ITD Idaho Transportation Plan, Spokane RTP, Wasatch Front RTP, Highway Capacity Manual)

Intermodal or Multimodal Center:

- A transportation facility that is specially designed to accommodate several modes of passenger or freight movement, including commuter rail, light rail transit, intercity bus, intra-city bus, airport limousine service, cargo container transfers, piggyback trailers, car rental facilities, taxis, private parking, and other transportation services. (Source: Wasatch Front RTP)

Mixed Use:

- The combining of two or more different, yet complementary, land uses (such as commercial, retail, office, residential, and public) in a compact urban form to provide easy pedestrian access and reduce dependency on the automobile for travel. It can be implemented in multi-story buildings containing businesses and retail uses on the lower floors, and residential uses on the upper floors. The uses also can be grouped in separate buildings within close proximity, as long as good pedestrian connections between uses are provided. (Sources: San Diego RTP, Spokane RTP)

Mixed Use/Transit Corridor:

- A priority area for pedestrian travel served by good quality transit lines and characterized by transit supportive land use densities. These corridors will generate substantial pedestrian traffic near neighborhood-oriented retail development, schools, parks, and bus stops. They should include design features such as wide sidewalks with buffering from traffic, frequent street crossings with special street crossing amenities, pedestrian scale lighting, benches, bus shelters, awnings, and street trees. (Source: Metro RTP)

Node:

- A point that represents an intersection of two or more links, highways, or transit lines or routes, or a zone centroid; used in trip assignment (*Source: Transit Capacity & Quality of Service Manual*)

Pedestrian District:

- Areas of high or potentially high pedestrian activity where the region places priority on creating a walkable environment. Specifically, the city center, regional activity centers, and transit-oriented communities are areas planned for levels of compact, mixed-use development served by transit that will generate substantial walking and can be defined as pedestrian districts. (*Source: METRO RTP*)

Performance Measure:

- An objective, quantifiable criterion used to describe how well a system (transportation or land use) is performing (for example, average speed, reliability of travel, crash rates). They are used as feedback in the decision making process to evaluate the adequacy of transportation facilities, identify needed improvements, or estimate how well planned improvements will achieve established objectives. (*Sources: COMPASS, ITD Idaho Transportation Plan, San Diego RTP*)

Regional:

- Large subareas of the region, or the entire region, including many incorporated areas and adjacent unincorporated areas that share major transportation facilities or other urban infrastructure. (*Source: METRO RTP*)

Regionally Significant Project:

- A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. (*Source: Code of Federal Regulations*)
- A transportation project, other than an exempt project, that is on a facility which serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum:
 - All principal arterial highways
 - All fixed guideway transit facilities that offer an alternative to regional highway travel; and
 - Any other facilities determined to be regionally significant through Section 570, interagency consultation.
(*Source: Idaho Administrative Code*)
- A project that meets the following criteria:

- (a) the project is for the improvement of either:
 - (i) a principal arterial or higher functional classification; or
 - (ii) a minor arterial which will have a twenty (20) year projected traffic volume of at least 45,000 vehicles a day after completion of the project; and
- (b) the project will add at least one new continuous vehicular lane which either:
 - (i) extends from one intersecting principal or minor arterial to another intersecting principal or minor arterial; or
 - (ii) in the case of an interstate, extends from the on ramp of one interstate interchange to a point beyond the off ramp of the next adjacent interstate interchange.

(Sources: Interagency Consultation Committee)

- A critical aspect of a regionally significant project is that it is subject to air quality conformity finding. They must be included in the TIP and, under COMPASS' policy, be included in the LRTP.

Regionally Important Transportation Network:

- The transportation network made up of the interstate freeways and state highways, corridors and regional transit services, and a subset of arterials that provide continuous, longer facilities accommodating the highest volumes of regional trips. *(Source: San Diego RTP)*

Road Network:

- The Idaho Roadway Network consists of the State Highway System and local jurisdiction highways. The State Highway System contains rural and urban principal and minor arterials and major collectors. The local jurisdiction highways are comprised of urban collectors and minor and principal arterials, rural minor and major collectors, and urban and rural local access roads. Other highways are owned and operated by the federal government and administered under the federal lands program. *(Source: ITD Idaho Transportation Plan)*

Transit Oriented Development:

- A mix of residential, retail and/or office uses and a supporting network of roads, bicycle, and pedestrian ways focused on a major transit service line or stop designed to support a high level of transit use. Key features include attractive pedestrian amenities and an intensity of land use activity that is supportive of transit use. *(Source: Metro RTP)*

Urban Area:

- An area that contains a city between 5,000 and 50,000 in population as defined by the U.S. Bureau of the Census. *(Source: Idaho Transportation Department)*

Urban/Community Center:

- A neighborhood, community, or town that has an adequate mix of land uses and services to support local needs. *(Source: Spokane RTP)*

Urbanized Area:

- Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Bureau of the Census. (Sources: COMPASS, FHWA Metropolitan Transportation Planning Process: Key Issues)

SUMMARY

The region's transportation system should be defined to include the modes of travel that provide primary mobility and connectivity within the region. Consistent with national practice, the proposed system has been defined by transportation corridors than include multimodal transportation designations. This is an important evolutionary step in meeting the federal planning principles and protocols, such as those contained in the Transportation Equity Act of the 21st Century (TEA-21). In some cases, these corridors are identified not only because of the types of transportation facilities and services that are present, but also because of the land use activities occurring in the corridor that are of regional interest (i.e., population centers, economic activities). While this memorandum serves as a discussion draft in defining the regional transportation system within Ada, Boise, Canyon, Elmore, Gem, and Payette Counties, refinement of the region's network of roadways, routes, pathways, and public transportation services needs to be established through cooperative efforts of local governments, transportation agencies, and the input from the public and interest groups.

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