

ITEM VI

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

**DOCUMENT #5:
BOOKEND SCENARIOS**

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Prepared By:

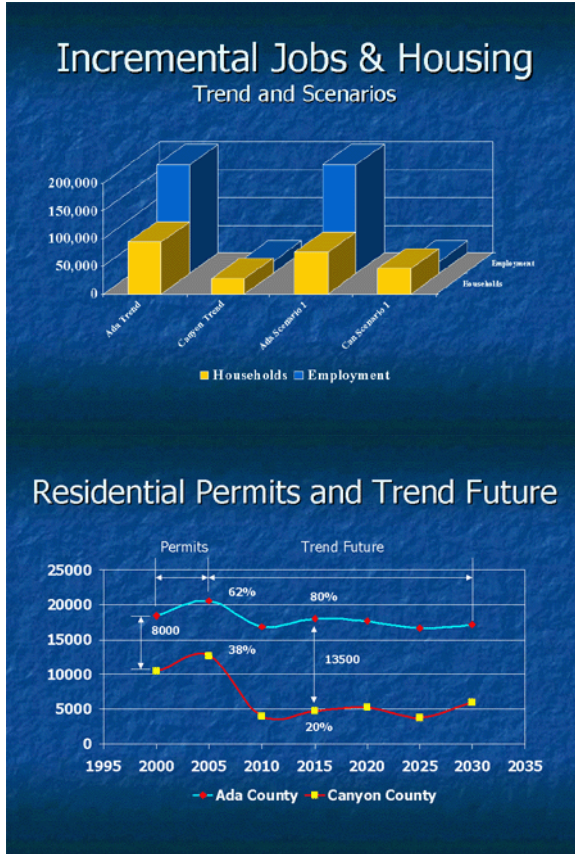


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BOOKEND #1 - Suburban Residential Explosion

Housing expands onto the cheaper land in Canyon County while employment growth continues in Ada County



Housing developers continue to seek abundant, less expensive land in Canyon County as Ada County builds out its capacity. This trend has become apparent in the last decade with Canyon County attracting nearly 40% of the incremental growth.

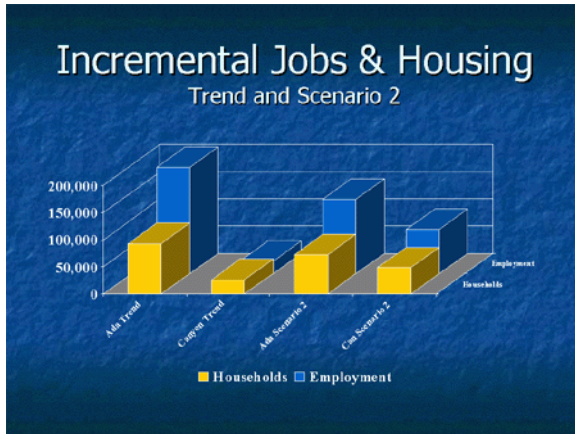
Employment growth is maintained in Ada County due to its locational advantages (airport, freeway access, etc.) and continued programs to attract new industries. As the Trend Scenario suggests, the majority of industrial jobs will locate in Canyon County in response to cheaper land costs and an abundant workforce. The majority of service jobs will continue to locate in Ada County, since it is the state capital, and the large retail centers will develop more efficiently to capture destination shoppers. Of the incremental growth, Canyon County will capture approximately 10% of new employment.

Transportation in this scenario assumes a limited alternative mode program focused on current carpool and vanpool resources. This scenario assumes little growth in the regional transit system, with most of the available service used for the transit-dependent population. The system will provide the minimum of service: infrequent headways and limited commuter/express bus service. However, this scenario does assume development of some of the recommendations from the Downtown Boise Mobility Study, including creation of a downtown circulator/shuttle and a restructuring of the current transit system to serve a smaller geographic area with greater frequency.

Overall, regional commuters will have to rely more heavily on carpool and vanpool options. While many of the low cost transportation demand management strategies and programs will be adopted throughout the region, limited funding and infrastructure will also reduce the effectiveness of these programs.

BOOKEND #2 - Changing Tides of Growth

Both households and employment Shift to Canyon County as Ada County becomes a more difficult place to live and work



Affordable housing will continue to attract new residents to Canyon County. The Boise area will continue to develop its downtown to meet the demand of the new urban ‘pioneers’. The development of downtown Boise as a 24-hour center in conjunction with loft districts will generate a new trend in the city, resulting in more housing growth downtown than was originally anticipated and less growth in the more suburban and rural areas.

Employers will begin to consider locations near the expanded population. With commutes becoming more difficult between the primary job center in Boise and the suburban homes in Canyon County, developing businesses on cheaper land and closer to workers will make economic sense, and light manufacturing industries also will move into the area. Boise will remain the center for service and government employment, but many new industrial companies will choose to locate closer to their work force.

Regionally, the local arterial system will be somewhat relieved by distributed employment and the resulting improved jobs/housing balance. Local main streets will emerge in smaller towns to provide for the needs of residents, some based on traditional patterns and others created along arterials near population centers. Major retail centers along the freeway system will add new development and, in some cases, will consolidate parking into structures, allowing more efficient development of the sites. Traditional town centers will be redeveloped as mixed-use areas with older neighborhoods converting to higher density townhomes and condominiums to meet the demand of an aging population.

Downtown Boise will create a local streetcar system, linked with commuter rail service, and greatly expanded local bus transit and express bus service to provide commute options throughout the study area. Activity centers will develop along highways, major arterials, and at rail stations. Within the Downtown area and major activity centers, there are land use policies that promote increased densities, clustered parking, market value parking pricing, a pedestrian-friendly environment, and infrastructure improvements that support alternative modes. Land use decisions have resulted in increased density along transit corridors allowing for the creation of a more productive transit system that serves more riders more frequently. The counties have partnered to further develop the existing vanpool and carpool program, resulting in a significant increase in vanpoolers and carpoolers throughout the region. Local and regional agencies have worked together to build a bicycle infrastructure that includes not only bike routes, but also bike lockers and racks in every major activity center.

The Canyon County transit system will continue to evolve, building on the success of carpool and vanpool programs that establish key commuter routes, providing express bus service when appropriate. The Canyon County transit system will provide moderate local service and limited express service linking communities.

Partnering Counties will see additional state resources committed to supporting the state highway network, as greater efficiencies in system performance are achieved throughout the region. Local investments will improve opportunities to safely walk and bike within communities and development patterns will support self-sufficiency within each community.