



REGIONAL LONG - RANGE TRANSPORTATION PLAN 2030

Announcements

Materials from the public meetings, such as maps, scenario comparisons, financial data, and the comment form, are posted

on the project website at

www.communitiesinmotion.org

COMPASS will offer the draft regional

long-range transportation plan,

Communities in Motion, for public

comment in April 2006.

SCHEDULE OF EVENTS

Host your own *Communities in Motion* Meeting – “Communities in Conversation”

Thank you for participating in the *Communities in Motion* workshops, open houses and other public involvement opportunities. Over 2000 people have joined us for these events since late 2003. Your next opportunity to comment on the draft regional long-range transportation plan will be this spring. We call the event “Communities in Conversation,” and ask that you host the meeting. You pick the location, date, and time, and invite your friends, neighbors, or colleagues. Watch for an email or postcard that will provide information on how to participate. We will provide:

- Written instructions
- A welcome and instructional DVD
- Sign-in sheets
- The draft CIM plan on CD-Rom
- Printed plan summary and maps
- Discussion questions and comment sheets

Comunidades en Movimiento – Organice su propia reunión

Considere organizar una reunión para revisar el borrador del plan. Este evento se llamara “Communities in Conversation” – “Comunidades Conversando”. Escoja el lugar, el día, la hora y los participantes. Nosotros le proveeremos los materiales y la información. Para obtener materiales e información en español llame a Terri al numero 208-855-2558 ext. 231.

Vision

We envision a Treasure Valley where quality of life is enhanced and communities are connected by an innovative, effective, multi-modal transportation system.

Adopted, COMPASS Board, July 2003

COMPASS BOARD SUPPORTS “COMMUNITY CHOICES” SCENARIO AND EXTENDS DEADLINE

On December 19, 2005, the COMPASS Board of Directors agreed that “Community Choices” is the preferred growth and transportation scenario for the regional long-range transportation plan, *Communities in Motion*. With the scenario confirmed, the plan moves forward with a commitment to the future of the region, where:

- Less new land is consumed by development and open space is preserved
- Cities grow within their areas of impact and infill/redevelopment is encouraged
- More transit options are available
- More housing choices are available
- Jobs and housing are closer together

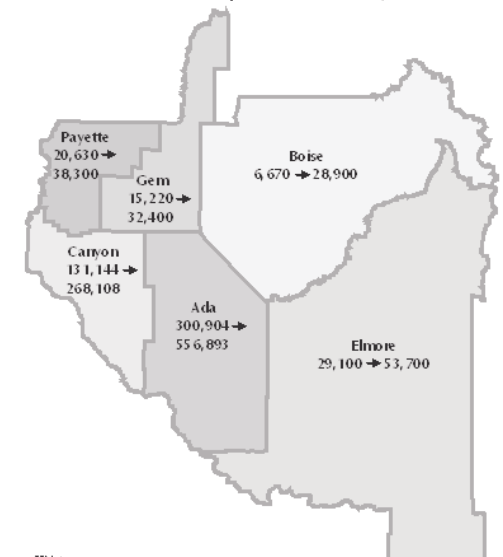
The Board also extended the deadline to adopt the plan – from April 2006 to July 2006 – to allow more time to consider the methodology used to identify regional projects and place them in priority. For example, past transportation plans listed projects that did not have a regional focus and did not have a definite funding source. This will no longer be the case with *Communities in Motion*. Corridors included in the plan will be selected due to their regional importance and funding availability.

The plan will be organized by major regional corridors such as Interstate 84, State Highway 44, and U.S. 20/26. Each corridor will have a 2-page section that describes the context of the corridor, the recent history of improvements or studies, a list of targeted financial investments for 20 years, and a list of unfunded improvements.

COMPASS and the project team continue to address issues and draft the regional long-range transportation plan, and anticipate that the COMPASS Board will adopt the plan at their meeting on July 17, 2006. COMPASS staff will hold workshops over the next two months with member agencies to review the plan and hear their concerns.

The next opportunity for public comment will be in April and May 2006. See the back page for more information.

Communities in Motion Six-County Planning Area 2000 to 2030 Population Growth Projections



**Note: Ada and Canyon County data based on COMAPASS-approved forecasts. Boise, Elmore, Gem and Payette County data based on local comprehensive plans.



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- Ada County
- Ada County Highway District
- Canyon County
- Canyon Highway District #4
- City of Boise
- City of Caldwell
- City of Eagle
- City of Garden City
- City of Kuna
- City of Meridian
- City of Middleton
- City of Nampa
- City of Notus
- City of Parma
- City of Star
- Golden Gate Highway District #3
- Nampa Highway District #1
- Notus-Parma Highway District #2

SPECIAL MEMBERS

- Boise State University
- Capital City Development Corporation
- Idaho Department of Environmental Quality
- Idaho Transportation Department
- Independent School District of Boise City
- Joint School District #2 (Ada County)
- Valley Regional Transit

EX OFFICIO

- Central District Health
- Office of the Governor
- Greater Boise Auditorium District

Partnering Counties

- Boise County
- Gem County
- Elmore County
- Payette County

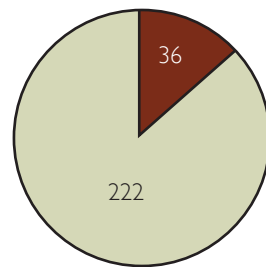
PUBLIC WEIGHS IN ON VISION OF THE FUTURE

Over 315 residents of the Treasure Valley attended two open house public meetings on October 5-6, 2005, to view and comment on two visions of the future presented for the regional long-range transportation plan, *Communities in Motion*.

The Community Planning Association of Southwest Idaho (COMPASS) analyzed technical data and compiled comments from public workshops and meetings held in November 2004 and February 2005 to arrive at the preferred growth and transportation scenario, "Community Choices." Community Choices proposes that each community have options for housing and transportation.

The Community Choices scenario supports new growth strategies that are much different from current (Trend) growth and development. Residents who attended the public meetings learned about conceptual transportation networks that support Community Choices. The Trend scenario was presented for comparison. Over 82% of those who attended the open houses placed a poker chip in one of two boxes to indicate their preferences between Community Choices and Trend. Participants preferred Community Choices by a margin of 6 to 1.

PREFERRED SCENARIO



■ TREND ■ COMMUNITY CHOICES

GOALS FOR TRANSPORTATION NETWORK

The goals for the transportation network are a result of input from residents during a series of "community café" meetings in 2003 and 2004, and from public workshops in 2004 and early 2005.

- Connections** – Provide safe access and mobility in a cost-effective manner to everyone in the region.
- Coordination** – Achieve better intra-jurisdictional coordination of transportation and land use planning.
- Environment** – Minimize impacts to people, historic properties, and the environment.
- Information** – Achieve coordination of gathering data and dispersing better information.

GUIDING PRINCIPLES FOR LAND USE

- Plan for growth and share in the benefits and costs.
- Encourage growth in cities and areas of impact to use public infrastructure investments efficiently.
- Promote economic vitality and housing choices for all residents, while retaining our natural beauty.
- Support a successful central city to maintain our regional economic health and vitality.
- Coordinate transportation and land use decisions to support travel choices.

SUMMARY OF COMMENTS, OCTOBER 2005

For the open house public meetings on October 5 and 6, the comment form asked people to consider on a scale of 1-5 (where 1 was strongly dislike and 5 was strongly like) several aspects of both scenarios, Trend and Community Choices. Highlights of responses:

Community Choices

The majority of respondents either "strongly like" or "like" the Community Choices scenario.

Community Choices growth scenario likes:

- Preserves open spaces, agricultural ground, wildlife
- Encourages walking, biking, mixed-use neighborhood development, communities

Community Choices growth scenario dislikes:

- Higher densities – availability of single-family homes will decrease
- Concerned about quality of high-density neighborhoods
- Will be difficult to implement/enforce
- Cost – requires more funding, too much burden on existing residents

Community Choices transportation scenario likes:

- Increased transit options
- Rail possibility between Boise and Caldwell makes transit more appealing and feasible
- Less need for a car, faster commute, less congestion

Community Choices transportation scenario dislikes:

- Cost
- Not sure it's realistic for this area – not sure rail is feasible, dislike buses
- Rural areas may not want to fund, needs legislative support

Trend Scenario

The majority of respondents either "strongly dislike" or "dislike" the Trend scenario.

Trend growth scenario likes:

- Cost
- The independence to live in a large-lot, low density area

Trend growth scenario dislikes:

- Decreased quality of life
- This is what's happening now and it's not working well
- Densities too low – encourages sprawl

Trend transportation scenario likes:

- Improved, wider roads
- Ability to drive everywhere
- Money spent on roads, not transit

Trend transportation scenario dislikes:

- Lack of transit; not enough bus/rail stops;
- Will not effectively move large numbers of people
- Increased dependence on personal vehicles
- Too many wide roads will bring increased traffic and other problems

Other Questions

When asked if they would be willing to pay more to develop the transportation system, the overwhelming majority of respondents said yes.

When asked how new money should be distributed, the majority of respondents would like 50 percent or more money spent on transit.

HOW I SPENT MY SUMMER VACATION PLAN COORDINATION TEAM DESIGNS A TRANSPORTATION SYSTEM

Staff members from state and local government agencies from the partnering counties comprise the Project Coordination Team (PCT). COMPASS formed the PCT in 2004 to provide technical support for the development of *Communities in Motion*. The committee has 15 members.

During the summer of 2005, the PCT met almost every Friday to design a transportation system for both Community Choices and Trend land use scenarios. Their goal was to create the most efficient transportation system for each scenario with the technology and time available.

The roadway systems for both land use scenarios ended up very similar, although they were arrived at by different methods. For Trend, the PCT identified anticipated deficiencies to develop the roadway system in the horizon year of 2030. For Community Choices, the PCT first considered high growth areas to develop a transit system, with roads improved to enhance an expanded transit network. The PCT discovered that a transit system for Community Choices varies greatly from Trend. For example, in Trend, transit options vary little from our system today because population will remain too dispersed to support an efficient system. With Community Choices, however, transit grows approximately ten-fold over today's system due to more compact use of land. New funding sources are essential to grow the transit system.

The PCT also worked on a method to place corridors in priority order. This work, along with developing future transportation systems, showed that our region has many more transportation needs than it has funding to complete them. The PCT is still developing a way to order and select corridors for inclusion based on goals for plan. This "prioritization" strategy will also guide elected officials to make decisions about transportation investments.

The PCT has also reviewed policies and made recommendations to the Steering Committee (a policy group comprised of elected officials). The COMPASS Board of Directors and Idaho Transportation Board will ultimately approve final policies and the plan.

