

KEEP |  | MOVING

CITY of **BOISE**
TRANSPORTATION STRATEGY
WORKBOOK

Session 2:
Boise's Transportation
Tools

June 23, 2019





We envision a city where **all people** enjoy **real transportation choices** that offer **safety, optimize infrastructure** and support **vibrant neighborhoods.**



A comprehensive and efficient transportation system is critical to the success of a city. As Boise grows, its transportation network must evolve to meet the changing needs of our residents while preserving our high livability and our robust economy.

That is why in 2016 the City of Boise developed the Transportation Action Plan (TAP): to develop a vision and to create a road map to a modern, well-balanced transportation system that provides real choices and creates great places. The Transportation Action Plan represents the city's comprehensive vision for its transportation future, but as the city looks to implement the TAP's recommendations, we must develop a platform to communicate that vision to the public in a way that is accessible and engaging.

To that end, the Mayor and team have developed Keep Boise Moving, a new communications framework based on the Transportation Action Plan that can work in tandem with Grow Our Housing to create an integrated land use and transportation strategy to guide decision making and communications over the next several years.

✓ **SESSION 1**
Boise's Transportation Now
(January 22)

SESSION 2
Available Tools
(June 23)

SESSION 3 (Summer)
Strategies and Goals

SESSION 4 (Fall)
Making It Real

BOISE'S TRANSPORTATION PRINCIPLES



For the public to rally behind a shared transportation vision, that vision must be based on common principles that will guide all our transportation decisions. The three principles listed below are draft suggestions based on the concepts developed in the TAP to help guide the City Council discussion on transportation over the coming years. Are these the pillars that should guide Boise's transportation vision?

DIVERSIFIED

Dynamic and resilient cities make all transportation modes available. To date, our system is built for only one mode: single occupancy vehicles. By focusing future efforts on alternatives such as biking, walking and transit, we can ensure all people have real transportation choices, act to reduce congestion and create a more sustainable city.

INNOVATIVE

Cities cannot build their way out of automobile congestion. Instead, we must make existing infrastructure more efficient by implementing smarter traffic control systems, providing more facilities for walking, biking and transit, and embracing modern technologies such as E-bikes, E-scooters and ride-sharing services like Uber. By optimizing what exists today while embracing modern technologies, we can ensure the city is well positioned for the future.

ACHIEVABLE

A well-rounded transportation system can only be realized if there are practical goals that lead to real changes in how people get around and in the modes they choose to use. Through working with agency partners and collaboratively planning for the future, the community's changing transportation needs can be met.

Boise's Transportation Now



MAKING IT REAL

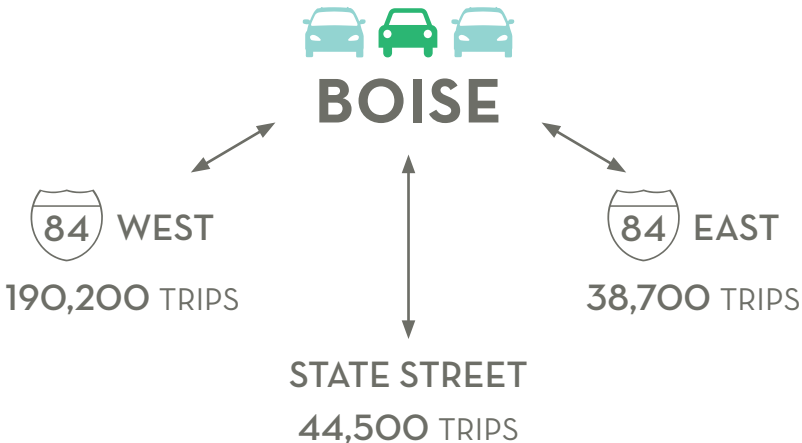


Next 20 years:



Source: COMPASS Communities in Motion 2040 Plan, 2014; City of Boise 2015 Housing Needs Analysis

2040 Estimated Average Weekday Vehicle Trips:



Source: COMPASS, 2019

JOBS AND HOUSING BALANCE

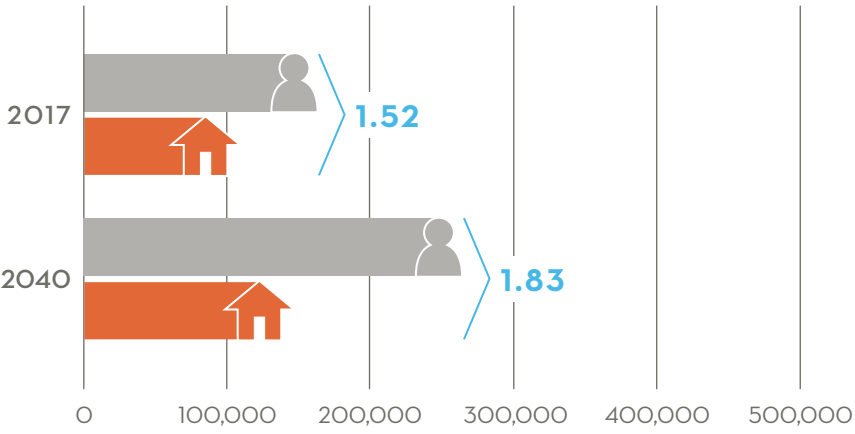


An employment to housing ratio in the range of 0.75 to 1.5 is considered beneficial for reducing vehicle miles traveled. Ratios higher than 1.5 indicate that there may be more workers commuting into the area because of a surplus of jobs.

BOISE

 JOBS  HOUSING

BOISE'S TRANSPORTATION NOW



1.52

BOISE'S CURRENT JOBS
TO HOUSING RATIO

Source: COMPASS CIM 2040
<https://enviroatlas.epa.gov/enviroatlas/DataFactSheets/pdf/Supplemental/EmploymentHousingRatio.pdf>

JOBS AND HOUSING BALANCE



CURRENT JOBS TO HOUSING RATIOS

JOBS TO HOUSING RATIO

BOISE	1.52
NAMPA	0.97
MERIDIAN	0.90
EAGLE	0.78
KUNA	0.41
STAR	0.26

AN IMBALANCE IN JOBS AND HOUSING CREATES:

LONGER COMMUTE TIMES

MORE **SINGLE DRIVER** COMMUTES

LOSS OF **JOB OPPORTUNITIES**
(for workers without a vehicle)

TRAFFIC **CONGESTION**

POOR **AIR QUALITY**

Workplaces that are centrally located and accessible to more households can **reduce vehicle miles traveled, fuel consumption and greenhouse gas emissions associated with commuting trips.**

Source: COMPASS CIM 2040
<https://enviroatlas.epa.gov/enviroatlas/DataFactSheets/pdf/Supplemental/EmploymentHousingRatio.pdf>

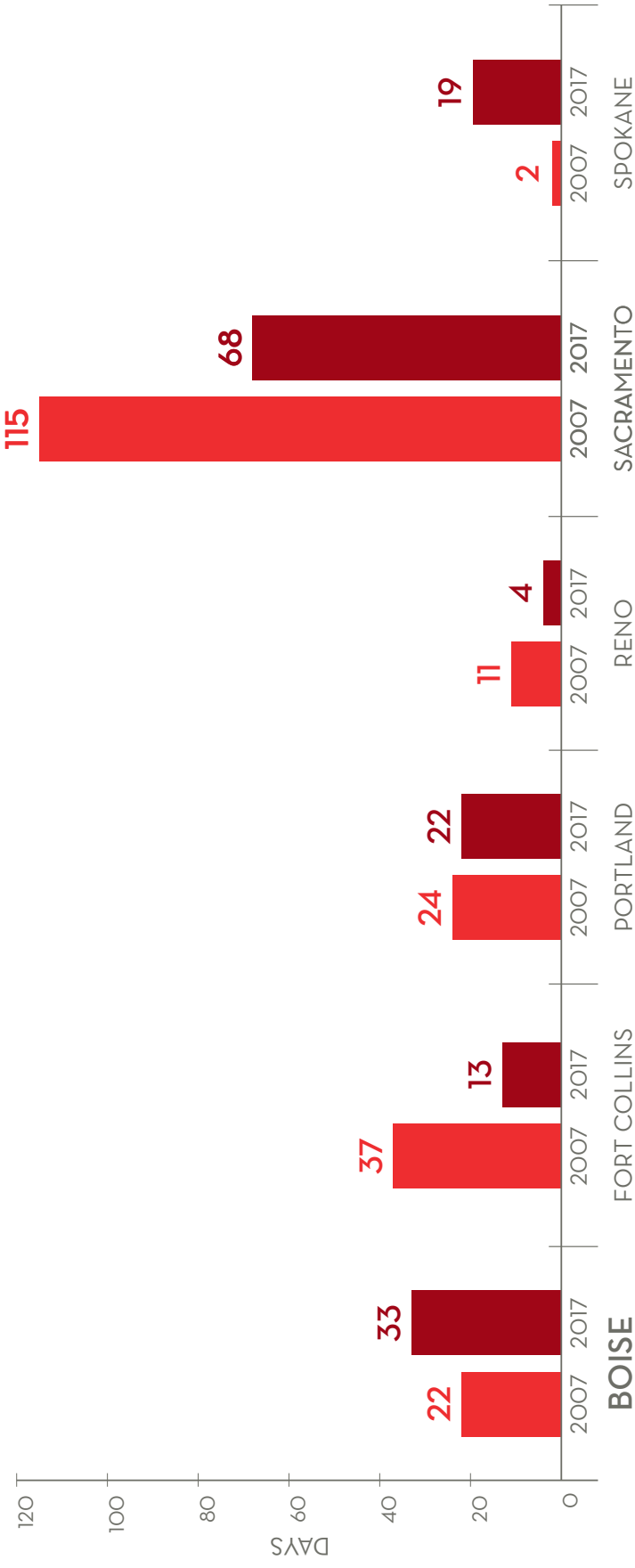
COMPARABLE CITIES

National goal: cost of housing + transportation = **45%** of income

	BOISE	FORT COLLINS	PORTLAND	RENO	SACRAMENTO	SPOKANE
POPULATION	220,859	159,150	630,331	239,732	489,650	212,982
AVERAGE HOUSEHOLD VEHICLE MILES TRAVELED*	20,318	20,141	16,355	19,518	17,962	17,347
MEAN COMMUTE TIME	18.4 MINUTES	19.6 MINUTES	26.1 MINUTES	19.5 MINUTES	25.4 MINUTES	20.1 MINUTES
MEDIAN HOUSEHOLD INCOME	\$54,547	\$60,110	\$61,532	\$52,106	\$54,615	\$44,768
HOUSING + TRANSPORTATION % OF INCOME	50%	48%	48%	50%	48%	49%

* Center for Neighborhood Technology (CNT)
Source: ACS 2017 data - 5 year estimates

METRO AIR QUALITY: ANNUAL UNHEALTHY DAYS



Source: www.epa.gov/outdoor-air-quality-data/air-quality-index-report

TRANSPORTATION MODES

Boise needs a diversified transportation portfolio to ensure mobility choices for every demographic.



AUTO



CAR/VAN
POOL



TRANSIT



WALKING



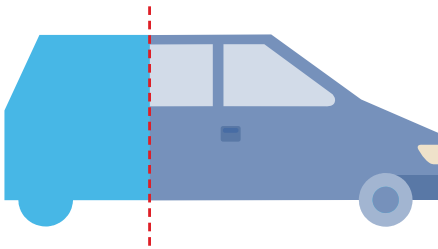
BICYCLING



TAXI/
MOTORCYCLE/
OTHER



BOISE'S TRANSPORTATION NOW



1/3 OF BOISEANS DO NOT DRIVE

and many others would choose not to drive if other convenient and affordable options were available.

BOISEANS WANT MORE CHOICES.



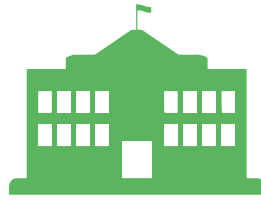
SINGLE FAMILY TRIPS



A single family dwelling generates an average of **10** vehicle trips per day.



4 COMMUTE TRIPS
2 parents to and from work



6 OTHER TRIPS
shopping, school, kid's activities, entertainment, recreation, etc.



“Boise has indicated a desire... for a connected Treasure Valley that provides safe and efficient facilities for pedestrians, bicycles, vehicles and transit.”

—Blueprint Boise



MODE CHOICES: **AUTO**



BOISE'S TRANSPORTATION NOW

TRANSPORTATION COSTS



1.7
AUTOS PER
HOUSEHOLD

18.4
MINUTES
BOISE MEAN
COMMUTE TIME



20,318
VEHICLE MILES
TRAVELED PER
HOUSEHOLD
AVERAGE

\$9,278

ANNUAL COST TO OWN A VEHICLE

Source: Center for Neighborhood Technology, Housing + Transportation Fact Sheet 2017



MODE CHOICES: TRANSIT



57%

OF BOISEANS ARE WITHIN
A **1/4 MILE** OF A BUS STOP

81%

OF BOISEANS ARE WITHIN
A **1/2 MILE** OF A BUS STOP

Source: Transportation Action Plan - City of Boise



PEER COMPARISON: TRANSIT FUNDING

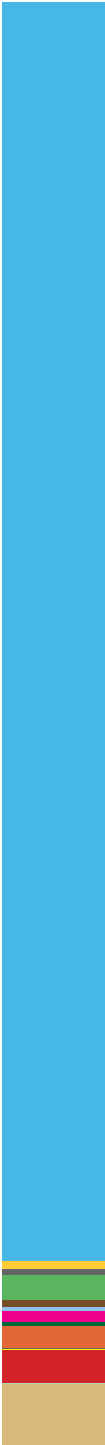
TRANSIT AGENCY	SERVICE AREA POPULATION	OPERATING BUDGETS	PER CAPITA CONTRIBUTIONS
VALLEY REGIONAL TRANSIT BOISE, ID (2017)	669,830	\$18,513,817	\$28
RTC RENO, NV (2017)	327,768	\$31,429,617	\$96
LINK TRANSIT (RURAL) WENATCHEE, WA (2017)	115,000	\$13,284,931	\$116
SUN TRANS TUSCON, AZ (2014)	544,000	\$74,107,836	\$136
SPOKANE TRANSIT REGIONAL AUTHORITY SPOKANE, WA (2014)	409,271	\$59,413,530	\$145
METRO SYSTEM MADISON, WI (2014)	253, 075	\$54,759,955	\$214
AVERAGE OF PEERS	427,013	\$46,599,174	\$141

Source: National Transit Database, COMPASS



MODE CHOICES: TRANSIT

VALLEY REGIONAL TRANSIT (VRT) LOCAL BUDGET CONTRIBUTIONS



The City of Boise funds

87%

of VRT's local budget.

- .53% ADA COUNTY
- .03% ADA COUNTY HIGHWAY DIST.*
- .43% BOISE STATE UNIVERSITY
- 1.72% CALDWELL
- .44% CANYON COUNTY
- .32% CANYON COUNTY DEV. CO.
- .01% CANYON COUNTY HIGHWAY DIST.*
- .71% COLLEGE OF WESTERN IDAHO
- .34% EAGLE
- 1.51% GARDEN CITY
- .01% GOLDEN GATE HIGHWAY DIST.*
- .09% KUNA
- .04% MERIDIAN DEV. CO.*
- 2.23% MERIDIAN
- .11% MIDDLETON
- 4.28% NAMPA
- .01% NAMPA HIGHWAY DIST.*
- .01% NOTUS-PARMA HIGHWAY DIST.*
- .01% PARMA*
- .11% STAR
- .01% WILDER*

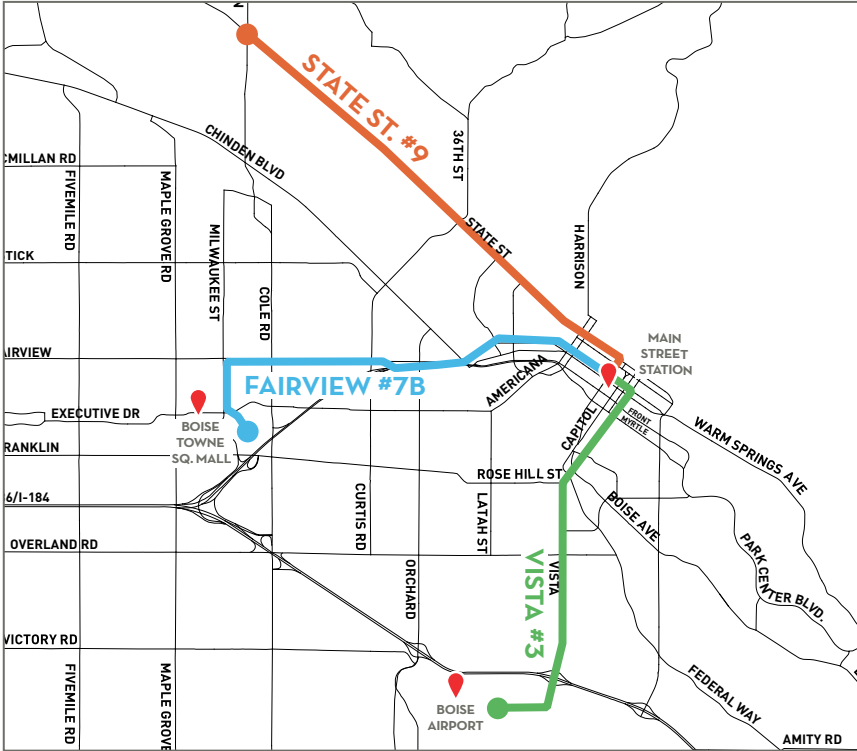
* Too small percentage to be visible
Source: COMPASS



MODE CHOICES: TRANSIT



PRIORITY SERVICE ROUTES*: STATE STREET, FAIRVIEW AND VISTA



PRIORITY TRANSIT ROUTES HAVE ENHANCEMENTS SUCH AS:

INCREASED FREQUENCY

of buses on the route
(less wait time)

BUS STOP AMENITIES

(bus shelters, real time information, etc.)

INCREASED HOURS OF OPERATION

(buses running later in the day and on weekends)

* Also referred to as Best in Class routes



MODE CHOICES: BICYCLING



TYPES OF BICYCLING LANES



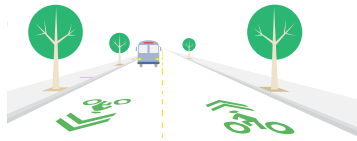
**GREENBELT/
MULTI-USE PATH
(200 TOTAL MILES)**



ON-STREET BIKE LANE



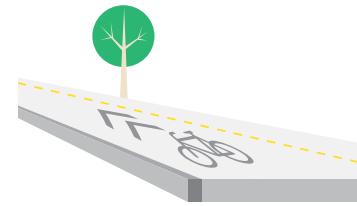
BUFFERED BIKE LANE



SHARED LANE



**PROTECTED
BIKE LANE**



**RAISED BIKE LANE
(COMING 2019)**

311 total miles

of bike lanes in Ada County in 2017
(nearly doubled from 2007)

Source: ACHD Roadways to Bikeways Outreach Brochure 2017, 2007

Nationally ranked 21st
for bicycle commuting.

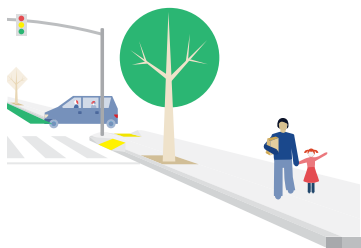
Source: Bicycle National Average 2018



MODE CHOICES: WALKING



TYPES OF WALKING LANES



ATTACHED SIDEWALK



DETACHED SIDEWALK



INTERIM WITH CURB



GREENBELT/
MULTI-USE PATH
(200 TOTAL MILES)








BOISE'S TRANSPORTATION NOW

	TOTAL SIDEWALK MILES	% SIDEWALK FINISHED
MERIDIAN	410	86%
KUNA	80	83%
STAR	40	82%
EAGLE	140	75%
GARDEN CITY	40	66%
BOISE	900	62%

Only one third of residents can conveniently walk to a grocery store.



MODE SPLIT: COMMUTING CHARACTERISTICS

	BOISE	FORT COLLINS	RENO	SPOKANE	PORTLAND
 DRIVE ALONE	80.6%*	72.4%	76.3	76.5%	57.7%
 CARPOOL	7.4%*	7.9%	11.5%	9.5%	8.9%
 PUBLIC TRANSIT	0.7%*	2.0%	2.4%	4.0%	12.3%
 WALK	2.1%*	3.5%	3.9%	3.5%	5.7%
 BICYCLE	2.7%	6.4%	0.8%	0.7%*	6.5%
 TAXI / MOTORCYCLE/ OTHER	1.1%	1.0%*	1.4%	1.2%	1.3%
 WORK FROM HOME	5.5%	6.8%	3.9%	4.7%	7.7%








* Least efficient
Source: American Community Survey 5-Year Estimates 2017

MODE SHIFT



By embracing more efficient forms of transportation, Boise can shift its behavior to be on par with cities such as Madison, Wisconsin.

BOISE'S TRANSPORTATION NOW

	COMMUTE TRIPS	BOISE	MADISON, WI
	DRIVE ALONE	80.6%	63.5%
	CARPOOL	7.4%	7.4%
	PUBLIC TRANSIT	0.7%	9.5%
	WALK	2.1%	4.8%
	BICYCLE	2.7%	9.6%
	TAXI / MOTORCYCLE / OTHER	1.1%	1.1%
	WORK FROM HOME	5.5%	4.2%

Source: American Community Survey 5-Year Estimates 2017

MODE SHIFT GOAL



Mayor Bieter and city council have proposed a broad goal to shift our transportation usage away from single-occupancy vehicles toward more sustainable modes.

Proposed City of Boise Community Goal:
**10% reduction in “drive alone”
trips by 2029***

*If successful, the drive-alone mode would reduce to 71.1% for City of Boise residents, resulting in increases across all other modes.

Boise's Transportation Tools



As the city works to create a transportation system that is diversified, innovative and achievable, it must collaborate with partners and rely on a multitude of tools to create and sustain a robust, interconnected transportation system that serves everyone.

This second transportation session will explore the tools and partnerships available, in preparation for the next session on strategies and goals.

Although most of the available tools are not under the direct control of the city, the city can foster a thoughtful merger of land-use and transportation decisions that focus on mixed-use activity centers and successful transit corridors. Over time, these land use decisions paired with collaborative partnerships and long-term planning will result in vibrant neighborhoods with a full complement of transportation choices. By stimulating activity centers around the city through improved transit service, enhanced sidewalks and safer bike lanes, our city becomes more connected. A more connected community not only produces better neighborhoods, it also reduces transportation costs, improves air quality and public health, and promotes a diversity of housing choices.

The tools and partnerships highlighted on these pages, then, are the means through which the city can achieve a long-term vision for transportation that serves everyone, as well as adapts to the changing needs of the community.

TRANSPORTATION PARTNERS



Delivering the city’s vision of an innovative, diversified and achievable transportation network will require coordinated efforts among the many community partners that shape the transportation landscape in the Treasure Valley.

ADA COUNTY HIGHWAY DISTRICT (ACHD)

With few exceptions, the roads in Boise and throughout Ada County are owned and maintained by ACHD. ACHD is an independent, single-purpose government with its own elected leadership. ACHD determines how wide roads are, and where sidewalks, bike lanes and on-street parking can be located.

CAPITAL CITY DEVELOPMENT CORPORATION (CCDC)

The city’s urban renewal agency that works with ACHD, ITD and the city to plan and fund redevelopment and public infrastructure improvements, including sidewalks, bike lanes, streetscapes and roads.

COMMUNITY MEMBERS

Provide direction and feedback to the city and partner agencies to help identify transportation needs and priorities.

COMMUNITY PLANNING ASSOCIATION FOR SOUTHWEST IDAHO (COMPASS)

The federally-designated Metropolitan Planning Organization for Ada and Canyon Counties. COMPASS prepares the region’s long-range transportation plan and directs where and how federal transportation dollars are spent.

IDAHO TRANSPORTATION DEPARTMENT (ITD)

The state agency responsible for funding and maintaining state transportation infrastructure, including Front, Myrtle, and State Streets, the Connector and miles of state-owned roadways.

NEIGHBORHOOD ASSOCIATIONS

Association members participate in neighborhood planning efforts to identify needed transportation projects and improvements in addition to other neighborhood planning and activities. Annually, neighborhood associations submit their transportation project priorities.

TRANSPORTATION PARTNERS



NEIGHBORING CITIES

Local governments of neighboring cities that determine dedicated funding for transit routes and services.

SCHOOL DISTRICTS

The entities that determine school attendance area boundaries and manage the operations of student busing and crossing guards. Staff coordinate with community partners, including the Treasure Valley YMCA, to address student barriers to safe walking and biking to school.

STATE LEGISLATURE

The elected body that drafts and enacts state-wide laws enabling or prohibiting the local adoption of specific transportation tools including local-option sales tax and high-occupancy vehicle (HOV) lanes.

VALLEY REGIONAL TRANSIT (VRT)

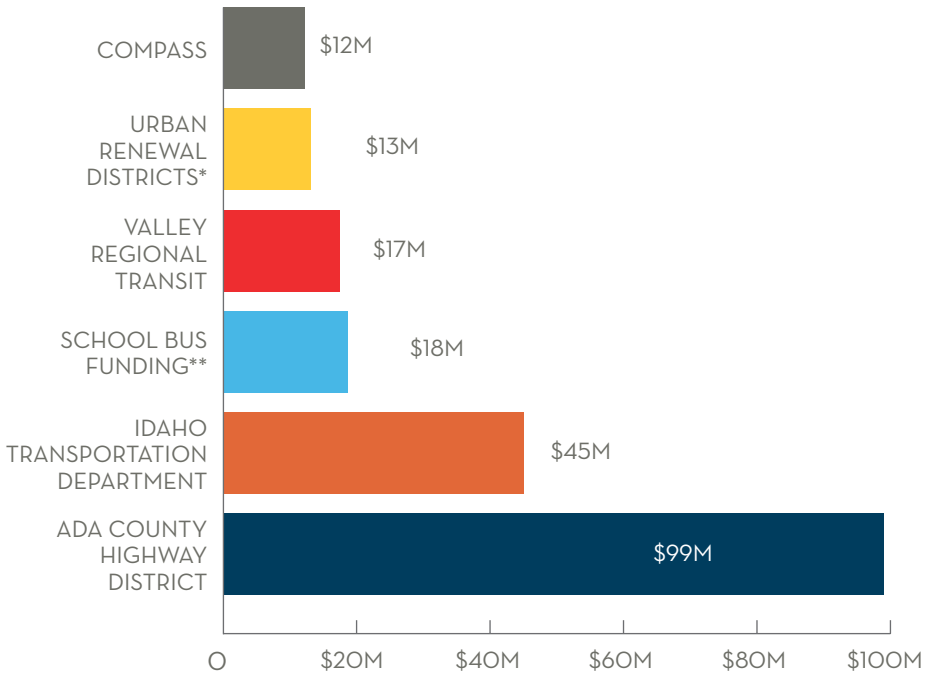
The regional public transportation authority for Ada and Canyon counties responsible for the planning and operations of transit service including ValleyRide buses, ACCESS paratransit, rideshare services and Boise GreenBike.

FUNDING

The chart below shows the average annual transportation funding in Ada County by agency from FY2014-2018, unless noted otherwise, to better understand the different sizes of spending between agencies. Although the city is not a direct provider of transportation, the city spent an average of \$7.8 million annually over the past 5-years on transit, the Greenbelt, roads and sidewalks in parks and transportation studies.

TRANSPORTATION FUNDING IN ADA COUNTY

BOISE'S TRANSPORTATION TOOLS



COMPASS

Determines the funding priorities for the metropolitan region’s federal dollars. The current priority is on road pavement maintenance.

URBAN RENEWAL DISTRICTS

These funds covered improvements such as streetscapes, sidewalks and other amenities that often benefit transportation.

VALLEY REGIONAL TRANSIT

These funds encompassed a variety of public transit services. VRT does not have a dedicated funding source. The city provided an annual average of \$6.8 million to VRT over the last five years.

*Total annual average spending across all urban renewal districts; not solely transportation funding.

** FY2017 only, other numbers are average over last five years

FUNDING



SCHOOL BUS FUNDING

This includes the Boise, West Ada and Kuna districts in Ada County. This amount is for FY2017 only.

IDAHO TRANSPORTATION DEPARTMENT

These funds covered maintenance of the existing pavement and upgrading bridges and overpasses along the state network in Ada County.

ADA COUNTY HIGHWAY DISTRICT

This amount is the average annual budget. These funds cover road maintenance, roadway expansion, sidewalks, bike facilities, and vanpool services.

POTENTIAL FUNDING SOURCES



LOCAL OPTION SALES TAX

A special purpose tax implemented and levied at the city or county level after approval by voters. This tax is often used to help support specific local or area projects such as improving streets or refurbishing schools.

FORGONE TAXES

Idaho law allows local taxing districts to increase property tax collections up to three percent. If a local government did not collect the maximum property tax allowed in years past, it can collect whatever amount was left uncollected, the forgone tax, now or at some date in the future.

USER FEES

An additional charge added to the fee a person pays when they use certain transportation services such as E-bikes/E-scooters and parking.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

A federal program that provides communities with resources to address a wide range of unique community development needs including, potentially, transportation. Community development activities may support infrastructure, installation of public facilities, community centers, housing rehabilitation, public services, homeowner assistance and other identified needs.

 Indicates a potential tool or funding source

TOOLS: SUPPORTS MULTIPLE MODES

TRANSIT-SUPPORTIVE LAND USES AND DESIGN STANDARDS

SUPPORTS:   

- Adopt overlay and design standards that stimulate the creation of mixed-use activity centers served by transit
- Promote walkable and bikeable connections from residential streets to activity centers and transit corridors
- Facilitate transit-supportive land uses along transit corridors
- Implement State Street Transit, Traffic and Operation plan. This plan focuses on building seven lanes that incorporate dedicated transit and HOV lanes.

CANAL AND RAIL PATHWAYS

SUPPORTS:  

- Work with irrigation canal companies and Union Pacific to allow City of Boise to construct multi-use pathways along canals and rail lines to activity centers, schools, bus stops and major employers.

GREENBELT EXPANSION

SUPPORTS:   

- Widen existing pathway and separate pedestrians from bicyclists in high-traffic areas.

EMPLOYER ACTIONS AND INCENTIVES

SUPPORTS:    

- Request employers of a certain size provide bike, shower and locker facilities.
- Further incentivize commuting alternatives through programs that reward employers and employees for shifting transportation behaviors toward alternative modes.

TOOLS: SUPPORTS MULTIPLE MODES



Example: Large employers providing bus passes for employees and priority parking for carpool cars.

PARK AND RIDE

SUPPORTS:   

- Create more designated parking spaces at the end of priority bus routes, such as at the mall and at State/Glenwood. Additionally, create more park and ride lots to expand carpool and vanpool services at areas outside of the city.

BEHAVIOR CHANGE INITIATIVES

SUPPORTS:     


- Provide car share programs at workplaces for employees who use alternative transportation modes and need a vehicle for personal errands.
- **TRANSPORTATION DEMAND MANAGEMENT:**
Implement and promote transportation demand management through initiatives such as flexing work hours, working from home, and the Downtown Mobility Collaborative—a campaign of public and private partners that brings together transit, parking and rideshare under one umbrella to make it easier for employers to offer these services to employees.
- Develop a program that incentivizes students to ride bikes or walk to school, especially junior and high school students. This could also be extended to employers and employees.
- **SAFETY**
Promote greater safety through a thoughtful combination of driver, bicyclist, and pedestrian awareness programs, traffic calming and law enforcement.





TOOLS: TRANSIT



FIRST MILE/LAST MILE IMPROVEMENTS

- **BUS STOP AMENITIES**
Add and improve amenities at bus stops.
- **BIKES AND SCOOTERS**
Locate GreenBikes and E-Scooters at bus stops with dedicated parking throughout the city.
-  **RIDE SHARE**
Explore ride share pilots that widen access to transit stops.

TRAFFIC SIGNAL IMPROVEMENTS

- **EXTENDED/ON-DEMAND GREEN TIME**
Technology to allow bus drivers to turn green or extend the duration of the green traffic signal phase at an intersection.
-  **QUEUE JUMP**
Allows buses to travel through an intersection and have priority over general travel lanes, either through a dedicated bus lane and priority signaling or through a right-turn lane that buses can travel straight through.
-  **SIGNAL COORDINATION**
Install technology to better synchronize signal timing on priority bus routes.

DEDICATED LANES

- High Occupancy Vehicle (HOV) Lanes and carpool lanes on region-wide routes such as State Street, I-84, as well as Overland and Fairview. (Currently not allowed under State law.)
- Bus lanes along priority routes such as State Street, Vista and Fairview.



TOOLS: TRANSIT



TRANSPORTATION IMPROVEMENTS

- **BUS RAPID TRANSIT**
Buses with level-platform loading and off-board ticketing.
- **ELECTRIC BUSES**
Buses using batteries powered by electricity.
- **DOWNTOWN CIRCULATOR**
A circulating shuttle on a fixed route through set downtown corridors.
- **AUTONOMOUS VEHICLES**
Cars, shuttles and buses driven by artificial intelligence that relies on digital networks and GIS data for routes.

USER EXPERIENCE

- Invest in bus tracking/real-time GPS location software that includes more accurate information about bus headways, capacity, and approximate location in an easy-to-understand format.



TOOLS: BICYCLING



BIKE LANES AND BIKE NETWORK

- **LOW-STRESS BIKE NETWORK**

Construct a network of bikeways off arterial roadways.

- **PROTECTED/BUFFERED BIKE LANES**

Create new, enhanced bike lanes on key streets and/or retrofit bike lanes on arterials to increase comfort for bicyclists and to increase access to activity centers.



Buffered bike lane



Protected bike lane

BOISE'S TRANSPORTATION TOOLS

-  **BIKE SUPER HIGHWAYS**

Dedicated paths for bicycling that are not associated with a street. These are similar to the Greenbelt, but they are not located adjacent to the river but could be along the railroad.

Example: Federal Way pathway.

-  **ALL-AGES BIKE NETWORK**

Figure out ways to make bike facilities more comfortable and safer for all ages.

Examples: Protected lanes, as well as better lighting and signage.

GREENBIKE

Upgrade and expand bike share programs with electric bikes and a wider distribution into neighborhoods at bus stops and especially near activity centers.



TOOLS: BICYCLING



BIKE CULTURE AND AWARENESS

- **BIKE TRAINS**

Groups of children biking to or from school at a designated time and place, accompanied by one or more adults.

- **BICYCLE ENCOURAGEMENT EVENTS**

Host frequent bicycle encouragement events to promote and normalize a culture of bicycling (i.e., Cyclovia) and expand the traditional audience of bikers.

- **CYCLING CLUBS**

Develop programs for bicycle commuters to meet at a designated time and place to ride together to work.



BUSES
CARPOOL
ONLY

3
SHARIEFF



TOOLS: WALKING



SIDEWALK COMPLETION AND EXPANSION

- **BULB-OUTS**

Sidewalk extensions on corners that encourage greater traffic calming and improved safety for pedestrians.

- **FILL GAPS**

Require detached sidewalks with street trees as a condition of approval on planning applications.

- **ROADWAY EXPANSION**

Encourage ACHD to include detached sidewalks when an arterial road is widened or when a segment is requested by the city or the school district.

-  **EXTERNAL FUNDING AND OTHER CONTRIBUTIONS**

Obtain grants to fund completing sidewalks and/or encourage transportation agencies to help complete sidewalks.

WALK CULTURE AND AWARENESS

-  **WALKING SCHOOL BUS**

Groups of children walking to and from school at a designated time and place, accompanied by one or more adults.

- **INFRASTRUCTURE**

Continue to work with ACHD and ITD to provide better signage, pedestrian crossing signals, and lighting to promote greater safety for pedestrians.



TOOLS: RIDESHARE



CARPOOL/VANPOOL

- Programs to connect drivers and passengers commuting to the same area or similar destinations at the same time, typically during rush hour.

CURBSIDE PICK-UP AND DROP-OFF

- Designated areas along downtown streets that allow ride-hailing companies easier, dedicated access to passengers close to their pick-up and drop-off destinations.

RIDEHAIL SERVICE OPTIONS

- A partially subsidized ridehail service to aid in getting to a bus stop, as well as commuting home for anyone who works late and cannot use the bus or other mode to get home.
- Subsidize shared ridehail options such as Lyft Line or Uber Pools that allow multiple passengers to get to one destination or destinations along a route.

GLOSSARY:
CLARIFYING
WHAT WE
ARE TALKING
ABOUT

GLOSSARY

ACTIVITY CENTER

A centrally located neighborhood space that may include grocery store, retail, recreational or other services.

- REGIONAL: Serve Boise residents as well as residents of the surrounding region. **Examples:** Downtown Boise and the Boise Towne Square Mall
- COMMUNITY: Destinations that include grocery stores, moderate to high-density housing, office and service uses, and mixed-use development. **Example:** Hillcrest Shopping Center
- NEIGHBORHOOD: Centers that are characterized by a compact scale and pedestrian-friendly design that encourages pedestrian access from adjacent neighborhoods. **Example:** Bown Crossing

NEW ARTERIAL ROADWAY

A classification for streets with capacity for large vehicle volumes and speeds. Generally includes multiple vehicle travel lanes and limited access points.

BEST IN CLASS

Another term for “Priority Service Routes”, these transit routes offer more frequent service throughout the day, night and weekend, and broader coverage to connect residential areas to activity centers and work places.

BIKE LANES

BUFFERED BIKE LANE

A bike lane separated from vehicle travel lanes by a short distance highlighted with dual white pavement markings with diagonal or chevron designs.

CYCLE TRACK

A paved pathway separated from the vehicle travel way for use specifically by bicycles that allows travel in two directions.

MULTI-USE PATH

A paved pathway separated from the vehicle travel way, usually by a landscape buffer, for use by pedestrians, cyclists and other non-motorized modes of travel.

GLOSSARY

ON-STREET BIKE LANE

A dedicated bicycle travel way located adjacent to the vehicle travel lane and delineated by a continuous white stripe.

PROTECTED BIKE LANE

A bike lane that is physically separated from vehicle travel lane by way of an above-grade barrier, such as concrete curbing, raised medians, parked vehicles or landscape features.

RAISED BIKE LANE

A bike lane that is elevated above the vehicle travel lane and separated from the vehicle travel lane with a continuous, traversable concrete curb. Raised bike lanes are typically elevated 3 inches above the driving surface and 3 inches below the elevation of a sidewalk.

SHARED LANE

A travel lane on a street which is used by vehicles and bicycles. Shared lanes are typically designated by sharrow markings and may be supplemented with “Bicycles May Use Full Lane” signage.

NEW COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)

A federal program that provides communities with resources to address a wide range of unique community development needs. The program works to ensure decent affordable housing, develop viable urban communities, and provide services to the most vulnerable citizens. Community development activities may support infrastructure, installation of public facilities, community centers, housing rehabilitation, public services, homeowner assistance, and other identified needs.

NEW CYCLOVIA

The temporary closing of certain streets to automobiles for the purpose of encouraging cycling and walking.

NEW DOWNTOWN MOBILITY COLLABORATIVE

A coalition (i.e. Transportation Management Association) of public agencies, including CCDCC, ACHD, VRT, BSU and City of Boise, dedicated to improving mobility through Transportation Demand Management in the greater downtown Boise area.

GLOSSARY

FIRST AND LAST MILE

The first and last leg between home and work using different transportation modes such as bus, light rail, train or ride share.

NEW GEOGRAPHIC INFORMATION SYSTEM (GIS)

A spatially organized computer program for gathering, managing and evaluating data.

NEW GLOBAL POSITIONING SYSTEM (GPS)

Satellite navigation system used to determine ground position of an object.

NEW HIGH OCCUPANCY VEHICLE (HOV) LANES

A travel lane dedicated to vehicles containing more than the specified minimum number of people.

NEW INTEGRATED FIVE YEAR WORK PLAN

Ada County Highway District's (ACHD) capital improvements plan which sets forth the strategies, projects and priorities of the ACHD over the next five years.

LAND USE

The allowed use type (e.g., retail, commercial, residential) for land as designated by zone.

NEW METROPOLITAN PLANNING ORGANIZATION (MPO)

An organization of government and non-government entities created and designated to carry out the metropolitan transportation planning process. MPO's are required by the federal government to represent localities in all urbanized areas with populations over 50,000, as determined by the U.S. Census.

GLOSSARY

METROPOLITAN STATISTICAL AREAS (MSA)

A geographic boundary determined by the Federal Government that includes a space with relatively high population density at its core and economic infrastructure throughout. These boundaries are primarily used for statistical purposes such as the census. The Boise MSA consists of seven counties: Ada, Boise, Canyon, Elmore, Gem, Malheur and Owyhee.

MODE SHIFT

A behavior change in choice of transportation used from one form of transportation to another. **Example:** Changing from commuting by single-occupancy vehicle to riding a bicycle.

MODE SPLIT

Percentage of travelers using a particular type of transportation or number of trips using a particular type.

NEW PARATRANSIT

Special transportation services for people with disabilities, often provided to supplement standard fixed route transit services.

NEW RIDE HAIL

Transportation from a service such as Uber, Lyft. Also called “Ride Sharing.”

NEW TRANSPORTATION DEMAND MANAGEMENT

A defined set of strategies aimed at maximizing mobility choices with the intent to increase multi-modal travel.

VEHICLE MILES TRAVELED (VMT)

Miles traveled within a set time frame.

WALKING SCHOOL BUS

A neighborhood-driven practice of adult chaperones walking students of a neighborhood block or other neighborhood area to/from school in place of a physical bus.



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