



MOVEMENT FOR EVERYONE

A Final Transition Team Report
for Mayor Lauren McLean

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MOVEMENT FOR EVERYONE – TRANSITION RECOMMENDATIONS

The Treasure Valley's cities are in a unique position to address longstanding, complex transportation infrastructure issues in 2020 and beyond. Boise and its citizens acknowledge that congestion, traffic fatalities and degraded air quality are preventable.

These recommendations are based on the following assumptions:

- Congestion cannot be mitigated without substantial community behavioral changes and decreased vehicle miles traveled in the city.
- Pedestrian, bicycle and vehicle injuries and fatalities are preventable.
- Priority should be given to building on existing infrastructure, services and programs.
- Boise is a part of a larger, critical region that is growing together.
- The City of Boise must be an effective and collaborative partner with both public and private entities.

The Movement for Everyone committee makes several recommendations that revolve around effective community engagement, improving multimodal safety, regional relationship building and role modeling transportation alternatives.

As the City of Boise's mayor, McLean should focus on establishing, nurturing and maintaining high-quality relationships with the valley's stakeholders including Ada County, Ada County Highway District, Canyon County, the Idaho Transportation Department and our surrounding cities. Her vision for a more mobile, inclusive and safe city requires strong regional relationships and an in-depth understanding of our neighboring communities' own needs.

The mayor should focus energies toward mutual values in surrounding communities. We recommend that the mayor attend and actively participate in the Treasure Valley Partnership, COMPASS and Valley Regional Transit meetings. City of Boise's long-term success is dependent on quality relationships and respect for the area's different needs. Additionally, we recommend Mayor McLean connect with each mayor in the valley to exchange values and priorities.

We recommend the mayor increase neighborhood engagement programs that change the single-use car culture and promote alternative forms of transportation (walking, biking, transit, scooters, etc.). Retooling the Office of Community Engagement office to actively engage our citizens and ensure every area of the city is provided the opportunity to participate in the process. To that end, we recommend the mayor highlight and engage with already existing programs and plans. This includes City Go Boise, ACHD Commuteride and the Keep Boise Moving Plan.

FIRST 100 DAYS

The groundwork of the first 100 days is the critical inputs that will drive the mayor's outcomes during her first term in office. Our recommendations include:

- Create and lead an active media campaign to raise awareness of the alternative transportation options already available. Celebrate the alternatives!
- Schedule 1:1 meetings with all five ACHD commissioners and the ACHD director to reestablish relationships and develop mutual priority projects.
- Meet with accessibility specialists such as ACHD ADA Advisory Committee and expand the City of Boise ADA Committee beyond parking and/or establish a standing Transportation Equity Committee and integrate their role into Energize Our Neighborhoods to help increase neighborhood-level improvements.
- Collaborate with VRT to expand Lyft connections to the Vista corridor, covering all the best in class corridors.
- Ensure the City of Boise is the model employer by maximizing incentives for alternative transportation for employees.
- Role model the use of alternative transportation options including VRT, biking and walking.
- Become a leading spokesperson for City Go Boise and partner with 3 or more of the core downtown district's largest employers to advocate for its use in efforts to decrease single-occupancy vehicle use by 20 percent and speak at a City Go Conversations forum.
- Highlight the critical funding role the City of Boise has in Valley Regional Transit and advocate for increased funding for city routes.
- Sign a proclamation for a "Sustainable Commute Day", consider incorporating this into May in Motion.
- Complete Rails with Trails study.
- Meet with the governor regarding transportation issues and develop a collaborative relationship with state leaders.

THE FIRST YEAR

The first year should be an extension of the 100 days recommendations, by implementing a detailed, multi-faceted community engagement plan to educate citizens on existing alternative transportation options and increase support for additional alternative transportation options. By using existing resources from the ACHD and other organizations, work to develop a set of shared priorities for safe, accessible, well-connected bicycle, pedestrian and transit facilities in neighborhoods throughout Boise.

The mayor should convene meetings with regional stakeholders to develop a list of mutual transportation priorities across the region. Together, develop a list of common initiatives to accomplish the shared priorities. Encourage each community to tackle short term goals and celebrate successes. Publicly congratulate other communities on their accomplishments.

By the end of Year 1, create a working group with membership from each political entity across the region – people with decision-making authority. Have this group tackle more challenging and/or long-range priorities. Develop strategies as leaders within the region to implement these priorities.

- **SHARED AND MICRO-MOBILITY**

Support micro-mobility such as bike sharing, e-scooters and other forms, expand bike sharing to West and South Boise.

- **CITY GO BOISE**

Bolster the City Go Boise program to maximize its visibility, increase its use and decrease congestion in core areas of the city. Enhance and promote the micro-mobility options (mode-switching ridership) throughout the city to decrease vehicle miles traveled. Work with taxi/ride hail companies to ensure accessible options are available for wheelchair users and people with other disabilities. Valley Regional Transit's program, Lyft Connect, is a creative and pragmatic solution to connect people with public transportation especially for those who are not close to an existing stop. Additionally, work with VRT to ensure the Lyft Connect program is available to an enhanced user group including people with disabilities. Focus on increasing "first-time" ridership with VRT as central to growing overall use.

MOVEMENT FOR EVERYONE – TRANSITION RECOMMENDATIONS

- **MAXIMIZE NEIGHBORHOOD PLANS**

Work with the Energize Our Neighborhoods program, school districts and local PTA groups to bolster the Safe Routes to School program. Through a collaborative process, design programs to increase the use of walking, biking and busing for school trips. Coordinate with the YMCA Treasure Valley Safe Routes to Schools program to partner on “Bike Rodeos” and other like programs at local schools. Consider working in conjunction with local schools and their PTA to pilot “walking school buses” and “bicycle trains”.

Use the ACHD neighborhood plans to connect separated neighborhoods and close small connection gaps to improve walkability. Work with ACHD to complete neighborhood plans for Barber Valley and any area within the impact zone that doesn’t have a comprehensive neighborhood plan.

- **UPDATE ZONING ORDINANCE**

We recommend the mayor support updating city zoning ordinances to promote the development and complete streets infrastructure that supports walkability, bikeability and high-quality transit corridors. We also recommend updating ordinances to include recreation easements in new developments that include irrigation canals and ditches to facilitate the development of more urban pathways.

- **ENHANCE ACCESSIBILITY AND PUBLIC TRANSIT FREQUENCY**

Use ongoing and popular city events to encourage the use of alternative transportation, while simultaneously increasing accessibility to people with disabilities. This includes more transit access during spotlight events including the Boise Farmers Market and Capital City Market, and monthly events like First Thursday or Alive After Five. Implement new marketing tactics such as a “ticket for transit” concept that encourages folks to use alternative forms of travel during these events, much like the Botanical Gardens has during their concert series. Additionally, work with Valley Regional Transit to increase route frequency, diversify funding sources and to increase citizen participation.

- **ACCESSIBILITY AND SAFETY**

Make Boise’s core downtown a safe and accessible place for all people to walk, bike and roll by working with emerging “disruptor” companies to protect

pedestrians. The city should consider a geofenced area where e-scooters can travel a maximum speed. Ensure a safe, designated lane for alternative transportation thereby keeping pedestrians safe on the sidewalk and vehicles in lanes of traffic.

Ensure spotlight events are accessible for people of all abilities. Events like the farmers' markets that intersect transit, health, equity, economic development and clean city goals need to be inclusive and accessible. Increase dedicated bicycle parking throughout the downtown core.

- **CURBSIDE MANAGEMENT**

Increase management efforts in Boise and explore additional innovations aimed at maximizing access for short-term parking users. Leverage digital advancement and invest in solutions to support transportation network corporations (i.e. Uber, Lyft) freight and transit.

- **PARTNER WITH BUSINESSES**

We recommend the mayor convene a task force with area businesses to develop a list of their needs and priorities as it relates to Movement for Everyone in the city. The suggested needs and priorities should be considered, prioritized and evaluated to eventually be incorporated into the mayor and/or city transportation plans. Continue to engage the business community regarding the transportation priorities for Boise.

FIRST TERM

We recommend Mayor McLean continue with the City of Boise's transportation principles. A diversified transportation infrastructure system creates equity, improves safety and provides choices.

Work with key sectors and regional partners to explore the following question:

How do we position the Treasure Valley as a mid-size region with a premier 21st century transportation system?

MOVEMENT FOR EVERYONE – TRANSITION RECOMMENDATIONS

- **PARTNER WITH RESEARCH OPPORTUNITIES**

The city and Boise State University should partner to advance practical research aimed at quantifying, understanding and developing potential solutions for the city's transportation needs. A targeted, long-term, formal and multidisciplinary approach that engages BSU's relative departments such as School of Public Service, College of Business and Economics, College of Engineering and College of Innovation and Design will harness the university's research capacity to explore transportation issues unique to the Treasure Valley and provide decision-makers with highly valuable qualitative and quantitative information. As a starting point, possible research topics could include:

1. Anticipated impact of micro-mobility, transportation network companies, and delivery service impact on Treasure Valley/Boise congestion, access and mobility.
2. The anticipated impact of transportation innovations such as autonomous vehicles and expanded micro-mobility in the Treasure Valley context.
3. Growth management, land use and transportation in the Treasure Valley.

- **INTEGRATE BOISE STATE UNIVERSITY WITH DOWNTOWN BOISE**

Leverage the updated origin/destination analysis undertaken by Boise and its partners to re-examine the validity of the locally preferred alignment of downtown traffic circulation. Consider a partnership with BSU to pilot an autonomous vehicle shuttle for the campus to downtown route that is currently served by the Bronco Shuttle.

Consider working with Boise State University and ACHD to create a mixed-use lane dedicated to bike, scooter, and other non-vehicular traffic between campus and downtown. This interconnection could be linked from the center of campus via Julia Davis Park to 3rd Street and into the downtown core.

- **URBAN PATHWAY EXTENSIONS VIA CANAL EASEMENTS**

The New York Canal and many of the irrigation districts coexist within the city. In many cases, the public is accessing the easement next to the canal, but without legal permission to do so. The irrigation system in Boise is a logical step toward increasing access to the greenbelt and better integrating our city. Prioritize collaborating with the irrigation districts and the Bureau of Reclamation to establish viable solutions that create bicycle arterials while protecting the interest of the water users.

Consider a proposal to manage the liability of public use of canal easements that reduces the “owners” concerns with respect to being sued if a user falls in the canal. There are likely egresses that will need to be installed in canal banks, as well as fences to protect equipment and structures. Consider a model to pay for these improvements so that the city is “bringing something to the table”, as opposed to just asking for access.

- **COLLABORATE WITH POLICY MAKERS**

Work with state and regional stakeholders to incentivize carpooling, reduce vehicle miles traveled and increase pedestrian safety and equitable access. Collaborate with neighboring cities to ensure consistent design and complete street modeling happens in the areas of impact and borders.

Movement for Everyone has to address ALL citizens of the City of Boise and truly expand beyond the city limits. This goal includes decreasing single car trips by 20 percent. This goal can become a reality by the mayor being a pro-active, bipartisan influencer within the region. Developing a VRT funding model that allows services to be expanded, promoting access points throughout the alternative transportation system, and engaging Boise State University and legislators can all be key actions to move toward the Movement for Everyone culture.

MOVEMENT FOR EVERYONE – TRANSITION RECOMMENDATIONS

- **REGIONAL INTERSTATE AND INTRASTATE AIR TRAVEL HUB**

The Boise Airport is increasingly growing, increasing travel choices and providing a critical economic resource to southwest Idaho. We recommend Mayor McLean work with airport staff and state elected officials to improve intrastate air travel by positioning the Boise Airport as an intermountain hub with access to cities on the west and east coasts.

- **RAIL EASEMENTS AS POSSIBLE TRANSIT CORRIDOR**

Explore options to improve high speed transit by using the rail corridors in the valley. This requires establishing a valleywide coalition and vision. The mayor may serve as the convener for a new vision for transit in the Treasure Valley. Additionally, the transit vision is not solved by using the rail system, but it could serve as a primary artery for moving people from the east to the west and vice versa. However, in addition to developing a unifying, central transit system the arterials become even more relevant and essential. This is why a unified coalition of leaders will be critical to advancing improved public transit in Idaho.



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