March 29, 2011

TO: Commission, Director, Deputy Directors

FROM: Sabrina Anderson, Planning and Programming Manager

SUBJECT: State Street Traffic and Transit Operations Plan (TTOP)
Staff Report for April 6, 2010 Commission Work Session

Executive Summary
In 2004, the State Street Master Plan was adopted. The Plan was developed collaboratively with partners across the valley. It described the vision of a multi-modal corridor with transit lanes (in multiple configurations), sidewalks and bike lanes, but did not provide detail of how and when it was to be accomplished. The State Street Traffic and Transit Operations Plan (TTOP) is a key step called for in the Master Plan. One work session was conducted with the Commission on March 9, 2011 where the broader elements of State Street were discussed. The work session on April 6th will go into more details regarding the Implementation Plan, and the short, medium, and long term implementation phases. Challenges and proposed solutions will be discussed as will triggers for investment.

Background:
State Street is the only east-west connection north of the Boise river linking Ada and Canyon counties. Significant population and employment growth is expected along the corridor, with an expectation of higher density focused in transit-oriented development nodes. The State Street Corridor also has the highest ridership of the Valley Regional Transit (VRT) system, with continued high ridership projected. This corridor is one of the heaviest commuter routes with very congested conditions both today and projected into the future.

The Challenge
The projected travel demand by 2035 is an excess of 9 lanes. A nine lane road, would be very expensive, and inconsistent with the desire for livability in adjacent neighborhoods, concern for pedestrian and bicycle safety, and projected high transit ridership. One key challenge discussed in the TTOP is seeking an appropriate balance of solutions addressing the variety of needs. It is also difficult to predict the sequence of the conditions (triggers) that lead to the appropriate investments.

Solutions Proposed in the TTOP
The TTOP proposes a phased approach, based on three categories (Land Use, Transit Ridership, and Roadway) and actions identified as near, medium and long term. When these actions occur, triggers and outcomes lead to investment decisions. It is possible, that not all triggers in each category will occur in the order in which we have assumed. Partners' commitment for follow through is crucial, as
periodic review and adjustment by elected officials will keep the momentum and focus on this area. This will require continued coordination and adjustments. A funding implementation detail strategy needs to follow adoption and must be by project and very specific including source, and time frame.

**High Occupancy Vehicle Lanes**
A key component in the TTOP study is the location and timing of High Occupancy Vehicles/Transit lanes. Assuming the triggers in land use, transit, and roadway come together, the Plan envisions constructing an extra lane in each direction to serve HOV/Transit. If the triggers are not all met, additional coordination will be required to re-evaluate what investments are needed. The TTOP recommends HOV/Transit lanes to occur at the very end of medium term/beginning of long term, when the necessary triggers in the Transit and Land Use categories have occurred, such as transit services have increased significantly with 3,000 riders per day on State Street routes, including the local route having 15 minute headways and all day service, as well as new feeder routes from Eagle and Boise. Other triggers would include an Average Daily Traffic (ADT) of >43,000 west of Glenwood and continued Transit Oriented Development (TOD) site development at 30th Street, Collister Drive, and Plaza Drive.

**Key facts on High Occupancy Vehicle (HOV) lanes**
- Dedicated for busses, carpools (2+), vanpools, motorcycles, emergency vehicles, and right turns
- HOV lanes move traffic through congested areas resulting in:
  - Travel time savings and reliability
  - Improved air quality
- HOV lanes work best with a maximum HOV volume of 200-400 vehicles per hour (Texas Transportation Institute)
- Markings and signage are crucial to managing turn maneuvers and driveways
- Education and Enforcement programs are critical to the success of the program

Many other elements such as the interaction between HOV lanes and transit, Intelligent Transportation Systems, and Transit Operations Funding are covered in the Plan, and we look forward to discussing them with you. If you have any specific elements you would like covered in the work session, please let me know. The intent unless directed otherwise, is after the work session on April 6th is to bring back the TTOP for the Commissions consideration for Adoption after a public hearing on May 25th.

**Next Steps:**
City of Garden City work session: April
City of Eagle briefing- May 10th
Boise City briefing: April 5th; Consideration of a Resolution of Support and adoption of the MOU-May 24th
VRT- Work session April 14th, Consideration for Adoption, May 18th

**ATTACHMENT**
Attachment 1:  Examples of proposed phased improvements

Short term

Roadway:
- Improve connections for pedestrians and bicyclists
- Implement Intelligent Transportation System (ITS) and intersection improvements

Transit
- Increase existing transit service (Routes 9 and 44)
- Construct Downtown Boise Multimodal Center (federal aid project)

Land Use:
- Complete and adopt the Land Use Master Plan for the corridor
- Work with businesses and downtown communities to encourage transit use

Medium term

Roadway: (at end of Medium term)
- Widen State Street to include curb side High Occupancy Vehicle (HOV) lanes, pedestrian facilities, and bike lanes between 23rd Street and Glenwood Street
- Widen SH 44 to include four travel lanes with bike and pedestrian facilities between SH 16 and Ballatyne

Transit:
- Expand transit service (Route 9) to downtown Eagle
- Add north/south routes that connect to State Street
- Add bus bays in appropriate locations

Land use:
- Plan and develop initial stages of Transit Oriented Development (TOD) sites
- Expand and add Park and Ride lots

Long Term

Roadway:
- Widen SH44 to include curbside High Occupancy Vehicle (HOV) lanes, bike lanes, and pedestrian facilities between Glenwood Street and Eagle Road

Transit:
- Expand Transit service (Route 9) from Downtown Eagle to SH 16
- Implement a high-capacity transit system between Downtown Boise Multimodal center and Eagle Road

Land Use
- Increase Transit Oriented Development (TOD) development on the corridor