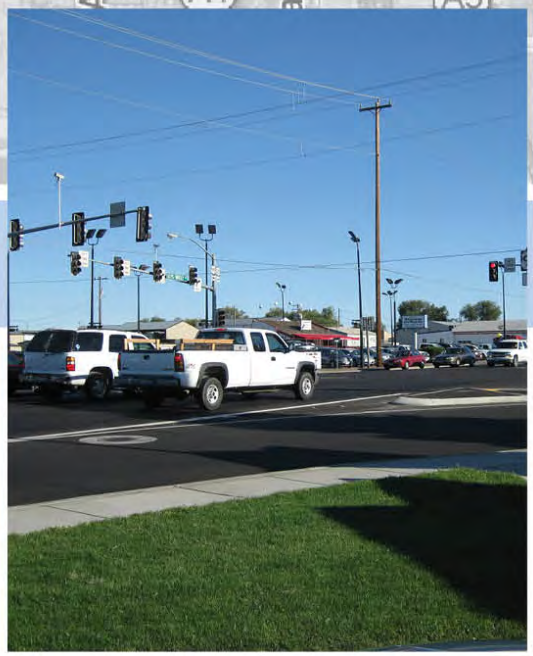
Master Transportation Plan



City of Fruitland

December 2010

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City of Fruitland

Master Transportation Plan

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I. Introduction

A Master Transportation Plan (MTP) is a comprehensive guide that identifies long-range transportation system needs across a city, county, state or region. An MTP helps shape today's transportation system and future transportation systems. The Plan's goals are to prioritize the implementation of future projects that meet short-term and long-term transportation needs, while fostering a sense of economic development and structured growth. This Plan will accommodate growth and include guidance on policies that promote future transportation system development.

This document will replace the City of Fruitland's (Fruitland) 2003 MTP by updating the existing conditions and presenting a set of updated recommendations based on changes in population growth, development patterns, transportation system needs and economic factors. The 2003 MTP outlined local conditions and recommendations for improvements to Fruitland's transportation system. However, due to changes in population growth and new residential and commercial development that has occurred in Fruitland, much of the information and recommendations that were presented in the previous MTP have become out-dated.

This document replaces the 2003 MTP by updating the existing conditions and presenting a new set of recommendations based on changes in population growth, development patterns, transportation system needs and economic factors.

This Plan is designed to assist Fruitland policymakers and staff in making sound decisions to promote a greater quality of life and provide a guide for future development. It promotes goals and visions that help to identify improvements to the Fruitland transportation system. This Plan should be considered a "living" document that changes with revolving needs and current resources available to Fruitland. This Plan does not incorporate strict land use objectives. However, land use and transportation should be carefully integrated as part of the planning process. This MTP will focus on transportation-related issues, including:

- Existing population and land use characteristics
- Existing transportation system
- Future transportation system improvements
- Transportation improvement considerations
- Funding sources for the recommended transportation system improvements

The Planning Process

Planning enables communities to envision their future by identifying the appropriate balance between essential services, new development and calculated change. Achieving this balance improves community welfare by creating efficient, equitable,

and convenient places for future generations. Transportation planning identifies long-term transportation needs, like roadway improvements, intersection upgrades, transit facilities, bicycle/pedestrian needs and opportunities for access management.

This Plan summarizes the process for identifying the changing needs of the Fruitland transportation network. The process included considering existing population and land use conditions, as well as evaluating traffic and transportation system conditions, such as the functional relationships between the different types of roadways. Based on current conditions, future transportation needs were projected and additional roadway alignments or improvements were identified and prioritized.

Fruitland's Transportation Vision

As part of the planning process for the MTP, Fruitland policymakers and staff identified a future vision of their transportation system. The key elements of this vision will be carried through the projects, policies and future plans that are identified for Fruitland's transportation system. This vision will also help to prioritize the Plan's crucial capital projects.

City of Fruitland Transportation Vision

Fruitland will strive to develop a transportation system that improves mobility, safety, and connectivity for efficient movement of people and goods. Fruitland's transportation system should be fiscally sustainable and should support economic development through improved access to employment centers, recreational opportunities, residential areas, and tourist destinations. The Fruitland Master Transportation Plan will strengthen the operation and management of Fruitland's multi-modal transportation system to destinations within and beyond the City.

Fruitland policymakers and staff developed the following goals to help achieve Fruitland's transportation vision. These goals and associated objectives are paramount in the land use and transportation planning process and are integral to the success of Fruitland's transportation system:

1. *Improve Safety and Efficient Travel on the Local Road System*
2. *Preserve Existing Facilities and Levels of Service (LOS)*

Specific objectives that are encompassed within these goals are provided on the following page. Adhering to these objectives will help to achieve the goals that define Fruitland's overall transportation vision.

Goal 1 – Improve Safety and Efficient Travel on Local Road System

Objectives:

- Develop an efficient, connected roadway network
- Encourage coordinated planning among local, state and federal transportation agencies
- Monitor high hazard locations; modify as necessary to eliminate hazards
- Identify truck routes through and around Fruitland and ensure compliance
- Maintain dynamic set of long-term transportation goals
- Adopt policies and standards that promote connectivity, roadway geometrics, roadway spacing and access management
- Encourage developer participation in maintaining and upgrading transportation facilities

Goal 2 – Preserve Existing Facilities and Levels of Service

Objectives:

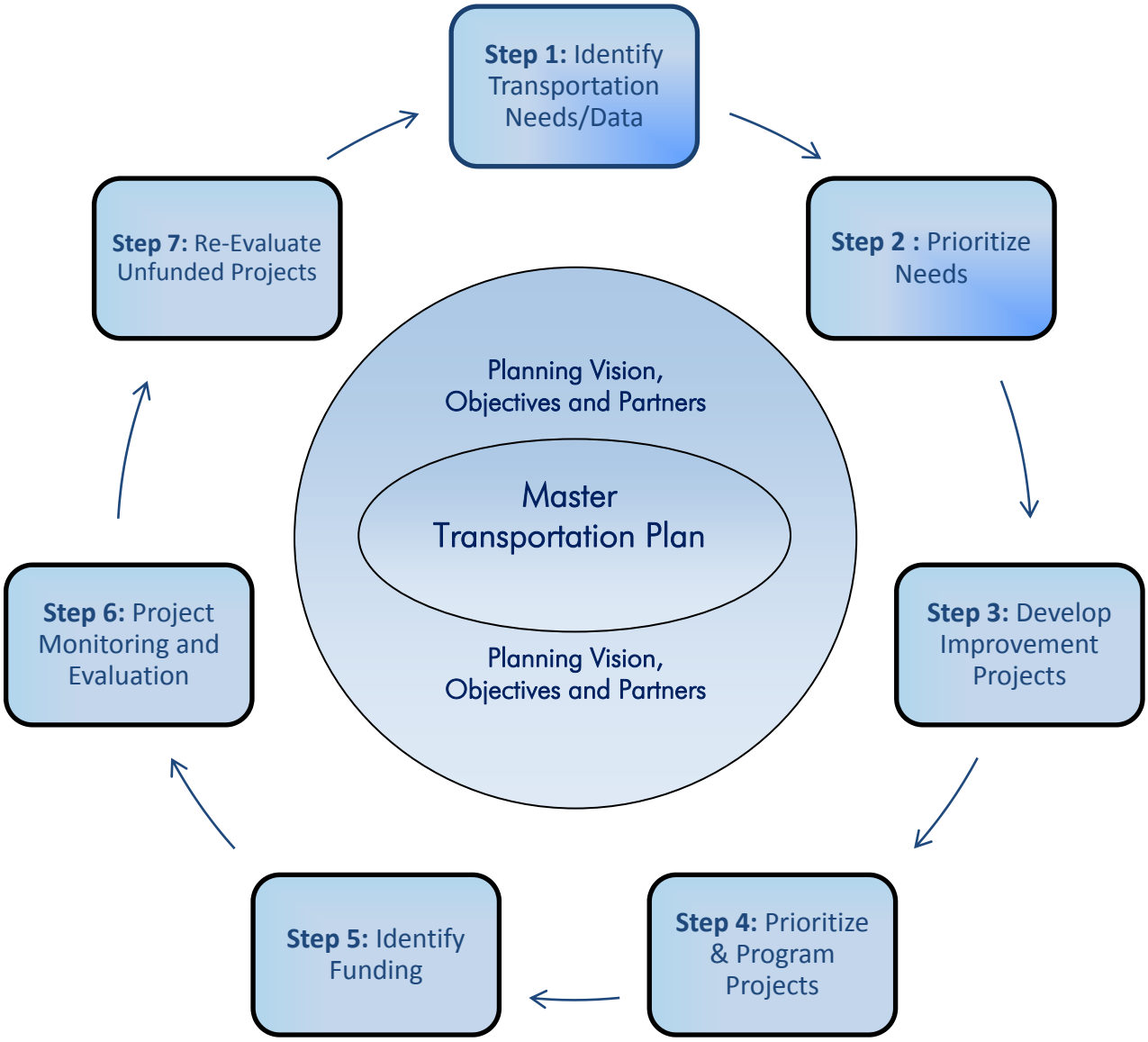
- Institute cost-effective maintenance programs to preserve existing infrastructure
- Use technology and pro-active traffic management techniques to alleviate congestion
- Promote a variety of travel modes throughout Fruitland.
- Maximize mobility by recognizing where future capacity may be needed
- Encourage development that promotes the use of non-automobile modes of travel
- Identify appropriate land uses to accommodate street and highway needs
- Preserve adequate right-of-way for long range transportation improvements

Executing the Transportation Vision

Much like the transportation planning process, there is also a progression that can be followed to evaluate and implement transportation projects included in the Master Transportation Plan. The following steps should be considered to continually evaluate and execute the MTP and transportation vision. Figure 1 shows the process that was followed for the MTP update. This process should also be followed for future Plan updates. Additional details on the implementation process are identified in later sections of this document.

By successfully evaluating specific transportation projects and identifying actual outcomes and benefits, an optimal return on investment can be attained.

Figure 1. The MTP Process



II. Local and Regional Characteristics

Local traffic in the Fruitland City Center

Fruitland is a geographic hub of western Idaho, because it is centered between the surrounding cities of Ontario, Weiser, Payette and New Plymouth. Two major state highways, US-30 and US-95, connect the surrounding cities and pass directly through Fruitland. The Snake River is located to the west and the Payette River is located to the north of Fruitland. Much of Fruitland's surrounding area is comprised of agricultural land. Fruitland city limits encompass an area of approximately 1,300 acres (2.0 square miles), and its Area of Impact includes an area of approximately 5,400 acres (8.4 square miles).

Fruitland remains a small, rural community that has not yet experienced many of the typical issues faced by larger cities undergoing significant growth. Yet, as the population continues to grow, increasing traffic pressures will impact the transportation system.

In order to better understand how growth will influence the local transportation system, an evaluation of Fruitland's existing and future characteristics was conducted. The characteristics that will influence future transportation needs in Fruitland include population, employment, and existing and future land uses.

Population

Fruitland has experienced positive growth over the last 20 years. Fruitland has also experienced increases in residential and commercial development. The city's residential developments showed a large increase compared to other cities in Payette County during the years 2000 to 2007. Commercial building development increased alongside residential development over the same time period, while industrial building permits decreased.

Although it's not a primary function of an MTP to estimate population growth within the study area, that growth can be critical to understanding future transportation system needs. Population growth in Fruitland continues to climb and growth rates in Fruitland are reasonably higher than the national average. These growth rates are comparable to growth experienced throughout the Treasure Valley.

Population forecasts have been projected based on zip code areas for cities and counties throughout Idaho (Church, 2006). City zip code areas can cross both city and county boundaries and, therefore, may not represent actual city populations. For the Fruitland zip code of 83619, it is projected that population could grow by nearly 33 percent between 2010 and 2030, or 1.5 percent per year on average. Population forecasts for the Fruitland's zip code area in five-year increments up to the year 2030 are shown in **Table 1.** Additional information regarding population forecasts is included in the Appendix.

Table 1. Fruitland Zip Code Area Population Forecasts

Zip Code Area	2010	2015	2020	2025	2030	Absolute Chg. '10 - '30	Percent Chg. '10 - '30	Ann. Avg. Pct. Chg. '10 - '30
Fruitland (83619)	6,964	7,503	8,050	8,611	9,229	2,265	33.0%	1.5%

Source: John Church Population and Employment Forecasts (2006)

Employment

According to U.S. Census information, agriculture, forestry, fishing and hunting industries remain the most common employment sectors in Fruitland. The next three most common industries are health care, accommodation, and food services. Following these industries are public administration, administrative/support/waste management services and construction.

The largest employers in Fruitland are Dickinson Frozen Foods, the Fruitland School District, Swire Coca-Cola Bottling Plant, and Woodgrain Millwork. The corporate offices for Woodgrain Millwork, a large supplier of lumber across North and South America, are located in Fruitland and they have a major presence within the city.

Based on employment estimates for the Fruitland zip code area, employment could grow from 2,168 in 2010 to 2,500 in 2030 (Church, 2000). This is a nearly 24 percent increase over the 20-year period, or about a 1 percent increase each year. The zip code area employment estimates for Fruitland are shown in **Table 2**.

Table 2. Fruitland Zip Code Area Employment Forecasts

Zip Code Area	2010	2015	2020	2025	2030	Absolute Chg. '10 - '30	Percent Chg. '10 - '30	Ann. Avg. Pct. Chg. '10 - '30
Fruitland (83619)	2,168	2,256	2,337	2,415	2,500	476	23.5%	0.9%

Source: John Church Population and Employment Forecasts (2006)

Existing Land Use

Fruitland is primarily composed of four main land uses:

- *Residential*
- *Commercial*
- *Industrial*
- *Public*

Each of these land uses provides an important function within the city. Each land use must be accommodated by adequate transportation infrastructure to serve its purpose for access, efficiency, and usability. Below is a brief discussion of the characteristics of each of these land uses within Fruitland.

Residential

Residential land uses in Fruitland can be characterized by three classifications:

- Single Family Residential
- Multi-Family Residential
- Large Lot Residential

Residential Development in Fruitland

Single family uses generally consist of single homes on lots ranging from small (0.17 acres) up to the minimum size for large lots (5 acres). Larger lot single family homes are found primarily around the outer edges of the city and extend into the area of impact. The smaller single family uses are concentrated around the central portion of the city and decrease to the north and south.

Multi-family residential land uses are often intermixed among single family uses. These can consist of higher density apartment buildings and duplexes.

Large lot residential uses within and around Fruitland are required to be at least 5 acres in size. These can be found predominately on the western side of the city along the Snake River.

Commercial

Commercial land uses in Fruitland are characterized by two general classifications:

- General Commercial
- Neighborhood Commercial

Commercial development in Fruitland

Most of the general commercial land use in Fruitland is located along US-30 and US-95 that serve Fruitland. Outside of the city limits, general commercial land use is found to the south at the junction of I-84 and US-95 and continues along US-95 to the North.

Limited neighborhood commercial uses are found further from the major arterials and are adjacent to residential land uses in the city. Neighborhood commercial land use is located near residential land use and accounts for one of the smallest amounts of the land use within the city limits and area of impact. It is Fruitland's goal to diversify commercial uses in the city.

Industrial

Industrial land use is classified as one of the following:

- Light Industrial
- Heavy Industrial

Industrial development in Fruitland

Light industrial is scattered throughout the city. Most of the light industrial land uses are found outside the city limits near the southeast corner of the area of impact. Heavy industrial uses are located more centrally. All industrial uses are found in close proximity to the railroad that runs north to south through town.

Public

Public land is found throughout the city, primarily in the form of parks, schools and government buildings. There are also three other large areas of public land found outside city limits to the west, north and south.

The quantity of each land use in Fruitland impacts transportation system needs. Current zoning was used to calculate the percentage of each specific land use in Fruitland. Figure 2 shows that single and multi-family residential units make up the greatest total land use in Fruitland at 64 percent. Industrial uses make up the second greatest land use at 18 percent and general and downtown commercial land uses are close behind at 17 percent.

Public school in Fruitland

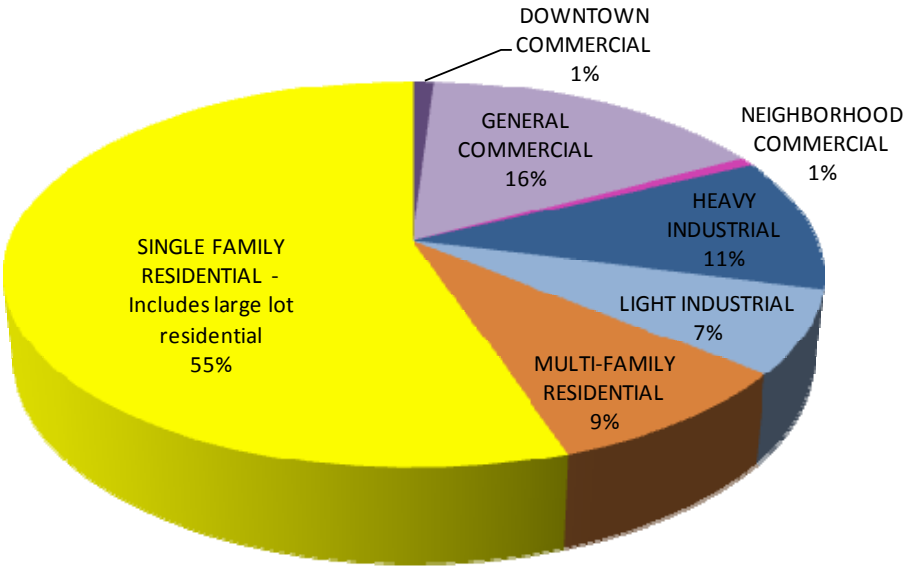
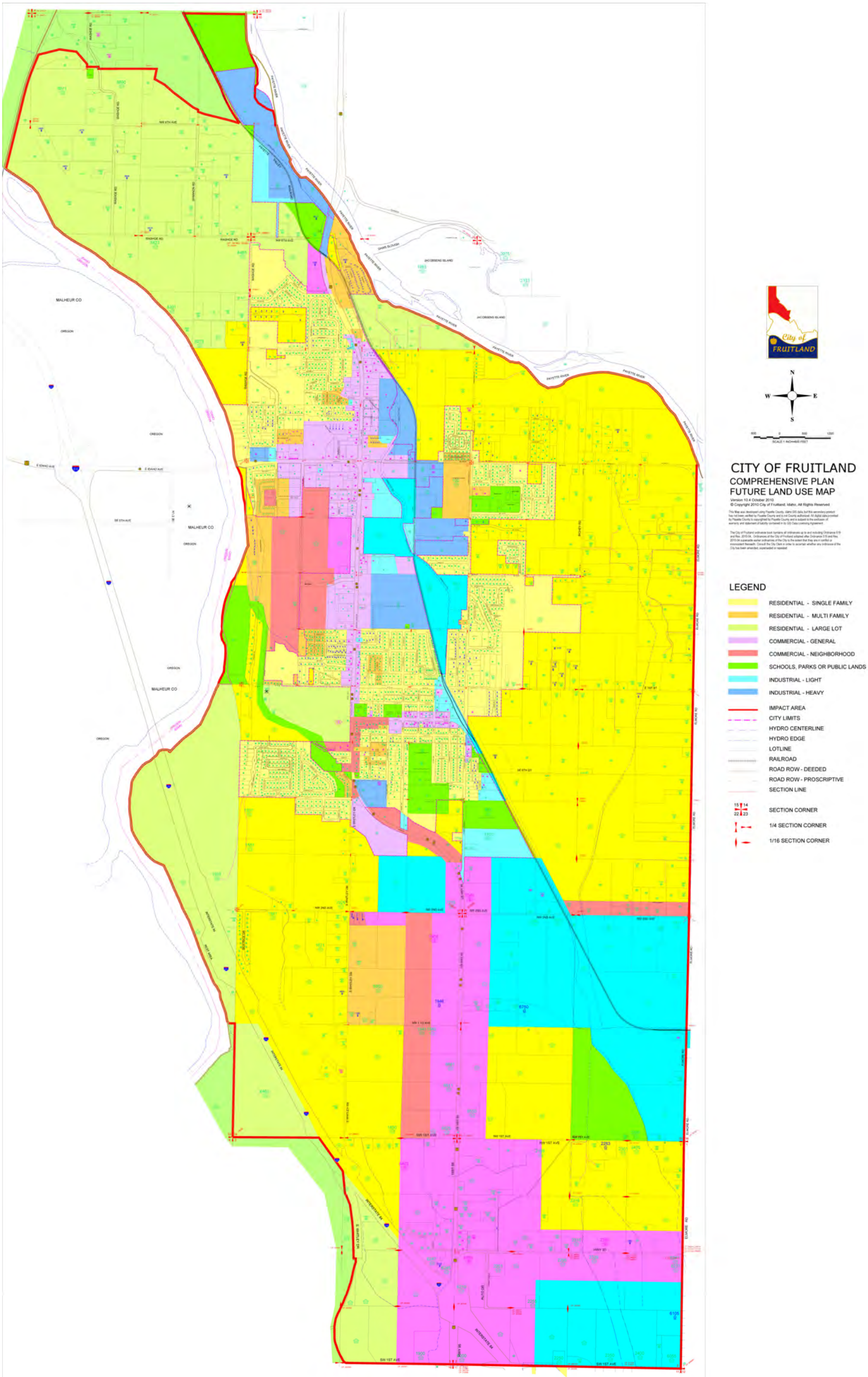


Figure 2. Current Land Use Percentages in Fruitland City Limits

Future Land Use

Future land uses for Fruitland are outlined in the *City of Fruitland Comprehensive Plan* and encourage new growth within the impact area. Future growth will ultimately influence transportation system needs to accommodate new services. According to the *City of Fruitland Comprehensive Plan* future land use map, new land use areas adjacent to existing city limits are largely planned for residential uses, yet some key areas are also identified for commercial and light industrial uses. The commercial and light industrial uses are largely positioned around Gayway Junction, along US-95 and in the downtown corridor. Residential and scattered public areas surround these uses. Significant changes in commercial and industrial land uses can be expected to impact the transportation system in those areas. The Fruitland future land use map is shown in Figure 3.

Figure 3. City of Fruitland Future Land Use Map



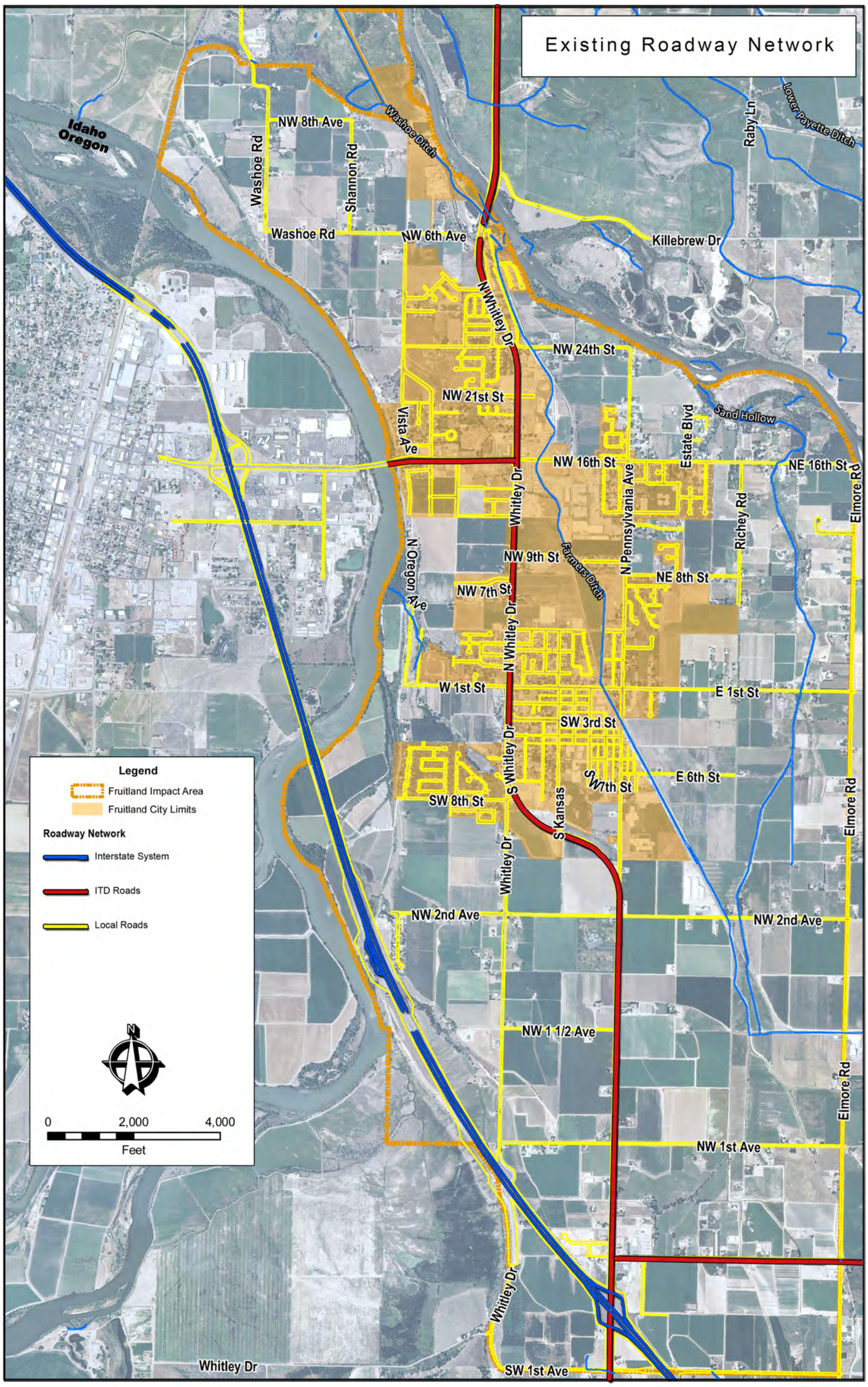
III. The Transportation System

As in other rural communities throughout Idaho, Fruitland's transportation system promotes and heavily relies on the personal automobile. The emphasis on automobile and truck travel is unlikely to change in the foreseeable future. However, as Fruitland's population and diversity continues to grow, so too will its need to expand the transportation system and transportation options.

The location of major employment sites and public schools influences Fruitland's traffic flow. US-95 is a main arterial for traffic to move north and south through the city. US-30 overlays US-95 for approximately 3.8 miles from Palisades corner through Fruitland before crossing west across the Snake River at Northwest 16th Street in Fruitland. These major highways allow for the transportation of agricultural and industrial goods, while providing residents with access to commercial and recreational sites in the area.

Three different agencies are responsible for roadways and streets near Fruitland. These three jurisdictions include the Idaho Transportation Department (ITD), the City of Fruitland, and Payette Highway District Number 1. ITD is responsible for US-95, US-30 and also Interstate 84 (I-84) that bypasses the city. The City of Fruitland is responsible for all roads inside Fruitland city limits. Payette County Highway District 1 maintains jurisdiction over Payette County roads outside the city limits. A map showing the existing Fruitland transportation system is provided in Figure 4.

Figure 4. City of Fruitland Existing Roadway Network



Roadway Network

There are approximately 35 centerline miles of local roads and about 6 miles of U.S. highway within Fruitland's Area of Impact. Currently, many of the rural areas beyond Fruitland's city limits consist of large agricultural parcels with limited roadway infrastructure. Although many of the rural sections in the Fruitland Area of Impact are currently undeveloped, these areas provide the greatest opportunities for planning successful future transportation infrastructure.

Traffic Control

Existing traffic control in the Fruitland Area of Impact consists primarily of uncontrolled intersections with 2-way and 4-way stop controlled intersections. There are currently two traffic signals in Fruitland: one at the intersection of US-30 (NW 16th Street) and US-95 and one at the intersection of US-30 and Allen Avenue. High traffic volumes at these intersections have required signals.

The ITD US-95 Access Management Plan (AMP) identifies additional signals along US-95 at the intersections of SW 3rd Street, NW 2nd Avenue, and at the US-30 Palisades Junction.

Bicycle & Pedestrian Facilities

Pedestrian Facility

Existing pedestrian facilities consist of attached and detached sidewalks throughout the city center, along routes leading to the schools, and within several residential subdivisions. Currently, there are dedicated bike lanes in Fruitland along sections of S. Pennsylvania Avenue, SW 4th Street, and Allen Avenue. Widened shoulders along some roads are also frequently used by bicyclists on many major roads, including US-95, US-30, and SW 3rd Street. There are two existing multi-use pathways within the Fruitland Area of Impact. One is located adjacent to and runs along the east side of US-95 between Palisades Corner and the Gayway Junction. A second pedestrian access tunnel crosses under US-95 near SW 7th Street.

Public Transit

Fruitland and the surrounding area have a two-bus public transit system. Snake River Transit (SRT) is a public transportation system that serves Payette and Malheur counties. The service was developed in September of 2007. SRT currently has 9 official bus stops in Fruitland, with 8 stops in Payette and 12 in Ontario. The buses are equipped with racks for bicycle riders and a wheelchair lift.

Traffic Volumes

Average daily traffic (ADT) volume data was gathered from ITD for US-95 for the years 2005-2009. Traffic on US-95 impacts traffic patterns on local roads more than any other road in Fruitland. Current ADT is shown for 2009 and annual traffic change is calculated for the years 2005 to 2009. Based on historic growth from 2005 to 2009, future ADT can be projected for 2030. A summary of the existing and projected ADT traffic volumes for US-95 is shown in Table 3.

Table 3: Current and Projected ADT on US-95

Section Begin MP	Section End MP	2009 ADT	2005-2009 AADT Annual Average Percent Change	Projected 2030 ADT
Fruitland Impact Area				
53.557	60.070	4,700	1.860	6,921
60.070	60.568	5,400	1.600	7,536
60.568	60.773	6,000	1.429	8,083
60.773	60.922	7,700	1.096	9,681
60.922	61.078	9,500	0.879	11,417
61.078	61.57	9,700	1.319	12,773
61.57	62.57	9,500	0.652	10,889
Fruitland City Limits				
62.57	63.40	10,000	2.727	17,594
63.40	63.73	10,500	4.419	26,035
63.73	64.281	13,000	0.000	13,000
64.281	65.035	16,000	1.333	21,129
65.035	65.553	20,000	2.222	31,729
65.553	67.142	15,000	-1.250	11,518

Source: US-95 AMP

Understanding current traffic patterns through Fruitland's city center will help to evaluate the areas of highest need. The highest vehicle volumes occur between mileposts 63.73 and 67.14, which extends from the southern Fruitland city limits to north of Fruitland. High volumes most likely occur in these locations due to the commerce within Fruitland and the US-30 junction connecting traffic to Ontario. Comparably lower ADT volumes occur just north of the Palisades Junction where traffic leaving or entering I-84 is approaching or departing Fruitland from the south.

As part of the traffic conditions examination, truck traffic was also considered on US-95. It was found that truck traffic as a percentage of total traffic is the highest between milepost 59.55 to 60.922, which is near the on and off ramps to I-84.

Major Destinations

Common traffic patterns within and beyond Fruitland tend to occur between places of employment, schools, shopping destinations, residential subdivisions, and recreation sites. These sites comprise the major trip destinations in the region.

Major employers in Fruitland include: Dickinson Frozen Foods, the Fruitland School District, Swire Coca-Cola Bottling Plant, and Woodgrain Millwork. Access routes to these locations are an important consideration of the MTP.

The largest employers in Fruitland are Dickinson Frozen Foods, the Fruitland School District, Swire Coca-Cola Bottling Plant, and Woodgrain Millwork. The access routes used by employees and freight vehicles to these facilities should be an important consideration of the MTP.

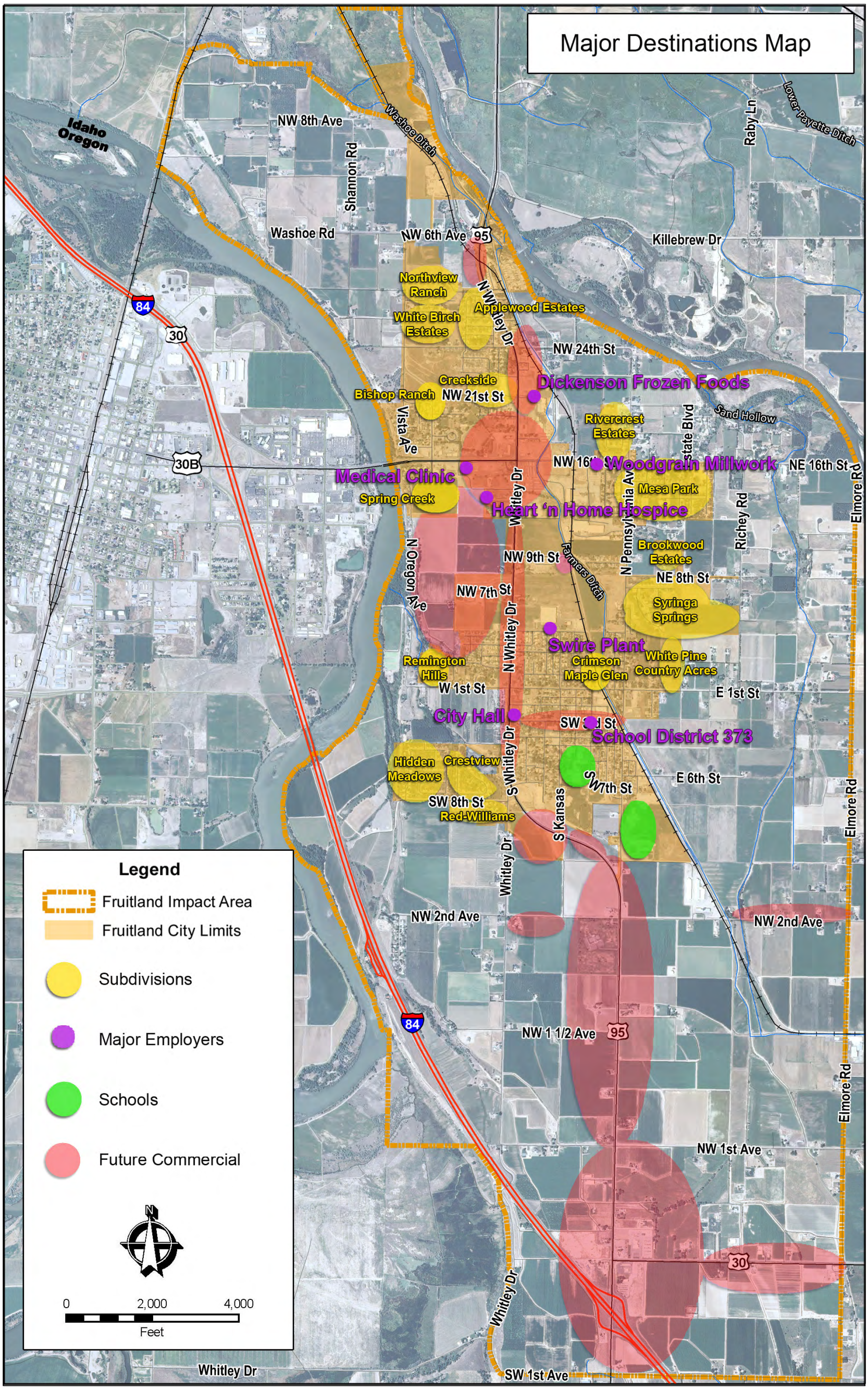
The Fruitland School District includes a high school, middle school, intermediate school, and elementary school. All of these schools are located southeast of downtown Fruitland and within less than half a mile from each other. There are currently no major retail developments in Fruitland. Most residents travel across the Snake River via US-30 into Ontario for retail shopping needs. Numerous residential subdivisions also exist throughout Fruitland. The ten largest residential developments and their respective acreages are shown in Table 4.

Table 4. Major Residential Developments in Fruitland

Subdivision Name	Acres	# of Lots Available For Housing
Mesa Park Subdivision & Additions 1 & 2	50	158
Hidden Meadows Subdivision	40	120
Crestview Subdivision	25	100
Syringa Springs Subdivision Phases 1, 2 & 3	25	79
Applewood Estates Phases 1 & 2	22	92
Creekside I & II	18	48
White Birch Estates	18	10
Rivercrest Estates 1 & 2	16	57
Northview Ranch Subdivision Phase 1	15	54
Red-Williams Addition	14	39

Along with major employers, schools, shopping, and large residential subdivisions, future commercial development identified in Fruitland's Comprehensive Plan will influence the major destinations in the city. Identifying these areas is important for understanding Fruitland's traffic patterns and future transportation system needs. Figure 5 identifies Fruitland's existing and proposed major destinations.

Figure 5. City of Fruitland Major Destinations



Safety

High traffic areas often correspond to high accidents. Various locations along US-95 have high accident concentrations compared to other roads in the city. The highest concentrations of accidents are at or around the intersection of US-95 and NW 16th Street, near the intersections of US-95 and US-30 at Palisades, near US-95 and West 1st St, and near US-95 and Utah Avenue. Comparatively high accidents also occur at the intersection of US-95 and Killebrew Avenue north of town. These areas should be monitored to ensure adequate safety conditions.

If specific intersections in Fruitland are identified as having high accidents, they should be evaluated for conditions, such as sight distance, night-time visibility, and intersection geometry. Ensuring that intersections in Fruitland meet basic safety requirements can help to reduce the potential for accidents.

Functional Classification

Functional classification is the process by which a transportation network of highways and streets is grouped based on the type of service that they provide. These classifications are organized in accordance with the American Association of State and Highway Transportation Officials (AASHTO) classification of highways and streets. Roadway classifications should be appropriately matched to the intended traffic volumes and adjacent land uses that they serve.

Federal-aid is offered for capital improvements to arterial (minor and principal) and major collector roads. These funds are not typically provided for local street improvements. Functional classification is, therefore an important element of the planning and funding process for capital projects.

Fruitland's functional classification system consists mainly of local roads mixed with several minor and major collectors. These collectors provide the capacity for higher traffic volumes to flow onto the principal arterials, US-95 and US-30. Functional classification descriptions for these roadways consist of the following:

Local Roads – These are typically two-lane roads with on-street parking and front-on housing and business access. This road classification is often used for interior residential and business park developments. Local roads should exhibit low speeds, lower traffic volumes, and high accessibility.

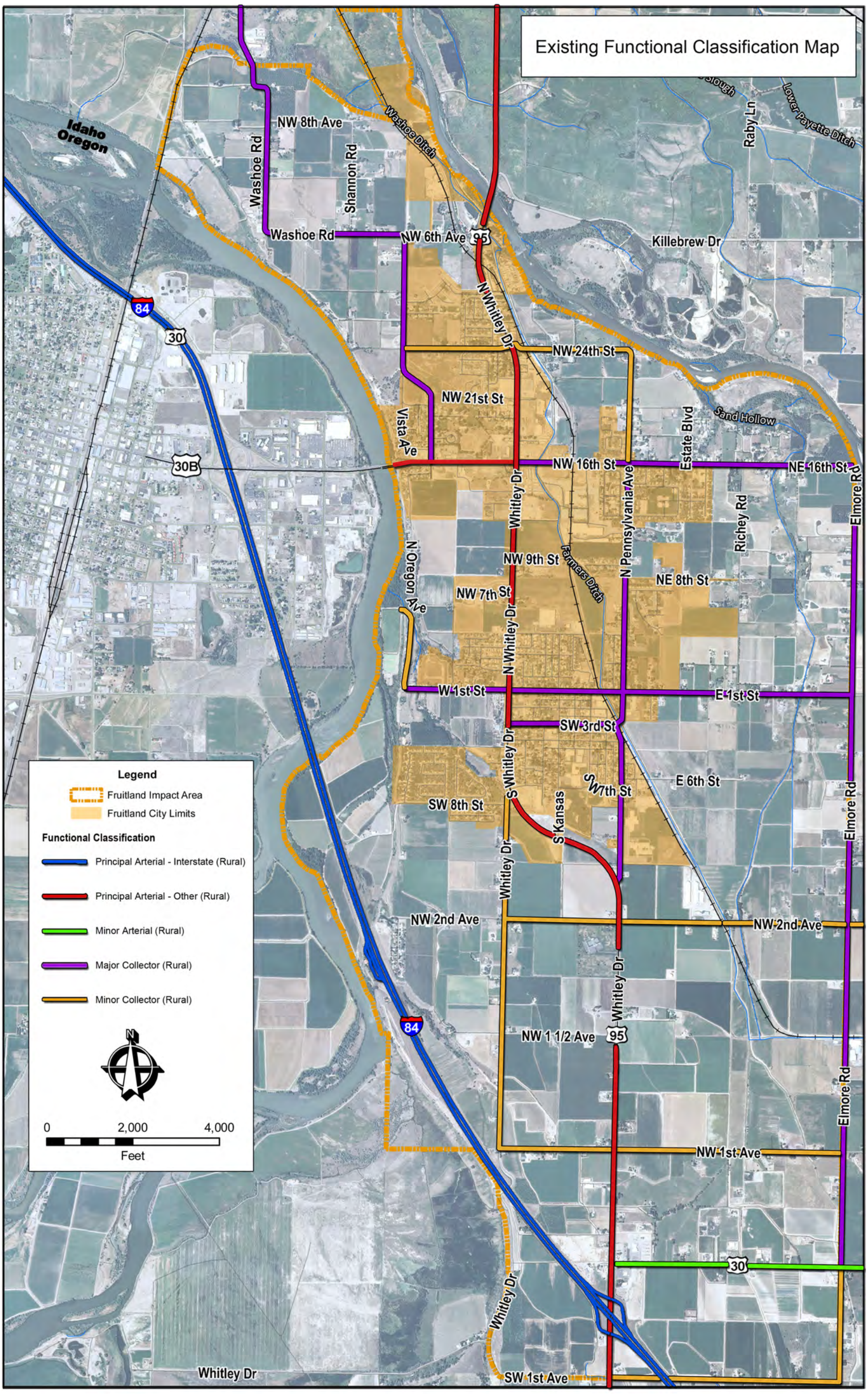
Minor Collectors – A minor collector should "collect" traffic from local roads typically within a business development or residential area. Minor collectors may or may not exhibit on-street parking or a two-way left turn lane based on expected traffic volumes. Minor collectors provide connectivity between local roads and larger collectors or arterials and should exhibit moderate speeds, volumes and accessibility.

Major Collectors – A major collector is designed to collect traffic from local roads and from minor collectors in order to transmit that traffic onto arterials or the interstate. Major collectors should exhibit moderate speeds, moderately high volumes and low accessibility.

Arterials – Arterials serve high traffic volumes, with high speeds and low accessibility. Currently, and for the foreseeable future, all arterials within the Fruitland Area of Impact are under the jurisdiction of ITD and should follow design standards set forth by that agency.

A map of Fruitland's existing functional classification system is shown in **Figure 6**. A proposed functional classification map is shown in **Figure 9**.

Figure 6. City of Fruitland Existing Functional Classification Map



Functional Classification and Access Management

Roadway functional classification is directly related to access management. Direct land access should follow functional classification with increased mobility permitting less access and decreased mobility or speeds permitting greater access. In most cases, local residential roads are allowed full access, while major highways and freeways allow very little direct access to the roadway. The road classifications in between require standards to help ensure the free flow of traffic, minimize crashes, and still allow access to major businesses and other land uses along a road. The relationship between roadway functional classification and access management is shown in the Figure 7.

Nationwide studies indicate that arterials that are designed for access management have 40% - 50% fewer crashes.

Source: City of Payette Comprehensive Plan 2005

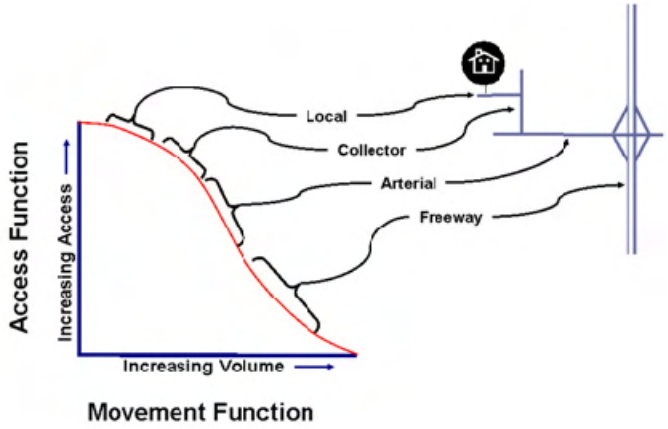


Figure 7. Functional Classification and Access Management

Recently, ITD conducted an AMP for US-95 in coordination with the City of Fruitland. The purpose of the US-95 AMP was to serve as a guidebook to the feasible access management tools and associated improvements that will enhance safety and travel efficiency on US-95. The US-95 AMP provides practical options for transportation departments and local jurisdictions to follow to implement an access management program for US-95. The following transportation recommendations resulted from the US-95 AMP:

- Provide connectivity between adjacent parcels on US-95
- Identify joint use accesses onto US-95
- Where feasible, move accesses from US-95 to the intersecting local street or lower-volume roadway designation
- Provide medians in specific locations along US-95 to restrict turning movements into or out of driveways
- Follow Idaho Administrative Procedures Act (IDAPA), 39.03.42, Rules Governing Highway Right-of-Way Encroachments requirements that mandate that any new development or change in land use or intensity along US-95 requires a new access permit.

IV. Transportation System Improvements

Recommended improvement projects for Fruitland were identified by City staff and policymakers. They were placed in three key categories. The transportation system improvement categories include:

- Reconstruction and/or re-alignment of a roadway
- Roadway extension or new roadway alignment
- Pedestrian facility

Fruitland can attain optimal return on investment by successfully evaluating specific transportation projects and identifying actual outcomes and benefits. Moreover, by successfully implementing each project that is crucial to the operation of the transportation system, residents and visitors to Fruitland will experience a well-planned and vibrant municipality.

Recommended capital improvement projects are based on a current understanding of transportation system needs and infrastructure. All proposed capital improvement projects should be reviewed annually to accommodate current needs and funding availability. The recommended capital improvements for Fruitland are shown in Figure 8.

In order to provide a general prioritization approach to the recommended capital improvements, a project score was allocated to each capital project. A score of high, medium or low benefit was given to each project based on a combination of aligning with the MTP vision, community values, and overall project need. The scoring definitions that were used include:

- Low = marginal benefit
- Medium = medium benefit
- High = excellent benefit

A table that outlines additional details about each of the capital projects including project scoring is shown in Table 5.

Figure 8: City of Fruitland Planned Improvements Map

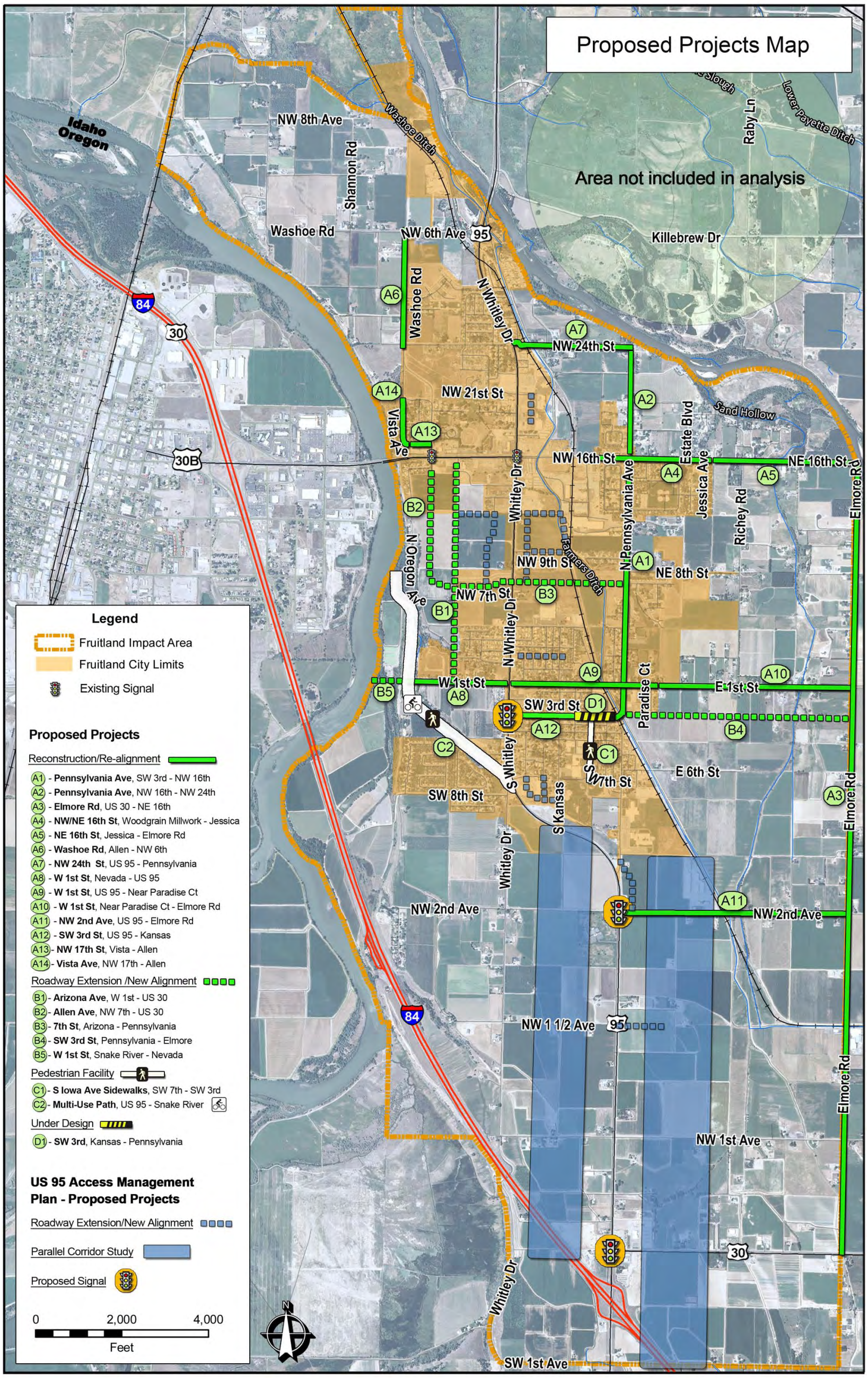


Table 5. MTP Project List

City of Fruitland Master Transportation Plan Project List						Project Rank *
ID	**Project Name**	**Extents**	**Description**	**Notes/ Considerations**	**Location**	
Reconstruction / Re-Alignment Projects						
A1	**Pennsylvania Ave**	SW 3rd St to NW 16th St	1. Reconstruct/ realign to correct centerline and widen road; to include 2-way left turn lane (where necessary), bike lanes, curb/gutter/sidewalk 2. RxR crossing Improvements 3. Box Culvert crossing of canal at southern end 4. Possible water/sewer utility upgrades 5. Full stormwater drainage system required 6. Improve/widen intersection at NW 16th to include dedicated turn lanes. 7. Re-align intersection of SW 3rd St to accommodate future extension of SW 3rd St to the east of downtown. 8. Overhead illumination		Inside City limits	**High**
A2	**Pennsylvania Ave**	NW 16th St to NW 24th St	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, a 2-way left turn lane, bike lanes, curb/gutter/sidewalk 2. Revise geometry of the curve in the road at the north end 3. Possible water/sewer utility extensions 4. Full stormwater drainage system required		Outside City limits	**Low**
A3	**Elmore Rd**	US-30 to NE 16th St	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, curb/gutter/sidewalk; 2. Revise geometry of the curve in the road at the north end; some locations may require additional widening to accommodate left turn lanes or 2-way left turn lane. 3. Possible water/sewer utility extensions 4. Full stormwater drainage system required	Main thoroughfare that connects US-30 (to New Plymouth) to NW 16th at Gateway Junction. Possible joint participation with Payette County (multi-jurisdiction project with Highway District No. 1)	Outside City limits	**Medium**
A4	**NW / NE 16th St**	Near Woodgrain Millwork to Near Jessica Ave	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, a 2-way left turn lane, bike lanes, curb/gutter/sidewalk 2. Revise geometry of the curve in the road at the east end 3. Possible water/sewer utility extensions 4. Full stormwater drainage system required	Would provide connectivity to Pennsylvania Ave improvements. Would complete the unfinished parts of previous NW 16th St improvements in the City of Fruitland.	Inside City limits	**High**
A5	**NE 16th St**	Near Jessica Ave to Elmore Rd	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, a 2-way left turn lane, bike lanes, curb/gutter/sidewalk 2. Revise geometry of the curve in the road at the east end 3. Possible water/sewer utility extensions 4. Full stormwater drainage system required	Would connect all NW 16th St improvements from Jessica Ave to Elmore Rd.	Outside City limits	**Low**
A6	**Washoe Rd**	Allen to NW 6th Ave	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, bike lanes, curb/gutter/sidewalk; some locations may require additional widening to accommodate left turn lanes or 2-way left turn lane. 2. Revise geometry of intersection at NW 6th Ave 3. Possible water/sewer utility extensions 4. Full stormwater drainage system required	Would be an extension of Allen Ave project that was recently constructed. Possible joint participation with Payette County (multi-jurisdiction project with Highway District No. 1)	Inside City limits	**Medium**
A7	**NW 24th St**	US-95 to Pennsylvania Ave	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, bike lanes, curb/gutter/sidewalk; some locations may require additional widening to accommodate left turn lanes. 2. Revise geometry of intersection at US-95 (improve RxR crossing) 3. Possible water/sewer utility extensions 4. Full stormwater drainage system required		Outside City limits	**Low**
A8	**W 1st St**	Nevada to US-95	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, bike lanes, curb/gutter/sidewalk; some locations may require additional widening to accommodate left turn lanes. 2. Possible water/sewer utility extensions 3. Full stormwater drainage system required		Inside City limits	**High**
A9	**W 1st St**	US-95 to near Paradise Ct	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, bike lanes, curb/gutter/sidewalk; some locations may require additional widening to accommodate left turn lanes. 2. Possible water/sewer utility extensions 3. Full stormwater drainage system required		Inside City limits	**High**
A10	**W 1st St**	Near Paradise Ct to Elmore Rd	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, bike lanes, curb/gutter/sidewalk; some locations may require additional widening to accommodate left turn lanes. 2. Possible water/sewer utility extensions 3. Full stormwater drainage system required	Project would require coordination with Payette County to identify improvement	Outside City limits	**Low**
A11	**NW 2nd Ave**	US-95 to Elmore Rd	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, curb/gutter/sidewalk; 2. Additional widening at the intersection with US-95 to accommodate left turn lane. 3. Possible water/sewer utility extensions 4. Full stormwater drainage system required	Future signalization of intersection at US-95 would require coordination with Idaho Transportation Department (ITD)	Outside City limits	**Low**
A12	**SW 3rd St**	US-95 to Kansas	1. Reconstruct/realign to correct centerline and widen road to include one travel lane in each direction, bike lanes, curb/gutter/sidewalk; some locations may require additional widening to accommodate left turn lanes or 2-way left turn lane. 2. Possible water/sewer utility extensions 3. Full stormwater drainage system required 4. Construct street-scape improvements similar to previous SW 3rd St improvements project (trees, illumination). 5. Revise geometry of intersection at US-95.	Future signalization of intersection at US-95 would require coordination with Idaho Transportation Department (ITD)	Inside City limits	**High**
A13	**NW 17th**	Vista to Allen	1. Rehabilitate existing pavement structure. 2. Add stormwater drainage system and connect to Allen Ave drainage system. 3. Construct curb/gutter/sidewalk on both sides		Inside City limits	**Low**
A14	**Vista Ave**	NW 17th St to Allen	1. Reconstruct/realign to correct centerline and rehabilitate existing pavement. 2. Possible water/sewer utility extensions 3. Add stormwater drainage system and connect to Allen Ave drainage system.		Inside City limits	**Low**

Scoring: Low= marginal benefit, **Medium** = medium benefit, **High =** excellent benefit

Project scoring is based on a combination of aligning with the Master Transportation Plan vision, community values, and overall project need

Table 5. MTP Project List Continued

City of Fruitland Master Transportation Plan Project List						Project Rank *
ID	Project Name	Extents	Description	Notes/ Considerations	Location	
Roadway Extension / New Alignment Projects						
B1	**Arizona Ave**	W 1st St to US-30	1. New alignment between W 1st St and NW 7th St 2. Proposed roadway to include one travel lane in each direction, 2-way left turn lanes or left turn lanes (where necessary), bike lanes, curb/gutter/sidewalk. Possible consideration for on-street parking. 3. Institute measures to manage access to adjacent property (shared driveways, common approaches, etc.) 4. Sewer and Water extensions 5. Overhead illumination	B1 and B2 will provide alternative route to US-95 through City of Fruitland. Would require right-of-way acquisition.	Majority Inside City limits	**High**
B2	**Allen Ave**	NW 7th St to US-30	1. Extend existing section of roadway at US-30 south to NW 7th. Alignment to include s-curve over to Arizona Ave. 2. Proposed roadway to include one travel lane in each direction, 2-way left turn lanes or left turn lanes (where necessary), bike lanes, curb/gutter/sidewalk. Possible consideration for on-street parking. 3. Institute measures to manage access to adjacent property (shared driveways, common approaches, etc.) 4. Sewer and Water extensions 5. Overhead illumination	B1 and B2 will provide alternative route to US-95 through City of Fruitland. Would require right-of-way acquisition.	Majority Inside City limits	**High**
B3	**7th St**	Arizona to Pennsylvania	1. New alignment through undeveloped area 2. Construct one lane in each direction, bike lanes with curb/gutter/sidewalk 3. Add stormwater drainage system	Would require right-of-way acquisition.	Inside City limits	**Medium**
B4	**SW 3rd St**	Pennsylvania to Elmore	1. New alignment through undeveloped area 2. Construct one lane in each direction with curb/gutter/sidewalk 3. Add stormwater drainage system	Would require right-of-way acquisition.	Outside City limits	**Low**
B5	**W 1st St**	Snake River to Nevada	1. New alignment through undeveloped area 2. Construct one lane in each direction, bike lanes with curb/gutter/sidewalk 3. Add stormwater drainage system	Would serve the future bridge crossing proposed by Oregon Department of Transportation (ODOT) across Snake River.	Outside City limits	**Low**
Pedestrian Facility						
C1	**S Iowa Ave Sidewalks**	SW 7th St to SW 3rd St	1. Construct 5' wide sidewalk with curb/gutter 2. Full stormwater drainage system improvements	Provides safe pedestrian travel to school located on S. Iowa Ave.	Inside City limits	**High**
C2	**Multi-Use Path**	US-95 to Snake River	1. Construct a 10' wide multi-use path for recreational access to Snake River from downtown Fruitland	Would require right-of-way acquisition. Multi-use path alignment study may be required.	Partially Inside City Limits	**Medium**

Scoring: Low= marginal benefit, **Medium** = medium benefit, **High =** excellent benefit

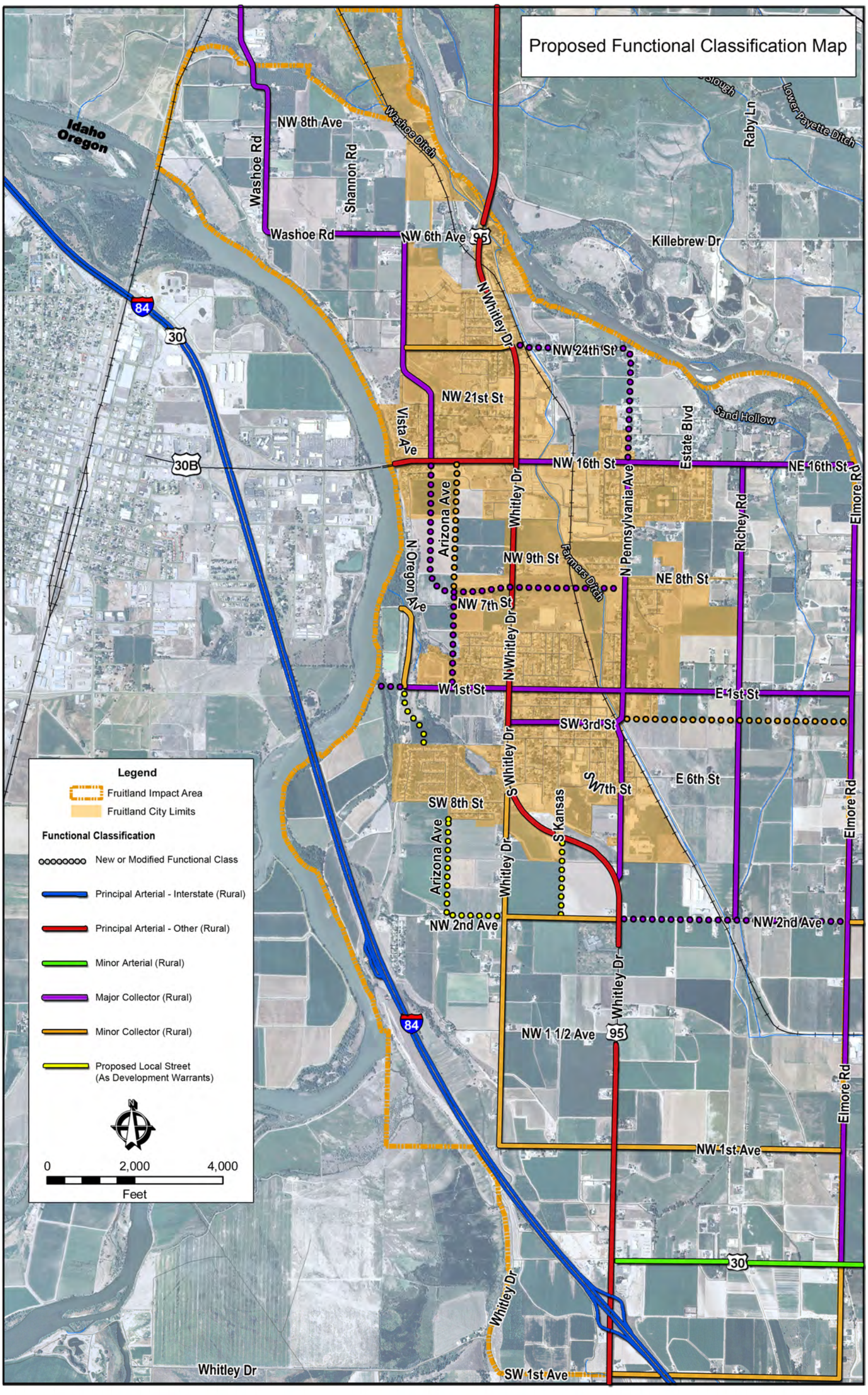
Project scoring is based on a combination of aligning with the Master Transportation Plan vision, community values, and overall project need

Future Functional Classification

Roadway functional classification is periodically updated to reflect changes in usage and traffic. ITD is currently responsible for updating functional classification throughout Idaho and ITD Administrative Policy A-09-02 identifies the process for functional classification updates.

As discussed previously, roadway functional classification should correspond to roadway traffic volumes and adjacent land uses. Based on the recommended capital improvements identified in this Plan, combined with future land use changes identified in the *City of Fruitland Comprehensive Plan*, future functional classification in Fruitland is likely to change. In order to project future functional classification in Fruitland, recommended roadway improvements and future land uses were overlapped to identify future traffic needs that would influence the transportation system. Based on this analysis, a proposed future functional classification system was identified for Fruitland. The Proposed Functional Classification Map is shown in Figure 9.

Figure 9. City of Fruitland Proposed Functional Classification

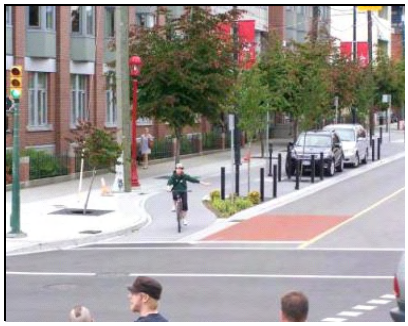


V. Transportation System Considerations

The recommended capital improvement projects identified in this Plan have many underlying considerations that will facilitate their successful implementation. These considerations should be evaluated before project construction to ensure the most valuable outcome possible.

Complete Streets

Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders. Creating complete streets requires transportation agencies to consider roadway orientations that function for all transportation modes. By implementing a *Complete Streets* policy as part of Fruitland's transportation system, all users would have adequate access to goods and services within their community, which in turn supports economic development, connectivity, and health benefits. In Idaho, the Ada County Highway District (ACHD), and the Community Planning Association of Southern Idaho (COMPASS) have adopted *Complete Streets* policies.



Example complete street

Downtown Revitalization

Downtown revitalization directly correlates to transportation system improvements. Specifically, successful transportation projects that encourage walking, sense of place, and beautification within the downtown area provide a place that people will want to live and work. Developing and revitalizing downtown Fruitland in this manner can increase economic development and vitality in the area. Examples of transportation projects that can stimulate downtown revitalization include:

- Sidewalk improvements/connectivity
- Bike lanes
- On-street parking
- Landscaping
- Street beautification
- Traffic calming

Pedestrian and Bicycle Facilities and Connectivity

Planning, developing and maintaining pedestrian and bicycle facilities can support accessibility and connectivity within Fruitland. Connected pedestrian and bicycle facilities can provide continuous routes between destinations. This, in turn, can enhance user safety and utility. As Fruitland continues to grow and its population diversifies, non-motorized modes of travel, such as pedestrian and bicycle facilities,

will likely become more attractive. Providing these facilities is important to maintaining the quality of life that residents have come to expect from their city. Identifying future bike and pedestrian facilities in Fruitland will help to shape different multi-modal options in the city. Example pedestrian and bicycle facilities that could be considered throughout the city include:

- Sidewalks in the vicinity of schools
- Crosswalks in the vicinity of schools and in high pedestrian use areas
- Sidewalk and bicycle connectivity between neighborhoods and schools
- Bike lanes that match the typical sections in the city ordinance
- Sidewalks in all developments
- Pedestrian access through cul-de-sacs
- Connectivity between subdivisions and commercial developments

The *Manual on Uniform Traffic Control Devices (MUTCD)* and *Idaho Standards for Public Works Construction (ISPWC)* provide guidance on sidewalk and crosswalk layout and associated signing.

Roadway Forms

Fruitland requires any new public street to meet basic standards before they will accept that street into their roadway system and take responsibility to maintain it. Newly constructed roadways within the Fruitland Area of Impact should be designed according to ISPWC standards and shall exhibit typical cross sections as identified by Fruitland. Development procedures and street standards for roadways within the Fruitland Area of Impact are provided in the Appendix.

Pavement Condition Monitoring

In order to eliminate costly repairs on Fruitland roadways, it is important to monitor pavement conditions on a regular basis. Guidance with pavement monitoring is provided by the Local Highway Technical Assistance Council (LHTAC) Pavement Management System. LHTAC assists cities, counties and highway districts in managing and operating the local roadways system throughout the state of Idaho. The LHTAC Pavement Management System should be followed to maintain Fruitland roadways over the long-term.

Maintenance

By maintaining existing pavement conditions, infrastructure funding can be directed toward new development projects rather than fixing existing roads. The location and conditions of the road will greatly influence maintenance success in preserving the roadway. Standard maintenance practices of existing roads include:

- Erosion control
- Drainage
- Ditching or ditch maintenance

- Culvert extension or replacements
- Stabilization of roadway shoulders
- Anti-icing in the winter
- Chip and crack sealing
- Overlays
- Patching and pothole repairs

Traffic Improvements

The need for traffic improvements can result from complications with traffic flows, lack of accessibility and various safety issues concerning pedestrians and motorists alike. Traffic improvements can also be made in an effort to increase mobility, build community and economic development and lay the framework for future projects. Some current areas of concern of ITD, Fruitland residents and city officials include:

- Increasing the number of ITD traffic signals at major intersections along US-95 and US-30
- Reducing highway speed to 45 mph between Palisade Junctions and Fruitland to reduce accidents at the junction (speed limit is currently 65 mph)
- Increasing law enforcement along US-95 to control speeding
- Installing uniform sidewalks on both sides of US-95 and/or bike lanes throughout Fruitland
- Adding acceleration/deceleration lanes along US-95 in populated areas for residents to get into and out of their driveways without disrupting traffic flows

Planning

Successful transportation system planning can provide explicit guidance on the needs of the future transportation and land use system in Fruitland. Working with policymakers, professionals, and the public to identify future development needs will help to consistently have long-range goals that can be applied to available funding opportunities. Integrating land use and transportation systems will help to guide correlating development objectives. Some planning goals and objectives that should be considered in Fruitland include:

- Transportation corridor plans
- Streetscape planning and design
- Transit studies
- Specific area plans
- Downtown plans
- Revitalization planning areas
- Energy conservation and sustainability planning

Accessibility

In order for people with disabilities to maintain their independence, transportation should provide accessible pedestrian routes to health care, employment and other locations in their community. All facilities constructed within Fruitland should be built to meet or exceed current Americans with Disabilities (ADA) Standards. ADA guidelines and standards have been developed through the U.S. Department of Justice and can be reviewed through their website at http://www.usdoj.gov/crt/ada/adahom1.htm.

An ADA Inventory Summary Report was prepared to evaluate existing pedestrian facility ADA compliance in Fruitland. This report recommends adoption of a phased plan to address pedestrian deficiencies in a timely manner. To meet these goals, Fruitland should allocate a percentage of the annual roadway improvement budget to improving pedestrian facilities. With hundreds of locations identified as either non-compliant or lacking facilities altogether, a reasonable goal would be to repair or replace 2-5% of the deficient facilities annually. The Fruitland ADA Inventory Summary Report is included in Appendix 3 of this document.

Environmental Considerations

New construction projects should be considered for environmental issues, such as wetlands, stormwater runoff, air quality or endangered species impacts. When using federal funding, projects must account for environmental considerations through specific environmental documentation. Some of the environmental impacts that should be considered in future construction projects include:

- Wetlands
- Erosion and soil
- Stormwater runoff
- Social impacts
- Hazardous materials
- Air quality
- Dust abatement
- Biological
- Obtaining specific mitigation permits

VI. Funding Transportation Projects

The cost of constructing transportation facilities continues to escalate as federal and state funding for transportation projects becomes more competitive. As a result, identifying all feasible mechanisms to help fund future improvements should be considered. Identifying funding sources will help to fuel project implementation.

Local Highway Technical Assistance Council (LHTAC)

In order to assist communities throughout the state in completing their transportation projects, LHTAC, a division of ITD, offers several assistance programs to qualifying agencies. The following is a brief summary of those programs and their qualification criteria.

Surface Transportation Program (STP) Local Rural

- Available to cities below 5,000 population
- Can be used for new construction, reconstruction, rehabilitation of Federal Highway Administration (FHWA) classified rural major collectors
- Can be used for transportation planning, corridor studies and minimally corrosive anti-icing material
- 7.34% local match required
- Approximately $10 million available annually
- Awarded through the Local federal-aid incentive program administered by LHTAC

STP Safety

- Can be used for projects to reduce accidents at identified hazardous locations
- Can be used for bicycle and pedestrian safety improvements, including on-road facilities, public trails, and traffic calming activities
- Can be used for projects that improve motorist protection at railroad crossings
- Funds are available for any state or local public road
- 7.34% local or state match required

Local Rural Highway Investment Program (LHRIP)

The Local Rural Highway Investment Program is a grant program that provides funding for road paving, drainage structure replacement, signage upgrades, transportation planning, reconstructing roadways, and most other types of construction on any public road. Matching funds are encouraged but not required. The program is financed through an exchange of STP-Rural funds by LHTAC with ITD at $0.61 per $1.00 for $2.2 million in state funds.

Congestion Mitigation and Air Quality (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) improvement program, jointly administered by the FHWA and the Federal Transit Administration (FTA), was reauthorized in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU CMAQ program provides over $8.6 billion dollars in funds to state departments of transportation (DOTs), metropolitan planning organizations (MPOs), and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources over a period of five years (2005-2009).

Safe Routes to Schools

The Federal-aid Safe Routes to School (SRTS) program was created by section 1404 of the federal transportation bill. The SRTS program was funded at $612 million over the last five federal fiscal years (FY 2005-2009). The Federal SRTS program is managed and administered by each state DOT, with funding allotted annually to each state in conjunction with federal-aid highway apportionments. Additional information on SRTS is available at: http://www.saferoutesinfo.org

Local Improvement District (LID)

As federal and state assistance declines, local sources of funding will become more important. A LID is one avenue for the public to share the cost of transportation infrastructure improvements and other types of public utility improvements, such as sewer and water lines. Property owners agree to form LIDs when the benefits from the improvements outweigh the costs. Benefits include added value to your property and improvements to your neighborhood. Oftentimes, property owners in an LID pay an amount proportional to the benefits they receive for the property that is owned.

Public-Private Partnerships (PPP)

Public-private partnerships (PPP) describe a government service that is funded and operated through a partnership with one or more private companies. PPP involves a contract between a public-sector authority and a private party, in which the private party provides a public service or project and assumes some financial, technical and operational risk in the project. In many cases, capital investment is made by the private sector to provide agreed services. In projects that are aimed at creating public goods, like in transportation infrastructure, the government may provide a capital subsidy in the form of a one-time grant through revenue subsidies, including tax breaks or by providing guaranteed annual revenues for a fixed period.

VII. Bibliography

Church, John. 2006. Idaho Population and Employment Forecasts by Zip Code. Idaho Transportation Department (ITD), Ada County, Idaho.

VIII. Appendices

Appendix 1: Population Forecasts

Historical and Forecasted Population by US Postal Service ZIP Code area, City, and County for Ada, Adams, Boise, Canyon, Gem, Owyhee, Payette, Valley, and Washington Counties

County	City	ZIP Code	2023	2024	2025	Forecast 2026	2027	2028	2029	2030	Absolute Chg. '06 - '30	Percent Chg. '06 - '30	Ann. Avg. Pct. Chg. '06 - '30
Payette County	Fruitland	83619	8,381	8,493	8,611	8,732	8,854	8,976	9,100	9,229	2,728	42.0%	1.5%
	New Plymouth	83655	4,264	4,285	4,310	4,335	4,359	4,382	4,406	4,430	658	17.4%	0.7%
	Payette	83661	12,415	12,566	12,724	12,886	13,049	13,212	13,379	13,551	3,705	37.6%	1.3%
	Zip Code Area Totals		25,060	25,343	25,645	25,953	26,262	26,570	26,885	27,210	7,090	35.2%	1.3%
	Payette County Population		29,100	29,465	29,849	30,234	30,621	30,985	31,354	31,729	9,588	43.3%	1.5%
Valley County	Cascade	83611	4,055	4,175	4,299	4,428	4,564	4,698	4,832	4,968	2,741	123.1%	3.4%
	Donnelly	83615	2,981	3,101	3,225	3,352	3,494	3,627	3,763	3,898	2,969	319.5%	6.2%
	McCall	83638	9,099	9,348	9,604	9,872	10,148	10,425	10,703	10,985	5,381	96.0%	2.8%
	Yellow Pine	83677	69	71	72	74	76	78	80	82	37	83.0%	2.5%
	Zip Code Area Totals		16,205	16,694	17,201	17,726	18,282	18,828	19,378	19,933	11,128	126.4%	3.5%
	Valley County Population		15,524	15,964	16,419	16,890	17,391	17,879	18,370	18,862	10,185	117.4%	3.3%
Washington County	Cambridge	83610	1,115	1,121	1,127	1,134	1,140	1,146	1,153	1,159	148	14.7%	0.6%
	Midvale	83645	643	645	646	648	650	652	653	655	43	7.0%	0.3%
	Weiser	83672	9,683	9,762	9,840	9,927	10,006	10,092	10,180	10,266	1,892	22.6%	0.9%
	Zip Code Area Totals		11,442	11,529	11,614	11,710	11,796	11,890	11,985	12,080	2,083	20.8%	0.8%
	Washington County Population		12,025	12,120	12,216	12,312	12,407	12,491	12,575	12,660	2,569	25.5%	0.9%

Note: US Postal Service ZIP Code areas can cross county boundaries. Therefore the sum of all ZIP Code areas within a county will not equal total population for a particular county.

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Historical and Forecasted Population by US Postal Service ZIP Code area, City, and County for Ada, Adams, Boise, Canyon, Gem, Owyhee, Payette, Valley, and Washington Counties

County	City	ZIP Code	2012	2013	2014	2015	2016	Forecast 2017	2018	2019	2020	2021	2022
Payette County	Fruitland	83619	7,173	7,283	7,393	7,503	7,612	7,720	7,831	7,936	8,050	8,158	8,270
	New Plymouth	83655	3,980	4,009	4,039	4,067	4,095	4,120	4,146	4,169	4,195	4,218	4,241
	Payette	83661	10,779	10,929	11,079	11,229	11,381	11,526	11,676	11,817	11,971	12,116	12,266
	Zip Code Area Totals		21,932	22,221	22,511	22,800	23,088	23,366	23,653	23,922	24,217	24,492	24,776
	Payette County Population		24,775	25,163	25,565	25,973	26,386	26,777	27,175	27,553	27,949	28,339	28,737
Valley County	Cascade	83611	2,809	2,919	3,023	3,129	3,243	3,355	3,464	3,582	3,700	3,818	3,936
	Donnelly	83615	1,664	1,786	1,898	2,009	2,137	2,261	2,375	2,498	2,619	2,741	2,860
	McCall	83638	6,633	6,842	7,046	7,255	7,473	7,688	7,905	8,138	8,375	8,613	8,856
	Yellow Pine	83677	52	54	55	56	58	59	61	62	64	65	67
	Zip Code Area Totals		11,159	11,601	12,022	12,449	12,911	13,363	13,804	14,280	14,759	15,237	15,720
	Valley County Population		10,880	11,294	11,685	12,080	12,510	12,929	13,335	13,773	14,213	14,648	15,085
Washington County	Cambridge	83610	1,045	1,052	1,058	1,065	1,073	1,079	1,085	1,091	1,097	1,103	1,109
	Midvale	83645	622	625	627	630	632	634	635	638	639	641	642
	Weiser	83672	8,791	8,878	8,957	9,044	9,131	9,210	9,289	9,368	9,447	9,525	9,604
	Zip Code Area Totals		10,457	10,554	10,642	10,739	10,836	10,923	11,009	11,097	11,184	11,269	11,355
	Washington County Population		10,774	10,902	11,021	11,139	11,254	11,367	11,483	11,593	11,708	11,818	11,929

Note: US Postal Service ZIP Code areas can cross county boundaries. Therefore the sum of all ZIP Code areas within a county will not equal total population for a particular county.

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Historical and Forecasted Population by US Postal Service ZIP Code area, City, and County for Ada, Adams, Boise, Canyon, Gem, Owyhee, Payette, Valley, and Washington Counties

County	City	ZIP Code	Historical 2000	2001	2002	2003	2004	2005	2006	Forecast 2007	2008	2009	2010	2011
Payette County	Fruitland	83619	5,895	6,033	6,158	6,304	6,403	6,538	6,502	6,665	6,755	6,858	6,964	7,067
	New Plymouth	83655	3,907	3,890	3,902	3,879	3,828	3,822	3,773	3,839	3,862	3,891	3,922	3,950
	Payette	83661	9,685	9,721	9,863	9,955	9,951	9,914	9,846	10,079	10,203	10,345	10,491	10,633
	Zip Code Area Totals		19,487	19,644	19,923	20,138	20,181	20,274	20,120	20,582	20,820	21,094	21,376	21,649
	Payette County Population		20,637	20,838	21,192	21,455	21,551	22,317	22,141	22,751	23,088	23,482	23,950	24,394
Valley County	Cascade	83611	2,148	2,144	2,090	2,093	2,109	2,152	2,227	2,297	2,383	2,464	2,592	2,703
	Donnelly	83615	642	637	619	619	619	793	929	1,073	1,162	1,240	1,409	1,547
	McCall	83638	4,831	4,909	4,919	5,097	5,300	5,514	5,604	5,671	5,842	6,013	6,230	6,430
	Yellow Pine	83677	46	45	45	45	45	44	45	46	47	48	50	51
	Zip Code Area Totals		7,667	7,735	7,673	7,854	8,074	8,503	8,805	9,087	9,434	9,766	10,281	10,731
	Valley County Population		7,640	7,690	7,600	7,750	7,940	8,390	8,677	8,943	9,265	9,571	10,059	10,482
Washington County	Cambridge	83610	1,024	1,019	1,013	1,013	1,010	1,013	1,011	1,008	1,016	1,023	1,030	1,037
	Midvale	83645	583	583	590	604	616	615	612	609	612	615	617	619
	Weiser	83672	8,365	8,342	8,293	8,304	8,318	8,369	8,374	8,371	8,458	8,545	8,624	8,704
	Zip Code Area Totals		9,972	9,943	9,895	9,921	9,944	9,997	9,996	9,988	10,086	10,183	10,271	10,360
	Washington County Population		9,976	9,968	9,959	9,989	10,047	10,207	10,091	10,147	10,254	10,374	10,512	10,651

Note: US Postal Service ZIP Code areas can cross county boundaries. Therefore the sum of all ZIP Code areas within a county will not equal total population for a particular county.

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Idaho Economics
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Appendix 2: Roadway Forms and Templates

Roadway Cross Section Requirements

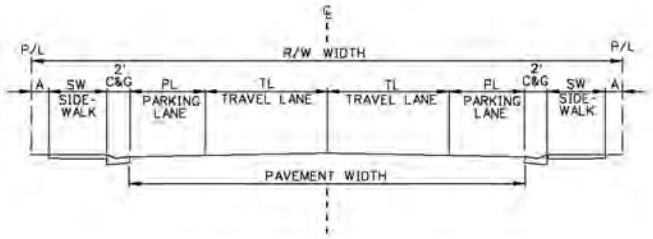
					Total Widths			Roadway Elements					
	Designation	**Description**	**Minimum Posted Speed Limit (mph)**	**Maximum Posted Speed Limit (mph)**	**P/L to P/L (R/W Width)**	**BC to BC**	**Pavement**	**Sidewalk (SW)**	**SW to P/L (A)**	**Parking Lane [measured to lip of gutter] (PL)**	**Bike Lane (BL)**	**Travel Lane (TL)**	**Two Way Left Turn Lane (CL)**
Local Roads	**L1**	**two lanes, parking**	20	25	**50**	38	34	4	2	7		10	
	L2	**two lanes, parking, wider lanes**	20	25	**56**	42	38	5	2	7		12	
Collector Group 1	**C1**	**two lanes, parking**	25	30	**60**	40	36	5	5	7		11	
	C2	**three lanes, bike lane**	25	35	**66**	50	46	5	3		5	12	12
	C3	**two lanes, parking, bike lane**	25	35	**70**	52	48	5	4	7	5	12	
	C4	**three lanes, parking**	25	35	**70**	54	50	5	3	7		12	12
	C5	**three lanes, parking, bike lane**	25	35	**80**	64	60	5	3	7	5	12	12
Collector Group 2	**C6**	**three lanes, bike lane**	35	45	**70**	50	46	7	3		5	12	12
	C7	**four lanes, bike lane**	35	45	**80**	62	58	7	2		5	12	
	C8	**five lanes, bike lane**	35	45	**90**	74	70	7	1		5	12	12
Arterials	Not applicable; cross section to be determined by the State of Idaho (Idaho Transportation Department)												

Notes:

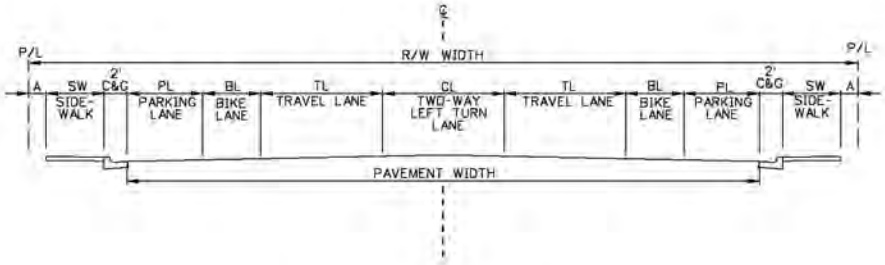
BC = Back-of-Curb C&G = Curb and Gutter P/L = Property Line R/W = Right-of-Way SW = Sidewalk

Fruitland Roadway Typical Sections

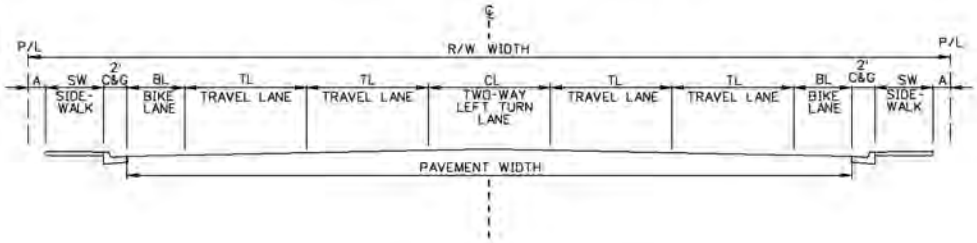
LOCAL ROADS



COLLECTOR GROUP 1



COLLECTOR GROUP 2



Appendix 3: Fruitland ADA Inventory Report