



COMPASS
COMMUNITY PLANNING ASSOCIATION
of Southwest Idaho

Treasure Valley High Capacity Corridor

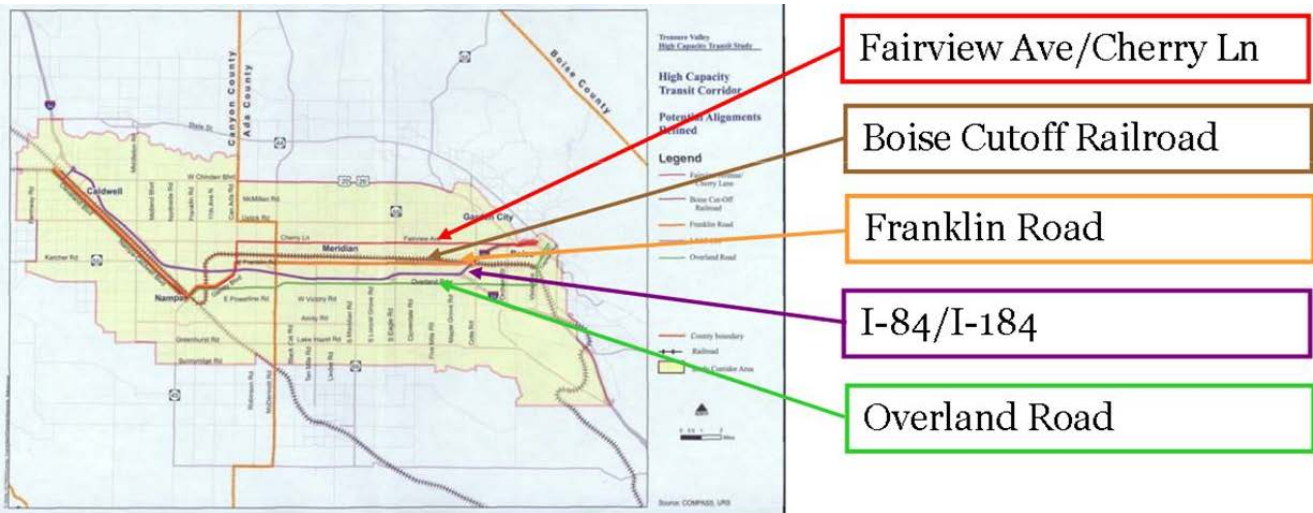
Study to determine locally preferred option

Priority 12

Background

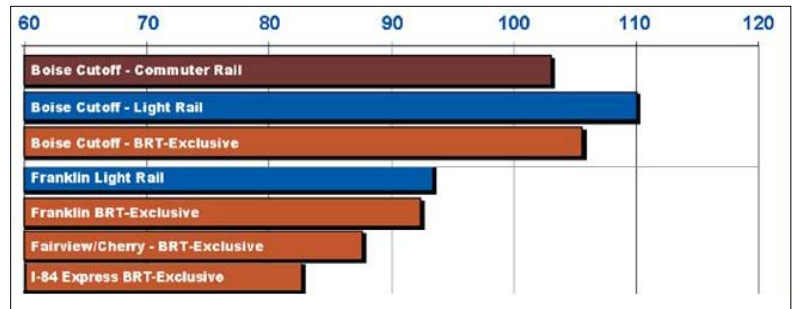
The Treasure Valley High Capacity Corridor is a study of possible routes for light rail or bus rapid transit (BRT)¹ from central Boise to Meridian, Nampa, and Caldwell. The area being studied is roughly parallel to I-84 and the Boise Valley Railroad (Boise Cutoff), and includes several facilities for possible transit improvements (see map).

The next step in preparing for high capacity transit in the corridor is a focused study to identify a “preferred alternative,” or the route that should be preserved for future improvements. Preservation depends on local governments, transportation agencies, railroads, and owners of adjacent properties incorporating right-of-way needs in their future land development policies, long-range plans, and/or building approval processes. Such a study is quite detailed and can be expensive; funding is not yet available to complete a study that would yield the necessary results.



The most recent effort to analyze the corridor was a 2009 study that looked at current and projected transportation demand.² The study considered the demographic make-up of the corridor, the range of potential transit options, and different alignments/transit routes. It then identified the most promising alternatives for more detailed future study:

- Boise Cutoff commuter rail (for regular/heavy trains)
- Boise Cutoff light rail (for lighter trains not heavy enough for cargo)
- Boise Cutoff BRT (exclusive—that is, a dedicated lane or separate road)
- Franklin Road light rail
- Franklin Road BRT (exclusive)
- Fairview Avenue BRT (exclusive)
- I-84/I-184 BRT (exclusive)



The 2009 study assigned scores indicating the performance of each alternative.

¹ BRT is a transit system that looks and feels like a rail system, but operates like a bus system with rubber tires and no rail. BRT may or may not operate on a dedicated (exclusive) lane.

² www.compassidaho.org/documents/specialprojects/HCTFinalReport.pdf



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In January 2014 the estimated cost to complete this study was \$10 million.

Existing Transit

Bus routes that currently provide service in the corridor are intercounty routes #40, #42, #43, and #45. The operation of these services may need to be adjusted or reallocated based on the selected alignment and travel demand needs of the corridor.

Future Transit

The regional transit services plan, *valleyconnect*, calls for bus service along Franklin Road and Overland Road, which are also in the alignment considerations. Funds have not yet been committed for these services.

Current and Future ³	2013	2040
Population	78,311	130,764
Households	29,999	56,741
Employment	77,981	153,185

Features/Potential Improvements in a High Capacity Corridor

Feeder Services: Feeder routes will be needed to provide adequate connections to future transit stations. The *valleyconnect* plan identifies some feeder services; however, additional investments in feeder routes would be necessary to support a high capacity transit system. The high capacity corridor could eliminate the need for some existing routes, and those resources may be available to allocate for feeder services. There is no funding to add services at this time.

Station Locations/Spacing: Station location and spacing are dependent on the results of an alternatives analysis for the high capacity system. Commuter rail (heavy rail) is designed for higher speeds and greater spacing between stops than light rail or BRT systems.

Downtown Connections/Termini: The route alignment and mode will directly impact the termini locations, as well as options for connections to downtown areas and major activity centers.

Related Projects

- *valleyconnect* regional transportation system (priorities #11, #16, #29)
- Boise downtown circulator (priority #15)
- Overland Road multimodal study (priority #19)
- Regional park and ride (priorities #5, #10)

Updated July 2014

³ Population, housing, and employment in the corridor are based on neighborhoods and other developments that are between, or near, the routes shown on the map above.