

AGENDA
RTAC Priority Corridor Subgroup
April 14, 2009 1:30 – 3:30 p.m.
COMPASS
800 S. Industry Way
Meridian, Idaho

1. Review Project Status
 - Technical work completed to date
 - Review Purpose and Need – approved by RTAC *
2. Study Objectives and Expectations - Group Discussion
3. Draft Goals and Objectives *
4. Draft Evaluation Criteria *
5. Next Steps
 - Development of HCT Concepts
 - Technical Methods

* Attachments

Item 1
Treasure Valley High Capacity Transit Study
Treasure Valley Corridor Alternatives Analysis
Draft Purpose and Need
March 16, 2009

Introduction

The study Purpose and Need Statement outlines the need to address problems associated with the existing and planned transportation network serving the Treasure Valley corridor and the purpose of developing and evaluating alternatives to address those problems.

Project Purpose

The purpose of the Treasure Valley High Capacity Transit (HCT) Study is develop the most appropriate transit strategy for improving mobility and accessibility between Caldwell, Nampa, Meridian, west Boise, and central Boise. The preferred strategy should help to manage the forecast increase in travel demand in the I-84 travel shed, support local and regional transportation plans, expand mobility choices, support local comprehensive plans, and support the *Communities in Motion* vision for accommodating growth in the corridor.

Need for the Treasure Valley HCT Project

The need for the Treasure Valley HCT Project is grounded in the significant population and employment growth in the valley and the impact that growth has had and is forecast to have on the performance of the transportation system.

Population Growth in the Corridor

- Canyon County doubled in population from 1990 to 2007.
- The City of Meridian population grew from less than 10,000 in 1990 to nearly 60,000 in 2007.
- Over two-thirds of the Boise region's current population and forecast growth is concentrated in this corridor.
- Corridor population is forecast to grow by 39% between 2008 and 2030. (*Communities in Motion*. 2006. All population and employment forecast data presented here is based on this dataset).

Employment Growth in the Corridor

- Corridor employment is forecast to grow to over 350,000 by 2030, accounting for over 83% of the region's jobs.
- Nearly 60,000 new jobs are forecast in the western parts of the corridor (Caldwell and Nampa) by 2030, a growth of more than 139%.

- Job growth in the western parts of the corridor will lead to more balance directional flow for commute trips.

Deteriorating Transportation Performance in the Corridor

- The proportion of Caldwell workers who have a commute greater than 30 minutes increased from 18% in 1990 to 30% in 2000.
- Daily traffic volumes on I-84 are forecast to increase by 30% to 50% by 2030.
- The reliability and overall travel times for commuter bus services in the corridor have degraded and are forecast to continue to degrade with the forecast growth in traffic and congestion in the corridor.

Change in Work Trip Patterns

- Both Nampa and Caldwell have seen a significant increase in commuters traveling to Ada county jobs.
- Work trips traveling between the Nampa/Caldwell area to downtown Boise are forecast to increase significantly by 2030.

Growth in Downtown Boise

- Downtown Boise employment is forecast to double by 2030 and downtown population is forecast to more than triple.
- Even with the significant employment growth in Caldwell, Nampa, and other areas downtown Boise employment is forecast to grow by 34,000 and increase its share of regional employment from 12% to 14%.
- Downtown Boise will continue to be the major business, governmental, cultural, and educational center for southwest Idaho.

Item 2
Draft Goals and Objectives
Treasure Valley High Capacity Transit Study
Treasure Valley Corridor Transit Alternatives Analysis
April 8, 2009

Introduction

The following presents draft goals and objectives for the Treasure Valley Corridor Transit Alternatives Analysis. The goals and objectives have been derived from the project purpose and need statement which describes the major goals of the project and why a project is being considered to serve the corridor.

Goals and Objectives

Goal 1 – Improve Transit Connectivity

Objectives:

- 1.1 Connect city central business districts
- 1.2 Connect major employment centers
- 1.3 Connect higher density residential areas
- 1.4 Connect major recreational facilities

Goal 2 – Improve Transit Mobility

Objectives:

- 2.1 Provide dedicated transit right-of-way where possible
- 2.2 Identify opportunities to preserve appropriate rights-of-way
- 2.3 Provide transit travel time between major origin/destinations that is competitive with auto time

Goal 3 - Manage travel demand

Objectives:

- 3.1 Improve transit mode share
- 3.2 Provide good access for walk, bike, and bus transfer
- 3.3 Provide potential park-and-ride sites with good auto access

Goal 4 - Support transportation and land use plans

Objectives:

- 4.1 Provide transit improvements that are consistent with adopted local plans
- 4.2 Provide transit service improvement to high growth areas
- 4.3 Provide opportunities for transit-oriented developments (TOD)

Goal 5 – Financial feasibility

Objectives:

- 5.1 Develop transit concepts that have potential to be funded using a mix of federal, state and local funds

Item 3
Draft Evaluation Criteria
Treasure Valley High Capacity Transit Study
Treasure Valley Corridor Transit Alternatives Analysis
April 8, 2009

The following are draft evaluation criteria that are proposed to be used to assess potential high-capacity transit (HCT) alignments and modes to serve the Treasure Valley Corridor. Criteria have been identified to address each objective using either a quantitative or qualitative measure. The measures will be used to assess how well each alignment and mode meets the study goals and objectives. The evaluation criteria are organized into the following categories, which are derived from the study goals:

- Improve Transit Connectivity
- Improve Transit Mobility
- Manage Travel Demand
- Support Plans
- Financial Feasibility

Goal 1: Improve Transit Connectivity

Objective 1.1 Connect central business districts (CBDs)

Measure 1.1.1 Number of CBDs with direct HCT connection

There are four CBDs (Caldwell, Nampa, Meridian, Boise) in the study corridor. If a given alignment connects directly to all four, it will score well on this criterion. A direct connection is defined as allowing for a stop or station that is within the central business district and would allow for walk access to major facilities.

Objective 1.2 Connect major activity centers

Measure: Number of major activity centers with direct HCT connection. (Major activity centers include employment centers, retail centers, higher education facilities, hospitals and recreation facilities).

There are several major activity centers within the Treasure Valley Corridor. These include destinations that attract large numbers of trips either for work, shopping, education, entertainment, travel or recreation. Examples include the three Boise State University campuses in the region, Towne Square Mall, the Idaho Center, the Western Idaho Fairgrounds, and Boise Airport. Potential alignments that can link several major regional destinations may attract a significant number of transit riders.

Goal 2: Improve Transit Mobility

Objective 2.1 Provide dedicated transit right-of-way where possible

Objective 2.2 Identify opportunities to preserve appropriate rights-of-way

Measure: Width and use of existing right-of-way (ROW)

A high-capacity transit system should be able to provide rapid, efficient service. An alignment that has ROW available that could potentially be used to provide an exclusive transit guideway or lane would be given a higher score on this measure than an alignment that is constrained.

Objective 2.3 Provide transit travel time between major origin/destinations that is competitive with auto times

Measure: 2030 travel times along HCT alignments

Travel times will be developed and compared for HCT options, a base case bus and auto between key activity centers. HCT concepts that provide the fastest travel times compared to auto will rank highest.

Measure: 2030 V/C ratios along the potential alignment

This provides an assessment of projected traffic congestion along each of the potential alignments. This measure will provide both an assessment of the obstacles to using a potential alignment and the potential benefits that an HCT line can provide if there is adequate right-of-way to provide an exclusive lane or guideway.

Goal 3: Manage Travel Demand

Objective 3.1 Improve transit mode share

Measure: 2030 travel time along HCT alignments

The current model has limitations in its ability to measure transit mode share in the study corridor. The 2030 travel times can serve as a surrogate, with transit options with better travel times having a greater likelihood of having higher transit mode shares.

Objective 3.2 Provide service with good access for walk, bike, and bus transfer

Measure: Existing population and population density within ½ mile of alignment

Measure: Existing employment and employment density within ½ mile of alignment

These measures are used by FTA to assess New Start project applications. This provides an indication of the potential walk-access market for an HCT alignment.

Measure: Number of existing connecting bus routes and number of daily connecting buses

This will use the existing bus route structure to measure the number of bus routes and daily buses that connect with each proposed HCT alignment.

Objective 3.3 Provide potential park-and-ride sites with good auto access

Measure: Ability to site major park-and-ride facilities.

This will be a qualitative assessment of the opportunities to site major park-and-ride lots at locations along the proposed HCT alignments. This assessment will consider land availability, roadway access routes, congestion, zoning, etc. Local jurisdiction planners will be asked to provide input in this analysis.

Goal 4: Support Transportation and Land Use Plans

Objective 4.1 Provide transit improvements that are consistent with adopted plans

Measure: HCT improvements identified in local and regional plans

This assessment will note whether HCT concepts have been identified in adopted planning documents and policies. Local jurisdiction planners will be asked to provide input in this analysis.

Objective 4.2 Provide transit service improvements to high growth areas

Measure: Actual and percent growth (2008 – 2030) in population and employment within ½ mile of HCT alignments.

This assessment will build on the data developed for Objective 3.2 and compare existing with the forecast growth.

Objective 4.3 Provide opportunities for transit-oriented development

Measure: Transit-supportive policies and zoning are in place.

This assessment will be based on a review of local zoning and land use policies. Local jurisdiction planners will be asked to provide input in this analysis.

Goal 5: Financial Feasibility

Objective 5.1 Develop high-capacity transit concepts that have the potential to be funded using a mix of federal, state and local funds

Measure: Order-of-magnitude capital cost

This estimate will be based on very general conceptual designs and will use industry averages for cost per mile of various HCT modes. The order of magnitude cost estimates will start with the industry averages and will be adjusted to reflect local conditions, right-of-way cost and availability and other major cost factors (structures, retaining walls, etc.). These cost estimates will use a large contingency and are meant to be used only for comparative analysis.

**Treasure Valley Priority Corridor
Alternatives Analysis
April 14, 2009
Next Steps**

- Prepare HCT concept designs for 4 alignments
 - Fairview/Cherry Lane
 - Boise Cutoff Railroad
 - Franklin
 - I-84/I-184

- HCT modes to evaluate in each to include (where appropriate):
 - BRT – Exclusive Lane
 - BRT – Mix of Exclusive and Mixed Traffic
 - Light Rail
 - Commuter Rail (Boise Cutoff only)

- Concept designs to include:
 - ROW assessment
 - Cross-sections
 - Operations plan

- Analysis of concepts to include (per evaluation criteria):
 - Service to CBDs/Activity Centers
 - Available ROW
 - Transit travel times
 - Population/employment along alignments
 - Potential park-and-ride sites
 - Consistency with adopted plans
 - Order-of-magnitude costs

**Table 5.1:
Initial Alignment Assessment Summary**












Alignment	Connection to downtown Boise	Connectivity to Other Central Business Districts	Major Destinations Served	General ROW Width	Forward for Further Study?
Chinden Boulevard (US 20/26)	Direct	<ul style="list-style-type: none"> • Direct connection to Caldwell • Does not connect to central Meridian or downtown Nampa 	<ul style="list-style-type: none"> • Garden City commercial main street • Western Idaho Fairgrounds • Boise Hawks Memorial Stadium • Hewlett Packard 	80-100 ft.	No
Ustick Road	Somewhat Direct	<ul style="list-style-type: none"> • Connects to Caldwell. • Does not connect to central Meridian or downtown Nampa 	<ul style="list-style-type: none"> • Garden City commercial main street • Caldwell Industrial Airport 	50-80 ft.	No
Fairview Avenue/Cherry Lane	Direct	<ul style="list-style-type: none"> • Connects to central Meridian and downtown Caldwell. • Requires only moderate out-of-direction travel to reach downtown Nampa 	<ul style="list-style-type: none"> • Commercial main street in western Boise and Meridian • Boise Towne Square Mall • BSU West Campus • Idaho Center • Nampa Municipal Airport • Karcher Mall • BSU Canyon Co. Campus 	80-100 ft.	Yes
The Boise Cut-Off	Would require evaluation of possible connections and construction of approx. 1 mile of new guideway	<ul style="list-style-type: none"> • Connects directly to central Meridian, downtown Nampa, and downtown Caldwell via the UPRR main line 	<ul style="list-style-type: none"> • Boise Depot • BSU (main campus) • Boise Towne Square Mall • BSU West Campus • Idaho Center • Karcher Mall • BSU Canyon Co. Campus 	100-200 ft.	Yes
Franklin Road	Indirect	<ul style="list-style-type: none"> • Connects to central Meridian and downtown Caldwell. • Requires only moderate out-of-direction travel to reach downtown Nampa 	<ul style="list-style-type: none"> • Boise Towne Square Mall • Central Valley Corporate Park • BSU West Campus • Idaho Center • Nampa Municipal Airport • Karcher Mall • BSU Canyon Co. Campus 	80-100 ft.	Yes
I-84/I-184	Direct	<ul style="list-style-type: none"> • Connects to central Meridian and downtown Caldwell. • Requires only moderate out-of-direction travel to reach downtown Nampa 	<ul style="list-style-type: none"> • Boise Towne Square Mall • Central Valley Corporate Park • BSU West Campus • Idaho Center 	160-200 ft.	Yes
Overland Road	Indirect	<ul style="list-style-type: none"> • Only connects Boise to Meridian. • Would require use of another alignment to continue west. • Requires some out-of-direction travel to serve central Meridian. 	<ul style="list-style-type: none"> • BSU (main campus) • Central Valley Corporate Park • Silverstone Business Park • Boise Spectrum 	80-100 ft.	Yes
Victory Road/Powerline Road	Indirect	<ul style="list-style-type: none"> • Connects directly to downtown Nampa and downtown Caldwell via Cleveland Blvd/Nampa-Caldwell Blvd. • Does not connect to central Meridian 	<ul style="list-style-type: none"> • BSU (main campus) • Boise Airport 	50-80 ft.	No

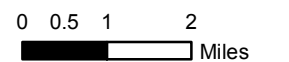
Alignment - Segment	ROW Width (ft)	Existing Roadway Characteristics	Approx. Segment length (mi)
<u>Chinden Blvd</u>			
- Fairview to Garrett	100	five-lane	3.4
- Garrett to Cloverdale	100	three-lane	1.8
- Cloverdale to Eagle	100	five-lane	1
- Eagle to Linder	80	three-lane	3
- Linder to Can-Ada	80	two-lane	5
<u>McMillan Rd</u>			
- Maple Grove to Mitchell	65	two-lane	0.5
- Mitchell to Shamrock	55-65	three-lane	
- Shamrock to Cloverdale	70-75	four-lane	
- Cloverdale to Eagle	80-90	five-lane	1
- Eagle to Schubert	80-90	two-lane	
- Schubert to Meridian	50-60	two-lane	
- Meridian to Can-Ada	50	two-lane	6
<u>Ustick Rd</u>			
- Mountain View to Cole	55-65	three-lane	0.7
- Cole to Milwaukee	50-80	three-lane	0.5
- Milwaukee to Ten Mile	65-85	two- to three-lane	7.5
- Ten Mile to Black Cat	70	two- to three-lane	1
- Black Cat to Can-Ada	50	two-lane	1
<u>Fairview Ave/Cherry Ln</u>			
- Downtown Boise to Orchard (eb)	80	four-lane (one-way eb)	
- Downtown Boise to Orchard (wb)	100	four-lane (one-way wb)	
- Orchard to Curtis	90	five-lane	
- Curtis to Cole	80	five-lane	
- Cole to Meridian	90-105	five-lane	
- Meridian to Ten Mile	80	five-lane	
- Ten Mile to Black Cat	90	five-lane	
- Black Cat to Can-Ada	50	two-lane	
<u>Boise Cut-Off</u>			
- Overland to Liberty	100	single track	
- Liberty to Can-Ada	200	single track	
<u>Franklin Rd/Rose Hill St</u>			
- I84 to Maple Grove Rd	80-110	five-lane	
- Maple Grove to Five Mile Rd	80-115	five-lane	
- Five Mile Rd to Cloverdale Rd	70-95	three-lane	
- Cloverdale Rd to S. Eagle Rd	80-120	two-lane, then five-lane	
- S. Eagle Rd to Locust Grove Rd	80-100	five-lane	
- S. Locust Grove Rd to S Meridian	65-95	five-lane	1
- S Meridian to Linder Rd	55-80	five-lane	1
- S Linder Rd to Ten Mile Rd	55-90	two-lane	1
- Ten Mile Rd to Black Cat Rd	50-90	two-lane	1
- Black Cat Rd to McDermott Rd	55-60	two-lane	1
<u>Overland Rd</u>			
- I84 to Maple Grove Rd	70-95	five-lane	0.7
- Maple Grove Rd to Five Mile Rd	75-100	five-lane	1
- Five Mile Rd to Cloverdale Rd	80-95	five-lane, then three-lane	1
- Cloverdale Rd to S. Eagle Rd	80-110	three-lane, then two-lane, then five-lane	1
- S. Eagle Rd to Locust Grove Rd	85-105	five-lane	1
- Locust Grove Rd to Meridian Rd	90-120	five-lane	1
- Meridian Rd to Linder Rd	70-105	two-lane	1
- Linder Rd to Ten Mile Rd	50-95	two-lane	1
<u>Victory Rd/Power Line Rd</u>			
- I84 to Gowan Rd	50	five-lane	0.3
- Gowan Rd to Cole Rd	90	five-lane	1.1
- Cole Rd to Maple Grove Rd	60-80	four-lane	1
- Maple Grove Rd to Five Mile Rd	55-80	three-lane, then five-lane	1
- Five Mile Rd to Cloverdale Rd	50-85	five-lane, then two-lane	1
	45-95, some parts as low as		
- Cloverdale Rd to S. Eagle Rd	25 feet	two-lane	1
- S. Eagle to Locust Grove Rd	50-95	two-lane	1
- S. Locust Grove Rd to S. Meridian	50-85	two-lane	1
- S. Meridian to Linder Rd	50-75	two-lane	1
- Linder Rd to Ten Mile Rd	25-55	two-lane	1
- Ten Mile Rd to Black Cat Rd	45-55	two-lane	1
- Black Cat Rd to McDermott Rd	50-60	two-lane	1

High Capacity Transit Corridor

Potential Alignments

Legend

-  Chinden Boulevard (US 20/26)
-  Ustick Road
-  Fairview Avenue/Cherry Lane
-  Boise Cut-Off Railroad
-  Franklin Road
-  I-84/I-184
-  Overland Road
-  Victory Road/Powerline Road
-  County boundary
-  Railroad
-  Study Corridor Area



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