



**TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY**  
**DOWNTOWN TECHNICAL ADVISORY COMMITTEE**  
**Thursday, March 5, 2009**  
**1:00 p.m.**  
**Boise City Hall, Foothills Training Center**  
**150 N Capitol Blvd, 1<sup>st</sup> Floor**  
**Boise, Idaho**

**\*\*AGENDA\*\***

<b>Item</b>	<b>Speaker</b>	<b>Action Needed</b>	<b>Time/ Documentation</b>
1. <b>Review Minutes –February 9, 2009</b> <i>Pages 2-4</i>	Charles Trainor	<b>Approval</b>	<b>5 Minutes</b> <i>Information Attached</i>
2. <b>Downtown Multimodal Center</b> <i>Page 5</i>	Bob Post Kelli Fairless	<b>Review and make recommendation</b>	<b>60 Minutes</b> <i>Information Attached</i>
3. <b>Next Steps</b>	Kelli Fairless	<b>Review</b>	<b>10 Minutes</b>

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**TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY**  
**DOWNTOWN TECHNICAL ADVISORY COMMITTEE**  
**Monday, February 9, 2009, 8:30 a.m.**  
**Capital City Development Corporation**  
**\*\*Meeting Summary\*\***

**MEMBERS PRESENT:**

Jon Cecil, Capital City Development Corporation  
Kelli Fairless, Valley Regional Transit  
Ron Kerr, Idaho Transportation Department  
Phil Kushlan, Capital City Development Corporation  
Andrew O'Connor, Ada County Highway District  
Karen Sander, Downtown Boise Association  
Sarah Schafer, City of Boise  
Charles Trainor, Community Planning Association  
Mark Wasdahl, Idaho Transportation Department

**MEMBERS ABSENT:**

Kathleen Lacey, City of Boise  
Selena O'Neal, Ada County – Operations  
Cody Riddle, City of Boise

**OTHERS PRESENT:**

Donn Carnahan, Keller Associates  
Miguel Gaddi, HDR  
Jessica Johnson, COMPASS  
Eric Lindstrom, Kittleson & Associates, Inc.  
Bob Post, URS  
John Ringert, Kittleson & Associates, Inc.

**CALL TO ORDER:**

Charles Trainor called the meeting to order at 8:30 a.m. Introductions were made.

**REVIEW MINUTES:**

**Ron Kerr moved and Jon Cecil seconded that the January 12, 2009 Meeting Summary be approved. The motion passed unanimously.**

**DOWNTOWN MULTIMODAL CENTER:**

**Site H Update**

***Environmental Assessment Documents***

Bob Post and Kelli Fairless gave an update on Site H, noting that the Environmental Assessment Documents are in final form. There will be a meeting with the FTA at the end of February to review the different sites and make sure everybody is in concurrence. Over the last two weeks, the 10<sup>th</sup> street location has been looked at to see if there was anything technically that could rule it out and to get as many question answered before we put out any information. Kelli stated that overall things are on schedule.

## **Alternative Site Update**

### ***Traffic Analysis***

Eric Lindstrom reviewed the traffic analysis done on the 10<sup>th</sup> street multimodal center. There were three different perspectives looked at with the closure of 10<sup>th</sup> street and he identified any issues that would preclude it from being a viable option. The perspectives were:

1. Closing the entire corridor from Main to Bannock.
2. Circulation around that two block closure.
3. On street impacts.

Comments were received from ACHD suggesting two-way rerouting of 11<sup>th</sup> street to accommodate some of the circulation challenges. Another suggestion was to change the direction of 8<sup>th</sup> Street between Main and Bannock to north bound without changing any of the other geometric configurations. John Ringert agreed with ACHD that circulation within downtown is probably the biggest issue. Kelli reminded the committee members that this was proposed to Kittleson to handle the worst case scenario. If that could be accommodated than the rest is just design and routing of traffic. The committee discussed different issues/options with John and Eric of Kittleson.

### ***Site Design***

Jon Cecil handed out a revised site plan of the alternative site. Charles said that they changed the designs to show the middle lanes as being mixed mode with cars or buses. Kelli clarified that these designs and changes all fall back to the worst case scenario. There is a joint meeting Thursday, March 12, 2009 to walk through all the elements at the level we have now, with the idea that we would go next to the public and get input and then bring that back to all the decision making officials. Kelli said this has had the political, technical, and design elements all looked at before being brought to the elected officials. We didn't want to raise a lot of questions before we had answers. Charles said that these designs are very illustrative. The committee discussed some of the design elements and concerns. Andrew O'Connor stated he was concerned with how the modeling isn't showing future conditions. Bob Post said that they need to do modeling with the needs analysis with a future year of 2030.

### ***Transit Operations***

Bob Post said Nelson Nygaard performed the same assessment as they did for Site H, which was looking at layover and downtown circulation of buses in downtown Boise. Basically the conclusion of their assessment is that it does not have a significant impact. Bob continued to review findings of the assessment.

## **Public Outreach**

### ***Agencies***

Kelli Fairless gave an update on the upcoming meetings and open houses with the different agencies and the public. After those meetings, DTAC will meet again to see what the outcome of the meetings were and to get any recommendations from the committee.

### ***Property Owners – February 18***

Kelli Fairless stressed how important it is for the property owners to comment at this meeting.

### ***General Public Meeting – March 4***

Kelli Fairless informed the committee of the open house at the Owyhee Plaza from 10:00 am to 7:00 p.m. March 4, 2008.

## **Federal Funding and Timetable for Decision**

Charles Trainor explained how critical this timeline is for funding and the possibility of losing three million dollars. Kelli Fairless stated that the June 15, 2009 date is related to how long it takes to get a grant approved and through the process, which is six to eight weeks. When we meet with the FTA in February 2009, we will ask if we can do some of these things concurrently and can the work be started now. If we

can't get to where we need to on this alternative site we will submit Site H as the environmental document. The other hope is that we can get to a consensus about the new alternative. Because it is within the right of way it may be more eligible for a categorical exclusion.

Kelli said that the COMPASS advocate, Ken Burgess, has been asked to start working with our congressional delegation to get the funding deadline waived. Charles recapped the timeline that was included in the packet, page 41 and 42. There was question and discussion among the committee on the reasoning of both sites. Charles said overall both of these sites are feasible for transit.

## **DOWNTOWN STREETCAR:**

### **Project Update**

Jon Cecil said the streetcar taskforce continues to move forward meeting monthly. Last Friday an RFQ was issued for conceptual engineering. This will further refine the financial estimates for the streetcar project. Jon said that the general parameters are 50 to 65 million dollars. In order to move forward we really need to refine that and get a better sense of what the costs will be. This information will help drive the local improvement district (LID), which is a potential funding source. Jon said they are also anticipating getting the economic feasible study by the end of the month. That will be helpful to the taskforce, CCDC and the City of Boise to be able to make a business case to the potentially impacted property owner's downtown.

### **Next Steps**

Jon Cecil stated that the taskforce now has a recommended alignment and is moving forward to determine the LID boundaries. Andrew O'Connor confirmed that the preferred alignment has switched back to Main and Idaho, 16<sup>th</sup> on the west to Noble Park on the east. Jon said that decision was primarily made by the taskforce after a lot of meetings and discussion. This route seemed simpler to the taskforce.

## **PRIORITY CORRIDOR PRE-ALTERNATIVES ANALYSIS:**

Charles Trainor said they have 170,000 dollars to go into the study. It is a pre-alternatives analysis, the full alternative analysis would be more expensive and more complex than we can encompass at this time. Bob Post updated the progress of the general work, stating they have developed the first half of the work, which was providing a background. This looks at the west corridor, generally defined as the rail corridor; but under federal regulations you have to define a range of alternatives. The formal process is to initially go through a planning effort to define what the corridor is, etc., and then go into a formal alternatives analysis which gets into a lot of detail and is driven by very detailed modeling efforts.

Bob Post said that their recommendation was, unless you can see your way through the alternatives analysis process, don't initiate it and expect to put it on the shelf and pick it up a couple years later. You will have to start the process completely over. Bob recommended the pre-alternatives analysis, which will provide good definition of what is going on in the corridor from the travel standpoint and how you define the corridor. Charles said that the Regional Technical Advisory Committee (RTAC) will be the future forum for making recommendations on that process. Charles also said they interviewed with the FTA regarding possible technical assistance from its consultant on alternatives analysis.

## **FUTURE MEETINGS:**

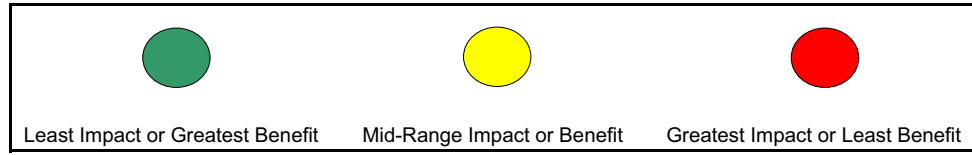
### **Special Meeting in February**

Charles Trainor directed the Committee to refer public information calls to Rosemary Curtin regarding the open house. The Committee agreed to meet the first week of March.

## **ADJOURNMENT:**

The meeting adjourned at 10:00 a.m.

# Multi-Modal Center Candidate Site Evaluation Matrix



Evaluation Measures	Site H	10th Street Site	Existing (No Build)
<b>Transportation</b>			
Pedestrian access to downtown core (8th St. and Main St.)	 0.25 Miles	 .20 Miles	 .05 Miles
Access to employment	 Approx. 9000 jobs within 1/4 mile	 Approx. 9000 jobs within 1/4 mile	 Approx. 9000 jobs within 1/4 mile
Impacts on bus route schedules	 Minimal route impacts (less than 2 minutes of delay / saving)	 Minimal route impacts (less than 2 minutes of delay / saving)	 Baseline - existing schedules
Ease of access to future downtown streetcar	 Westbound access / 1 block from eastbound route	 Westbound access / 1/2 block from eastbound route	 Westbound and eastbound access
Ease of access to future high capacity transit corridor	 Half block	 1 block	 3 blocks
Ease of passenger transfers	 On-site	 Moderate transfer distance / street crossing	 Long transfer distance / street crossings
Traffic impacts	See Traffic Display		
Impacts on delivery access	See Traffic Display		
Impacts on parking	See Traffic Display		
Impacts on adjacent intersections	See Traffic Display		
<b>Site Location, Size and Configuration</b>			
Location relative to identified siting area in DBMS*	 Within	 Within	 Near
Ability to accommodate essential functions	 Essential functions accommodated	 Essential functions accommodated	 No interior accommodations
<b>Land Use &amp; Development</b>			
Allowable use under current zoning	 Potential need for conditional use permit	 Potential need for conditional use permit	 Yes
Compatibility with adjacent uses	 On-site / self-contained	 Enhanced streetscape	 No design or accommodations provided
Proximity to existing publicly controlled off-street parking	 1 block	 1/2 block	 Adjacent
<b>Environmental</b>			
Structures / Displacements	 Drive-Thru Parking	 None	 None
Construction impacts	 On-site construction	 Street / sidewalk reconstruction	 No construction
Utility impacts	 Moderate	 Moderate	 None
Adjacent sensitive development	 Bank / Future adjacent development	 Numerous small businesses / Historic structures	 Numerous small businesses / Historic structures
<b>Financial</b>			
Estimated Project Cost	 \$6.5 to \$7.5 million	 \$2.5 to \$3 million	 None
<b>Implementation &amp; Schedule</b>			
Ease of acquisition	 Publicly funded private acquisition	 Inter-agency agreement	 Existing
Schedule	 Complications of public private partnership	 Steetscape and transit improvements	 Existing

Higher priority measures approved by technical and policy advisory committees

\* The Downtown Boise Mobility Study (DBMS) was completed in 2004 and resulted in a transportation plan for downtown Boise, including the future multimodal center.