

TREASURE VALLEY

High Capacity Transit Study



Downtown Multimodal Center



Transforming Transportation in Downtown Boise



Today's Focus

- Why a multimodal center in downtown?
- Multimodal Center project overview with key milestones and decision points
- Review 10th Street proposal
- Proposed public outreach process and schedule
- Next steps
- Questions and discussion



Vision for Downtown Built on Previous Studies and Plans

- Urban Renewal Plans
- City Comprehensive Plan
- Downtown Boise Mobility Study
- High Capacity Study





2004 Downtown Boise Mobility Study
(DBMS) asked:

How much growth is expected in 2025?

- What is the state of DT transportation system?
- What transportation improvements are needed to meet the challenges of future growth?
- How do we keep DT vibrant, competitive, and prosperous?

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Future Growth

Land Use

2004

2025

Housing (units)

1,825

5,890

Office (sq.ft.)

6.0m

10.8m

Government Office (sq.ft.)

2.0m

2.9m

Retail (sq.ft.)

965,000

1.46m



Impact of Growth on Roadways

Findings of DBMS

By 2025:

- Traffic increases area-wide by 74%
- Most intersections function well
- Performance of key intersections deteriorates
- Pressure on gateways to downtown
 - Front and Myrtle
 - Broadway, Capitol and 9th St.





What is a Multimodal Center?

- Hub for many types of transportation modes
- Includes passenger information customer service support
- Community asset that supports collective vision for downtown





Downtown Multimodal Center Project

- Project initiated summer 2007
- Downtown Policy and Technical Committees
- Criteria based selection of a location
- Transparent and extensive public outreach



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Why Make A Change?

- Current transit mall is on Main and Idaho
- Passenger inconvenience
- Designed without consideration of future uses
- No facilities for operators or passengers



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Goals and Objectives

- Premier facility for transit today and future
- Support vision for downtown
- Support economic vitality
- Be viewed as an asset and good neighbor
- Best value for taxpayer



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Funding Source

- Federal transit earmark (5309)
- City/CCDC local match
- Public/Private partnership opportunities
- Funds can be used for land acquisition, design construction and some mitigation



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Environmental Process

- Required if using federal transit funding
- Must follow FTA guidelines
- Alternatives receive same level of analysis
- Must be transparent evaluation process with public input





Criteria-based Location Selection Process

- Transportation
- Size and configuration
- Land use and development
- Environmental
- Financial
- Public input





Essential Services & Features

- Bus Bays
- Plaza/Waiting Area
- Downtown Streetcar Platform
- Public Art
- Operator Break Facility
- Public Restrooms
- Bicycle Parking
- Taxi Stand
- Auto Drop-off & Pick Up
- Leasable Retail Space



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Enhanced Services & Features

- Transit Information Center
- Bicycle Station
- Intercity Bus Depot
- Visitor Center
- VRT Office Space
- Airport Shuttle Terminus
- Parking (General Public)
- Police Sub-Station

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The Key is Design

- Creating a vibrant active center for downtown
- Incorporating art and culture
- Compatibility with adjacent properties
- Support economic interests of local businesses
- Create an icon for recognition of transit center
- Business stakeholders have to be a part of the design process

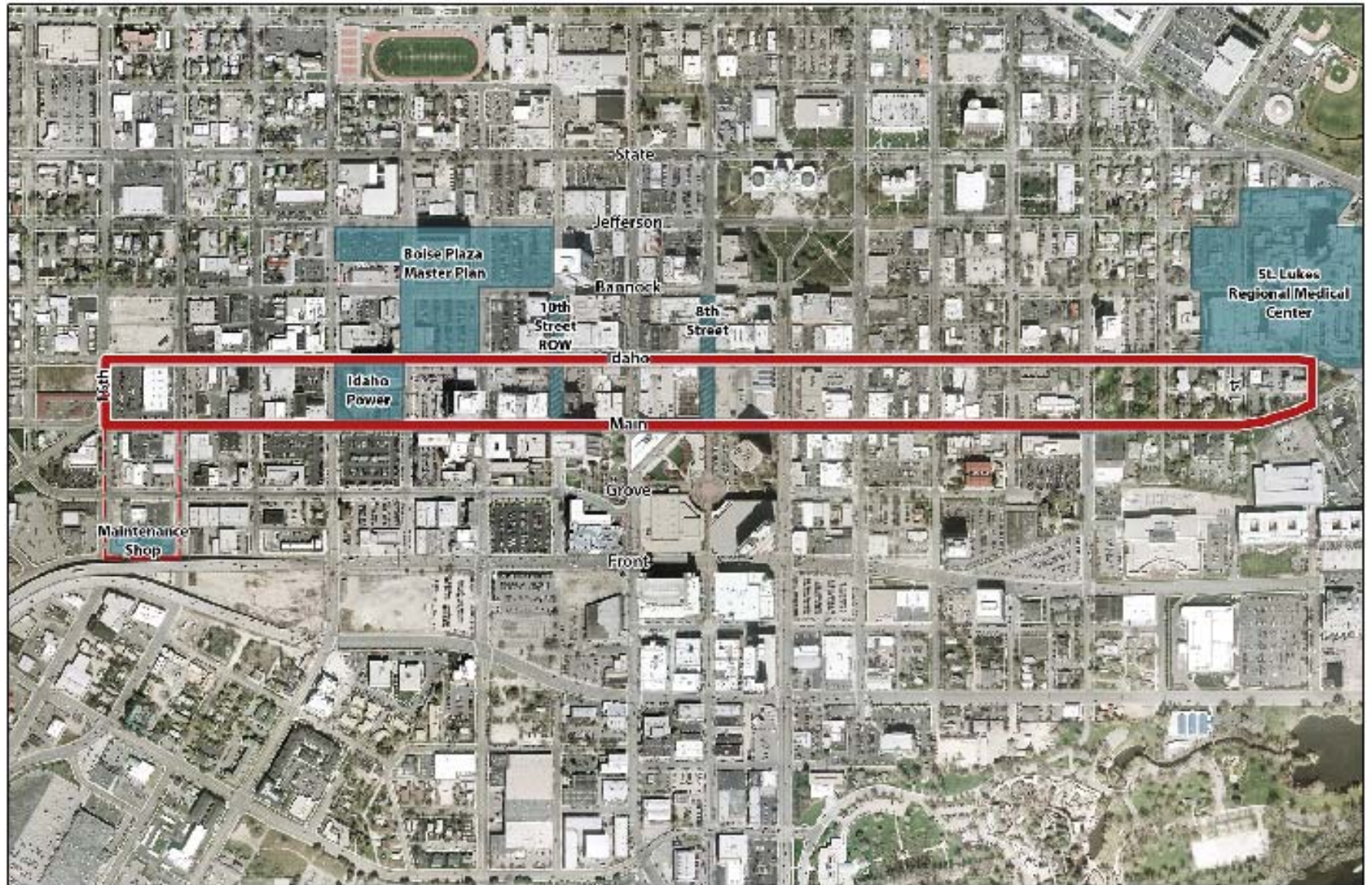




Project Status

- Preferred site H approved by VRT (August 2008)
- FTA comments received (September 2008)
- Joint project team/DBA site visits to other cities
- Concerns of policy-makers and downtown property owners
- Additional alternative to address a variety of interests
- Completed initial alignment on Downtown Streetcar

Boise Streetcar Alignment



February 2009

Created by CCDC

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Potential Sites



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SITE H



1



3



2





How did we get to another alternative?

- Process started with a bias toward an off-street option
 - DBMS envisioned off-street option
- Environmental evaluation
- Joint project team/DBA inter-city visits
- Possible advantages of an on-street alternative
 - Reduce project costs
 - More compatible with downtown vision
 - Less complex than private/public partnership approach
 - Opportunity to maximize existing retail buildings



Alternative Location Evaluation Timeline

- Visit Bellevue transit center – Nov 14
- Identify possible on-street options – Wk of Nov 22
- Meet with ACHD director – Dec 2
- Brief Downtown Policy Advisory Committee – Jan 8
- Complete initial analysis (traffic, transit, design) – Jan/Feb
- Brief ACHD and Boise City policy-makers – Feb 3/4
- Begin visits with property/business owners – Feb 3
- Mail invitation to property/business owners – Feb 10
- Conduct joint ACHD/Boise City meeting – Feb 12
- Host meeting with property/business owners – Feb 18



Other On-street Options Considered

- Grove Street between 10th and 11th
- Main Street
- 11th Street adjacent to Site H



Alternative Review Process

Downtown vision and project goals and objectives

Technical analysis of traffic and transit operations

Sketch design and cross section analysis



Detailed analysis

Concept design

Public Input

Final decision

Environmental document

Completed



In process

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Initial Traffic Analysis

- Analysis considered both closing the street and leaving it open to traffic
 - Main to Bannock
- Analysis confirmed keeping street open
- Goal is to keep transportation integrated and streets active and vibrant





Sketch Street Design

- Determine how transit center elements fit in the street
- Support keeping street open to traffic
- Support and take advantage of adjacent retail
- Space allows separation between transit and pedestrian activities
- Other functions supported by existing building spaces
- Next step is more detailed design





Project Schedule

- Conduct ACHD/Boise City policy meeting – Feb 12
- Host property and business owners – Feb 18
- Brief Federal Transit Administration in Seattle – Feb 26
- Host public open house – Mar 4
- Present recommendation to committees – Mar 9
- Present recommendation to ACHD/Boise City – Week of Mar 9
- Present recommendation to VRT Management Committee – Mar 16
- Environmental decision from FTA by mid-June



Project Next Steps

- Compile final technical work (traffic, transit sketch design)
- Consider impacts of parking, bicycle and pedestrian access
- Compare 10th Street alternative with “no build” and Site H
- Bring results back to decision-makers for review and consideration
- Prepare environmental documentation for FTA



How to Stay Involved

- Request one-to-one meetings with project team members
- Attend Mar 4 open house
- Visit project website at compassidahohighcapacity.org/prodserv/specialprojects.htm
- Give us your contact information



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Questions and Discussion