

TREASURE VALLEY
High Capacity Transit Study



Downtown Multimodal Center



Transforming Transportation in Downtown Boise



Today's Focus

- Importance of transportation to DT prosperity
- Plans for improving DT transportation
- Proposal to build multimodal transportation center in DT
- Your questions, ideas, concerns & recommendations

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Where we have been



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Yesterday & Today
Downtown Boise is the foremost urban
center in the region for:

- Business
- Government
- Employment



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- Arts & Culture
- Education
- Community



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- Hotels
- Conventions
- Tourism
- Restaurants
- Entertainment
- Night Life





Tomorrow?

2004 Downtown Boise Mobility Study (DBMS) asked:

- How much DT growth is expected by 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 & 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



State of DT Transportation

- Highly dependent on automobiles
- Difficult to add capacity to DT roadways
- Limited transit service
- Great potential for more bicycling and walking as transportation
- Potential to use existing rail corridor to link DT and region

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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.





Recommendations

- Create a more robust multimodal transportation system serving DT
 - Roads - Maximize efficiency of Connector
 - Regional Transit - Increase service to/from downtown
 - Local Transit - Create DT transit circulator
 - Non-motorized - Maximize walking & bicycling; improve routes & facilities



Recommendations, cont.

- Create a DT multimodal center to link modes & local-regional transportation systems
- Solving DT transportation challenges depends on local & regional transportation system

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What is a downtown multimodal center?

Basic functions

- Hub in transportation system
- Transfer point between travel routes & modes
- Link between DT and regional transportation systems

And more...



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Salem, OR



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Nashville, TN



Union City, CA



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Richmond, CA

Liverpool, UK





Possibilities

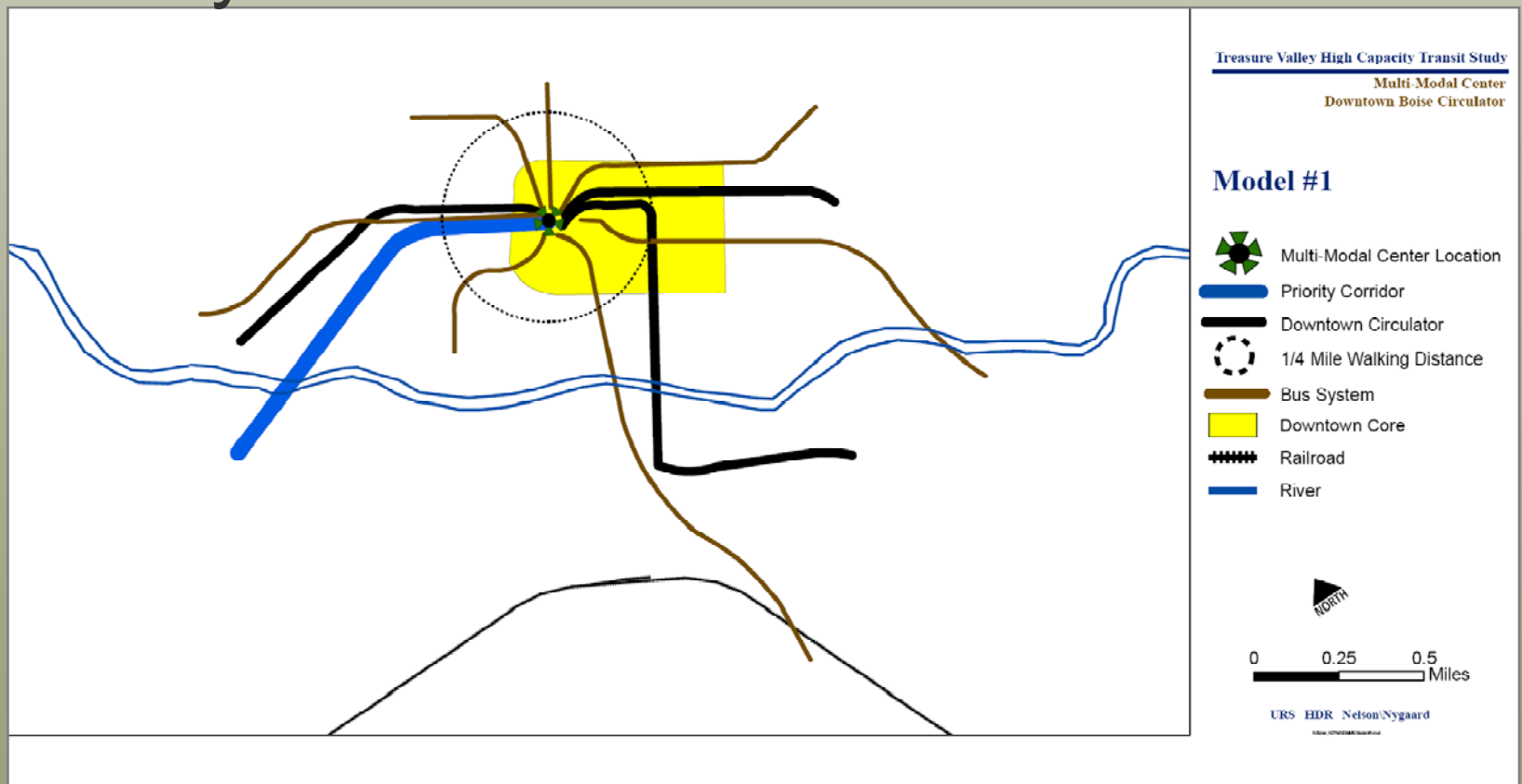
- Activity center – people coming & going
- Additional uses
- Catalyst for adjacent development; new investment
- Brings access & activity to adjacent properties
 - Brings customers and employees to businesses
 - Creates more visibility
- Community asset – “Great Place” in downtown landscape

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Center of System



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Essential Services & Features

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



Enhanced Services & Features

- Transit Information Center
- Bicycle Station
- Intercity Bus Depot
- Retail Space
- Visitor Center
- VRT Office Space
- Airport Shuttle Terminus
- Downtown Circulator O&M Facility (if a streetcar technology)
- Parking (General Public)
- Police Sub-Station



So why are we here?

- After study, five potential sites have been identified
- Invitations to property owners and businesses adjacent to sites
- Opportunity to ask questions and share your ideas, concerns & recommendations
- How can multimodal center be an asset for you?

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Potential Sites



Downtown Multimodal Center

April 1, 2008



What's Next?

Spring 2008

Rank sites and complete concept design.

Conduct environmental review.

Public open house in May or June.

Summer 2008

Complete funding plan for operation and maintenance.

Initiate final design.

Purchase land.

2009-2010: Construct facility.

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Cornerstone of a
Great Place

