

TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY

THANK YOU FOR ATTENDING

Approximately 500 people attended the first open house for the Treasure Valley High Capacity Transit Study on January 17, 2008.

Watch for a Spring 2008 open house invitation by mail.



Hundreds of participants provided input on possible:

- Multimodal transportation center functions and locations
- Downtown circulator alignments and vehicle types

Look inside for highlights from the open house.

WHO IS INVOLVED?

VRT and COMPASS are conducting the study in partnership with Ada County, Ada County Highway District (ACHD), Boise Metro Chamber of Commerce, City of Boise, Capital City Development Corporation (CCDC)*, Downtown Business Association and Idaho Transportation Department (ITD).

VRT will make final decisions on the project. The Downtown Policy Advisory Committee, made up of volunteer community leaders, is serving as an advisory group to the study. They will make recommendations to VRT.

**The City of Boise and CCDC are providing a portion of funding for the Treasure Valley High Capacity Transit Study.*



VOCABULARY

COMMUTER RAIL provides passenger rail service between a central city and outlying communities. It most often utilizes existing freight rail tracks. Less frequent stops than other transit modes results in faster travel times.

BUS RAPID TRANSIT (BRT) is bus-based service designed to function like rail transit through use of features such as exclusive lanes and signal preferences, while enjoying the cost savings of bus transit. Stops are less frequent than regular bus service and the stops and vehicles are usually distinctive from the rest of the transit system.

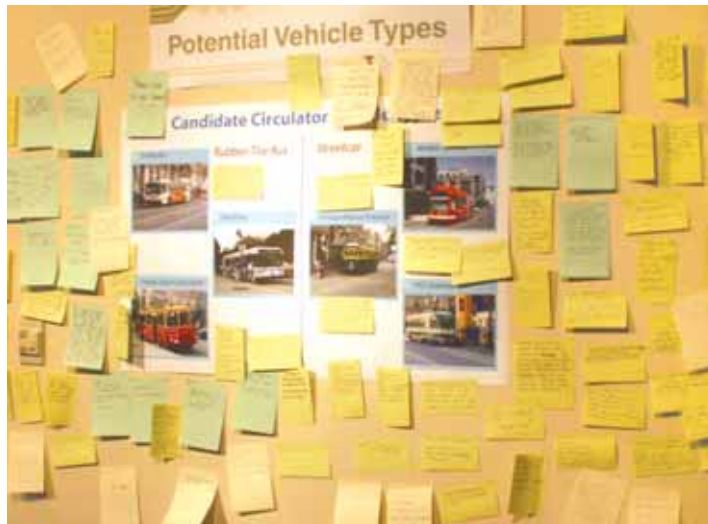
STREETCARS are electrically powered steel-wheeled vehicles that mainly operate in mixed traffic within central city areas. The smaller vehicles are compatible with urban environments and are frequently credited with being a catalyst for planned urban development.

TREASURE VALLEY HIGH CAPACITY TRANSIT

BACKGROUND

Valley Regional Transit (VRT) and the Community Planning Association of Southwest Idaho (COMPASS) are conducting the Treasure Valley High Capacity Transit Study in partnership with local agencies. The study involves three projects:

- **MULTIMODAL TRANSPORTATION CENTER** — A facility that brings together many transportation modes and services at a downtown location.
- **DOWNTOWN CIRCULATOR** — Transit service that provides efficient connections between primary destinations in the downtown area.
- **I-84 PRIORITY CORRIDOR** — A plan for high capacity transit service along the I-84 corridor within Ada and Canyon counties.



Participants wrote their comments on sticky notes and placed them on displays at the January 2008 open house.

PUBLIC INVOLVEMENT

At the January 2008 public open house, hundreds provided comments on the first two projects for the Treasure Valley High Capacity Transit Study. Here is a summary of public input received at the open house.

MULTIMODAL TRANSPORTATION CENTER

The center will serve as a hub for various transportation services. It will be a vital and attractive center in downtown Boise. The center could accommodate bus services, as well as downtown circulator and regional high capacity transit services when these become available. The downtown Boise center would be the first of several centers around the Valley.

Functions

Participants commented on several possible functions that could be included in the center, such as bicycle and vanpool/carpool parking, a taxi stand, retail space and public art.

We heard:

- Include plenty of bicycle parking and consider including bike repair services.
- Customer-friendly transit information will be important for the new facility.
- Small-scale retail, such as a coffee shop and newsstand, would be welcome.

Locations

Participants commented on four possible sites for the multimodal center. They generally prefer site C (see map at right).

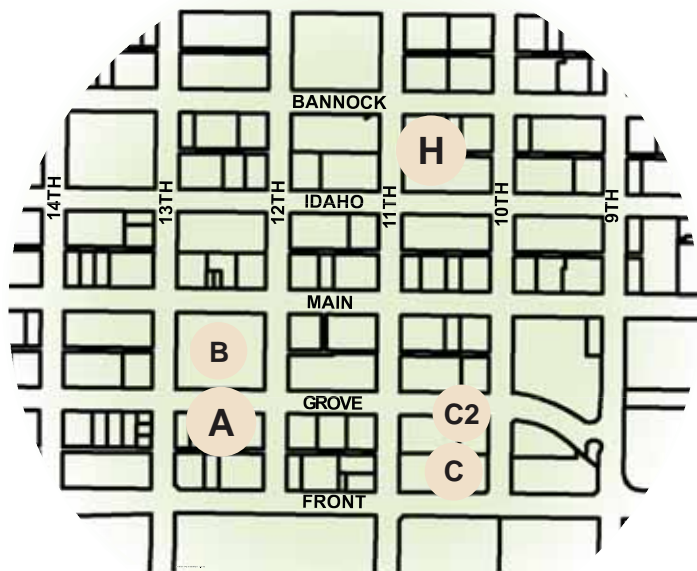
We heard:

- Safe pedestrian access and proximity to the downtown core will be important.
- Site C is less expensive and may have fewer impacts on existing traffic patterns.

To view the information presented at the January 2008 open house:

Visit www.compassidaho.org/prodserv/specialprojects.htm

STUDY UPDATE



Potential multimodal center sites

A new site was added to the potential multimodal center locations. Site “H” is one half-block located on the east side of 11th Street, between Idaho and Bannock streets.

To view photos of site H, see www.compassidaho.org/prodserv/specialprojects.htm

DOWNTOWN CIRCULATOR

A circulator would provide efficient transit service designed to move people throughout the downtown area. Several alternative alignments and possible vehicle types are being considered.

Alignments

Participants commented on three alternative alignments for the downtown circulator. They generally prefer alignment alternative C, which would include service to the downtown core, the multimodal center, Broadway Avenue, the Boise Depot and the proposed 30th Street development.

We heard:

- Service to Boise State University is needed and would be highly used.
- Alignment alternative C would provide service to some major medical facilities.
- Any alignment should serve heavily traveled areas, major employment centers and shopping/travel destinations.

Vehicle Types

Participants commented on several possible modes or vehicle types, such as modern and vintage streetcars, buses and trolleys. They generally prefer modern streetcars.

We heard:

- Modern streetcars are more permanent than rubber-tired vehicles and would promote development in the surrounding area.
- They would attract more riders than rubber-tired vehicles.
- Modern streetcars are an environmentally friendly mode of transportation.

GENERAL COMMENTS

Participants also provided general comments on the study. We heard:

- Design and build high capacity transit now to prepare for future growth.
- Expand existing bus system and implement high capacity transit in the Treasure Valley.





SCHEDULE

Development of the multimodal center is the first phase of the Treasure Valley High Capacity Transit Study.

MULTIMODAL CENTER

SPRING 2008

Rank sites and complete site concept design.

Conduct environmental review (all projects using federal funds are required to conduct an environmental review).

Invite public to review and give input at a public open house in May or June.

SUMMER 2008

Complete funding plan for the operation and maintenance of the center.

Initiate final design.

Purchase land.

2009 – 2010

Construct facility.

Federal funds are available to design and construct the facility. VRT and COMPASS are working to secure local funds, anticipated to come from local governments and public-private partnerships.

DOWNTOWN CIRCULATOR

SPRING 2008

Identify concept designs and evaluate alternatives for the first segment of a downtown circulator. The alternatives will be consistent with alignment alternative C.

I-84 PRIORITY CORRIDOR

SPRING 2008

Develop a range of alternatives for high capacity transit service, such as Bus Rapid Transit and commuter rail, along the I-84 corridor between Ada and Canyon counties.

Community Planning Association

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TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY UPDATE



FOR MORE INFORMATION

Please visit

www.compassidaho.org/prodserv/specialprojects.htm

Or, contact Terri Schorzman, COMPASS

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About VRT

Visit www.valleyregionaltransit.org

About COMPASS

Visit www.compassidaho.org

Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen a COMPASS al (208) 855-2558 ext. 231.

Persons needing an interpreter or special accommodations are urged to contact COMPASS at (208) 855-2558 ext. 231.

