

High-Capacity Transit in the Treasure Valley...

What Would it Take?

January 26, 2021
Virtual Meeting

Study Objectives

- Update the 2009 Treasure Valley High Capacity Transit Study
- Confirmation of a range of public transportation choices for improvement of communities mobility and accessibility within the Treasure Valley
- Identify the demographic changes in the Treasure Valley that impact the transportation system and help confirm the need for future investments
 - A forecasted 70% population increase from 2010 to 2040
 - A projected 420,000 Treasure Valley jobs by 2040
 - Travel time from Caldwell to downtown Boise of 70 minutes by 2040

What is High-Capacity Transit (HCT)?



Faster than a local bus



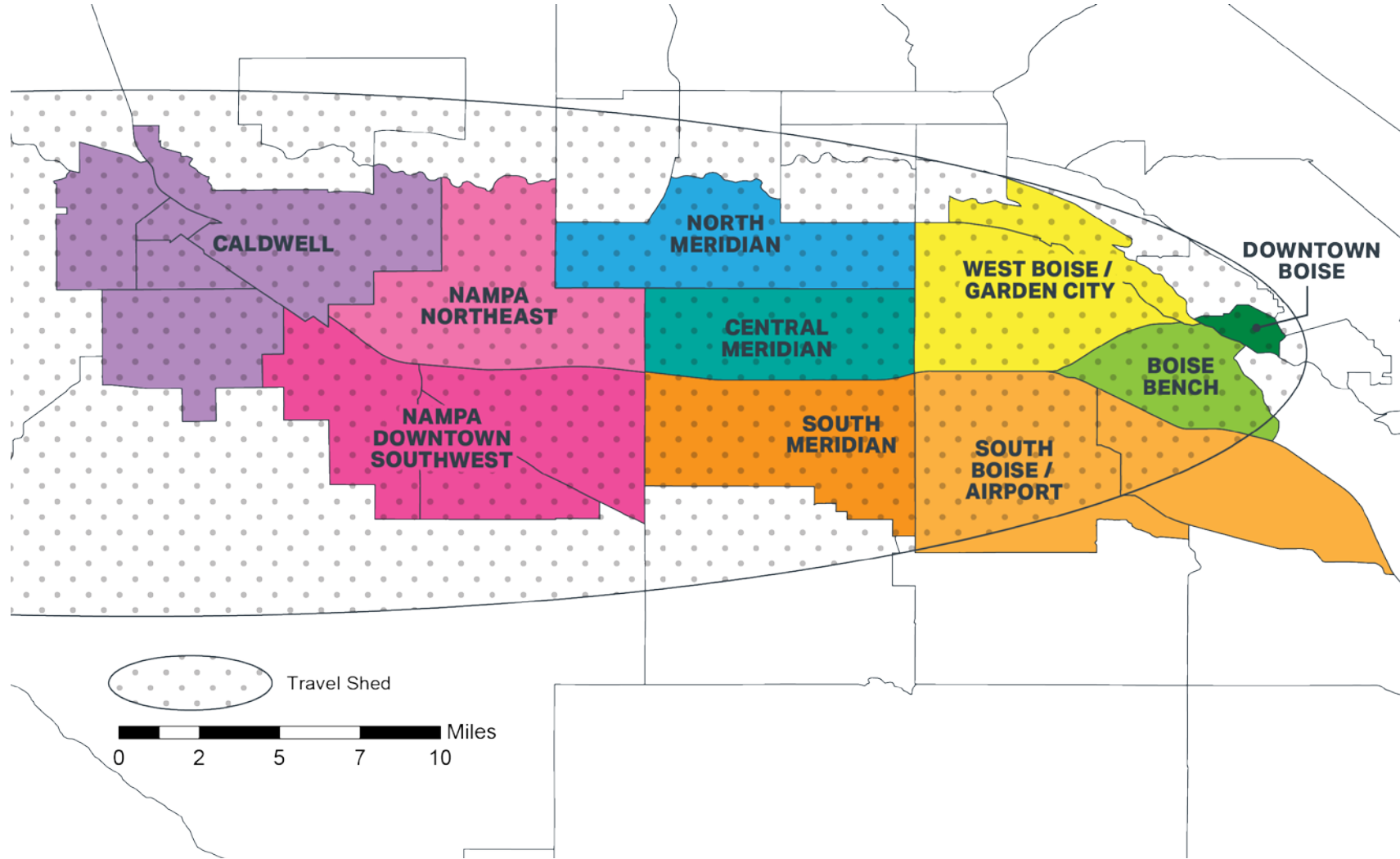
Carries more people than a local bus



Improved service and amenities



Project Study Area



Transit Alternatives

Bus Rapid Transit (BRT) - Mixed Traffic



- Operates in mixed traffic lanes.
- Priority or queue bypass lanes at points of congestion.
- Unique stops including shelters.
- Special branding of the buses/signage.
- Wider station spacing than local bus service.
- Least cost of the options.

Transit Alternatives

Bus Rapid Transit (BRT) - Exclusive



- Utilizes an exclusive running way.
- Intended to speed operations and provide a more competitive travel time.
- Wider station spacing with special signaling at key intersections.
- More substantial stations.
- Specially branded and often larger buses.
- The cost would be higher than the BRT Mixed Traffic option but less than any of the light rail alternatives.

Transit Alternatives

Light Rail Transit (LRT)



- Electrically powered transit.
- Exclusive right-of-way for greater speeds and a more reliable service.
- Stations are more robust than bus modes and with wider spacing.
- Crossings of streets and arterials require positive protection.
- Either single vehicle configurations or multiple units.
- Will cost more to implement due to the exclusive operating environment.



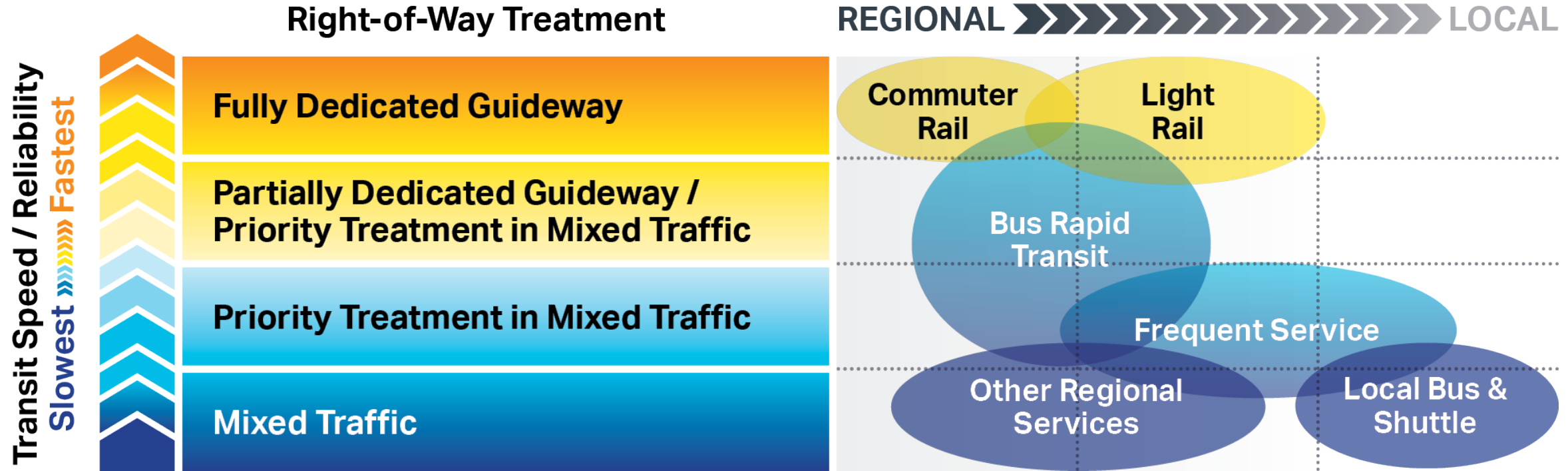
Transit Alternatives

Commuter / Regional Passenger Rail

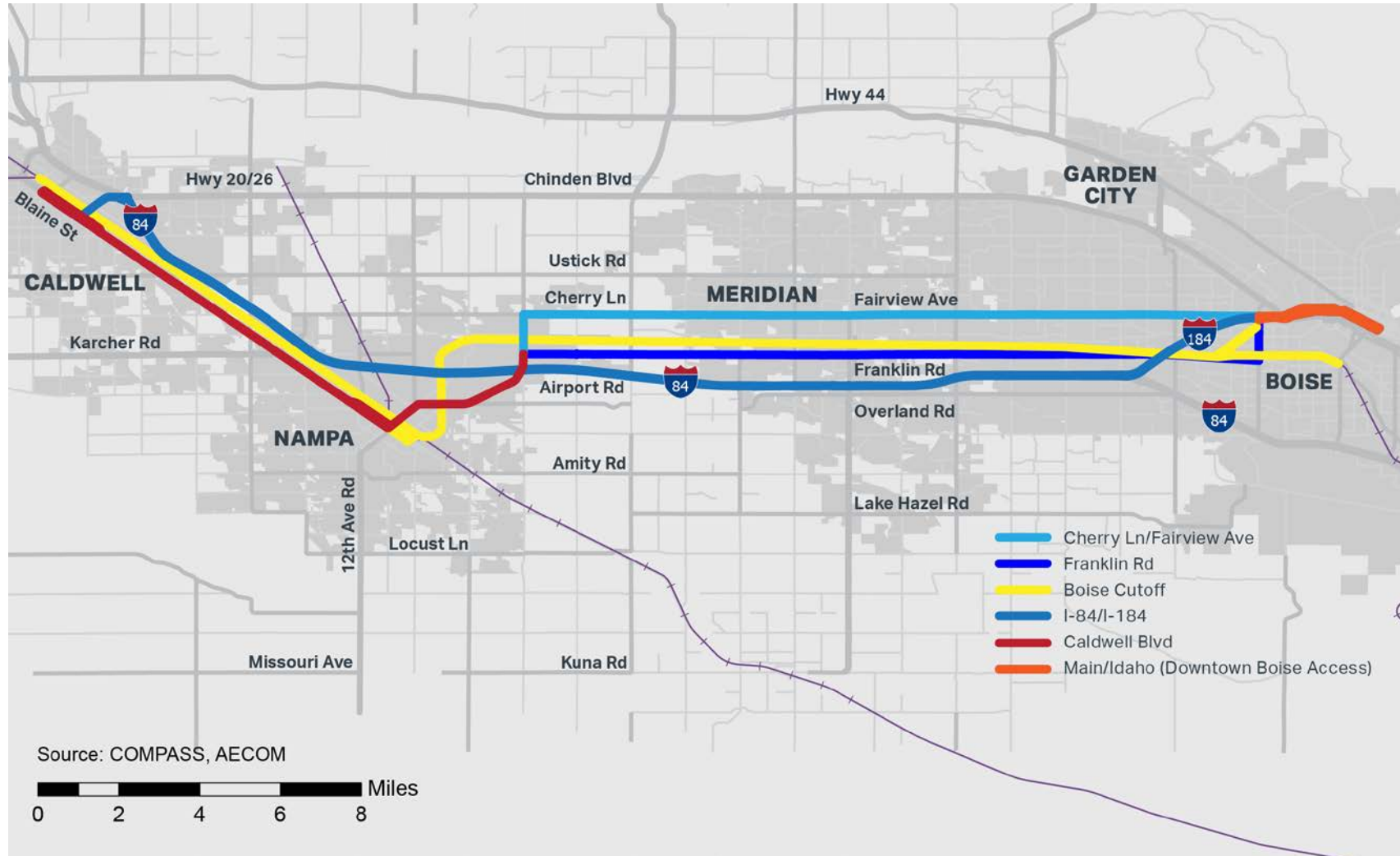


- Offers higher speeds and passenger capacities.
- Can be focused on peak period hours with limited off-peak services.
- Many operations are within existing freight rail environments.
- Station spacing is much wider.
- Overall capital cost is typically less than a new fixed rail alignment.
- Utilizes a variety of vehicle types.

Transit Mode Comparisons



Candidate Routes



Routes & Mode Alternatives

- **Fairview Avenue / Cherry Lane**
 - BRT - Mixed Traffic
 - BRT - Exclusive
 - Light Rail

- **Franklin Road**
 - BRT - Mixed Traffic
 - BRT - Exclusive
 - Light Rail

- **Boise Cutoff**
 - BRT - Exclusive
 - Light Rail
 - Commuter Rail

- **I-84 / I-184**
 - BRT - Mixed Traffic
 - BRT - Exclusive

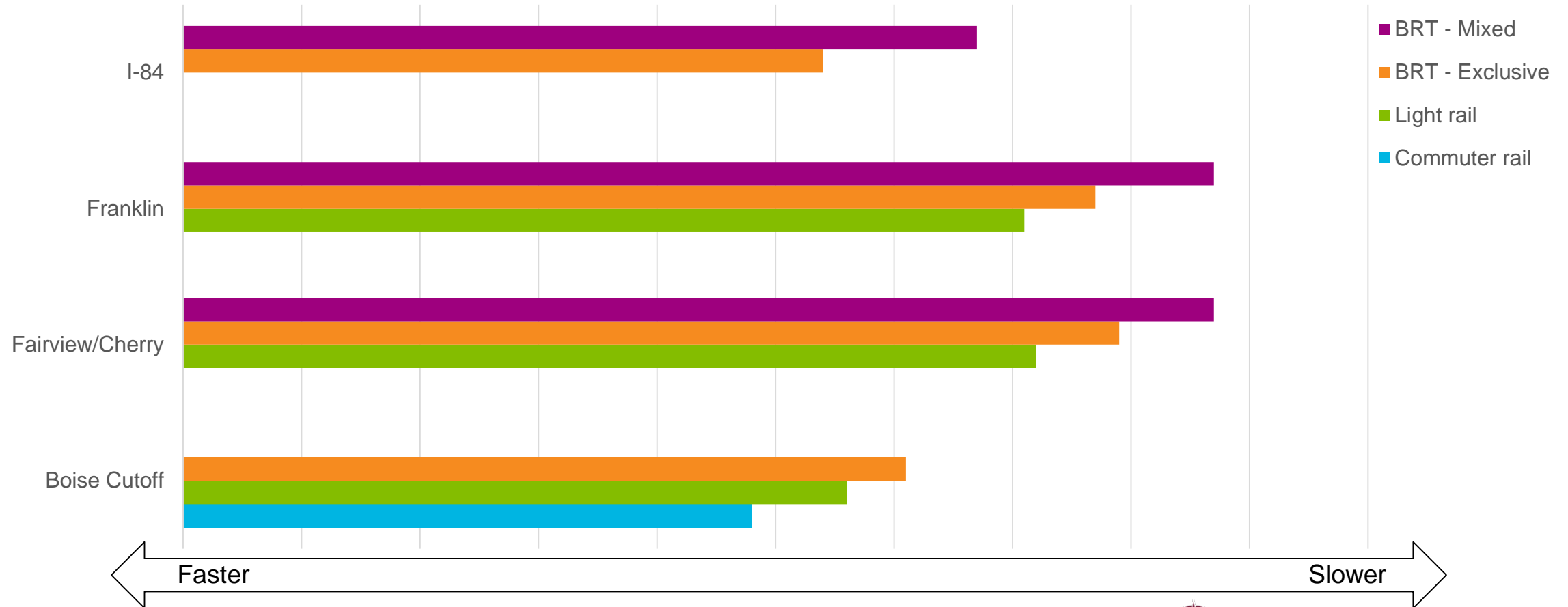
Project Goals

- **Goal 1** – Improve Transit Connectivity
- **Goal 2** – Improve Transit Mobility
- **Goal 3** – Manage Travel Demand
- **Goal 4** – Support Transportation and Land Use Plans
- **Goal 5** – Financial Feasibility

Goal 2 – Improve Transit Mobility

Minimize transit travel time between major origins/destinations

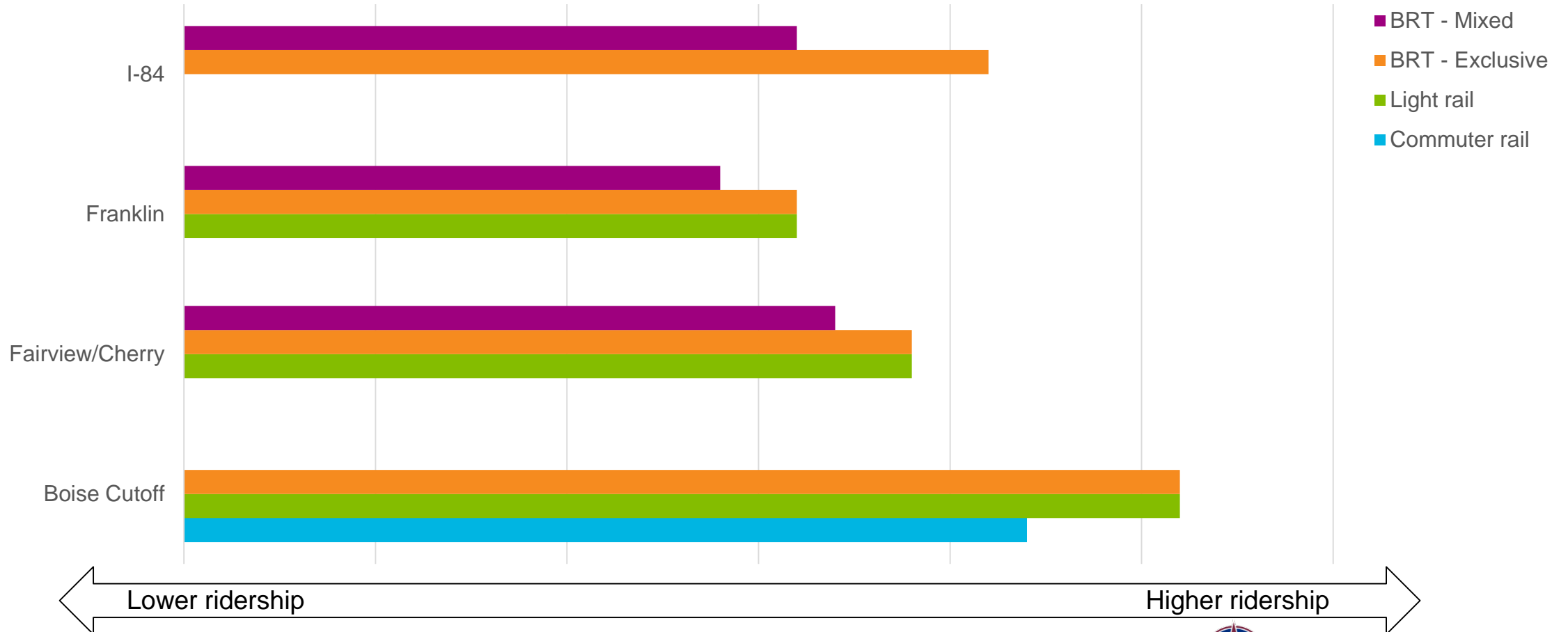
2035 HCT In-Vehicle Transit Travel Time by Alternative
Caldwell to Main Street Station in Downtown Boise



Goal 3 – Manage Travel Demand

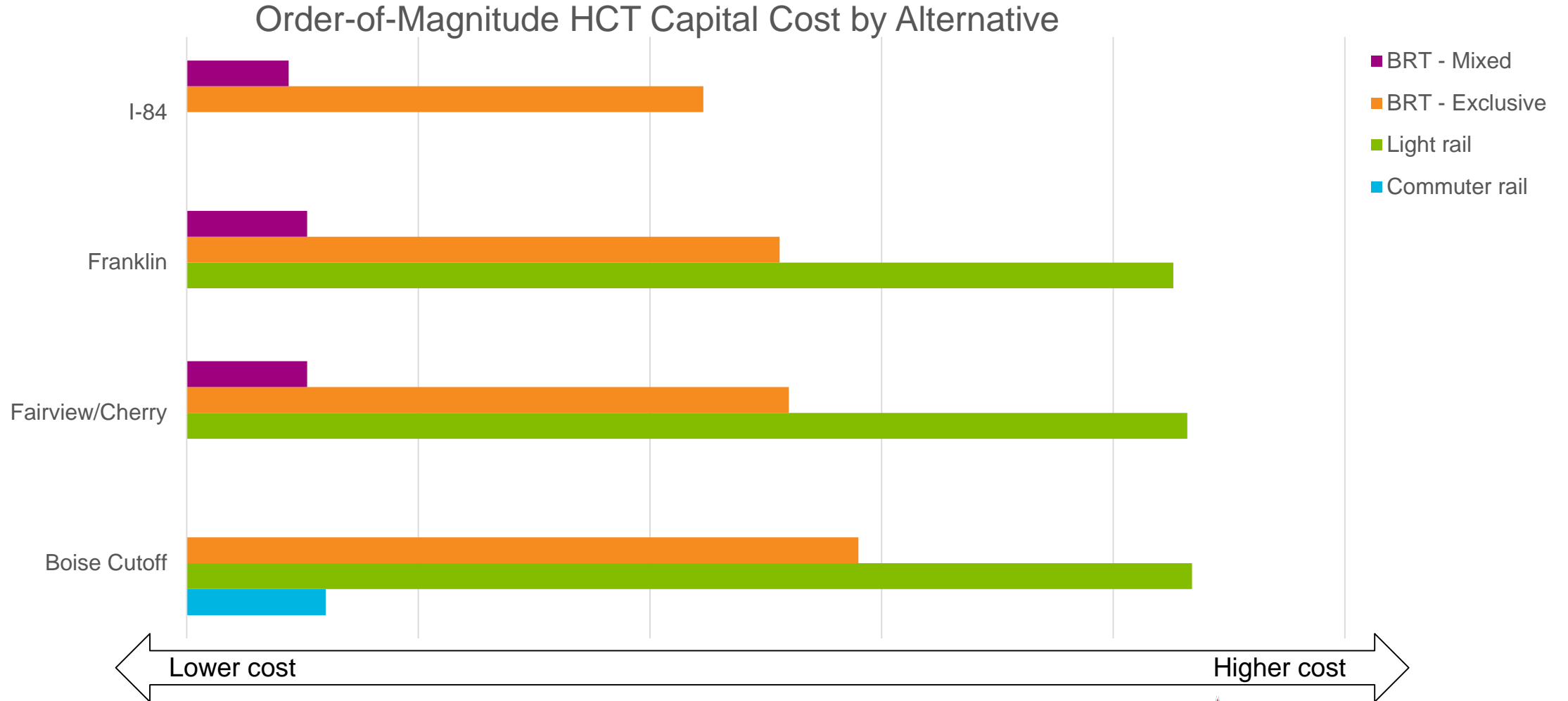
Improve transit mode share

2035 Average Weekday Ridership by Alternative



Goal 5 – Financial Feasibility

Develop HCT concepts potentially funded using a mix of federal, state, and local funds



Evaluation Summary

- 5 ● Most Compatible
- 4 ●
- 3 ●
- 2 ●
- 1 ● Least Compatible

			Boise Cutoff			Fairview/Cherry			Franklin			I-84	
		Comments	CR	LRT	BRT-EX	LRT	BRT-EX	BRT-MIX	LRT	BRT-EX	BRT-MIX	BRT-EX	BRT-MIX
1.1	Central Business District Connection	CR requires a transfer, BRT-MIX is in mixed traffic	●	●	●	●	●	●	●	●	●	●	●
1.2	Residential - Employment Connection	a function of frequency of stops and general alignment access	●	●	●	●	●	●	●	●	●	●	●
1.3	Residential - Activity Center Connection	a function of frequency of stops and alignment type/location	●	●	●	●	●	●	●	●	●	●	●
2.1	Dedicated Transit ROW	degree of separation from traffic and traffic levels	●	●	●	●	●	●	●	●	●	●	●
2.2	Transfer Opportunities with Future Bus System	function of stop locations, ease of transfer and local service interface	●	●	●	●	●	●	●	●	●	●	●
2.3	Minimize Transit Travel Time	frequency of stops, interface with traffic and degree of separation	●	●	●	●	●	●	●	●	●	●	●
3.1	Improve Transit Mode Share	based on 2009 ridership estimates	●	●	●	●	●	●	●	●	●	●	●
3.2	Good Walk and Bike Access	availability and ease of station access and station frequency	●	●	●	●	●	●	●	●	●	●	●
3.3	P&R with Good Auto Access	anticipated ease/difficulty in providing auto access	●	●	●	●	●	●	●	●	●	●	●
3.4	Minimize Impacts to Traffic Operations	separated alignment best, mixed traffic has the most interface with traffic	●	●	●	●	●	●	●	●	●	●	●
4.1	Transit Improvements Consistent with Plans	I-84 not planned for HCT, other corridors identified for some level of increased transit	●	●	●	●	●	●	●	●	●	●	●
4.2	Opportunities for TOD	frequent rail transit rated highest, freeway an access issue	●	●	●	●	●	●	●	●	●	●	●
5.1	Funding Potentials	assume FTA funds, high cost modest ridership an issue	●	●	●	●	●	●	●	●	●	●	●
5.2	Cost Effectiveness	capital and operational cost per rider	●	●	●	●	●	●	●	●	●	●	●

RECOMMENDATIONS & NEXT STEPS



Short Term / Next Steps

Setting The Stage For A HCT Future

- Update the ridership projections
- Initiate discussions with the Federal Transit Administration (FTA)
- Develop thresholds / triggers for initiating next level of corridor work
- Explore the concept of bus-on-shoulders with ITD as a BRT – Mixed Traffic solution
- Consider phased implementation of the HCT alternatives
- Initiate discussions on potential funding sources

Intermediate Term

A Narrowing Of The HCT Alternatives

- Initiate a Process to Reduce the Range of HCT Alternatives
- Identify additional desired information
- Understand the experiences of similar regions
- Initiate a robust community discussion

Long Term

Retain HCT Designations On Four Corridors

- Boise Cutoff
- Franklin Road
- Fairview Avenue
- I-84 / I-184

Questions & Answers

