TRANSIT NETWORK ANALYSIS

PROJECT PURPOSE

Develop a Year 2040 transit network to inform the next update of the region's long-range transportation plan (Communities in Motion 2040 2.0).

PROJECT PHASES

A. Develop the baseline transit network.

The baseline transit network consists of existing transit service <u>plus</u> transit improvements that are already funded.

B. Develop a framework for identifying the components of the future transit network.

Two criteria were used in this framework:

- Transit-Supportive Service Coverage
    - Defined with respect to households per acre, jobs per acre, and blocks per square mile
    - Answers the question of what levels of transit service (headways and hours of operation) can be supported in different areas
- Transit Connection to/from Town/City
    - Makes sure that transit connections are considered for all towns and cities in the region
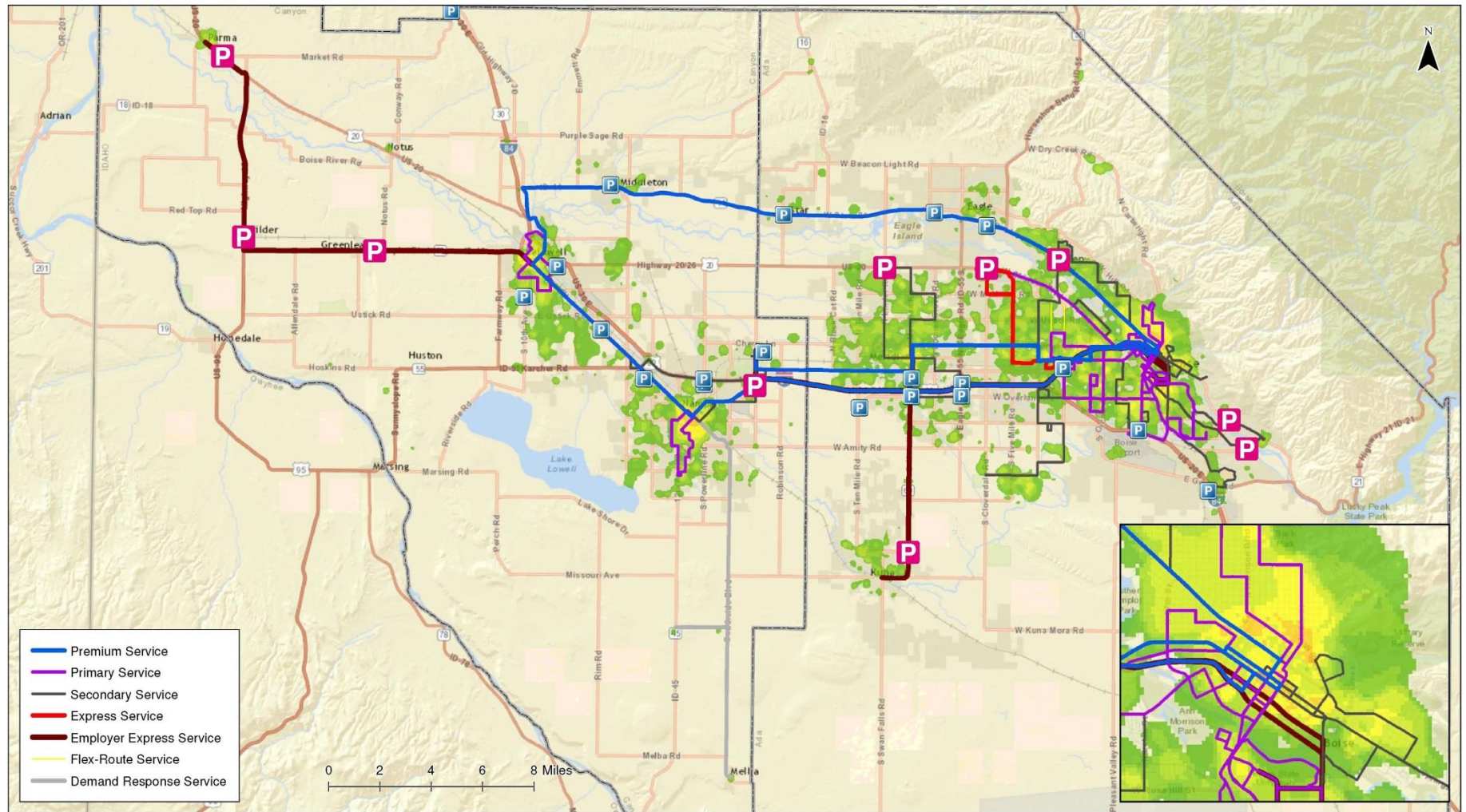
C. Apply the framework and generate the 2040 transit network.

The framework was applied to develop the 2040 transit network according to the following principles:

1. Serve a minimum level of future density within 1/4 mile
2. Connect all communities
3. Recognize future transit hubs' need for circulation in addition to their need to connect to other hubs
4. Provide transit service for commuters
5. Reflect the origin-destination patterns from the regional travel demand model
6. Limit transfers between transit routes to one
7. Reduce operating costs by consolidating routes
8. Simplify the transit network
9. Support the transit network with park-and-ride lots (existing, new, and relocated) and transportation demand management (TDM) options (such as vanpools)
10. Build on the existing network where possible
11. Use two-way loops where possible
12. Leave the university services as is due to their seasonal nature and targeted market

The 2040 transit network developed through application of these principles is intended to illustrate overall needs and opportunities. More detailed study of the connections shown in the future transit network will be needed to identify specific types of transit service and specific alignments. Such detailed study can explore congestion impacts, costs, transit preferential treatments, and more.

2040 TRANSIT NETWORK

Legend:
- Premium Service
- Primary Service
- Secondary Service
- Express Service
- Employer Express Service
- Flex-Route Service
- Demand Response Service

The fundamental differences between the baseline transit network and the 2040 transit network are these:

1. Development of a multi-hub transit network wherein Nampa and Caldwell have the density to support local circulation transit service
2. Development of a regional transit loop that provides express or premium transit service between cities and is fed by local transit service and park-and-ride lots
3. Route adjustments to serve future density and park-and-ride lots throughout the region, with specific routing to be influenced by VRT's needs, route-level performance analysis, neighborhood input, and other factors
4. Establishment of new park-and-ride lots in strategic locations (with specific locations to be determined based on route adjustments, land availability, and other factors)
5. Establishment of new routes and TDM connections providing lifeline transit service to smaller communities

To support development of the 2040 potential transit network, the following activities are recommended:

1. Coordination of transfers between the regional transit loop and feeder transit services
2. Enhancement of bicycle and pedestrian connections to transit stops
3. Enhancement of bus stops to facilitate transfers and increase rider comfort (such as addition of shelters and real-time bus information displays where justified)