City of Boise

Downtown Circulator

Boise Valley’s Historic Trolley System
Boise’s System

1920 Route Map

Restored Station

Current Bus System

- **Fixed Route**
  - Boise – 14 routes
  - Nampa/Caldwell 2 fixed routes

- **Regional**
  - Commuter – 3 buses

Bus Mall in Downtown Boise
On the Road Again?

Boise in 2004

- Explosive growth
- Auto Dependent
- Development Potential
- Lack of convenient circulation system
Is a Streetcar part of the answer?

- Land use assessment
- Market analysis
- 2025 Growth Forecast
- Downtown Traffic Models
- Transportation System Evaluation
- Strategic Implementation Program

DBMS - Goals

- Goal 1: Thirty-year land use vision and mobility plan.
- Goal 2: Maximize transportation system efficiency; and integrate and promote alternatives to automobile travel.
- Goal 3: Link sub-districts, activity centers and parking supply.
- Goal 4: Improve mobility while making the system more people-oriented.
- Goal 5: Connect to the current and future regional transportation network.
- Goal 6: Develop specific implementation actions, responsibilities, timetables, and funding sources.
**DBMS Process**

- Valley Regional Transit served as project manager.
- Partners:
  - Ada County Highway District
  - Boise City
  - Boise State University
  - Capital City Development Corp.
  - Community Planning Association of Southwestern Idaho (our MPO)
  - Idaho Transportation Department
  - Valley Regional Transit

**Economic Development Potential**

The 2025 land use scenario envisions:

- 4.8 million square feet of new office space
- 500,000 square feet of new retail
- 4,300 additional housing units

Targeted to priority growth areas as outlined on the Land Use Growth Areas map.
Growth Areas

Housing Built or Under Construction
Transportation Analysis

- Projections infill development will put additional demands on the existing transportation system.
- Unless a wider range of transportation choices are available, particularly for the commuter, this demand will largely translate into increases in automobile traffic.
- By 2025 VMT is forecast to increase by 74% (from 8,738 to 15,229 miles) if current trends prevail and no alternatives are introduced.

Transit Findings

- Valley Regional Transit services do not currently meet the needs for downtown circulation or the needs of regional commuters coming to downtown.
- The ability to expand transit services rests on the ability to grow the pool of transportation funding to support operations and capital improvements.
Circulator Analysis

- There is a gap in serving downtown circulation needs during the day.
- Distances are such that a vehicle based circulation system is needed to serve some trips.
- This need can be met with a streetcar or shuttle.
- This service would allow people to park once and ride the transit during their visits to downtown.
- Interest was expressed in both a shuttle circulator and a streetcar system.
- Two preferred routes were developed.
Cost Analysis – Streetcar

<table>
<thead>
<tr>
<th>PHASE I</th>
<th>PHASE II</th>
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<tr>
<td><strong>Cost Item</strong></td>
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<td>Vehicles</td>
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Next Steps – Funding Feasibility

- Successful in getting onto the Small Starts Earmark List
- Have formed an Advisory Committee
- Have funding to conduct first phase of feasibility study
  - Option 1: Funding to include Federal Small Start $
  - Option 2: Funding with all Local $
Phase I 1/2?

Market Potential – Main & Fairview

Projected 5-Year Retail Space Demand

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<tr>
<th>Type</th>
<th>Amount (Sq. Ft. or Units)</th>
<th>Main/Fairview Sq. Ft. (Average)</th>
<th>State &amp; Rose Sq. Ft. (Average)</th>
<th>Value (Ave.)</th>
<th>Value (Ave.)</th>
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<td>Retail</td>
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<td>Office</td>
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1. Main/Fairview Program & Investment Summary
Main & Fairview Land Use Analysis

New Mixed Use Buildings
- Mixed Uses on Main Street
- Residential "Liner" Buildings on Idaho

Transit-Oriented Development
- Mixed Use Buildings
- Hotels
- Streetcar & RTD Stops
- Mid-Block Structured Parking

Residential Overlooking the River
- Retail & Cafes on Main Street
- Connections to the Trail

Main & Fairview Improvements
- 3 Lanes with Slow Lanes
- On-Street Parking
- Improved Streetscapes

Potential Streetcar Extension

- Regional Service
- City Service
- District Service (initial)
- District Service (expansion)
- Potential Multimodal Center
Main & Fairview Land Use Scenario

View looking west along Main Street with the street car and 30th-Main intersection in the foreground.

Regional Building Blocks for Transit

BRT

Commuter Rail

Streetcar
Barriers to Success

- Lack of dedicated funding for operations
- Lack of confidence (no local example) in success – especially the economic development potential
- Lack of local expertise

Progress to Date

- Completed Downtown Mobility Study; established unmet demand for economic development and vehicle based circulator
- Received earmark for multi-modal center
- Authorized into the small starts earmark queue
- Allocated STP planning money to complete feasibility study. Embarking on funding feasibility study