



AGENDA

Future Phases Work Session #3 Boise Streetcar Task Force

4:00 – 5:30 pm, October 29, 2009

CCDC Conference Room; 121 N. 9th Street, Suite 501

- A. Introduction / Recap of Work Session #2 Phil Kushlan
- B. Evaluation Framework for Primary Future Phase Options Jon Cecil, Discussion
 - 1. Is the preliminary draft evaluation generally accurate?
 - 2. Are there other issues?
 - 3. What information is missing; what questions remain to be answered?
- C. Work Group Recommendation to Task Force Jon Cecil or Mike Hall, Discussion
- D. Future Meetings

Parking validation provided on request.

**Notes from October 29, 2009 Meeting (#3)
Of the Future Phase Working Group**

Meeting Attendees:

Working Group Members

Jack Coonce
Dale Higer
Mike Wilson
Mike Reuling
Mike Shirley
Derick O’Neill
James Maguire

Staff

Phil Kushlan, CCDC
Mike Hall, CCDC
Jon Cecil, CCDC

Introduction/Recap of WG Session #2

- Mike Hall presented the working group members with a brief recap of prior meeting held on September 23, 2009.
- Mike provided a review of the overall streetcar destinations and primary phase options (1a – 30th Street area; 2a - BSU/Boise Depot; 3a - WGI Plaza/West ParkCenter Bridge; and 5a – VA & Elks Rehab Hospital/Ft. Boise). These potential phases have been discussed for their economic development potential, population served, traffic mitigation potential, cost factors and other considerations.

Evaluation Framework - Discussion

- One participant suggested a possible alternative to Alignment 3a that would include a BSU route that would loop around campus. There was general consensus among working group that this idea was worthy of further consideration.
- James Maguire from BSU indicated that the university proposed parking at the edge of campus and thought that the streetcar loop would be a good idea. Also suggested consideration of Beacon to Lincoln and west end of campus as possible alignment route.
- Mike also noted that the various studies since at least 2005 (Downtown Boise Mobility Study and the Treasure Valley High Capacity Transit Study) have considered various concepts that would loop campus or provide access to it.
- One participant urged that “ridership is key” and should be a number one priority for consideration of future phases.

Specific comments from working group members relative to each of the proposed future phases included:

- 1a (30th St.) – Include demographics such as population density of area served; calculate track alignment length and determine order of magnitude cost estimates for

comparison purposes. The timing of additional development in the 30th Street area with or without the streetcar is an open question. At least some participants feel it is too uncertain and far into the future to suggest that 1a be the next phase. One member suggested that a future light rail system coming from the west end of the valley would best serve this area as there is potential for a regional light rail vehicle to directly connect to the area around the 15th and Idaho at the west end of the Phase I streetcar alignment.

- 2a (BSU/Boise Depot) – Consider possible expansion from BSU to Boise Avenue; take into consideration current and proposed update to the Boise Comprehensive Plan; note traffic counts and identify possible physical constraints such as crossing Boise river and presence of utilities.
 - 3a (WGI Plaza/West ParkCenter Bridge) - Mike noted that a loop that included the WGI Plaza area could also take into consideration a loop on the east side of the BSU Campus that was accessed via Broadway. The destination for 3a should also include the BSU campus and there is potential for the phase to terminate or turn to BSU at Broadway and University or Broadway and Beacon.
 - 5a (VA & Elks Rehab Hospital/Ft. Boise) – Noted mostly as a job center with little existing residential; costs to access this area could be outweighed by potential benefits; some potential for redevelopment. One participant asked about possibility of the proposed first phase being extended to this site?[Main/Idaho couplet, from 15th to Avenue A]. Phil Kushlan indicated that this was certainly possible. At least one participant noted that the relatively short distance to this area (making it walkable) and the presence of State-owned and other land with relatively low likelihood of redevelopment suggests 5a is not highly attractive as a future phase.
- One participant asked about sorting through the ridership versus economic development potential question. No consensus reached on this question – need for further analysis.
 - One participant asked for a list of all costs by order of magnitude in order to be able to evaluate the various alignment options.
 - Other information to be brought forward at the next meeting includes population data for residents, workers and others in the destination areas for the four phases, information about existing land uses in the destination areas.

Meeting participants were in agreement that several additional meetings of the working group will be necessary before they produce a final recommendation to bring to the Task Force. Mike Hall noted that he had prepared a draft template that could be used for reporting back to the Task Force.

Conclusion of Meeting

For the next meeting Staff will prepare a rough order of magnitude cost estimate of the proposed track lengths; prepare some basis data about ridership potential for various sites; and update of Matrix.

Next Meeting - The next meeting of the Future Phases Working Group is tentatively scheduled for 4pm, December 3, 2009.