

Chapter 3. Short Range Service Plan

This chapter describes in detail the Short-Range Service Plan for fixed-route bus services in the Valley Regional Transit (VRT) service area. The fundamental goal of the plan is to increase ridership. To this end, the emphasis is on creating a system that is more frequent, faster, simpler, and easier to market, since these features are mostly likely to draw new riders to the system.

Path to a Short Range Service Plan

Two alternative service scenarios designed by the ROCIP consulting team were presented to the Board of Directors during the March 2004, meetings. Both were designed to fit within current resources, which means that they could only provide local service in the cities that fund it now (Boise, Garden City, Nampa and Caldwell) while also providing the same quantity of regional service that exists today.

In the Boise area, the two scenarios differed according to purpose. The Ridership Scenario was designed for maximum ridership overall, but this meant no service in many low-ridership areas. The Coverage Scenario provided more service to all parts of the city, but with lower frequencies, and lower ridership potential, overall.

These scenarios provided stakeholders, customers and members of the general public in Ada and Canyon Counties a chance to debate short-term improvements to public transportation in the Treasure Valley. Detailed outreach was conducted around these conceptual scenarios through:

- Twenty-nine targeted stakeholder outreach meetings conducted by VRT staff to present proposed alternatives. Over 500 community members attended these meetings.
- Public open houses in Nampa and Boise. These meetings were very well attended and provided customers and citizens a chance to comment on proposed alternatives, speak directly with consultant staff about what the proposed changes mean to them and to provide detailed input via an exit questionnaire.

On April 30th, 2004 the Regional Operations and Planning Committee met to process the results of the public outreach process and specific technical data provided by the consultant. At this meeting the committee reviewed ridership estimates for both scenarios, detailed estimates of the number of riders impacted by service changes as well as the results of on-street route review and testing by ValleyRide services operations staff. The committee confirmed the broad consensus of the public outreach process, which was:

Provide more frequency on key corridors where possible, but not at the expense of large numbers of existing customers.

The Short-Range Service Plan, presented in this chapter, is a hybrid of the two short-term alternatives designed to best achieve this goal.

Short Range Service Plan Structure and Implementation Timeline

The Short-Range Service Plan is an integrated regional system constrained by Valley Regional Transit (VRT)'s existing revenue sources. These services, all working together, would consist of:

- **Boise area local service** – A network of local fixed-route services covering the cities of Boise and Garden City.
- **Regional service** – Services connecting Boise, Meridian, Nampa, and Caldwell, including a range of commuter express services as well as all-day service.
- **Nampa-Caldwell local service** – A new streamlined system of local service in Nampa and Caldwell.

The Boise and Regional systems are proposed for implementation in mid 2005. The Nampa-Caldwell system may go into service earlier in 2005 based on the implementation of new contractual arrangements. Chapter 5 further discusses implementation issues related to this plan.

Boise and Garden City Local Service

Strategies

- Existing ridership, as observed in the October 2003 survey, was used as a guide to determine route segments where it is crucial to retain service. Deleted segments typically have few or no riders, or not enough to justify some difficulty that the segment entails (as in the case of deviations on minor streets). Both scenarios aim to retain as much of the existing ridership as possible. An analysis later in this section shows how well they do this.
- While respecting existing ridership, the key goal is to attract new riders. To this end, the emphasis is on creating a system that is more frequent, faster, simpler, and easier to market, since in our experience, these features are mostly likely to draw new riders to the system.
- For simpler connections, and also to increase system reliability, all routes would operate on frequencies of 15, 30, and 60 minutes. In ValleyRide's case this largely means maintaining the 30 and 60 minute cycle times that allow for timed-transfers on Main Street and 9th (downtown) and at the Towne Square Mall.
- To create a simpler, more easily understandable system where routes are designed to operate two-way on major activity corridors. Where possible, routes operate the length of a major arterial so that the route can be identified with the arterial. Many service design decisions are based on the widely-proven principle that customers will walk farther to more frequent, direct, simple and reliable service.
- There is no expansion of service span (hours of operation) in the short-range scenario, due to the assumption of no growth in service funding.
- For the same reason, there is no expansion of coverage area. In fact, the coverage area contracts somewhat with the deletion of very low-ridership segments.
- The scenario does not include a frequent downtown shuttle service connecting key demand centers such as BSU, St. Luke's, the Capitol, the

Senior Center, the VA Hospital and the Old Boise Plaza area. The identification of resources for and the development of a downtown shuttle (circulator) are being addressed concurrently as part of the Boise Downtown Mobility Study.

Detail

The service plan for Boise and Garden City is presented in the following two maps. The existing service maps in Chapter 2 provide a reference when examining the service improvements provided in this plan. Following the maps, we describe the network counterclockwise beginning at the Boise River east of downtown.

Regional Operations and Capital Improvement Plan

VALLEY REGIONAL TRANSIT

This page intentionally left blank.

Figure 3-1 Short Range Scenario - Boise/Garden City Area

Regional Operations and Capital Improvement Plan

VALLEY REGIONAL TRANSIT

This page intentionally left blank.

Figure 3-2 Short Range Scenario - Downtown Boise

Regional Operations and Capital Improvement Plan

VALLEY REGIONAL TRANSIT

This page intentionally left blank.

1 ParkCenter

This route replaces key segments of the existing Route 20, connecting downtown and BSU with the commercial and hotel destinations along ParkCenter. The new route follows the same routing as the 20 from downtown to the intersection of Apple and Boise. The route then continues southeast on Boise, south on Law, west on Bergeson to Federal Way, then west along Federal Way to serve the main commercial district in southeast Boise. From Federal & Broadway, the route continues south across I-84 and then west along the south-side access roads to the Airport. This new coverage provides access to several employers.

At the Airport, Route 1 buses continue into Route 3, and vice versa, so that destinations along Vista are also reachable from this route's area without a transfer.

Route 1 runs every 30 minutes during the peak and every 60 minutes midday.

2 Broadway:

The proposed Route 2 replaces the Broadway segment of the existing Route 33. The proposed route uses the Main-Idaho couplet in downtown. Traveling south on Broadway from downtown, the route turns east on Federal Way, serving the Home Depot shopping complex. The route then travels east on Bergeson, north on Gekeler, making a terminating loop on Pennsylvania, Apple and Boise. This routing allows connections to the Route 1 and provides new two-way service to the densest multi-family development on Gekeler. The route also provides service to Timberline High School.

Route 2 provides 60-minute service all day.

3 Vista

The proposed Route 3 serves the Vista corridor, much like the existing Route 3. Rather than looping Canal, Ormond, and Targee to terminate, the proposed route continues south on Vista, terminating in a loop at the Boise Airport. This change is intended to provide more direct service between the Airport and downtown and to create a direct two-way service on the full length of Vista.

At the airport, Route 3 buses would continue onto Route 1, and vice versa.

Route 3 continues to run every 30 minutes during the peak and every 60 minutes during the midday.

4 Roosevelt

The proposed Route 4 replaces much of the existing Route 13, while eliminating several unproductive segments and creating two-way service south of Nez Perce where the existing route travels in a one-way loop. The proposed route leaves downtown via 13th and Americana. The route then travels south on Latah, west on Rose Hill and south on Roosevelt. Rather than continuing south on Roosevelt past Nez Perce to serve a very low-density area bordered to the west by the Hillcrest Country Club, the route turns east on Nez Perce, then south on Owyhee to Elder. At this point the route travels north making a terminating loop on Canal, Annett and Targee – a low-income neighborhood previously served by the existing Route 3.

Route 4 runs every 30 minutes during the peak and every 60 minutes during the midday.

5 Emerald

The proposed Route 5 continues to provide the most direct connection between downtown and the Towne Square Mall. To achieve the goal of providing more direct two-way service on key corridors, the proposed Route 5 leaves downtown via 13th and Americana and provides two-way service on Emerald between Americana and Liberty. At Liberty the route turns south, using the current routing via Intermountain Hospital. The route travels inbound via the same routing used on the outbound trip.

Route 5 is through-routed to Route 7 at Boise Towne Square.

The proposed Route 5 operates at 30-minute frequencies during peak hours and every 60 minutes during the midday.

6 Orchard

The proposed Route 6 replaces north–south service on Orchard provided by the existing Route 4. The redesigned route is intended to provide two–way service on a longer segment of Orchard between Fairview and Malad. The route also provides new two–way connections between Cole Valley Junior High School and residential neighborhoods to the south.

The proposed Route 6 runs every 30 minutes during the peak and every 60 minutes during the midday.

7 Fairview

The proposed Route 7 is designed to provide two–way service along Fairview with connections to the system’s two key transfer points, downtown and the Towne Square Mall. Outbound from downtown the proposed Route 7 operates on the same routing as the existing Route 14 until it reaches Cole and Northview. At this point, rather than making single direction loops to the north, it remains in two–way service to the Towne Square Mall. Specifically, it turns north on Cole, west on Northview serving Northview Hospital, south on Milwaukee and enters the Towne Square Mall from the western entrance.

Route 7 provides 30–minute service peak hour and 60–minute midday service along two important commercial corridors, Fairview and Milwaukee.

8 Chinden / Five Mile:

Route 8 is designed to provide service to Garden City, Hewlett–Packard and a portion of Five Mile Road, ending at Towne Square Mall. From downtown, the route follows the Main/Fairview couplet to Chinden Blvd. all the way to Cloverdale Road (Hewlett–Packard). From there, the route turns south, mostly following Five Mile and Emerald to end at Towne Square Mall. Under this plan, Garden City gains new direct access to Towne Square Mall, though it loses some of the local coverage along Adams, Ringbill, and other streets that are served today. The result is a much faster and more direct service that is still within walking distance of most of the city.

The proposed route 8 provides 60 minute service all day.

9 State

The proposed Route 9 provides direct two-way service between downtown and Northgate Mall on State Street. Unlike the existing Route 16, the proposed routing does not deviate off of State, providing a simple two-way service in this important corridor.

The Route 9 runs every 30 minutes all day.

10 Hillside / Cole

Route 10 would be similar to the north side of existing Route 16 between downtown and Northgate Mall, remaining north of State and serving hillside neighborhoods that are difficult to walk to from State. From Northgate, the route travels south on Glenwood, west on Goddard serving Capital High School, south on Maple Grove, east on Emerald to its termination at the Towne Square Mall.

The Route 10 runs every 60 minutes all day between downtown and Towne Square Mall.

14 Hyde Park

The proposed Route 14 replaces the existing Route 18 service to Hyde Park. The proposed route is much more direct and attempts to provide two-way service wherever possible. The route enters/exits downtown on the 8th/9th couplet. Northbound, the route travels on Fort and 13th, turns west on Brumback briefly before terminating in a loop on Harrison, Parkhill and 15th. The route extends north to Parkhill to serve the relatively dense apartment development located there. Route 14 runs every 30 minutes all day.

16 VA Shuttle

Route 16 is a clockwise loop serving the VA Hospital and then extending out to Coston Street on the Warm Springs corridor.

Route 16 runs at 60-minute frequencies all day. However, along Warm Springs Blvd. west of Coston, Routes 16 and 17 jointly provide 30-minute service.

17 Warm Springs

Route 17 is a counterclockwise loop serving Walnut St. south of Warm Springs, and proceeding to Old Penitentiary Road. The route turns around at the State office buildings on the west side of Old Penitentiary Road, and returns downtown directly via Warm Springs Blvd.

The Route 17 runs every 60 minutes all day. However, along Warm Springs Blvd. west of Coston, Routes 16 and 17 jointly provide 30-minute service.

19 BSU Shuttle

No changes are proposed to the existing Route 19 (BSU Shuttle). This route operates every 7/8 minutes during the midday and every 15 minutes during the traditional peak and evenings.

22 Overland

This route, which connects BSU and Towne Square Mall via Overland, remains largely unchanged. The only change is the turnaround at BSU, which is simplified to provide two-way service over a longer segment of the route.

Route 29 runs every 30 minutes during peak hours and every 60 minutes all day.

Future Frequency Enhancements

The Regional Operations and Planning Committee asked Nelson\Nygaard to provide a prioritized list of corridors in Boise that should receive 30-minute all day service frequencies when resources become available. We recommend that corridor level frequency improvements be implemented in the following order:

- State Street (implemented under Short Range Service Plan)
- Overland
- Emerald (Downtown to Town Square Mall)
- Vista

Saturday Service in Boise

ValleyRide currently offers limited Saturday service. The current Saturday network is designed around a 45-minute pulse system, meaning routes converge downtown at varying times every hour (i.e., 2:15, 3:00, 4:45, 4:30). This makes it difficult for passengers to remember bus schedules, especially at intermediate timepoints. The current Saturday system also uses route numbering and nomenclature that is completely unique from the weekday system, once again adding confusion for passengers that ride more frequently during the week.

The proposed Saturday network would run every 60 minutes and is comprised of the most important routes from the weekday system. Even though service frequency is decreased, moving to easy-to-remember hourly schedules will make the system more useful.¹ The proposed Saturday system includes hourly service on the following routes, for a 10-hour service day.

- Route 2 – Broadway (1 bus)
- Route 3 – Vista (1 bus)
- Route 4 – Roosevelt (1 bus)
- Route 5 – Emerald (1 bus)
- Route 6 – Orchard (1 bus)
- Route 7 – Fairview (1 bus)
- Route 9 – State (1 bus)

Impacts: Ridership

Ridership estimation for the Boise local changes was done using a model that looks at existing ridership on each segment and then applies known elasticities to reflect the expected impact of changes to frequency, directness, or walking distance as experienced on that segment.

The estimates are as follows:

¹ There is virtually no ridership impact in shifting from 45 minute service to 60 minute service, because both require a passenger to plan the trip around the bus schedule.

Figure 3-3 Boise Area Ridership Estimates

	Ridership		Ridership
	Existing	Estimate	Increase
Peak	2,354	2,467	5%
Base	1,495	1,775	19%
Total	3,849	4,243	10%

The estimates assume:

- Effective information and marketing for the “new” system.
- One year of glitch-free operation.
- Constant economic and demographic background. These percentage growth estimates are relative of other economic and population changes that may occur. In other words, a no-change scenario using this model would produce zero ridership growth.

It is important to note that ridership growth potential is much greater in the midday than on the peak. Indeed, many routes already have higher midday ridership than peak ridership, even though the peak may have more service. Establishing consistent all-day service patterns should be a top priority for any further growth in the system.

Impacts: Deleted Segments

To determine which current passengers may lose service, we located every passenger boarding, as recorded in the survey, with respect to the proposed network. Those existing riders who will now be more than 1/4 mile of service are enumerated in Figure 3-4

Key conclusions are:

- 97.9% of existing riders are still within 1/4 mile of service.
- 98.3% of existing riders are still within 1/2 mile of service.
- Almost half of riders losing service are in southeast Boise south of Bergeson Road, the territory of the current Route 33.

Figure 3-4 Ridership on Deleted Service Segments

Existing Route	Segment or Stop	Boardings not Served	
		Short Range Service Plan	
		> 1/4 Mile	> 1/2 Mile
4	Franklin Pk: Daytona to Franklin Rd		3
5	Curtis Rd & Irving	5	
13	Roosevelt & Palouse to Catalina & Owyhee	5	
14	Northview & Liberty	3	
	Esquire & Butte View	1	
	Esquire & Pomona		3
	Maple Grove & Ustick	3	
14	Maple Grove: Springhurst to Stynbrook		16
	Maple Grove & Ustick	4	
	Eldorado & Pomona	2	
	Pomona & Mckinney	2	
	Pomona & Norman	1	
	Esquire & Weaver		1
17	8th St & OFarrell St	1	
	8th St & Pueblo St	2	
	8th St & Ressiguie St	3	
	8th St & Brumback St	8	
	Brumback St & 9th St	2	
	9th St & Alturas St	1	
	9th St & Sherman St	1	
	9th St & Ada St	2	
	9th St & Pueblo St	1	
	9th St & Ofarrell	1	
18	Hill Rd. & 20th St./Sunset	8	
	20th St. & Breneman St.	3	
20	Boise & Holcomb	2	
23 Exp.	Edna & Marcia to Goddard & Goddard Pl		5
	Edna & Shamrock		3
	Coombes Park & Tattenham	3	
25	Ustick: Dalton to Pepperwood		3
	President & Executive		1
	Emerald & Sconi	2	
26	Overland Rd & Vinnell	2	
	Overland Rd & Vinnell	11	
	Kirkwood St & Entertainment	3	
33	Federal Way: Yamhill to Findley		31
	Total Deleted Segment Boardings	82	66
	Percent of Total System Boardings	2.1%	1.7%

Nampa-Caldwell Local Service

The existing Nampa–Caldwell system performs at six boardings per hour. This is a very low level of performance for comparable systems. The following table shows how the Nampa/Caldwell service compares to well–designed systems in economically similar but smaller communities in Oregon, Washington, and rural California:

Figure 3-5 Comparison of Small Urban System Productivities

City	Boardings per hour	Urban population	Transit Operator
Grass Valley - Nevada City, CA	12	25,000	Gold Country Stage
Marysville - Yuba City, CA	13	60,000	Yuba Sutter Transit
Klamath Falls, OR	14	42,000	Basin Transit Service
Wenatchee - E. Wenatchee, WA	12	55,000	Link Transit
<i>Peer Average</i>	13	45,500	
Nampa - Caldwell, ID	6	78,000	Treasure Valley Transit

It should be possible, then, to double the productivity of Nampa–Caldwell service through a design that is more responsive to the transit demand potential that can be inferred from the land use.

Such a design would:

- **Minimize the need to transfer**, and offer timed connections where transfers are necessary. The Nampa/Caldwell service currently requires transfers for passengers continuing in the same direction, and may require two transfers for some trips, such as between Mercy North and Caldwell. *The proposed plan nearly eliminates transferring, though future growth will eventually create new timed transfers where many routes connect.*
- **Permit easy two-way travel**. It must be possible to get to a destination, and get back, along a reasonably direct route. The existing system provides reasonably direct service to many destinations in only one direction. *The proposed plan uses only small loops at the ends of lines,*

so that reasonably direct travel is possible both to and from all points served.

- **Fit transit service to density and travel patterns.** The current system serves many areas where the density is too low to ever generate acceptable ridership, such as far western Nampa or the hilltop neighborhood of Caldwell. The proposed system focuses service more tightly on the densest areas and major destinations in each city, so as to maximize the usefulness of service to the most transit-oriented parts of the community.

The proposed system is presented on the following map and detailed in the subsequent sections. The existing service maps in Chapter 2 provide a reference when examining the service improvements provided in this plan.

Figure 3-6 Short Range Scenario - Nampa & Caldwell Area

Regional Operations and Capital Improvement Plan

VALLEY REGIONAL TRANSIT

This page intentionally left blank.

The three all-day buses now in service in Nampa and Caldwell are redeployed as an effective single route with two branches at each end. The main route, with service every 30 minutes, runs between 10th & Blaine/Cleveland in Caldwell and 2nd/3rd & 11th/12th in Nampa. This main corridor runs continuously along the “boulevard”, deviating only to serve Karcher Mall and some adjacent retail centers to the west.

Buses running north on this route are designated 52 or 54, referring to the two branches in Caldwell. Buses running south are designated 51 and 53, for the two branches in Nampa. Each branch is served by every other bus on the main route, for 60-minute service.

Caldwell’s branch 52 is the existing routing to West Valley Medical center. Caldwell’s branch 54 is a significant redesign of the current looping pattern. The route is streamlined to serve the Courthouse and the low-income neighborhoods north of 10th on both sides of the freeway. Service to the hilltop area is eliminated due to very low ridership.

Nampa’s branch 51 is the service along South 12th and parallel streets to the east, serving all the major destinations in this area. The route serves Mercy Medical, the Recreation Center, Northwest Nazarene University, several dense apartment areas, and numerous discount and grocery stores.

Nampa’s branch 53 serves Garrity Blvd. to Mercy North. It runs outbound on 16th, inbound on 11th, providing access to both areas.

Oncoming buses on the route would be in the Nampa Civic Center area at the same time. This permits riders to transfer from one Nampa branch to the other. Without transferring, riders from all parts of Nampa would have through service to Caldwell, and vice versa.

Impacts: Ridership

Nampa-Caldwell ridership is so low that it could increase 50 percent, to roughly 12 boardings/hour, after three years of a much more visible and self-explanatory operation with intensive marketing. This estimate presumes a

more modern fleet, which we recommend implementing at the same time as the service change.

Regional Service

Strategy

The following principles were used in designing the regional services, with the goal of maximizing ridership:

- **Focus on express service during peak hours, with more local service running all day** including the peak. The proposed all-day Route 42, would be slower than the express services, especially between Meridian and Boise, but would provide the necessary lifeline service. This service is not adequate to meet all current demand, but does reflect the current resources that have been made available by the cities and through ACHD.
- **Expand regional access to regional destinations** other than downtown Boise. Most regional services continue to serve BSU, and one also serves the Airport. Two-way service is provided for westward commutes to Meridian and Nampa, with connections to Caldwell. Finally, direct service to Boise Towne Square from Nampa and Meridian is introduced.
- **Serve fewer, and larger, Park-and-Rides.** Two small, low-use Park-and-Rides whose capacity is duplicated elsewhere are no longer served by the fastest express service. Two others receive greater emphasis, as follows:

In Meridian, St. Luke's would no longer be a Park-and-Ride for Boise express service, though it would continue to have minimal local service linking it to the other cities along I-84. The traffic conditions around the Eagle Road interchange make it too time-consuming to serve this site during peak hours. Instead, all Meridian Park-and-Ride customers would be encouraged to use the Main & Overland lot, which has spare capacity. Main & Overland is optimal because it can be served without entering the most congested parts of Meridian, and thus can be operated reliably as express service requires.

In Nampa, the Franklin Road Park-and-Ride would no longer be served. However, service would still operate through Mercy North Hospital, a more convenient site for most of Nampa. Eventually, the

park-and-ride functions at Mercy North would be replaced by a new facility in the same interchange area.

Regional Service: Detail

40 Nampa-Meridian-Boise

This peak express service would originate at the new Nampa Transit Center near Civic Center (or on an interim basis, from Karcher Mall). This facility would provide connections to Caldwell from the express system when the Caldwell express, Route 43, is not in service.

Service would turn north on Nampa Blvd and east on I-84, exiting only to serve Mercy North in Nampa and Main & Overland P&R in Meridian. Service would run every 30 minutes for two hours in the peak direction² on each peak, and for one hour (two trips) in the reverse-peak direction.

42 Nampa-Meridian-Boise Local

This two-way service would run every 60 minutes during peak hours and every 3 hours (two round trips) during the midday. Upgrading this service to 60 minutes all day should be a top priority for future improvement.

Service is identical to Route 40 as far as Main & Overland Park-and-Ride in Meridian, stopping only at Mercy North in this segment. From there, the route follows Overland (also stopping at St. Luke's) to Towne Square Mall, and then continues into Boise via I-184. Service is two-way at all times. This route will provide limited stop service along east of Main & Overland serving the rapidly developing business park south of Overland and Eagle and St. Luke's Hospital.

² The peak direction is eastbound in the morning, westbound in the afternoon.

43 Caldwell-Boise Express

A single express trip would operate in each direction from Caldwell to Boise. At other times, the same trip could be completed by connecting at Nampa Transit Center.

Highway 44 -- DELETED

The commuter trip now operating on Highway 44 does not achieve significant ridership. While a more robust service is proposed in the Long Range Plan, the service does not appear useful in the short term, and we recommend its deletion. ACHD plans to expand its vanpool service area to include communities along this corridor.

Impacts: Ridership

Ridership estimation for the Regional System was done using a model similar to that used for the Boise area and takes into account changes in frequency of service (relative to existing service) as well as the impact of travel time enhancements important to long distance commuters. The model looks at existing ridership on each route or route segment and then applies known elasticities to reflect the expected impact of changes to frequency, directness (express vs. limited stop), and travel time.

The estimates are as follows:

Figure 3-7 Short Range Ridership Estimates

	Ridership		Ridership
	Existing	Estimate	Increase
Peak	217	312	44%
Base	20	58	192%
Total	237	370	56%

These estimates assume:

- Effective information and marketing for the “new” system.
- One year of glitch-free operation.
- Constant economic and demographic background. These percentage growth estimates are relative of other economic and population changes that may occur. In other words, a no-change scenario using this model would produce zero ridership growth.

It is important to note that while these numbers appear very high, the base ridership from which this growth occurs is very low, so marginal changes impact the percent growth dramatically. For example, midday ridership is expected to grow 192 percent, but that actually represents just 38 more daily customers. Much of the ridership growth is expected on the new express route (40), which will dramatically improve travel times for Nampa to Downtown Boise commuters.

This system assumes a more modern fleet equipped with commuter-type coaches for all express runs. It is also assumes that an effective marketing campaign directed at commuters will accompany the implementation of regional services.

Table of Contents

	PAGE
Chapter 3. Short Range Service Plan	3-1
Path to a Short Range Service Plan	3-1
Short Range Service Plan Structure and Implementation Timeline.....	3-2
Boise and Garden City Local Service	3-3
Nampa-Caldwell Local Service	3-18
Regional Service.....	3-24

Table of Figures

	PAGE
Figure 3-1 Short Range Scenario – Boise/Garden City Area	3-6
Figure 3-2 Short Range Scenario – Downtown Boise.....	3-8
Figure 3-3 Boise Area Ridership Estimates	3-16
Figure 3-4 Ridership on Deleted Service Segments.....	3-17
Figure 3-5 Comparison of Small Urban System Productivities.....	3-18
Figure 3-6 Short Range Scenario – Nampa & Caldwell Area	3-20
Figure 3-7 Short Range Ridership Estimates.....	3-26