

Current Route	Final Scenario Route Descriptions & Connections	Frequency/Span	Notes
1	Eliminated		Alternate services – Expanded transit connections, Route 2, Beyond ADA for lost ACCESS service area
2 (Longer Saturday span, change to timing)	No change to current 2 Broadway routing Connections: transfer opportunities with the 3 and the 6 at the Boise Airport.	Frequency no change. Span extended. Extend Saturday span from 5pm to 8pm. Departure times from Main Street Station (MSS) and the Boise Airport are necessary to accommodate other changes.	Route – No change Frequency – No change Span – Longer Saturday span, minor timing changes
3 (Frequency increase, change to timing)	No change to current 3 Vista routing Connections: transfer opportunities with the 2 and the 6 at the Boise Airport.	Frequency increase. 15 minute service in the afternoon is extended from 6pm to after 8pm weekdays. Departure times from MSS and the Boise Airport are necessary to accommodate other changes.	Route – No change Frequency – 15 minute service extended from 6pm to 8pm weekdays Span – No change, only minor timing changes
4	Eliminated		Alternate services – Expanded transit connections, Route 3, Route 5, Route 29, Beyond ADA for lost ACCESS service area
5 (Change to timing)	No change to current 5 Emerald routing Connections: Adjusting pulse at TSM will facilitate more midday transfer opportunities.	Frequency no change. Span no change. Departure times from MSS and the Towne Square Mall (TSM) are necessary to accommodate other changes. Midday TSM departures move from 15 minutes to 45 minutes.	Route – No change Frequency – No change Span – No change, only timing changes
6 (Restructure and longer span)	Restructured. Service from Hill Road to the Airport via Veterans Memorial Parkway to Orchard Street with stops at Hillside Jr. High, residential areas, Albertson's, Veteran's Memorial Park, and Boise Bench Connections: transfer opportunities with the 2 and the 3 at the Boise Airport. The 6 also provides connections to the 29 at Overland, the 5 at Emerald, the 7 at Fairview, the 8 at Chinden, the 9 at State Street, and the 10 at Hill Road	Frequency similar. 30 minute peak (6-8am, 4-9pm), 60 minute off peak (9am – 4pm) weekday. Saturday 60 minute all day. Span increase. 30 minute service extended from 6pm to 9pm weekday and Saturday	Route – Restructured, see description Frequency – No change Span – longer even span, weekdays and Saturdays Alternate services – to get downtown, ride through the airport and continue on route 3, transfer to the Route 5, or 7 to go downtown. Take revised Route 29 directly downtown

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
7A	Consolidated	Service frequency and span is combined with the 7B	Alternative services – 7B (now just the 7) and the restructured 12, which will now cover Ustick and Cole
7B -> 7 (Increased frequency, restructure, re-named)	Restructured. Service will use the connector on ramp at Orchard rather than Curtis to accommodate a connection with the revised 6. Renamed the 7 Fairview Connections: The increased frequency on the 7 will make transfers to the revised 6 Orchard easier, minimize delay on transfers from the revised 12, make the TSM P&R more attractive, provide improved connections to Boise’s West end.	Frequency increase. 15 minute Peak (5-9pm and 3-7pm) and 30 minute off peak (9am – 3pm and 7-9pm) weekday, 30 minute all day (8am-8pm) Saturday Span no change.	Route – Restructured, see description Frequency – Increased. 15 minute peak and 30 minute off peak, 30 minute Saturday Span – No change
8 -> 26 (Restructured, longer span and renamed)	Restructured. Service from the Village to Towne Square Mall (TSM) via Ustick to north Maple Grove to Emerald with stops at residential areas. DMV is an easy walk, no service to the YMCA. Renamed the 26 Ustick/Maple Grove Connections: New connections to the Village responds to public requests for better East/West connections in West Boise/Meridian. Continues to serve Ustick and Five Mile. New connections to routes 30 and the revised 45.	Frequency no change. Span increase. From 7am – 2pm to 7am to 6pm weekdays.	Route – Restructured, see description Frequency – No change Span – Lengthened to all day (7am – 6pm) Alternative Services – for areas no longer served consider expanded transit connections, revised Route 42 on Emerald and Beyond ADA for lost ACCESS service area.

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
<p>8X -> 8 (Restructured, increased frequency, change to span and renamed)</p>	<p>Restructured – Now serves Chinden directly in both directions. No longer serves TSM. Service from the State of Idaho Campus to Main Street Station via Chinden with stops at Glenwood, Orchard, Fairgrounds, Whitewater and downtown. Renamed the 8 Chinden Blvd Connections: Provides two-way direct service between downtown Boise and the Idaho State Campus.</p>	<p>Frequency increase. 30 minute service during peak (6-8am and 3-5pm) weekdays Span shortened. Afternoon service starts at 3 rather than 2.</p>	<p>Route – Restructured, see description Frequency – Increased to every 30 minutes in peak Span – shortened to start at 3 rather than 2. Alternative Services – for areas no longer served consider new route 26, expanded transit connections, revised Route 42 on Emerald, revised Route 45 on Fairview and Beyond ADA for lost ACCESS service area</p>
<p>9 (no change)</p>	<p>No change to current 9 State Street routing.</p>	<p>Frequency no change. Span no change.</p>	<p>Route – No change Frequency – No change Span – No change</p>
<p>10 (Change to span)</p>	<p>No change to current 10 Hill Road routing Connections: New connection to the revised 6.</p>	<p>Frequency no change. Span shortened. Provides commute and school service with shortened peak only span (7-8am and 2-4pm).</p>	<p>Route – No change Frequency – No change Span – Shortened to peak only, 7-8am and 2-4pm Alternative Services – Route 6 for midday service on 36th, expanded transit connections</p>
<p>12 (Increased frequency, restructured and renamed)</p>	<p>Restructured. Service runs from Gary and Gillis to Towne Square Mall via Gary Lane, Glenwood, Goddard, Milwaukee, Ustick, to North Cole. Stops Include residential areas, Library, Albertson’s, Memorial Stadium, Expo Idaho, Capital High School, and Fairmont Junior High. Restructured route covers high ridership stop on the 7A at Cole and Ustick. Renamed 12 Cole/Glenwood. Connections: New direct connection between high ridership area at Cole and Ustick to TSM and to State Street, 30 minute service improves midday connections at both the :45 and :15 pulses at TSM.</p>	<p>Frequency increase. 30 minutes all day (6am to 7pm) weekdays and 60 minute all day (8am to 7pm on Saturday) Span lengthened. New 60 minute Saturday service.</p>	<p>Route – Restructured, see description Frequency – Increased to 30 minutes all day Span – Lengthened to include all day Saturday service Alternative Services – for areas no longer served consider new route 26, expanded transit connections, revised Route 42 on Emerald, and revised route 45 on Fairview</p>

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
<p>16 (Restructured and change to timing)</p>	<p>Restructured. Service from Main Street Station to the VA Medical Center via Franklin, S. Curtis, and N. Robbins with stops downtown, Dept. of Labor, St. Lukes, and the Elks Hospital. No longer serves 9th, Brumback or Ridenbaugh.</p>	<p>Frequency no change. Span no change. Timing changes to accommodate new routing and other changes. Now leaves MSS at :45 after rather than :15 after.</p>	<p>Route – Restructured, see description Frequency – No change Span – No change. Timing changes to accommodate routing and other changes. Alternative Services – for areas on 9th, route 10.</p>
<p>17 (Restructured and change to timing)</p>	<p>Restructured. Service from MSS to the Penitentiary via Main to Broadway to Park to Walnut to Warm Springs, returns to MSS via Warm Springs and Idaho with stops downtown, residential areas in the west end. Potential for expanded route times for events. Restores service to the Fish and Game office.</p>	<p>Frequency no change. Span no change. Timing changes to accommodate new routing and other changes. Now leaves MSS at :15 after rather than :45 after.</p>	<p>Route – Restructured, see description Frequency – no change Span – no change. Timing changes to accommodate routing and other changes.</p>
<p>28 (Change to timing)</p>	<p>No change to current 28 Cole/Victory routing</p>	<p>Frequency similar. Typically 60 minutes all day. A trip was added in the AM to continue meeting bell times even with change to timing. Span no change. Timing changes were made to accommodate changes to better meet demand. With the majority of trips leaving TSM at :15 after in the am and :45 after in the PM.</p>	<p>Route – No change Frequency – No change Span – No change timing changes to accommodate other changes.</p>

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
<p>29 (Restructured)</p>	<p>Restructured. Service from MSS to TSM via 9th and Capitol Blvd, University Dr, Protest, Federal Way, Overland, N Cole. This restructure provides old route 6 riders near Orchard and Overland a direct connection to downtown. Stops include west Bench residential areas, Albertson's, BSU, and Idaho State Museum. Connections: New direct connection to downtown mitigates the loss of service on the 4 Roosevelt and the revised the 6 Orchard. Connection between BSU And MSS also mitigate the loss of service of the 1 Parkcenter.</p>	<p>Frequency no change. Span no change. Timing changes were made to accommodate changes. Midday TSM departures are at :15 after rather than :45 after.</p>	<p>Route – Restructured, see description. Frequency – No change Span – No change</p>
<p>30 (Frequency reduction)</p>	<p>No change to current 30 Pine routing. Connections: New connections at the Village with route 26.</p>	<p>Frequency reduced. Peak frequency reduced to 60 minutes. Changes to the route 45 will continue to provide 30 minute. peak service between downtown Meridian and the Village. Span no change.</p>	<p>Route – No change. Frequency – Reduced to 60 minutes Span – No change. Alternative Services – Route 45</p>
<p>40 (Increased span and restructured)</p>	<p>Restructured. Service from Simplot Stadium in Caldwell to Boise State via Karcher to I-84, with a loop through the Garrity Wal-Mart. A combination of old routes 43 and 40. Connections: New connections with Route 56 and at Garrity Walmart on Routes 42 and 45.</p>	<p>Frequency no change. 30 minutes peak service. Morning service from Boise to Caldwell is reduced to 1 trip. Afternoon service from Caldwell to Boise is reduced to 1 trip. Span increased evening starts 30 minutes earlier.</p>	<p>Route – Restructured, see description. Frequency – See description. Span – 30 minutes earlier Alternative Services – Route 42 & 45</p>
<p>42 (Increase frequency and restructured)</p>	<p>Restructured. Service from Happy Day Transit Center to Towne Square Mall via Caldwell Blvd to Garrity to Franklin to Overland, with stops at Winco, downtown Nampa, Walmart, Ford Idaho Center, CWI, Amazon, Ten Mile Park and Ride, Roaring Springs, Fred Meyer, Boise Police Dept. No longer serves the Marketplace, Cherry or Birch.</p>	<p>Frequency increased. 60 minutes all day service (6am to 6pm) weekdays. Span no change.</p>	<p>Route – Restructured, see description. Frequency – No change Span – No change Alternative Services – for connection between TSM and CWI, Route 28</p>

	Connections: Increased access of social services on Emerald. New all day access between Meridian, Boise and downtown Nampa		
43	Consolidated	Service combined with the revised route 40	Alternate services – Revised route 40 which was extended to Caldwell

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
<p>45 (Restructured, longer span and timing changes)</p>	<p>Restructured. Service from CWI to Towne Square Mall via Idaho Center Blvd, I-84, Ten Mile, W Pine, Fairview, Emerald and Cole. Stops include Walmart, residential along Pine, downtown Meridian, Ten Mile Crossing, Scentsy, Blue Cross of Idaho, The Village, Kleiner Park, and Walmart. Restructure directly connected downtown Meridian to Nampa and Boise. Service is timed with Route 30 to provide a combined 30 minute. peak frequency between downtown Meridian and the Village. Connections: new connections at TSM with express connection to downtown Boise, direct connections between downtown Meridian and Boise and Nampa</p>	<p>Frequency no change Span lengthened. AM peak service extended from 7am to 8am and pm service is lengthened from 4-6pm to 2-7pm. Changes to timing to accommodate routing changes and combined frequency with the Route 30.</p>	<p>Route – Restructured, see description. Frequency – No change Span – Lengthened in the am and pm peak periods. Minor changes to timing to accommodate changes.</p>
<p>56 (New Route)</p>	<p>New Route. Service on Cleveland Blvd from Caldwell Events Center to Happy Day Transit Center with stops downtown, Steunenberg residential historic district, College of Idaho, and Walmart. Connections: Combined with the revised 42, this service restores fixed route service along the Nampa/Caldwell Blvd with fixed route connections at HDTC</p>	<p>Frequency. 30 minute. all day Span. 6am to 6pm</p>	<p>Route – New Frequency – 30 min Span – 6am to 6pm</p>
<p>58 (New Route)</p>	<p>New Route. Service from Downtown Caldwell at the Police Station to Happy Day Transit Center with stops at Social Security, Caldwell Library, West Valley Medical, YMCA and Walmart. Connections: Connects South Caldwell to service on the Nampa Caldwell Blvd at HDTC.</p>	<p>Frequency. 60 minute all day Span. 6am to 7pm</p>	<p>Route – New Frequency – 60 minute Span – 6am to 7pm</p>

Current Route	Final Scenario Route Descriptions	Frequency/Span	Notes
150 (Change to boundary)	Boundary change. A ¼ mile buffer on either side of the fixed- routes will be removed from On-Demand service, as it will be served by fixed-route. The border has been expanded and simplified to match roads. Service hours from the new fixed-route will be applied to On-Demand to add more vehicles, until the service change goes into effect June 1, 2024.	Frequency – N/A Span – No change	Route – Service area change, see description. Frequency – N/A Span – No change Alternative Services – Route 56, Route 58, Route 42, and Beyond ADA for lost ACCESS service area.
160 (No change)	No Change to the Route 160 service area	Frequency – N/A Span – No change	Route – No change Frequency – N/A Span – No change
ACCESS (Change to boundary)	This service area is provided within ¾ of mile either side of fixed routes. The new service area has been adjusted to match the new locations of the routes. Where fixed route has been eliminated no has the ACCESS service area.	Frequency – N/A Span – No change	Riders in area’s losing service can utilize the Beyond ADA service.
Lyft Transit Connections (Change to boundary)	This service area has been expanded to cover within 2 miles of the core fixed route network within Boise. It now includes southeast Boise where Route 1 was eliminated, south to the Boise Airport, and west to Cloverdale and the Village. 27 stops are now available within 2 miles of any location within the service area so riders can reach a fixed route.	Frequency – N/A Span – No change	
Lyft Late Night (Change to boundary)	This service area has been expanded through the city center of Meridian and south to Overland.	Frequency – N/A Span – No change	