

# Goals and Objectives for the Service



## How are the Criteria Measures Created?

### Context

The goals and underlying objectives are used to create criteria measures to compare the performance of each route in Tier 2 and Tier 3.

Measures require flexibility in application and may be refined depending on how they work to differentiate between the routes.

The measures and potential routes are not limited by policy barriers such as unique Idaho laws, etc.



## Goals and Objectives

Your feedback on the goals and objectives will help the team develop the criteria measures to evaluate each route. Please provide your thoughts!

### Goals

Improve Transit Connectivity and Mode Share

Improve Transit Reliability

Expand Travel Choices and Mobility

Develop Compatible Plans for High-Capacity Transit, Land Use, and Transportation

Advance Financially Feasible Solutions

### Objectives

- » Establish a high-capacity transit corridor connecting key regional origins and destinations with strong potential for transit use.
- » Maximize transit ridership.

- » Promote reliable and predictable travel through design, operations, and transit priority strategies.
- » Provide transit service with reliable operations and predictable travel times.
- » Minimize transit travel time between major origins and destinations.
- » Appropriately manage impacts to traffic operations.

- » Provide regional transit service.
- » Provide service throughout the day.
- » Provide efficient transit transfer opportunities for existing and planned future bus system, active transportation, and potential park and rides.
- » Manage parking at key transit destinations to promote transit ridership.

- » Prioritize service to areas with opportunities for transit supportive development, growing populations, or growing employment.
- » Expand transportation choices to improve access to jobs, services, and resources.
- » Manage impacts and enhance opportunities to support freight/goods movement.

- » Develop high-capacity transit solutions and promote local policies that align with federal funding criteria.
- » Preserve corridor(s) identified for high-capacity transit service.
- » Develop high capacity transit solutions with the potential for other funding sources.
- » Develop high capacity transit solutions with the potential for phased implementation.
- » Maintain opportunities for future network expansion.

## High-Capacity Transit Planning and Environmental Linkages Study



NOTICE: All draft and final planning products produced during this PEL process may be adopted during a subsequent environmental review process in accordance with 23 USC 168, with the goal of not revisiting during future National Environmental Policy Act (NEPA) processes.