

# Tier 2 Evaluation Results

Below describes the major findings from the Tier 2 evaluation. Each remaining option was evaluated against the criteria and each other.

## Boise Cut-Off

### COMMUTER RAIL

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#### Benefits:

- » Passes through key regional activity centers.
- » Provides exclusive and reliable service, as trains get priority at crossings and travel in dedicated right of way.
- » Fewer environmental challenges or impacts.
- » Requires the least amount of property acquisitions.
- » Track and crossing upgrades may improve freight efficiency.

#### Considerations:

- » Serves lower share of the region's population and jobs (current and future).
- » Feasibility dependent on negotiations with railroad owners and operators.

## I-84/I-184

### BRT/BAT

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#### Benefits:

- » Passes through communities with higher likelihood of using transit.
- » Serves a higher share of the region's jobs (current and future).
- » Provides exclusive and reliable service as buses would operate in dedicated lanes.
- » Fewer anticipated traffic impacts.
- » Intersects many existing and future transit routes.
- » Fewer environmental challenges or impacts
- » Requires fewer number of property acquisitions.
- » Potentially lower cost to implement.

#### Considerations:

- » Passes through fewer key regional activity centers.
- » Intersects fewer existing and future pedestrian and bicycle facilities.

## Fairview Avenue/Cherry Lane & Franklin Road

### BRT-BAT & BRT-EXCLUSIVE

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Fairview Avenue/Cherry Lane and Franklin Rd (arterial routes) score similarly for numerous criteria. Both routes:

#### Benefits:

- » Provides connections to key destinations, community resources, jobs, existing and future transit, and pedestrian and bicycle facilities.
- » Passes through communities with higher likelihood of using transit.
- » Serves high share of the region's population and jobs (current and future).

#### Considerations:

- » Presents moderate to high traffic impacts.
- » Requires significant roadway widening to construct and high number of property acquisitions.
- » Impacts a large number of historic sites.
- » Potentially complex and costly to implement.

**The analysis found that BRT-BAT (side) would have greater impacts compared to BRT-Exclusive (center).**

**BRT-BAT requires the most amount of right-of-way to construct the corridor resulting in:**

- » Greater number of historic sites impacted.
- » More property acquisitions.
- » More expensive to construct.

**BRT Exclusive may result in:**

- » More difficulty accessing businesses.
- » Greater impacts to freight operations.