

11 "Tier 2 Modes Evaluation" Poster

Step one was to assess the suitability of different modes for high-capacity transit within Treasure Valley using the following questions:

1. Does the mode improve transit connectivity and reliability?
2. How does the mode fit into the existing context of the corridor?
3. Is the mode financially feasible and constructable?

The mode evaluation proposes carrying forward regional commuter rail, bus rapid transit (BRT) running in an exclusive guideway, and BRT running in a business access and transit lane. Light rail transit is not proposed to be carried forward because it is the most expensive mode, it requires the most space, there are safety considerations if operating in the freight rail corridor, and it is best suited for short urban routes. BRT running in mixed traffic is not proposed to be carried forward because it is less reliable service compared to other modes and requires more vehicles to maintain service frequencies.

Step 2 was to pair Tier 2 routes with the appropriate modes. Fairview Avenue/Cherry Lane was paired with BRT running in an exclusive guideway (center) and bus rapid transit running in a business access and transit lane (side). Franklin road was paired with BRT running in an exclusive guideway (center) and BRT running in a business access and transit lane (side). Interstate 84/184 was paired with BRT running in a business access and transit lane (side), and the Boise Cutoff rail corridor was paired with regional commuter rail.