14 "Tier 2 Evaluation Summary" Poster

The poster presents a table or matrix detailing the performance of each route/mode combination in the Tier 2 evaluation across fifteen different criteria. In summary, three options are recommended to proceed to the Tier 3 evaluation:

- Fairview Avenue/Cherry Lane with center-running BRT Exclusive lanes

- I-84/I-184 with side-running BRT BAT lanes

- Boise Cutoff with commuter rail

A detailed summary of the results can be found on slides 15 and 16, both titled "Tier 2 Evaluation Results." The evaluation criteria for each goal area are summarized below:

Under the goal area titled "improve transit connectivity and mode share" there are five evaluation criteria.

1. Connects key origins and destinations (activity centers)?

2. Connects community services (healthcare, grocery stores, etc.)?

3. Connects area of potential high transit usage (seniors, students, etc.)?

4. Serves high share of the region's population (current and future)?

5. Serves high share of the region's jobs (current and future)?

Under the goal area titled "Improve transit reliability" there are two evaluation criteria:

1. Provides exclusivity and priority for transit?

2. Presents potential impacts to traffic?

Under the goal area titled "Expand travel choices and mobility" there are two evaluation criteria:

1. Integrates with the transit network?

2. Integrates with active transportation (bike, pedestrians)?

Under the goal area titled "Develop compatible plans for high-capacity transit, land use, and transportation" there are three evaluation criteria:

1. Serves planned existing or future transit supportive development opportunities?

2. Presents potential environmental issues?

3. Supports freight/goods movement?

Under the goal area titled "Advance financially feasible solutions" there are three evaluation criteria:

1. Aligns with federal, local, and private funding opportunities?

2. Preserves the corridor for future high-capacity transit service?

3. Increases complexity of implementation?