

15 "Tier 2 Evaluation Results" Poster

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

Boise Cutoff: Commuter Rail

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

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 and Franklin Road: BRT-BAT and BRT-Exclusive

Fairview Avenue/Cherry Lane and Franklin Road (arterial routes) score similarly for numerous criteria. Both routes have the following benefits and considerations:

Benefits:

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

Considerations:

- Will have moderate to high traffic impacts.
- Require significant roadway widening to construct and high number of property acquisitions.
- Will impact 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.