

16 "Tier 2 Evaluation Results" Poster #2

Proposed Options Not Carried Forward

○ FRANKLIN ROAD

Franklin Road provides similar benefits and impacts to Fairview Avenue/Cherry Lane, but there are several factors for why the corridor is not proposed to advance to Tier 3.

1. Franklin is a critical urban freight corridor and high-capacity transit may disrupt freight operations.
2. Fewer people are forecasted to live along the route option.
3. Passes through fewer communities with higher likelihood of using transit.

Following initial outreach to study stakeholders, there was interest in combining the most promising segments of the Fairview Avenue/Cherry Lane and Franklin Road routes to connect to more key regional and community destinations.

○ FAIRVIEW AVENUE/CHERRY LANE (BRT-BAT)

The Fairview Avenue/Cherry Lane BRT-BAT mode option is not proposed to advance to Tier 3. While the route provides similar benefits to the exclusive BRT option, BRT-BAT would result in:

1. Greater number of property acquisitions
2. Significant changes to the right-of-way to accommodate the service
3. Significant impacts to a large number of historic properties

○ LIGHT RAIL (LRT)

LRT was not carried forward following the mode evaluation. Ultimately, when compared to other modes, LRT scored lower compared to other mode options due to several factors:

1. More expensive to construct.
2. Requires more space to safely operate in the freight rail corridor.
3. Most effective in urban environments with frequent stops.
4. Incompatible with typical freight corridor design and purpose.

○ BRT - MIXED TRAFFIC

BRT Mixed Traffic was not carried forward following the mode evaluation. When compared to other modes, BRT Mixed Traffic scored lower compared to other modes due to several key issues:

1. Buses would face congestion and delays similar to other vehicles. Delays are compounded over the 30-mile corridor.
2. BRT improvements are expensive. Potential poor return on investment if buses are stuck in traffic.
3. BRT is expected to be faster and more predictable than local service. Mixed traffic BRT would not meet rider expectations.

Proposed Options Carried Forward to Tier 3

○ BOISE CUTOFF: COMMUTER RAIL

The Boise Cutoff Commuter Rail option is proposed to advance to Tier 3 for the following reasons:

1. Provides reliable and exclusive service to regional activity centers including downtown Caldwell, Nampa, and Meridian, while requiring shuttle service to Boise's center.
2. Most of the infrastructure could be constructed within the existing right-of-way.
3. Fewer environmental impacts compared to other options.

○ I-84/I-184: BRT-BAT

The I-84/I-184 BRT-BAT option is proposed to advance to Tier 3 for the following reasons:

1. Provides similar reliability and exclusivity as Commuter Rail at a reduced cost.
2. Most of the infrastructure could be constructed within the existing right-of-way.
3. Fewer environmental impacts compared to other options.
4. Minimal traffic impacts.

○ FAIRVIEW AVENUE/CHERRY LANE: BRT EXCLUSIVE

Fairview Avenue/Cherry Lane is proposed to advance to Tier 3 rather than Franklin Road for the following reasons:

1. Provides more connections to key destinations, community resources, jobs, existing and future transit, and pedestrian and bicycle facilities compared to Franklin Road.
2. Passes through more communities with higher likelihood of using the service.
3. Provides services to more people (current and future).

While the Franklin Road route is not proposed to advance into Tier 3, initial outreach to stakeholders showed interest in combining the Fairview Avenue/Cherry Lane and Franklin Road routes to capture activity centers along Franklin.