

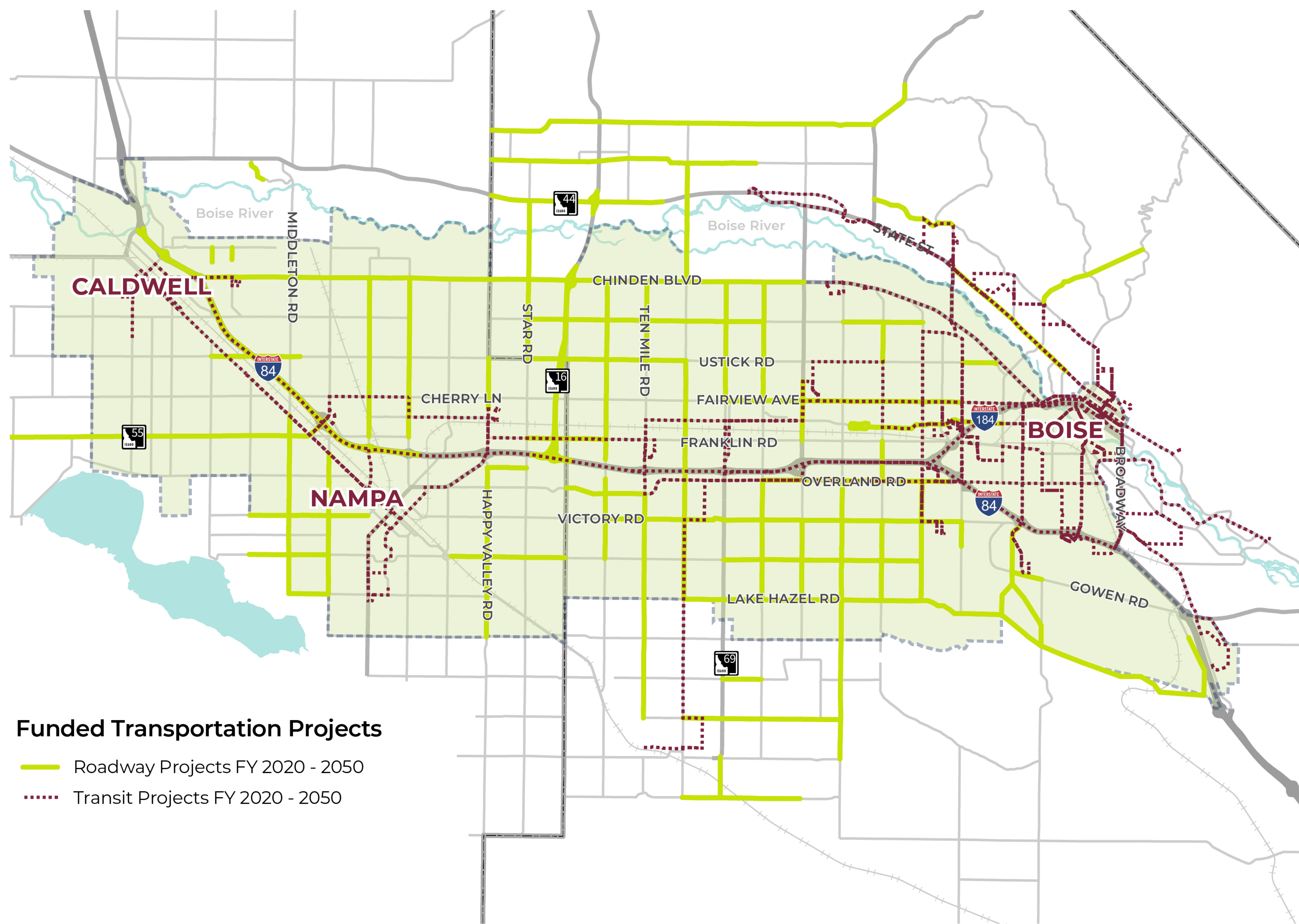
Potential Routes



NO ACTION

The Communities in Motion 2050 (CIM 2050) long-range transportation plan includes a list of transportation projects that are reasonably expected to be complete by 2050, given current funding levels. “No Action” assumes that only these transportation projects will be completed by 2050. Note this does not include the addition of high-capacity transit since Idaho does not have a dedicated funding source for public transportation, which is needed to operate any sort of high-capacity transit system.

Each potential high-capacity transit option will be compared to each other and to “No Action” to determine its relative potential benefits and challenges.



N Map not to scale

High-Capacity Transit Planning and Environmental Linkages Study

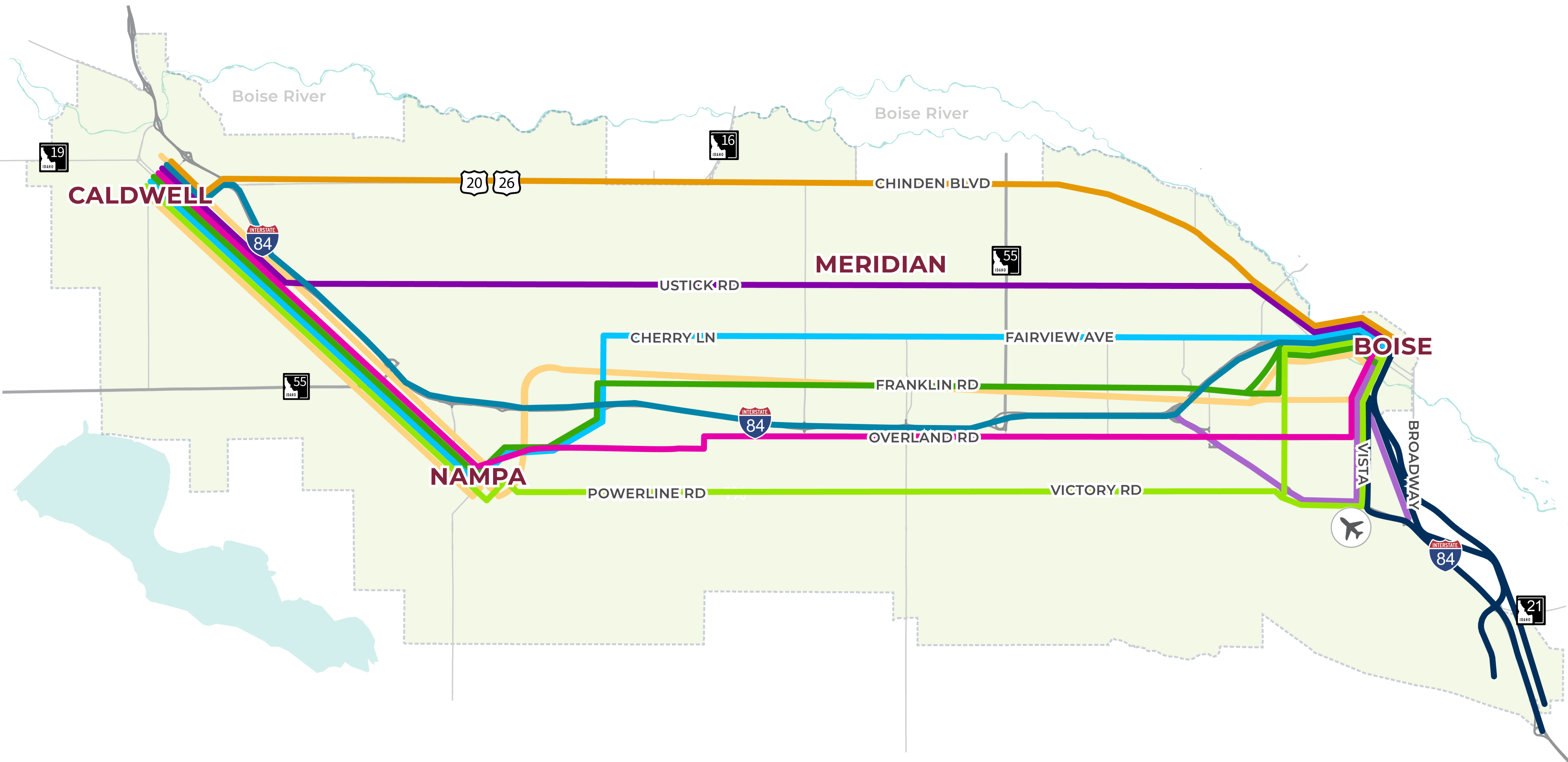


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Potential Routes

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POTENTIAL ROUTE OPTIONS
UNDER CONSIDERATION



- Boise Cutoff Routes
- Fairview Ave/Cherry Ln
- Franklin Rd
- I-84/I-184
- Chinden Blvd (US 20/26)
- Ustick Rd
- Overland Rd
- Victory Rd/Powerline Rd
- Routes to Boise Airport
- Downtown to Micron Routes


N

Map not to scale

Tier 1 Evaluation

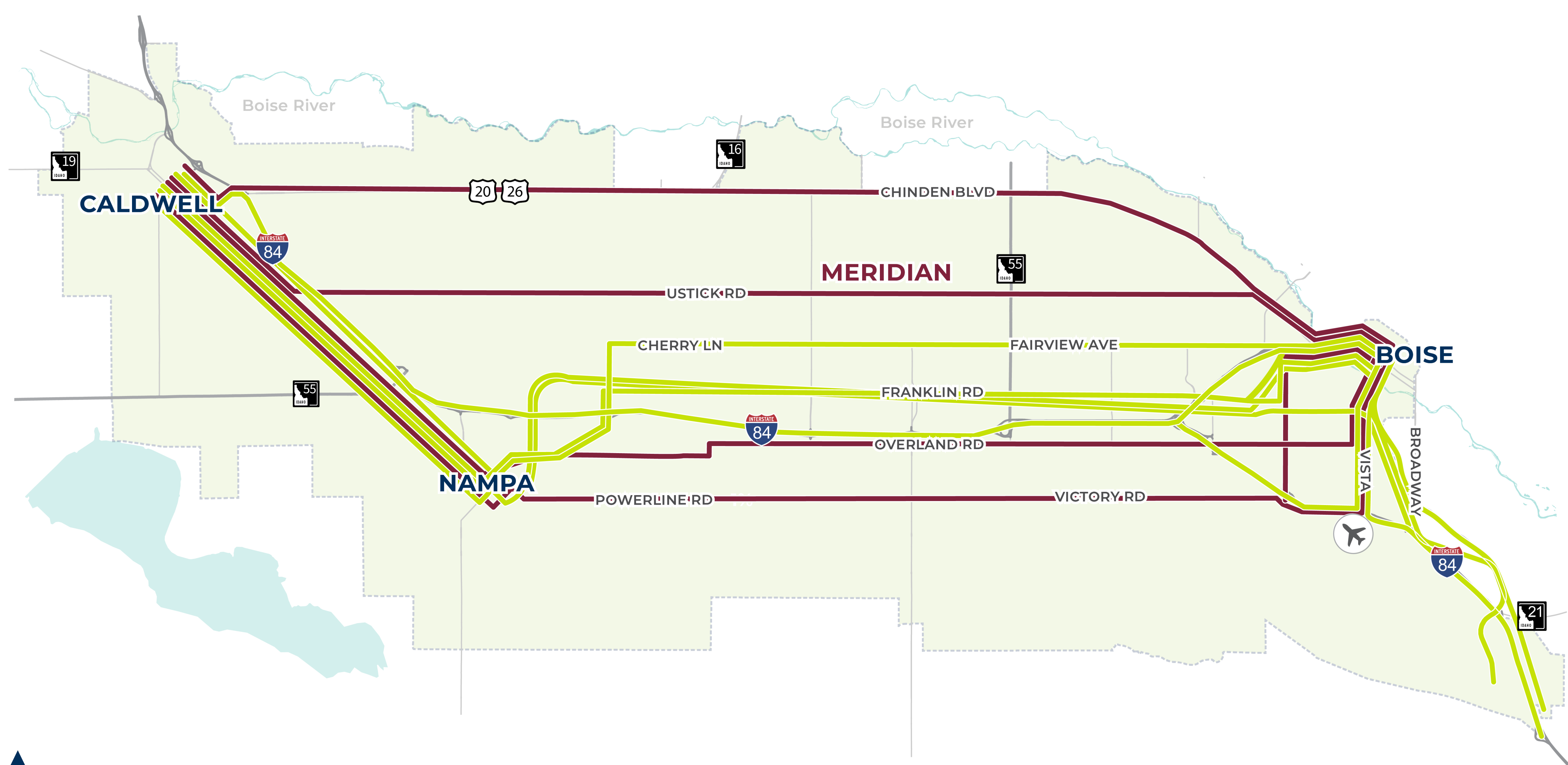


The Tier 1 Evaluation asked three questions.

Does this route...

- 1. Improve regional mobility and accessibility for east-west travel across the study area?
- 2. Provide convenient high-capacity transit service that links key origins and destinations with strong potential for transit use in Boise, Meridian, Nampa, and Caldwell?
- 3. Provide efficient and reliable high-capacity transit service across the study area?

Routes marked in green meet the project purpose and needs and are proposed to move forward; routes in red are not.



N Map not to scale

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Tier 1 Evaluation Matrix



	Advances from Tier 1 to Tier 2	Rationale for not meeting Purpose and Need
No Action	Carried forward for further analysis as baseline condition	
Chinden Blvd		<ul style="list-style-type: none">» 15-mile gap in existing and future transit connections.» North of most regional destinations.» Lower share of transit supportive land use and demographics.
Ustick Rd		<ul style="list-style-type: none">» 14-mile gap in existing and future transit connections.» North of most regional destinations.» Lower share of transit supportive land use and demographics.
Fairview Ave/ Cherry Ln	Carried forward for further analysis	
Boise Cutoff Railroad	Carried forward for further analysis	
Franklin Rd	Carried forward for further analysis	
I-84/I-184	Carried forward for further analysis	
Overland Rd		<ul style="list-style-type: none">» South of most regional destinations between I-84 (near the Flying Wye) and downtown Nampa.» I-84 is a barrier to destinations to the north.» Lower share of transit supportive land use and demographics.
Victory Rd/ Powerline Rd		<ul style="list-style-type: none">» 13-mile gap in transit connections.» South of most regional destinations.» Lower share of transit supportive land use and demographics.
Airport Connection		<ul style="list-style-type: none">» To be integrated with other routes as options» As a standalone route, it does not service Meridian, Nampa and Caldwell, but serves a key regional destination.
Micron Connection		<ul style="list-style-type: none">» To be integrated with other routes as options» As a standalone route, it does not service Meridian, Nampa and Caldwell, but serves a key regional destination.



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