

MOVE | OUR | PEOPLE



## Front and Myrtle Improvement Project





# MAKING BOISE THE MOST LIVABLE CITY IN THE COUNTRY

## **DOWNTOWN:**

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Our unique and vibrant urban neighborhood

## **GUIDING PRINCIPLES:**

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Innovation

Celebration

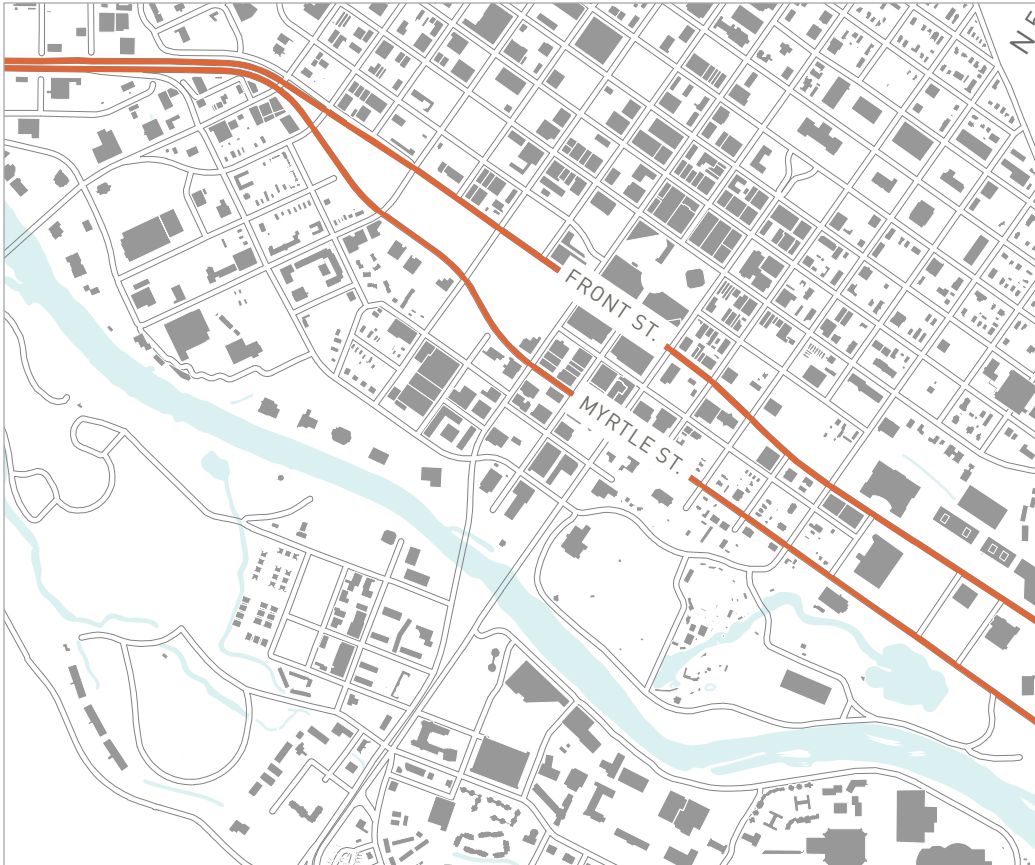
Transportation

Downtown Boise has grown significantly in recent years, adding vibrancy and increased economic activity in Idaho's capital city. While this growth has brought increased pedestrian and bicycle traffic, automobile traffic into and out of downtown has essentially been flat for the last 20 years, shifting transportation demands in downtown by creating the need for more pedestrian amenities in a system designed primarily for motorists.

Front and Myrtle are extremely effective at moving automobile traffic through Downtown, but this efficiency comes at the expense of north-south traffic, which experiences unduly long wait times to cross the Front-Myrtle corridor.

These imbalances between motorists and pedestrians and east-west versus north-south requires a corresponding shift in infrastructure to meet the new circumstances. In response, a group of stakeholders partnered to study the issues and create a set of possible solutions. The result, the Front + Myrtle Couplet Alternatives Analysis, offers a number of potential solutions to better meet the interests of all travel modes and to protect the economic interests in this critical part of downtown.





## ISSUES:

- A fast-moving highway creates a barrier in the heart of downtown.
- Pedestrian/cyclist discomfort crossing and moving along the corridor
- Safety considerations
- Economic development limitations

## CORRIDOR GROWTH:

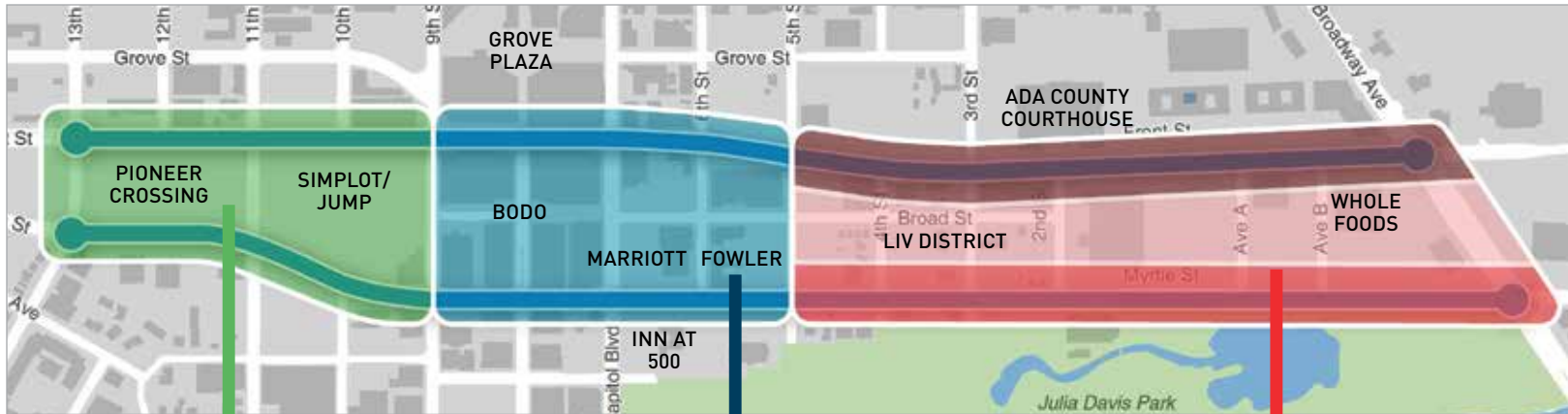
- Nearly 600 new hotel rooms built or in process on the corridor
- 900 new employees at Simplot
- More than 200 new residents at the Fowler
- 1000 new garage parking spaces



### DID YOU KNOW?

Front and Myrtle Streets are controlled by the Idaho Transportation Department.

People can wait up to 2.5 minutes to cross West Front in the afternoon.



- Lack of marked pedestrian crossings
- Perceived high traffic speeds
- New large-scale developments

- Existing intersections require improvements
- Highest pedestrian and bicycle volumes

- Long distances between traffic signals
- Lack of marked pedestrian crossings
- Need for additional streetscape elements
- Perceived high traffic speeds

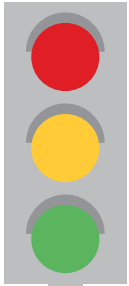


## DID YOU KNOW?

The Downtown Parks and Public Spaces Plan identified Front and Myrtle as the most disliked areas of Downtown Boise



POTENTIAL SOLUTIONS



## RIGHT-SIZE ROADWAYS

Selective lane reductions in parts of Front and Myrtle where projected impacts on traffic are relatively minimal.

## EXPANDED SIDEWALKS

Use the additional space gained by right-sizing the roadway to expand sidewalks. This will create new areas for walking, and for sidewalk infrastructure such as benches and street trees, calming traffic speeds and making the corridor more pedestrian friendly. Additional space could also be used for increased street parking.



## SIGNAL PHASING

Re-work signal timing to control speeding and decrease wait time for north-south users.



### DID YOU KNOW?

Truck trips account for 1% of total trips along Front and Myrtle

Corridor is 5 lanes throughout, yet the east end has about half the peak hour traffic as the west end.

## MORE SIGNALIZED INTERSECTIONS

Install new signalized intersections at 5th/Myrtle, Avenue A/Myrtle, 10th/Front and 12th/Front with sequenced timing to existing signals so that motorists aren't impeded and pedestrians have greater ability to cross safely.

## MORE MARKED PEDESTRIAN CROSSINGS

Install signalized pedestrian crossings in areas with no current crossing access, such as the east end of Myrtle.



NEW SIGNALIZED INTERSECTION +  
MARKED PEDESTRIAN CROSSWALK



NEW MARKED PEDESTRIAN  
CROSSWALK LEG



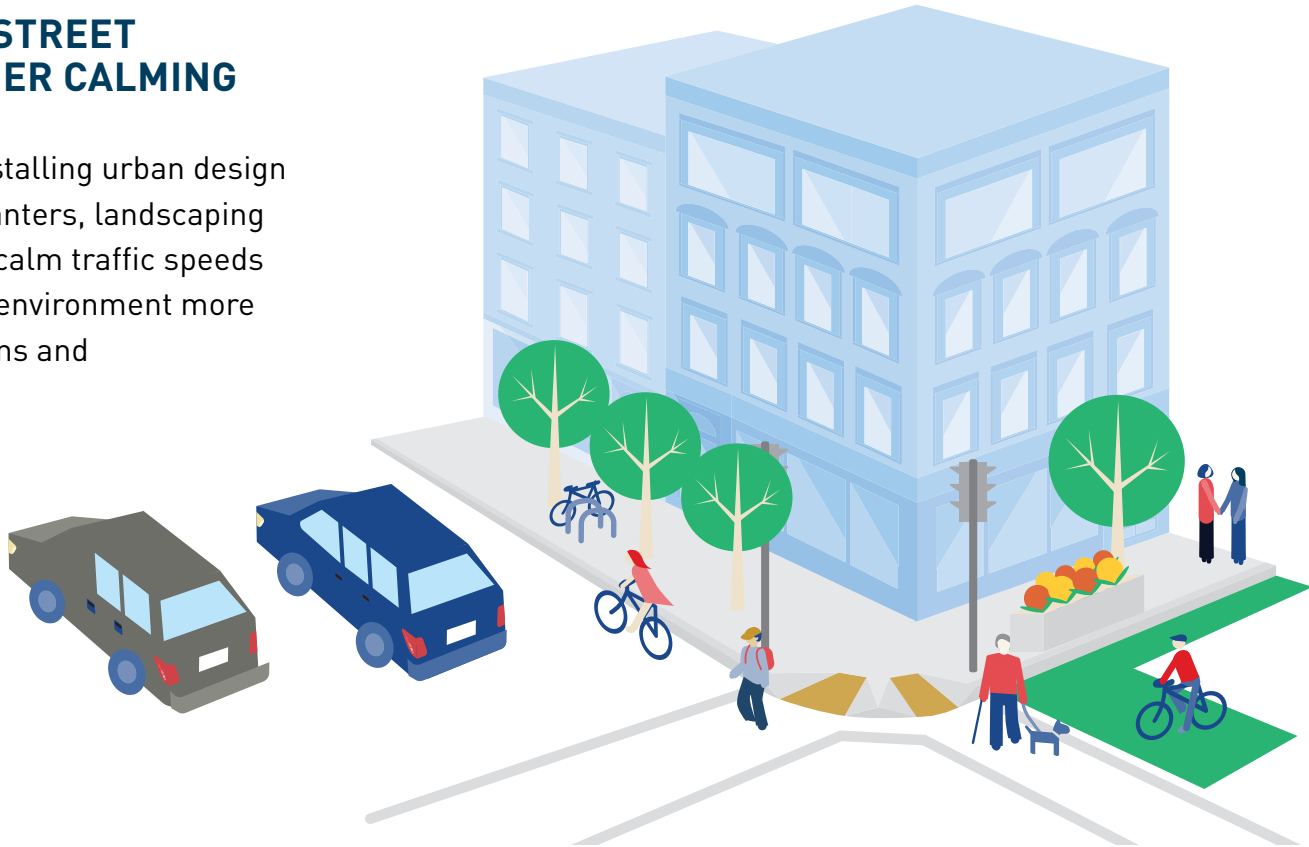
### DID YOU KNOW?

The current configuration on Front and Myrtle creates an imbalance between vehicular mobility and pedestrians, bicyclists, and cross traffic.



## INSTALL MORE STREET TREES AND OTHER CALMING ELEMENTS

Studies show that installing urban design elements such as planters, landscaping and street trees will calm traffic speeds and make the urban environment more inviting for pedestrians and business customers.



### DID YOU KNOW?

3 center lanes  
carry majority  
of vehicles  
(69%-88%)



NEXT STEPS



As we continue to grow  
“business as usual” is not  
sufficient to protect and  
preserve the quality of  
life that we all enjoy and  
our future depends on.

## COST OF CHANGE

- Minimal expense associated with engineering solution
- Moderate cost of physical design solutions
- Minimal increase in driving time between Broadway and 13th Streets

## COST OF BUSINESS AS USUAL

- Safety risk - loss of life/property
- Decreased walkability/livability
- Reduced economic development opportunities

**Questions? If you need more information or would like to get involved, please contact Daren Fluke at [dfluke@cityofboise.org](mailto:dfluke@cityofboise.org).**



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