



SOUTHEAST BOISE

Neighborhood Walking and Biking Plan

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August 2013



This plan was a collaborative effort between the Ada County Highway District and the City of Boise with assistance from J-U-B ENGINEERS, Inc. Valuable input was contributed to this neighborhood plan by neighborhood residents and the general public.



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Boise State
University
interface -
Beacon St /
Lincoln Ave

1 INTRODUCTION

This section explains the purpose, goals and objectives, how the Southeast Boise Walking and Biking Plan can be used, and the planning area. Ada County Highway District (ACHD) serves many different cities and neighborhoods in Ada County. In order to create effective pedestrian and bicycle neighborhood plans, ACHD focuses on specific areas to meet neighborhood needs. **The Southeast Boise Walking and Biking Plan identifies future pedestrian and bicycle projects within the neighborhood.** Projects identified in this plan promote safe, effective, and convenient walking and biking facilities for residents and visitors.

This Plan builds upon Ada County Highway District's (ACHDs) adopted policy framework planning documents including:

- Pedestrian and Bicycle Transition Plan (2005)
- Roadways to Bikeway- Bicycle Master Plan (2009)
- Transportation and Land Use Integration Plan (2009)
- Complete Streets Policy (2009)

Purpose

This Plan identifies bicycle and pedestrian needs within the Southeast Boise neighborhood area.

Southeast Boise Walking and Biking Plan includes existing plan and policy review, existing conditions inventory, public participation results, recommended projects, and an implementation strategy. More details about the purpose of this Plan are as follows:

- **Existing Plan and Policy Review** - outlines regional, higher-level plans that overlap with the planning area
- **Existing Conditions and Demographics** - identifies key missing sidewalk links
- **Public Participation** - includes input from neighborhood residents and stakeholders
- **Needs Analysis** - analyzes problem areas and bicycle and pedestrian attractors identified by neighborhood residents
- **Recommended Projects** - lists pedestrian and bicycle projects based on existing conditions and public input
- **Implementation, Funding, and Action Strategy** - identifies how to move this Plan forward

Goals & Objectives

This Plan was developed with input from neighborhood residents.

All of the plan's recommendations are designed to meet the following goals and objectives:

- Increase the safety and convenience of walking and bicycling
- Improve facilities to meet the needs of people from all age groups
- Enhance mobility to meet accessibility standards
- Create economic development opportunities and enrich the walking and bicycling environment to attract visitors

The recommendations in this Plan are also designed to meet specific goals and values identified by the Southeast Neighborhood Association (SENA) and input received from Boise Village residents:

SENA GOALS

- Safe Routes to **Schools**
- Safe connections to the **greenbelt** and the **Federal Way** Bicycle/pedestrian path
- Safe connections to the **neighborhood parks**
- Safe connections to **Boise State University**

BOISE VILLAGE GOALS

- Protect areas where sidewalks or bike lanes may affect mature landscaping within unimproved right-of-way
- Consider alternatives to make the neighborhood more pedestrian friendly and more attractive with minimal impacts to residents
- Improve bicycle and pedestrian facilities along Broadway



Federal Way
Scenic Outlook /
Shared Pathway

How Citizens Can Use This Plan

This Plan provides the following for citizens of the Southeast Boise Neighborhood area:

- Educates residents about the existing network
- Promotes a common understanding of the needs and priorities for project implementation

How ACHD & The City Of Boise Can Use This Plan

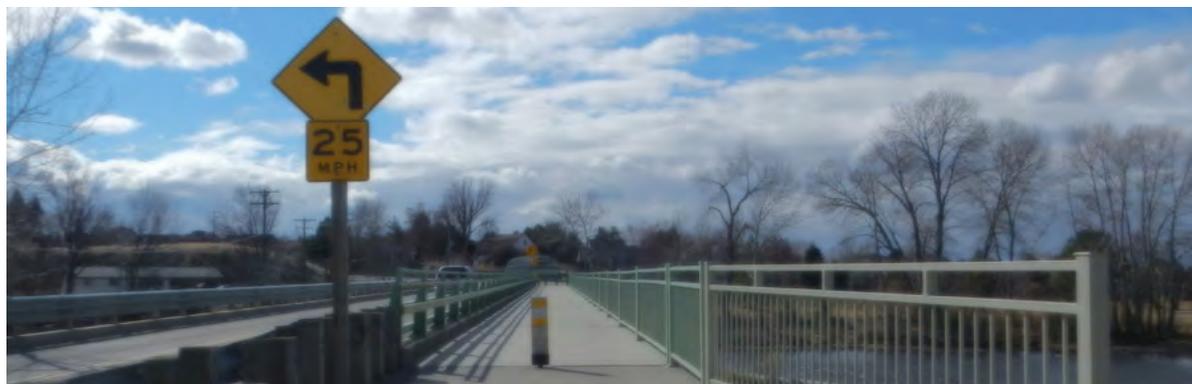
This Plan provides ACHD and the City of Boise with tools to work with neighborhood representatives to implement recommendations within this Plan because it:

- Builds on existing broader policies or programs
- Aids in prioritizing projects
- Identifies areas where further neighborhood input is necessary
- Reflects the magnitude of public interest relating to specific areas
- Identifies potential funding sources and partnerships

Section 6 includes ‘toolboxes’ that explain strategies for citizens, ACHD and the City of Boise to work together to carry this Plan forward to implementation.

Planning Area

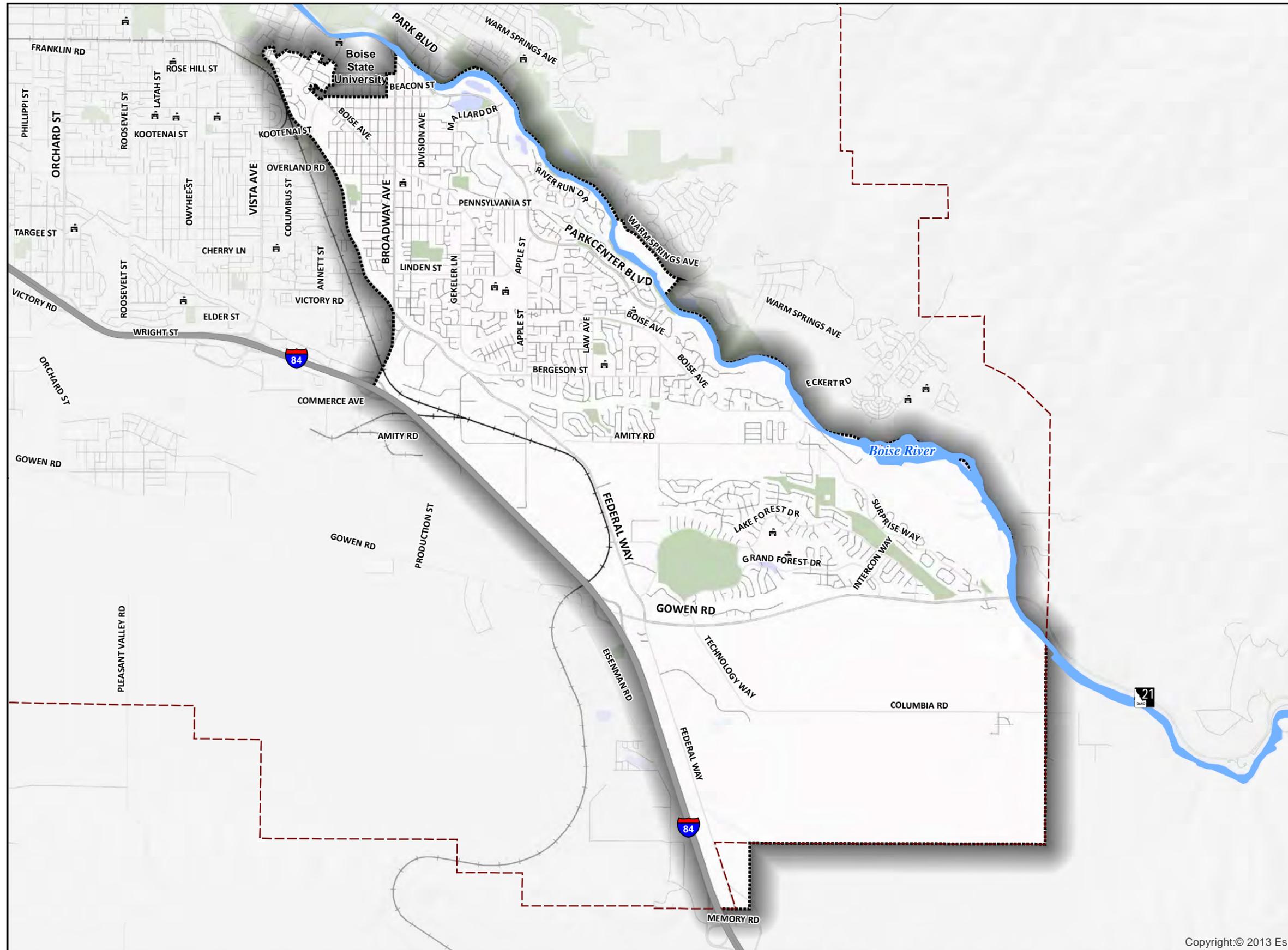
The Southeast Boise planning area is identified in the City of Boise Comprehensive Plan as the Southeast Planning Area and is shown in **Fig 1.1**. This planning area is approximately 16.18 square miles and consists of two registered neighborhood associations - Southeast Boise and South Boise Village. The boundaries of these neighborhood associations are shown in **Fig 1.2**.



Eckbert Path and
Footbridge

Fig 1.1 : Planning Area Boundary

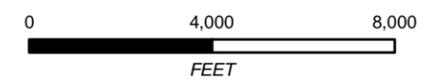
Fig 1.2 : Neighborhood Associations



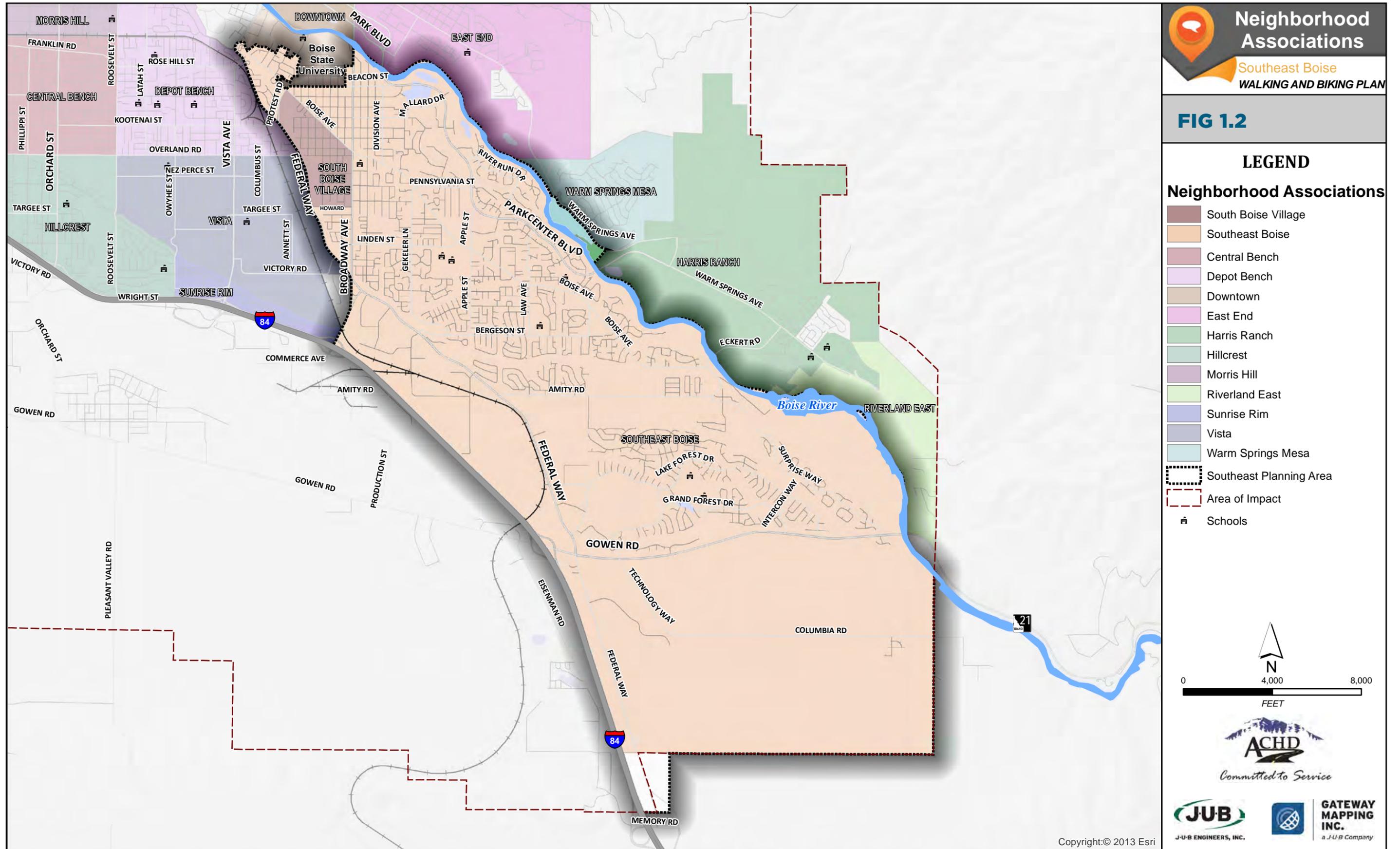
Planning Area Boundary
 Southeast Boise
 WALKING AND BIKING PLAN

FIG 1.1

-  Southeast Planning
-  Area of Impact
-  Parks
-  Schools



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Neighborhood Associations
 Southeast Boise
 WALKING AND BIKING PLAN

FIG 1.2

LEGEND

Neighborhood Associations

- South Boise Village
- Southeast Boise
- Central Bench
- Depot Bench
- Downtown
- East End
- Harris Ranch
- Hillcrest
- Morris Hill
- Riverland East
- Sunrise Rim
- Vista
- Warm Springs Mesa
- Southeast Planning Area
- Area of Impact
- Schools

0 4,000 8,000
 FEET

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 Committed to Service

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 a J-U-B Company



Park Center Blvd.

2 EXISTING PLAN & POLICY REVIEW

What has already been done?

Several existing plans and policies have previously been adopted that influence decisions related to pedestrian and bicycle issues in the Southeast Boise area. Goals and objectives identified in the existing plans have created a solid foundation for the goals and objectives for the Southeast Boise neighborhood. This Plan enhances and builds upon these previous plans and provides more detail at the neighborhood level. Most importantly this Plan identifies unique projects that the public has expressed as important.

ACHD Plans

ACHD NEIGHBORHOOD WALKING AND BIKING PLANS

ACHD has a goal to complete several Neighborhood Walking and Biking Plans each year. In 2012, neighborhood plans were completed for neighborhoods in the cities of Boise and Meridian:

- Boise Central Bench Neighborhood Walking and Biking Plan
- Downtown Meridian Neighborhood Walking and Biking Plan

The Southeast Boise planning area is adjacent and east of the 2012 Boise Central Bench planning area. As such, this Plan considers opportunities for connecting to and continuing improvements identified in the Boise Central Bench Plan.



Boise Central Bench Plan Focus Areas/Projects (connections to the SE Boise Planning Area):

- Proposed bike routes at Victory Rd/Federal Way
- Proposed bike lanes at Kootenai St/Federal Way, and along Capitol BLVD / Crescent Rim Dr

ACHD PEDESTRIAN-BICYCLE TRANSITION PLAN - ADOPTED DECEMBER 2005

The Pedestrian Bicycle Transition Plan (PBTP) is a comprehensive plan that is intended to enhance the Ada County urban area pedestrian and bicycle system. The PBTP fulfills federal pedestrian planning guidelines and regulatory requirements of the 1990 Americans with Disabilities Act (ADA).

- Inventory of sidewalks, ADA and bicycle facilities
- Priority bicycle lane improvements - short-term and long-term
- Design guidelines for pedestrian and bicycle facilities
- Project prioritization guidance



Pedestrian-Bicycle Transition Plan Focus Areas/Projects in the SE Boise Area:

- Proposed bike lane (long-term) - Gowen Rd (Hwy 21)
- Proposed bike lane (short-term) - Boise Ave

ACHD TRANSPORTATION AND LAND USE INTEGRATION PLAN - 2009/2010

The Transportation and Land Use Integration Plan (TLIP) is intended to better link land use and transportation planning. The goal of TLIP is to balance the needs of all users including motorists, cyclists, transit and people with disabilities. TLIP is comprised of a series of documents including a Complete Streets Policy; Livable Streets Design Guide; Cost Share Policy; Master Street Map, Street List, Purpose and Procedures.

TLIP designates street typologies that demonstrate land uses along arterial and collector transportation corridors. TLIP also includes design guidelines for unfunded and planned projects associated with street typologies to integrate land use and transportation systems.



TLIP Plan Focus Areas/Projects in the SE Boise Area:

- Identified Unfunded Improvements: Columbia Rd, Circuit Ln/Snow Bird Ave; Technology Way Extension, Memory Rd/Columbia Rd; Technology Way, Columbia Rd/Gowen Rd (Hwy 21); Federal Way, Memory Rd/Gown Rd (Hwy 21); Amity Rd, I-84/Surprise Way; Boise Ave, Eckert Rd/Capitol Blvd; Healy Rd (Eckert Rd), Amity Rd/Warm Springs Ave; Parkcenter Blvd, Holcomb Rd/Pennsylvania St; Parkcenter Blvd, Pennsylvania St/Mallard Dr; Apple St, Boise Ave/Parkcenter Blvd; Protest Rd, Federal Way/Boise Ave; Beacon St, Protest Rd/Parkcenter Blvd

ACHD ROADWAYS TO BIKEWAYS PLAN - ADOPTED MAY 2009

Previous efforts to improve walking and biking in Ada County have been made through the creation of the Roadways to Bikeways Plan, ACHD's countywide Bicycle Master Plan.

The Roadways to Bikeways planning area covers all cities and unincorporated areas within Ada County, and includes maps of existing bicycle infrastructure, bicycle counts and gaps; recommended short, medium, and long-term bicycle projects; and design guidelines for bicycle facilities.



Roadways to Bikeways Plan Focus Areas/Projects in the SE Boise Area:

- Proposed bike lanes: Holcomb Rd, Amity Rd, Boise Ave, Apple St, Linden St
- Proposed Bikeways - Leadville Ave, Division Ave, Highland Ave, Holcomb Rd, Manitou Ave, Law Ave
- Extended Pathways - Holcomb Rd, Canal

ACHD COMPLETE STREETS POLICY – 2009

The ACHD Complete Streets Policy is one of TLIP’s components with a primary purpose of ensuring that streets, bridges, and transit stops within Ada County are designed, constructed, operated and maintained so that pedestrians, bicyclists, transit riders, motorists and people of all ages and abilities can travel safely and independently.

The Complete Streets Policy provides general guidelines for:

- Bicycle and Pedestrian Ways – should be established in all urbanized areas as part of new construction and reconstruction projects
- Paved Shoulders – in rural areas, paved shoulders should be included in all projects on roadways used by more than 1,000 vehicles per day
- Pedestrian Facilities – should be designed and constructed so that all people, including children, the elderly and people with disabilities have safe usage
- Transportation Infrastructure – promotes agency coordination and addressing the needs for bicyclists and pedestrians

The Complete Streets Policy does not designate specific corridor projects; however, these policies and principles apply to projects identified in TLIP and future ACHD projects.



ACHD complete streets policy

City Of Boise Plans

BOISE COMPREHENSIVE PLAN, BLUEPRINT BOISE – NOVEMBER 2011

Boise’s 20-year comprehensive plan sets policies at the neighborhood level.

Blueprint Boise includes the following growth information, policies and goals relating to overall transportation needs in the Southeast Boise area:

- Future growth area south of Gowen Road (Hwy 21)
- Seven walkable, mixed-use activity centers - Broadway Ave/Boise Ave; Boise Avenue/Apple St; Boise Ave/Norfolk Way; Boise Ave/Eckert Rd; Federal Way/Gowen Rd (Hwy 21); Lake Forest Dr/Scotch Way; Boise Ave/Beacon St
- Revitalization of major travel corridors – Federal Way and Broadway Ave/Boise Ave activity center
- Improve connectivity for ease of multi-modal travel – preserve and extend trail corridors such as the Oregon Trail and new development in the East Columbia area.



City of Boise Plans - Focus Areas/Projects in the SE Boise Area:

- Traffic calming - Boise Ave and Broadway Ave
- Sidewalk and corridor improvements in high-priority areas

ORIGINAL SOUTH BOISE NEIGHBORHOOD PLAN - 2003

The original South Boise Neighborhood is 33 blocks bounded by Beacon Street, Broadway, and Boise Avenues. The neighborhood includes a variety of housing types, offices, restaurants and retail businesses which were developed beginning in the 1890s.

A proposed sidewalks map shows locations for potential new sidewalks (more details are provided below):

- West and east sides of Lincoln Ave, Boise Ave/Beacon St
- West and east sides of Manitou Ave, Boise Ave/Highland St
- West side of Denver Ave, Warren/Howe St
- South side of Highland St, Boise Ave/Broadway Ave
- North side of Rossi St, Lincoln Ave/Grant Ave

Note: These sidewalks have not been completed; therefore, these sidewalks are listed as future projects in the pedestrian recommended project list of this Southeast Boise Walking and Biking Plan.

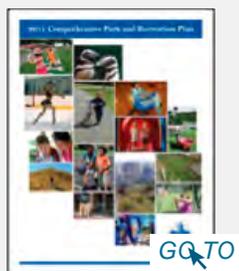


2003 Original South Boise Neighborhood Plan Focus Areas/Projects in the SE Boise Area:

- Connect existing sidewalks, bike lanes needed along Broadway Ave, Beacon St, and Boise Ave
- Proposed Sidewalks (see bulleted list above)
- Bridge over Mill Ditch to connect sidewalk at Warrant St

BOISE COMPREHENSIVE PARK AND RECREATION PLAN - 2011

The Boise Comprehensive Park and Recreation Plan is a five-year plan that includes inventory and details about the parks, recreation and trail system throughout the City of Boise. The plan identifies two future neighborhood parks south of Gowen Rd (Hwy 21), between Technology Way and Warm Springs Rd. These parks would tie in to the overall planned pedestrian and bicycle network and would serve new mixed-use development.



Proposed Greenbelt Path surrounding the Oregon Trail Reserve Area in the SE Boise Area.

Other Plans

ADA COUNTY RIDGE-TO-RIVERS PATHWAY PLAN “A CALL TO ACTION” - 1993

Upon adoption in 1993, the Ridge-to-Rivers Pathway Plan identifies a regional on-street and off-street pathway network connecting the entire county. The plan recommends connections to the Greenbelt at several locations within the Southeast Boise planning area.



Ridge-to-Rivers Pathway Plan Focus Areas/Projects in the SE Boise Area:

- Bike routes - Federal Way, Gowen Rd, Apple St, Leadville Ave, Beacon St, Juanita St
- Bike paths - Ridenbaugh canal, Federal Way, Broadway Ave, New York Canal, Boise River Greenbelt, Capitol Blvd
- Bike lanes - throughout neighborhoods, Apple St, Law Ave. Note: this area has changed over the years and new developments have incorporated Ridge to rivers bike lanes

BOISE STATE UNIVERSITY BICYCLE/PEDESTRIAN SAFETY MASTER PLAN - SEPTEMBER 2010

The Boise State University (BSU) campus is not located inside the Southeast Boise planning area; however, BSU is immediately north of the study and is perhaps the greatest attractor for the northern part of the southeast area. The BSU Bicycle/Pedestrian Safety Master Plan identifies existing facilities, preferred bicycle route locations (survey), bicycle/pedestrian conflicts and project recommendations.



BSU Bicycle/Pedestrian Safety Master Plan Focus Areas/Projects in the SE Boise Area:

Preferred bicycle route locations within the Southeast Boise planning area include:

- Beacon St, Euclid Ave/Broadway Ave
- Lincoln Ave, Beacon St/University Dr
- Manitou Ave, Beacon St/University Dr
- Joyce St, Boise Ave/University Dr

Five-year recommended improvements include:

- Medium-term bike lanes: Beacon St, Boise Ave/Broadway Ave; Boise Ave, Beacon St/Capitol Blvd
- Signed bicycle route: Vermont Ave, Beacon St/Belmont St



Beacon St /
Boise Ave

3 EXISTING CONDITIONS & DEMOGRAPHICS

Existing Conditions

This section includes an inventory of the existing bicycle and pedestrian network and conditions.

Existing inventory of the pedestrian and bicycle network include:

- Sidewalks - space for pedestrian activity separated from motor vehicle traffic.
- Bike lanes - exclusively designated area that allows cyclists to avoid conflicts with motorists sharing the roadway and pedestrians using sidewalks or shared-use paths.
- Bike routes - indication to cyclists of low-speed and low-volume roads so they may feel comfortable sharing the road with motor vehicle traffic. Bike routes alert motorists to the likely presence of bicyclists in the roadway and remind them to share the road.
- Shared use paths (e.g., the Greenbelt) - off-street pathways that serve both bicyclists and pedestrians.

Sidewalk And Roadway Information

ACHD maintains an inventory of roadway and sidewalk infrastructure in a Geographic Information System (GIS) database that allows the roadway and sidewalk network to be mapped and analyzed. Minor arterials appear to have the most sidewalk gaps (est. 54%) compared to other roadways in the network. The existing pedestrian and sidewalk network and previously planned projects from ACHD’s integrated Five-Year Work Plan (IFYWP) are shown on **Fig 3.1**. **Tab 3.1** shows a breakdown and analysis of the roadway and sidewalk network inventory in the Southeast Boise planning area.



Technology
Ln - route
to Micron

Tab 3.1: Southeast Boise Area Roadway and Sidewalk Inventory

Roadway Type	Existing Roadway System Miles	Total Sidewalk Miles Needed to complete network (both sides of the road)	Existing Sidewalk Network Miles	Sidewalk Gap Miles
Local Roads	105.1	210.2	125.1	85.2
Major Collector	20.4	40.8	24.8	16.0
Minor Arterial	10.7	21.3	9.9	11.5
Principal Arterial	12.9	25.9	14.6	11.3
Total	149.1	298.2	174.4	123.8

Source: Ada County Highway District GIS data

Miles are rounded to the nearest tenth

Note: The information in Tab 3.1 is an estimate and does not account for sidewalk gaps located at street intersections.

According to this inventory, there is approximately 149 centerline miles of public roads and 174 miles of sidewalk within the study area. To complete the sidewalk network (sidewalks on both sides of the roadway), a total of 298 miles of sidewalks would be needed, which translates to about 42% of public roadways having sidewalk gaps. The existing pedestrian and sidewalk network and planned projects in ACHD’s FY 2014-2017 Integrated Five-Year Work Plan (IFYWP) are shown on **Fig 3.1**.

Fig 3.1 : Existing and Planned Pedestrian Network >

Bicycle Facilities And Shared-Use Pathways

ACHD also maintains a bicycle facility inventory in GIS which allows bicycle facilities in the study area to be mapped and analyzed. This inventory includes 17.1 miles of designated bicycle lanes and 10.9 miles of signed bike routes within the Southeast study area. In addition to these on-street bicycle facilities, there are approximately 47.5 miles of shared-use pathways and trails that border and connect the Southeast study area to the overall roadway network. These pathways include the Boise River Greenbelt, neighborhood micro-paths, Ridge-to-Rivers pathways, and the path along Federal Way. These connections provide important off-street routes and are vital to the functionality of the overall network. **Fig 3.2** displays existing facilities, shared pathways, and previously planned bike facility projects (i.e. Integrated Five-Year Work Plan) in the study area. **Tab 3.2** shows a breakdown and analysis of this inventory.

Tab 3.2: Southeast Boise Area Bicycle Facilities and Shared-Use Pathway Inventory

Bicycle Facility Type	Existing Miles
Bike Lane	17.1
Bike Route	10.9 (Highway = 5.3 mi.; Neighborhood 4.0 mi.; Shared 1.6 mi.)
Multi-use Path	47.5
Total	75.5 miles

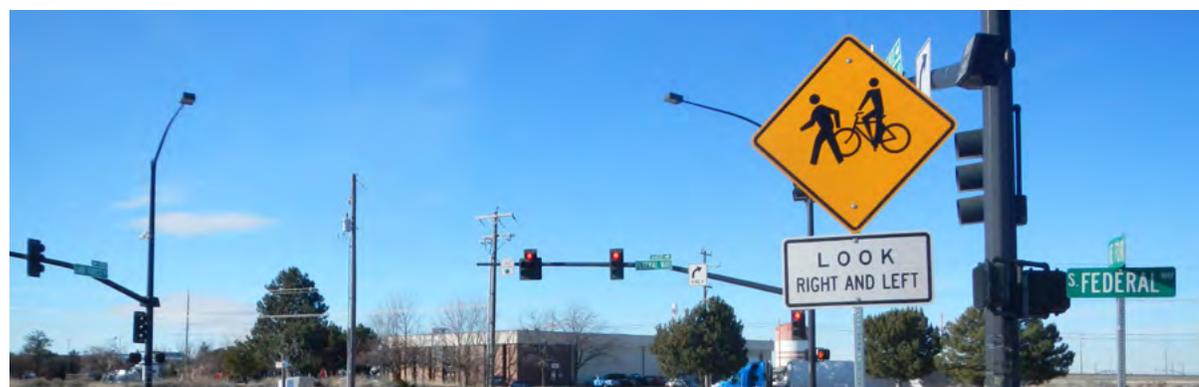
Source: Ada County Highway District GIS data

Bicycle Counts

Over the last several years, ACHD, in coordination with community volunteers, has performed bicycle counts across the county. Nine count locations fall within the Southeast study area. These counts are generally taken in May or September over two-hour intervals on a weekday and are used to monitor levels of cycling activity at specific locations. **Tab 3.3** provides a summary of all of the bicycle counts within the study area.



Parkcenter Bridge



Federal Way and Lake Forest

Tab 3.3: Southeast Boise Area 2010-2012 Weekday Highest Peak Two-hour Bicycle Counts

Location	Month/Year	Highest Two-hour Bicycle Counts
Greenbelt (southside) / Parkcenter Footbridge	June 2012 (PM)	216
Parkcenter Blvd / Bown Way	June 2012 (PM)	158
Parkcenter Blvd / Beacon St	June 2012 (PM)	134
Boise Ave / Apple St	June 2012 (PM)	94
Federal Way/ Bergeson St	Sept 2010 (PM)	51
Boise Ave / Leadville Ave	June 2012 (AM)	51
Parkcenter Blvd / Mallard Dr	June 2012 (PM)	47
Leadville Ave / Highland St	June 2012 (AM)	25
Amity Rd / Holcomb Rd	June 2012 (PM)	21

Source: Ada County Highway District

The highest volume location in the Southeast study area is at the Greenbelt (south side) / Parkcenter Blvd area, which consistently sees over 216 bicyclists on weekday afternoons. Fig 3.3 shows the highest weekday peak period two-hour bicycle volume locations within the study area.



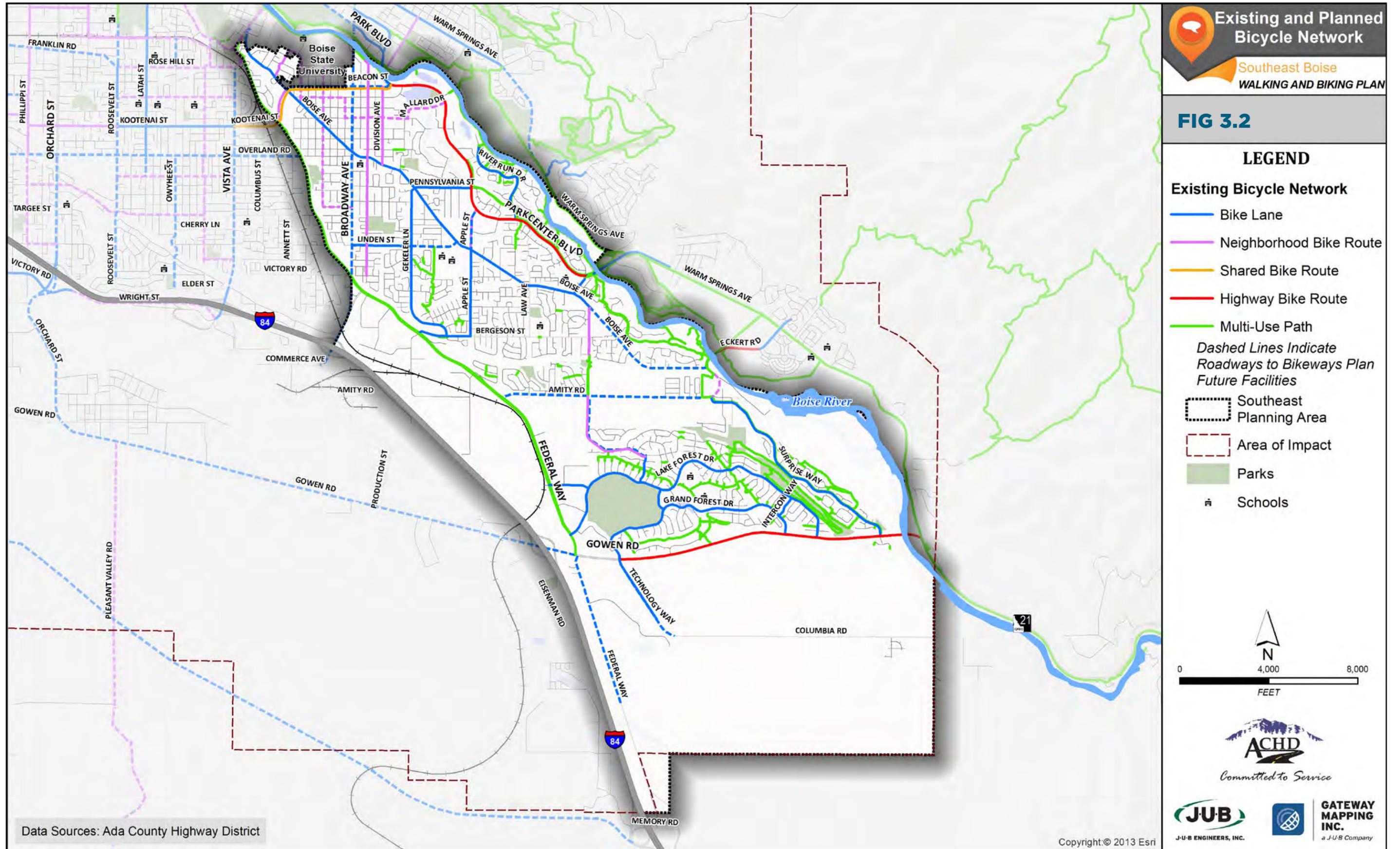
Eckert Rd / Greenbelt

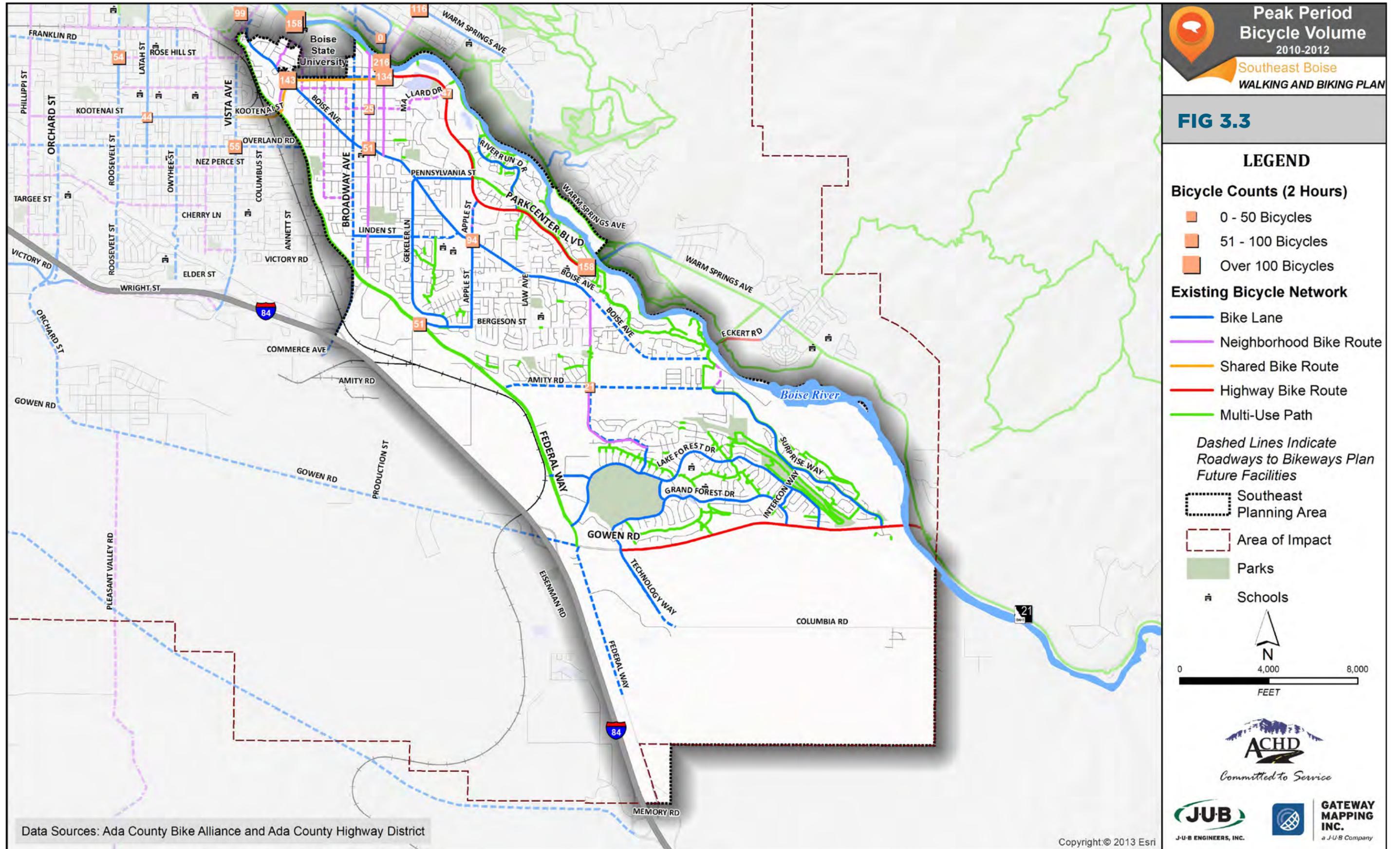


Parkcenter Blvd / Mallard St

Fig 3.2 : Existing and Planned Bicycle Network

Fig 3.3 : Peak Period Bicycle Volume (2010-2012)





Demographics

This section analyzes current and projected demographics in the Southeast Boise study area. Current (2010) and projected (2035) population and employment projections are based on the regional travel demand model and are shown by traffic analysis zone. Demographic information helps identify timing and prioritization of projects to meet current and future pedestrian and bicycle facility needs.

Southeast Boise Planning Area Demographics Snapshot:

Current (2010)

- Population: 32,656 residents
- Density: 3.2 persons per acre (overall planning area)
- Density: 4.7 persons per acre (developed area - north of Gowen Rd/Hwy 21, east of Federal Way, with the exception of Amity Rd between Holcomb Rd Eckert Rd)
- Jobs: 18,551

Projected (2035)

- Population 42,964 residents (32% increase)
- Density: 4.1 persons per acre
- Jobs: 24,634 (25% increase)

Population

Current population - The Southeast Boise Planning Area has approximately 32,656 residents, as recorded in the 2010 US Census. The planning area covers approximately 16.18 square miles (10,355 acres) and has an overall gross population density of 3.2 persons per acre, which is below the City of Boise's average population density of 5.0 persons per acre.

The undeveloped areas with no density or very low density are located mostly in the southern portion of the planning area along the following corridors:

- Federal Way - southwest side, east of Broadway Ave
- Gowen Rd - south side
- Amity Rd - Holcomb / Healy Rd (Eckert Rd)

The population in the developed portion of the planning area (north of Gowen Rd /Hwy 21, east of Federal Way) is 32,594 residents. This developed area covers approximately 10.8 square miles (6,913 acres) and has a much higher density than the overall planning area of 4.7 persons per acre, which is slightly lower than the City of Boise's average population density. The City of Boise Comprehensive Plan identifies opportunities for infill development within the developed area, and new residential and commercial growth in the southern undeveloped portion of the Southeast planning area. **Fig 3.4** shows the population density by Census Block Group in the area.

Projected Growth

Population of the study area is projected to increase to 42,964 people in 2035 (an increase of approximately 10,308 residents). As the region grows, the population in the study area is expected to steadily maintain density comparable to the developed portion of the study area into the future. This projected density supports the need for a connected bicycle and pedestrian network in this area. Transportation choices are an important part of a dense (and growing) urban environment.

Current Employment

The Southeast Boise area has a total of 18,551 jobs. The most prominent employers are Micron Technology and Supervalu (Albertson's) corporate headquarters and stores. **Fig 3.5** shows the current job density locations.

The highest employment density areas are located along north-south corridors:

- Federal Way - Albertson's shopping center; Fred Meyer shopping center; Simplot; Micron Technology
- Technology Way - Micron Technology
- Broadway Ave - Shopko shopping center; Albertson's shopping center
- Boise Ave - Commercial center; Bown Crossing
- Parkcenter Blvd - Albertson's corporate; Albertson's shopping center; Southshore shopping center; Bown Crossing



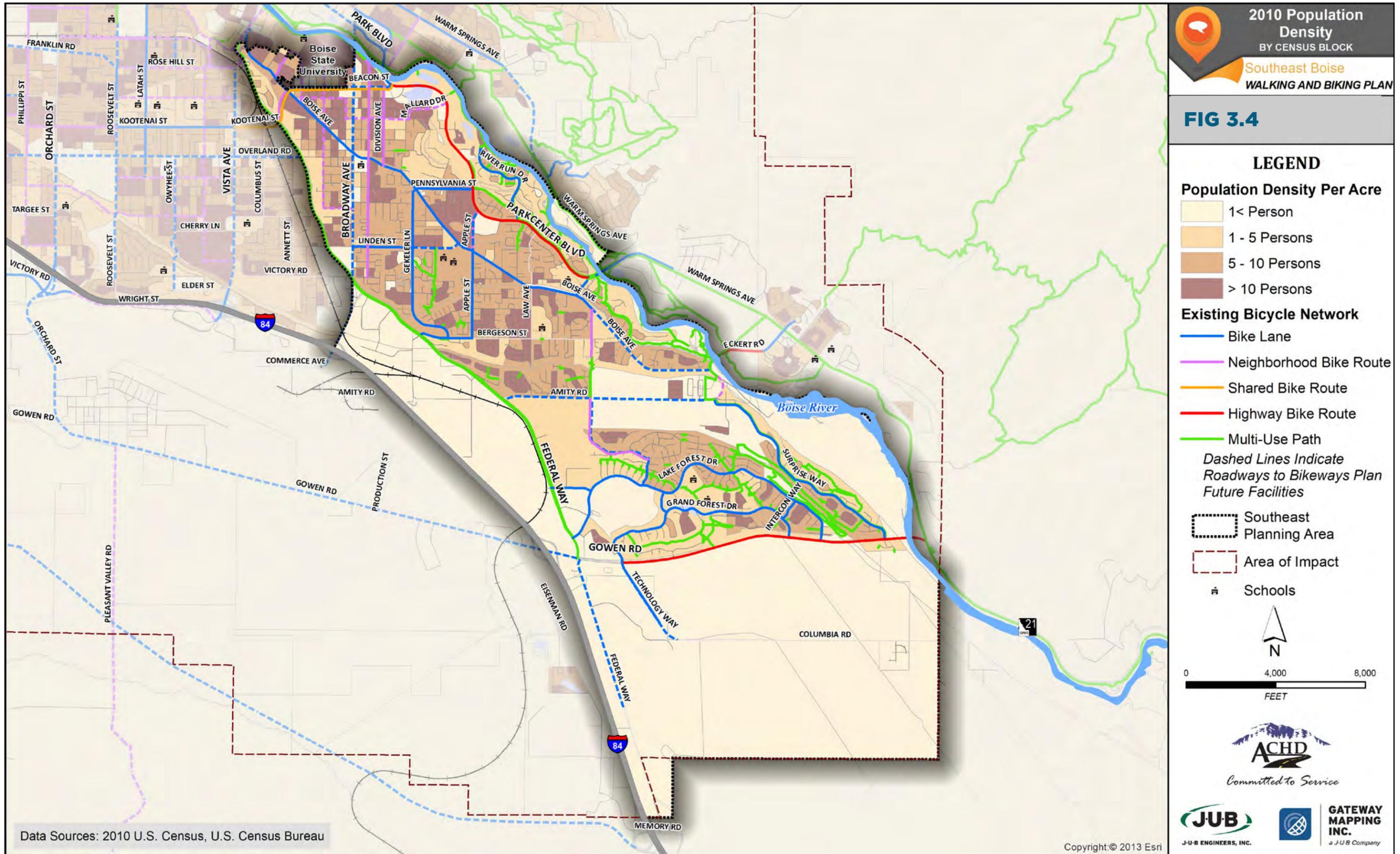
Micron Building

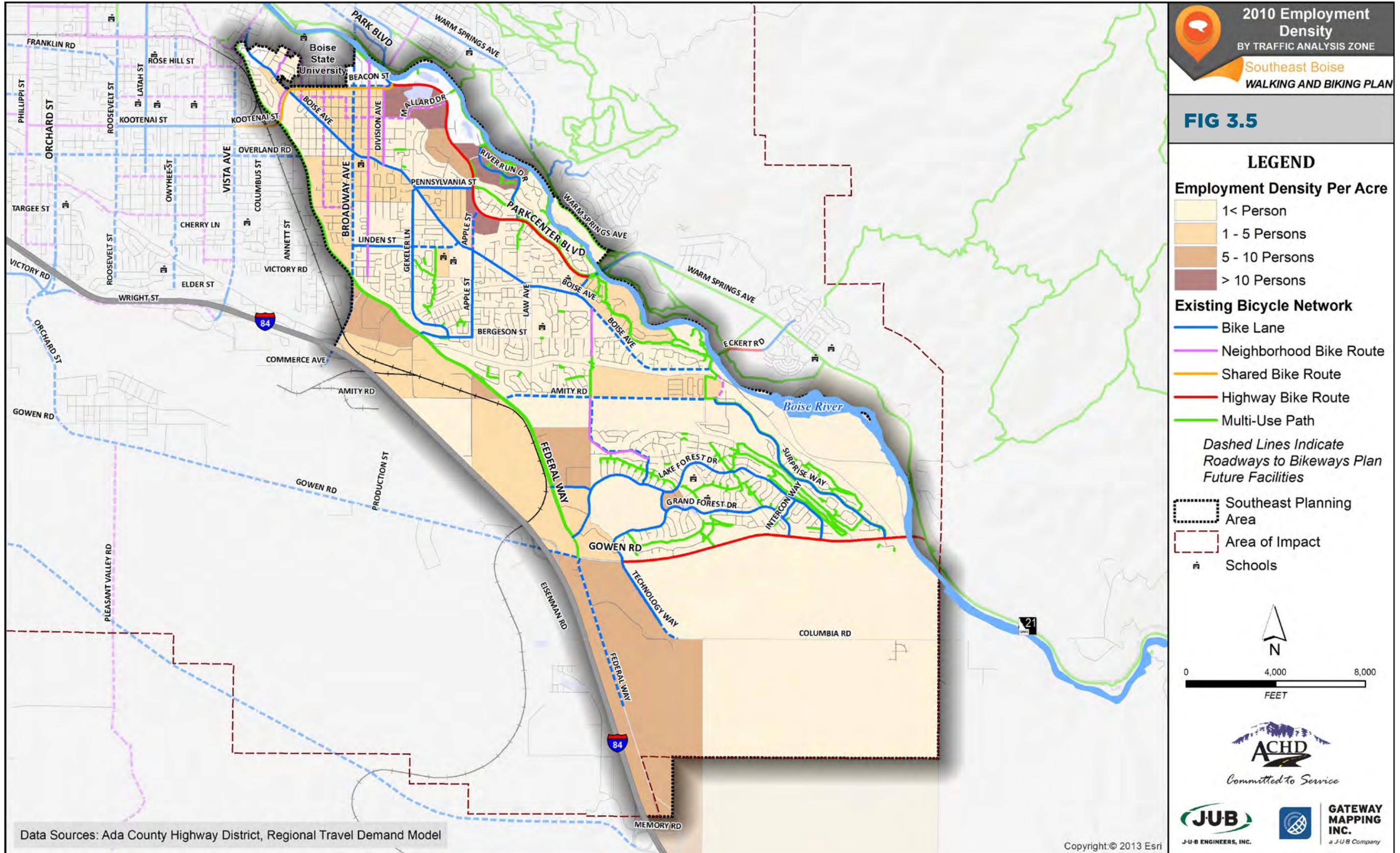
Projected Employment

Employment in the Southeast Boise Area is projected to increase approximately 25% from roughly 18,551 jobs in 2010 to approximately 24,634 jobs in 2035. The highest job growth areas are located along Amity Rd, Columbia Rd (south of Gowen Rd/Hwy 21), Boise Ave and Federal Way.

Fig 3.4 : 2010 Population Density by Census Block

Fig 3.5 : 2010 Employment Density by Traffic Analysis Zone





Households Without A Motor Vehicle

Another demographic item that is important to consider are households that do not have access to a motorized vehicle. These households, in developed areas, are likely dependent on bicycling, walking and transit to reach their destinations. Overall, the Southeast Boise area has 590 households (out of 13,178 households - 2010 Census) without a motor vehicle. This translates to 4.5% of households without a motor vehicle in the Southeast Boise Planning area; similar to the urbanized portions of Ada County, which is approximately 4.6% of all households without a motor vehicle. **Fig 3.6** identifies household areas that do not have access to a motor vehicle by US Census Block Group. It should be noted that undeveloped areas south of Columbia Rd and southwest of Technology Way are reflected on **Fig 3.6** as not having access to a motor vehicle. Developed areas north of Gowen Rd/Hwy 21 and east of Federal Way more accurately reflect what **Fig 3.6** is meant to communicate by showing areas that have already been developed but include households without a motor vehicle.

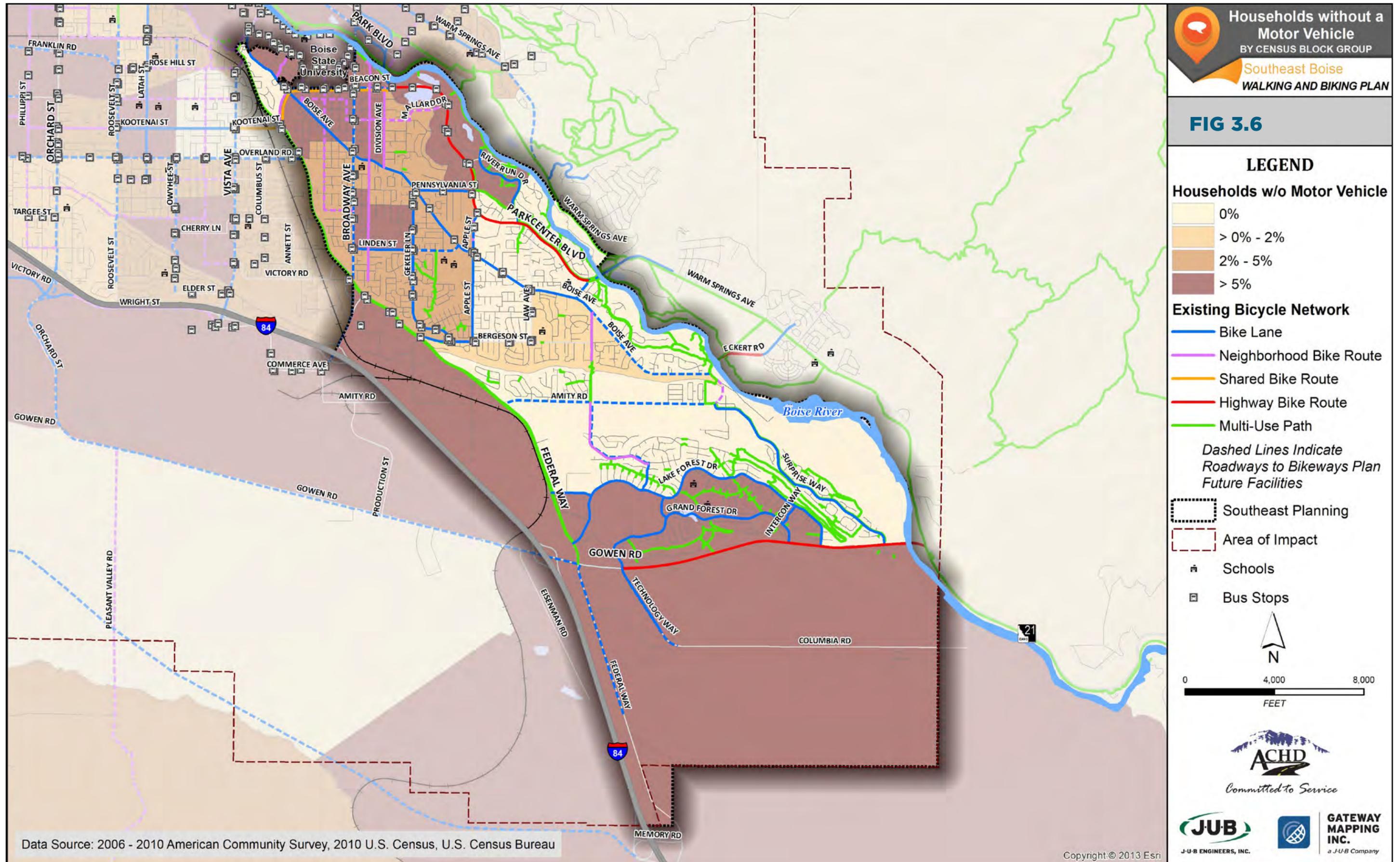
Summary: Existing Conditions & Demographics

In summary, the existing pedestrian and bicycle conditions, combined with the demographics in the Southeast Boise Planning area, support the need to expand the pedestrian and bicycle network in this area.



Beacon St near
Denver Ave

Fig 3.6 : Household Without a Motor Vehicle by Census Block Group >





Highway 21 and
Lake Forest Drive
Intersection

4 NEEDS ANALYSIS

This section includes a discussion of pedestrian and bicycle attractors, barriers, and, most importantly, public input. The public involvement comments received during this Plan's development provided many new ideas for improvements to the neighborhood's pedestrian and bicycle network.

Pedestrian & Bicycle Attractors

Attractors are locations where people are likely to walk and bike. These areas have been identified by the ACHD, the City of Boise, and the general public as locations where people currently, or would like to, walk and bike. These locations include Valley Regional Transit bus stops, schools, parks, the library, shopping, commercial office areas, and employment centers such as Micron Technology.

It is important to improve connectivity to these attractor areas because they tend to draw more bicycle and pedestrian activity than other areas. Providing complete bicycling and walking connections to these areas will also improve the comfort and safety of users. It will also encourage more people to start bicycling and walking who are interested in using these modes to access these locations, but don't feel comfortable doing so today. Attractors in the Southeast Boise area, overlaid on the existing bicycle and pedestrian networks are shown in **Fig 4.1**.

Southeast Boise Planning Area Pedestrian and Bicycle Attractors:

- Schools - seven (7), including five elementary schools, one junior high school and one high school
- Parks - 13 public parks, including the 161- acre Simplot Sports Complex
- Businesses / Large Commercial Areas - 10 primary areas
- Boise Greenbelt bicycle/pedestrian pathway connections along the Boise River
- Bus stop facilities - 84
- Several churches
- Idaho Parks and Recreation Headquarters (adjacent to the Southeast Boise planning area)
- Boise State University Campus (north/adjacent to planning area)
- Downtown Boise (north/adjacent to planning area)
- Gateway to Lucky Peak State Park and the Oregon Trail Historic Reserve

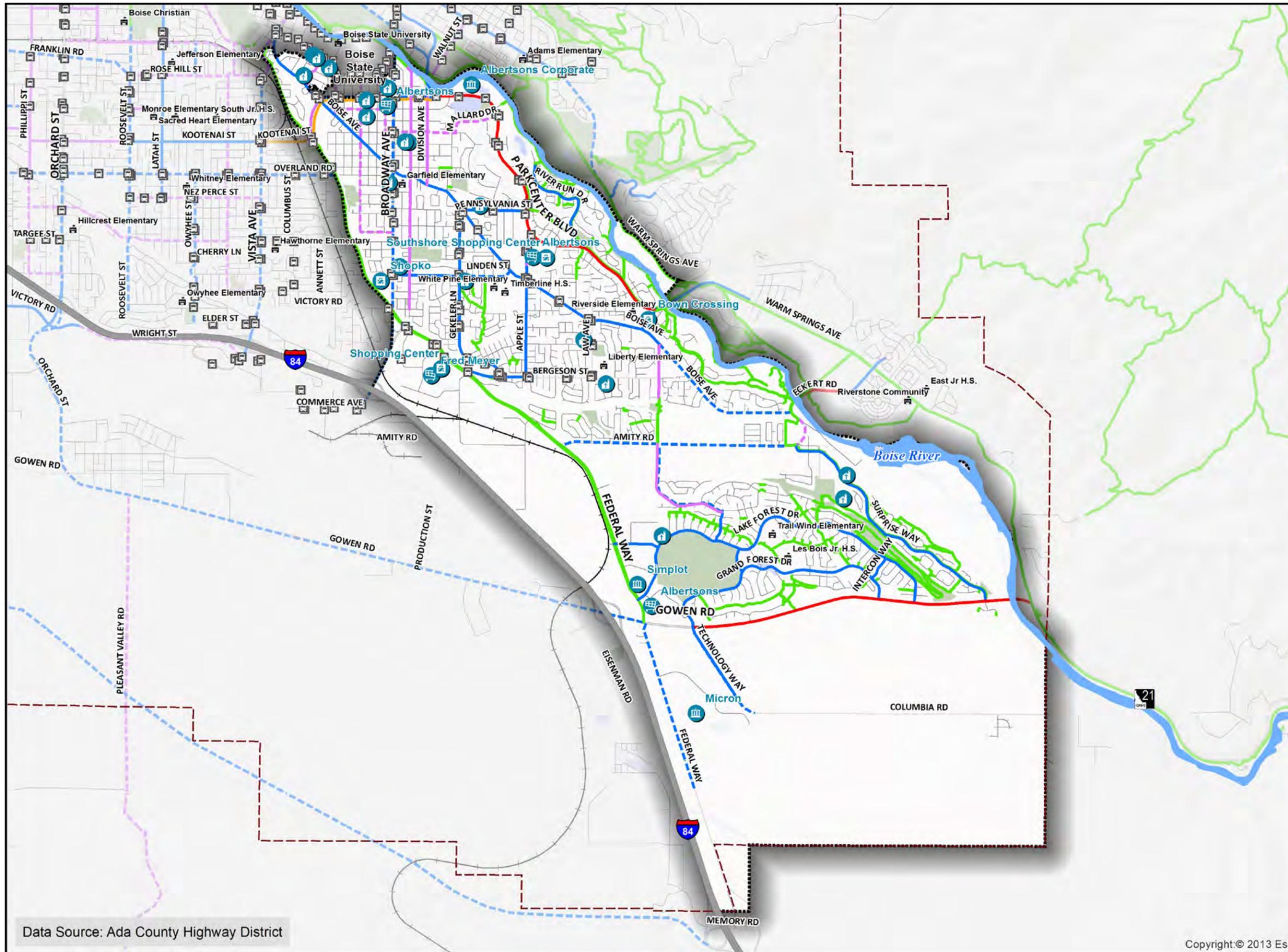


Boise Greenbelt



Simplot Sports
Complex

Fig 4.1 : Pedestrian and Bicycle Attractors >



Pedestrian and Bicycle Attractors
 Southeast Boise
 WALKING AND BIKING PLAN

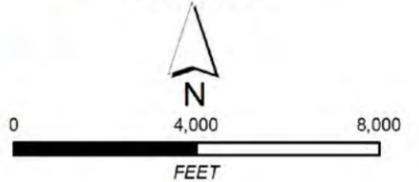
FIG 4.1

LEGEND

- Existing Bicycle Network**
- Bike Lane
 - Neighborhood Bike Route
 - Shared Bike Route
 - Highway Bike Route
 - Multi-Use Path

Dashed Lines Indicate Roadways to Bikeways Plan Future Facilities

- Southeast Planning Area
- Area of Impact
- Parks
- Ⓔ Schools
- 🏢 Offices
- 🛒 Shopping
- 🛒 Grocery
- Ⓜ Churches
- 🚏 Bus Stops



Data Source: Ada County Highway District

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Pedestrian & Bicycle Barriers

Barriers of pedestrian and bicycle activity include:

- High-volume roadways that are difficult and uncomfortable to cross on foot or on a bicycle
- Canals and rivers that may be physically, difficult and/or complicated to cross
- Railroads
- Steep and/or abrupt changes in topography

When identifying and prioritizing bicycle and pedestrian projects, it is important to understand what barriers or concerns may require special considerations to overcome.

Southeast Boise Planning Area Pedestrian and Bicycle Barriers

- Boise River - north of Parkcenter Blvd
- Columbia Village Bluff - surrounds the Columbia Village development, generally between Lake Forest Drive and Surprise Way
- “The Bench” - along Federal Way
- Railroad - west of Federal Way
- Canals and Creeks- four (4) canals, one creek
- High-traffic Roads - throughout planning area

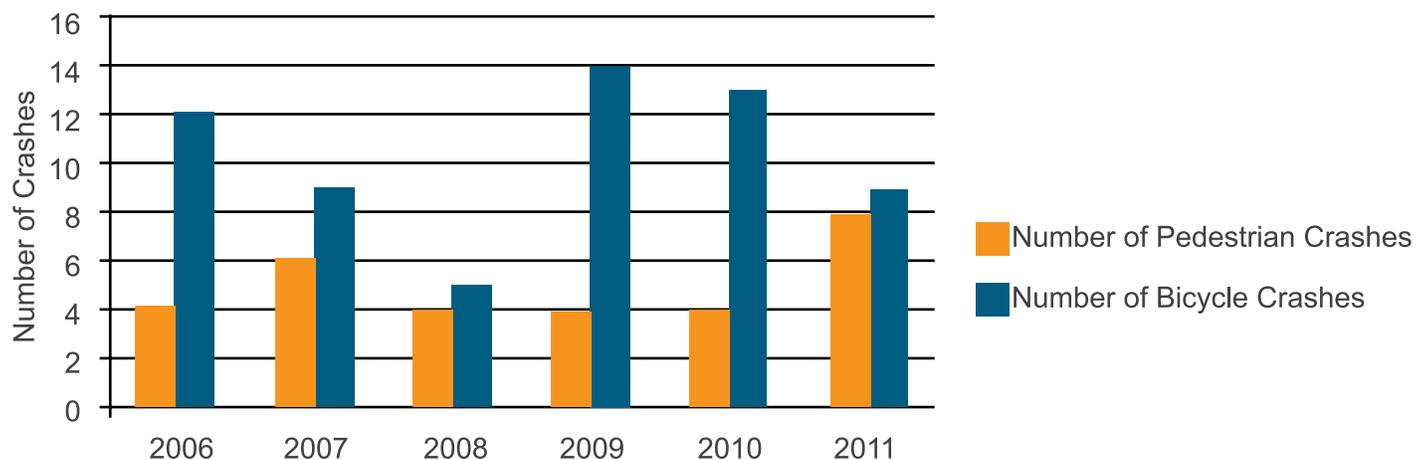
Crash Information

In addition to barriers, reported crash locations within the last six years (2006-2011) involving pedestrians and bicyclists were reviewed. Examining existing crash data and identifying historical safety patterns reveals locations where new facilities may have the most impact in preventing crashes from occurring in the future. According to crash records from the Idaho Transportation Department, of the 91 crashes involving bicyclists and pedestrians (average of 18.2 per year) in the Southeast Boise area, 62 crashes (68%) involved bicyclists.



Federal Way, New York Canal

Fig 4.2: Bike and Pedestrian crashes and barriers to biking and walking



Most crashes occurred along the following roadways within the Southeast Boise planning area:

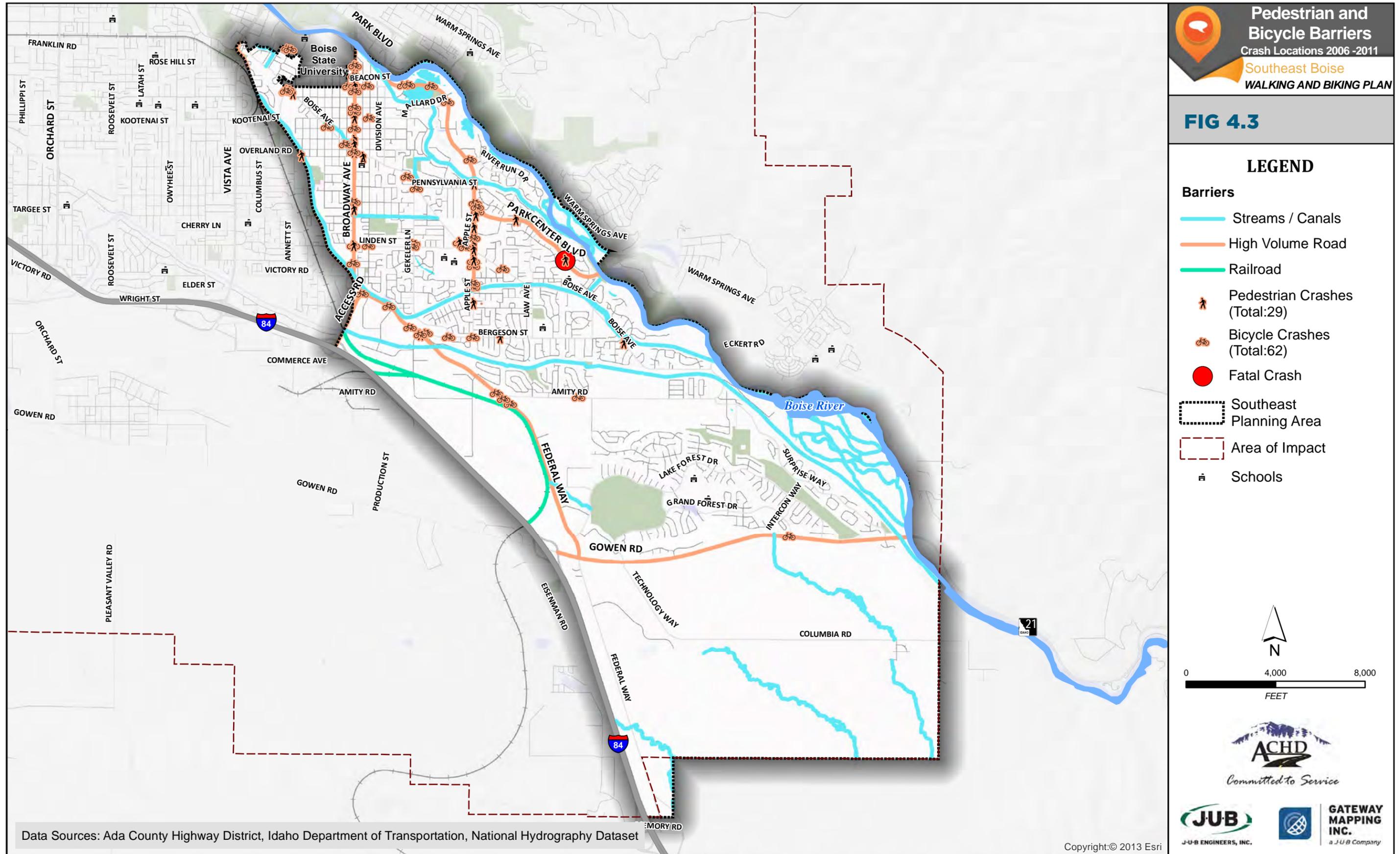
- **Broadway Ave** - Thirty-two total crashes (10 pedestrians, 22 bicyclists). All crashes involved injuries. Seventeen crashes occurred at intersections (most located at Beacon St and Boise Ave). Twelve crashes involved persons 18 years and under, and 20 crashes involved persons 19 years and over. Reported contributing factors include failure to yield, inattention, failure to obey signal, vision obstruction, light defect, and alcohol impairment.
- **Boise Ave** - Twenty-six crashes (12 pedestrians, 14 bicyclists). All crashes involved injuries. Seventeen crashes occurred at intersections (most located at Apple St, Broadway Ave, and Protest Rd/Beacon St). Ten crashes involved persons 18 years and under, and 16 crashes involved persons 19 years and over. Reported contributing factors include failure to yield, inattention, failure to obey signal, failure to obey stop sign, alcohol impairment, and light defect.
- **Apple St** - Twenty-three total crashes (11 pedestrians, 12 bicyclists). All crashes involved injuries. Ten crashes occurred at intersections (most located at Boise Ave and Parkcenter Blvd). Fourteen crashes involved persons 18 years and under, and nine crashes involved persons 19 years and over. Reported contributing factors include failure to yield, inattention, failure to obey signal, failure to obey stop sign, and alcohol impairment.

Figure 4.3 shows Bicycle and Pedestrian Barriers and Crash Locations.



Hwy 21 and Warm Springs

Fig 4.3 : Pedestrian and Bicycle Barriers (Crash Locations 2006-2011) >



Public Input

Public comments for this Plan came from three sources:

1. An online interactive map, which allowed residents to leave comments at any time from February 21, 2013 to March 21, 2013;
2. Website page dedicated to this Plan, allowing citizens to click on the interactive map link and review the project area map and project information;
3. A Public Involvement Meeting (PIM) / Open House held on March 7, 2013 from 6-7 p.m., at Riverside Elementary School, where 63 stakeholders attended, reviewed displays and provided input by placing numbered dots on maps and corresponding comments on flip charts. In addition, citizens placed gold stars on a separate "Top Priority Map".



Public
Involvement
Meeting: March 7,
2013

A total of 378 comments were received from the interactive map within the study area. An additional 145 comments were received for areas outside of the planning area.

The online interactive map accounted for approximately 60% of all comments received. The remaining 40% of comments were received at the PIM. The project team added the comments received at the PIM to the online interactive map.



Public
Involvement
Meeting: March 7,
2013

The following key trends were identified during the public involvement process in regards to locations and respective issues within the Southeast Boise area:

- **Manitou Ave/Garfield Ave, south of Boise Ave** - This neighborhood has several sidewalk network gaps; however, most residents expressed concerns about the possibility of sidewalks being constructed in the future. Most residents said they do not want new sidewalks, noting concerns related to mature trees, driveways, and areas where there is unimproved right-of-way; and therefore is difficult to visualize where ACHD's right-of-way is and where property boundaries are located.
- **Amity Rd** - Need better bicycle connectivity (bike lanes) to the Boise Greenbelt and neighborhoods.
- **Boise Ave** - Need bike lanes where none exist and need wider bike lanes where they do exist, and need more pedestrian crossings.
- **Parkcenter Blvd** - Need improved crossings, traffic calming, and fill in sidewalk and bike lane gaps.
- **Federal Way** - Need better bicycle access (bike lanes) to Micron Technology; need additional pedestrian crossings along corridor.
- **Broadway Ave** - Need for bike lane gaps to be filled, and potential alternate parallel bicycle route (Leadville Ave).
- **Pathway connection (off ACHD's system) aligns with Holcomb Rd** - Need to pave pathway and provide a safe crossing at Amity Rd / Holcomb Rd
- **Beacon St** - Need better connectivity and crossings to access BSU from the study area.
- **Overall** - Need better way-finding and educational signage where different transportation modes interface for motorists, pedestrians, and bicyclists. Specifically, SENA has expressed the desire for additional bicycle and pedestrian way-finding signage in their neighborhood to direct citizens to designated bike routes and attractions that they may not be aware of, due to somewhat indirect access (such as the entrance to Williams Park).

Appendix 'A' includes a summary of all comments received within the study area from the interactive map. Appendix 'A' also includes maps that reflect the location and type of comments received, sorted by walking, biking and top priority comments.



Parkcenter Park



Parkcenter
Blvd / Rossi St /
Greenbelt

5 RECOMMENDED PROJECTS

This chapter includes recommended project lists and describes the process of developing the lists. Recommended projects are categorized by project type as follows: sidewalks; bike lanes or shared lane markings; bike route signage (bikeway); shared-use path; traffic calming; and intersection. Detailed descriptions for each of these types of projects are listed in Appendix 'B'. Projects are listed and discussed separately as 'pedestrian' and 'bicycle' improvements

Recommended Project List Process

The following summarizes the steps that were taken to develop the initial project lists for both pedestrian and bicycle projects:

- Reviewed existing plans and conditions (Section 2);
- Existing conditions - sidewalks, bike lanes, bicycle counts (Section 3);
- Conducted needs analysis - identified attractors, barriers and reviewed crash records (Section 4);
- Gathered stakeholder input - Letters and comments from the Southeast Neighborhood Association and ACHD Bicycle Advisory Committee staff (Section 4);
- Developed recommended project list based on public input.

Next, a matrix was developed to answer a set of questions/factors for each potential project pedestrian or bicycle project:

- Does it achieve values expressed by the public?
- Does it fill a gap in the pedestrian or bicycle network?
- Does it provide better connectivity to attractor areas, or help overcome barriers?
- Does it implement previous plans; and if so, which ones?
- Is the project identified as important by the public; and if so, to what level?

The results of this process are shown on the recommended project lists on the following pages of this Plan. Additional information is included in Appendix 'B'.



Beacon St

Tab 5.1 : Recommended Pedestrian Projects >

Pedestrian Projects

The recommended pedestrian projects is based on input gathered from the public.

This recommended projects list is not in any prioritized order. The project numbers in **Tab 5.1** are included for reference purposes only. Project numbers in **Tab 5.1** correspond with the projects shown in **Fig 5.1**. Recommended Pedestrian Projects in **Tab 5.1** include information to assist ACHD, the City of Boise, and neighborhood residents with evaluating and prioritizing projects in the future. The final pedestrian treatment (i.e. attached versus detached sidewalk) for each project will be reviewed in the future by the City of Boise and ACHD, as part of ACHD’s yearly project scoping process. See **Appendix ‘D’** for more information on specific pedestrian treatment options that could be considered for each project.

Tab 5.1 shows recommended pedestrian projects sorted alphabetically by roadway functional classification and project type. As previously mentioned, these projects are not listed in any prioritized order. To identify attractors and barriers for each project, the following buffer distances were applied and listed in **Tab 5.1**: Parks, schools and attractors - .5 mile , Bus stops - .25-mile, Crashes - 150-feet. **Fig 5.1** shows the locations of the recommended pedestrian projects.

Tab 5.1: Recommended Pedestrian Projects

Project ID: Project Name	Project Type	Side of the Road	Fill a Gap?	Barrier	# of Attractors	Attractor Names	Total Parks	Park Name	Total Schools	School Names	Bus Stops	Singal Type	Speed Limit	Crash Count	Crash Type	Previous Plan* GQ TO	Number of Public Comments; Issue Type	Ped	Bike
SIDEWALK PROJECTS																			
ARTERIAL ROADS																			
1: Amity Rd, Federal Way/Holcomb Rd	Sidewalk	N	X		0		1	Cypress Park	0		0		45	3	3: Bicycle	RB-ST-BL	1 top priority; 14: connection, dangerous conflicts	X	
2: Amity Rd, Holcomb Rd/Surprise Way	Sidewalk	N	X		0		2	Cypress Park, Oregon Trail Reserve	0		0		45	0		RB-ST-BL; FYWP#78	2 top priority; 17: connection, design	X	X
3: Broadway Ave, Boise Ave/ road terminates at Garfield School parking lot	Sidewalk			X	1	Albertsons	2	Williams Park, Manitou Park	1	Garfield Elementary	4		35	2	1: Pedestrian 1: Bicycle		1: dangerous conflict	X	X
4: Parkcenter Blvd, Monterey Dr/Law Ave	Sidewalk	S	X		3	Southshore Shopping Center, Bown Crossing, Albertsons	2	Baggley Park, Helen B. Lowder Park	1	Riverside Elementary	0		35	2	2: Pedestrian		1: connection	X	
5: Parkcenter Blvd, South Shore Way/Pennsylvania St	Sidewalk	N	X		2	Southshore Shopping Center, Albertsons	3	Warm Springs Golf Course, Williams Park, Baggley Park	2	Timberline H.S., White Pine Elementary	7		35	3	3: Bicycle			X	
COLLECTOR ROADS																			
6: Boise Ave, Bergeson St/Holcomb Rd	Sidewalk	S			1	Bown Crossing	1	Helen B. Lowder Park	2	Riverside Elementary, Liberty Elementary	0		30	0			1 comments: connection, crossing, both issues		
7: Holcomb Rd, Mendota Dr/Amity Rd	Sidewalk	E	X		0		2	Simplot Sports Complex, Cypress Park	0		0		35	0		RB-MT-BL	9: connection, crossing, both issues	X	X
LOCAL ROADS																			
8: Denver Ave, Warren/Howe St	Sidewalk	W	X		1	Albertsons	1	Manitou Park	1	Garfield Elementary	4		20	0		SB		X	
9: Dorothy Ave, terminus(Surrey Crossing)/Pennsylvania St	Sidewalk	W & E	X		2	Southshore Shopping Center, Albertsons	3	Warm Springs Golf Course, Williams Park, Ivywild Park	2	Timberline H.S., White Pine Elementary	7		20	0			6: connection; no facilities	X	

Project ID: Project Name	Project Type	Side of the Road	Fill a Gap?	Barrier	# of Attractors	Attractor Names	Total Parks	Park Name	Total Schools	School Names	Bus Stops	Singal Type	Speed Limit	Crash Count	Crash Type	Previous Plan* GQ TO	Number of Public Comments; Issue Type	Ped	Bike
10: Fall Dr, Gekeler/approx 50-feet east	Sidewalk	N			0		2	Kroeger Park, Ivywild Park	2	Timberline H.S., White Pine Elementary	5		20	0			1: connection	X	X
11: Grant Ave, Garfield St/Williams St***	Sidewalk	W & E	X		1	Albertsons	1	Manitou Park	1	Garfield Elementary	4		20	0			2:connection	X	
12: Highland St, Boise Ave/Denver Ave	Sidewalk	S	X		1	Albertsons	1	Manitou Park	1	Garfield Elementary	3		20	0		SB		X	
13: Illinois Ave, Iowa St/Pennsylvania St	Sidewalk	W & E	X		0		2	Williams Park, Ivywild Park	1	Garfield Elementary	4		20	0			1: connection	X	
14: Illinois Ave, Ivywild Park/Iowa St	Sidewalk	W & E	X		1	Shopko	3	Williams Park, Kroeger Park, Ivywild Park	1	Garfield Elementary	6		20	0			1: connection	X	
15: Leadville Ave, Linden St/Gettysburg St	Sidewalk	W & E	X		1	Shopko	2	Kroeger Park, Ivywild Park	0		4		20	1	Bicycle		1: connection; dangerous conflicts	X	
16: Leadville Ave, Williams St/Rossi St	Sidewalk	W & E	X		2	Albertsons Corporate, Albertsons	4	Municipal Park, Williams Park, Manitou Park, Parkcenter Park	1	Garfield Elementary	14		20	1	Bicycle		1: connection	X	X
17: Lincoln Ave, Boise Ave/Beacon St	Sidewalk	W & E	X		1	Albertsons	1	Julia Davis Park	1	Boise State University	11		20	0		SB		X	
18: Manitou Ave, Boise Ave/Highland St	Sidewalk	W & E	X		1	Albertsons	1	Manitou Park	1	Garfield Elementary	1		20	0		SB	1: connection	X	
19: Pennsylvania St, Division Ave/Arizona Ln	Sidewalk	S & N	X		0		2	Williams Park, Ivywild Park	1	Garfield Elementary	4		20	0			1: connection	X	
20: Richmond St, Broadway Ave/Richmond Ln	Sidewalk	N	X		1	Shopko	2	Kroeger Park, Ivywild Park	0		3		20	1	Bicycle		2: connection	X	
21: Rossi St, Lincoln Ave/Grant Ave	Sidewalk	N	X		1	Albertsons	0		0		15		20	0		SB		X	
22: Woodvine St, Gekeler Ln/Boise Ave	Sidewalk	S & N	X		2	Southshore Shopping Center, Albertsons	2	Williams Park, Ivywild Park	2	Timberline H.S., White Pine Elementary	9		20	0			2 top priorities; 7: connection; dangerous conflicts	X	X
23: Wright St, Constitution Way/approx. 160'	Sidewalk	N			0		1	Helen B. Lowder Park	2	Timberline H.S., Liberty Elementary	0		20	0			2: connection, design issue		
CROSSING/INTERSECTION/TRAFFIC CALMING PROJECTS																			
ARTERIAL ROADS																			
24: Amity Rd/Holcomb Rd	Intersection		X	X	0		1	Cypress Park	0		0		45/35	0			4: connection, dangerous conflict with traffic	X	X
25: Beacon St/Manitou Ave	Crossing				1	Albertsons	1	Julia Davis Park	1	Boise State University	14		30	0			3:crossing issue	X	X
26: Boise Ave/Manitou Ave	Crossing				1	Albertsons	1	Manitou Park	1	Garfield Elementary	0		30	0			1: crossing issue	X	X

Project ID: Project Name	Project Type	Side of the Road	Fill a Gap?	Barrier	# of Attractors	Attractor Names	Total Parks	Park Name	Total Schools	School Names	Bus Stops	Singal Type	Speed Limit	Crash Count	Crash Type	Previous Plan* GQ TO	Number of Public Comments; Issue Type	Ped	Bike
27: Boise Ave/Leadville Ave	Crossing			X	0		3	Williams Park, Manitou Park, Ivywild Park	1	Garfield Elementary	4		30	0				X	X
28: Broadway Ave/Boise Ave	Crossing			X	1	Albertsons	2	Williams Park, Manitou Park	1	Garfield Elementary	4	4-Way Traffic Signal	35	2	1: Pedestrian 1: Bicycle		5: dangerous intersection	X	X
29: Broadway Ave/Chamberlin St	Crossing			X	0		3	Williams Park, Manitou Park, Ivywild Park	1	Garfield Elementary	6	School Flashers Nearby to the North	35	0			1:connection	X	X
30: Broadway Ave/Iowa St	Crossing			X	1	Shopko	2	Manitou Park, Ivywild Park	1	Garfield Elementary	6	Fire Station Crossing Signal	35	1	Bicycle		1:connection	X	X
31: Federal Way/TK Ave	Intersection			X	3	Shopping Center,Shopko, Fred Meyer	1	Kroeger Park	0		6		40/20	0			3: crossing issue	X	X
32: Federal Way/Victory Rd***	Crossing			X	1	Shopko	2	Kroeger Park, Ivywild Park	0		3		40	0			3: crossing issue	X	X
33: Parkcenter Blvd Monterey Dr	Crossing				1	Bown Crossing	2	Baggley Park, Helen B. Lowder Park	1	Riverside Elementary	0	School Flasher	35	2	2: Pedestrian		1: crossing; design issue	X	
34: Parkcenter Blvd/Beacon St	Crossing	W			2	Albertsons Corporate, Albertsons	5	Julia Davis Park, Laura Moore Cunningham Arboretum, Municipal Park, Parkcenter Park, Warm Springs Park	0		4		35/35	0			2: dangerous conflict	X	X
35: Parkcenter Blvd/Bown Way	Crossing				1	Bown Crossing	1	Helen B. Lowder Park	1	Riverside Elementary	0	4-Way Traffic Signal	35	0			1: crossing	X	X
36: Parkcenter Blvd/ped crossing east of Rossi, west of Mallard	Crossing				1	Albertsons Corporate	6	Municipal Park, Warm Springs Golf Course, Williams Park, Natatorium Pool and Hydrotube, Parkcenter Park, Warm Springs Park	1	Adams Elementary	5		35	1	Bicycle		1: dangerous conflict	X	X
37: Parkcenter Blvd/River Run Dr	Intersection	E			2	Southshore Shopping Center, Albertsons	1	Baggley Park	0		0	2-Way Existing Pedestrian Signals	35/35	1	Pedestrian		1: design issue	X	
COLLECTOR ROADS																			
38: Apple St/Ashbury Way	Crossing				0		0		0		6			0			1: connection	X	X
39: Apple St/Surrey Crossing Neighborhood(no st name)	Crossing				2	Southshore Shopping Center, Albertsons	1	Baggley Park	2	Timberline H.S., White Pine Elementary	7		30	2	2: Pedestrian		1: crossing	X	X
40: Apple St/Wright St	Crossing				0		0		2	Timberline H.S., White Pine Elementary	1			0			1: connection	X	X
41: Bergeson St/Morningwind Ave	Intersection				0		2	Helen B. Lowder Park, Cypress Park	1	Liberty Elementary	2	School Flasher Nearby to East and West	30/20	0		FYWP#80			

Project ID: Project Name	Project Type	Side of the Road	Fill a Gap?	Barrier	# of Attractors	Attractor Names	Total Parks	Park Name	Total Schools	School Names	Bus Stops	Singal Type	Speed Limit	Crash Count	Crash Type	Previous Plan* GQTO	Number of Public Comments; Issue Type	Ped	Bike
42: Boise Ave/Bown Way	Crossing				1	Bown Crossing	1	Helen B. Lowder Park	2	Riverside Elementary, Liberty Elementary	0	4-Way Traffic Signal	30	0			1: dangerous conflict	X	X
43: Boise Ave/Linden St	Traffic Calming				2	Southshore Shopping Center, Albertsons	0		2	Timberline H.S., White Pine Elementary	6		30	2	1: Bicycle 1: Pedestrian		1: dangerous conflicts	X	X
44: Lake Forest Dr, Alyssum Pl	Crossing			X	1	Simplot	1	Simplot Sports Complex	0		0		30/20	0			1: crossing	X	
LOCAL ROADS																			
45: Woodvine St, Gekeler Ln/Boise Ave	Traffic Calming				0		2	Williams Park, Ivywild Park	2	Timberline H.S., White Pine Elementary	8		20	0			2 top priorities; 7: connection; dangerous conflicts	X	X

Table legend:

* Previous Plan: Roadways to Bikeways - short term, medium term, long term - bike lane, bike route (RB-ST-BR); Original South Boise Neighborhood Plan (SB); ACHD integrated Five-Year Work Program (iFYWP); Pedestrian-Bicycle Transition Plan (PBTP)

Pedestrian Project Highlights from the Public

There are a total of 45 recommended pedestrian projects including 23 sidewalk projects, 16 crossing-related projects, 2 streets to consider traffic calming on, and 4 intersection projects.

As shown in Tab 5.1, the following pedestrian projects received the most attention from the public and met several evaluation factors:

- 1, 2 & 24:** **Amity Rd from Federal Way to Surprise Way** - Sidewalks along the north side of Amity Rd to fill in gaps; pedestrian crossing signal at Amity Rd/Holcomb Rd intersection. This area received 35 comments overall, three top priority comments, it achieves values identified by the Southeast Neighborhood Association (SENA), and it provides connectivity to the Boise River Greenbelt and two regional parks. A portion of the two recommended sidewalk projects, Amity Rd from Holcomb Rd/Surprise Way, is scheduled in 2015 through ACHD's Integrated Five Year Work Plan (IFYWP) as part of the Community Program (project no. 78) for construction of sidewalks on the north side of Amity Rd.
- 7:** **Holcomb Rd from Mendota Dr to Amity Rd** - Sidewalks along the east side of Holcomb Rd. This area received nine comments, it achieves SENA values, and it provides connectivity to the Simplot Sports complex.
- 22 & 45:** **Woodvine St from Gekeler Ln to Boise Ave** - Sidewalks along the north and south sides of Woodvine St. Traffic calming needed because it functions as a thru-street to Boise Ave. This area received seven comments, two top priority comments, dangerous conflicts and connection issues identified, it achieves SENA values, and it provides connectivity to Timberline High School, White Pine Elementary, and commercial areas.
- 25:** **Beacon St / Manitou Ave Intersection Crossing** - Intersection evaluation needed for potential crossing or HAWK signal. There are limited crossings along Beacon St from the study area to the BSU campus. This area received three comments (technically), but several comments were made immediately north of planning area that expressed the need for additional crossings. Improving this intersection crossing would also help facilitate the Manitou Bikeway. This project achieves SENA values, and provides safer access and improved connectivity to BSU.
- 28:** **Broadway Ave / Boise Ave Intersection Crossing** - Intersection evaluation needed for pedestrian safety upgrades. This area received five comments indicating that the intersection feels unsafe and needs to be more pedestrian and bicycle-friendly to fit in better with the overall neighborhood. This project achieves SENA values and improves safety near Garfield Elementary School and surrounding commercial areas.

Due to the amount of sidewalk gaps in the existing system, the recommended projects in the Southeast Boise Walking and Biking Plan focus on two main things: 1) concerns expressed by the public, and 2) sidewalk gaps identified as future projects from the 2003 Original South Boise Neighborhood Plan. It is recommended that ACHD and the City of Boise gauge the interest of current residents prior to initiating sidewalk projects west of Broadway Ave and south of Boise Ave due to the overwhelming number of residents expressing that they did not want sidewalks in this area.

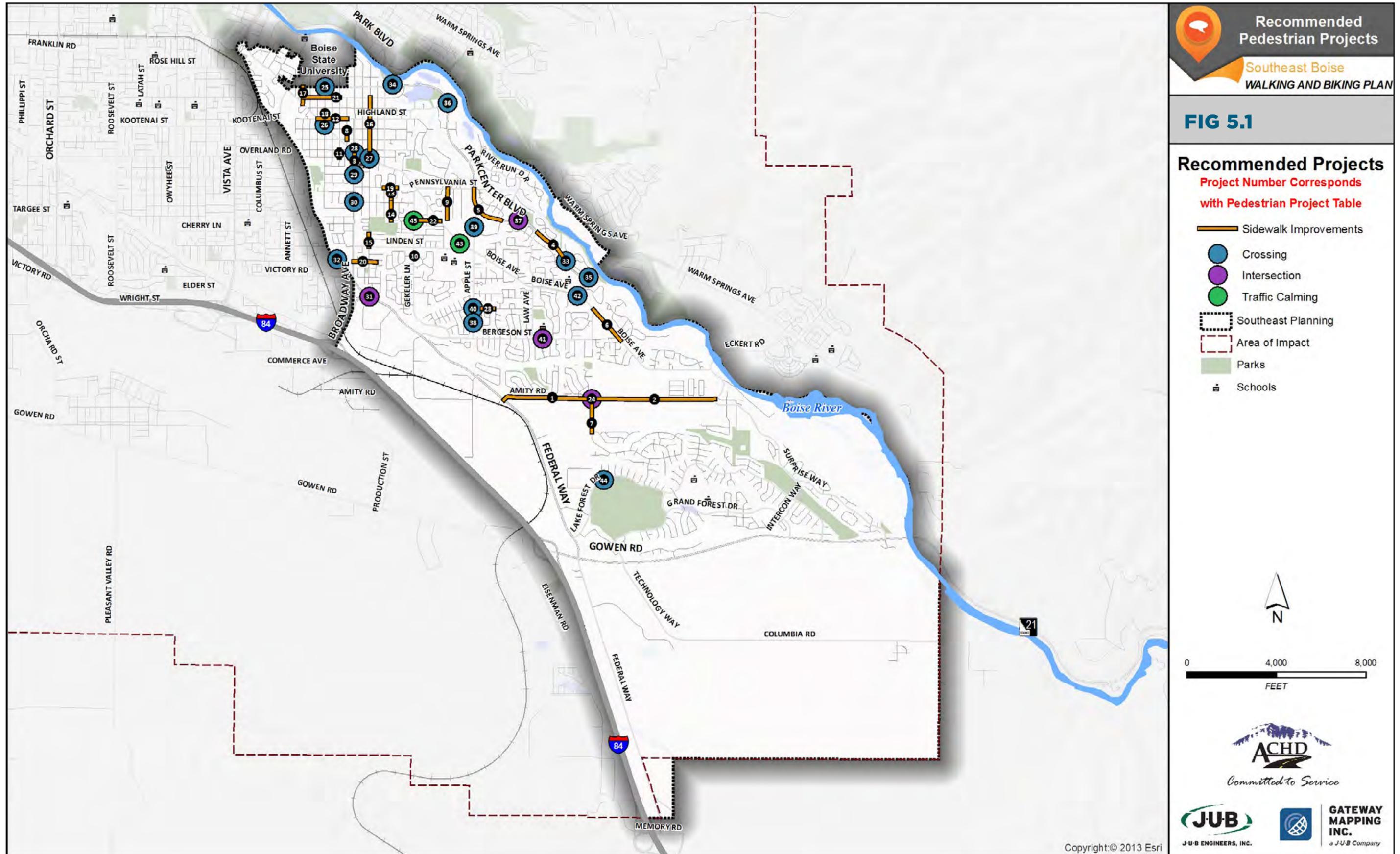
The final pedestrian/crossing treatments (i.e. sidewalks, beacon lights, high visibility crosswalks, etc.) for each project will be discussed with neighborhood association representatives and the City of Boise as part of ACHD's yearly scoping process. More information on specific pedestrian treatment options that could be considered for each project can be found in Appendix 'D'. Additional information about projects that are scheduled in ACHD's IFYWP is included in Appendix 'B'.

An analysis of the recommended pedestrian projects is shown in **Tab 5.2**. Not all sidewalk gaps in the existing Southeast Boise planning area are included on the recommended projects list for reasons described above. Implementing all of the recommended projects would reduce some; but not all sidewalk gaps.

Tab 5.2: Southeast Boise Planning Area Pedestrian Projects Analysis/Comparison with Existing Conditions

Roadway Type	Existing System 'BEFORE'	Southeast Boise Walking and Biking Plan Recommended Projects 'After'
	Sidewalk Gap Miles	Recommended Sidewalk Miles
Local Roads	85.2	4.3
Major Collector	16.0	0.6
Minor Arterial	11.5	1.8
Principal Arterial	11.3	0.8
Total	123.8	7.5

Fig 5.1: Recommended Pedestrian Projects >



Bicycle Projects

The recommended bicycle projects is based on input gathered from the public.

This recommended projects list is not in any prioritized order. The project numbers in **Tab 5.3** are included for reference purposes only. Project numbers in **Tab 5.3** correspond with the projects shown in **Fig 5.2**. Recommended Bicycle Projects in **Tab 5.3** include information to assist ACHD, the City of Boise, and neighborhood residents with evaluating and prioritizing projects in the future. The final bicycle treatment (i.e. sharrows, wayfinding signs, etc.) for each project will be reviewed in the future by the City of Boise and ACHD, as part of ACHD’s yearly project scoping process. See **Appendix ‘D’** for more information on specific bicycle treatment options that could be considered for each project.

Tab 5.3 shows recommended bicycle projects sorted alphabetically by roadway functional classification and project type. As previously mentioned, these projects are not listed in any prioritized order. To identify attractors and barriers for each project, the following buffer distances were applied and listed in **Tab 5.3**: Parks, schools and attractors - .5 mile , Bus stops - .25-mile, Crashes - 150-feet. **Fig 5.2** shows the locations of the recommended bicycle projects.

Tab 5.3: Recommended Bicycle Projects

Project ID: Project Name	Project Type	Side of the Road	Fill a Gap?	Barrier	# of Attractors	Attractors	Total Parks	Park Name	Total Schools	School Names	Bus Stops	Speed Limit	Crash Count	Crash Type	Previous Plan GQTO	Number of Public Comments; Issue Type	Bike	Ped
BIKE LANE PROJECTS																		
ARTERIAL ROADS																		
1: Amity Rd, Federal Way/Holcomb Rd	Bike Lane	S & N	X		0		1	Cypress Park	0		0	45	3	3: Bicycle	RB-ST-BL	1 top priority; 14: connection, dangerous conflicts	X	X
2: Amity Rd, Holcomb Rd/Surprise Way	Bike Lane	S & N	X		0		2	Cypress Park, Oregon Trail Reserve	0		0	40/45	0		RB-ST-BL; FYWP#78	3 top priority; 17: connection, design	X	X
3: Beacon St, Boise Ave/Broadway Ave	Bike Lane	S & N		X	1	Albertsons	4	Julia Davis Park, Municipal Park, Boise Depot, Platt Gardens	1	Boise State University	24	30	7	6: Bicycle 1: Pedestrian	RB-MT-BL (Shared)	1: dangerous conflict	X	
4: Beacon St, Broadway Ave/Parkcenter Blvd	Bike Lane	S & N		X	2	Albertsons Corporate, Albertsons	5	Julia Davis Park, Laura Moore Cunningham Arboretum, Municipal Park, Parkcenter Park, Warm Springs Park	0		16	30	5	4: Bicycle 1: Pedestrian	RB-MT-BL (Shared)	1: dangerous conflict	X	
5: Boise Ave, Broadway Ave/Protest Rd	Upgrade Existing Bike Lane	W & E	X	X	1	Albertsons	4	Boise Depot, Platt Gardens, Williams Park, Manitou Park	2	Boise State University, Garfield Elementary	16	30	8	6: Bicycle 2: Pedestrian	PBTP	5: dangerous conflicts	X	
6: Boise Ave, Protest Rd/Capitol Blvd	Upgrade Existing Bike Lane	W & E	X	X	0		6	Idaho Anne Frank Human Rights Memorial, Ann Morrison Memorial Park, Julia Davis Park, Log Cabin Literary Center, Boise Depot, Platt Gardens	1	Boise State University	20	30	3	3: Bicycle	PBTP	1 top priority; 1: dangerous conflict	X	

5 RECOMMENDED PROJECTS

Project ID: Project Name	Project Type	Side of the Road	Fill a Gap?	Barrier	# of Attractors	Attractors	Total Parks	Park Name	Total Schools	School Names	Bus Stops	Speed Limit	Crash Count	Crash Type	Previous Plan GQTO	Number of Public Comments; Issue Type	Bike	Ped	
7: Broadway Ave, Beacon St/Boise River Greenbelt	Bike Lane	W & E	X	X	1	Albertsons	3	Julia Davis Park, Laura Moore Cunningham Arboretum, Municipal Park	1	Boise State University	18	35	10	8: Bicycle 2: Pedestrian	RB-LT-BL	2 top priority; 7: dangerous conflict, connection	X	X	
8: Broadway Ave, Boise Ave/Beacon St	Bike Lane	W & E	X	X	1	Albertsons	4	Julia Davis Park, Municipal Park, Williams Park, Manitou Park	1	Garfield Elementary	20	35	13	7: Bicycle 5: Pedestrian	RB-LT-BL	2 top priority; 7: dangerous conflict, connection	X	X	
9: Broadway Ave, Linden St/Boise Ave	Bike Lane	W & E	X	X	2	Shopko, Albertsons	4	Williams Park, Manitou Park, Kroeger Park, Ivywild Park	1	Garfield Elementary	10	35	7	4: Pedestrian 3: Bicycle	RB-LT-BL	3: dangerous conflict	X		
10: Broadway, Federal Way/Linden St	Bike Lane	W & E	X	X	1	Shopko	2	Kroeger Park, Ivywild Park	0		5	35	4	2: Bicycle 2: Pedestrian	RB-LT-BL		X		
11: Federal Way, Gowen Rd/Yamhill Rd	Bike Lane	W & E	X	X	2	Simplot, Albertsons	2	Simplot Sports Complex, Idaho IceWorld	0		0	45	0			2: dangerous conflicts, connection	X		
12: Federal Way, Yamhill Rd/Amity Rd	Bike Lane	W & E	X	X	1	Simplot	2	Simplot Sports Complex, Cypress Park	0		0	45	2	2: Bicycle		5: dangerous conflicts, connection	X		
13: Gowen Rd, Federal Way/Technology Way	Bike Lane	S & N	X	X	2	Simplot, Albertsons	2	Simplot Sports Complex, Idaho IceWorld	0		0	45	0		RB-MT-BL (only to Federal Way); PBTP	4: connection and dangerous conflicts	X	X	
14: Parkcenter Blvd, River Run Dr/Pennsylvania St	Bike Lane	S & N	X	X	2	Southshore Shopping Center, Albertsons	3	Warm Springs Golf Course, Williams Park, Baggley Park	2	Timberline H.S., White Pine Elementary	7	35	4	3: Bicycle 1: Pedestrian		5: dangerous conflicts; connection	X		
15: Protest Rd, Federal Way/Beacon St***	Bike Lane	W & E	X	X	0		3	Boise DepotPlatt Gardens, Manitou Park	1	Boise State University	9	30	3	3: Bicycle		7: connection, dangerous conflict	X		
COLLECTOR ROADS																			
16: Apple St, Bergeson St/Boise Ave	Upgrade Existing Bike Lane	W & E		X	2	Southshore Shopping Center, Albertsons	1	Baggley Park	2	Timberline H.S., White Pine Elementary	13	30	10	5: Bicycle 5: Pedestrian		2: connection and dangerous conflicts	X		
17: Bergeson St, Federal Way/Apple St	Upgrade Existing Bike Lane	S & N	X	X	2	Shopping Center, Fred Meyer	2	Helen B. Lowder Park, Cypress Park	1	Liberty Elementary	17	30	7	5: Bicycle 2: Pedestrian		10: design issue	X		
18: Bergeson St, Apple St/Law Ave	Bike Lane	S & N	X	X	2	Shopping Center, Fred Meyer	2	Helen B. Lowder Park, Cypress Park	1	Liberty Elementary	17	30	7	5: Bicycle 2: Pedestrian		10: design issue	X		

Project ID: Project Name	Project Type	Side of the Road	Fill a Gap?	Barrier	# of Attractors	Attractors	Total Parks	Park Name	Total Schools	School Names	Bus Stops	Speed Limit	Crash Count	Crash Type	Previous Plan GQTO	Number of Public Comments; Issue Type	Bike	Ped
19: Bergeson St, Law Ave/Holcomb Rd	Bike Lane	S & N	X	X	1	Bown Crossing	2	Helen B. Lowder Park, Cypress Park	2	Riverside Elementary, Liberty Elementary	5	30	0			10: design issue(entire stretch #)	X	
20: Boise Ave, Eckert Rd/Holcomb Rd	Bike Lane	S & N		X	1	Bown Crossing	1	Helen B. Lowder Park	2	Riverside Elementary, Liberty Elementary	0	30	1	Pedestrian	FYWP#81	6 top priority; 24: crossing, connection, maintenance, conflicts, design issues		
21: Boise Ave, Holcomb Rd/ Bown Way	Upgrade Existing Bike Lane	S & N		X	1	Bown Crossing	1	Helen B. Lowder Park	2	Riverside Elementary, Liberty Elementary	0	30	0			1: design issue; dangerous conflicts	X	
22: Holcomb Rd (Eastgate), Mimosa Way/ Amity Rd	Bike Lane/ Future Bikeway	W & E	X		0		3	Simplot Sports Complex, Cypress Park, Oregon Trail Reserve	1	Trail Wind Elementary	0	35	0		RB-MT-BL	9: connection	X	X
23: Law Ave, Bergeson/Boise Ave	Bike Lane/ Future Bikeway	W & E	X		1	Bown Crossing	3	Baggley Park, Helen B. Lowder Park, Cypress Park	2	Riverside Elementary, Liberty Elementary	8	30	0			1: connection	X	X
24: Linden St, Gekeler Ln/Boise Ave	Bike Lane	S & N	X		2	Southshore Shopping Center, Albertsons	2	Kroeger Park, Ivywild Park	2	Timberline H.S., White Pine Elementary	11	30	4	3: Bicycle 1: Pedestrian	RB-ST-BL			
BIKE ROUTE PROJECTS																		
ARTERIAL ROADS																		
25: Federal Way, Micron Driveway/Gowen Rd	Bike Route	E or W	X		3	Micron, Simplot, Albertsons	2	Simplot Sports Complex, Idaho IceWorld	0		0	45	0		RB-LT-BL	8: connection and dangerous conflicts	X	
26: Healey Rd, Surprise Way/Boise River Ln	Bike Route	W & E	X	X	0		1	Oregon Trail Reserve	0		0	35	0		RB-ST-BR (Shared)	3: design issue, maintenance, dangerous conflicts; Healy bridge widening	X	X
COLLECTOR ROADS																		
27: Apple St, Boise Ave/Parkcenter Blvd	Bike Route/ Future Bike Lane	W & E		X	2	Southshore Shopping Center, Albertsons	1	Baggley Park	2	Timberline H.S., White Pine Elementary	9	30	9	7: Pedestrian 2: Bicycle	RB-ST-BR (Shared); RB-MT-BL		X	X

5 RECOMMENDED PROJECTS

Project ID: Project Name	Project Type	Side of the Road	Fill a Gap?	Barrier	# of Attractors	Attractors	Total Parks	Park Name	Total Schools	School Names	Bus Stops	Speed Limit	Crash Count	Crash Type	Previous Plan GQ TO	Number of Public Comments; Issue Type	Bike	Ped
28: Highland St (Mallard Dr), Broadway Ave/Parkcenter Blvd	Bike Route/ Future Bikeway	S & N		X	2	Albertsons Corporate, Albertsons	7	Municipal Park, Warm Springs Golf Course, Williams Park, Manitou Park, Natatorium Pool and Hydrotube, Parkcenter Park, Warm Springs Park	2	Adams Elementary, Garfield Elementary	3	20	3	2: Bicycle 1: Pedestrian	RB-ST-BR (Shared)		X	X
29: Highland St, Oakland Ave/Broadway Ave	Bike Route/ Future Bikeway	S & N		X	1	Albertsons	1	Manitou Park	1	Garfield Elementary	6	20	1	Pedestrian	RB-ST-BRoute (Shared, to Denver Ave)			
30: Holcomb Rd, Gloucester Pl/Boise Ave	Bike Route/ Future Bikeway	W & E	X		1	Bown Crossing	2	Helen B. Lowder Park, Cypress Park	2	Riverside Elementary, Liberty Elementary	0	25	0		RB-ST-BR (Shared)	1: connection	X	X
31: Law Ave, Boise Ave/Park Center Blvd	Future Bikeway	W & E			3	Southshore Shopping Center, Bown Crossing, Albertsons	2	Baggley Park, Helen B. Lowder Park	2	Riverside Elementary, Liberty Elementary	6	30	0					
LOCAL ROADS																		
32: Denver Ave, Highland St/Rossi St	Bike Route	W & E	X		1	Albertsons	2	Julia Davis Park, Manitou Park	1	Garfield Elementary	10	20	0		RB-ST-BR (Shared)		X	
33: Leadville Ave, Boise Ave/Greenbelt	Bike Route/ Future Bikeway	W & E	X		2	Albertsons Corporate, Albertsons	7	Julia Davis Park, Laura Moore Cunningham Arboretum, Municipal Park, Williams Park, Manitou Park, Ivywild Park, Parkcenter Park	1	Garfield Elementary	23	20	2	2: Bicycle		1 top priority; 4: connection, no facilities	X	X
34: Leadville Ave, south of Linden St/Boise Ave	Bike Route/ Future Bikeway	W & E	X		1	Shopko	4	Williams Park, Manitou Park, Kroeger Park, Ivywild Park	1	Garfield Elementary	10	20	1	Bicycle	RB-ST-BR (Shared)	1 top priority; 4: connection, no facilities	X	X
35: Leadville Ave, south of Linden St/Linden St	Bike Route/ Future Bikeway	W & E	X		3	Shopping Center, Shopko, Fred Meyer	2	Kroeger Park, Ivywild Park	0		5	20	1	Bicycle		1 top priority; 4: connection, no facilities	X	X
36: Lincoln Ave, Boise Ave/Beacon St	Bike Route	W & E	X		1	Albertsons	1	Julia Davis Park	1	Boise State University	11	20	0		RB-ST-BR (Shared)	1: connection	X	
37: Manitou Ave, Boise Ave/Beacon St	Bike Route/ Future Bikeway	W & E	X		1	Albertsons	2	Julia Davis Park, Manitou Park	2	Boise State University, Garfield Elementary	15	20	0		RB-ST-BR (Shared)	3: connection	X	
38: Rossi St, Lincoln Ave/Denver Ave	Bike Route	S & N	X		1	Albertsons	1	Julia Davis Park	0		15	20	0		RB-ST-BR (Shared)		X	

Project ID: Project Name	Project Type	Side of the Road	Fill a Gap?	Barrier	# of Attractors	Attractors	Total Parks	Park Name	Total Schools	School Names	Bus Stops	Speed Limit	Crash Count	Crash Type	Previous Plan GQ TO	Number of Public Comments; Issue Type	Bike	Ped
SHARED -USE PATH/SIGN PROJECTS																		
ARTERIAL ROADS																		
39:	Gowen Rd, Technology Way/Alta Ridge Ct	Shared-Use Path	N or S	X	X	1	Albertsons	1	0	0	0	45	0			0	X	
40:	Gowen Rd, Alta Ridge Ct/Grand Forest Dr	Shared-Use Path	N or S	X	X	0		2	1	Les Bois Jr. H.S.	0	55	1	Bicycle		2: connection	X	
41:	Gowen Rd, Grand Forest Dr/Warm Springs Ave	Shared-Use Path	N or S	X	X	0		2	0		0	55	1	Bicycle		5: dangerous conflicts, design issue, maintenance, connection	X	
42:	Boise Ave, Geckeler Ln/Division Ave	Additional No Parking Signs	W & E		X	0		2	1	Garfield Elementary	6	30	3	3: Bicycle		1: design issue	X	X
COLLECTOR ROADS																		
43:	River Run Dr, Parkcenter Blvd/Riverstone Ln	Greenbelt Way-Finding Signs			X	2	Southshore Shopping Center, Albertsons	3	0		4	20	1	Pedestrian		2: no facilities (signage)	X	X
44:	Division Ave, Boise Ave/Beacon St	Bike/Pedestrian/No Parking Signs	W & E	X		2	Albertsons Corporate, Albertsons	6	1	Garfield Elementary	8	25	0			1 top priority; 3: design issues; dangerous conflicts	X	X
LOCAL ROADS																		
45:	Victory Rd, Law Ave/Riverside Elementary	Bike/Pedestrian/No Parking Signs	S & N	X		1	Bown Crossing	2	2	Riverside Elementary, Liberty Elementary	3	20	0			1: design issues	X	X
46:	Meyer st, Pennsylvania St./Schmeizer Ln	Bike/Pedestrian/No Parking Signs	W & E	X		1	Albertsons	4	0		7	20	0			3: design issues; dangerous conflicts	X	X

Table legend:
 * Previous Plan: Roadways to Bikeways - short term, medium term, long term - bike lane, bike route (RB-ST-BR); Original South Boise Neighborhood Plan (SB); ACHD integrated Five-Year Work Program (iFYWP); Pedestrian-Bicycle Transition Plan (PBTP)

Bicycle Project Highlights from the Public

There are a total of 46 recommended bicycle projects including 24 bike lanes (19 new bike lane projects, two of which are also potential future bikeways, and five projects that are upgrades to existing bike lanes) 14 bike routes (eight of which are potential future bikeways), three shared-use pathways, and five miscellaneous projects including wayfinding and no parking signs.

As shown in Tab 5.3, the following bicycle projects received the most attention from the public and met several evaluation factors:

- 20 & 21:** **Boise Ave from Eckert Rd to Bown Way** - New and upgrade of existing bike lanes on both sides of Boise Ave; need a crossing at the Boise Ave/Bown Way intersection on the south side. This area received 34 comments, six top priority comments, it achieves values identified by the Southeast Neighborhood Association (SENA), and it provides connectivity and a safer connection to Bown Crossing. In the same area as project no. 20, Boise Ave from Eckert Rd to Holcomb Rd is scheduled in 2013 through ACHD's Integrated Five Year Work Plan (IFYWP) as part of the Community Program (project no. 81), for construction of curb, gutter, and sidewalk, and bike lanes on the south side of Boise Ave between Holcomb Rd and Bergeson St, and on both sides of Boise Ave between Bergeson St and Eckert Rd. The recommended projects would lengthen and enhance this programmed project. In the same area as project no. 21, ACHD has identified an overlay (road resurfacing) project in 2013 for Boise Ave, from Holcomb Rd to Law Ave. This section of the project could be evaluated for potential implementation with the overlay project.
- 1 & 2:** **Amity Rd from Federal Way to Surprise Way** - Bike lanes on both sides of Amity Rd. This area received 31 comments, four top priority comments, it achieves SENA values, and it provides connectivity to the Boise River Greenbelt and two regional parks. In the same area as project no. 2, Amity Rd from Holcomb Rd/Surprise Way is scheduled in 2013 through ACHD's IFYWP as part of the Community Program (project no. 78), for construction of sidewalks on the north side of Amity Rd.
- 17, 18 & 19:** **Bergeson St from Federal Way to Holcomb Rd** - New and upgrade of existing bike lanes along the north and south sides of Bergeson St for a much needed east-west connection (recommended bicycle project no.'s 17, 18 & 19) and a pedestrian crossing at the Bergeson St/Morningwind Ave intersection (recommended pedestrian project no. 40). This area received 10 comments, it achieves SENA values, and it provides connectivity to Liberty Elementary School. In the same area as recommended bicycle project no.'s 18 & 19, and recommended pedestrian project no. 40, the Bergeson St/Morningwind Ave intersection is scheduled in 2014 through ACHD's IFYWP as part of the Community Program (project no. 80), for installation of a pedestrian crossing signal. In addition, ACHD has identified an overlay (road resurfacing) project in 2013 for Begeson St, from Federal Way to Holcomb Rd. ACHD could evaluate this area for potential bike lanes as part of the process of implementing the overlay project and/or the programmed signal project.
- 25:** **Federal Way from the Micron Driveway to Gowen Rd** - Bike Route along Federal Way. This area received eight comments, citing safety concerns and connection issues, it achieves SENA values, and it provides connectivity to Micron, the largest employer in the study area.

39, 40 & 41 **Gowen Rd from Technology Way to Warm Springs Ave** - Shared-use pathways along either one or both sides of Gowen Rd. This area received seven comments, it achieves SENA values, improves connectivity to the Boise River Greenbelt, Micron, and pathway connections from the forthcoming Interstate 84 / Gowen interchange project.

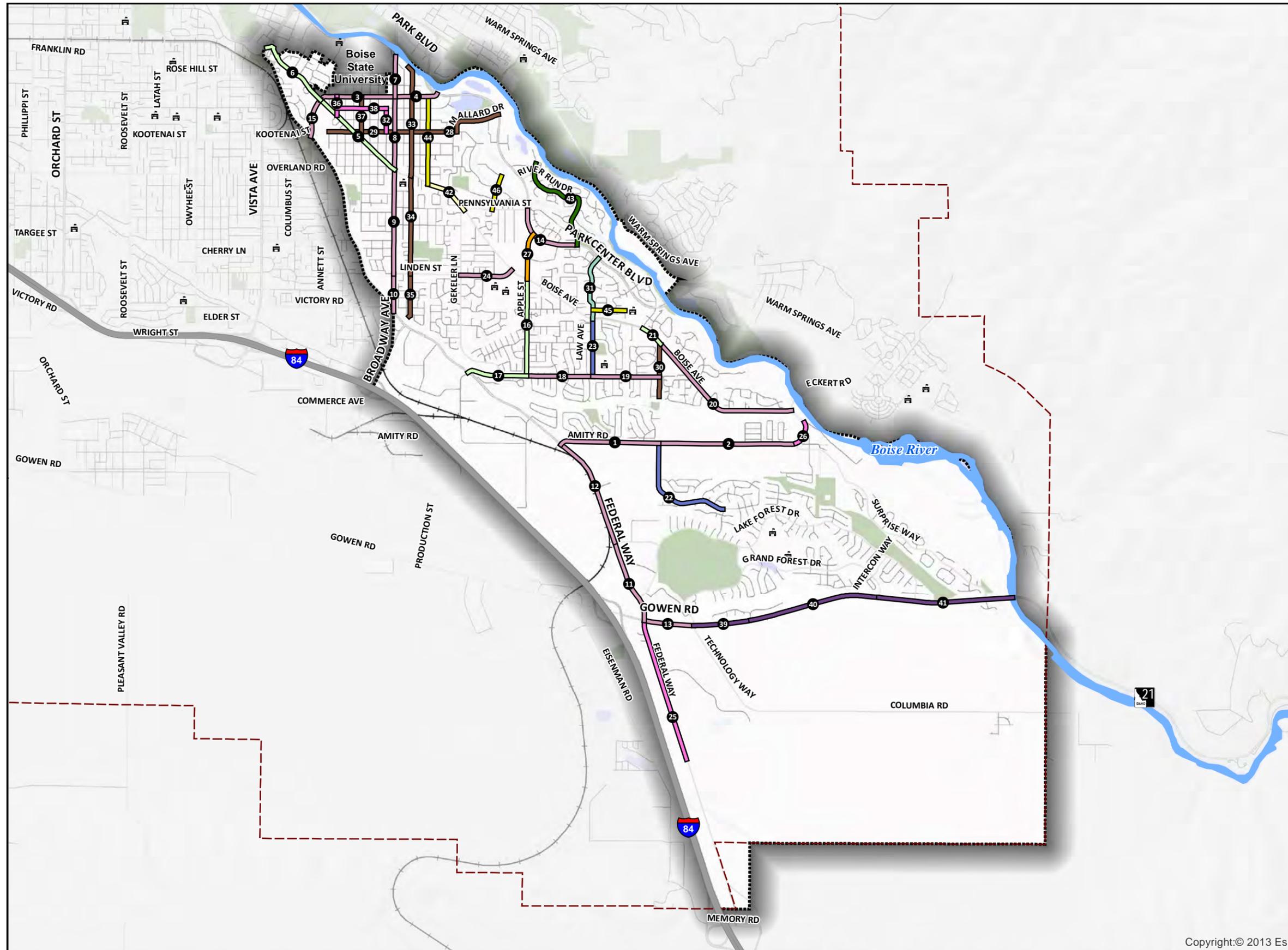
An analysis of the recommended bicycle projects is shown in **Tab 5.4**. Implementing all of the recommended bicycle projects would increase bicycle facilities by approximately 31%.

The final bicycle treatment (i.e. sharrows, wayfinding signs, etc.) for each project will be discussed with neighborhood association representatives and the City of Boise as part of ACHD’s yearly scoping process. More information on specific bicycle treatment options that could be considered for each project can be found in Appendix ‘D.’ Additional information about projects that are scheduled in ACHD’s IFYWP is included in Appendix ‘B’.

Tab 5.4: Southeast Boise Planning Area Bicycle Projects - Analysis/Comparison with Existing Conditions

Bicycle Facility Type	Existing Miles	Planned Facilities (IFYWP and Roadways to Bikeways) ‘Before’	Southeast Boise Walking and Biking Plan Recommended Projects ‘After’
		Planned Miles	Recommended Project Miles
Bike Lane	17.1	9.0	14.1
Bike Route	10.9	4.0	6.8
Multi-Use Path	47.5	0.0	2.5
Total	75.5	13.0	23.4

Fig 5.2 : Recommended Bicycle Projects 



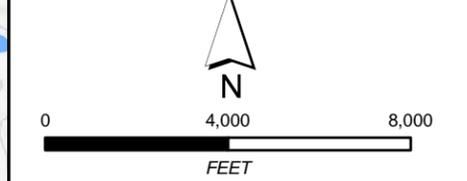
Recommended Bicycle Projects
 Southeast Boise
 WALKING AND BIKING PLAN

FIG 5.2

Recommended Projects
 Project Number Corresponds with
 Bicycle Project Table

- Additional No Parking Signs
- Bike Lane/Future Bikeway*
- Bike Lane
- Bike Route
- Bike Route/Future Bike Lane*
- Bike Route/Future Bikeway*
- Bike/Pedestrian/No Parking Signs
- Future Bikeway*
- Upgrade Existing Bike Lane
- Greenbelt Way-Finding Signs
- Shared-Use Path
- Southeast Planning Area
- Boise Impact Area
- Parks
- Schools

*Future Bikeway or Bike Lane as designated in the Roadways to Bikeways Plan



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Barber Park

6 IMPLEMENTATION AND FUNDING

This section includes strategies to assist citizens, ACHD and the City of Boise with project implementation. **Fig 6.1** illustrates the process for project implementation. Further details about each step in the project implementation process follow **Fig 6.1**.

Fig 6.1: Project Implementation Process



How are Projects Prioritized?

Project Prioritization Process

Recommended projects identified in the Southeast Boise Walking and Biking Plan inform ACHD and the City of Boise about needed pedestrian and bicycle improvements identified by the public. As shown in the project implementation process flow chart in **Fig 6.1** above, the project prioritization and implementation process begins after the Southeast Boise Walking and Biking Plan is completed.

The City of Boise and the Southeast Neighborhood Association can submit prioritized project requests to ACHD through ACHD's annual project request program. This Plan includes the information and tools to help with this process. Upon the City of Boise and/or the Southeast Neighborhood Association submitting prioritized project requests to ACHD, a scoring process occurs and project selections are made. Project needs far outweigh available funding; therefore, ACHD carefully considers which projects will receive funding. In general, projects on busy streets, near schools, parks, libraries, or other pedestrian and bicycle attractors, are prioritized the highest (an overview of the ACHD prioritization criteria and points system can be found in Appendix 'C').

Once projects are approved, funding comes from various sources. One of the main purposes of this Plan is to direct available funding for pedestrian and bicycle projects in the Southeast Boise area.

How are Projects Funded?

ACHD Community Programs

The primary funding source for the projects identified in this Plan will be ACHD's Community Programs. This program is a dedicated local funding source for pedestrian and bicycle projects across Ada County. Funds for Community Programs projects come from ACHD's capital budget and vehicle registration fees with a total funding level of approximately four million dollars per year.

The funding breakdown is summarized as follows:

- 5% of ACHD's Capital Budget (\$2 million per year)
- Vehicle Registration Fees (\$2 million per year)

Projects funded through Community Programs usually do not require matching funds from the neighborhood.

Citizen Toolbox:

- Ongoing communication: with city of boise neighborhood planner, achd bicycle and pedestrian planners.
- Get involved: attend and participate with the achd bicycle advisory committee and neighborhood association.
- Organize and strategize: continue to present ideas and priorities to the city of boise and achd as a neighborhood.

ACHD & City Of Boise Toolbox:

- Agency collaboration: Idaho Transportation Department, ridge to rivers, schools, valley regional transit, ada county, state and federal land agencies; develop partnerships and leverage resources whenever possible.
- Verify: neighborhood priorities and issues prior to programming projects. Discover ways to improve bicycle and pedestrian facilities in a meaningful way. Coordinate with southeast neighborhood representatives at various project stages.
- Project implementation and prioritization - use the input from this plan as an educational tool and guide for project implementation and prioritization. Use this plan to assist with review and requirements of proposed developments for connectivity, treatment options and facility types.

Other Funding

Beyond ACHD's Community Programs, sidewalks and bicycle facilities can receive funding through federal grants, local grants such as the City of Boise's Neighborhood Reinvestment Grants, and other local sources. In general, these additional funding sources may not provide 100% funding for a proposed project but the funds can be used to leverage ACHD's Community Programs funds to accelerate a project. Although ACHD's Integrated Five Year Work Plan (IFYWP) is the budgetary tool which helps guide decisions about which projects move into the annual budget for construction, projects are also included in the program because of community input, as well as safety, scheduling and other technical factors.

New sidewalks and bicycle facilities can also be constructed in conjunction with other ACHD capital projects such as roadway widening and maintenance overlays. In order to maximize value in community investments, ACHD Community Program funds are generally not used to pay for improvements to the pedestrian and bicycle network that are included with other ACHD projects.

Project Programming and Implementation

ACHD has realized through experience that sidewalk retrofit projects and bicycle projects requiring road widening can vary widely in cost and that seemingly simple projects may require costly and complex drainage solutions. Every year, ACHD performs a detailed review of potential projects known as scoping. During the scoping process, each potential project receives specific attention and the scoping team (ACHD staff and representatives from the City of Boise) makes recommendations for the type of facility that best fits the situation. The scoping team also develops cost estimates used for programming the prioritized into ACHD's IFYWP and budget.

Projects such as new striping (shared lane markings), signage, and some ADA improvements do not require the scoping process described above. It is ACHD's intent to integrate these simpler projects into normal business practices for completion. For example, if a roadway is recommended for shared lane markings in this Walking and Biking Plan and ACHD plans on chip-sealing or resurfacing that roadway, the new painting scheme would be included in the maintenance project. Additional maintenance and capital project coordination occurs when the City of Boise plans infrastructure projects. This is an example of why projects are not prioritized in this Walking and Biking Plan, because it allows ACHD and the City of Boise to evaluate projects holistically and provides flexibility to implement certain projects before/after others by coordinating capital and maintenance projects/schedules. In some areas where no maintenance projects are scheduled in the short term, ACHD will proactively install new bike facilities as funds are available.

APPENDIX

A: Public Involvement

- Public Involvement Report
- Walking Related Comments Map
- Biking Related Comments Map
- Top Priority Comments Map
- Public Comment Maps - All comments
- Southeast Neighborhood Association Letter, Dated April 12, 2013
- ACHD Bicycle Advisory Committee Staff Email, Dated April 5, 2013

B: Recommended Project Information

- Project Type Descriptions

C: Project Prioritization Criteria

- ACHD Project Prioritization Criteria
- ACHD Community Programs Application Form (2013)

D: Pedestrian and Bicycle Treatment Options

APPENDIX

A: Public Involvement

- Public Involvement Report
- Walking Related Comments Map
- Biking Related Comments Map
- Top Priority Comments Map
- Public Comment Maps - All comments
- Southeast Neighborhood Association Letter, Dated April 12, 2013
- ACHD Bicycle Advisory Committee Staff Email, Dated April 5, 2013



Purpose of the Public Involvement Report

The purpose of the public involvement report is to identify and implement improvements through direct and web-based interaction with citizens to discuss their issues, concerns and ideas related to pedestrian and bicycle use in the Southeast Boise neighborhood. Public participation is essential in evaluating and developing possible improvements.

The public helps determine needs, objectives, resources, constraints and potential alternatives in support of the neighborhood pedestrian and bicycle plan. The purpose of this report is to summarize the public involvement outreach efforts. The report also provides a comprehensive overview of the public feedback received before the March 21, 2013 public comment period deadline.

Summary of Public Involvement Activities

The Ada County Highway District (ACHD) and J-U-B Engineers/The Langdon Group employed a comprehensive public outreach strategy to identify bicycle and pedestrian improvements in Southeast Boise, and understand public support and concerns about potential bicycle and pedestrian improvements. Multiple methods were used to notify stakeholders about the project and invite them to participate in the process.

Below is an overview of public involvement/outreach activities that occurred through the public comment period, which ended on March 21, 2013.

Online Interactive Map

On February 21, 2013, the ACHD and J-U-B Engineers/The Langdon Group launched an online comment tool, 3P Visual. 3P Visual is an interactive comment map that allows users to click on a specific location and provide a comment on that location for the ACHD and J-U-B Engineers/The Langdon Group team to consider during the planning process.

Public Involvement Meeting/Open House

On March 7, 2013, the ACHD and J-U-B Engineers/The Langdon Group team held a neighborhood bike and pedestrian planning Public Involvement Meeting (PIM). The purpose of the PIM was to identify bicycle and pedestrian improvements (e.g. locations for new sidewalks and bicycle lanes) in Southeast Boise and understand public sentiment about any improvements.

Outreach Efforts Prior to PIM

Information and project details were posted on ACHD's web site including a link to 3P Visual, which allowed stakeholders to provide comments about the project area during the February 21, 2013 – March 21, 2013 comment period.

ACHD and J-U-B Engineers/The Langdon Group worked together to identify a comprehensive list of stakeholders with potential interest in participating in ACHD's Southeast Boise walking and biking planning effort. These stakeholders were then informed of project activities through fliers, e-mails and ACHD web site updates.

The PIM was designed for attendees to provide general comments on large display maps of the Southeast Boise project area. Display maps were broken down by sections of the project area, as follows:

1. Map A: area North of Linden Street
2. Map B: area North of Amity Road



- 3. Map C: area North of Gowen Road
- 4. Map D: Micron area (South of Gowen Road)

Separate from the above mentioned four general comment maps, a “Top Priority” map was provided where attendees could identify their top priority for bicycling or walking/running improvements.

Valuable insights were gathered about potential neighborhood area improvements and current feelings and concerns about the improvements.

The Comment Process

Attendees provided their comments in the following ways:

- Attendees were provided with five numbered sticker dots to place on the general comment maps.
- Attendees placed the numbered stickers on the comment maps and wrote the corresponding number and comment on a flip chart next to the map.
- One numbered gold-star sticker was used for identifying the attendee’s top priority concern or desired improvement in the project area. The gold-star stickers were placed on the Top Priority map and attendees wrote the corresponding number and comment on a flip chart next to the map.
- Laptops were provided for attendees to provide online interactive map comments as well.

PIM Attendance and Comment Totals

- Meeting Attendees: 63 stakeholders
- Comments Received at PIM: 152 comments
- Online Comments Received prior to PIM: 279 comments (note that some of these comments were located outside of the Southeast Boise planning area).

Overall Comment Summary and Analysis

COMMENT SOURCE	NUMBER OF COMMENTS	PERCENT OF TOTAL
Online Interactive Map	226	59.8%
Open House	152	40.2%
TOTALS	378	100%

Note: In addition to the 378 total comments received, an additional 142 comments were received through the online interactive map outside of the designated project area. The comments outside of the project area account for 37.6% of the total comments received.



All Comments Summary

All comments received were separated into three categories: bicycle, pedestrian or both bicycle and pedestrian. Comments were further analyzed to specify the “issue type” in relation to trending geographic locations. The project team identified the total comments received per issue type to further categorize key trends. The table below outlines and defines various issue types; the geographic location associated with these issues and identifies the total number of comments received in relation to the type of issue.

Issue Type and Definition	Trending Location	Total Comments Per Issue Type
Connection <i>A better bicycling or walking connection along a road or to a destination is needed</i>	<ul style="list-style-type: none"> Manitou Avenue Amity Avenue Garfield Avenue Federal Way Euclid Avenue Boise Avenue Grant Avenue Broadway Avenue Williams Street 	140
Crossing <i>There is an issue with crossing the road or intersection</i>	<ul style="list-style-type: none"> Boise Avenue Beacon Street Parkcenter Boulevard Apple Street Manitou Avenue 	17
Dangerous Conflicts <i>There is an issue with conflicts between motorized and non-motorized traffic that does not fit into one of the above categories</i>	<ul style="list-style-type: none"> Boise Avenue Broadway Avenue Parkcenter Boulevard Federal Way Amity Road 	72
Design Issue <i>An existing facility needs improvement</i>	<ul style="list-style-type: none"> Boise Avenue Broadway Avenue Amity Road Bergeson Street Hale Street Davidson Avenue 	56
Maintenance <i>Improved maintenance is requested for an area</i>	<ul style="list-style-type: none"> Boise Avenue Broadway Avenue Williams Street 	17
No Facilities <i>It is preferred that new bicycle or walking facilities are not constructed</i>	<ul style="list-style-type: none"> Manitou Avenue Euclid Avenue Dundee Street Garfield Street Denver Avenue Howe Street Martin Street 	43
Other <i>All other comments not fitting into one of the above categories</i>	<ul style="list-style-type: none"> Longmont Avenue Denver Avenue Manitou Avenue Federal Way 	33



The following key trends were identified during the public involvement process in regards to locations and respective issues within the Southeast Boise area:

- **Manitou Avenue/Garfield Avenue, south of Boise Avenue** – concern for future construction of sidewalks
- **Amity Road** – bicycle connectivity to Boise Greenbelt and neighborhoods
- **Boise Avenue** – lack of bike lanes / bicycle facilities and pedestrian crossings
- **Parkcenter Boulevard** – difficult crossing facilities, traffic calming, sidewalk and bike lane maintenance
- **Federal Way** – bicycle access to Micron Technology and pedestrian crossings along corridor
- **Broadway Avenue** – bicycle connectivity and parallel bicycle route on Leadville Avenue
- **Pathway connection (off ACHD’s system) aligns with Holcomb Road** – pave pathway and provide a safe crossing at Amity Road / Holcomb Road
- **Beacon Street** – connectivity and crossing to access BSU from Southeast Boise study area
- **Overall** – way-finding and educational signage where different transportation modes interface for motorists, pedestrians and bicyclists

Locations of these comments are illustrated on “all public comments” maps with a number that corresponds to a numbered comment spreadsheet.

Top Priority Comments

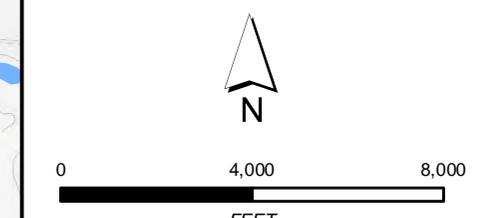
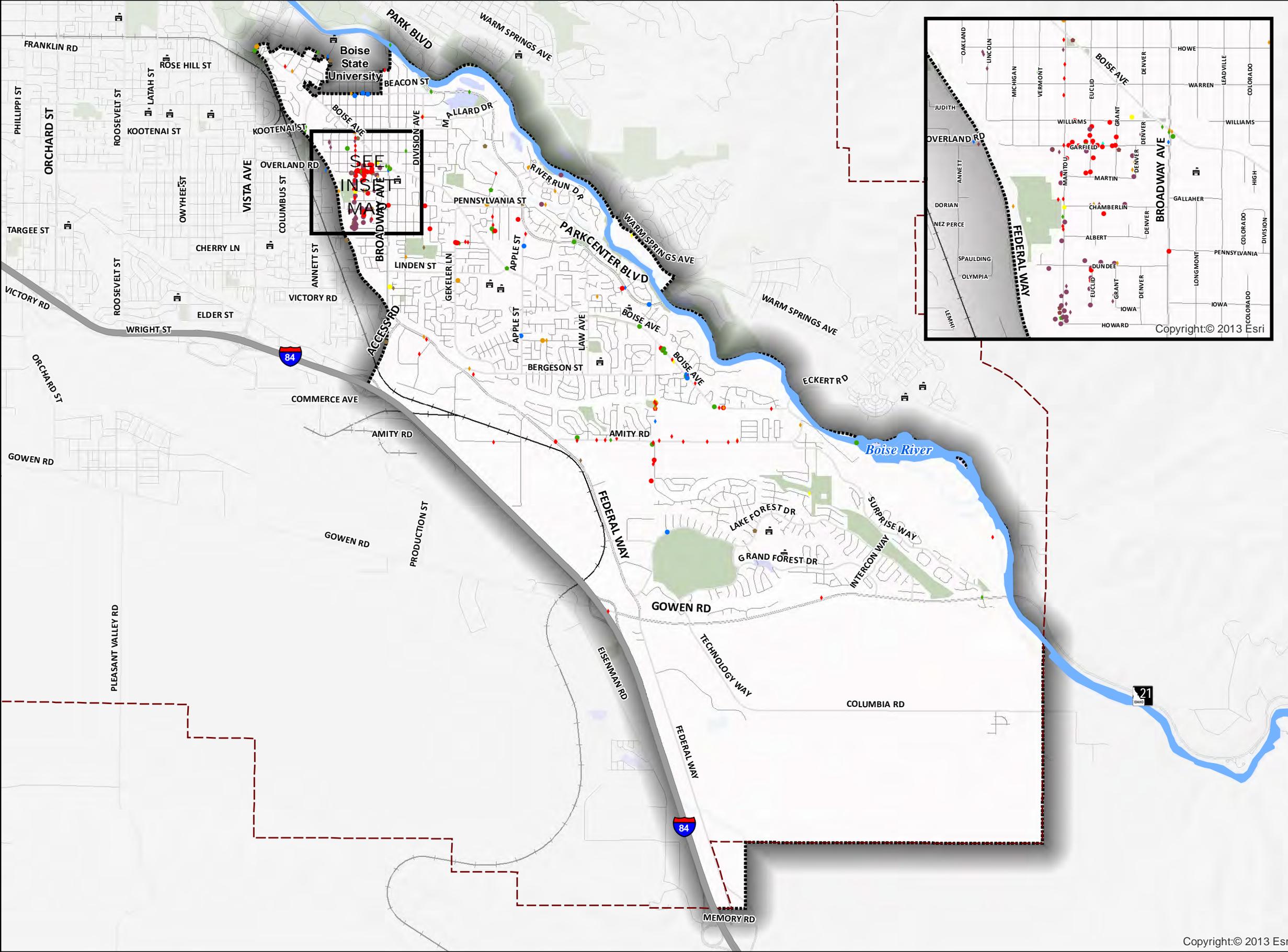
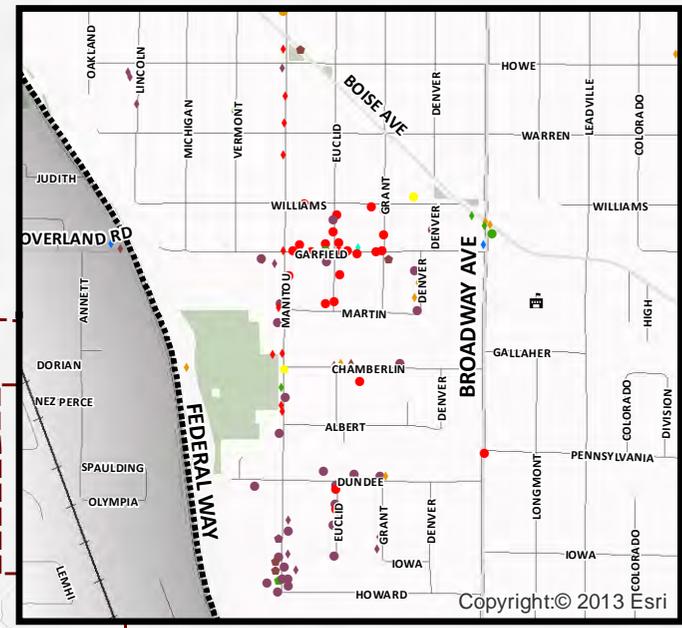
A total of 33 Top Priority comments were received from the PIM and Online Interactive Map. The Top Priority comment map following this report illustrates the geographic location associated with each Top Priority comment.

Key trends within the Top Priority comments are associated with the following geographic areas:

- **South Boise Village** – the area enclosed by Protest road, Boise Avenue, Broadway Avenue, Howard Street and Federal Way
- **Boise Avenue** – the area between Holcomb Road and Healy Road/S. Eckert Road
- **Amity Road** – the area between S. Holcomb Road and S. Surprise Way

LEGEND

- Mode**
- Pedestrian
 - Bike and Pedestrian
 - Other
- Issue Type**
- Connection
 - Crossing
 - Dangerous Conflicts
 - Design Issue
 - Facilities
 - Maintenance
 - No Facilities
 - Other
- ▭ Southeast Planning Area
 - ▭ Area of Impact
 - ▭ Parks
 - ▭ Schools





Biking Related Comments

Southeast Boise WALKING AND BIKING PLAN

LEGEND

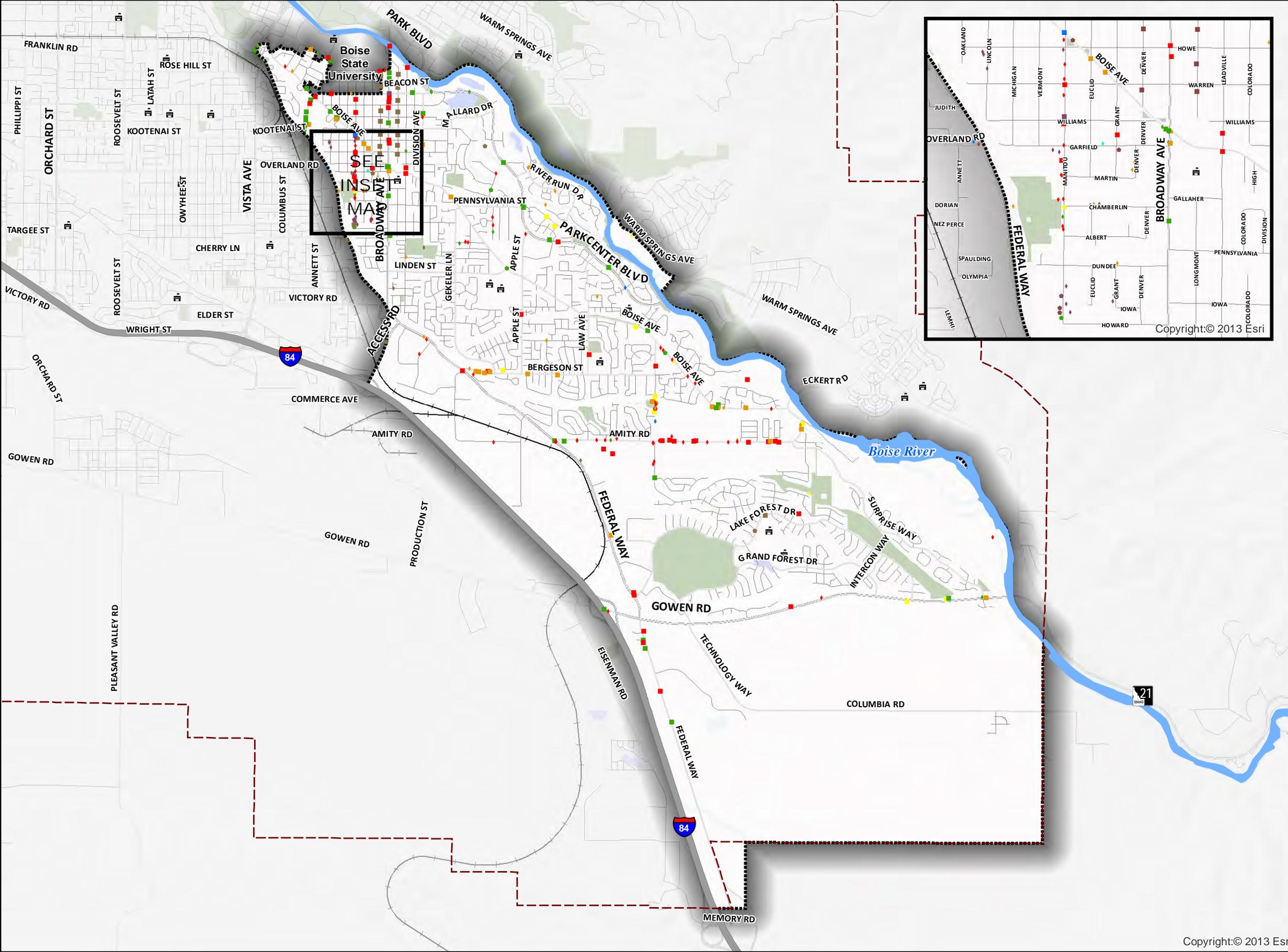
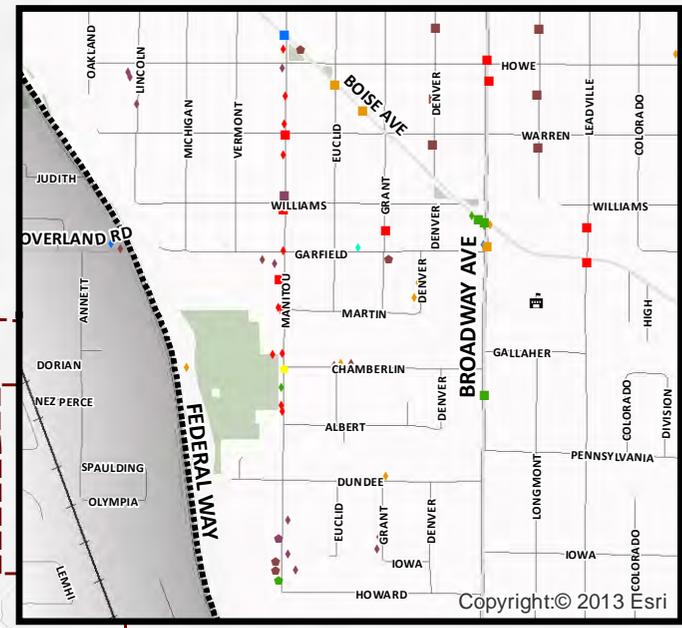
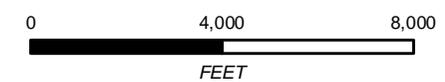
Mode

- Bike
- ◆ Bike and Pedestrian
- Other

Issue Type

- Connection
- Crossing
- Dangerous Conflicts
- Design Issue
- Facilities
- Maintenance
- No Facilities
- Other

- ▭ Southeast Planning Area
- ▭ Area of Impact
- Parks
- Schools





Top Priority Comments

Southeast Boise WALKING AND BIKING PLAN

LEGEND

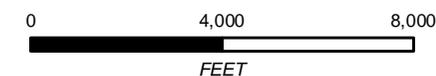
Mode

- Bike
- Pedestrian
- Bike and Pedestrian
- Other

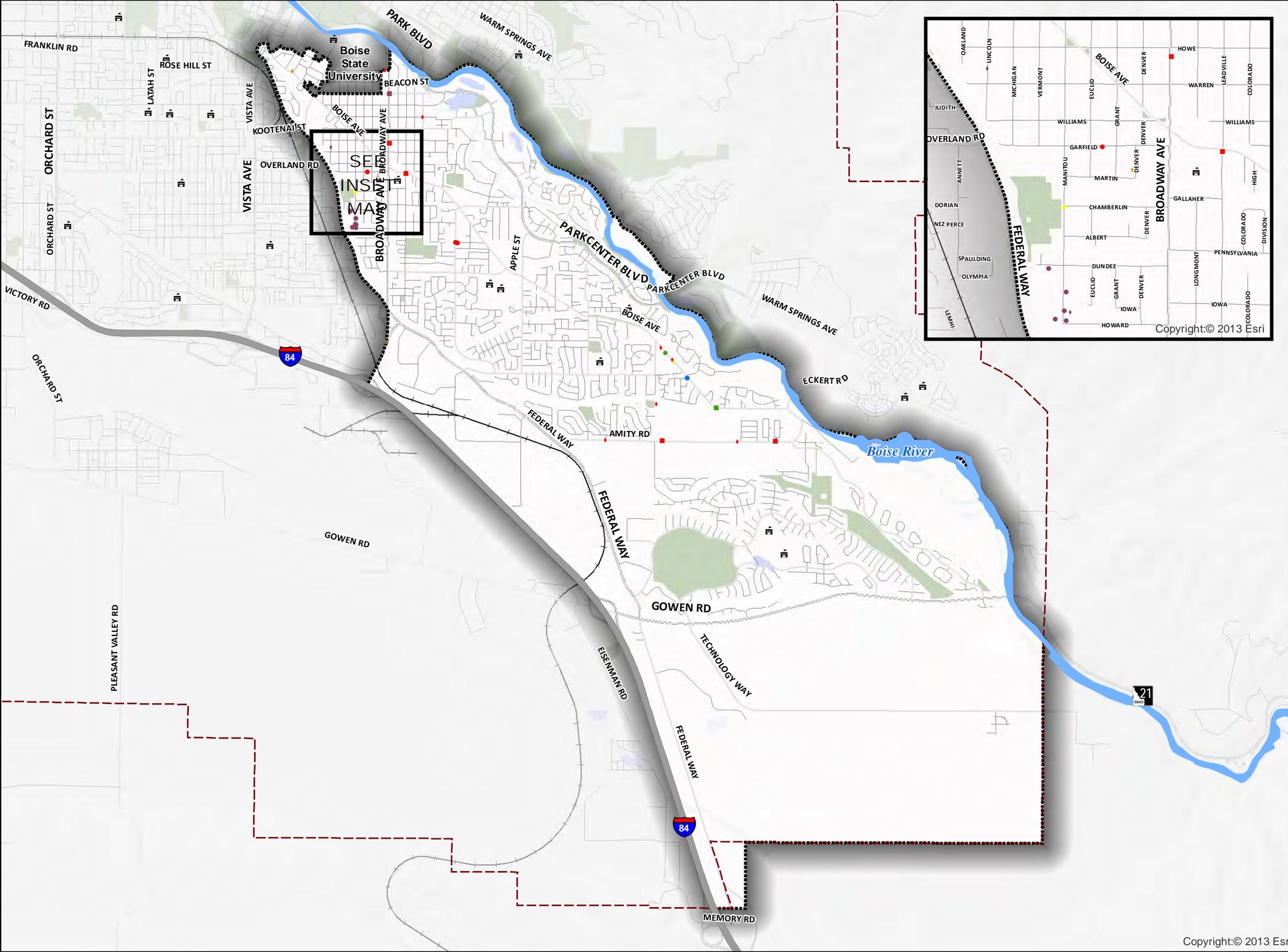
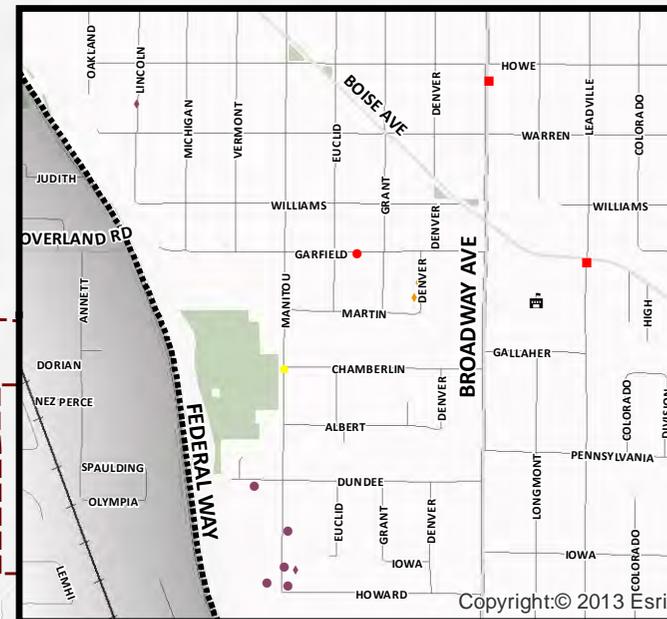
Issue Type

- Connection
- Crossing
- Dangerous Conflicts
- Design Issue
- Facilities
- Maintenance
- No Facilities
- Other

- ▭ Southeast Planning Area
- ▭ Area of Impact
- Parks
- Schools



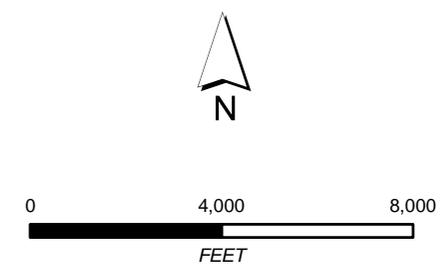
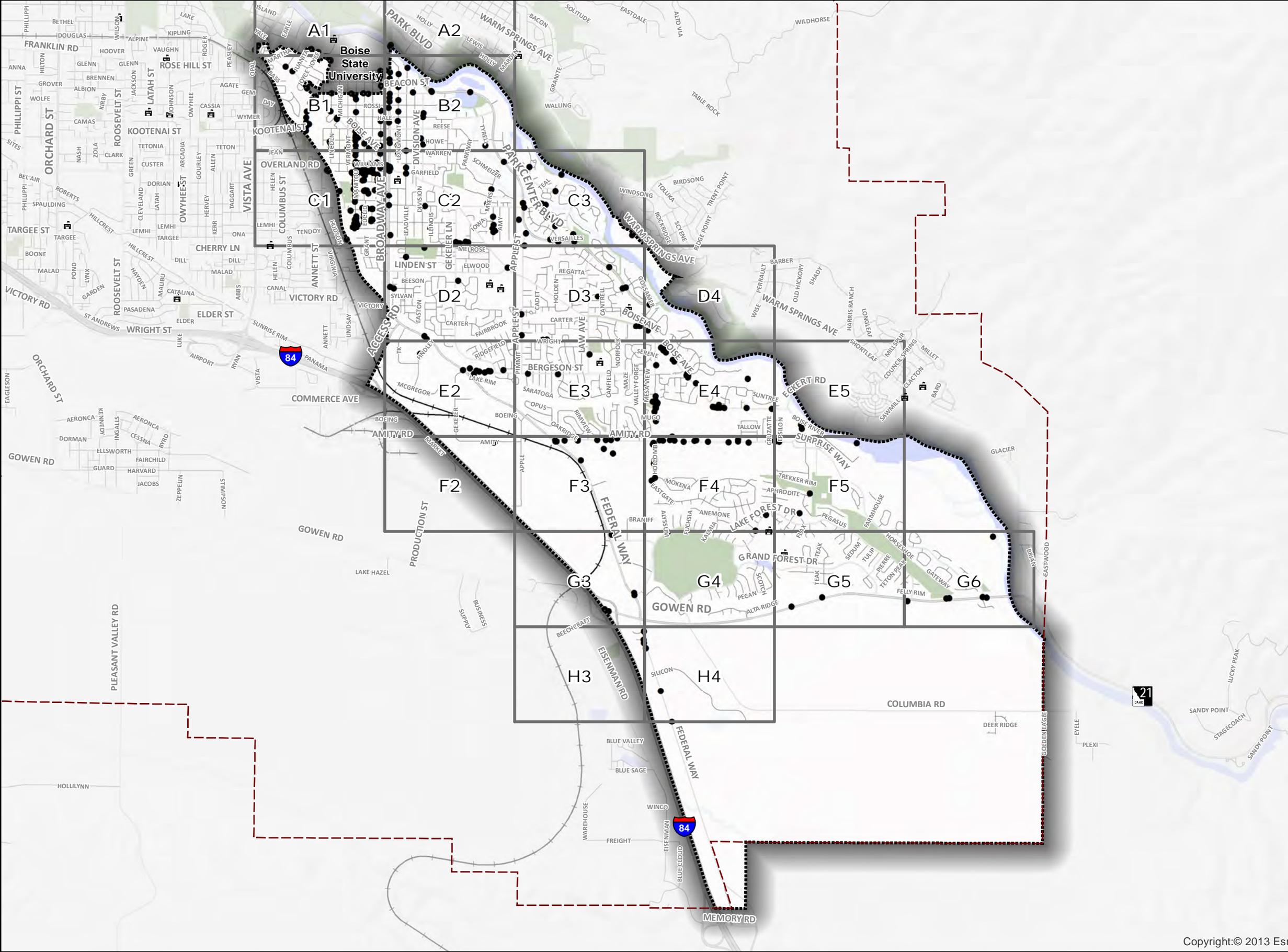
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MAPBOOK COVER

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
-  Parks
-  Schools
-  Study Area Comments



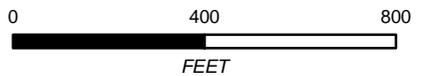


MAP BOOK

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

A1



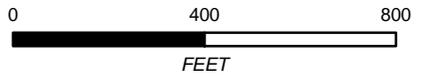


MAP BOOK

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

A2



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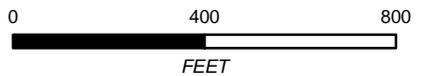
MAPBOOK

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments



B1



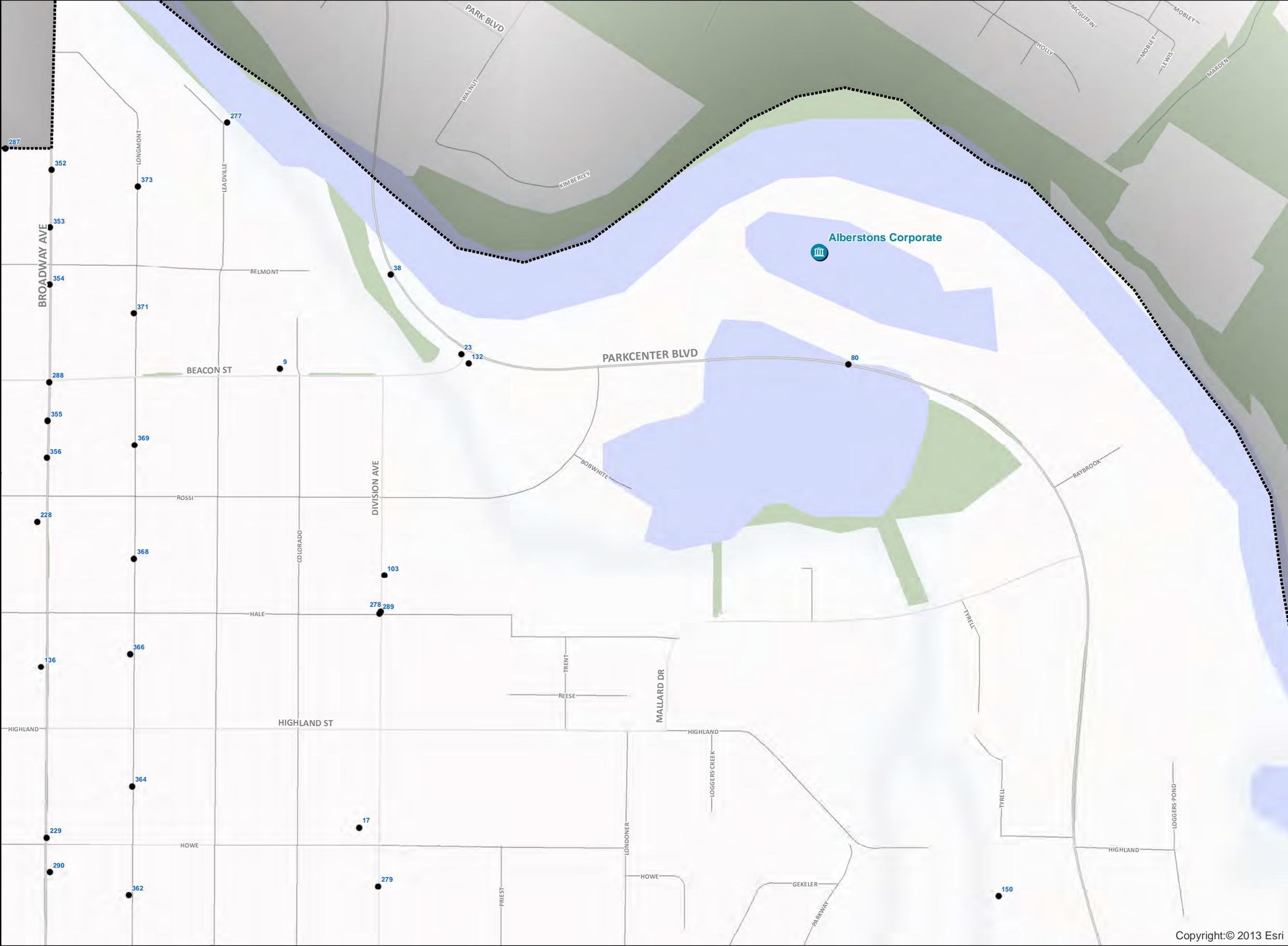
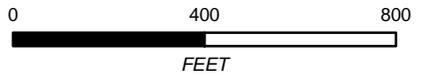


MAP BOOK

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

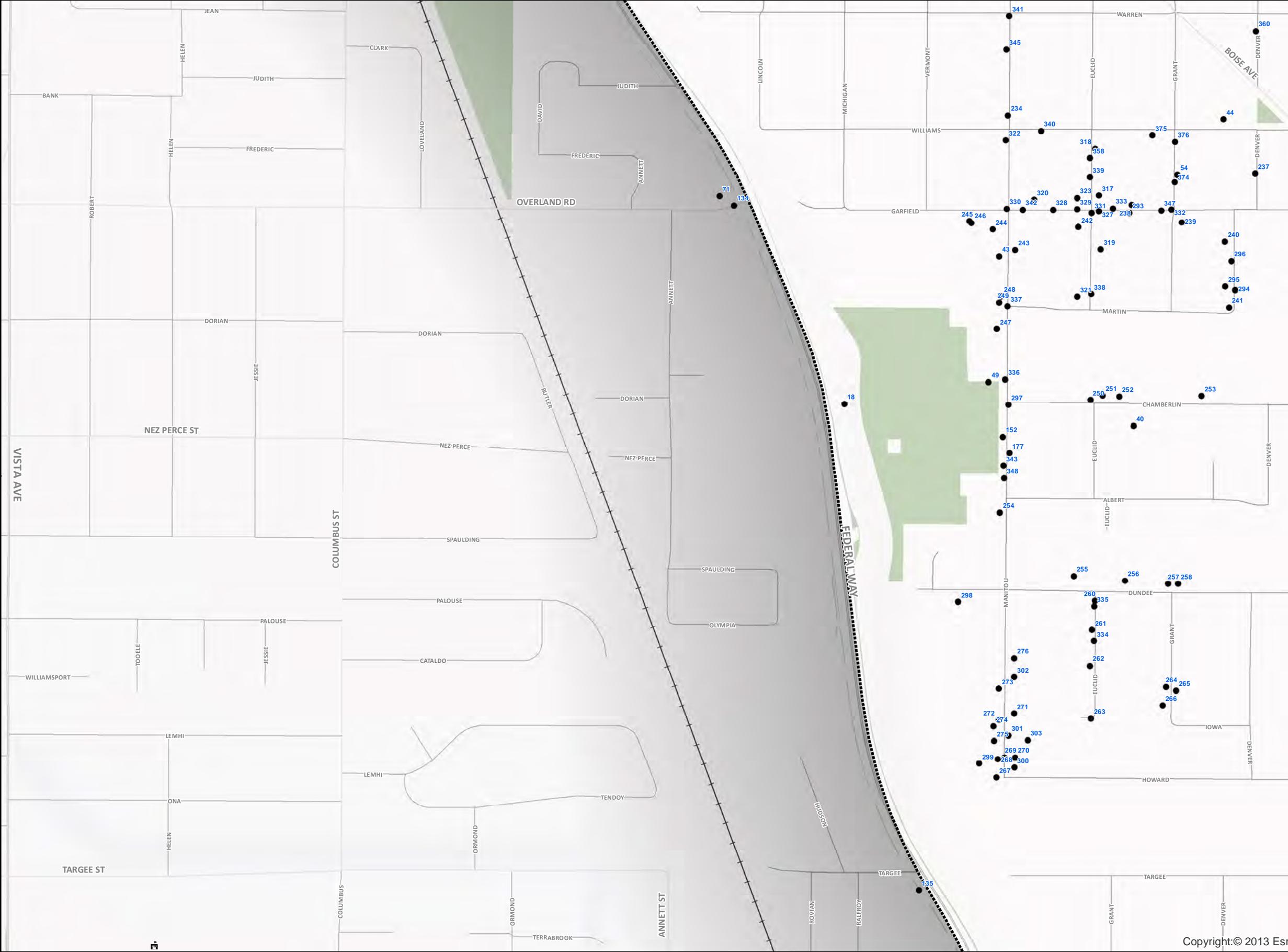
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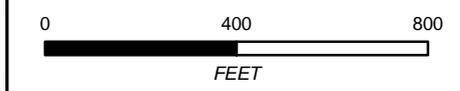
MAP BOOK

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments



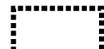
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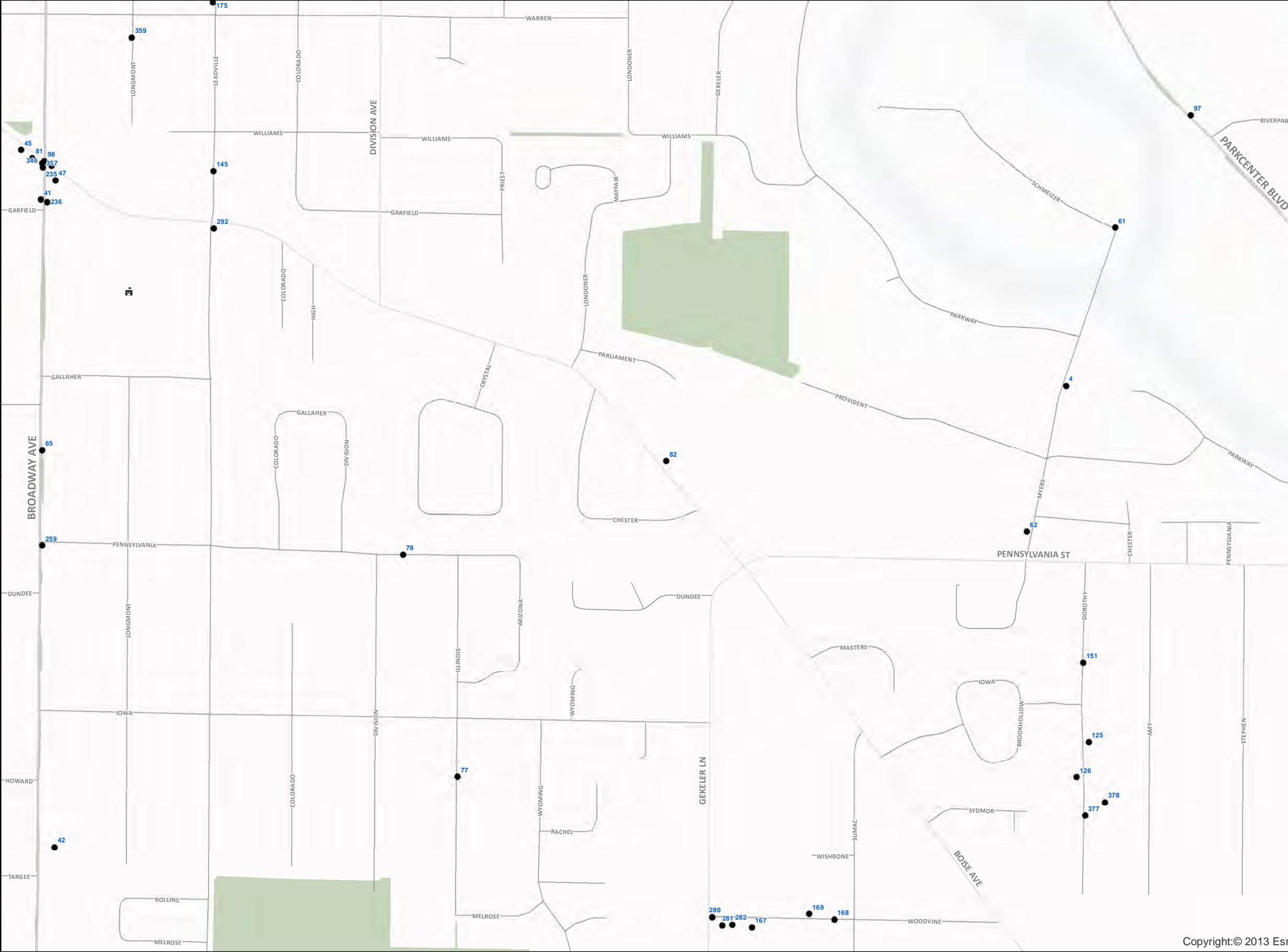
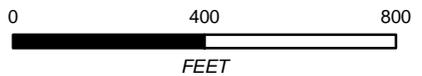


MAP BOOK

LEGEND

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-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

C2



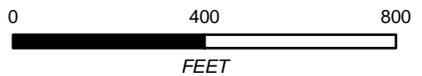


MAP BOOK

LEGEND

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-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

C3



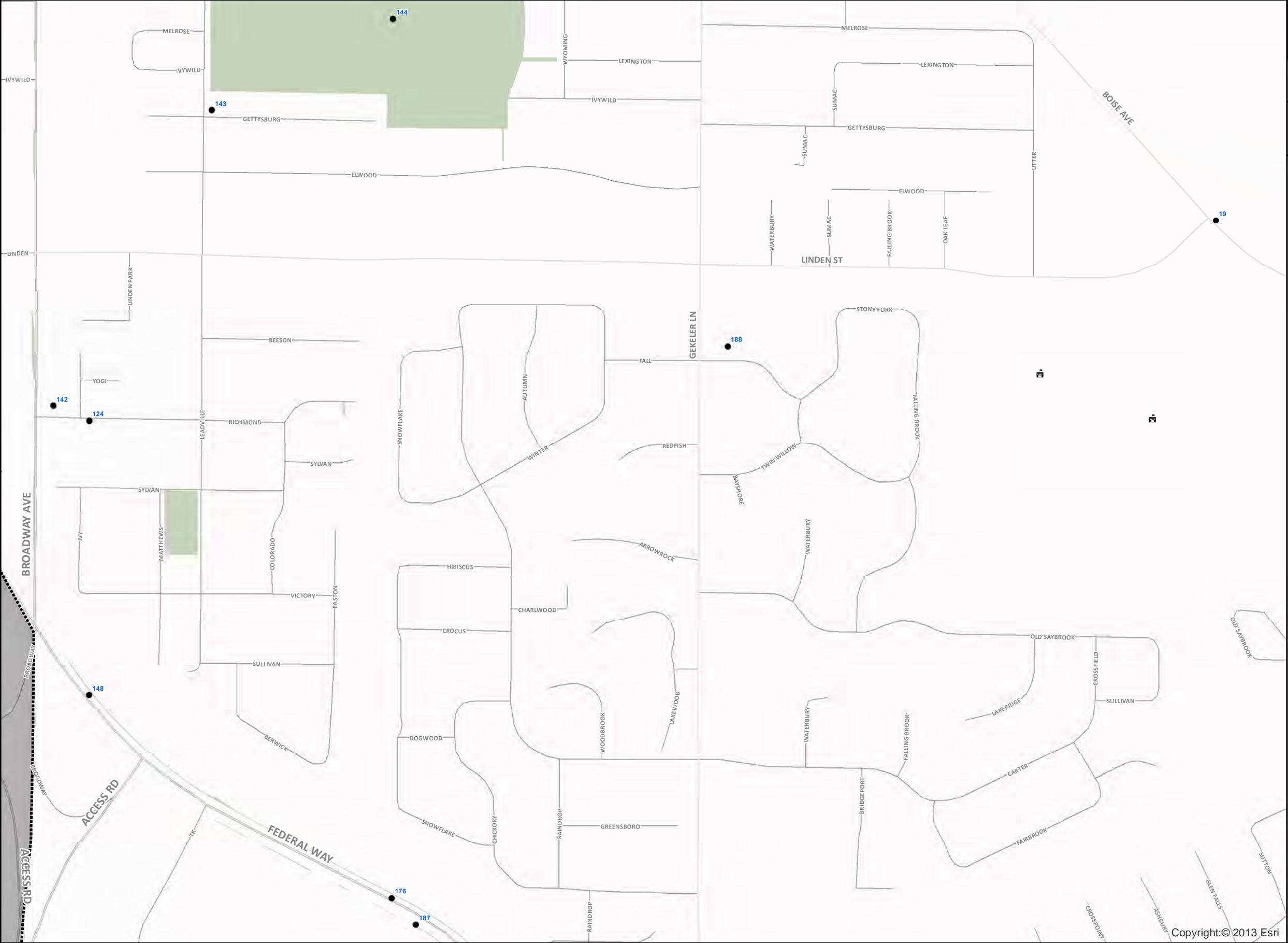
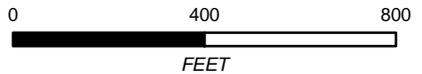


MAP BOOK

LEGEND

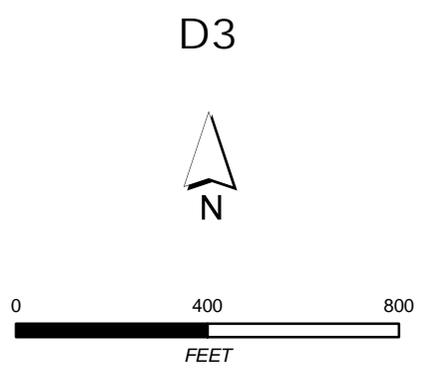
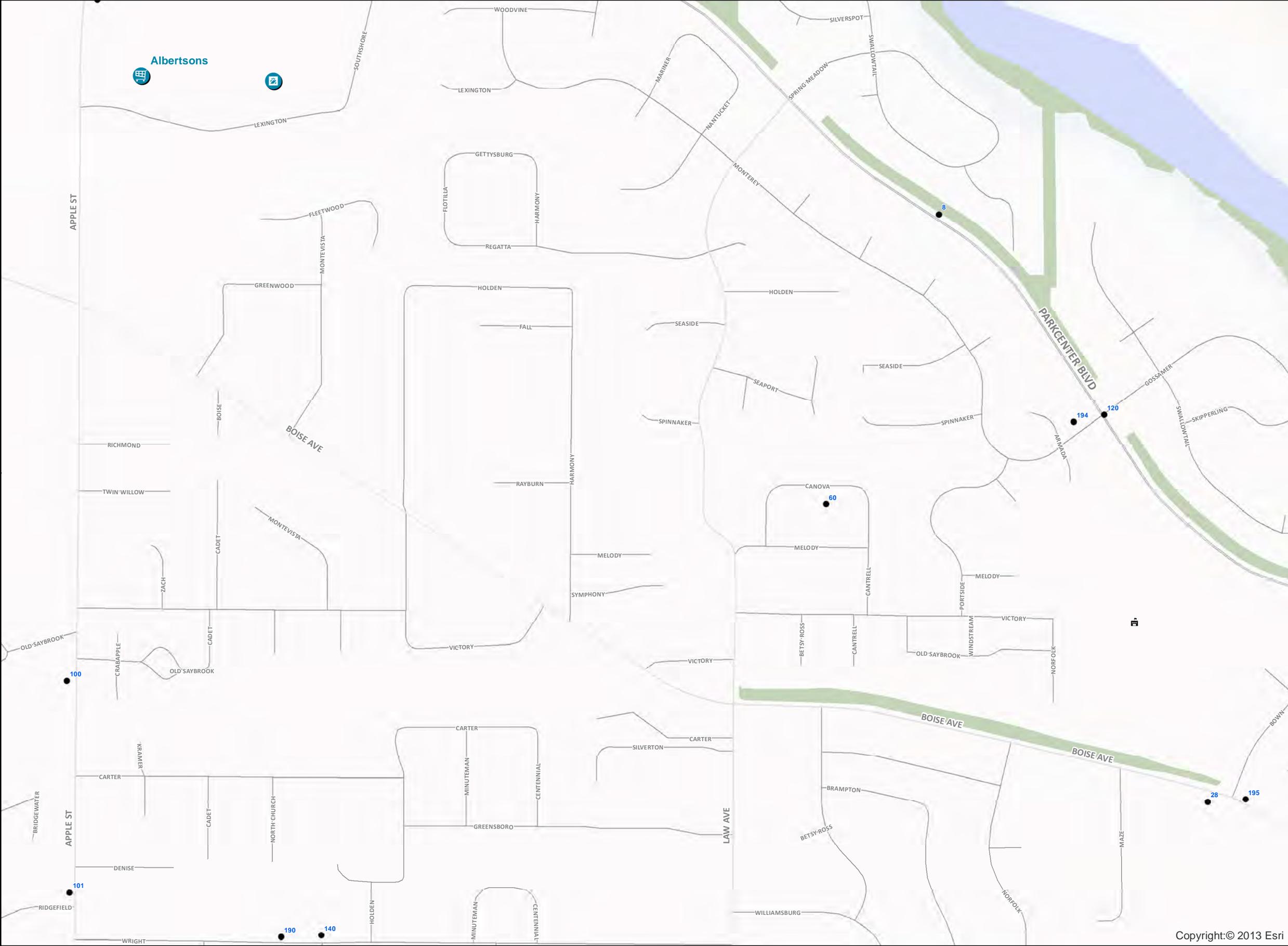
-  Southeast Planning Area
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-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

D2



MAP BOOK

- ### LEGEND
-  Southeast Planning Area
 -  Boise Impact Area
 -  Parks
 -  Schools
 -  Offices
 -  Shopping
 -  Grocery
 -  Study Area Comments



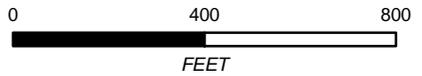


MAPBOOK

LEGEND

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-  Schools
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-  Shopping
-  Grocery
-  Study Area Comments

D4



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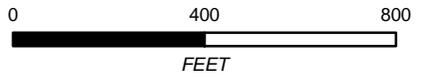


MAP BOOK

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

E2



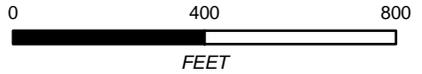


MAP BOOK

LEGEND

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-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

E3



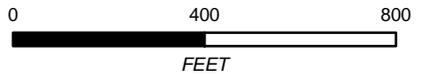


MAP BOOK

LEGEND

-  Southeast Planning Area
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-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

E5





All Public Comments

Southeast Boise
WALKING AND BIKING PLAN

MAP BOOK

LEGEND

- Southeast Planning Area
- Boise Impact Area
- Parks
- Schools
- 🏢 Offices
- 🛒 Shopping
- 🛒 Grocery
- Study Area Comments

F2

FEET

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MAP BOOK

LEGEND

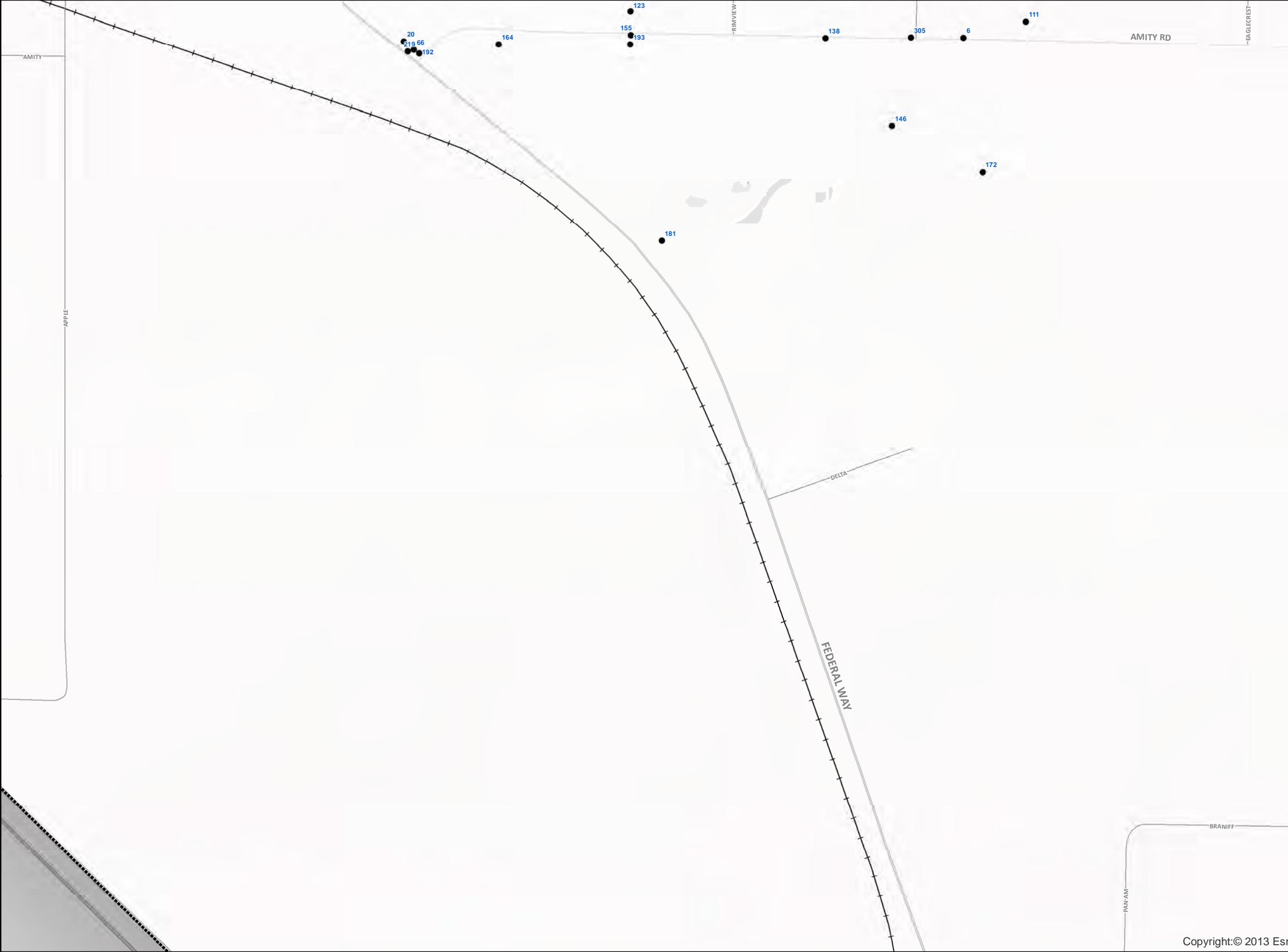
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F3




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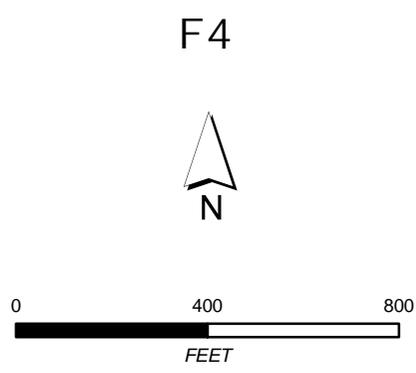
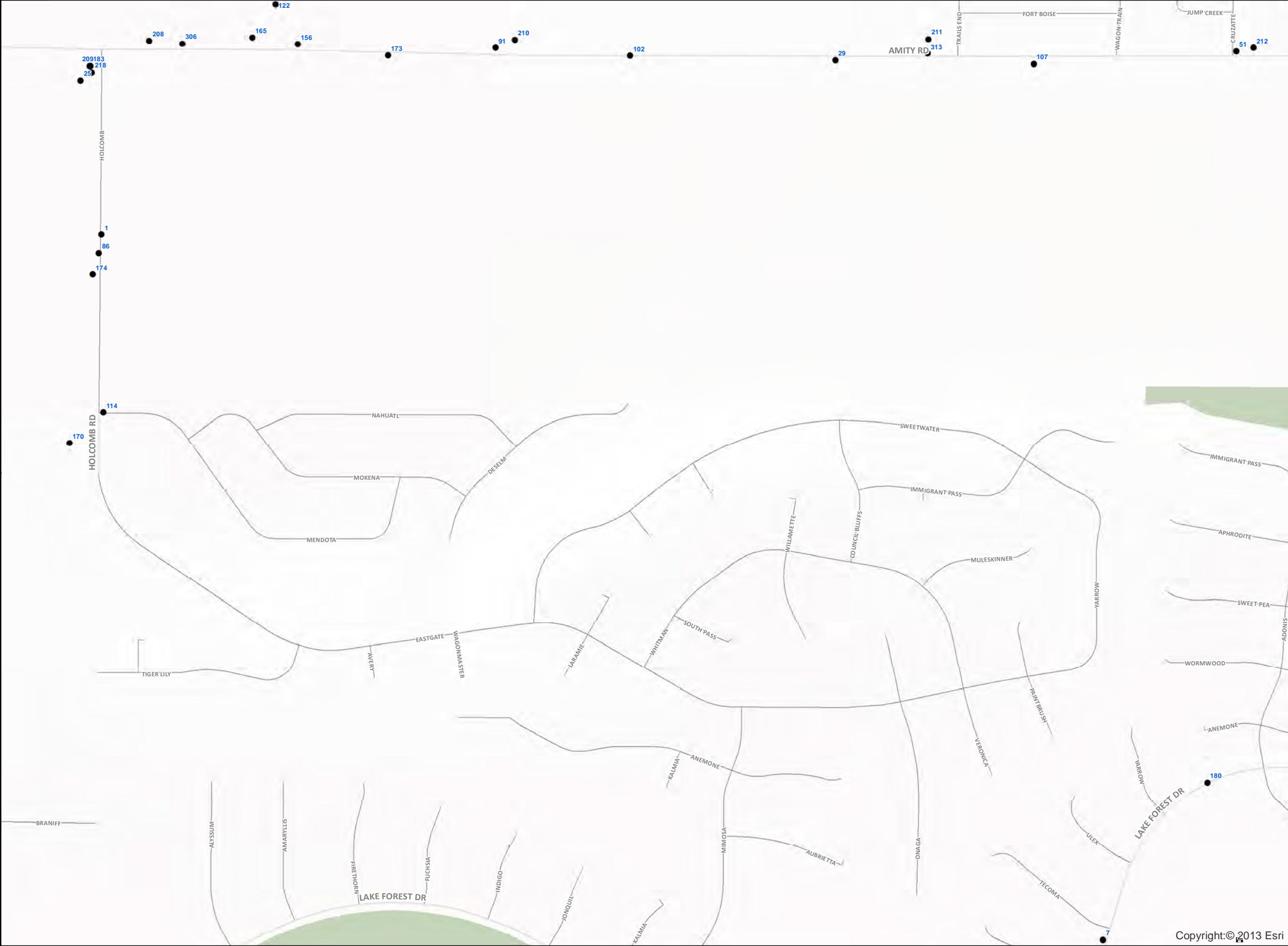


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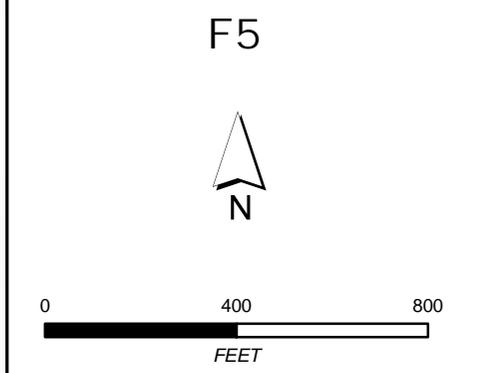
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-  Schools
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-  Shopping
-  Grocery
-  Study Area Comments





MAP BOOK

- ## LEGEND
-  Southeast Planning Area
 -  Boise Impact Area
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 -  Shopping
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 -  Study Area Comments





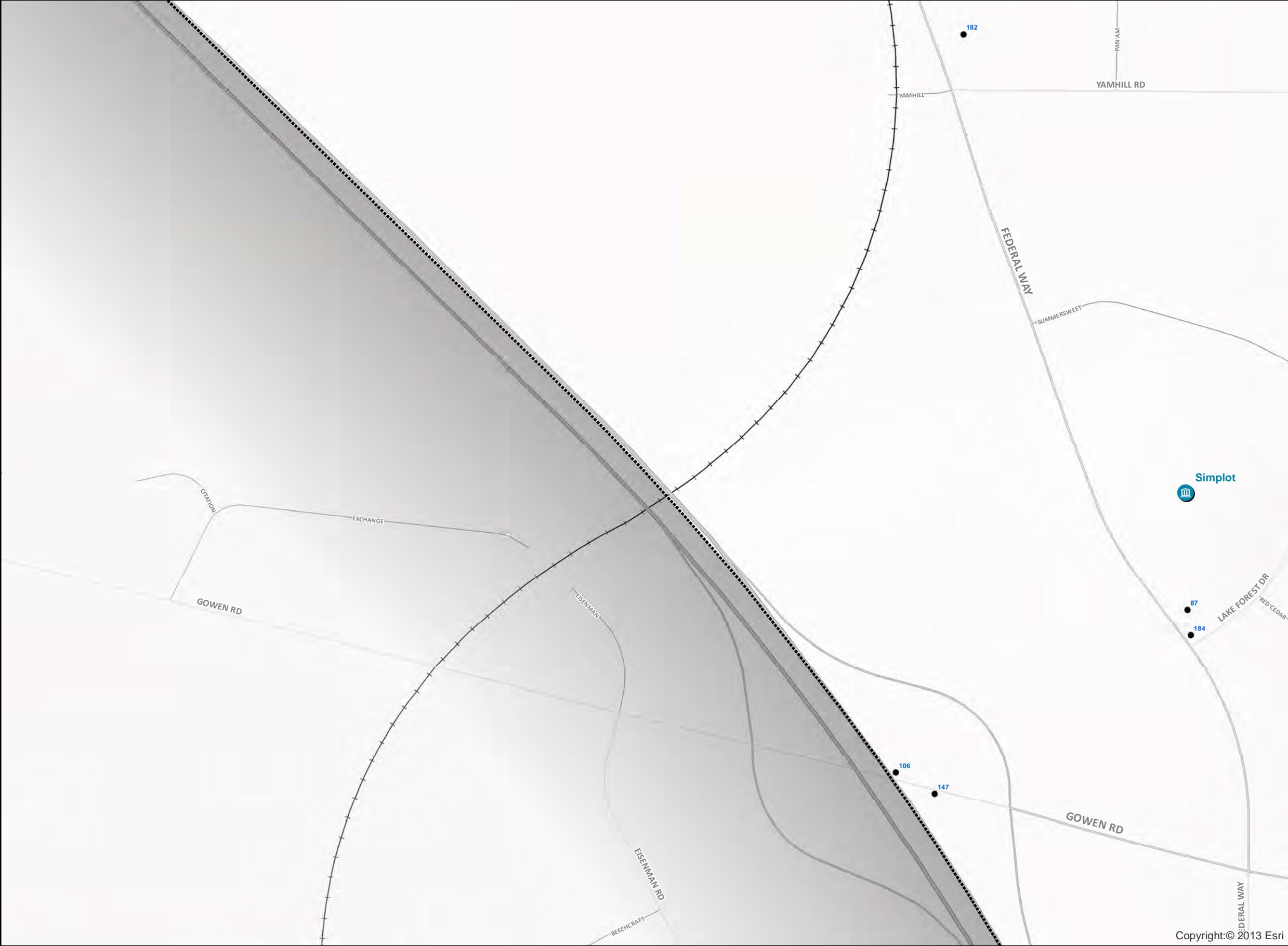
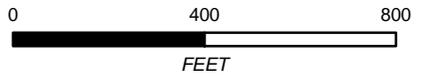



MAP BOOK

LEGEND

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G3



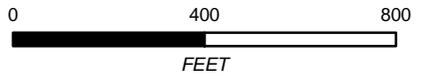


MAP BOOK

LEGEND

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-  Boise Impact Area
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-  Schools
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-  Shopping
-  Grocery
-  Study Area Comments

G4



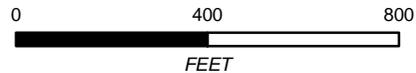
MAP BOOK

LEGEND

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-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments



G5

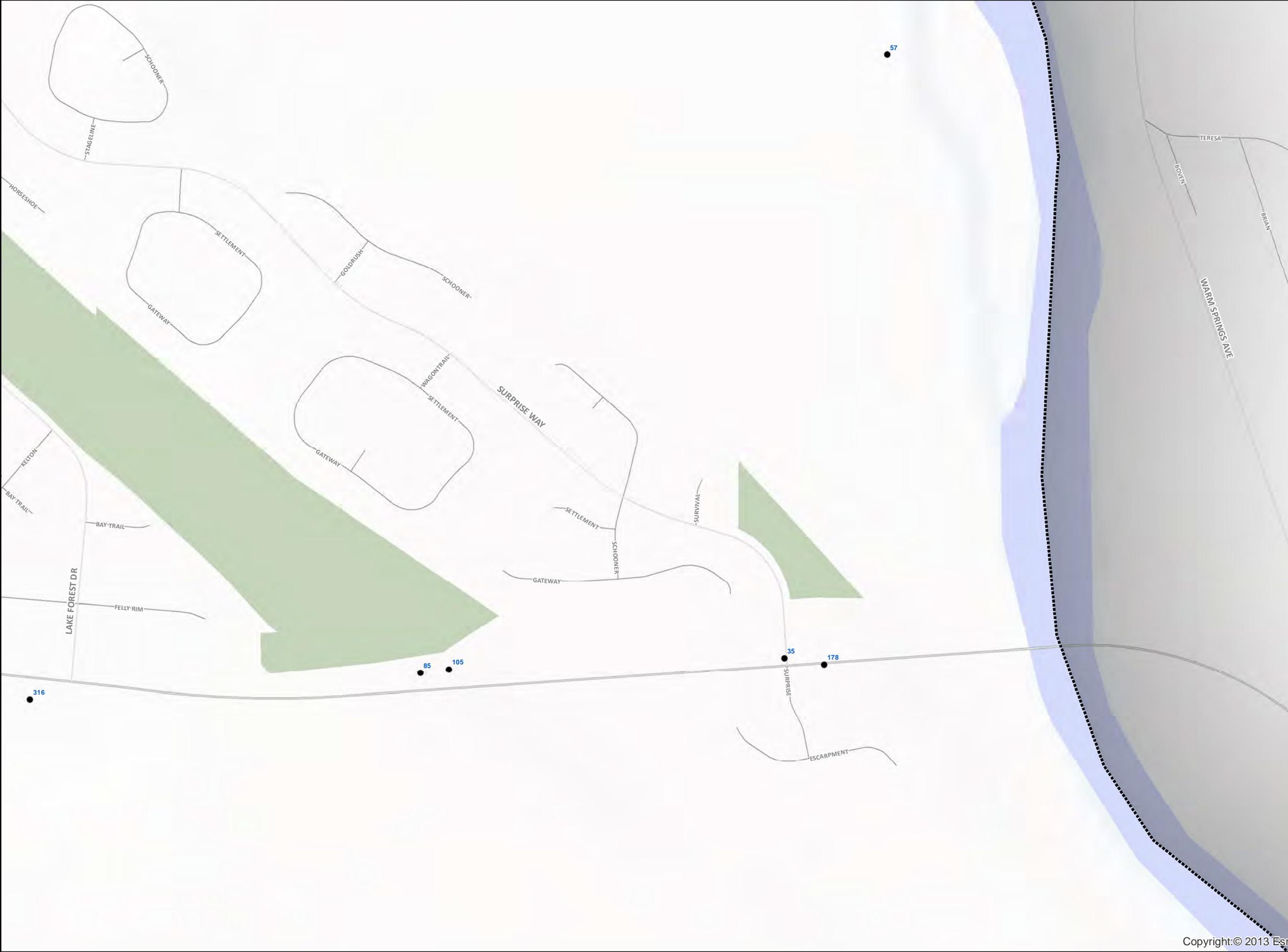
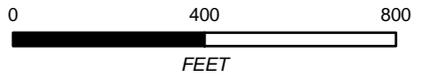



MAP BOOK

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
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-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

G6





All Public Comments

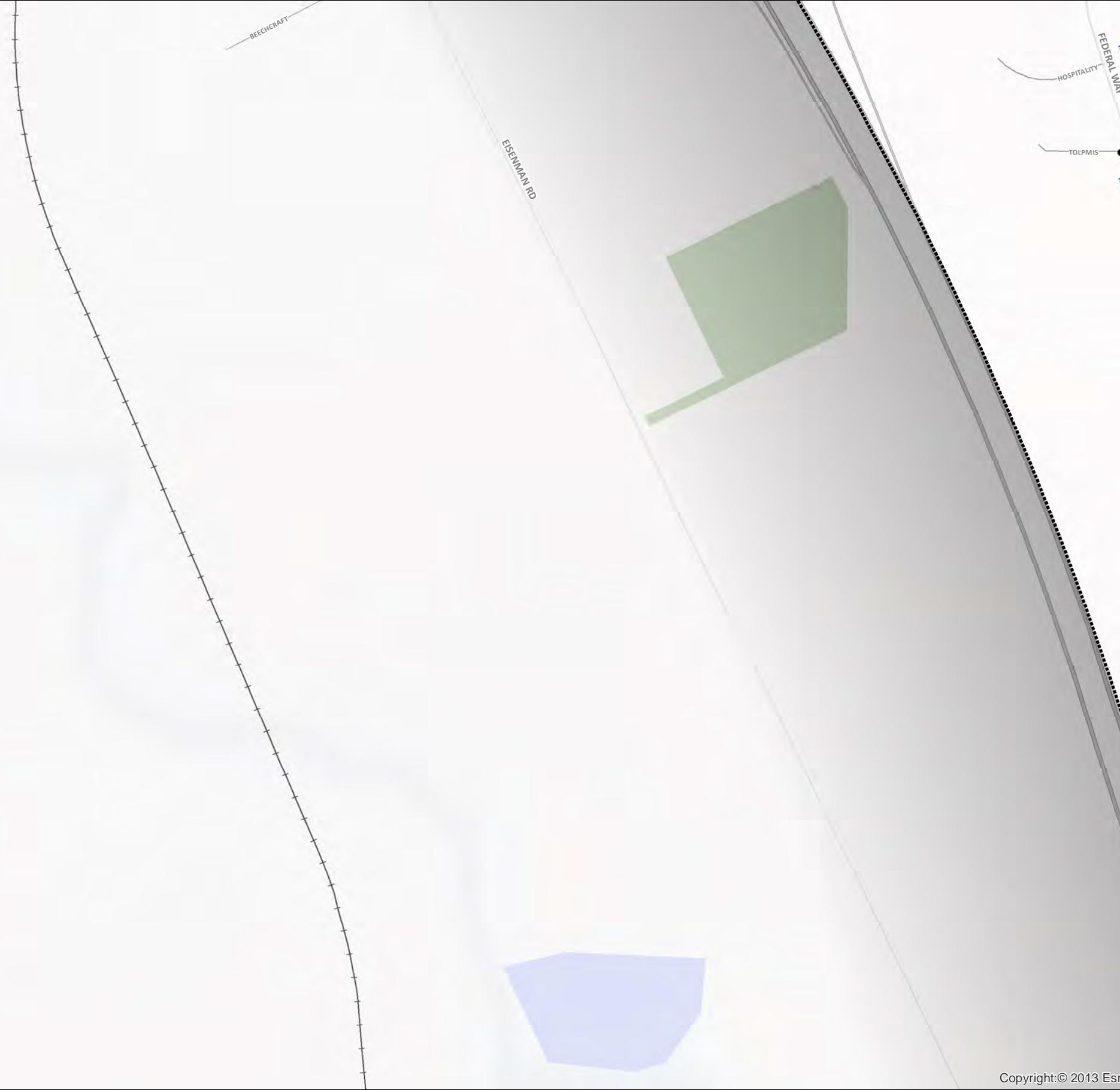
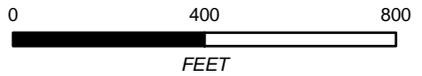
Southeast Boise
WALKING AND BIKING PLAN

MAP BOOK

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

H3



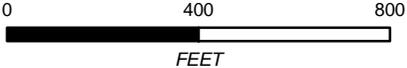


MAP BOOK

LEGEND

-  Southeast Planning Area
-  Boise Impact Area
-  Parks
-  Schools
-  Offices
-  Shopping
-  Grocery
-  Study Area Comments

H4



Appendix A - All Comments (Corresponds to 'All Public Comments' Mapbook)

COMMENT NO.	ALL COMMENTS	MAP-BOOK PAGE
1	Need sidewalks on Holcomb connecting to Amity Road.	F4
2	Need sidewalks on Boise Ave from Holcomb to Eckert	E4
3	Need bike path from Gowen Rd to Micron	H4
4	Traffic on Myers is often very fast, and causes dangerous conditions for children. Parents have posted "slow down" signs on their own. Measures to slow down traffic would reduce risk.	C2
5	Amity Road between Federal and Surprise Way badly needs a proper bike lane, especially on the south side. There's a lot of bike traffic on the road, and it's a 45mph road. Some drivers seem to believe that the shoulder IS a bike lane, and try to force bicyclists off the road.	F5
6	Is there a way to make this more hospitable for walking and biking. I see runners in the ditch and cycling pulling children on this stretch often. Traffic is fast here.	F3
7	Love the speed bumps on this stretch. Traffic calming is a plus for many roads in this area. The roads are very wide and tend to encourage drivers to speed.	F4
8	Way-finding here is great. Drivers seem to think that cyclist belong on the pathway. Driver and cyclist education is needed to allow for a shared experience.	D3
9	Great stretch from cyclist. Drivers often edge out cyclist thinking they don't belong. "Share the Road" or sharrows here? Drivers education and enforcement.	B2
10	If only the bike lane was narrower here and the cars drove faster...oh, wait...we're good.	B1
11	Narrow bike lane, usually filled with water at this location. Cars driver very fast. Education and enforcement needed.	B1
12	Traffic calming on Boise ave. please.	B1
13	Paving the pathway connections (on both sides) to the pedestrian bridge at Holcomb would be very beneficial for bikers and pedestrians. The unpaved sections run along the HOA property and NY Canal easement.	E4
14	Share the Road sign please. Drivers education about slow moving traffic using the right lane.	B1
15	Cars going too fast, harassing cyclist	B1
16	This area needs improvement. Many cyclist and pedestrians use this corridor.	A1
17	Streets in my neighborhood need curbs, gutters and sidewalks. Many people walk, bike and run throughout the neighborhood but are forced off of the road by passing and have to walk/run/bike inyards/dirt/gravel because there aren't any sidewalks or bike lanes.	B2
18	This path is pleasant to ride/walk on, until I have to get to the other side of Federal way.	C1
19	Traffic calming here. Enforcement of laws...something/anything.	D2
20	Drivers must look to the far right for cyclists (never happens). This is the reason cyclist are, by law, supposed to ride with traffic, not against.	F3
21	We could change the name of this street to "Parkcenter Hwy".	C3
22	A Pedestrian Hybrid Beacon (Hawk) would be a great addition for the pedestrian crossings at Bergeson and Boise Ave. A lot of cars ignore the pedestrian sign and markings on the road, especially at night. This crosswalk gets a lot of use.	E4
23	Difficult intersection for walkers and bikers. Car pull way into the crosswalk to see. Drivers are in a huge hurry and cut off folks in the crosswalk.	B2
24	Federal Way from "Tolpims Rd" South to Micron is difficult and dangerous for cyclists. Some improvement is very much needed, especially on the West side for Southbound cyclists.	H3
25	Marked pedestrian crossing at Holcomb and Amity. People waiting to cross are ignored by some 90-95% of motorists. Fortunately traffic is light enough to provide frequent safe crossing times. With more traffic a light or flashing crosswalk will be needed here.	F4
26	The HOA waters this common area that includes the Holcomb bike path during the AM Commute time. Can that be changed to the nighttime hours?	E4
27	Boise Ave between Holcomb and Bown. Too-narrow shoulder for safe cycling.	D4
28	The property owner at this Boise Ave and Bown intersection annually allows a significant infestation of puncture vine to grow next to the bike lane on the S side of Boise Ave.	D3
29	Amity between Federal Way and Healey/ Surprise Way should have a multi-use pathway to link the one on the North side of Federal Way and the Greenbelt.	F4
30	Boise Avenue between Eckert and Bown Way needs to have connectivity with sidewalks on at least one side of the road and consideration of appropriate-width bike lanes.	E4
31	Pedestrians crossing from the NW corner of this traffic intersection (headed South) are hard to see for left-turning vehicles headed West on Parkcenter Blvd. An advanced 'walk' signal (LPI) to establish the pedestrian in the crosswalk would increase their visibility.	D4
32	The new HAWK treatment for the ped crossing at Bagglely Park to cross Parkcenter is confusing to drivers. I've seen multiple driver respond to the flashing red lights as they would for flashing yellow and not come to a complete stop. Additional education measures or short-term larger signage describing proper use would serve the area well.	C3
33	Striped bike lanes on Bergeson would be wonderful. there are rolled curbs and on street parking makes maneuvering on a bike hard. The ROW seems plenty wide to accomodate it.	E3
34	Better pedestrian crossings are needed on Beacon. Many students live south of campus and vehicular speeds on Beacon make this crossing unsafe.	B1
35	Pedestrians and cyclists cross Highway 21 to connect eastward to the Greenbelt. Signage on the roadway for drivers would make them more aware in this 55mph zone.	G6
36	The surface of the pathway from the lower bench at the end of Holcomb to the sidewalk next to the neighborhood above the canal needs additional road grade fines and compacting after the winter season. Additionally, the south side of the canal bridge approach is very difficult to negotiate. If the northbound approach could be graded, it would help riders using the path for commuting to school and work.	E4
37	Connecting the sidewalk between Old Oak and Talavera is very much needed. The curve on Boise Ave is especially dangerous, and the only place to walk can be muddy and is very uneven. Not to mention cars tend to fly around this basically blind corner.	E4
38	With Broadway Bridge under reconstruction for 8-15 months, the Parkcenter Bridge will be a probable route for cars, bikes and pedestrians from East Boise going to BSU or points south. Consider how this demand can be handled. The shorter timeframe would be for a total closure of Broadway, including pathways under Broadway.	B2
39	Better pedestrian crossings needed on Beacon. Also, need to designate north/south bike routes with sharrows/other markings.	B1
40	Many streets in the South Boise Village neighborhood do not have sidewalks and are not well-suited to retrofit with sidewalks. What other solutions are there to make these streets (e.g. Dundee) more pedestrian friendly and more attractive.	C1
41	Consider narrowing Broadway at intersections or installing roundabouts to facilitate ped/bike crossings. Broadway is a huge barrier to east/west ped/bike traffic.	C2
42	I ride my bike here and cars push you off of broadway on to the side walk but if you ride on the side walk turning traffic does not see you.	C2
43	There is no sidewalk on this section of Manitou. There is sidewalk to the north and south of this block which is nice for kids biking to Manitou Park. Recommend adding sidewalk to this section.	C1

44	There is sidewalk on the block of Williams from Grant to Boise Ave. But it is covered by thick hedges. The road is also paved directly up to the sidewalk. School kids from Garfield Elementary walk this section to access rest of South Boise Village. Recommend adding curb and gutter and trimming back hedge.	C1
45	Walking with kids on south side of Boise Ave between Williams and Broadway is dangerous because there is no separation between sidewalk and right hand turn lane on Broadway. Also there are thick hedges on south side of sidewalk. Recommend moving sidewalk 4' south and adding landscaped buffer strip. Also recommend enlarging sidewalk ramp area as there are sometimes large numbers of kids/bikes crossing here.	C2
46	Manitou Ave is the only street with consistent sidewalks running between BSU and South Boise Village. But this short block of Manitou lacks sidewalks. Recommend adding sidewalk this block so walking is safer.	B1
47	All kids walking from north of Boise Ave or west of Broadway come to southeast corner of intersection, then walk south before turning east into Garfield parking lot. This short section of sidewalk is dangerous because there is no separation between kids and busy northbound lane on Broadway. Recommend moving this sidewalk back 4'-8' and installing landscaped buffer strip.	C2
48	This short section of Vermont is dangerous because of the way on-street parking is configured. Walkers can't use sidewalk, road gets choked down because of parked cars. Recommend removing the perpendicular parking and using parallel parking to match conditions north and south on Vermont.	B1
49	With the foot and bike traffic on Manitou there needs to be sidewalks all the way down Manitou to the park, especially on the west side of the street. It is very unsafe with no sidewalks, especially between the park at Chamberlain to Garfield. The sidewalk also needs to extend along the front of the park, in front of the cars that park diagonally. This forces pedestrians into the street and behind the parked cars. Have seen several close calls of bikes and kids walking almost getting backed over.	C1
50	Widen to add a bike lane, it gets very narrow in this area. I bike from my house to Boise State using Boise Ave and it is great when there is a bike lane. It would be nice to continue the bike lanes down Boise Ave to Amity.	E4
51	Add a turn lane and bike lanes on both sides to help accommodate riders going to Barber park from Federal way bike lane.	F4
52	Change the bike route sign to point Cyclists either to Theatre Ln or the road between Public Affairs and Arts West and Math Geoscience building for green belt access. Right now the sign directs them through a busy parking lot and a pedestrian only zone.	A1
53	Add a bike lane to Beacon st to help connect Boise Ave and Protest hill bike lanes to another main artery.	B1
54	One of these North South streets on the West side of Broadway should be designated as a bike route leading from SE Boise to the Greenbelt.	C1
55	This bridge is crazy! for bikers and pedestrians!!!	A2
56	Traffic calming would be excellent here.	B1
57	Bikes and hikers access the foothills trails at Highland Valley Road, parking at or visiting Ben's Crow Inn. Unsafe shoulders and sight lines exist. Bike lanes or sidewalks need to be considered.	G6
58	Micron has thousands of employees and with a bike path from Albertsons to Micron, we could remove hundreds of cars from the road. This would be the biggest bang for the buck in the state. The current road is very dangerous for bike riders, hundreds of cars drive right passed me at high speed.	H4
59	Please add a bike lane or at least a sidewalk on Boise Avenue from Amity to the Talvera subdivision.	E4
60	Traffic on Victory between Riverside Elementary and Law Ave is sometimes limited to one way due to parking on both sides of the street. This is the main route into Riverside so there is quite a bit of auto/foot/bike traffic at arrival and dismissal times.	D3
61	1. It would be really nice if a walking/bicycle path could be established between the Myers St./Schmeizer Lane intersection and East Parkcenter Blvd. 2. Cars parking on both sides of Myers, immediately north of Pennsylvania, frequently constrict traffic and create something of a hazard to pedestrians and vehicles. I believe most of these parked vehicles belong to employees at the preschool on the corner, but I have encountered little kids (sometimes with no parents in sight) crossing the street. I suggest restricting parking to the west side of Myers in that block.	C2
62	I agree with another comment regarding the parking on Myers street by the daycare center. The employees parking and parents picking up and dropping off kids. During business hours, with cars parked on both side of Myers, it makes it difficult to have 2 way traffic turning on to Myers and from Myers on to Pennsylvania. Not to mention the safety issue for kids and parents walking out between parked cars on Myers. The suggestion is to only have cars be able to park on one side of Myers (west side).	C2
63	Would like the dirt paths on both sides of the Holcomb pedestrian bridge paved. The current gravel/road mix becomes loose and rutted creating hazardous conditions for bike riders. This is a key north-south link for bike commuters in particular.	E4
64	Park Center needs an adequate bike lane on both sides. The current path from the new bridge to Bagley park is in rough shape. It may serve pedestrians, but not bicycles. A bike lane the entire length of Park Center is required.	C3
65	Broadway is unsafe for bicycles. Perhaps Leadville or another nearby parallel street could be turned into a bicycle boulevard with sharrows & traffic calming devices..	C2
66	Need ped/bicycle overpass here, and continuous pathway on south side of Amity Way, continuing along Healy and Eckert to Barber Park. This connection would also need an overpass at the Boise Ave intersection also.	F3
67	Create ped/bike trail linking E Amity @ S Federal Way continuing west under I-84 to W Amity. This will create safe opportunities for numerous potential commuters to this part of the city.	F2
68	Consider trail linkage from S Federal Way along S Federal Ave. across canal, then tying in with Broadway (provided that new Broadway Bridge improvements include separate ped/bike access).	E2
69	please keep the Bethine Church section as a pedestrian only and natural area ... a lot of abuse of leash laws in the area and have seen dogs harassing wildlife, walkers and fishermen ... better signage and enforcement?	C3
70	I don't know if there is any consideration otherwise, but I'd like to request that this area of the Greenbelt remain as a walking path only.	C3
71	The bike lane on the south side of Federal Way is fantastic, but - Federal Way has NO safe pedestrian/cycling crossings between Kootenai and S Findlay streets. It's absolutely terrifying to cross on my bike, and the worst part of my daily commute. PLEASE ADD PEDESTRIAN CROSSINGS AT EVERY LIGHT ON FEDERAL WAY!!	C1
72	There's no bike/pedestrian lane on the south side of Parkcenter here - it's a dangerous intersection for cyclists, because we're squeezed into traffic when turning west.	C3
73	There are lots of leash and no-biking violations on the Bethine Church Nature Trail. The trail ought to be improved and widened so walkers and bikers can coexist.	C3
74	Should be adequate bike lanes on both sides of Parkcenter, here. Or, bicyclists should be directed to use an alternative route along River Run. Not safe for bikers. Lanes too narrow for both cars and bikes.	C3
75	This is a very dangerous road and there are lots of people biking on the side of the road at the 8 am rush hour when everyone seems to be speeding to get to their meeting at work. Extending the bike path on Federal way all the way to Micron would be a good use of any funds you have for improvements	
76	Need better signage for people unfamiliar with the greenbelt here. The main path goes down River Run Drive, but some bikers see the path that heads toward Parkcenter, and get lost.	C3
77	Sidewalks from Iowa to Ivywild park would be great!	C2
78	Sidewalks on Pennsylvania.	C2

79	The bike lane going up Bergeson crosses into traffic and then dead ends at the intersection. There is no safe way to get to the bike path going east. The path needs to be redirected.	E2
80	Motorists on Parkcenter do not stop when pedestrians / cyclists waiting to use the crosswalk. During heavy traffic periods, one car might stop but other lanes don't causing a hazard.	B2
81	Difficult to cross Broadway in both directions on bicycle when cars are turning right. Some bikes go in crosswalk to cross, others stay in between straight lane & turn lane. When approaching intersection, bike has to look behind, when busy, cars/bikes crossing paths are not good.	C2
82	Increase No Parking Bike Lane signs all along Boise Ave. Increase enforcement as well. Too many times had to go around parked car and go into car lane to pass.	C2
83	A bike crossing at Amity road, as well as a paved path to the pedestrian canal bridge would ensure a safe crossing of Amity, and keep bicycles off of the narrow sidewalk which has frequent bike/pedestrian conflicts.	E4
84	Gravel path from canal bridge to S. Holcomb Rd. should either be paved (preferred) or, at the very least, regularly maintained. The path is difficult, at best, especially under extreme dry conditions (loose dirt/gravel) or extreme wet conditions (mud, eroded path).	E4
85	Commuting cyclists use highway 21 corridor. ACHD and IDT could partner to keep shoulders clear and safe for cycling. Debris on shoulder has been especially bad since fall chip-sealing project and was never swept. Additionally, chip sealing debris collecting in center of roadway becomes projectiles when vehicles drive on or cross centerline to make room for cyclists.	G6
86	Bike lanes and sidewalks on this stretch of road would be an easy way to link neighborhoods and tie together the system. This seems like a no-brainer yet has remained unfinished for years.	F4
87	End of the line for the Federal Way bike path. Where do you go from here? A connection to E. Columbia for Micron commuters seems like it would be a worthwhile project and complete a purpose for the bikeway.	G3
88	Use the sidewalk from Gekeler to Federal Way as a bike path uphill.	E2
89	Mark the west sidewalk of Protest as a bike lane. Incorporate signage to direct bicyclists to the lane.	B1
90	The walking and biking path at this point where it bridges the canal is very steep and dangerous with loose rock.	E4
91	Bike lanes are needed on E Amity Road from S Surprise Way to Federal Way.	F4
92	Bike lanes are definitely needed on E Bergeson from S Gekeler Lane to Federal Way particularly on the south side of the street where there is no sidewalk and two narrow lanes of traffic.	E2
93	Better signage and wayfinding are needed where the paved greenbelt path ends at Baggle Park (River Run and Parkcenter Blvd) and where the paved greenbelt path ends at the Cottonwoods Apts (Riverstone Lane). I live in The Pines at River Run and am frequently giving people routefinding directions.	C3
94	Cars come off of capitol very fast here, There are speed bumps but we need some on this turn and up the hill to Crescent rim.	
95	Bike lanes, and enforcement for drivers here please.	B1
96	Drivers intimidate cyclist when riding up this hill.	B1
97	Park center is awful to ride on. Drivers are too fast and seem to think cyclist do not belong.	C2
98	I echo the other comments here. This intersection is an old school "auto-centric" way of building cities. Let's get with the times and make it bike/walk friendly.	C2
99	Cars too fast, bike lane is more of a fog stripe.	B1
100	There is no safe way to bike down apple to parkcenter without riding on sidewalks - especially for a child, even a competent one. It would be great to have a bike route connecting Bergeson to Parkcenter either on Law or Apple.	D3
101	There is a need for a cross walk with light on apple between the canal and Bergeson - kids/adults are constantly running across and even if you do go to the cross walk closer to timberline - no one stops for it	D3
102	First, thank you for taking our inputs into consideration. Amity Road between S Federal Way and S Surprise Valley road could be more bike/pedestrian friendly. We'd love to use the bike path along Federal way but the only way to get there is via Amity and traffic is too fast and the shoulder too narrow to bike.	F4
103	Parking is allowed on either side of the street and it makes this location extremely narrow. Most of the time only one car can fit through at a time and it makes it very dangerous for bikes. Also the people that role through the Hale st. intersection is alarming.	B2
104	This bridge has non existent bike lanes and what shoulders do exist are always filled with sharp and jagged debris. Not to mention it leads into a sketch 3-way turn that makes my hair stand on end sometimes even when i'm driving.	E5
105	Defiantly agree with this comment-er, something needs to be done about Highway 21 from the Bridge to Micron. With a significant number of commuters headed to one of Idaho's largest employers, the highway is really one of the fastest/most covenant routes, but makes you fear for your life as large RVs/boat trailers/uninformed drivers drive feet and sometimes inches from you. As someone who has ridden the highway for years i have to say this is one of the places where i have had the most close calls.	G6
106	one of the worst places for both cars and cyclists. This underpass is dangerous for everyone.	G3
107	Bike lanes are needed on E Amity Road from S Surprise Way to Federal Way.	F4
108	There is a lot of bike traffic here- Please add bike lanes.	E3
109	This is a heavy commuting area for cyclists and pedestrians. A bike lane would be greatly appreciated as would some demarcation for said bike lane/path. The Maverick in particular is a hot spot for fervent braking as patrons do not look for cyclists as they exit the parking lot.	B1
110	During football games people park in the bike path making it hazardous for commuters to make their way toward school. Parking tickets would be greatly appreciated as people drive rapidly in and around this area making riding in the street a concern especially around game times.	B1
111	the bike/walking path from Federal way needs to go down E. Amity road and connect to the greenbelt connection just past S Epsilon Ave. This would connect hundreds of houses to the greenbelt system and would give a boost to Lucky 32 restaurant aswell.	F3
112	There are a lot of bikes and walkers on this sidewalk. Is there a way to make this more friendly? The cars drive really fast up this hill.	A1
113	Please help this road become more bike and walk friendly.	B1
114	Something needs to be done here to make bicyclists more visible. Often bikers will come down this hill at high speeds, and cars turning into/out of this neighborhood don't see the bikers coming from the corner.	F4
115	A paved road here would be much appreciated for those with road bikes. It's much more convenient for those who want a short cut, but a hassle in you have a road bike.	E4
116	PLEASE, an improved bike lane NEEDS to be added here. the one that is currently there is almost nonexistent, and it is impossible to ride in there without being too close to cars and/or debris in the gutter.	E2
117	I usually take the right lane here. Sometimes drivers do not agree with this safety move. Perhaps we would educate drivers and cyclist on how to act in a two lane situation like this?	B1
118	Marked Crosswalk with a speed bump would be nice for all the field access	G4
119	Paved path would be great	E4
120	Path intersection at street is awkward, would be nice if it was a straight approach	D3
121	Path exit to road is awkward at a 90 degree angle, would be nicer if it was at a 45 into the bike lane from the path	C3

122	A bike/walking path along E. Amity to connect Federal Way to S. Surprise Way (both sides of the road would be great) is very much needed for safety and access.	F4
123	Children walking next to the barriers on the east side of Amity approaching Federal Wy....no sidewalk on the other side..scary!	F3
124	Students walk /bike to school, but it is hard at winter/rain days.	D2
125	Dorothy Ave needs sidewalks,curbs and gutters Badly! Huge puddles form all over the street whenever it rains or snow melts. HELP!!	C2
126	I agree with the comment regarding sidewalks. And without sidewalks this is a safety issue.	C2
127	Dorothy needs sidewalks in the worst way! There is a lot of pedestrian traffic with Moms pushing strollers, kids commuting to school, etc and without decent sidewalks they now need to walk down the street, particularly during rainy weather when the potholes are filled with water. Dangerous! No curbs also contributes to a helter skelter parking arrangement, forcing pedestrians to the center of the street.	C3
128	I walk down this to class most days of the week. it is full of people all the time. We need to make it wider or put a separate bike path or something. Thanks.	A1
129	Bike lanes please. Cars too fast....darn kids :)	B1
130	share the road please. Divers are crazy here.	B1
131	The other comment here is awesome. The "bike lane" is very narrow and cars are going far too fast. Tree branches overhand the "bike lane" and usually there is puddles or debris.	B1
132	Difficult intersection here. Drivers pull way out past the stop line to see traffic and cut off walkers or cyclists.	B2
133	I assume the "Parkcenter Hwy" comment is about how fast cars drive here. Parkcenter could be a great bike route, but it is more of a highway right now.	C3
134	Dear Overland, Why do you hate cyclists and pedestrians. Sincerely, Every cyclist and pedestrian ever.	C1
135	This stretch of Federal Way desperately needs a bus route to allow commuters to get to their work, either through from Vista or on Federal Way between Overland and Broadway going to and from downtown. It is a long hike from Overland to Broadway and from Federal Way to Vista if you are looking for a bus stop.	C1
136	Broadway is in dire need of bike lanes in both directions. I have nearly been hit more times than I can count. Most buisnesses along this part have parking lots so there is little need for on street parking. Removing the parking and turning it into a bike lane would solve the problem without need for widening the road.	B2
137	Bergeson to Apple needs Bike lanes and resurfaced. Very rough, lots of cracks on the downhill side.	E2
138	E Amity Rd needs bicycle and pedestrian facilities from Federal Way to Boise Avenue. The high speed roadway and complete lack of any improved refuge make this unsafe for competent adult riders; I will not even consider taking my children on this route. The crossings and end points are concerns, but slightly less so than mainline longitudinal facilities along Amity itself. Due to the high roadway speed, this warrants a full separated path, wide enough to minimize bike and pedestrian and pet conflicts. Depending on siting (north or south side), underpasses crossing Garrity should be considered as future phases of this work. This location should be a high priority because it closes several handy and attractive loops/routes from the long-line Federal Way separated paths, to Boise Avenue, to the Greenbelt, to Surprise Valley and the Oregon Trail, to Lucky Peak, etc, etc. With this key linkage in place, ACHD/COMPASS/Boise/Chamber could easily amp up the marketing all of SE Boise for it's recreational, sightseeing and commuting characteristics with loops and routes or varying size, direction, attractions, and interests. I am only leaving a comment at this one random location along this route, but please mark my comment as applying to the entire length from Federal Way to Boise Ave (or for that matter to all of the connecting pathways!).	F3
139	ITD owns a relatively wide right-of-way from Federal Way all the way to the intersection with Warm Springs near the Diversion Dam. Given the level of interest in this route for commuting and recreation, coupled with the very high speeds, and exacerbated by the mix of vehicles (think occasionally impaired or distracted boaters and campers!), ACHD should offer to partner with ITD for the use of the right-of-way needed to ACHD to construct and maintain a full separated pathway for bicycles and pedestrians.	G5
140	The development immediately west of this area recently built additional parking, curb, gutter, and sidewalk. However, that left a VERY conspicuous portion of roadway, only a couple hundred feet long, that is narrow and unimproved gravel/dirt adjacent to a single residence on the north side of E Wright St. Please rush the improvement of this section - it reflects poorly on planning and development procedures.	D3
141	E Boise Ave has inconsistent shoulders (from paved, to graveled, to dirt) all the way along here. This precludes me from bicycling this route because the experience is unpredictable and perceived to be unsafe. Please consider spot improvements of the most deficient areas, or even a widened shoulder that is separated from traffic by a raised curb section (like Hill Road Parkway). The 'curve' is a particularly troubling area because of the poor sight distance.	E4
142	On W Richmond St, the first 1/2 block going east from Broadway needs spot improvements in sidewalks and pedestrian ramps on the north side. The uncontrolled gravel access to Jim's Alibi (bar), the narrow roadway adjacent to that property, and the lack of sidewalks on this side, make it difficult to negotiate safely on foot or bike. Other portions of this street have been improved in recent years by redevelopment, and parts east of here have lower speeds and more dispersed use, but this particular corner concentrates traffic and peds.	D2
143	There are individual corners, like at the NE corner of Leadville and Gettysburg, that have curb and gutter, but that lack very small stretches of sidewalk and pedestrian ramps. This is obviously problematic for ADA compliance, but is also a nuisance for strollers, wagons, kids on bikes, or just average pedestrians. This location sees somewhat concentrated use due to the vicinity of Ivywild Park, and Leadville's use as a lower speed and lower volume north-south alternative to Broadway or Gekeler.	D2
144	I understand that prioritizing needs is not small task, and I commend the Highway District for this initiative. May I suggest that beyond just the map-based comment locations, that you considered a structured decision making and project prioritization process for bikes and peds that looks at the sort of routes and facilities that concentrate use. For example, commuter routes are well known, but easier to overlook are community parks. And easier still are temporary or season uses like street fairs, farmers markets, and restaurants with patios. I am sure these are well known to you, but I wanted to have a comment in the record that helps to offset some of the "please build a sidewalk on the street I live on" stuff that you will get from me and others. Note that I placed this comment on my community park! :)	D2
145	Please consider designating Leadville Ave as a marked bicycle route. Because it goes through all the way from Linden to the Greenbelt, it makes an excellent commuter and recreational alternative to busier facilities like Gekeler, Boise Ave, or Broadway (yikes!). Better bike and motorist awareness of this use would be beneficial for safety purposes. So too would be crossing improvements at Boise Avenue and at Beacon. The Leadville intersection with Boise Avenue suffers from very poor sight distance on Boise Ave right at the curve. The crossing at Beacon is simply really wide. I feel reasonably safe negotiating these as an adult, with only minor inconvenience, but I fear from crossing with my you children on bikes or in a pull behind trailer.	C2
146	Bike lane along Amity both westbound and eastbound to connect the sidepath on Federal Way with the greenbelt along the river please.	F3
147	The scheduled construction on ID21 under I84 must include cycling and pedestrian facilities to connect routes from the greenbelt to rural routes south of Boise.	G3
148	Desperately need a way to cross Federal Way from northbound Broadway without riding on an interstate exit ramp design and frogger across Federal Way without pedestrian crosswalk!	D2

149	I have encountered the most aggressive uninformed drivers while cycling this section of Parkcenter. I have been nearly sideswiped, verbally accosted, honked at, told to move over and to ride on the sidepath here (where the pavement is in serious disrepair). THIS IS THE MOST DANGEROUS RIDING I HAVE DONE SO FAR IN BOISE!	C3
150	In general, this site would be very cool if there were a way to give a thumbs up to existing comments and maybe cause the bubble to get bigger or change color. You could see right away where there are hot spots without duplicate bubbles covering map data.	B2
151	Dorothy Ave desperately needs sidewalks and curbs. It's a mess right now, with cars parked everywhere. This is not safe, especially for kids just trying to walk down the street. It's hard to walk or ride a bike anywhere but the middle of the road.	C2
152	Sidewalks and other means of keeping pedestrians and bike riders safe on Manitou and South Boise Village side streets are needed. Manitou Park is full of dog people now because of park management changes last year. This increased use has made Manitou Ave a much busier street than it was before.	C1
153	Please make a bike path along Amity Rd. connecting the path from Holcomb Rd. to the path near Surprise Valley to allow access to Barber Park and the river greenbelt.	F5
154	Bergeson St. hill desperately needs a wider bike lane, both up and down. Sidewalk is for pedestrians. I both walk and bike. I do not like to ride on the sidewalk on the uphill. There is enough room on the downhill side to maybe add a bike path that dumps onto the culdesac by the city well?	E2
155	Amity Rd., Federal Way to Healey Rd., needs a dedicated bike/ped path, OR the speed limit needs to be lowered and the road widened for bike lanes and sidewalks. Very dangerous, fast moving traffic. I do not ride this road, but would like to.	F3
156	Bike path is needed to connect Federal Way to Barber Park Bike trails. Amity is very dangerous for bikes now.	F4
157	The bike/walking path connecting Columbia Village and Surprise Valley by the Water Tower is in need of repair.	F5
158	This section of Green Belt is in need of repair.	C3
159	Path down to Holcomb Rd. from the ped bridge here is death to all but fearless 10 yr. olds on bmx bikes. This needs to be straightened, if possible, and paved.	E4
160	Needs to be sign here, for those NOT smart enough to figure it out, to use bike path adjacent to Epsilon Ave. Healey Rd. bridge is narrow, and will eventually allow the law of natural selection to weed out those too lazy to pedal an extra couple of hundred feet to the bike path.	E5
161	Shared lane markings here please.	B1
162	The bike path on the north side of Bergeson (going uphill) is OK, but the "bike lane" on the south side (going downhill) is narrow and has manhole covers from the top of the hill to beyond Apple. If you try to keep pace with traffic, you'll rattle your teeth out going over the manhole covers.	E2
163	Shared lane markings here please.	A1
164	Signal boxes block the view of drivers turning right from Amity to Federal Way. They cannot see bicyclists approaching the intersection	F3
165	We need a bike path on Amity Road to connect Federal Way down to the river. Many people ride their bike on Amity and it's extremely dangerous. The shoulder is very narrow. We've had car-bike accidents on this section of road in the past.	F4
166	Share the road signs please. Some traffic calming here too.	E2
167	Many of us on E Woodvine Street would like to see the county put in sidewalks and curbs down our street. We are a serious cut-through street next to Timberline High School and get a lot of car and foot traffic. There are a lot of young families on our street and we have witnessed several close calls with young kids who are walking nearly getting hit by fast moving cars departing from Timberline at lunch and after school. The addition of sidewalks would make it much safer for our kids to walk and ride bikes to school. Woodvine looks like a short little street but because Melrose, Gettysburg, and Lexington are blocked off for the high school our street takes the brunt of the traffic but unfortunately does not have sidewalks like our neighboring streets with no thru traffic. Thank you for this opportunity for public input.	C2
168	My concern is for sidewalks. This is the only through street from Boise Ave. to Gekeler and we get a lot of traffic. There are young children, bikers, and walkers that use this street as a pass through. Sidewalks would make walking on this busier street more safe and enjoyable.	C2
169	Woodvine St is the first through street between Geckler and Bliss south of the intersection. As such there is much foot bicycle and car traffic as kids make their way to White Pine and Timberline HS. The street does not have sidewalks so most of the kids walk down the center of the street. This would be a perfect area for the addition of sidewalks for safety and ease of traffic..	C2
170	Need sidewalk on Holcomb Road from Amity Road to Oregon Trail Heights sidewalk. Helps connect users of the Holcomb footbridge to Simplot Sports Complex.	F4
171	Crosswalk at Amity and Holcomb may give children a false sense of security. Better that people wait for a good break and cross, than expect cars to see and stop for a pedestrian.	F5
172	I agree with others--bikeway needs to be extended from Federal Way down Amity Road and past TrussJoist McMillan. It is horrifying to bike from subdivision to subdivision along there. I consider the stretch from Breckinridge subdivision to Federal Way unusable. I can cross the Holcomb footbridge, but biking up Gekeler to Federal Way is not hospitable either. Visibility for both bikes and cars at the corner of Amity and Federal Way would make it safer and less confrontational between cyclists and motorists.	F3
173	Bike and walking paths are very much needed on Amity Road between Federal Way and Surprise Way. This would connect the bike path on Federal Way to the neighborhoods and hundreds of residences along Amity Road. Traffic along Amity is much heavier than 15 years ago and this would allow for safe commuting and walking in the area.	F4
174	Bike and walking route needed badly along Holcomb road between Amity and Eastgate. There is significant foot traffic to get to and from parks, soccer fields and schools with no safe accomodations for them.	F4
175	Leadville is a busy street. School children use this route to school. It would be much safer to have sidewalks for them. Leadville at the the intersection Boise Ave needs a "no parking" space before intersection for better vision onto Boise Ave.	C2
176	Curb cuts are needed at several intersections along the north side of Federal Way so that cyclists and wheelchairs can get onto/off the bike/ped path without having to stop and dismount.	D2
177	This would be very disruptive to the neighborhood. I've lived here for over 30 years and people don't use the sidewalks that are in place. Albert Street is a perfect example. It has sidewalks both sides of the street and are rarely used. People coming with their kids, pets or just for a walk to the park come down the streets not the sidewalks. Joggers come down the streets not the sidewalks. Have you spoken with the irrigation company whose system serves these areas. You have built in conflicts everywhere which would be extremely expensive to remedy.	C1
178	Need barrier separating bike lane from traffic	G6
179	Bike lane from Warm Springs/Greenbelt to FedWay/Gowen	G5
180	Great bike lane example on lake forest & grand forest Dr's. We need more like this	F4
181	Maintain the mixed-use paths separated from vehicular traffic along Federal Way and use them as a great example of how to model future projects.	F3
182	Need better lanes for bicycles, barriers	G3
183	Need bike lanes and sidewalks to connect to system	F4
184	Fed way bike paths ends. Connect to Micron?	G3
185	External bike path all the way to Micron	H3
186	Very bad access to Micron via Federal way (Federal Way bike path is Great! (as far as it goes))	H3

187	No ped/bike crossing on Federal Way between Protest/Bergeson ½ mile stretch	D2
188	Gap in sidewalk near Montessori on Fall & Gekeler	D2
189	Very narrow road & bike lanes with high road surface above concrete curb/gutter that effectively cuts bike lane in half.	E2
190	Big gap of missing sidewalk	D3
191	Marked bike lanes	E3
192	Make sidewalks & bike paths connect from Federal Way to Amity	F3
193	Sidewalks and bike paths	F3
194	Parkcenter, Law to Monterey, South side, add sidewalk	D3
195	Boise Ave and Bown, ped safety issue when ped crossing on Bown – Right turning vehicles do not stop or see peds.	D3
196	Widen bike lane/sidewalk – North side, Boise Ave.	D4
197	Boise Ave, Holcomb to Humbolt – add sidewalk south side	E4
198	Top Priority: We need bike lane and walking path limited to south side of street due to space already limited on North side by proximity of canal see	E4
199	Lower speed limit from Law to Eckert on Boise Ave to Match the 30 MPH. Lot of pedestrians and developments. Only other 35 MPH roads in area are Federal Way and Parkcenter – Big difference	E4
200	Sidewalk connecting Holcomb to Humboldt & improved/marked bike lanes	E4
201	Lower speed limit from Law to Eckert on Boise Ave to Match the 30 MPH. Lot of pedestrians and developments. Only other 35 MPH roads in area are Federal Way and Parkcenter – Big difference	E4
202	Holcomb, Boise to Bergeson - east side, add c.g., s/w. Include bike lane on this segment.	E4
203	Would be great to have a hawk signal at crossing of Boise Ave & Stonegate	E4
204	We need bike lane and walking path limited to south side of street due to space already limited on North side by proximity of canal	E4
205	Pave the foot path that crosses the canal to be more bike lane friendly – lots of kids use it to access Liberty	E4
206	Improved bike/walk path down from canal path	E4
207	Paving & grading up to bridge that crosses NY canal & Holcomb would be a great improvement	E4
208	Bike/walk path connecting Federal Way down to the Green belt by Surprise Valley	F4
209	Sidewalks and bike paths to connect Holcomb rd and Amity – up in to Columbia Village	F4
210	Needs bike lane – sufficient width. Popular route for bike riders.	F4
211	Add turn lane – sidewalks & bikepaths	F4
212	Add bike lanes to Amity, add a turn out lane on Amity to Cruzate	F4
213	Widen from Boise Ave. to Amity on Healy Rd.	E5
214	Look to use contraflow bike lane to reduce width of road and not take so much land from homeowners. Also look to not add median and reduce speed limit to 30 mph for after access.	E4
215	Boise Ave from Bown to Amity – widen as rest of Boise Ave	E4
216	Bike lane and sidewalk	E4
217	Extended bikeway. It ends just as the road (Boise Ave.) curves – the most dangerous place.	E4
218	Sidewalks and bike paths to connect Holcomb rd and Amity – up in to Columbia Village	F4
219	Make sidewalks & bike paths connect from Federal Way to Amity	F3
220	Bike lane in this area is largely a narrow strip of asphalt with abrupt edge at its shoulder. This high=pedestrian trafficked area near BSU needs sidewalk and proper, safe bike lanes.	B1
221	Bike lanes on University!	B1
222	Bike lane down University to Broadway	B1
223	No bike lane exists for crossing bridge cyclists are forced into narrow traffic lane on busy thoroughfare. Please install bike lanes and/or provide better access (ramps) from road to sidewalk	A2
224	Pedestrian crosswalks needed on Beacon	B1
225	Install crossing treatment that will not disrupt vehicle traffic when not in use (ie. flashing beacon)	B1
226	Bike lanes on Lincoln Ave. to University Drive and Beacon Ave./connect Boise Ave. to University through Lincoln	B1
227	The bike lane between Capitol & Broadway on Boise Ave is too narrow or doesn't exist. If you could move the curb to the sidewalk and widen the road/bike lane safety would be increased greatly.	B1
228	Add on-street bike lanes South of University on Boradway after bridge replacement	B2
229	Bike lanes on Broadway	B2
230	Manitou at Boise Ave. is a difficult intersection; bike crossing lights "flashers"	B1
231	No sidewalks or bike lane	B1
232	No sidewalk to or bike lane needed	B1
233	No sidewalks or bike lane	B1
234	No bike lane	C1
235	New curb & gutter attached to sidewalk to widen bike path – in area w/o curb & gutter widen roadway (at least on one side) to make a wider (safer) bike lane.	C2
236	Eager for protected bike lanes on Broadway	C2
237	No sidewalk	C1
238	No sidewalks/bike lanes needed	C1
239	Traffic on Garfield at Grant is dangerous due to speeding and running stop signs	C1
240	No sidewalks	C1
241	No sidewalk	C1
242	No sidewalks!	C1
243	Sidewalks on Manitou S. of Garfield, without taking out trees!	C1
244	No sidewalks/no bike lanes please leave as is	C1
245	No sidewalks	C1
246	Low traffic area – no improvements needed at this time	C1
247	No sidewalks	C1
248	No sidewalks, limited room as is	C1
249	Bike lane, no sidewalk	C1
250	No sidewalks, bike lanes or curbs	C1

251	May need gutters	C1
252	How much space would be taken if sidewalks go in? Will the trees have to be removed?	C1
253	Curious to space being taken for potential sidewalks	C1
254	I do not want sidewalks – I like my trees and irrigation (who will pay?)	C1
255	No sidewalk – no room on street	C1
256	Do not want sidewalks	C1
257	No sidewalk	C1
258	Sidewalk with no setback, no bike lane, shared roadway	C1
259	Need crosswalks between Linder & Boise on Broadway	C2
260	I live in the 2100 block of Euclid Ave. We do not want sidewalks	C1
261	No sidewalks	C1
262	No sidewalks, not enough room, don't need	C1
263	No sidewalks	C1
264	No sidewalks or bicycle lanes	C1
265	Not enough Ped/bike/car traffic – don't waste funds. Broadway needs bike lanes & crosswalks	C1
266	NO SIDEWALKS OR BIKE LANES	C1
267	Sidewalks would destroy mature trees and landscaping	C1
268	Would like patrol occasionally to limit speeders	C1
269	We do NOT want sidewalks!	C1
270	Do not want sidewalk if we have to attached sidewalk	C1
271	No sidewalks or bike paths – we will lose many nice trees and feel of a rural street	C1
272	No sidewalks are needed	C1
273	Would like to keep mature landscaping such as trees, etc. along street	C1
274	Street lights would be nice (increase)	C1
275	More street lights	C1
276	No sidewalks, bike lanes or curbs	C1
277	Support the proposed lanes on Leadville, would like to see it extended North to the Greenbelt access.	B2
278	Widen Division all the way between Boise Ave & Park Center – this is a death trap at present.	B2
279	Division is too narrow. When people park on both sides of the street there is only room for 1 car – 2 cars cannot pass one another. Can on-street parking be eliminated and bike lane added?	B2
280	Top Priority: Woodvine Street needs sidewalks	C2
281	Sidewalks on Woodvine St. we have tons of kids who play and walk to school on Woodvine St. Sidewalks would be really nice. It would improve safety greatly. The houses already have space in front for sidewalks.	C2
282	Top Priority: E. Woodvine street needs sidewalks. There are lots of kids playing outside in this neighborhood and it also is used as a shortcut for Timberline HS students speeding through. Sidewalks would make the neighborhood safer. Also, please consider closing off the Boise Ave. intersection w/ Woodvine to cut down on fast traffic.	C2
283	Crosswalk at Albertsons parking lot	C3
284	Please keep open public bike path	C3
285	Please keep open public bike path	C3
286	Top Priority: Widen asphalt at a minimum. Sidewalks and bike paths are greatly needed leave with the high level of pedestrian traffic around the University. Especially important along winding portions of road where visibility is limited	B1
287	Top Priority: bike lanes on University and Ped crossing improvements for students.	B2
288	Top Priority: opposed to a bike route on Broadway, keep the traffic & safety issues in mind.	B2
289	Top Priority: Division is a key connection from Boise Ave. to Park Center to cross the River or hit the bike path. Division is very narrow with cars parked into the street it is impossible to pass two cars at times. It needs to be widened asap.	B2
290	Top Priority: Eager for that protected bike path/lane (?) on Broadway	B2
291	Top Priority: no sidewalk or bike lane no room with 100 year old elms.	B1
292	Top Priority: extend bike path down Leadville to the greenbelt	C2
293	Top Priority: there are no sidewalks (yes we need sidewalks)	C1
294	Top Priority: need street lamp on the corner (S Denver & Garfield) no sidewalks	C1
295	Top Priority: no sidewalks and street lamp on corner of Garfield & Denver	C1
296	Top Priority: no sidewalks & street lamp needed S. Denver & Garfield	C1
297	Top Priority: need gutter for water drainage in front of property along street	C1
298	Top Priority: Do not want sidewalks. Would destroy mature trees & landscaping	C1
299	Top Priority: we do not want sidewalks! No need.	C1
300	Top Priority: no sidewalk but if we have to attached sidewalk	C1
301	Top Priority: I live 2100 Euclid Ave we do not need any sidewalks curbing, etc.	C1
302	Top Priority: bought house due to neighborhood, no sidewalks or curbs	C1
303	Top Priority: shared roadway, no setback sidewalks	C1
304	Top Priority: put yield sign for traffic NE going from Federal to Broadway South	E2
305	Top Priority: Bike lanes and sidewalks to connect Federal Way & Greenbelt	F3
306	Top Priority: would be nice to connect (Breckenridge) to the Green belt with a bike path on Amity	F4
307	Top Priority: Improved (paved) path from Amity to Holcomb (N)	E4
308	Top Priority: Lower speed limit on the remaining stretch of Bois eave. To 30 MPH (no median, neighborhoods, & pedestrians) Parkcenter & Federal Way are the only other 35 MPH – Big difference	E4
309	Top Priority: Desperately need bike lane & sidewalk in this area but space on North side is limited by canal	E4
310	Top Priority: storm drains need fixed before sidewalks and bike lanes	E4
311	Top Priority: Flashing/have signal would be great for crossing and access across Boise Ave.	E4
312	Top Priority: Bike path ends on Boise Ave. just as you approach a curve – this is the most dangerous place for a bike rider and there is no bike lane. It is a rather short distance that could connect the Boise Ave. bike path with the bike bridge over canal.	E4
313	Top Priority: Bike lanes and sidewalks to connect Federal Way & Greenbelt	F4

314	Top Priority: Bike lanes down Amity and a car pull out for turn in to Cruzzatte.	F5
315	Bike and walking path ends on Boise Ave. This could be continued and then taken around the corner to Amity. It would connect the communities off of Amity with those off Boise Ave, give access to Timberline and to the greenbelt	E4
316	Clean debris more frequently/and or add bike lane. Understand it is ITD controlled but should be high priority as the debris is serious hazard & ID-21 here is used by numerous cyclists.	G6
317	We WANT sidewalks, tired of watching cars trying to run over children.	C1
318	We Want Sidewalks	C1
319	Sidewalks please	C1
320	more sidewalks!	C1
321	Sidewalks would be nice	C1
322	Bike lanes please	C1
323	Sidewalks please!	C1
324	Sidewalks and bike lanes please	B1
325	Sidewalks and bike lanes please	B1
326	sidewalks and bike lanes please	B1
327	sidewalks please!	C1
328	sidewalks please!	C1
329	sidewalks would be nice, tired of watching children battle cars	C1
330	Manitou needs sidewalks and bike lanes all the way from the school to the park.	C1
331	sidewalks please	C1
332	sidewalks please	C1
333	sidewalks please	C1
334	sidewalks please	C1
335	sidewalks please	C1
336	sidewalks and bike lanes to the park please	C1
337	a bike lane would be nice	C1
338	sidewalks would be nice	C1
339	sidewalks would be nice	C1
340	sidewalks would be nice	C1
341	bike lane please	C1
342	sidewalks please	C1
343	sidewalks and bike lanes to the park would be nice	C1
344	Better bike lanes on BOise ave please	B1
345	bike lane please	C1
346	Bicycle traffic is very dangerous here	C2
347	sidewalks please	C1
348	sidewalks and bike lanes between here and BSU would be nice and safe.	C1
349	bike lanes would be nice.	B1
350	bike lanes would be nice.	B1
351	bike lanes would be nice	B1
352	bike safety down broadway could use major improvements. It is very dangerous on a bike and many bikes use it.	B2
353	bike safety could use major improvement down broadway.	B2
354	Broadway needs a bike lane	B2
355	broadway needs a bike lane	B2
356	broadway needs a bike lane	B2
357	this intersection is very dangerous on foot or bike.	C2
358	we do not want sidewalks	C1
359	there is natural bike traffic one block to either side of broadway	C2
360	there is natural bike traffic one block to either side of broadway	C1
361	there is natural bike traffic one block to either side of broadway	B1
362	there is natural bike traffic one block to either side of broadway	B2
363	there is natural bike traffic one block to either side of broadway	B1
364	there is natural bike traffic one block to either side of broadway	B2
365	I have observed heavy natural bicycle traffic one block to either side of broadway	B1
366	I have observed heavy natural bicycle traffic one block to either side of broadway	B2
367	I have observed heavy natural bicycle traffic one block to either side of broadway	B1
368	I have observed heavy natural bicycle traffic one block to either side of broadway	B2
369	I have observed heavy natural bicycle traffic one block to either side of broadway	B2
370	I have observed heavy natural bicycle traffic one block to either side of broadway	B1
371	I have observed heavy natural bicycle traffic one block to either side of broadway	B2
372	I have observed heavy natural bicycle traffic one block to either side of broadway	B1
373	I have observed heavy natural bicycle traffic one block to either side of broadway	B2
374	sidewalks would be nice	C1
375	sidewalks would be nice	C1
376	sidewalks would be nice	C1
377	Many children use Dorothy to get to Whitepine and Timberline. It has no sidewalks, cars park everywhere, making it unsafe for pedestrians and bicyclists! It has no proper grading so fills with huge puddles. Please pave and add sidewalks to this otherwise new construction neighborhood. The developer should have been required to do this to get permits!	C2
378	We badly need sidewalks and curbs. There are a lot of young people living on this street that would prefer to bike and walk but without sidewalks it is dangerous.	C2

April 12, 2013



Justin Lucas
Senior Transportation Planner
ACHD
3775 Adam Street
Garden City, ID 83714

Dear Justin;

From the attendance at your March 7 meeting and the large number of recommendations you received online prior to March 21 you know that there is great interest in Southeast Boise in improved bicycle and pedestrian access.

As a City chartered organization that represents the interest of southeast Boise, the Board of the Southeast Neighborhood Association (SENA) wishes to provide our perspective on what will be of value to the neighborhood.

Safe Routes to Schools

Signage, lanes or contiguous sidewalks should be available to every school in the neighborhood. Whether a student wishes to go to and from school as a pedestrian or a cyclist, a variety of safe routes should be available.

Safe connections to the Greenbelt and the Federal Way bicycle/pedestrian path.

Streets that offer low traffic direct access to the Greenbelt should be assigned a high priority in the plan. The Federal Way bicycle/pedestrian path is a neighborhood asset that is underused. The plan should provide recommendations for improved access to the pathway.

Safe Connections to the neighborhood parks

The parks should be considered end points of bicycle or pedestrian routes and paths. A measure of success of any plan will be if human powered transportation to and from parks is increased.

Safe connections to Boise State University

Many students live within the SENA boundaries in addition students residing outside SENA often traverse the Southeast neighborhood to reach Boise State University. Bicycle and pedestrian routes to the campus should encourage increased use.

We look forward to working with you as the Plan is developed.

If you have any questions, please contact me at 867-5224.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian McDevitt". The signature is fluid and cursive, with a large initial "B" and "M".

Brian McDevitt
President, Southeast Neighborhood Association

967 Parkcenter Boulevard
PMB 280
Boise, Idaho 83706

ACHD Input

Bicycle Advisory Committee Staff Email Excerpt

From: Matt Edmond
Sent: Friday, April 05, 2013 6:00 PM
To: Justin Lucas; Trevor Kesner
Cc: Matt Edmond
Subject: Neighborhood Bikeways

I'd like to propose some neighborhood bikeways to be included in the draft **Southeast** and West Bench neighborhood plans. These bikeways would include wayfinding signage and pavement markings, reversal of stop signs at certain locations to assign right-of-way to bikes, traffic calming/diversion as necessary to discourage motorist cut-through traffic, and enhanced crossings at major streets.

Southeast Boise

- **Leadville, south of Linden to the Greenbelt:** This is a low-traffic, north-south alternative to Broadway that connects Kroeger Park, Ivywild Park, Garfield ES, and the Greenbelt. It would require up to 3 enhanced crossings (Linden, Boise, Beacon) and up to 5 stop sign reversals (Iowa, Pennsylvania, Warren, Highland, Rossi).
- **Highland/Mallard, Oakland Ave to Parkcenter Blvd:** This is a low-traffic, east-west route that connects BSU facilities, Park Center Park, and the Greenbelt (including the footbridge near Warm Springs Golf Course), and takes advantage of existing signals at Broadway and Parkcenter. It would require one enhanced crossing (Boise/Vermont), up to 3 stop sign reversals (Manitou, Grant, Division).
- **Holcomb Rd, Eastgate Dr to Boise Ave:** This is a low-traffic, north-south route that connects Columbia Village, Simplot Sports Complex, Liberty Elementary Attendance area, Bown Way, and East Parkcenter Bridge, and takes advantage of an existing non-motorized bridge crossing over the New York Canal. It would require one enhanced crossing (Amity), and up to one stop sign reversal (Bergeson).
- **Manitou Ave, Howard St to University Dr:** This is a low-traffic, north-south route that connects Manitou Park, South Boise Village, and Boise State University. It would require up to two enhanced crossings (Boise Ave, Beacon) and up to three stop sign reversals (Williams, Rossi, Belmont).
- **Law Avenue, Bergeson St to Parkcenter Blvd:** This is a low-traffic, north-south route that connects Liberty Elementary, Lowder Park, Riverside Elementary, Baggley Park, and the Greenbelt via River Run bike lanes, and takes advantage of an existing signal at Parkcenter Blvd. It would require up to one enhanced crossing (Bergeson) and one stop-sign reversal (Boise Ave).

West Bench

- **Edna Street, Paint Dr to Maple Grove Rd:** This is a low traffic, east-west route between Ustick and McMillan that takes advantage of an existing signal at Five Mile and a micropath connection to Paint Drive and Wainwright. It would require up to two enhanced crossings (Cloverdale, Maple Grove).

- **Granger/Cory, Kleiner Park to Maple Grove:** This is a low-traffic, east-west route between Fairview and Ustick that connects Kleiner Park, Redwood Park, and the Northview bike lane/route. It would require up to two enhanced crossings (Cloverdale, Five Mile), and new connections through Cloverdale Nursery (pending), and the west side of Five Mile Road.
- **Wesley Dr/Poplar St/Plymouth St, Milwaukee to Mountain View:** This is a low-traffic, east-west route north of Fairview that connects Milwaukee bike lanes, Morley Nelson Elementary, Fairmont Junior High, Winstead Park, and Koelsch Elementary, and takes advantage of an existing signal at Curtis Road. It would require up to one enhanced crossing (Cole) and 6 stop sign reversals (Allumbaugh, Liberty, Hartman, Fisk, Amber, Phillippi)

Regards,
Matt Edmond, AICP
Senior Transportation Planner
Ada County Highway District
208-387-6318
medmond@achdidaho.org

Our Mission: We Drive Quality Transportation in Ada County- Anytime, Anywhere!

APPENDIX

B: Recommended Project Information

- Project Type Descriptions



Recommended projects are categorized by project type:

- **Sidewalks** – Provide pedestrians separation from motor vehicles. Most pedestrian-related projects involve filling in gaps in the existing sidewalk network.
- **Bike Lanes or Shared Lane Markings** - Bike lanes are usually recommended on higher-volume roadways (i.e., typically those with average daily traffic [ADT] volumes greater than 4,000). Where widening to accommodate bicycle lanes is not practical, in either the near-term or long-term, shared lane markings (SLMs, or “sharrows”) may be applied as an interim or long-term alternative solution. Per the Manual on Uniform Traffic Control Devices, sharrows should not be applied on roads with speed limits greater than 30 MPH. Therefore, sharrows are a potentially feasible solution on several collector roads in the study area. Signing parallel routes on nearby low-volume and low-speed roads may be the most practical near-term solution for these two roads. ACHD also has a set of guidelines for installing sharrows based on a number of criteria, including traffic volumes (i.e. ADT volumes greater than 3,000 vehicles on streets with on-street parking or greater than 4,000 vehicles on streets without on-street parking). These guidelines have been considered in identifying potential locations of sharrows.
- **Bike Route** - Bicycle route designation is generally recommended for lower- to moderate-volume roadways. Through the use of sharrows or signage (i.e. way-finding), bicycle routes:
 - Provide indication to cyclists where designated routes are;
 - Alert motorists to the likely presence of bicyclists in the roadway and remind them to share the road;
 - Define where cyclists should ride in the roadway; and/or
 - Provide direction to popular destinations (e.g. Greenbelt, major commercial areas).
- **Shared-Use Path** - Off-street connections serving both bicyclists and pedestrians.
- **Traffic Calming** – Roadways and intersections that feel uneasy due to motorized traffic near crossings or next to pedestrian and bicycle facilities. It is recommended that ACHD investigate these areas identified by citizens further to evaluate possible traffic calming options.
- **Intersection** - Crossing improvements should be examined as part of any the projects in the above categories; however, area residents noted crossing issues at a few specific intersections. Each intersection will require its own review to determine the most appropriate treatment. Lighting at intersections should also be carefully considered.

APPENDIX

C: Project Prioritization Criteria

- ACHD Project Prioritization Criteria
- ACHD Community Programs Application Form (2013)

ACHD Project Prioritization Criteria

ACHD Community Programs are prioritized using different criteria than roadway and intersection projects. The criteria for ranking Community Programs contain both technical and programming elements including:

Technical Criteria

- Average Daily Traffic (20 points possible)
- Distance to School / Age of Pedestrian (20 points possible)
- Existing Pedestrian Facilities (5 points possible)
- Americans with Disabilities Act (ADA) Attributes (10 points possible)
- Distance to Civic Facilities / Transit (5 points possible)
- Demographic Data (5 points possible)

Programming Criteria

- Other Funding (15 points possible)
- Other Agency Support (10 points possible)
- Cost / Benefit (10 points possible)



Sara M. Baker, President
John S. Franden, Vice President
Rebecca W. Arnold, Commissioner
Mitchell A. Jaurena, Commissioner
Jim D. Hansen, Commissioner

Dear Citizen(s),

For several years, ACHD has taken applications from citizens, neighborhood associations, and other organizations requesting improvements to neighborhood streets. In recent years ACHD has expanded the application to accommodate projects such as traffic calming. The goal of Community Programs applications is to provide citizens and neighborhood groups with a clear and direct way to request enhancement projects in the public right-of-way.

The Community Programs application process is intended to address needs on local and collector streets. If a project requires right-of-way (land) for completion, please understand that ACHD will require that all of the land owners who stand to benefit from the project donate the required property. This ensures broad support for the project.

Since funds are limited, projects will be prioritized on an annual basis. Priority will be based on several factors such as distance to schools, traffic volume of the street, outside funding, etc. As in years past, additional funds provided for the project by the applicant, partnering cities, neighborhood associations or other sponsoring organizations add points to an application. If you are interested in a project, please fill out the accompanying forms with the detail to allow ACHD ample information to evaluate the request.

ACHD appreciates your interest in improving your neighborhood. Depending on the complexity or cost, it may take several years to complete the necessary planning and construction of a successful project. We thank you for assisting ACHD in identifying pedestrian projects and traffic calming opportunities and look forward to working with you.

Sincerely,

Sara M. Baker
ACHD Commission President

2013 Community Programs Application

1. Submitted by: *(please print clearly)*

Name	Date of Application
Address	
City	Zip code
Daytime Phone	Email address

2. Is this request for:

- New Curb, Gutter and Sidewalk (may require a full rebuild of street)
- Addition, replacement, or repair of sidewalk adjacent to existing curb and gutter
- Installation of curb ramps
- Addition, replacement, repair of curb ramps
- An asphalt pathway
- Other residential street improvements (describe on the following pages)
- *Traffic mitigation (medians, speed humps, bulb outs, etc.)

*In order to apply for a traffic mitigation project, the applicant must first contact the ACHD Traffic Department. The Traffic Department will then conduct an evaluation to ensure that the street meets ACHD minimum requirements for traffic calming. To contact the ACHD Traffic Department, please call (208) 387-6140, or email tellus@achidaho.org.

3. Location of proposed project. List the street(s) and closest cross streets, addresses or distances.

<i>Name of Street</i>	<i>From (W or S cross street)</i>	<i>To (E or N cross street)</i>

4. Describe the proposed project. What improvements are being requested? Are improvements on both sides of the street? What problem or issue does the proposed project resolve? What does the project connect to?

2013 Community Programs Application

5. Please identify any schools, parks, senior centers or other community gathering places near the proposed project, including approximate distance.

6. Please provide an Assessor's interactive map identifying each parcel number involved. <http://www.adaweb.net/departments/assessor/> Please include other information (drawings) that will help identify the project location (include major cross streets), boundaries, requested improvements and any other significant geographical features. Pictures of the proposed site would also be helpful, and may be included as an attachment.

--

7. **Signature Support Forms.** ACHD Community Program applications will need 100 percent support from impacted property owners, which must be indicated on signed Support Forms. If right-of-way is needed each impacted property owner must be willing to donate the required right-of-way (land) for the project. An impacted property owner is one whose property abuts any portion of the roadway where improvements are being requested. See the Signature Support Form following this Community Program Application page to make additional copies.

2013 Community Programs Application

8. **Leveraging non-ACHD Funds.** ACHD's Prioritization system is affected by the amount of outside (non-ACHD) funding that is available for a project. Projects that have a significant proportion of the cost covered by outside sources will likely be completed sooner than projects seeking 100 percent ACHD funding. Please list any outside funding including, but not limited to, City Reinvestment Grants (year awarded and amount), Neighborhood Association Funds (the Neighborhood Association would be willing to share some of the cost of the project with ACHD), an agreement between neighbors to share some of the project cost, etc.

9. **Additional Comments**

You will be notified whether or not your project has been accepted after ACHD internal review. Please realize that even if your project is approved, it will be placed in ACHD's prioritization system with other projects. Depending on the relative priority of the project, the process may take several years to complete.

Application Deadline: Friday, July 5, 2013 (Applications submitted after the deadline will be accepted, but not processed until the following year).

For questions, please contact:

Justin Lucas, Planning and Programming Supervisor
Ada County Highway District
3775 Adams Street
Garden City, ID 83714
(208) 387-6157
jlucas@achdidaho.org

2013 Community Programs Application

Signature Support Form

Project Location (to be filled in by the applicant)

Name of Street	From (<i>W or S cross street</i>)	To (<i>E or N cross street</i>)

Signature Support Form (separate form to be completed by each impacted property owner)

By giving support for this project the property owner is agreeing to the following items:

- The property owner supports the requested project which, if approved, would be constructed along a portion of their property or could have an impact to the roadway that abuts their property. Example: The loss of on-street parking if it currently exists.
- If needed, the property owners would be required to donate additional right-of-way (land) to complete the project. Example: a strip of land next to an existing road where a sidewalk would go.
- Unlicensed items within the existing public right-of-way would need to be removed or relocated. This would include, but is not limited to items such as landscaping, mailboxes, sprinklers, and fences. Some of these items could be moved as part of the project. ACHD is willing to work with the property owners to preserve items such as trees although this may require additional right-of-way or an easement to accommodate routing the sidewalk or pathway around the tree.

Please print clearly

Property Address: _____

Assessor's Parcel Number: _____

City: _____ Zip code: _____

Primary Owner of Record: _____

Owner's Address: _____

City: _____ State _____ Zip code: _____

Daytime Phone #: _____

Email address: _____

Signature of Primary Owner

Support the project request: Yes No

Secondary Owner's Name, if applicable: _____

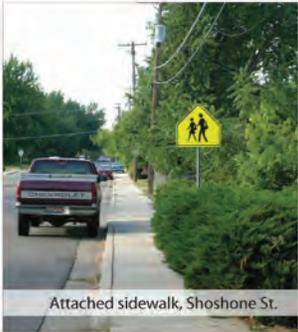
Signature of Secondary Owner (if applicable)

Support the project request: Yes No

APPENDIX

D: Pedestrian and Bicycle Treatment Options

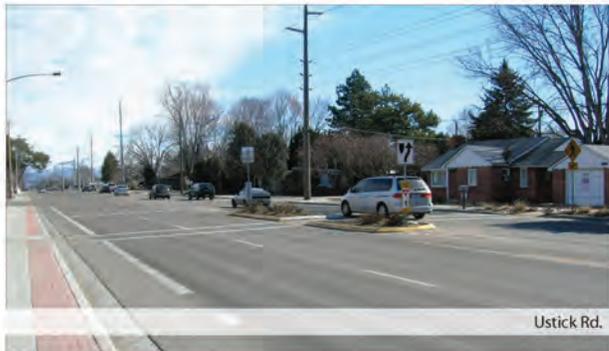
Pedestrian/crossing treatments



Sidewalks

Sidewalks may be directly adjacent to the edge of the roadway (attached) or separated with a buffer space (detached).

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Improves pedestrian comfort and reduces crashes by providing separation from motor vehicles Provides a dedicated space for pedestrians 	<ul style="list-style-type: none"> Can be costly to install, particularly if stormwater drainage is not already present May require right-of-way purchase 	<ul style="list-style-type: none"> Along any urban street



Raised Median/Refuge Island

Provides a protected area in the middle of a crosswalk for pedestrians to stop while crossing street.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Reduces the number of crashes at marked and unmarked crosswalks Preferred on multi-lane streets Requires shorter gaps in traffic to cross the street 	<ul style="list-style-type: none"> Must have at least 6 feet of space to accommodate wheelchairs; not all streets will have adequate space Physical barrier in the street Can limit motor vehicle access 	<ul style="list-style-type: none"> Areas with high volume traffic conflict or high pedestrian crash locations



Rectangular Rapid Flashing Beacon

Signs with a pedestrian-activated "strobe-light" flashing pattern that attracts attention and notifies motorists that pedestrians are crossing.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Typically increases yielding by drivers compared to marked crosswalks only Warning information is at eye level of drivers 	<ul style="list-style-type: none"> Motorists may not understand flashing lights Requires pedestrian activation 	<ul style="list-style-type: none"> Areas with high mid-block crossings



Pedestrian Hybrid Beacon

Pedestrian activated beacon, unlit when not in use, begins with a yellow light alerting drivers to slow, and then a solid red light requiring drivers to stop while pedestrians have the right-of-way to cross the street.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> A very high rate of motorists yielding to pedestrians Drivers don't have to wait as long at hybrid beacons compared to other signalized intersections 	<ul style="list-style-type: none"> Expensive compared to other crossing treatments Requires pedestrian activation 	<ul style="list-style-type: none"> Larger roadways where mid-block crossing is difficult or crossing opportunities are limited School walk route connectivity

Crossing treatments



High Visibility Crosswalks

Clear, reflective roadway markings and devices at intersections on priority pedestrian links, located only where motorists should expect pedestrians with sufficient sight distance and reaction time.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Warns motorists of potential for pedestrians Designates a preferred location for pedestrians Idaho law requires motorists yield to pedestrians in crosswalks Relatively inexpensive to install 	<ul style="list-style-type: none"> Most effective with other traffic control (signals, stop signs) or physical treatments (bulb outs) that help to reinforce drivers yielding to pedestrians Motorists may ignore 	<ul style="list-style-type: none"> Intersections and preferred mid-block crossing locations



Raised Crosswalk

A pedestrian crossing area raised higher to give motorists and pedestrians a better view of the crossing area. A raised crosswalk is essentially a speed table marked and signed for pedestrian crossing.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Provides better view for pedestrians and motorists Slows motorists travel speeds Broad application on both arterial & collector streets 	<ul style="list-style-type: none"> Can be difficult to navigate for large trucks, buses, snow plows, and emergency response vehicles 	<ul style="list-style-type: none"> Areas where driver speeding is a problem and/or it is difficult to cross the street



In-Street "Yield to Pedestrians" Signs

Signs placed in the middle of crosswalks to increase driver awareness of pedestrians and the legal responsibility in Idaho to yield right-of-way to pedestrians in a crosswalk.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Can increase the number of motorists that yield to pedestrians in the crosswalk Reinforces the rights of pedestrians crossing the road 	<ul style="list-style-type: none"> If used too often, motorists may be more likely to ignore the signs 	<ul style="list-style-type: none"> Areas with high mid-block crossings and/or poor yield rates by motorists School zones



Bulb-Outs/Curb Extensions

An extension of the curb or the sidewalk into the street, usually at an intersection, that narrows the road, inhibits fast turns, and shortens the crossing distance for pedestrians.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Shorter crossing distances for pedestrians Reduces motorist turning speeds Increased visibility between motorists and pedestrians Enables tree and landscape planting and water runoff treatment 	<ul style="list-style-type: none"> Can only be used on streets with unrestricted on-street parking Physical barrier can be exposed to traffic Greater cost and time to install than high visibility crosswalks 	<ul style="list-style-type: none"> Streets with on-street parking

Bicycle treatments



ParkCenter Blvd.

Wayfinding

Signs directing pedestrians and bicyclists towards destinations in the area, typically including distance and average bicycling times.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Eases navigation for residents and visitors by bicycle Provides guidance to destinations from streets and along multi-use trails Offers another indication to motorists of the presence of bicycles 	<ul style="list-style-type: none"> Maintenance and vandalism 	<ul style="list-style-type: none"> Along routes connecting popular destinations or where signs may be needed to identify routes



Portland, OR

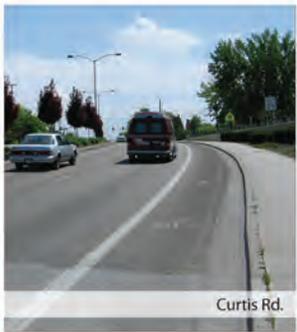


Portland, OR

Shared Lane Markings

A shared-lane marking, or "sharrow", is a pavement marking that can be used where space does not allow for a bike lane. Sharrows remind motorists of the presence of bicycles and indicate to cyclists where to safely ride within the roadway.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Reduce wrong-way and sidewalk riding Improves cyclists positioning in the roadway Informs motorists of high likelihood of bicyclists Used on streets without adequate space for bike lane markings 	<ul style="list-style-type: none"> Pavement marking maintenance Does not separate bicycles and motor vehicles 	<ul style="list-style-type: none"> Streets with moderate speeds and traffic volumes, and where space for bike lane markings is limited



Curtis Rd.



Five Mile Rd.

Bike Lanes

The area of roadway designated for non-motorized bicycle use, separated from vehicles by pavement markings.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Improves safety and comfort by increasing the visibility and awareness of cyclists Provides an exclusive space for bicyclists 	<ul style="list-style-type: none"> May still have conflicts with motorists (e.g., opened car doors), which can be reduced by providing a buffer space between the bike lane and the motor vehicle travel lane Motorists may illegally park in bike lane 	<ul style="list-style-type: none"> Non-local streets with adequate space for accommodation



Photo courtesy of ACHD



Beacon St.

Signed Shared Roadway

Low volume and low speed streets that have signage and pavement markings indicating the street is a route to be used by cyclists.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Cost-effective and typically simple to implement Creates a comfortable, low-volume, low-speed space for bicyclists and pedestrians 	<ul style="list-style-type: none"> Does not provide physical separation between cyclists and motorists 	<ul style="list-style-type: none"> Streets parallel to larger, high traffic streets

Bicycle treatments



Washington, DC

Cycle Track

An exclusive bike lane separated from vehicle travel lanes, parking lanes, and sidewalks. Any parking is moved adjacent to moving traffic and bike lane is next to curb. They can be one-way, two-way, at street level, at sidewalk level, or at an intermediate level.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Higher level of comfort than bike lanes Reduced risk of car doors opening into the cycle track compared to bike lane Attractive to a wider spectrum of the public than bike lanes 	<ul style="list-style-type: none"> Potential conflicts at intersections Can be expensive Requires more space than bike lane 	<ul style="list-style-type: none"> A street with enough off-street space for construction or a street that can be reduced by one lane



Greenbelt at 8th Street

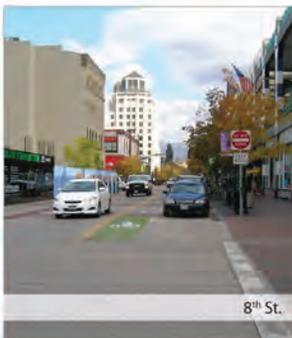


Greenbelt near Shakespeare Festival

Shared Use Pathways

Paved pathways away from the road and out of the path of turning vehicles designed with adequate space for pedestrian and bicyclist use.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Separates bicyclists from vehicle traffic Combination of pedestrians and bicyclists may require less space than separate facilities for each 	<ul style="list-style-type: none"> Needs adequate space to accommodate buffer from street and width to allow the passing of bicyclists and pedestrians Bicycle and pedestrian conflicts High potential for crashes in highly urban areas or along roads with driveways 	<ul style="list-style-type: none"> Parallel to high-speed, limited-access roads



8th St.



8th St.

Contraflow Bike Lane

Bike lane that provides for travel on a one-way street in the opposite direction of motor vehicle traffic.

ADVANTAGES	CHALLENGES	LOCATION TYPE
<ul style="list-style-type: none"> Provides direct access and connections for bicycles traveling in both directions Cyclists do not have to detour as a result of one-way traffic 	<ul style="list-style-type: none"> Contrary to cyclist education and driver expectation that cyclists travel in the same direction as motor vehicle traffic Motorists may illegally park in bike lane 	<ul style="list-style-type: none"> One-way streets that provide direct access to schools, parks, or commercial areas