



Boise West Bench Pedestrian and Bicycle Plan



Boise West Bench Neighborhood Pedestrian and Bicycle Plan

September 2013

This plan is a collaborative effort between ACHD and the City of Boise with assistance from DKS Associates. We would particularly like to recognize the valuable input received by the following neighborhoods in the development of this plan:

- Glenwood Rim Neighborhood
- Maple Grove-Franklin Neighborhood
- West Bench Neighborhood
- West Cloverdale Neighborhood
- West Valley Neighborhood
- Winstead Park Neighborhood

Project Team



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Section I. Introduction

The Boise West Bench Pedestrian and Bicycle Plan identifies improvement needs and develops solutions to enhance walking and biking within the planning area.

The West Bench Planning Area

The West Bench area, as defined in the City of Boise's comprehensive plan, is the study area for this plan, and is shown in Figure 1.

Located just to the west of downtown Boise, the West Bench planning area generally encompasses the neighborhoods north of Interstates 84 and 184, south of Chinden Boulevard, east of Cloverdale Road, and west of Curtis Road. The area is characterized by a primarily residential development pattern, but has significant commercial corridors in Fairview Avenue and Franklin Road. The West Bench area also features two significant employment centers, centered on the Boise Towne Square Mall in the southern part of the area and the Hewlett-Packard complex in the north. The mix of employment and housing options in the West Bench area is significant, yet accommodations for those wanting to walk or bike between these uses are lacking in areas.

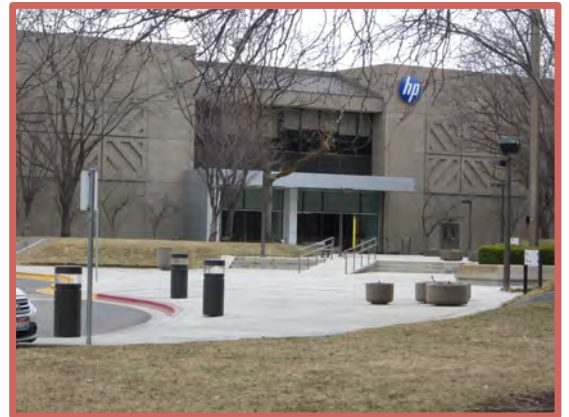
Who Lives Here?

With a population of over 65,000, the area is home to over 30 percent of Boise residents. The highest population densities are clustered in the east end of the study area, which is closest to downtown Boise. In particular, the area bounded by Cole Road, Curtis Road, Fairview Avenue and I-184 contains a significant amount of multi-family housing. The area around Ustick Road and Five Mile

Road, envisioned as a future mixed-use center, also contains some of the highest population densities in the West Bench area. The area includes several neighborhood associations, as shown in Figure 2.

Who Works Here?

The West Bench planning area is also home to over 35,000 jobs. Of these employees, about 20 percent live within the planning area, according to U.S. Census journey-to-work data. Over 80 percent of workers are within ten miles of their job, with most commuting to the east or southeast.

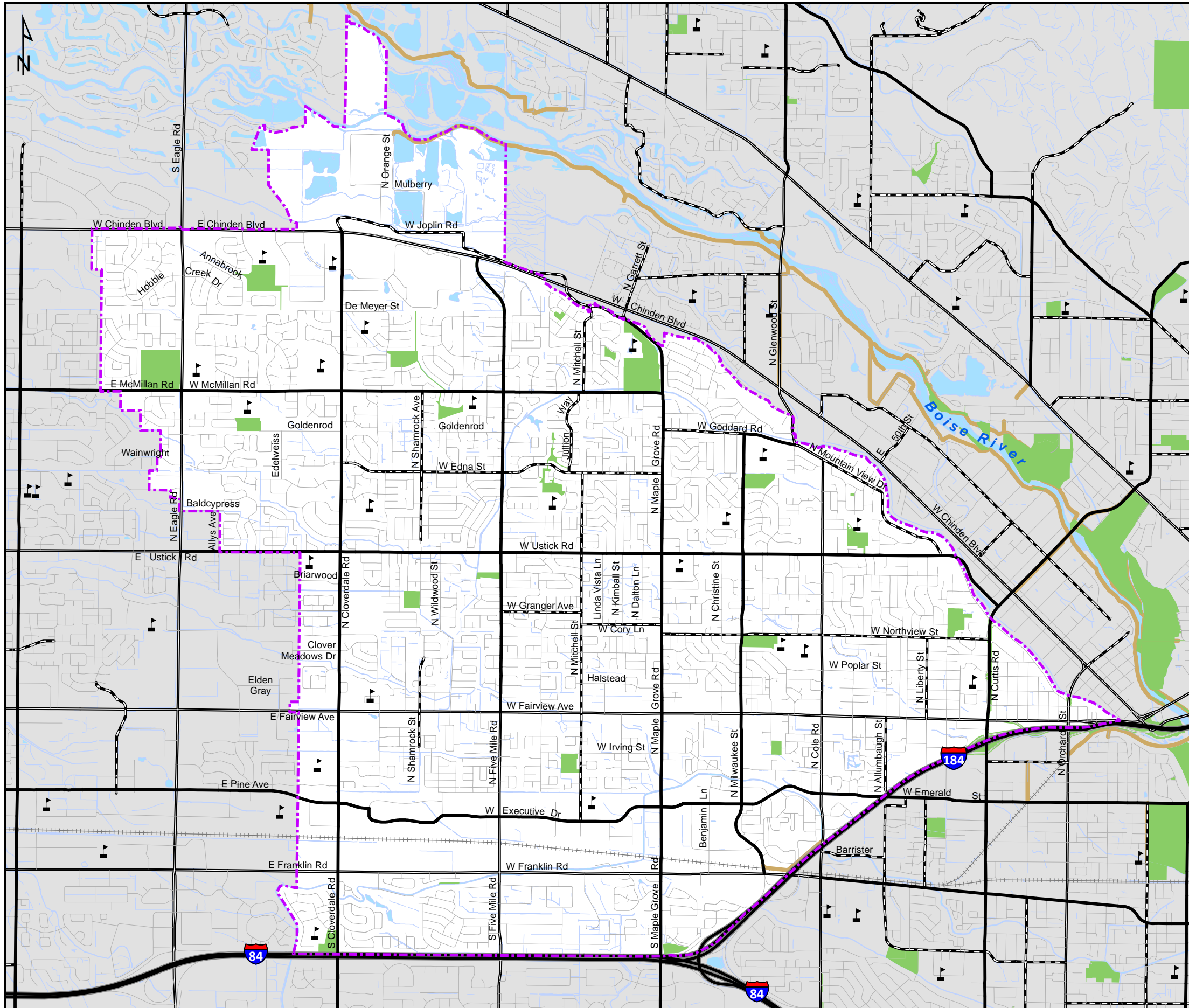


Transportation-Disadvantaged Populations












Understanding where transportation disadvantaged populations live within the study area is another key consideration when deciding how to prioritize new pedestrian and bicycle projects. Households without access to a motor vehicle typically depend on transit, biking, or walking. Providing facilities that connect to these areas not only responds to demand, but addresses equity issues as well.

Boise West Bench Pedestrian and Bicycle Plan

Figure 1 - Planning Area

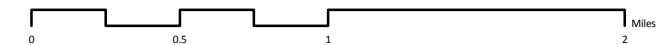


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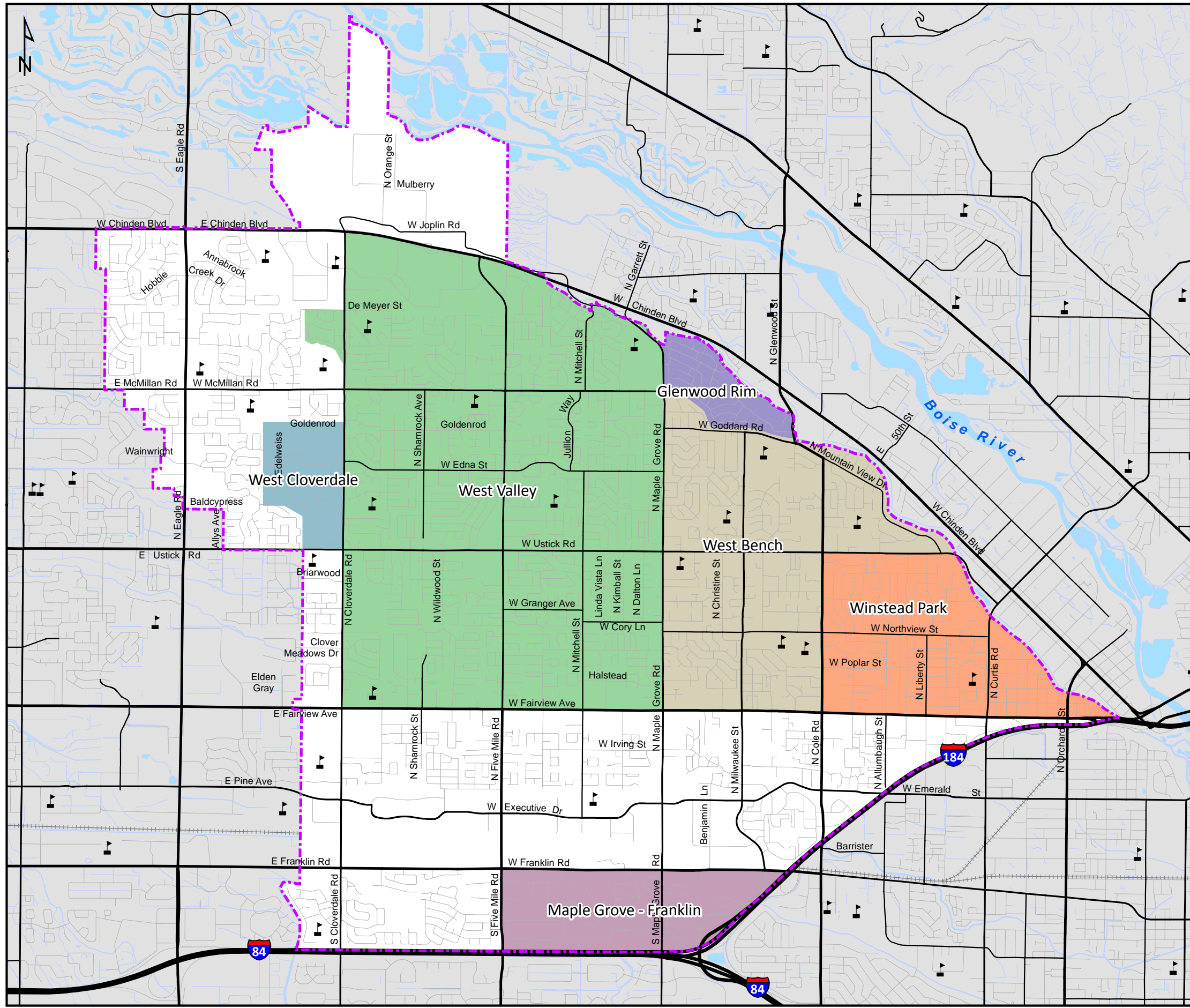
-  West Bench Planning Area
-  School
-  Park
-  Water
-  Multi-Use Path
-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Collector
-  Local/Alley/Parks/Ramp
-  Railroad



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Boise West Bench Pedestrian and Bicycle Plan
Figure 2 - Neighborhood Associations

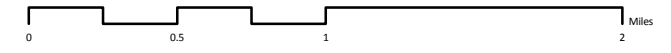


Legend

- Neighborhood Associations
- School
- Water
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local/Alley/Parks/Ramp
- Railroad
- West Bench Planning Area



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The largest number of transportation-disadvantaged households is in the east end of the study area, west of Allumbaugh (south of Fairview) and west of Curtis (north of Fairview). These locations correspond not only to some of the most dense populations in the West Bench area, but to the location of key stops on the Valley Regional Transit system as well.

Additional detail on population, employment, and other demographic issues are included in the next chapter. Key land uses that attract walking and biking trips in the West Bench area are shown in Figure 11 of this Plan.

The Pedestrian and Bicycle Plan

Purpose

This Plan is a resource to help the local community to understand the existing pedestrian and bicycle system and where new improvements are needed. West Bench is an area with many needs and many competing priorities, as illustrated by this Plan.

ACHD and the City of Boise can use this plan as a guide for implementing improvements that will make walking and biking in the West Bench area more comfortable and accessible.

The Plan can help with:

- Prioritizing projects
- Identifying areas for further refinement
- Identifying funding sources and partnerships
- Recommending changes to policies and programs
- Clarifying broader plans

Benefits of Walking and Biking

Walking and biking are important aspects of a complete transportation network. ACHD and the City of Boise are dedicated to providing transportation choices to the residents of the West Bench area. When people choose to walk and bike, they are helping to realize a variety of personal and community benefits.

Traffic and Air Quality

Each time a potential driver chooses to walk or bike instead, one car is removed from the road. As the West Bench area becomes more inviting to pedestrians and bicyclists through infrastructure improvements and increasing diversity of land uses, increasing numbers of shopping, restaurant, school, work, and recreational trips will be made on foot or by bicycle. Cumulatively, this pattern may reduce traffic in some neighborhoods, which can also improve air quality.

Public Health

In recent years, public health professionals and urban planners have become increasingly aware of the impacts on public health from principle reliance on the automobile. The impacts extend far beyond asthma and other respiratory conditions caused by air pollution. Planning and health practitioners now recognize the link between the lack of physical activity resulting from auto-oriented community designs and various health-related problems, such as obesity and other chronic diseases. Although other factors contribute to these conditions, physical inactivity is now widely understood to play a significant role in the most common chronic diseases in the US, including coronary heart disease, stroke, and diabetes. Creating communities where walking and bicycling are attractive forms of

transportation can encourage and promote more regular daily activity for residents.



Sense of Community

Areas in which people walk and bike provide more opportunities for chance meetings than do areas where travel is primarily by automobile. These chance encounters help neighbors get to know each other better, and the increased activity in public spaces helps make an area safer by providing more eyes on the street. Furthermore, providing pedestrian and bicycle improvements can make streetscape environments more human-scale, aesthetically pleasing, and sensitive to the surrounding community.

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Section 2. Existing Conditions and Demonstrated Needs

A successful pedestrian and bicycle network relies on several elements. For pedestrians, sidewalks provide a comfortable space for walking, typically separated from adjacent motor vehicle traffic. For bicyclists, bike lanes provide designated roadway space, typically on busier streets that connect key origins and destinations, while signed bike routes on lower traffic streets often provide quieter, more comfortable biking options. Multi-use paths are off-street pathways that serve both bicyclists and pedestrians. Constructing sidewalks, improved crossings, and designated bicycle facilities in the West Bench area provides several benefits. These include increased travel options, potential for reduced bicycle and pedestrian conflicts with motor vehicles, and safer travel for all modes.

For bicyclists in particular, providing a network of bike lanes as well as a network of lower stress bike routes on lower volume streets helps serve cyclists with different levels of comfort and ability. Experience in other cities has shown that the most confident bicyclists will use bike lanes on high traffic/high speed streets, while other types of bicyclists, including children, are more attracted to routes on low-traffic streets.

Walking Considerations

ACHD maintains an inventory of sidewalks that allows the network to be mapped, analyzed, and updated as new facilities are constructed. Figure 3 shows the sidewalks that exist today as well as sidewalk projects that are

in the FY 2014-2018 Five-Year Work Plan or have recently been constructed.

Sidewalks

In the West Bench area, there is significant existing infrastructure, but there are many gaps in the system even considering the projects already planned for the near term. Nearly all major roadways in the West Bench area (minor arterial and above) have segments where sidewalks are missing from either one or both sides of the street. Key gaps include:

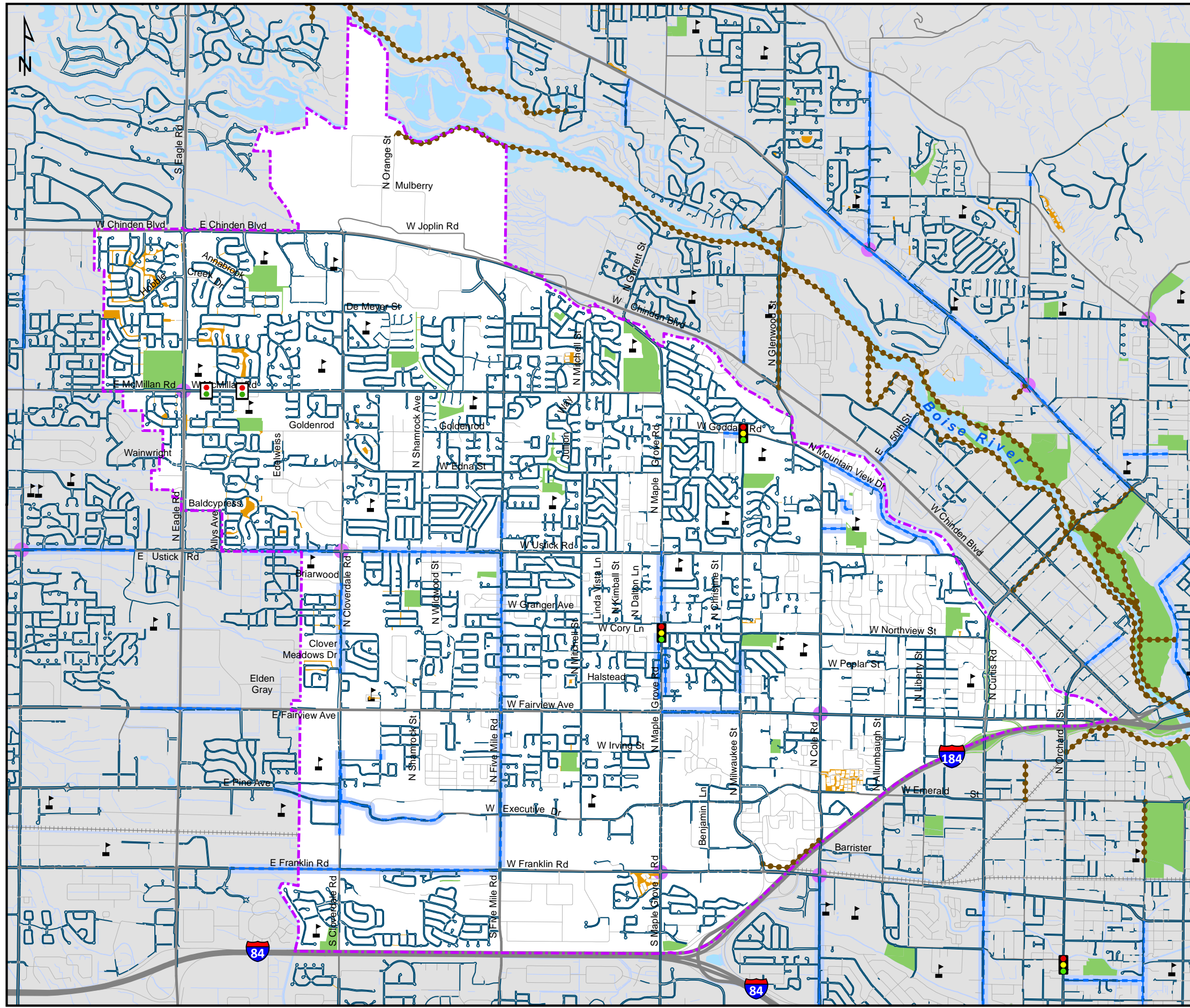
- Fairview Avenue: many locations, including between Curtis and Orchard
- McMillan Road near Maple Grove
- Cloverdale Road north of Ustick
- Maple Grove Road north of Ustick

Much of the collector and local road system lacks sidewalks as well. These lower volume roads can be a quieter, more comfortable alternative for pedestrians, so a lack of sidewalks on these roads represents a missed opportunity to provide high quality routes parallel to the main arterial system.



Many parts of Fairview Avenue, West Bench's busiest commercial street, have incomplete sidewalks

Boise West Bench Pedestrian and Bicycle Plan
 Figure 3 - Existing and Programmed Pedestrian Network

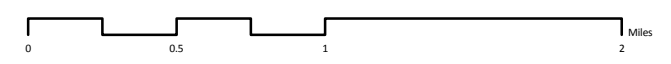


Legend

- Existing Sidewalk
- Existing Multi-Use Path
- Programmed or Recently Completed**
- Sidewalk Project
- Intersection Project
- Signal Project
- Pedestrian Signal Project
- Private - Pedestrian Accessible
- School
- Park
- Water
- Railroad
- West Bench Planning Area



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Biking Considerations

ACHD also maintains a spatial database of existing bicycle facilities. These facilities (primarily bike lanes), as well as new bike lanes to be constructed as part of the FY 2014-2018 Five-Year Work Plan, are shown in Figure 4. The West Bench area provides a grid of arterials at one-mile spacing that can provide an excellent backbone for the bicycle system. However, while most arterials in the study area have bike lanes, in most cases they are incomplete, leaving gaps in key sections. Where these gaps exist, they create bicycle-motor vehicle conflicts and reduce the attractiveness of a route for potential cyclists.

The West Bench area has very few signed bike routes on low-traffic streets (although many such routes have been planned as part of the Roadways to Bikeways effort). These types of low-stress bicycle facilities can be an attractive alternative for potential riders who prefer to avoid riding alongside fast-moving motor vehicle traffic.



Bicycle Counts

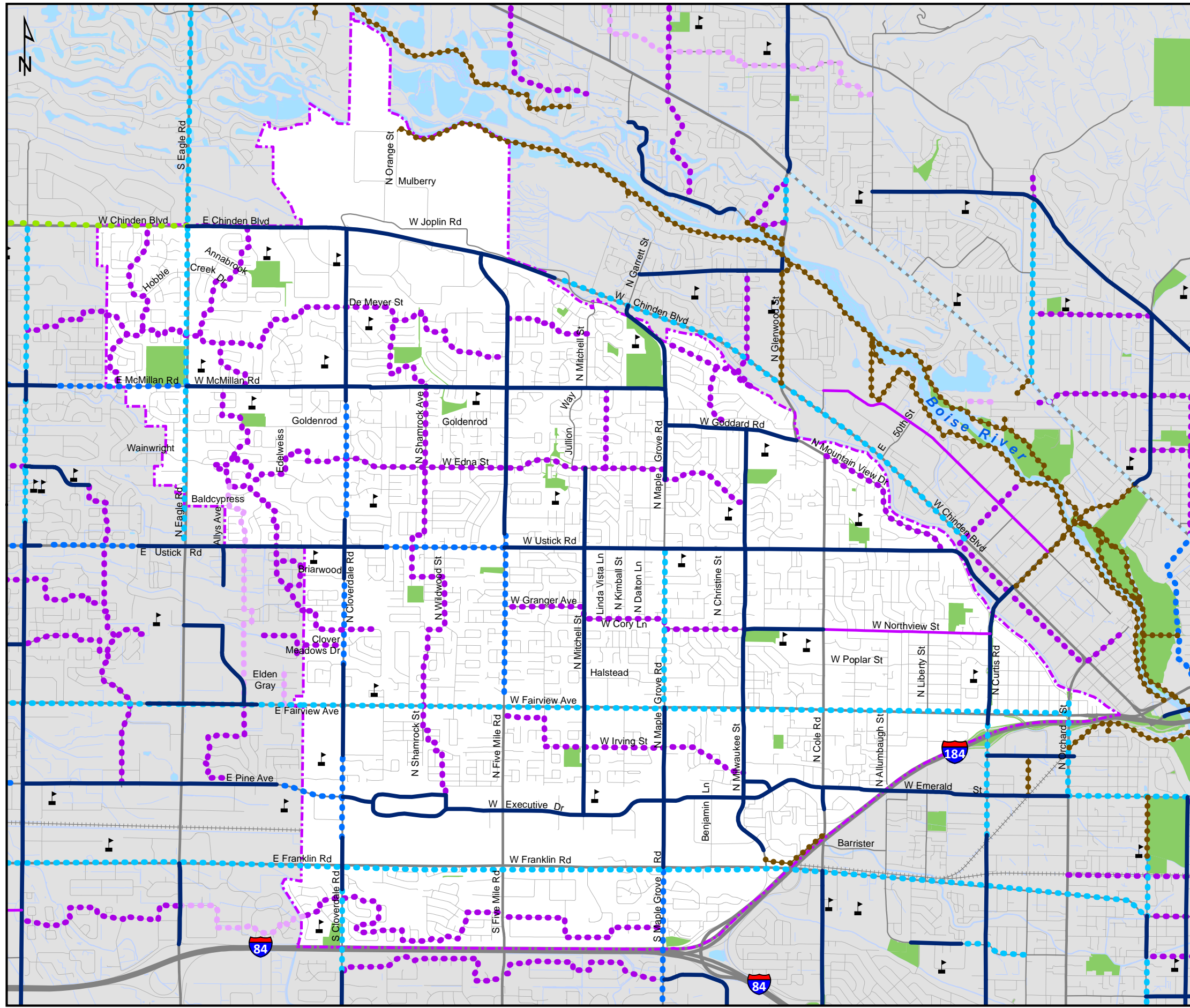
In recent years, ACHD has worked with community volunteers to collect bicycle counts at locations throughout the county. Figure 5 shows weekday PM peak two-hour bicycle counts at locations within the West Bench area. The counts shown are typically collected in May or September and are used to measure cycling activity at predetermined locations. The highest count location in West Bench is the intersection of Milwaukee Street and Emerald Street. Count data for West Bench locations is summarized in Table 1 and Figure 5.

Table 1: West Bench Area Weekday PM Peak 2-hour Bicycle Counts (2012)

Location	Count
Emerald/Milwaukee	95
Curtis/Northview	71
Ustick/Milwaukee	65
Milwaukee/Northview	57
McMillan/Five Mile	57
McMillan/Cloverdale	53
Ustick/Mitchell	51
Emerald/Five Mile	50

Source: ACHD Bicycle Counts

Boise West Bench Pedestrian and Bicycle Plan
 Figure 4 - Existing and Planned Bicycle Network



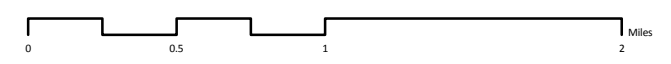
Legend

- | <i>Existing Bicycle Facilities</i> | <i>Planned Bicycle Facilities</i> |
|------------------------------------|---|
| Bike Lane | Short-Term Planned Bike Lane |
| Bike Route | Medium-Term Planned Bike Lane |
| Shared Bike Route | Long-Term Planned Bike Lane |
| Existing Multi-Use Path | Short-Term Planned Signed Shared Bikeway |
| | Medium-Term Planned Signed Shared Bikeway |
| | Long-Term Planned Signed Shared Bikeway |
| | Short-Term Planned Pathway |
| | Medium-Term Planned Pathway |

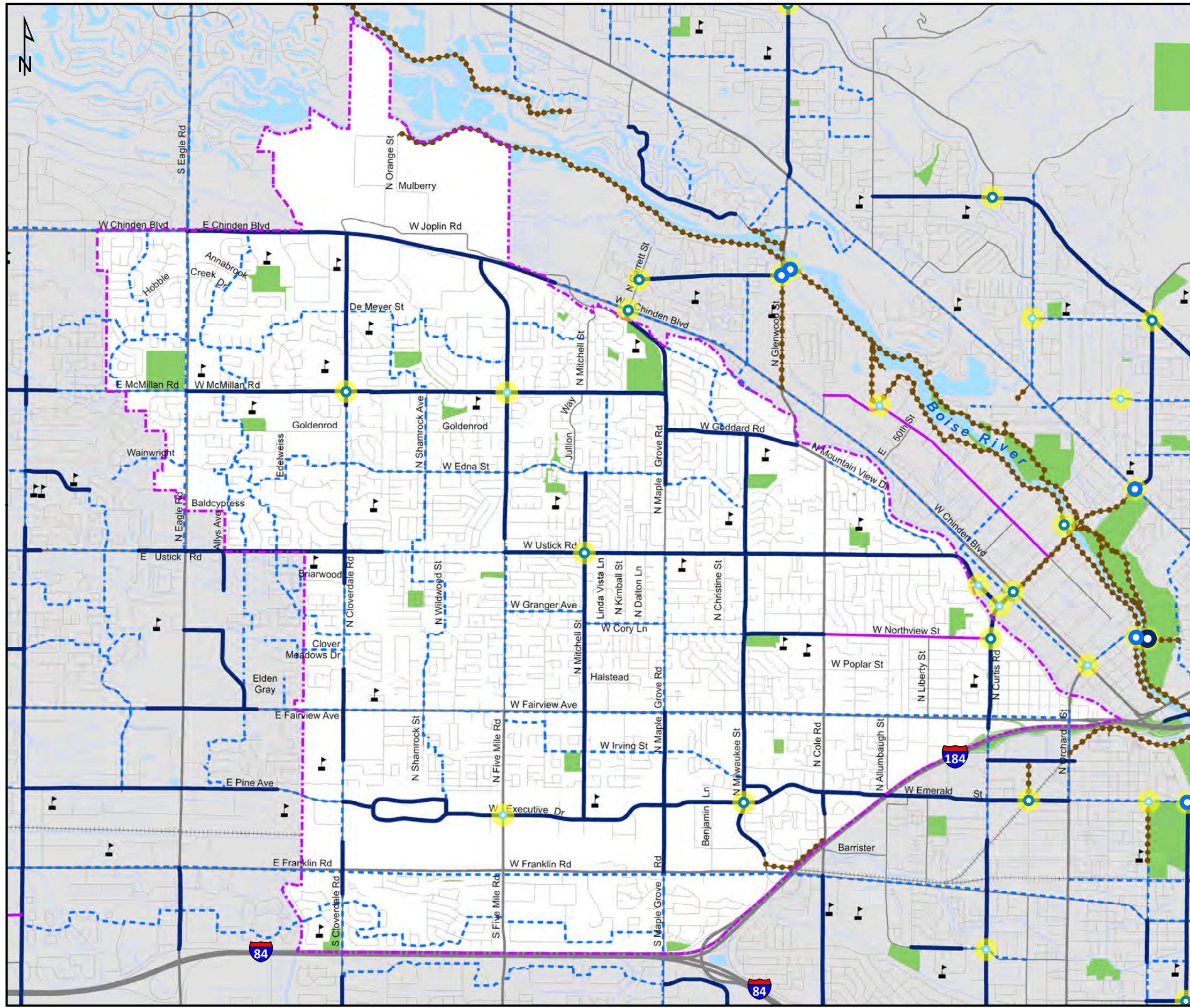
- School
- Park
- Water
- Railroad
- West Bench Planning Area



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Boise West Bench Pedestrian and Bicycle Plan
 Figure 5 - Weekday PM Peak Period
 Bicycle Counts



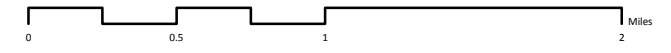
Legend

*Bicycle Traffic (4PM - 6PM Weekday Average)
 4/2006 - 9/2012*

- 9 - 50
- 51 - 100
- 101 - 200
- 200 - 519
- Bike Lane
- - - Bike Route
- - - Shared Bike Route
- - - Existing Multi-Use Path
- - - Future Bike Route
- School
- Park
- Water
- + + + + Railroad
- - - West Bench Planning Area



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Living and Working in the West Bench Area

The proximity and mix of households and employment has a significant effect on people's daily travel needs, and whether the trips they need to take are short enough that they can be accomplished by walking or biking. Population density for the West Bench area, shown in Figure 6, has a strong impact on demands for walking and biking infrastructure.

Two locations in particular are dense job centers: the Hewlett-Packard complex and surrounding employment area (south of Chinden Road between Cloverdale and Five Mile) and the Boise Town Square area (south of Emerald Drive between Milwaukee and Cole). Figure 7 shows the base year employment densities for transportation analysis zones in the West Bench area. This figure helps identify areas where new bicycle and pedestrian projects may serve trips to and from work and/or to and from commercial destinations.

Analysis of demographic data helps identify where there are high proportions of households that lack a motor vehicle and are therefore more dependent on biking and walking (including walking to transit). This demographic data, shown in Figure 8, helps to determine where new pedestrian and bicycle improvements might provide the most benefit.

Pedestrian and Bicycle Attractors

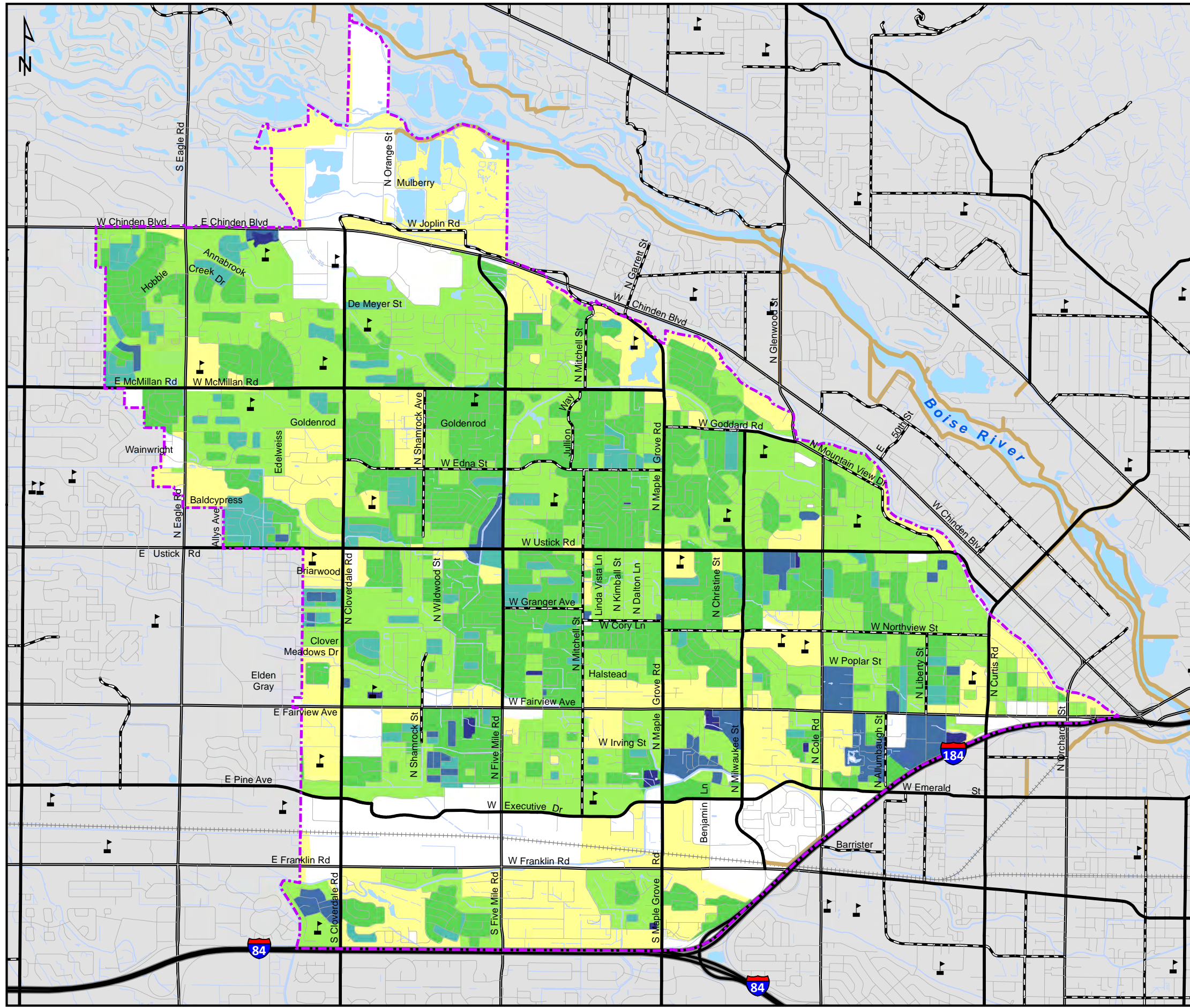
Certain types of destinations tend to attract walking and biking trips, such as libraries, schools, parks, bus stops, and grocery stores. These places are known as attractors, and they

help identify locations where improved bicycle and pedestrian connections might have more community benefit. Attractors identified in the West Bench area are shown in Figures 9 and 10. Key attractors include Boise Towne Square mall, the library at Cole/Ustick, and the employment area around Hewlett-Packard. The West Bench area also features several schools, including two high schools (Capital and Centennial), and a variety of parks. ACHD, the City of Boise, and the community have identified these areas as priority locations for biking and walking connections.



In addition to existing attractors, this analysis looked at the activity centers identified in Blueprint Boise. These centers are typically areas where the City is planning for higher intensity residential development and a mix of commercial/retail services, promoting a more compact, pedestrian-friendly pattern over time. In most cases, the centers overlap with existing attractors such as Hewlett-Packard or Boise Towne Square mall, or other retail nodes. Improving walking and biking facilities around these centers can help the City serve existing users as well as future demand.

Boise West Bench Pedestrian and Bicycle Plan
 Figure 6 - Population Density by Census Blocks, 2010



Legend

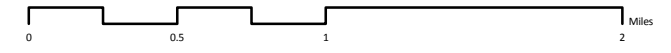
Population Density per Acre

- 0
- < 4
- 4 - 8
- 8 - 12
- 12 - 16
- 16 - 32
- 30 - 73

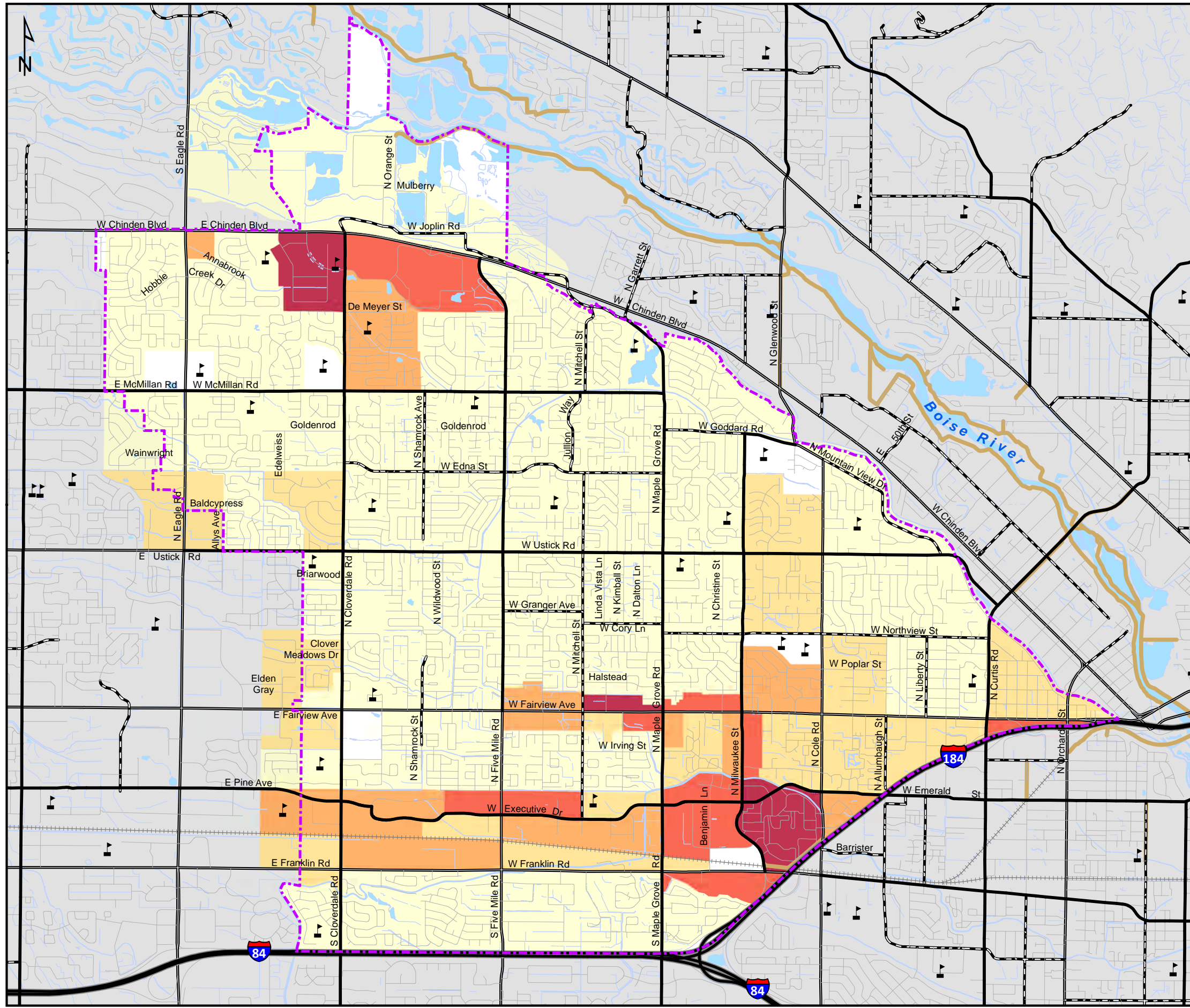
- School
- Water
- Multi-Use Path
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local/Alley/Parks/Ramp
- Railroad
- West Bench Planning Area



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Boise West Bench Pedestrian and Bicycle Plan
 Figure 7 - Employment Density by TAZ



Legend

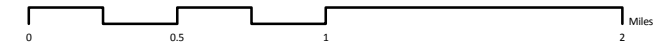
Employment Density per Acre (2010)

- 0
- < 2
- 2 - 6
- 6 - 16
- 16 - 32
- 32 - 68

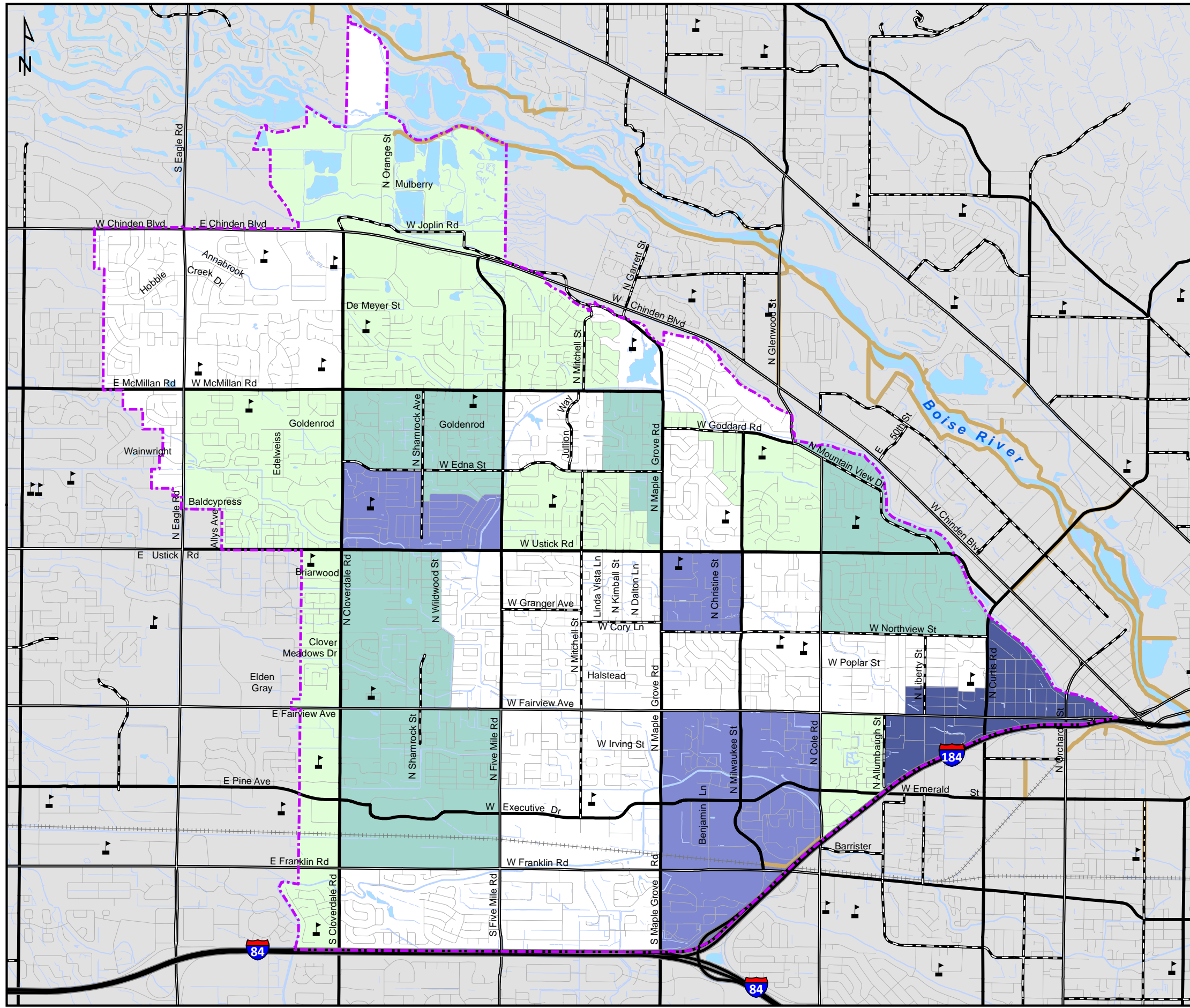
- School
- Water
- Multi-Use Path
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local/Alley/Parks/Ramp
- Railroad
- West Bench Planning Area



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 Figure 8 - Households Without Motor Vehicles by Census Block Group, 2010



Legend

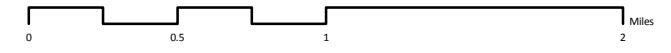
Households without Motor Vehicles

- 0%
- < 2%
- 2% - 5%
- 5% - 15%
- 15% - 18.2%

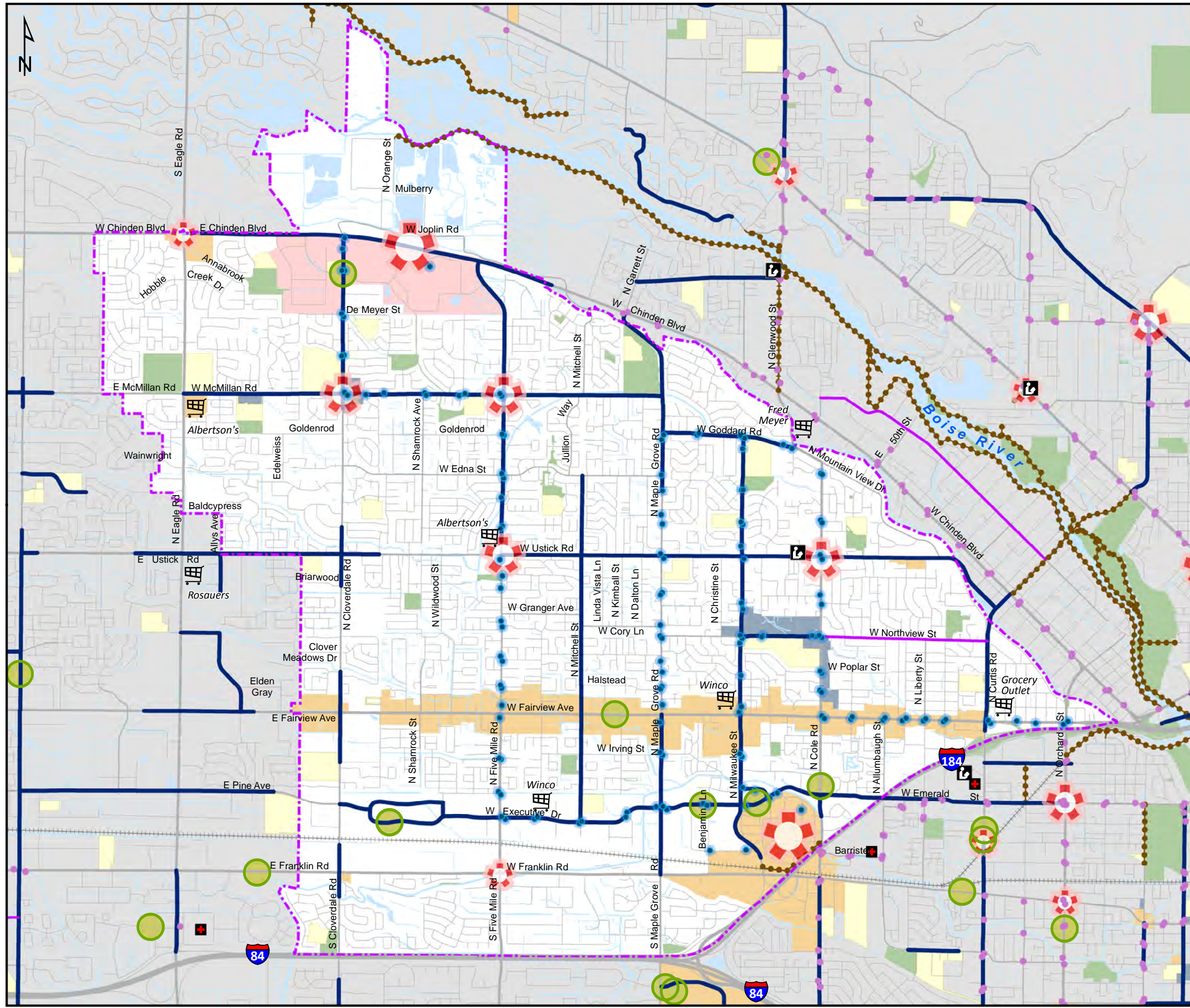
- School
- Water
- Multi-Use Path
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local/Alley/Parks/Ramp
- Railroad
- West Bench Planning Area



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Boise West Bench Pedestrian and Bicycle Plan
 Figure 9 - Pedestrian and Bicycle
 Attractors, Bicycle Network

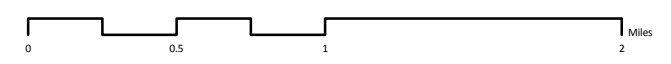


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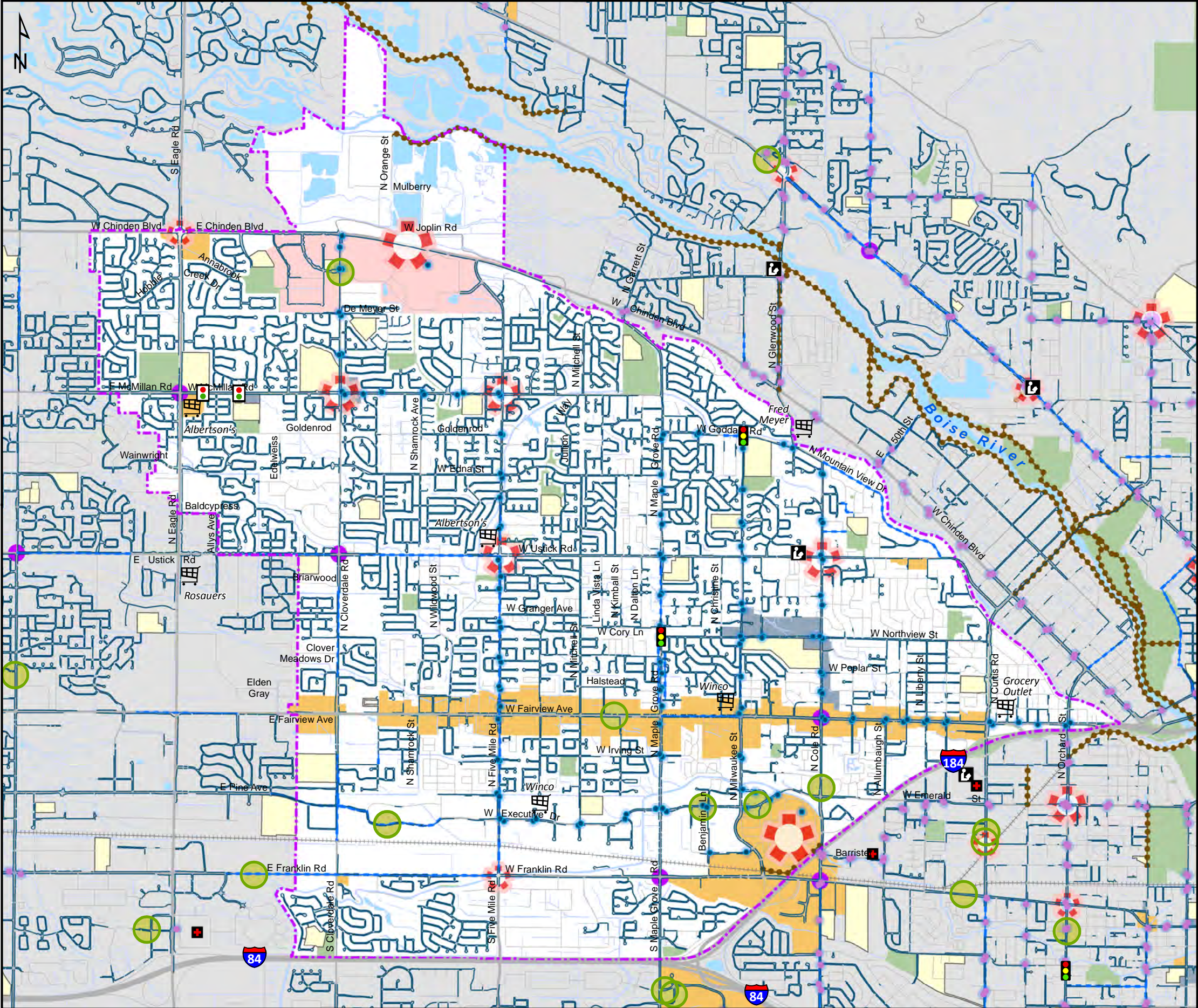
Attractors		Activity Centers	
	Bus Stop		Community
	Library		Neighborhood
	Grocery Store		Regional
	Hospital		
	Social Services		
Commercial and Office		Existing Bicycle Facilities	
	Commercial		Bike Lane
	Office		Bike Route
	Tech/Industrial Park		Shared Bike Route
			Multi-Use Path
	Bus Stop (Outside Study Area)		
	School		
	Park		
	Water		
	Railroad		
	West Bench Planning Area		



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Boise West Bench Pedestrian and Bicycle Plan
 Figure 10 - Pedestrian and Bicycle
 Attractors, Pedestrian Network

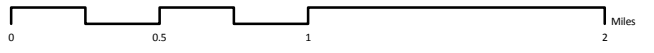


Legend

- | | | | |
|--------------------------------------|-------------------------------|---------------------------------------|----------|
| Attractors | | Activity Centers | |
| Bus Stop | Community | Neighborhood | Regional |
| Library | | | |
| Grocery Store | | | |
| Hospital | | | |
| Social Services | | | |
| Commercial and Office | | Existing Pedestrian Facilities | |
| Commercial | Existing Sidewalk | Existing Multi-Use Path | |
| Office | | | |
| Tech/Industrial Park | | | |
| Programmed/Recently Completed | | | |
| Sidewalk Project | Bus Stop (Outside Study Area) | Water | |
| Intersection Project | Signal Project | Railroad | |
| Signal Project | Pedestrian Signal Project | West Bench Planning Area | |
| Bus Stop (Outside Study Area) | | | |
| School | | | |
| Park | | | |



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Beyond the West Bench area, additional regional attractors were considered in the needs analysis. These include Downtown Boise, Boise State University, and St. Alphonsus Regional Medical Center. Access to these destinations depends on good walking and biking connections from the eastern portion of the West Bench area. This means that connections such as Curtis Road, Orchard Street, Fairview Avenue, and Emerald Street – or lower volume parallel connections -- are critically important for pedestrian and bicycle access to the larger region.



Bus stops on Fairview Avenue create demand for comfortable pedestrian crossings

Focusing on improving the most important walking and biking connections helps to increase the safety, comfort, and directness of routes for existing system users, and can help encourage new users to choose walking and biking for short trips. The project prioritization for West Bench reflects the importance of connectivity to these existing and future trip attractors.

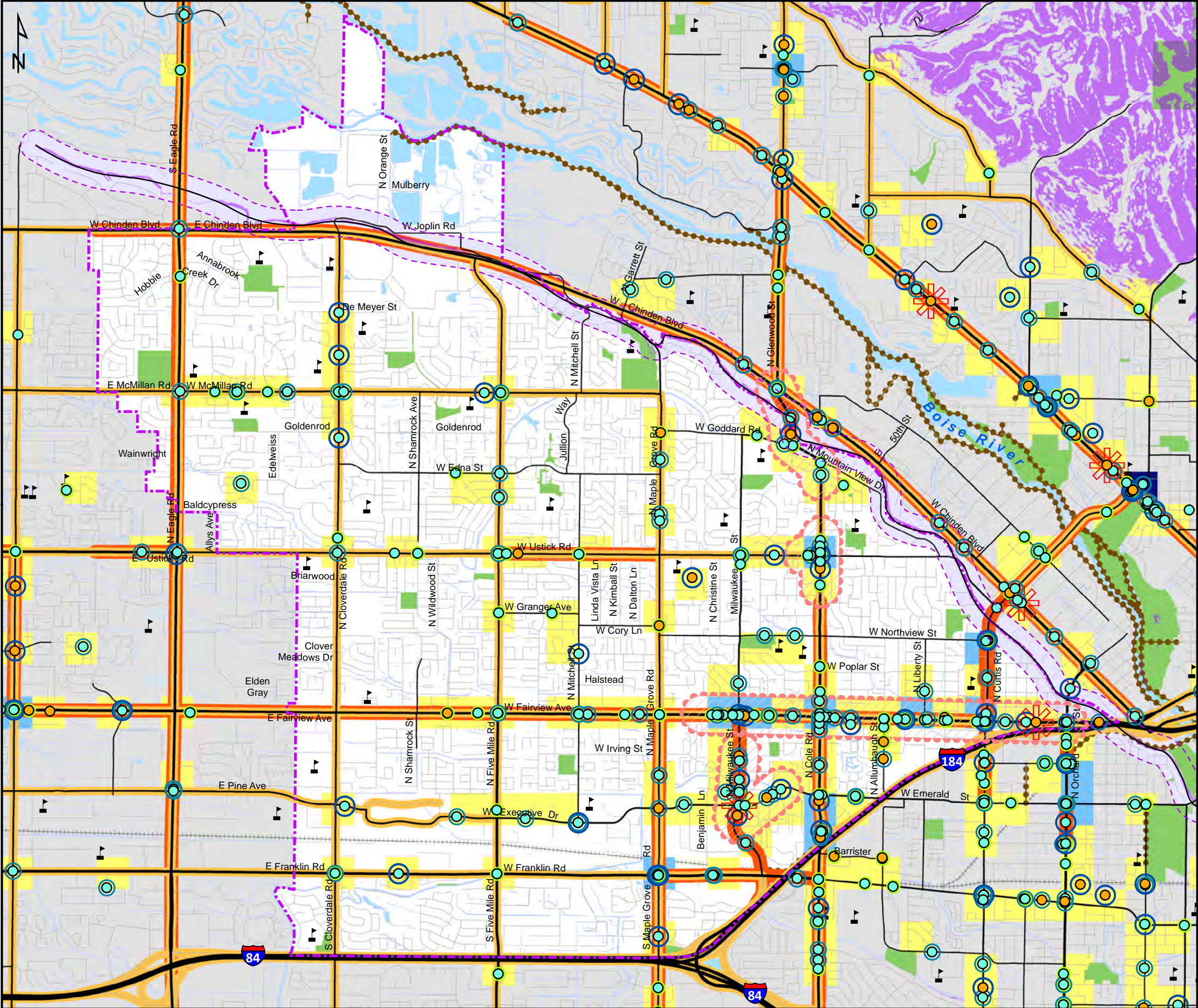
Safety Considerations

Barriers to walking and bicycling can take different forms. They can be physical barriers that prevent pedestrians and cyclists from getting from one place to another, such as steep slopes, freeways, or canals. They can be barriers to comfort and perceived safety, such as wide, high-speed, high-volume roads that are difficult to cross. Or, they can be places where there is a history of collisions involving bicycles or pedestrians. Figure 11 illustrates the locations of barriers and collisions in the West Bench area.

In many cases, locations in the study area that have experienced the most bicycle and pedestrian crashes are along high-volume/high-speed roadways that also function as perceived barriers, or at the intersection of two such roadways. These locations, then, are particularly important to consider as walking and biking needs are considered and recommended projects are developed. These key corridors and locations include:

- Fairview Avenue between Milwaukee Street and Orchard Street
- Cole Road between Emerald Street and I-184
- Milwaukee Street at Emerald Street
- Cole Road at Ustick Road
- Curtis Road at Northview Street

Boise West Bench Pedestrian and Bicycle Plan
 Figure 11 - Bicycle and Pedestrian Crashes and Barriers

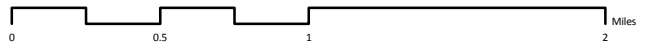


Legend

- Local and State Bicycle and Pedestrian Accidents, 2007 - 2011*
- Bicycle
 - Pedestrian
 - Fatal Accident
- Accident Severity (Greatest Single Incident shown) 2007 - 2011*
- Minor Injury Accident
 - Moderate Injury Accident
 - Major Injury Accident
- Total Bicycle and Pedestrian Accidents per Quarter-Mile Square*
- 1 - 5
 - 6 - 10
 - 10 - 12
 - > 12
- Barriers to Pedestrian and Bicycle Movement*
- Posted Speed 35 mph and Above
 - Daily Recorded Traffic Count above 20,000 Vehicles, 7/09 - 9/11
 - 8% - 10% Slope
 - > 10% Slope
 - Chinden Blvd. Bench Edge
 - Multi-Use Path
 - West Bench Planning Area
 - Park
 - Water
 - +—+—+—+— Railroad
 - School



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Crash history includes a bicyclist fatality at Milwaukee/Emerald and a pedestrian fatality on Fairview Avenue between Curtis and Orchard. The segment of Fairview between Cole and Orchard is particularly notable because it functions as a transit corridor. This means people making a round trip on transit must cross Fairview at least once, either at the beginning or the end of their trip. In some cases, bus stops on Fairview can be as much as a quarter mile from the nearest signalized crosswalk, making it more likely that pedestrians will make a difficult unsignalized crossing.

Significantly, all of these high-crash/high-barrier locations are in the east end of the study area, which is in the closest proximity to key regional locations such as downtown and Boise State University. Also, most of these locations are near identified attractors such as Boise Towne Square Mall, commercial areas on Fairview Avenue, and the popular branch library at Cole/Ustick. This makes it all the more important to find ways to move pedestrians and bicyclists along and across these corridors safely and comfortably, or to find comfortable alternatives to high-traffic streets.

Public Comments

The West Bench Neighborhood Bicycle and Pedestrian Plan project team sought out public input via two outreach strategies:

- Online interactive map. The project team used a web-based comment map to encourage the community to provide location-specific comments on walking and bicycling conditions and issues in the West Bench area. The comment map was well-

publicized through email blasts and newsletters, and was available online from February 28 to April 1, 2013.

- Open House. The project team held a public involvement event on March 14, 2013 at a location central to the West Bench area. Attendees were provided information on the project and several opportunities and methods for providing comments and input.



At the open house, attendees were given numbered stickers that they could use to mark locations on large map displays. Along with each numbered sticker, participants were prompted to leave a comment pertaining to the stickered location. Each participant was also invited to leave a single “Top Priority” comment to indicate their single most important issue of concern for walking and biking in the West Bench area. After the open house, all public comments were entered into the online comment map to create a single database containing all public input.



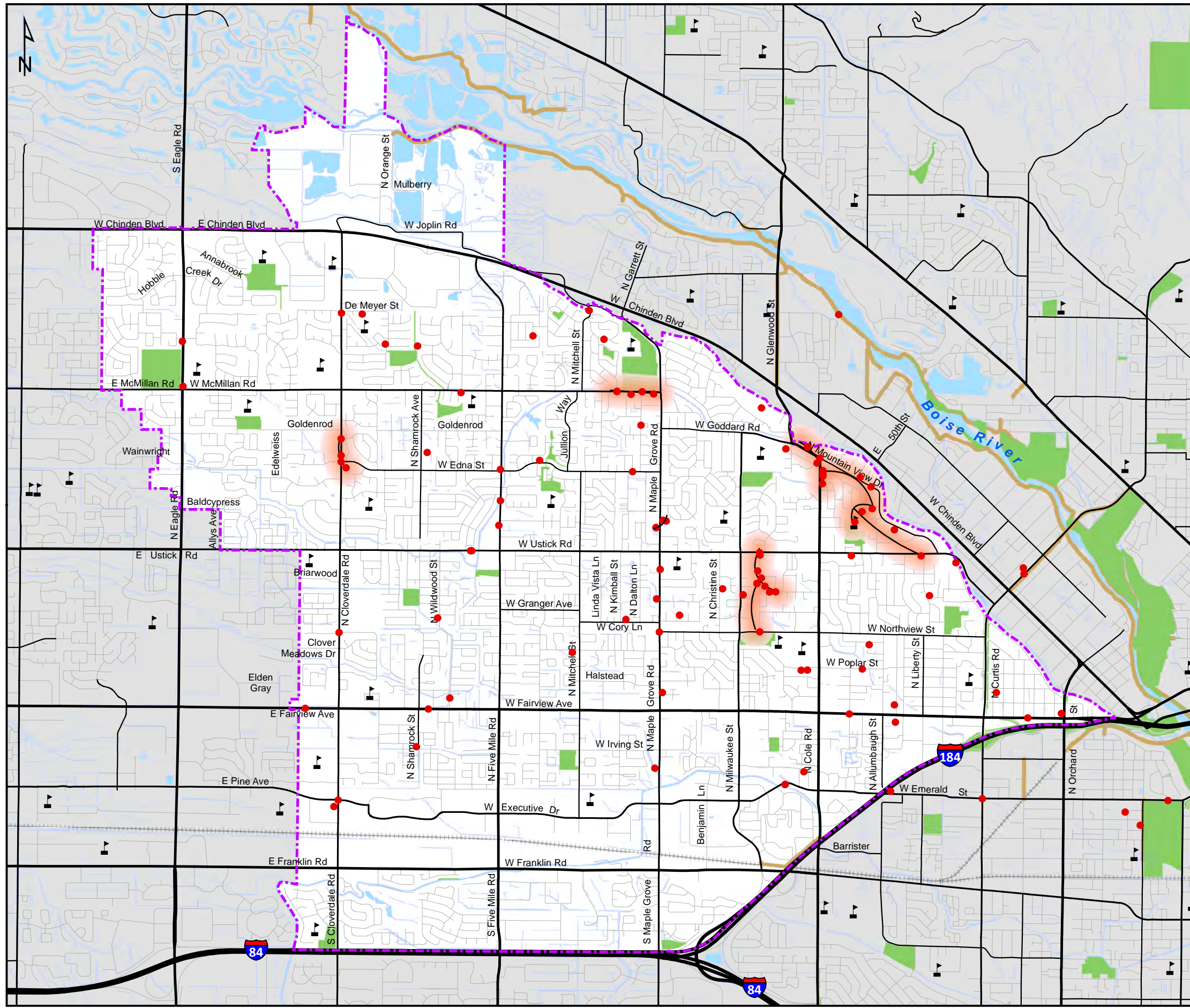
The lack of sidewalks on Ash Park Lane, a popular route for school children, generated several comments.

A total of 198 comments were received through the online comment map and the open house. All comments are included in the appendix to this Plan. Figures 13-15 show the locations of comments received for pedestrian and bicycle issues, as well as Top Priority comments from the open house. The following key themes were identified in a review of the comments:

1. Mountain View Drive (Glenwood to Cole): heavy traffic with lots of turning movements makes this an uncomfortable area for bicyclists and pedestrians. Also, Mountain View south to Ustick has significant sidewalk gaps.
2. Ash Park Lane (Ustick to Northview): lack of sidewalks and bike facilities.
3. Cole Road (Manorwood to Kettering): lack of sidewalks on the west side of the street.
4. Cole Road (Emerald to Mountain View): lack of bicycle facilities.
5. Maple Grove Road (Ustick to Edna): lack of sidewalks on the west side of the street.
6. McMillan Road (Maple Grove Road to Westview Drive): lack of sidewalks, particularly on the north side of this segment.
7. Orchard Street at I-184: difficult environment for bicycles crossing over the freeway.

Walking and biking needs, as defined through public outreach as well as analysis of trip attractors and barriers, are the basis for the projects recommended in the next chapter.

Boise West Bench Pedestrian and Bicycle Plan
 Figure 13 - Walking Related Comments

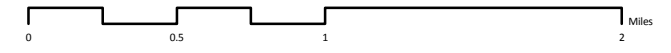


Legend

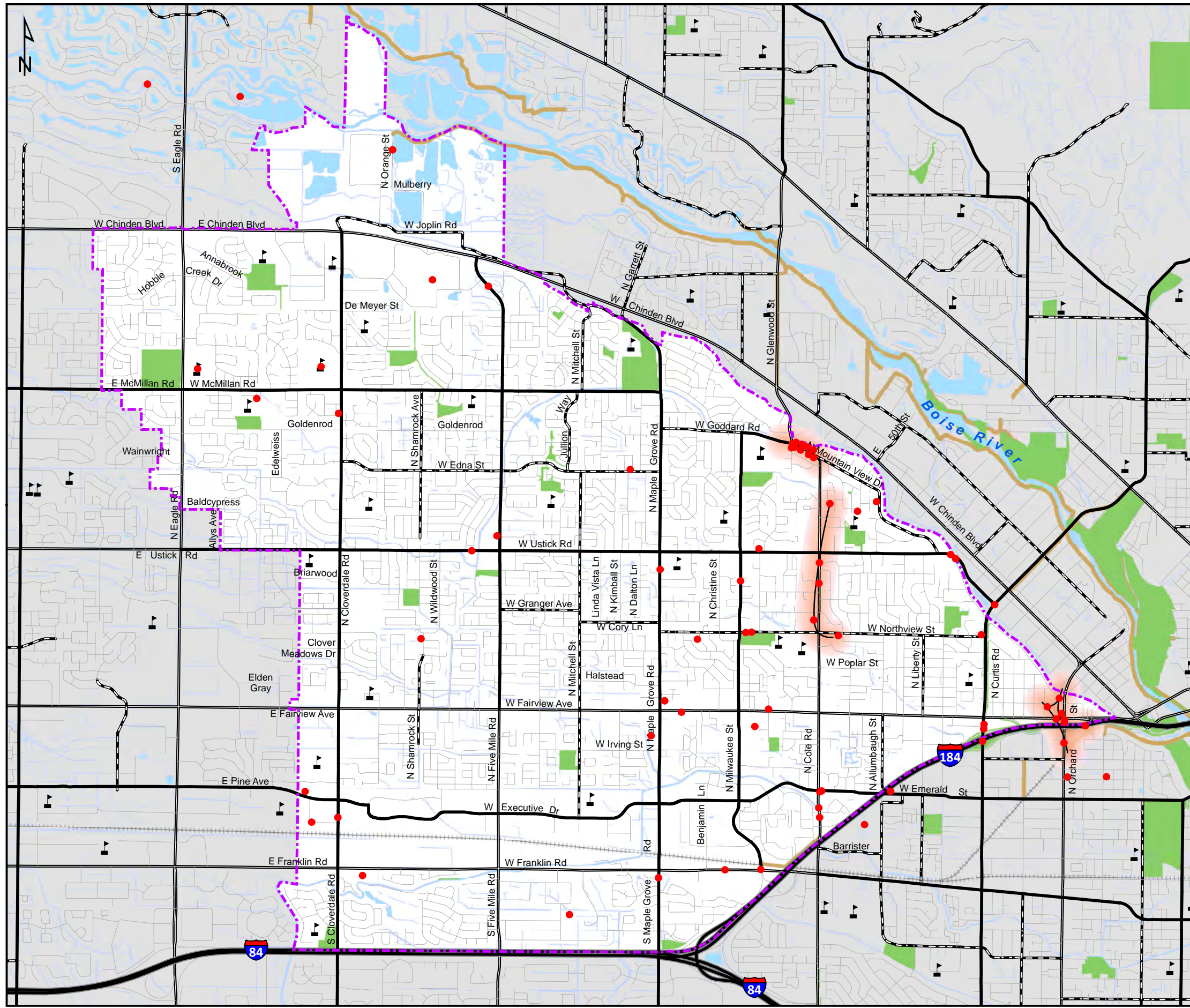
- Pedestrian Comment Location
- Key Comment Area
- West Bench Planning Area
- School
- Park
- Water
- Multi-Use Path
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local/Alley/Parks/Ramp
- Railroad



July 2013



Boise West Bench Pedestrian and Bicycle Plan
 Figure 14 - Bicycle Related Comments

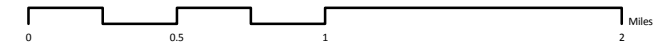


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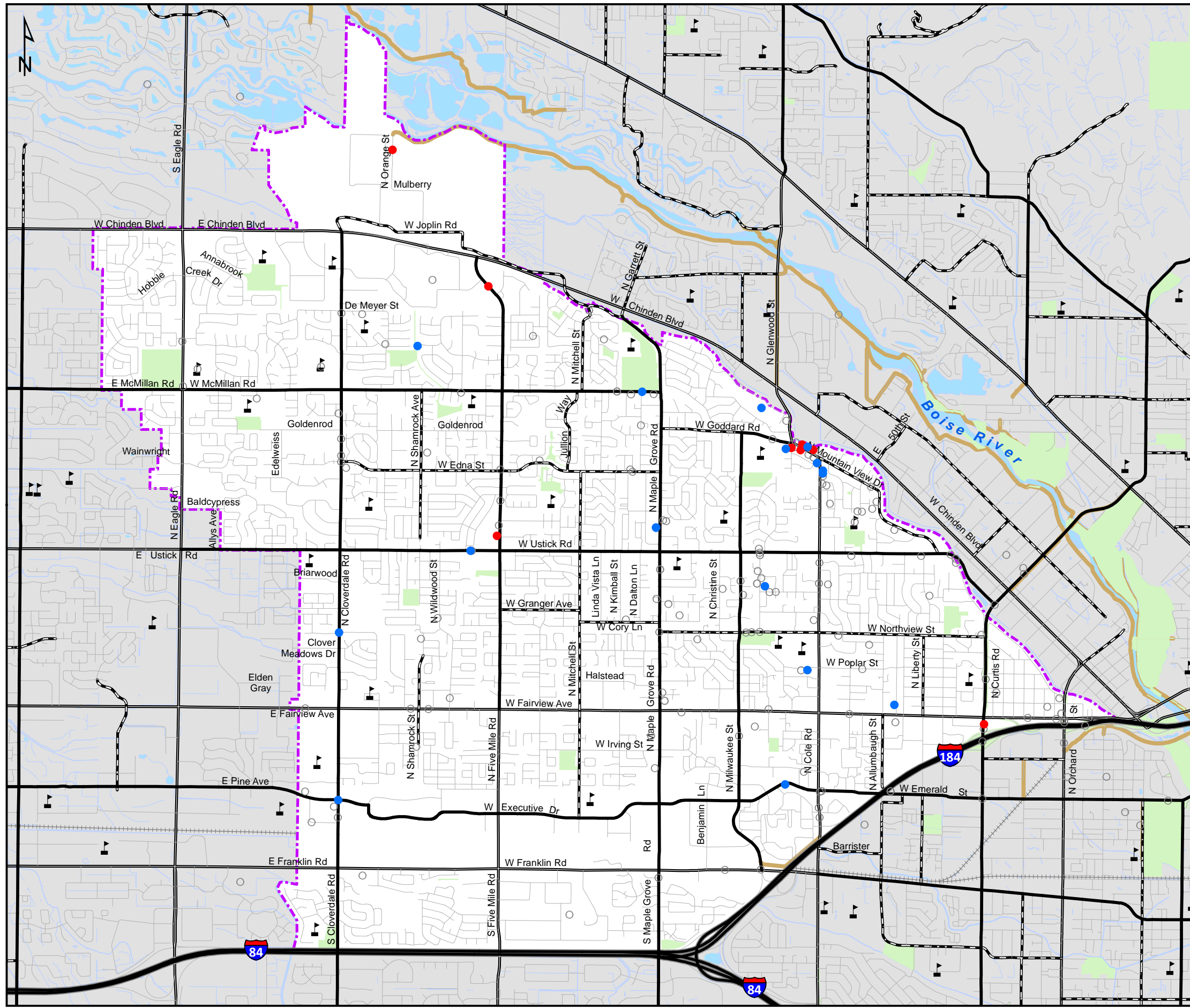
- Bicycle Comment Location
- Key Comment Area
- West Bench Planning Area
- School
- Park
- Water
- Multi-Use Path
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local/Alley/Parks/Ramp
- Railroad



July 2013



Boise West Bench Pedestrian and Bicycle Plan
 Figure 15 - Priority Comments



Legend

Priority Comments

- Bicycle
- Pedestrian
- Other
- Unspecified

○ Non-Priority Comment Location

West Bench Planning Area

School

Park

Water

Multi-Use Path

Interstate

Principal Arterial

Minor Arterial

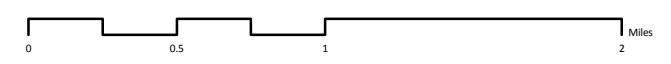
Collector

Local/Alley/Parks/Ramp

Railroad



July 2013



Section 3. Recommended Pedestrian and Bicycle Plan

This chapter lists and discusses this plan's recommended pedestrian and bicycle projects for the West Bench area. These projects address gaps and deficiencies in the area's non-motorized transportation system, with each project improving the comfort and/or directness of travel for walking and biking.

Projects included in this chapter were identified through several sources. Public and agency input helped identify many of the key projects, and several of the projects were previously identified in other studies, such as ACHD's Roadways to Bikeways Plan. This chapter presents separate projects lists and discussions for (1) pedestrian projects, (2) bicycle projects, and (3) intersection and crossing projects, which in many case serve both cyclists and pedestrians.

Pedestrian Projects

Projects to improve walking conditions in West Bench were developed with a focus on improving connections to trip attractors,

helping to address the barriers that prevent people from choosing to walk to nearby destinations. As described in previous chapters, development of this project list relied heavily on community and agency input and a review of previous plans. The pedestrian project list benefited in particular from close attention to school locations and a review of the walking route maps developed by the Treasure Valley YMCA Safe Routes to School Program.

Recommended pedestrian projects include both sidewalk improvements and multi-use path improvements. Table 2 provides detail on the location, extent, and type of each project, including the side of street where appropriate (i.e., n = north, s = south). It also identifies whether the project was previously considered in another plan, and whether the project is currently programmed in ACHD's Five-Year Work Plan. Project numbers are for indexing purposes only, and do not imply priority ranking.

Table 2: Recommended Pedestrian Projects

No.	Location	Type ¹	Previous Plan
P1	Chinden Blvd, Joplin Dr/Mitchell St	Sidewalks (n)	
P2	Chinden Blvd, Stafford Dr/Eagle Rd	Sidewalks (b)	
P3	Cole Rd, Manorwood Dr/Kettering Ave	Sidewalks (w)	SRTS
P4	Eagle Rd, Meadowdale Dr/Wainwright Dr	Sidewalks (e)	
P5	Eagle Rd, Wainwright Dr/Baldcypress St	Sidewalks (w)	
P6	Fairview Ave, Cloverdale Rd/Shamrock St	Sidewalks (b)	
P7	Fairview Ave, Curtis Rd/Orchard St	Sidewalks (s)	
P8	Fairview Ave, Five Mile Rd/Mitchell St	Sidewalks (s)	
P9	Fairview Ave, Maple Grove Rd/Milwaukee St	Sidewalks (b)	
P10	Fairview Ave, Mitchell St/Maple Grove Rd	Sidewalks (s)	
P11	Fairview Ave, Shamrock St/Five-Mile Rd	Sidewalks (b)	
P12	Fairview Ave, Venture St/Cloverdale Rd	Sidewalks (b)	

No.	Location	Type ¹	Previous Plan
P13	Franklin Rd, Five Mile Rd/Bethel Ct	Sidewalks (n)	
P14	Cloverdale Rd, Briarwood Dr/Stillwater Dr	Sidewalk gap	
P15	Cloverdale Rd, Chinden Blvd/Hickory Dr	Sidewalks (e)	
P16	Cloverdale Rd, Edna Dr/Ustick Rd	Sidewalks (w)	
P17	Cloverdale Rd, Franklin Rd/I-84	Sidewalk gap	
P18	Cloverdale Rd, Mercedes St/Edna Dr	Sidewalks (b)	
P19	Cloverdale Rd, Monsanto St/Franklin Rd	Sidewalk gap	
P20	Cloverdale Rd, Sunnydale Ln/Monsanto St	Sidewalk gap	
P21	Emerald St, Camelot Dr/Raymond St	Sidewalks (b)	
P22	Emerald St, Five Mile Rd/Mitchell St	Sidewalk gap	
P23	Emerald St, Mitchell St/Kimball Pl	Sidewalk gap	
P24	Emerald St, Rifleman St/Cole Rd	Sidewalk gap	SRTS
P25	Executive Dr, Cloverdale Rd/Meadowland Dr	Sidewalk gap	
P26	Executive Dr, Meadowland Dr/Five Mile Rd	Sidewalk gap	
P27	Five Mile Rd, Fairview Ave/Franklin Rd	Sidewalk gap	
P28	Five Mile Rd, Franklin Rd/I-84	Sidewalks (b)	
P29	Five Mile Rd, Summerwind Dr/Milclay St	Sidewalks (w)	
P30	Five Mile Rd, Ustick Rd/Fairview Ave	Sidewalk gap	
P31	Maple Grove Rd, Edna Dr/Ustick Rd	Sidewalks (w)	
P32	Maple Grove Rd, Ustick Rd/Mapleview Dr	Sidewalk gap	
P33	McMillan Rd, Dalton Ln/Maple Grove Rd	Sidewalks (s)	
P34	McMillan Rd, Westview Dr/Maple Grove Rd	Sidewalks (n)	
P35	Milwaukee St, Ustick Rd/Marcum St	Sidewalks (w)	
P36	Ustick Rd, Cloverdale Rd/Five Mile Rd	Sidewalks (b)	
P37	Ustick Rd, McKinney St/Mountain View Dr	Sidewalks (n)	SRTS
P38	Ash Park Ln, Ustick Rd/Northview St	Sidewalk gap	SRTS
P39	Christine St, Northview St/Ustick Rd	Sidewalk gap	SRTS
P40	Clement Rd, Mountain View Dr/Mountain View Dr	Sidewalks (b)	SRTS
P41	Cornwall Dr, Maple Grove Rd/Kilarney Dr	Sidewalks (s)	
P42	Demeyer St, Cloverdale Rd/Lena Ave	Sidewalk gap	
P43	Hickory Hill Ct, Hickory Hill Ct/Arlen St	Multi-use path	
P44	Linda Vista Ln, Edna Dr/McMillan Rd	Sidewalk gap	
P45	Orange St, Orange St/Greenbelt	Multi-use path	
P46	Preece Dr, Cole Rd/Milwaukee St	Sidewalks (b)	SRTS
P47	Settlers Ave, Ash Park Ln/Cole Rd	Sidewalk gap	SRTS
P48	Sunflower Ln, Hampton Rd/Maple Grove Rd	Sidewalk gap	
P49	Wesley Dr, Cole Rd/Westland Dr	Sidewalk gap	SRTS
P50	Allumbaugh St, Northview St/Fairview Ave	Sidewalk gap	SRTS
P51	Baldcypress St, Eagle Rd/Allys Ave	Sidewalks (n)	
P52	Benjamin Ln, Emerald Dr/Franklin Rd	Sidewalk gap	
P53	Bridger St, Discovery Way/Explorer Dr	Sidewalks (b)	
P54	Clover Meadows Dr, Sharon Dr/Cloverdale Rd	Sidewalks (b)	
P55	Cory Ln, Mitchell St/Maple Grove Rd	Sidewalk gap	
P56	Edna St, Mitchell St/Maple Grove Rd	Sidewalk gap	
P57	Emerald St, Meadowland Dr/Five Mile Rd	Sidewalks (s)	
P58	Esquire Dr, Ustick Rd/Northview St	Sidewalks (b)	
P59	Glen Ellyn Dr, Shamrock St/Wildwood St	Sidewalks (n)	

No.	Location	Type ¹	Previous Plan
P60	Goddard Rd, Fircrest Dr/Milwaukee St	Sidewalks (n)	
P61	Goddard Rd, Milwaukee St/Glenwood Dr	Sidewalks (n)	
P62	Goldenrod Ave, Buckboard Pl/Five Mile Rd	Sidewalks (n)	
P63	Hobble Creek Dr, Eagle Rd/Wellspring Way	Sidewalks (b)	
P64	Irving St, Arrow Ln/Milwaukee St	Sidewalks (b)	
P65	Irving St, Mitchell St/Kimball St	Sidewalks (b)	SRTS
P66	Meadowland Dr, President Dr/Silver City Dr	Sidewalks (b)	
P67	Mitchell St, Mountain View Dr/Ramsgate Dr	Sidewalk gap	
P68	Mountain View Dr, Cole Rd/Ustick Rd	Sidewalks (w)	
P69	Mountain View Dr, Maple Grove Rd/Glenwood Dr	Multi-use path	
P70	Mountain View Dr, Mitchell St/Maple Grove Rd	Sidewalks (b)	
P71	Northview St, Hartman St/Curtis Rd	Sidewalks (s)	SRTS
P72	Poplar St, Cole Rd/Curtis Rd	Sidewalks (b)	
P73	Shamrock Ave, Arch St/Montana St	Multi-use path	
P74	Shamrock Ave, Driftwood Rd/President Dr	Multi-use path	
P75	Shamrock Ave, Fairview Ave/Driftwood Rd	Sidewalk gap	
P76	Shamrock Ave, Gunsmoke Dr/Ustick Rd	Multi-use path	
P77	Shamrock Ave, King St/Fairview Ave	Sidewalks (w)	
P78	Shamrock Ave, McMillan Rd/Edna Dr	Sidewalk gap	
P79	Westpark St, Benjamin Ln/Milwaukee St	Sidewalk gap	
P80	Wildwood St, Garverdale Ln/Fairview Ave	Sidewalks (e)	

¹ Side of street for sidewalk projects indicated by directions (n)(e)(s)(w), or both sides (b)

Shaded projects are included in ACHD's FY 2014-2018 Five Year Work Plan

SRTS: Treasure Valley Safe Routes to School

80 pedestrian projects are recommended. Six are multi-use path improvements, and the remainder is sidewalk infill and/or repair projects. Note that twelve of the projects are already included in ACHD's Five-Year Work Program.

Prioritization of this list depends on several factors. Public input, review of gaps and deficiencies, proximity to key destinations, construction feasibility (i.e. whether a project can be implemented within existing right-of-way or whether property must be acquired), and other factors feed into programming decisions. With these considerations in mind, the following emerge as the highest priority pedestrian projects:

- **Ash Park Lane from Ustick Road to Northview Street.** This is a key pedestrian connection between schools on Northview and neighborhoods to the north, as well as attractions on Ustick Road. Most of Ash Park Lane does not have sidewalks, so the large numbers of children walking this road must walk in the roadway with traffic.
- **McMillan Road from Westview Drive to Maple Grove Road.** This roadway provides important pedestrian access to one of West Bench's key natural areas, the Hyatt Hidden Lakes Reserve. While the shoulders are wide, most of the segment of McMillan at the south

entrance to the reserve has no sidewalks on either side.

- **Fairview Avenue from Cloverdale Road to Five Mile Road.** Fairview Avenue is the area’s most important commercial street, with key retail and institutional destinations throughout its length. Safe, comfortable pedestrian access is important, and the street has significant sidewalk gaps throughout. Public outreach identified the section between Cloverdale and Five Mile as an issue in particular.
- **Mountain View Drive from Cole Road to Ustick Road.** Sidewalks are needed to make this a comfortable connection through an area with few pedestrian facilities.
- **Allumbaugh Street from Northview Street to Fairview Avenue.** This street currently has no sidewalks, and provides important connections between transit stops and commercial destinations on Fairview and neighborhoods to the north.



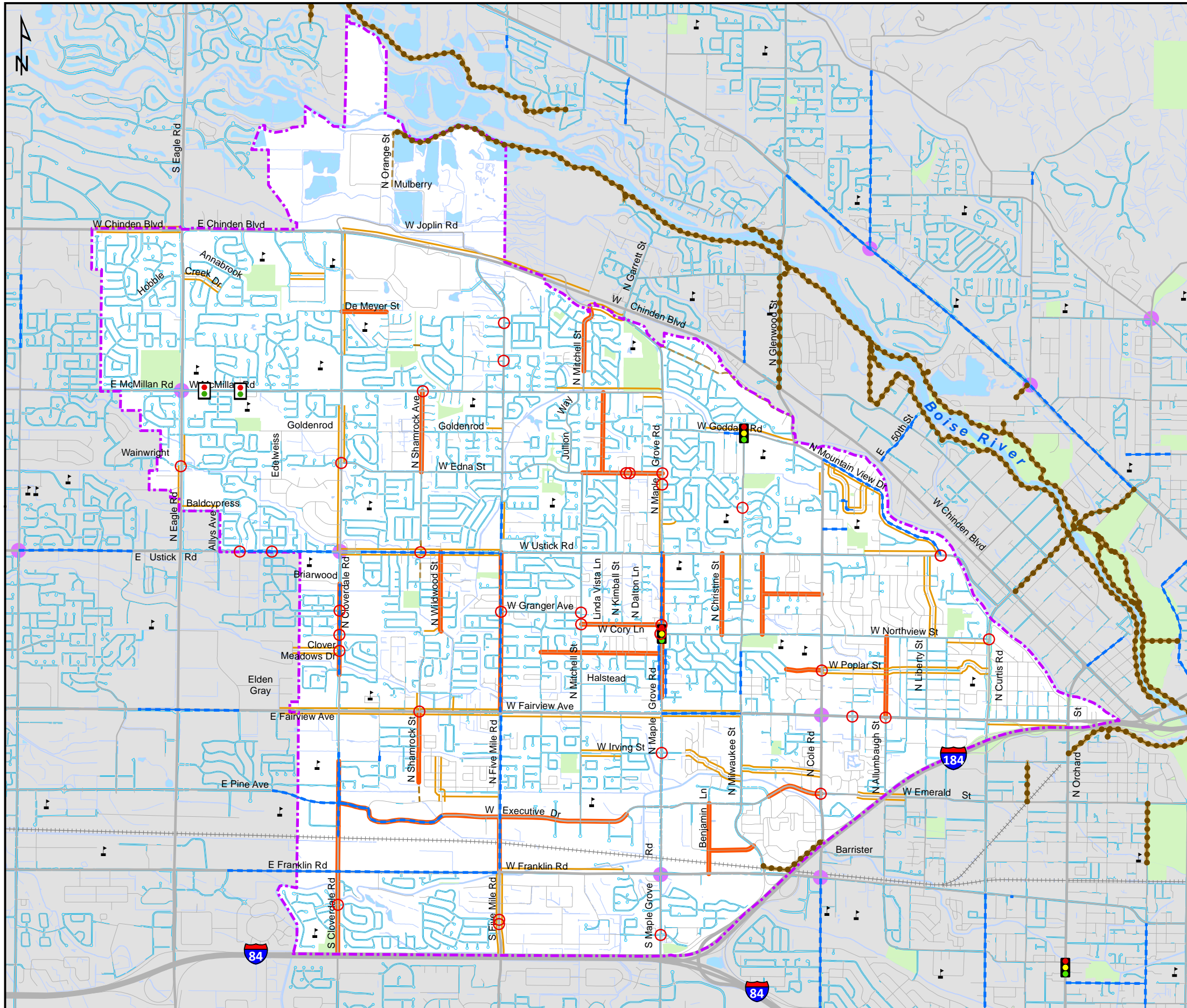
Unpaved shoulder on McMillan Road at Hyatt Hidden Lakes Reserve

An additional area of concern not listed here is Cole Road between Manorwood and Kettering, which has no sidewalk on the west side and generated significant public comment. In the short term the segment could be addressed with basic sidewalk infill. Longer-term solutions depend on development of a potential future Glenwood/Cole one-way couplet.

Final pedestrian treatments will be determined through further scoping and design. Recommendations not yet programmed will be shared with community members and the City for review and comment as part of ACHD’s annual scoping report process.

Boise West Bench Pedestrian and Bicycle Plan

Figure 16 - Recommended Pedestrian Projects



Legend

Recommended Projects

- Intersection Improvement
- Sidewalk
- Sidewalk Infill
- - Multi-Use Path

- Existing Sidewalk
- Existing Multi-Use Path

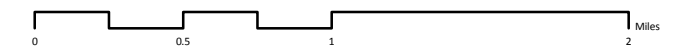
Programmed/Recently Completed

- Sidewalk Project
- Intersection Project
- 🚦 Signal Project
- 🚶 Pedestrian Signal Project

- ▭ West Bench Planning Area
- 🏫 School
- 🌳 Park
- 💧 Water
- ++++ Railroad



September 2013



Bicycle Projects

Projects to improve bicycling conditions in the West Bench were developed with a focus on enhancing connections between key origins and destinations, including the important trip attractors east of the West Bench area such as the downtown core. The study area's relatively flat topography is favorable for bicycling, and many local and regional destinations are within a reasonable distance for cycling (around four miles or less). Projects that improve the comfort and ease of use for bike routes can help make it more feasible for more people to choose cycling when traveling to these regional and local destinations. As described in previous chapters, development of this project list relied heavily on community and agency input and a review of previous plans. The bicycle project list benefited in particular from previous work done in ACHD's Roadway to Bikeways plan.

Recommended bicycle projects include both bike lanes and bikeways. These treatments are described below.

- Bike Lanes are typically implemented where motor vehicle volumes and speeds are higher (typically 30mph

and above). They designate an exclusive space for cyclists through the use of pavement striping and signage. Bike lanes are typically on the right side of the street between the adjacent travel lane and curb, roadway edge, or parking lane.

- Bikeways are streets with low motorized traffic volumes and speeds (20 or 25 mph), with treatments that help prioritize bicycle travel. Streets with this designation use signage, pavement markings, and traffic calming measures that discourage through trips by motor vehicles, creating a lower-stress environment for cyclists. The function of these facilities depends heavily on safe convenient crossings where they intersect with busy arterial streets.

Table 3, below, provides detail on the location, extent, and type of each project. It also identifies whether the project was previously considered in another plan, and the general time frame for the project. Project numbers are for indexing purposes only, and do not imply priority ranking.

Table 3: Recommended Bicycle Projects

	Location	Type	Previous Plan
B1	Ash Park Ln, Ustick Rd/Northview St	Bikeway	
B2	Bennington Way/Camas Creek Ave, McMillan Rd/Chinden Blvd	Bikeway	
B3	Bowmont Ave/Park Meadow Way, Coolwater Ave/Chinden Blvd	Bikeway	
B4	Clover Meadows Dr, Kleiner Park/Cloverdale Rd	Bikeway	
B5	Cloverdale Rd, Fairview Ave/Ustick Rd	Bike lanes	
B6	Cloverdale Rd, Franklin Rd/Fairview Ave	Bike lanes	
B7	Cloverdale Rd, Overland Rd/Franklin Rd	Bike lanes	
B8	Cloverdale Rd, Ustick Rd/McMillan Rd	Bike lanes	
B9	Cole Rd, Emerald/Ustick Rd	Bike lanes	
B10	Cole Rd, I-84/Emerald St	Bike lanes	R2B
B11	Cole Rd, Ustick Rd/Mountain View Dr	Bike lanes	R2B
B12	Crawford Ave/Irving St, Five Mile Rd/Milwaukee St	Bikeway	R2B
B13	Curtis Rd, Emerald St/Fairview Ave	Bike lanes	R2B
B14	Dason Dr/Skycrest Dr, Five Mile Rd/Mitchell St	Bikeway	R2B
B15	Eagle Rd, Chinden Blvd/Ustick Rd	Bike lanes	R2B
B16	Edna St, Cloverdale Rd/Five Mile Rd	Bikeway	R2B
B17	Edna St, Five Mile Rd/Maple Grove Rd	Bikeway	
B18	Emerald Dr, Cole Rd/Curtis Rd	Bike lanes	
B19	Executive Dr, Parkdale Ave/Cloverdale Rd	Bike lanes	
B20	Fairview Ave, Orchard St/DuPont Ave	Bike lanes	R2B
B21	Five Mile Rd, Fairview Ave/Ustick Rd	Bike lanes	R2B
B22	Five Mile Rd, Franklin Rd/Fairview Ave	Bike lanes	R2B
B23	Five Mile Rd, Overland Rd/Franklin Rd	Bike lanes	R2B
B24	Five Mile Rd, Ustick Rd/McMillan Rd	Bike lanes	R2B
B25	Foxboro Ave/Pembrook Dr, Wainwright Dr/Milwaukee St	Bikeway	R2B
B26	Franklin Rd, Roosevelt St/Linder Rd	Bike lanes	R2B
B27	Granger Ave/Northview St, Kleiner Park/Maple Grove Rd	Bikeway	R2B
B28	Liberty St/Esquire Dr, Ustick Rd/I-184	Bikeway	R2B
B29	Linda Vista Ln, McMillan Rd/Edna St	Bikeway	R2B
B30	Lynwood Pl/Mountain View Dr, Curtis Rd/Orchard St	Bikeway	R2B
B31	Maple Grove Rd, Fairview Ave/Ustick Rd	Bike lanes	R2B
B32	Maple Grove Rd, Overland Rd/Franklin Rd	Bike lanes	
B33	Maple Grove Rd, Ustick Rd/Goddard Rd	Bike lanes	R2B
B34	McMillan Rd, Locust Grove Rd/Eagle Rd	Bike lanes	R2B
B35	Meadowland Dr/Lena Ave, President Dr/De Meyer St	Bikeway	R2B
B36	Milwaukee St, Emerald St/Franklin Rd	Bike lanes	
B37	Mitchell St/Mountain View Dr, McMillan Rd/Garrett St	Bike lanes	R2B
B38	Mountain View Dr, Cole Rd/Ustick Rd	Bikeway	
B39	Mountain View Dr, Glenwood Dr/Cole Rd	Traffic calming	R2B
B40	Mountain View Dr, Maple Grove Rd/Coffey St	Bikeway	R2B

	Location	Type	Previous Plan
B41	Northwiew St, Maple Grove Rd/Cole Rd	Bike lanes	R2B
B42	Orchard St, Fairview Ave/I-184	Bike lanes	R2B
B43	Rockbury St/Shoup Dr, Winthrop Wy/Maple Grove Rd	Bikeway	R2B
B44	Sorrento Dr/Christine St, Mountain View Dr/Goddard Rd	Bikeway	
B45	Strauss Dr/Hickory Dr, Locust Grove Rd/Five Mile Rd	Bikeway	R2B
B46	Ustick Rd, Tylerson Ave/Five Mile Rd	Bike lanes	R2B
B47	Wainwright Dr, Eagle Rd/Linwood Way	Bikeway	
B48	Wainwright Dr/Edna St, Eagle Rd/Cloverdale Rd	Bikeway	R2B
B49	Wesley Dr/Plymouth St, Milwaukee St/Mountain View Dr	Bikeway	

Shaded projects are included in ACHD’s FY 2014-2018 Five Year Work Plan

R2B: ACHD Roadways to Bikeways Plan

49 bicycle projects are recommended. 26 are bike lanes on busier streets, 22 are bikeway projects, and one is a general traffic calming project for the busy section of Mountain View Drive between Glenwood Drive and Cole Road. Note that many of these projects were included in the recent Roadways to Bikeways Plan, but in some cases recommended alignments have been refined.



Bicyclists ride on the sidewalk along Cole Road

Prioritization of this list depends on several factors. Public input, review of gaps and deficiencies, proximity to key destinations, construction feasibility (i.e. whether a project can be implemented within existing right-of-way or whether property must be acquired),

and other factors feed into programming decisions. With these considerations in mind, the following emerge as the highest priority bicycle projects:

- Mountain View Drive, Glenwood Drive to Cole Road.** This section of Mountain View Drive provides a key connection between neighborhoods on the east side of Cole Road and areas to the west, including Capital High School. The segment includes bike lanes, but the significant volume of motor vehicle turning movements to Cole and Glenwood creates a challenging and often uncomfortable environment for cyclists. In the long term, a new Glenwood/Cole couplet will help relieve bicycle/motor vehicle conflicts. In the short term, new options for striping, signing, and traffic calming near the Glenwood/Mountain View and Cole/Mountain View intersections should be explored.
- Shamrock Bikeway, Chinden Road to Franklin Road.** Public outreach indicated good support for this project. The Shamrock Bikeway can

help build the momentum needed to develop an attractive, comfortable low-stress bicycle network in the West Bench area.

- **Liberty Street/Esquire Drive from Ustick Road to Fairview Avenue.** Public comment indicated the need for better north-south bicycle connectivity in this area. This bikeway can provide a lower-stress connection than the alternative of adding bike lanes to the higher volume, higher speed Cole Road.
- **Curtis Road at I-184.** Curtis Road features bicycle lanes throughout the West Bench area, but the lanes vanish where Curtis Road approaches the I-184 interchange. This creates a situation where southbound cyclists are forced into a high-volume travel lane with no advance warning. Options for improving the signage and pavement markings in this location should be pursued.

The final treatment for each bicycle project (i.e., bike lanes and types, shared lane markings, signage, etc.) will be determined through ACHD’s annual scoping effort. All bicycle treatment recommendations will be shared with the community and the City for comment in the yearly scoping report.

Bike Lanes or Bikeways?

In the West Bench area, bicycle travel has typically been accommodated by bike lanes on arterial and collector streets. Because these streets form a regular grid within the study area, they generally provide faster, more direct routes than the local street system, which is often disconnected and involves out-of-direction travel. However, these busier streets

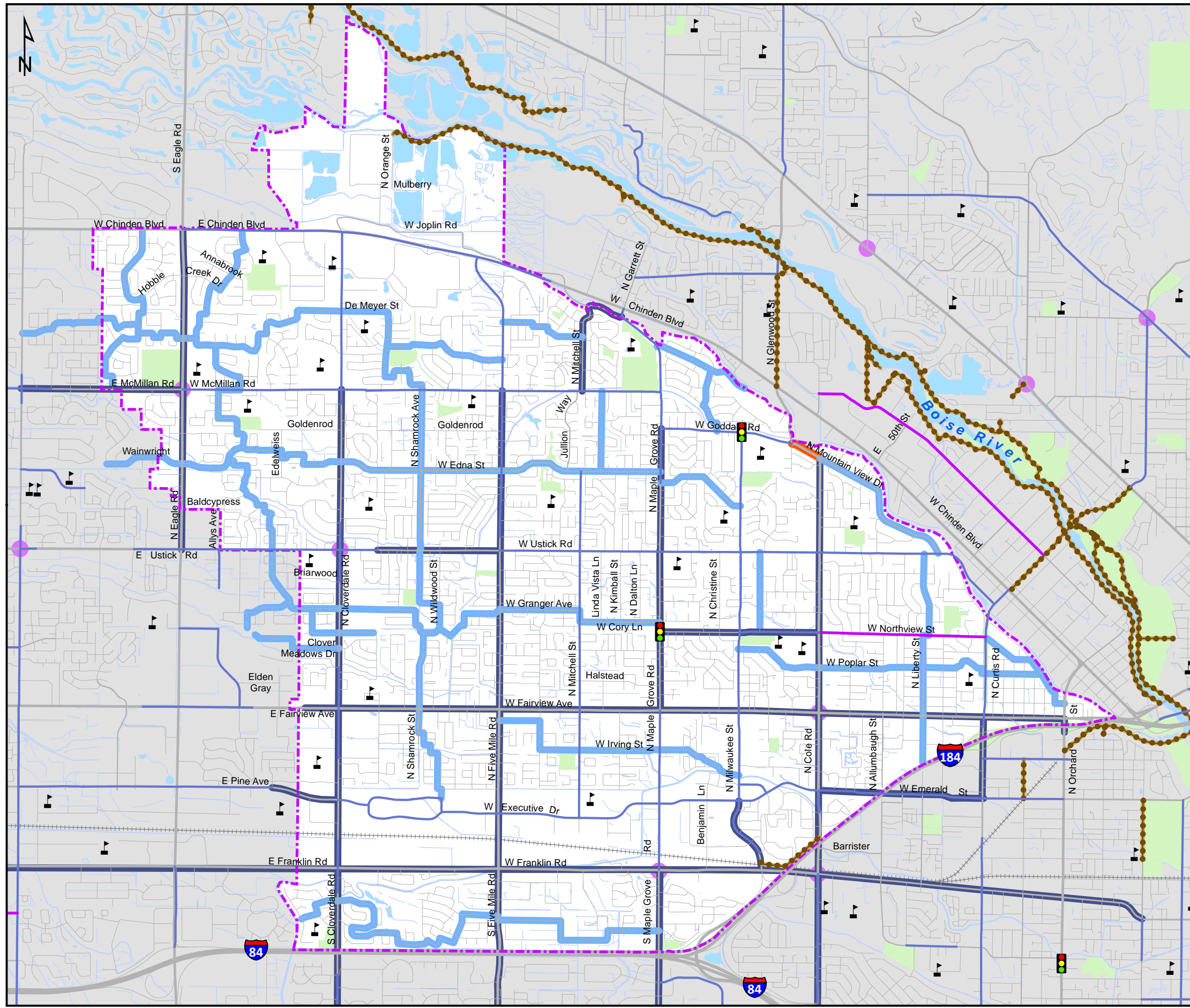
can also be uncomfortable for existing and potential cyclists, as the speed differential between motor vehicles and bicyclists is high and conflicts usually occur at busy intersections. Also, arterial corridors are often constrained by existing development, meaning that additional widening to provide more comfortable treatments such as buffered bike lanes can be cost-prohibitive.

Focusing investments on lower traffic streets rather than building out the arterial bike lane system can provide significantly more benefit to existing and potential cyclists. Signed, marked bikeways with comfortable crossings at busy streets typically serve a wider variety of cyclists and attract significantly more bicycle traffic than bike lanes in cities where both have been implemented. While it is recommended that bike lanes continue to be included with major roadway improvements (such as the recent improvements on Ustick Road), it is appropriate to focus investment on the parallel bikeway network in the short and medium term. Key bikeways include:

- Edna Street (Paint Drive to Maple Grove Road)
- Granger Street/Cory Street (Kleiner Park to Maple Grove Road)
- Wesley Drive/Poplar Street/Plymouth Street (Milwaukee Street to Mountain View Drive)
- Liberty Street/Esquire Drive (Ustick Road to I-184)

Note that some of these bikeways will need right-of-way in order to make path connections between low-traffic streets that are currently disconnected. The Granger Street and Irving Street bikeways in particular will need new right-of-way connections.

Boise West Bench Pedestrian and Bicycle Plan
 Figure 17 - Recommended Bicycle Projects



Legend

Recommended Projects

- Bikeway
- Bicycle Lane
- Traffic Calming

Programmed/Recently Completed

- Intersection Project
- Signal Project

Existing Bicycle Facilities

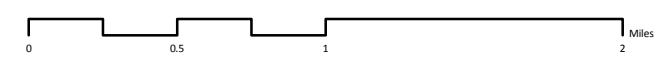
- Bike Lane
- Bike Route
- Shared Bike Route
- Existing Multi-Use Path

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local/Alley/Parks/Ramp

- West Bench Planning Area
- School
- Park
- Water
- Railroad



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Intersection and Crossing Projects

Several locations along the major roadway system were identified for improved crossings. In many cases these function as connections across a busy street for a proposed bikeway, and in all cases they represent an important new crossing for pedestrians. Locations for new crossings were chosen based on the needs for planned bikeways and areas where pedestrian demand is relatively high (near schools or transit stops, for example) but there is significant distance between existing crossings. Several types of crossing projects are included:

- Enhanced bicycle/pedestrian crossings. These may be HAWK signals, rectangular rapid flashing beacons, or other specialized treatments that help create a comfortable crossing and improve motor vehicle compliance.
- Americans with Disabilities Act (ADA) improvements. Intersections where curb ramps are either nonexistent or deficient were identified.
- Traffic signal installation and/or upgrades. Locations were identified where new traffic signals could serve both vehicular needs as well as non-motorized needs. Also, existing signals that could benefit from better bicycle detection or pedestrian functionality were identified in the public outreach process.

Table 4, below, provides detail on the location and type of each project. It also identifies whether the project is currently programmed in ACHD’s Five-Year Work Plan. Project numbers are for indexing purposes only, and do not imply priority ranking.

Table 4: Recommended Intersection and Crossing Projects

No.	Location	Type
C1	Eagle Rd/Wainwright Dr	Enhanced bike/ped crossing
C2	Fairview Ave/Allumbaugh St	Full signal (if warrants met)
C3	Fairview Ave/Eldorado St	Install ADA Ramps
C4	Fairview Ave/Shamrock Ave	Enhanced bike/ped crossing
C5	Cloverdale Rd/Bowmont Ave	Enhanced bike/ped crossing
C6	Cloverdale Rd/Clover Meadows Dr	Enhanced bike/ped crossing
C7	Cloverdale Rd/Granger St	Enhanced bike/ped crossing
C8	Cloverdale Rd/Longfellow Dr	Enhanced bike/ped crossing
C9	Cloverdale Road/Edna St	Enhanced bike/ped crossing
C10	Cole Rd/Poplar St	Enhanced bike/ped crossing
C11	Curtis Rd/Northview St	Upgrade signal to detect bikes
C12	Emerald Dr/Cole Rd	Re-paint bike lanes on eastbound approach
C13	Five Mile Rd/Bridgetower Dr	Enhanced bike/ped crossing
C14	Five Mile Rd/Dason Dr	Enhanced bike/ped crossing
C15	Five Mile Rd/Granger St	Enhanced bike/ped crossing
C16	Five Mile Rd/Hickory St	Enhanced bike/ped crossing
C17	Five Mile Rd/Saranac Dr	Enhanced bike/ped crossing

No.	Location	Type
C18	Maple Grove Rd/Cory Ln	Enhanced bike/ped crossing
C19	Maple Grove Rd/Edna St	Enhanced bike/ped crossing
C20	Maple Grove Rd/Irving St	Confirm signal is activating only when called
C21	Maple Grove Rd/Northview St	Install signal
C22	Maple Grove Rd/Northview St	Enhanced bike/ped crossing
C23	Maple Grove Rd/Pembrook Dr	Enhanced bike/ped crossing
C24	Maple Grove Rd/Shoup Dr	Enhanced bike/ped crossing
C25	McMillan Rd/Shamrock Ave	Ped/bike enhanced crossing
C26	Ustick Rd/Duane Way	Enhanced bike/ped crossing
C27	Ustick Rd/Grenadier Way	Enhanced bike/ped crossing
C28	Ustick Rd/Mountain View Dr	Enhanced bike/ped crossing
C29	Ustick Rd/Mountain View Rd	Upgrade signal to detect bikes
C30	Ustick Rd/Shamrock Ave	Enhanced bike/ped crossing
C31	Edna St/Jennifer St	Install ADA Ramps
C32	Edna St/Patricia Ln	Install ADA Ramps
C33	Mitchell St/Cory Ln	Enhanced bike/ped crossing
C34	Mitchell St/Granger St	Enhanced bike/ped crossing
C35	Milwaukee St/Pembrook Dr	Enhanced bike/ped crossing

Shaded projects are included in ACHD’s current Five Year Work Plan

36 projects are recommended, with the majority (28) being crossing enhancements. Locations of projects are shown in Figure 16, along with pedestrian improvement projects. Prioritization of this list depends on several factors. Public input, review of gaps and deficiencies, proximity to key destinations, construction feasibility (i.e. whether a project can be implemented within existing right-of-way or whether property must be acquired), and other factors feed into programming decisions. With these considerations in mind, the following emerge as the highest priority intersection/crossing projects:

- **Cloverdale Road at Edna Street.** This is a key crossing location for a future Edna Street bikeway, and serves trips to and from schools and churches as well.
- **Fairview Avenue at Allumbaugh Street.** This section of Fairview

Avenue is a high priority for at least one new crossing due to the significant distance between existing crossings and the nature of the location. This area has relatively high population densities and low car ownership, and Allumbaugh connects well with bus stops on Fairview.

- **Maple Grove Road at Northview Street.** A new signal with a safer bicycle and pedestrian crossing here will improve the function and continuity of a Granger Street/Cory Lane/Northview Street bike route, and improve pedestrian connections to nearby attractors.

The section of Cloverdale Road between Ustick and Fairview currently lacks marked crossings for pedestrians or future bikeways. Three potential crossings (at Granger, Bowmont, and Clover Meadows) are identified in this plan, and may be refined

when new designs for Cloverdale Road are considered in the future.

Pedestrian crossing improvements at the intersection of Ustick Road and Duane Way will be implemented when ACHD constructs the Allys Road extension to Records Avenue.

The final treatment for each intersection or crossing project (i.e., signal type, pavement markings, curb extensions, etc.) will be determined through ACHD's annual scoping effort. ACHD will evaluate each potential project for optimum network connectivity to school walk routes and attractor destinations (employment centers, parks, etc.), public usage verified by field counts, and proximity to existing pedestrian and bicycle crossing opportunities. For example, if the public indicates a desire for a crosswalk in a specific location when another crossing facility is located less than 500 feet away, a different location is likely more beneficial to the overall network. Generally, ACHD pedestrian and bicycle crossing opportunities should be set at least one mid-mile apart on arterial roadways.

All treatment recommendations will be shared with the community and the City for comment in the yearly scoping report.

Section 4. Implementation and Funding

This neighborhood Plan, and others like it, is used by ACHD and cities to aid in the identification and prioritization of projects that can enhance pedestrian and bicycle connectivity. Projects are also identified every year through ACHD's official request program that gives the cities and school districts the opportunity to submit a prioritized list of requested projects each year, some of which will likely include projects identified in this Plan. All of these projects are then scored and prioritized by ACHD. The list of needs far outweighs the funding available for projects. Therefore, careful consideration is required to determine which projects receive funding. In general, projects on busy streets, near schools, parks, libraries, or other pedestrian and bicycle attractors, receive the highest priority.

Once projects are identified to move forward they can receive funding through various sources. One of the main purposes of this Plan is to direct available funding for pedestrian and bicycle projects in the West Bench area. Funding for projects will be drawn from: ACHD community programs and other funding sources as described below.

ACHD Community Programs

The primary funding source for the projects identified in this Plan will be ACHD's Community Programs. The Community Programs are 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 (about \$2 million per year)
- Vehicle Registration Fees (about \$2 million per year)

Projects funded through Community Programs generally do not require a match from the neighborhood for funding.

Other Funding

Beyond ACHD's Community Programs, sidewalks and bicycle facilities can receive funding through federal grants, local grants such as the Boise City's Neighborhood Reinvestment Grants, and other local sources. In general, these funding sources do not provide 100% funding for a proposed project, but the funds can be used to leverage ACHD's Community Programs funds and accelerate project implementation. New sidewalks and bicycle facilities can also be constructed in conjunction with other ACHD capital projects such as roadway widening and maintenance overlays. 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 Cost and Timing

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, or scoping, of potential projects. During the scoping process each potential project receives specific attention and the scoping team makes recommendations for the type of facility that best fits the situation. The team also develops a cost estimate that is used for programming the project into ACHD's Five Year Work Plan 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 our normal business practices for completion. For example, if a roadway is recommended for shared lane markings in this Plan and ACHD is chip-sealing or resurfacing that roadway, the new painting scheme would be included in the maintenance project. In some areas where no maintenance project is scheduled in the short term, ACHD will proactively install new bike facilities as funds are available.

Appendix A

Public Comment Text and Locations

Comment #	Comment
1	Sidewalks are needed on Ash Park Lane. There is a school and other attractors in this area.
2	We need sidewalks here on both sides of the street. The park and other attractors make this an important connection.
3	Sidewalks on the west side of Beach should be considered. There are some spots that already have it and the gaps should be filled.
4	Sections of Cory Ln are in need sidewalks sections of the street are too narrow and there are gaps in the sidewalk forcing pedestrians into the street
5	Sidewalks are needed on the west side of North Roosevelt from Alpine street to Emerald. The asphalt path on the east side of the street is great for bicycles. If sidewalks were installed on the west side it would provide great seperation of pedestrians and cyclists and make bicycle communting along this route easier with the pedestrians on the other side of the road.
6	Awful spot for walking and biking. Any pedestrian is able to walk on a dirt path with broken glass and goat heads. Bicycles enjoy a tiny fog stripe and traffic that is far to fast and inconsiderate. There is a 2 inch difference between the right and left side of the fog stripe. This makes a dangerous lip. This bridge is the old school way of making infrastructure. Boise is better than this. We need to build cities for people not just automobiles.
7	I avidly avoid this area when biking. There may be sidewalks, but the traffic is unruly. Is there a way to have larger bicycle lanes for space or something of that nature.
8	The bridge over the interstate needs to be fixed. A sidewalk on either side for people to walk and a safe bike lane. It is scary to walk or ride a bike and scary to be in a car when people are doing either because of concerns for people and cars giving wide berth to pedestrians and bikes.
9	The sidewalks stop and start all along Emerald. People often have to walk in the street or along muddy paths. The bike lanes are not continuous and are not safe. Take out the median, make Emerald one lane on either side and use the space to make continuous sidewalk. You won't have to go into the cemetery and people can walk.
10	I notices the bike lane just stops here and there is a large school a little further down the road. I am sure students would like areas to bike and walk. Perhaps we could slow traffic and add some room for cyclists.
11	Is there a safe way to access the park from east of Eagle Road without having to drive? Eagle Road seems like a barrier. Are there any other alternatives?

Comment #	Comment
12	Fairview is what we should show young city planners on what NOT to build. Try walking on the side walks there, it is an very unpleasant experience. Forget about riding a bicycle on it. Something needs to be done. If you showed a soldier a photograph of Fairview and said "this is what you are fighting for". They would be very upset.
13	Maple Grove just north of Fairview is missing a bike lane (exists south of Fairview and reappears a number of blocks further north of the intersection). Maple Grove just north of Fairview is a bottleneck. Even the bus has no room to stop, thus backing up traffic into the Fairview intersection, which already has too short a signal for northbound Maple Grove.
14	the light here doesn't seem to ever switch for a cyclist. there's no good way to make a left from mountain view onto ustick here.
15	crossing Curtis at northview in either direction, the light doesn't ever seem to switch for a cyclist. I end up having to find a gap in traffic to get across.
16	the light here at orchard crossing Fairview works very well. it seems to detect my bike when I approach. can we do this everywhere?
17	between Bond and Orchard there is not a lot of space and it feels really cramped on a bike. it would be nice to either expand it or have a different way across the freeway in this area.
18	There is a school and park on either side of the road. Eagle road as we all know is the worst place in Idaho. Try to walk across a crosswalk without getting edged out by turning drivers. We need a solution to this abomination of city infrastructure.
19	The section of Orchard Road going north bound just south of Fairview is challenging to traverse on a bike. I usually travel from Irving to Mountain View using Orchard, and it's sometimes tough getting over the freeway to turn left at Fairview (or go straight).
20	More bicycle facilities like this please. The west bench could benefit from these types of considerations.
21	Fairview is horrible. Perhaps there can be a bicycle blvd. north or south of the road to help people get east and west.
22	Need a flashing crosswalk on Cloverdale (like the one past Centennial) around Edna for safer access to and from neighborhoods and schools (Frontier Elementary, Pioneer and Centennial).

Comment #	Comment
23	Need to have a spot for bikes all the way down Mountain View Dr. ! Could canal roads double as bike paths to save money and have more paths than just the greenbelt? I also would like more maintenance on the green belt road. The nice thing about the green belt is you are away from the traffic, so I wish the green belt would be expanded, plus it is a very valuable place to work or live by greenbelts.
24	There needs to be a side walk from corner of McMillan and Cloverdale to Chinden and Cloverdale.
25	DeMeyer needs a sidewalk. Many kids walk home on the street because there are not adequate sidewalks on DeMeyer.
26	you need to add "No trucks" sign and add speed bumps on Mountain View Drive between Glenwood and Cole to slow down traffic. Cars sometimes reach 40-50 MPH between one traffic light and the next with little police presence. Some trucks are using air brakes on this one block.
27	Cole Road is the most direct route north to Chinden, but needs a bike lane from Emerald northward.
28	The corner of W. Arlen Dr. and Lena Ave is very hard to see when traveling east of Fiddler to Lena Ave. There are many large trees that need to be trimmed if nothing else.
29	How do you bike safely from east boise to downtown? It would be very useful to have a bike lane on E Boise Ave. The greenbelt is for very low speed cycling only, not 15-20 mph on a road bike.
30	How do you bike safely from east boise /sw to federal way or the airport? It would be very useful to have a bike lane on E Amity Rd.
31	Warm Springs is very narrow here. A bike lane or at least a bit of shoulder would be greatly appreciated. Biking at 15-20 mph on the greenbelt is not safe for pedestrians, which is why many ride up on the road in parallel
32	Orchard heading South goes from a decent bike lane (cars still too fast) to a crazy overpass with lots of traffic and no bike lanes. My question for you is: "hey wha' happen?".
33	Sidewalks are deperately needed, our streets aren't as wide as some in other residential neighborhoods!!
34	when I ride Mountain view there is a little connectivity issue to get onto Orchard Southbound.
35	It would be helpful, and safer for pedestrian if we could connect the sidewalks along the south side of Mountain View Drive.

Comment #	Comment
36	The stretch of East Amity between Silverwood Subdivision from Holcomb Road to Suprise Way is in need of a safe bike path. This is a relatively short stretch to improve, and seems like it could be a fairly simple project with a good bang for the buck result. Plus it ties in two good path systems already in place on either side.
37	With schools, churches and bus stops on Northview a sidewalk from Ustick to Northview is needed.
38	seriously, we have no complaints about anything in our neighborhood. The streets are not busy enough to need sidewalks and cyclists don't require any special treatment in the central rim neighborhood.
39	This bridge reminds me of the "internet meme" that would say "go home bridge you're drunk". Meaning this bridge is poorly constructed infrastructure that doesn't make sense and is a pain in the neck. Thanks.
40	<p>Please upgrade/connect the sidewalks on North Ash Park Lane. Currently,there's a break in the sidewalk on one side of the road, and no sidewalks on the other side of the road that goes from Delsa's to St. Marks' church.</p> <p>This would increase safety for students walking through frin Fairmont, Morley Nelson and St.Marks's Elem.schools.</p> <p>Thanks.</p>
41	Finish sidewalk on the east side of Five Mile between Summerwind Drive and Ustick Rd.
42	<p>Emerald corridor is a pretty major E-W travel route for bicyclists. Whe appreciate the way finding and the first attempts at identifying problem areas for bikes interacting with cars and trucks. This intersection, however, was mis-painted after last year's chip sealing. The Green Box westbound at Emerald and Cole - the area where bicyclists are in danger because of turning or merging traffic - completely misses the mark. Part of the bike lane right next the curb is painted (???) and the bike lane right at the light is painted, but the lane where bikes and cars must share space is not. In fact, the once broken white line designating the route of bikes across the motor vehicle right hand turn lane isn't even there any more, let along painted green. Can we get this fixed?</p> <p>The other bike boxes along that route haven't fared well this winter. They need to be repainted.</p>
43	No bikes on Orchard. Bicyclists should use the side streets instead

Comment #	Comment
44	Great progress in paving and grading westward toward Eagle Road--please finish all necessary rights of ways and path completion to Eagle Road!
45	Keep the bike path progressing westward on the south side of the south channel! Many rights of way are already in place--keep going while the momentum is there! Some property owners and neighborhood associations are willing to help if asked.
46	<p>I feel a crosswalk is needed on McMillan between Gateway School and Hickory Bark. There is a natural place for it where the walking path to DeMeyer Park meets McMillan. Children walk on the north side of McMillan to Gateway. The only crosswalk is at McMillan and Buckboard, past the school.</p> <p>What a temptation for kids to jet across McMillan rather than walk down to Buckboard, which is past the school building. My children have attended Gateway for three years and when I drive on McMillan, I wish there was another crosswalk for safety.</p> <p>Thanks for the opportunity to comment & make suggestions.</p>
47	Can I get a witness here folks? Can I get a driver to share the road? This is the bridge of doom. Traffic Calming, and share the road signs please. As a pedestrian I have to walk in a dirt (goathead) pathway, in the winter it is mud and ice. Great amenities.
48	Would love to see the bike path completed from green belt out to Eagle Road. Would also love to see access from Joplin Road/water treatment facility area.
49	I would like to see speed bumps to slow the traffic and side walks on North Dalton Lane
50	This section needs continuous sidewalk.
51	Add sidewalk to west side of Veteran's Parkway btw Chinden & State. Currently, partial sidewalk.
52	Sidewalk needed on Ashpark, school kids walk on street every day btw Morely Nelson, Fairmont Jr. High, Capitol HS & Valley View Elementary.

Comment #	Comment
53	Please complete the sidewalks on North Ash Park Lane from Ustick Road at Delsa's through to St Mark's at Northview. Children and disabled individuals seeking to reach the bus stop/Community Center/Morley Nelson at Northview and N Ash Park are frequently seen walking in the middle of N Ash Park.. Traffic also is considerable already because N Ash park is a convenient cut through to avoid trafficon Cole Road. Wal Mart will only add to increased traffic which willincrease thehazard for pedestrians.
54	A sidewalk on N Esquire Dr between Ustick and Northview would provide safer access to local parks and schools on this very busy cut through.
55	On the west side crosswalk on Orchard crossing Fairview it is not safe to allow north bound Orchard traffic to turn left while the walk signal is lite.
56	A 1/4 mile area has been using the Wildwood S Curve to get to Redwood Park. Sidewalk need on Wildwood between Abram and Glen Ellyn Dr. Our kids are walking in the street. I've seen as many as 9 people at the same time in the S curve in the summer.
57	Kids walking & biking to the drive in restaurant have to walk in the street for the last 70 feet. ACHD took the money for sidewalks from the tool rental place, but never built the sidewalk. Cars turn fast off of Fairview right into the path of walkers. (This is the property north of the Golden Wheel Drive In.)
58	<p>RE: Area of McMillan and Linder Rds</p> <p>Within a very small radius, we have the following schools:</p> <p>Rocky Mtn HS Heritage Middle School Sawtooth Middle School Hunter Elementary Paramount (Within a subdivision)</p> <p>Along McMillan there are many areas where NO sidewalks exist and the Settler's Canal is exposed. There have been a couple of accidents on McMillan involving bicycles. For the safety of our KIDS going to/from the schools, we NEED sidewalks!</p> <p>Come take a look!</p>
59	Please put in sidewalks on Mountain View between Cole & Ustick soon! We are really looking forward to this.

Comment #	Comment
60	Please put in bike lanes and complete the sidewalks on both sides of Cole Road between Mtn View and Ustick. This is badly needed due to schools and pedestrian traffic!
61	Please put in sidewalks along 42nd Street in Garden City ASAP! It is dangerous to walk to Anser Public Charter School!!!
62	<p>Sunflower Lane between Maple Grove and Hampton is very busy as it runs parallel to Fairview and is commonly used as a by-pass. It has intermittent sidewalks and gets extremely congested when cars park on the road creating pinch points and people freak out and stop in the road to allow a car to pass in the opposite direction before proceeding.</p> <p>Within 2 blocks, I know of at least 10 school age children (including my own) that have no safe place to ride their bikes or even walk safely.</p>
63	There are many bike commuters that use Americana and Emerald-maybe we can narrow the drive lanes and eliminate the concrete median on emerald to accommodate a bike lane, maybe a bike and ped lane instead of choppy sidewalks and non existant sidewalks.
64	Complete and wider sidewalks on Cole Rd between Cole and Mtn View Drive. There are sidewalks in some areas, but they are very narrow and unsafe due to power poles, landscaping, and mail boxes.
65	The Sidewalk at the end of the circle on Rampart St is broken and hazardous for pedestrians. it could use some repair work.
66	This is for both bikes and walking. I live in the Summerwind Subdivision and there is no sidewalk or bike path from my property to the Ustick/5-mile intersection. The entire mile between Ustick and McMillan on 5-mile has sidewalks and bike paths except for 4 houses between Summerwind and the Walgreens at the Ustick/5-mile intersection. This section of the road has been improved/changed/widened/etc. etc. etc. continuously since we moved in (20 years ago) but that small section of sidewalk is still missing. We either walk back to Edna or risk our lives on 5-mile. Please give us a sidewalk! Currently, a bus stop is being installed at Country Squire and 5-mile and it looks like it could someday connect with a sidewalk, but nothing has been done yet. Please, we have asked several times and the person who owns 3 of the 4 houses the sidewalk would go in front of says he's asked also. Thanks! I don't do maps--can you tell?
67	the sidewalk in front of 5362 Armstrong is disintegrating and cracked presenting a tripping hazzard.

Comment #	Comment
68	My three little girls have to walk to school without sidewalks and it is very dangerous and difficult for drivers to see them. Please put in sidewalks on mountain view drive, west Moreland subdivision, and around mountain view elementary school.
69	Christine Street from Northview to Ustick is a major pedestrian area for children walking to school from Fairmont Jr High. Morly Nelson and Valley View Elementaries. We need side walks to keep it safe.
70	Please add sidewalks down Cornwall just off of Maple Grove on the South Side of the road. There is just a small area that has never had sidewalks installed. This will provide safety for our children plus aesthetics for the entry to the neighborhood.
71	Please add sidewalks down Cornwall just off of Maple Grove on the South Side of the road. There is just a small area that has never had sidewalks installed. This will provide safety for our children plus aesthetics for the entry to the neighborhood.
72	<p>Sidewalks are needed between Curtis Rd east to Orchard Rd. Many times the sidewalk causes with the no sidewalks with wheelchair access. there are a lot of puncture vine weeds along this route making it unpleasant when a wheel chair gets a flat tire.</p> <p>I help a single mom that is in a wheelchair and she won't go on this route because of the puncture vine and what it does to her tires.</p> <p>It would also help my 84 year-old mom that rides her trike along this route during our patrol hours.</p>
73	bicycle paths along major roads have debris that make riding in the bike lane dangerous. these areas need to have better cleaning cycles so we don't have to avoid large rocks, broken bottles, etc.
74	West Bound on Fairview, stay in the right lane, cross N Shammrock Ave, and you hit a speed bump. The contractor did pipe work 18 months ago, but the gourd never settled. Can't you get rid of the speed bump. (Next to Garden Center West.) At 40 mph you can feel it.
75	Pave the path
76	Vehicle traffic here is ignoring the crosswalk on Maple Grove. There needs to be a light put in to enforce the crosswalk at Northview like the ones installed on Ustick at the Library near Cole Road. I cross here on a bike almost daily and it is dangerous.
77	Both sidewalks and bike lanes need to be completed on Maple Grove South of Ustick! Unsafe for both walkers and cyclists! Use our tax dollars to fix this problem

Comment #	Comment
78	Both pedestrians, bicycles and vehicles would benefit from making Cole road a five lane road with bike lanes and sidewalks. This is a nightmare to try to drive on, walk on or bike on. I do it daily in one capacity or another and it is an accident waiting to happen. Bite the bullet and make it happen for everyones' safety!
79	Please paint bike lanes on Northview. There is a problem with trucks/cars parking in bike lane area at the house west of Bloomfield which is dangerous for bikes travelling east on Northview. I like the way you have done Northview east of Cole. Why not do the same on this stretch of road?
80	The Franklin Road west of Cloverdale area to Eagle is great now. This needed to be done for St. Lukes employees to ride to work on bikes! Thanks.
81	Biking south on Cole from Cole/Ustick Library is bad on road (too narrow, much traffic) and on sidewalk (too narrow). Hazardous to kids (and grown-ups)
82	Sidewalks in this area on Fairview in really poor shape -- some are asphalt and some are grown over. Also minimum size - 4' if we're lucky, making it nearly impossible to share with other pedestrians, wheelchairs or bikes. Needs to be widened and ideally set back off road with some sort of screen strip. Especially bad on south side.
83	Sidewalks asphalt and completely disappear at connector entrance.
84	If Ustick is widened (east of Cole) please design it like Curtis (near Koelsch): 2 lanes each way (for a total of 4 lanes) with center landscaped median, detached sidewalks, with sidewalks used as bike lanes so cyclists are separated from cars. Just make the sidewalks a bit wider. Lots of greenery and traffic walls/sound walls for Mountain View neighborhood to the south of Ustick Road.
85	Fairview and Westgate. Intersections where the ped crossing is set out of the line created by the sidewalks feel more dangerous to bicycles because they make it look like the bike is turning right, not crossing the street straight ahead.
86	Ped crossing at this location has frequent ghost presses of the crossing button.
87	Biking west on Mountain View -- approaching Glenwood it's tough to merge left so right turn lane cars can get over. I bike this to work. In a few years, I WON'T let my kids bike this to Capital High. Way unsafe.

Comment #	Comment
88	Eastbound on Mountain View from Glenwood to Cole -- the bike lane is TOO small. Before they repaved and repainted the lines this summer, there was NO PAINT on the first 20 feet of the bike lane due to cars turning onto Mountain View from Glenwood and driving in the bike lane. That full stretch is too skinny. Can't bike on sidewalk or cars in driveways can't see you. I WON'T let my kids bike this when they go to Capital High in a few years...even though I let them bike and walk as elementary school kids.
89	Terrific upgrade at this intersection -- Thank you. (for cyclists)
90	No sidewalks in west half of block. Can't walk through block on sidewalks. Kids can't walk to school on sidewalks - have to go on very narrow road and dodge parked cars. Also need cut-through path to schools (elementary and junior high). Wesley is only through road on this block.
91	Poplar is the only through road on this block. Well traveled and no sidewalks. Is narrow also.
92	Sidewalks end-to-end either side of Preece between Cole and the gate at Home Depot. Preece has become a cut-through street: traffic avoiding the Cole/Emerald intersection. Pedestrians routinely use the street for walking.
93	Debris fills the bike lane from Franklin clear to Ewald on Cloverdale. Can you send a sweeper?
94	Glad to see the Mountain View/Cole sidewalk project moving ahead!
95	Maple Grove would benefit to have bike lanes all the way from I-84 bridge to Chinden. This is my route to get to Federal Natural Resources Center buildings.
96	Eastbound the bike traffic on Mountain View attempting to ride east, crossing Cole is dangerous to the extreme as eastbound traffic predominantly turns right onto Cole and fails to see bike traffic. Turning right is difficult on a bike as well.
97	Need crosswalk over Cloverdale at Edna.
98	Cole Road north from I-84 interchange needs dedicated bike lane all the way north (this is the shortest route north).
99	Going westbound or eastbound on Mountain View, if you walk or bike through the intersection at Cole, it is very unsafe to cross at the crosswalk. The little green guy can be flashing to say you can proceed, and cars traveling east on Mountain View turn right on Cole and zip right through the intersection. Many times I have had cars zip through that right turn and come close to hitting me, or not let me cross at the crosswalk. My kids will go to Capital High and use that intersection. I'm VERY NERVOUS about that.

Comment #	Comment
100	Add sidewalk on north side of Ustick. Ditto open house comments 212 and 173
101	(High level of motor vehicle-bicycle conflict -- right-turning vehicles both eastbound and westbound don't see or don't cooperate with bike traffic.)
102	Sidewalk both sides of Five Mile from Ustick to McMillan -- fill in gaps.
103	Maple Grove needs sidewalks on west side from Ustick to McMillan. Also crosswalk on Maple Grove at King of Glory Lutheran Church.
104	Fix broken sidewalks on Cole (east side) between Ustick and Mountain View.
105	Need sidewalk on Edna between North Pepperwood and Maple Grove south side. Fill in gaps on both sides.
106	Need sidewalk on south side of McMillan to complete gap. Safety issue with pedestrians, cyclists, and people with strollers accessing parks.
107	Need sidewalks on east side of Five Mile between COuntry Squire and Walgreens.
108	Ustick at N Ash Park (Delsa's): the sidewalks starting at this corner are INCONSISTENT AND NOT MAINTAINED/UPDATED through to Northview & Ash Park.
109	Sidewalks are needed on both sides of Ash Park, yet not complete -- results in walkers from Ustick to the bus stop at Northview, the pool, the park, community center related to Morley Nelson. When Wal-Mart opens, the traffic pattern will increase from right hand turns onto Ustick to North Ash Park!
110	Support widening Ustick and improving sidewalks west of Five Mile.
111	Finish sidewalk/pavement at Shamrock/Irving
112	Widen intersection, continuous sidewalks in Cloverdale/Executive area.
113	Sidewalks on Fairview! Continuous sidewalks from Five Mile to Kliner Park. Skywalk over Eagle from south side of Fairview to north.
114	Sidewalks on Fairview east towards Dutch Bros.
115	Needs crosswalk
116	I've been brushed three times while riding a bike in teh bike lane here in the last 12 months.
117	Cole from Fairview to Franklin is too close, too fast, for pedestrians or bicycle traffic. Need an alternative walking/biking route through this stretch.
118	Supports bike lanes and sidewalks here.

Comment #	Comment
119	Would like to see a walking path next to the rim. Could use old asphalt for it. Also down Coffee Street needs a pathway. Lots of traffic in this area. Would make it safer for all people walking dogs, etc.
120	Finish/complete the sidewalk on the north side of Emerald. Pedestrian traffic is increasing and this dirt footpath should be a sidewalk.
121	Great idea! :)
122	Coordinate a "joint use" of railroad area for "traffic isolated" bike route for commuters.
123	Don't understand why the 2 new miles of Franklin weren't wide enough to accommodate bike lanes, but additional money will be spent in the future. This would be a good east-west corridor.
124	Sign: No Trucks. Stretch of Mountain View Cole-Glenwood needs traffic calming -- slow the traffic! Also: suggest police enforcement of speed limits. Suggest completing planned north-south couplet for Cole and Glenwood.
125	When Wal-Mart is open across Ustick from the Library, traffic will increase if a right hand turn is taken. Traffic that turns on Ask Park at Delsa's will increase exponentially to get to Northview.
126	Right now both pedestrians and bikers ride in the middle of the road. Students from Fairmont and Morley Nelson cut through onto Ash Park to get to Ustick/Bayhill Springs and other neighborhoods.
127	Corner of Mountain View/Goddard has too much congestion for current design -- not enough width westbound!
128	I live on Folk drive in West Boise, right off of Allumbaugh and Northview. None of the streets have side walks. Even Allumbaugh from Fairview to Northview doesn't for the most part. Folk drive is a small street in the neighborhood. But there are eight elementary school aged children who live on Folk alone. It would be wonderful if streets in the area, including folk, could have sidewalks.

Comment #	Comment
129	<p>I have three kids and myself that ride bikes nearly everyday each summer. There are parts of the sidewalk missing on Edna between Maple Grove and Mitchell. Lots of sidewalk missing on Linda Vista between Edna and McMillan. Also nearly all of Dalton between Edna and McMillan is missing sidewalks. The corners of Patricia Ln and Edna on the north and Jennifer and Edna do not have the wheel chair easy ups on them. We ride our bikes on all of these and walk on all of them often. I like to have my younger kids ride on the sidewalks to keep them out of the middle of road. My older son rides on the side and stays where he should. The younger are just not there yet. Without a sidewalk they end up in the middle of the road or a lot further out than they should. Having the easy ups on the corners also helps the kids stay out of traffic. Thank you!</p>
130	<p>We need contiuous sidewalks along Maple Grove from Fairview to McMillan. Dangerous for children or anyone, to walk.</p>
131	<p>As children or families walk from neighbors west of Maple Grove towards Fairmot Park and the schools, traffic does not stop at the crosswalk at Maple Grove & Northview.</p>
132	<p>Cloverdale Road, between Ustick and McMillan: The curbs are only a suggestion, there isn't enough room for both walkers and bikers. No one is responsible for making the lane passable during the winter (who is supposed to clear the area of snow?)</p>
133	<p>Slow down traffic everywhere, especially near schools and in residential areas (Grandee St.), with more speed bumps and/or dips (gutters). The more the better for safety of bikers, pedestrians, pets, and all motorists!</p> <p>Use concrete curbs for bike lanes on high use streets as in other countries with considerably more bike riders.</p>
134	<p>Need sidewalks from Ustick to Northview on Ash Park Road - this is currently unsafe for pedestrians and children walking to /from school in the middle of the road. Thank you.</p>
135	<p>I'm in favor of sidewalks throughout Westmoreland Sub, Mountain View between Cole and Ustick, and Cole between Mountain View and Ustick. Wherever sidewalks are installed, street trees would also be appreciated. Thanks for the sidewalks on Kingston and W. Clement! They look great!</p>
136	<p>Please do address bicycles on Cole Road if possible. This remains a very unsafe condition for bikes on this major N-S roadway.</p>

Comment #	Comment
137	<p>A connecting sidewalk starting at the existing sidewalk at the (east side) top of Mitchell St. hill and connecting at the Maple Grove/Mtn View intersection is badly needed. This connection would provide a safe path for Sherwood West and Skyline subs residents and Hewlett Packard joggers/bikers through lower W. Mtn View Road. It is currently being used, but is unsafe with people and baby carts and bikes all braving that heavily trafficked road as an access to Maple Grove and the Hiatt Park and back. A sidewalk would greatly enhance safety and encourage many more walkers to walk to and from the new Hiatt Park from these neighborhoods. Many avoid that walk now because of the dangers presented by that dangerous narrow road and no safe place to walk. I have talked with many neighbors -- all favor this connection and want to be part of it. I would give up some land adjacent to the road if needed, and others might do the same if it resulted in a clear safe walkway for our neighbors. .</p>
138	<p>This goes with my last comment on the same need for a sidewalk connecting Mitchell St Hill to Maple Grove/Hiatt Reserve walking park.</p>
139	<p>Sidewalks are needed on Ash Park Lane from Northview to Ustick Rd. Children and adults alike are walking in the center of the road due to the lack of sidewalks in this area creating an unsafe and hazardous situation for pedestrians, bicyclists, and motorists.</p>
140	<p>Need sidewalks on Settlers - sporadic if at all and there is alot of foot traffic</p>
141	<p>Would we all be better served diverting bikes to use Dalton in this stretch? Very tight fit for bikes in both directions.</p>
142	<p>Cloverdale really needs to be widened here and real sidewalks/bike lanes installed.</p>
143	<p>This intersection is horrible for bikers/pedestrians. Glenwood to Chinden needs to be widened for safety for cars/pedestrians/bikers.</p>
144	<p>Bike and parking lanes are good in concept but to tight in reality along Northview east of Milwaukee. Hazardous for bikes (dooring potential) and people entering and getting out of cars across from the soccer park.</p>
145	<p>Could use a sidewalk in this area -- lots of pedestrians walking in the street.</p>
146	<p>Glenwood/Goddard, Mountain View area too narrow when heading towards the river and back.</p>
147	<p>Need safe way to get north to south of freeway.</p>
148	<p>Curtis crossing I-184 puts you into traffic with no lane or curb cut to sidewalk.</p>
149	<p>Curtis/Chinden intersection</p>

Comment #	Comment
150	Generally speaking this neighborhood is great for cycling. There are some very localized things I would change and have commented on those with other stickers.
151	I feel sorry for students who attend these schools. Many of them try to bike and walk but those on bikes are intimidated by McMillan Road -- so they use sidewalks instead. Yes, there are bike lanes but McMillan could use some form of traffic calming.
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153	I feel sorry for students who attend these schools. Many of them try to bike and walk but those on bikes are intimidated by McMillan Road -- so they use sidewalks instead. Yes, there are bike lanes but McMillan could use some form of traffic calming.
154	Need sidewalks on Cole Road near Mountain View on BOTH sides of the street.
155	Road diet Cole Road after Ustick (2 lanes of traffic and sidewalks and bike lanes), 2 lanes on that section of Mountain View between Cole and Glenwood, too.
156	<p>East side of Orchard -- VERY dangerous crossing the entrance turn onto the connector. Most people bike against traffic on the sidewalk on the west side, then face the Orchard/Fairview intersection where drivers don't look for bicyclists (or pedestrians) as they turn right on red. It's a no-win situation.</p>
157	42nd Street needs sidewalks completed on both sides to Anser public charter school. Try to walk or bike it: beware! Trucks from UPS, detail shop, and gas station. Thank you.
158	Cole Road is one of the worst places for cycling in the entire city.
159	This intersection is completely intimidating for cyclists.
160	Fairview has sufficient width for bike lanes/sharrows -- mark the street please.
161	Please put sidewalks on north side of McMillan between Sunderland and the Hyatt Wildlife Reserve.
162	Ash Park Lane connects school crossing light on Ustick to 3 schools, pool, park, and community center. Need sidewalks finished on both sides.
163	Milwaukee would make a good bike lane street -- not as busy as Cole Road.

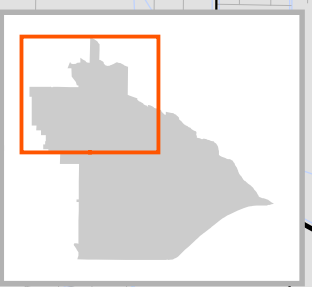
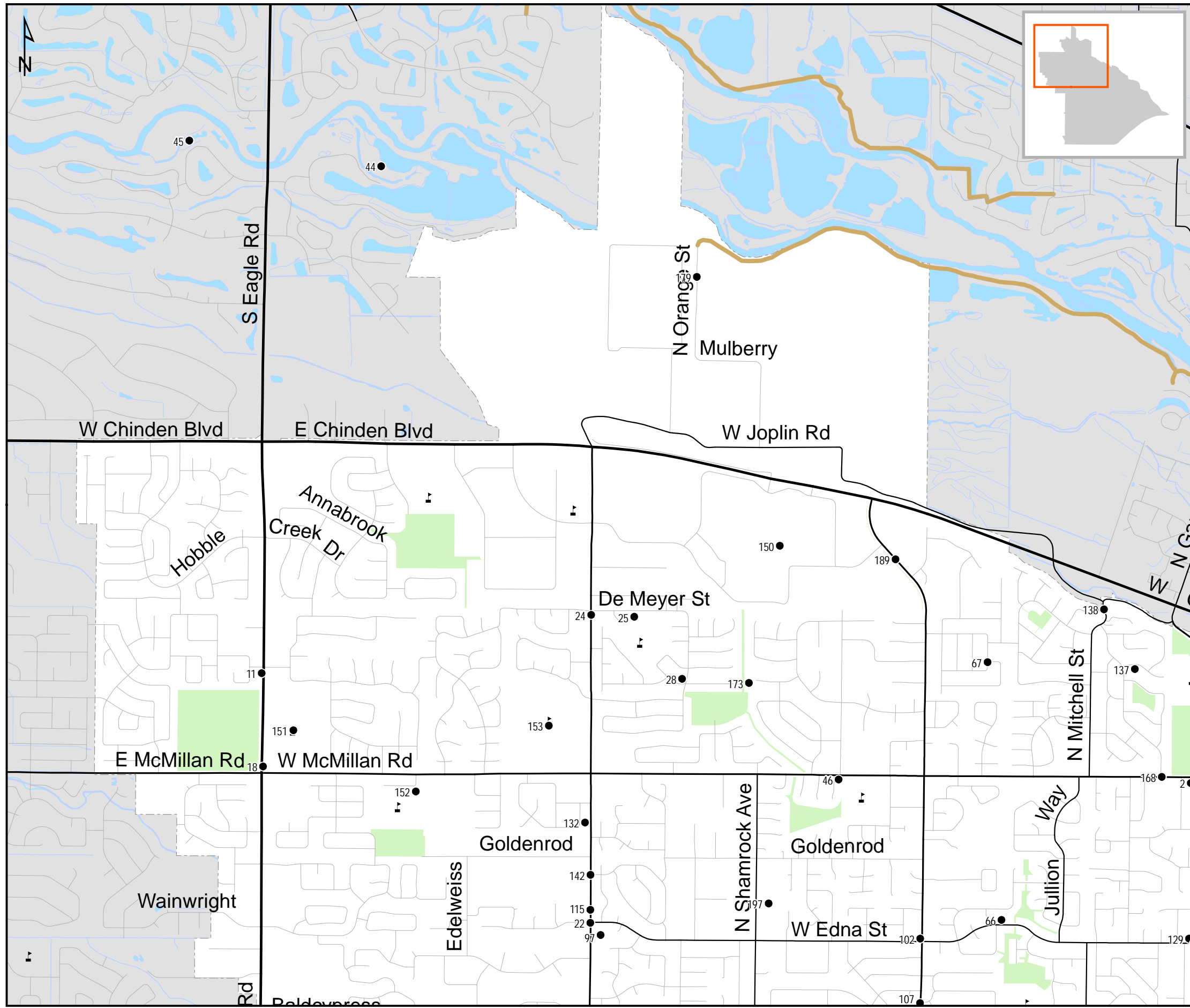
Comment #	Comment
164	Fairview and Eldorado. South side of Fairview. There are no curb cuts at this intersection.
165	General comment for entire county: In the late winter/spring after a street gets chipsealed, especially after a winter like we just had (2013), the bike lanes are so faded that drivers can not see them. I was almost hit by such a driver this past Sunday morning who was driving in the bike lane on Maple Grove headed south from Fairview.
166	Bicyclists often use the bridge across the canal on Holcomb on their way to work or school. Adding a crosswalk on Amity at Holcomb that is either lighted, or with a crosswalk signal would make this safer for bicyclists and pedestrians, especially children. Adding a safer crosswalk would perhaps encourage more children in the area to ride to Liberty Elementary, Les Bois Jr. High and Timberline by using the cross walk across Amity and over the bridge at the canal.
167	Need sidewalks on North side of W McMillan. Now that dogs are no longer allowed in the Hyatt park, there is no safe place to walk our pets in that area.
168	Need sidewalks on North side of W McMillan. Now that dogs are no longer allowed in the Hyatt park, there is no safe place to walk our pets in that area.
169	Mountain View needs both sidewalks and bike lanes. It is really unsafe to walk or bike on that road with the multiple steel poles that were installed by all the speed humps. The poles force riders / walkers out into the street.
170	There needs to be sidewalks added to Maple Grove; especially between Ustick and Fairview. There is so much foot traffic in this area, and no safe place to walk; there are stretches of sidewalks, but not consistant. There are several residents in the area that travel by motorized cart and with no sidewalks they are forced to drive in the street.
171	In many areas of the subdivisions there are problems with residents not keeping their greenery trimmed back from the sidewalks. This problem is especially bad on the busy streets like Glenwood and Goddard. On Glenwood there are only sidewalks on one side of the street, and there are portions of that sidewalk that have been narrowed down to almost nothing because of the bushes that have been left un-trimmed. The traffic on Glenwood is usually very heavy, and very fastâ€”no margin for error if someone happens to step into the street. I would very much like to see a more aggressive monitoring of this problem.

Comment #	Comment
172	Sidewalks on both sides of Maple Grove between Ustick and McMillan and crosswalk at Cornwall/Midland. Kids crossing.
173	Pathway from Hickory Hill Court to pathway to DeMeyer Park needs upgrade.
174	Sidewalk on south side of McMillan to connect with existing sidewalk. A safety issue for pedestrians.
175	I am in favor of having Ustick from Five Mile to Cloverdale be widened to four lanes (+ turn lane) to include sidewalks and bike lanes.
176	Complete all sidewalks on both sides of N Ash Park Lane from Ustick to Northview PLEASE.
177	Executive and Cloverdale. Widen street. SIDEWALKS at that intersection and add southbound/northbound bike lane. SKYWALK over Fairview/Cloverdale.
178	Complete sidewalks -- students use.
179	Bike path to greenbelt from Chinden north to greenbelt (Joplin is full of cement trucks, debris).
180	The Cole to Glenwood traffic flow through the intersections of Cole/Mountain View and Glenwood/Mountain View is EXTREMELY difficult to navigate on foot or bike. Speeds are too high. Pedestrian visibility is too low. Foot traffic from Mountain View to Goddard is extremely dangerous. Eastbound bike traffic is tough on cyclists.
181	Pedestrian traffic increasing, north side of Emerald, sidewalk needed for safety.
182	Slow/limit traffic on Mountain View, Cole to Glenwood. Put up "no trucks" sign. Police: ENFORCE speed limit. Complete north-south couplet (Cole and Glenwood).
183	Complete sidewalk segment on Cornwall at Maple Grove. (In front of duplex.)
184	High traffic flow area without bike lanes.
185	Glenwood, Goddard, Mountain View -- bike lane too narrow and cars are frequently in the bike lane. Need to make lane marking with bumps.
186	Glenwood/Goddard/Mountain View -- street narrow even for cars. East side could be developed with bike lane or even dedicated bike/pedestrian lane as there is undeveloped land available.
187	Not safe to go south on Curtis or other south road to get over/past freeway and to St. Al's medical center. No curb cut, bike lane end into freeway merge on-ramp.
188	For cyclists turning left from Mountain View onto Ustick, please put a sensor in the left turn lane. Bikes don't activate this signal (and I dislike getting off bike to hit pedestrian call button).

Comment #	Comment
189	The chip seal on Five Mile in the bike lane is very rough. Also people park in the bike lane on Five Mile.
190	The intersection segments of Mountain View and both Glenwood and Cole are very unsafe to bike and walk along. Cars going east on Mountain View and turning right on Cole do not stop for people in crosswalk (even with walk light on). If biking on Mountain View going west toward Glenwood it's tough to merge and pass cars weaving to the right turn lane. If biking east from Glenwood to Cole, the bike lane is too skinny and cars drive in the bike lane.
191	Need sidewalks on Cole near Mountain View Drive on BOTH sides of the street. Cole Road needs bicycle facilities. Thanks! Road diet Cole Road after Ustick (two lanes of traffic + sidewalks + bike lanes), two lanes on that section of Mountain View between Cole and Glenwood, too.
192	(Second open house attendee dittoed this comment:) Need sidewalks on Cole near Mountain View Drive on BOTH sides of the street. Cole Road needs bicycle facilities. Thanks! Road diet Cole Road after Ustick (two lanes of traffic + sidewalks + bike lanes), two lanes on that section of Mountain View between Cole and Glenwood, too.
193	Northbound Five Mile has section without much room for bikes -- otherwise Five Mile is good.
194	No sidewalks through block. Wesley is the only through road and is very narrow. Also, where Wesley meets Cole is dangerous because of limited sight distance due to fencing and narrow sidewalks on Cole. Two schools are north of this road and many students have to walk down this street.
195	Fairview between Orchard and Cole -- bad sidewalks, asphalt in places, bad transitions between asphalt and cement.
196	need to fill in sidewalk gaps near schools please! need Glenwood Cole couplet built, MV & cole intersection doesn't work sidewalks on Ash Park Lane between ustick and north view, both sides please. please fix the sidewalk going into Mountain View elementary, it is not safe

Comment #	Comment
197	Sidewalk is needed (preferably) on the east side of Shamrock between Edna and Goldenrod. There is sidewalk on the north and south sections of Shamrock, but none in this area for some reason - as a resident in that area I would appreciate them for walkers/runners in the area.

Boise West Bench Pedestrian and Bicycle Plan
 Figure A1 - All Comments



Legend

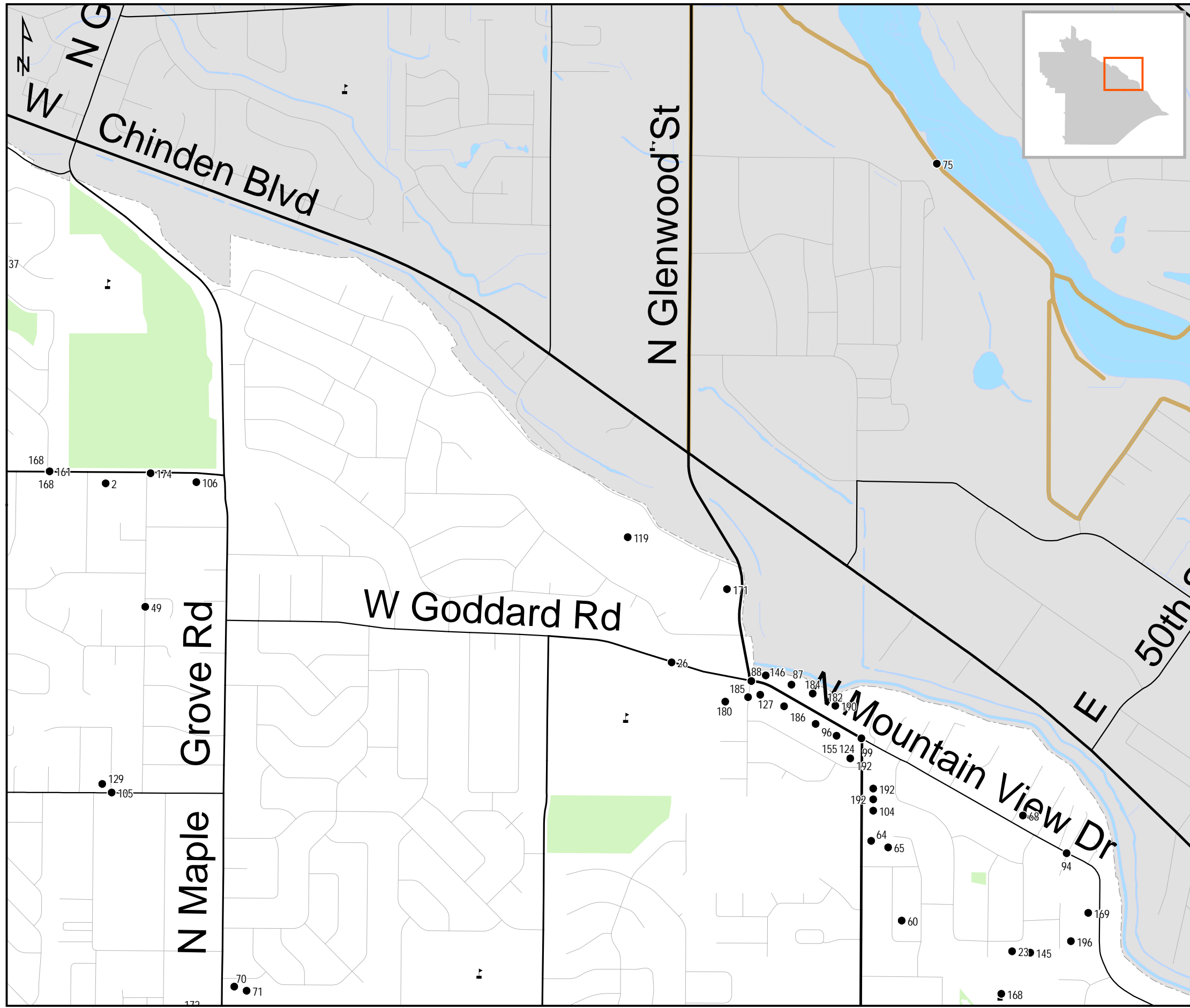
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- 🏫 School
- Park
- Water
- Multi-Use Path
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local/Alley/Parks/Ramp
- ++++ Railroad



April 2013



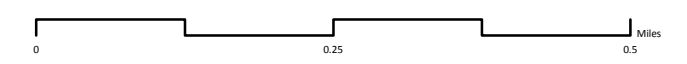
Boise West Bench Pedestrian and Bicycle Plan
 Figure A2 - All Comments



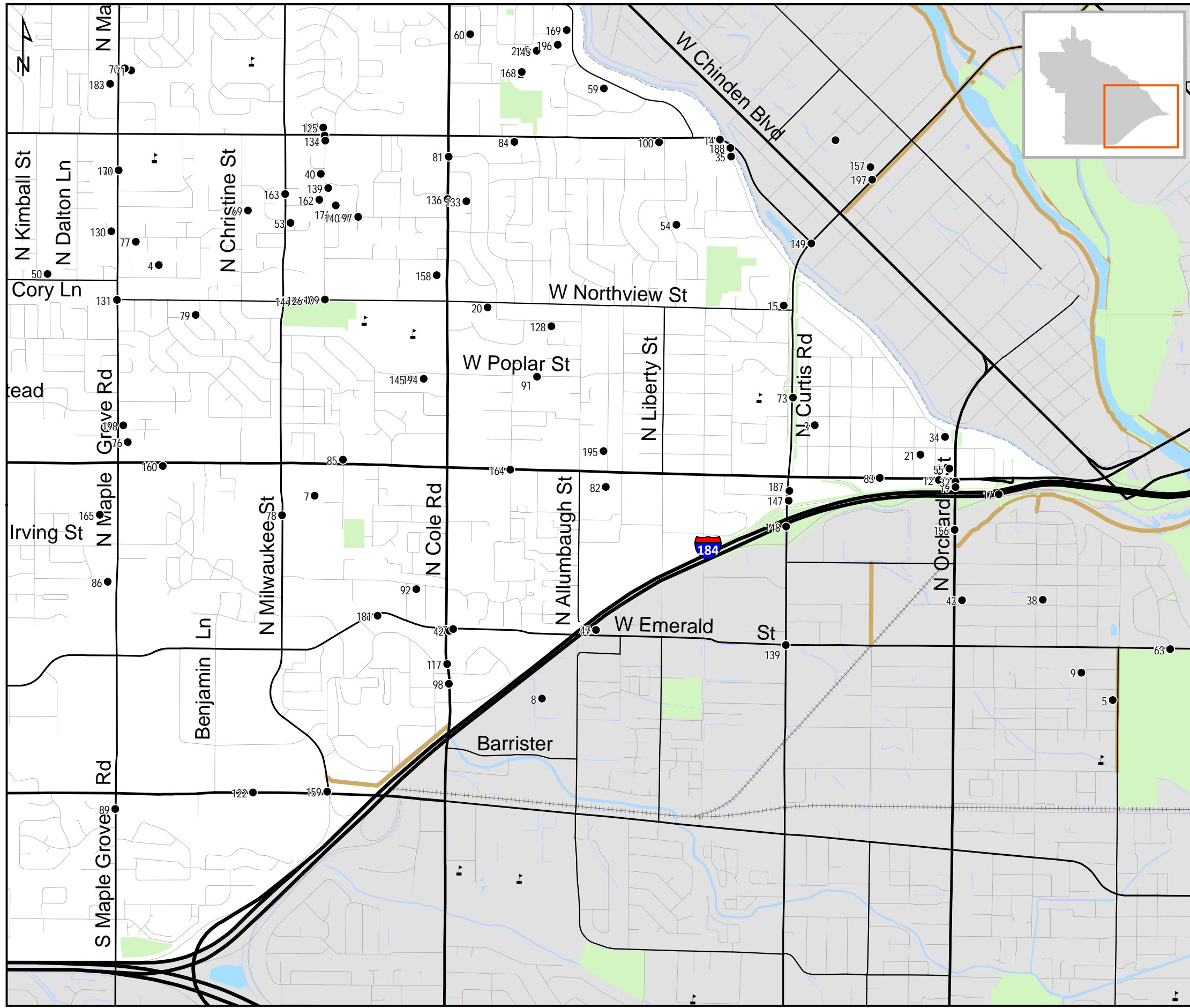
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- Public Comment
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 - 🏫 School
 - Park
 - Water
 - Multi-Use Path
 - Interstate
 - Principal Arterial
 - Minor Arterial
 - Collector
 - Local/Alley/Parks/Ramp
 - ++++ Railroad



April 2013





Boise West Bench Pedestrian and Bicycle Plan
 Figure A3 - All Comments

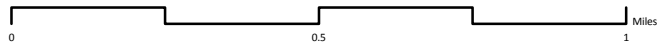


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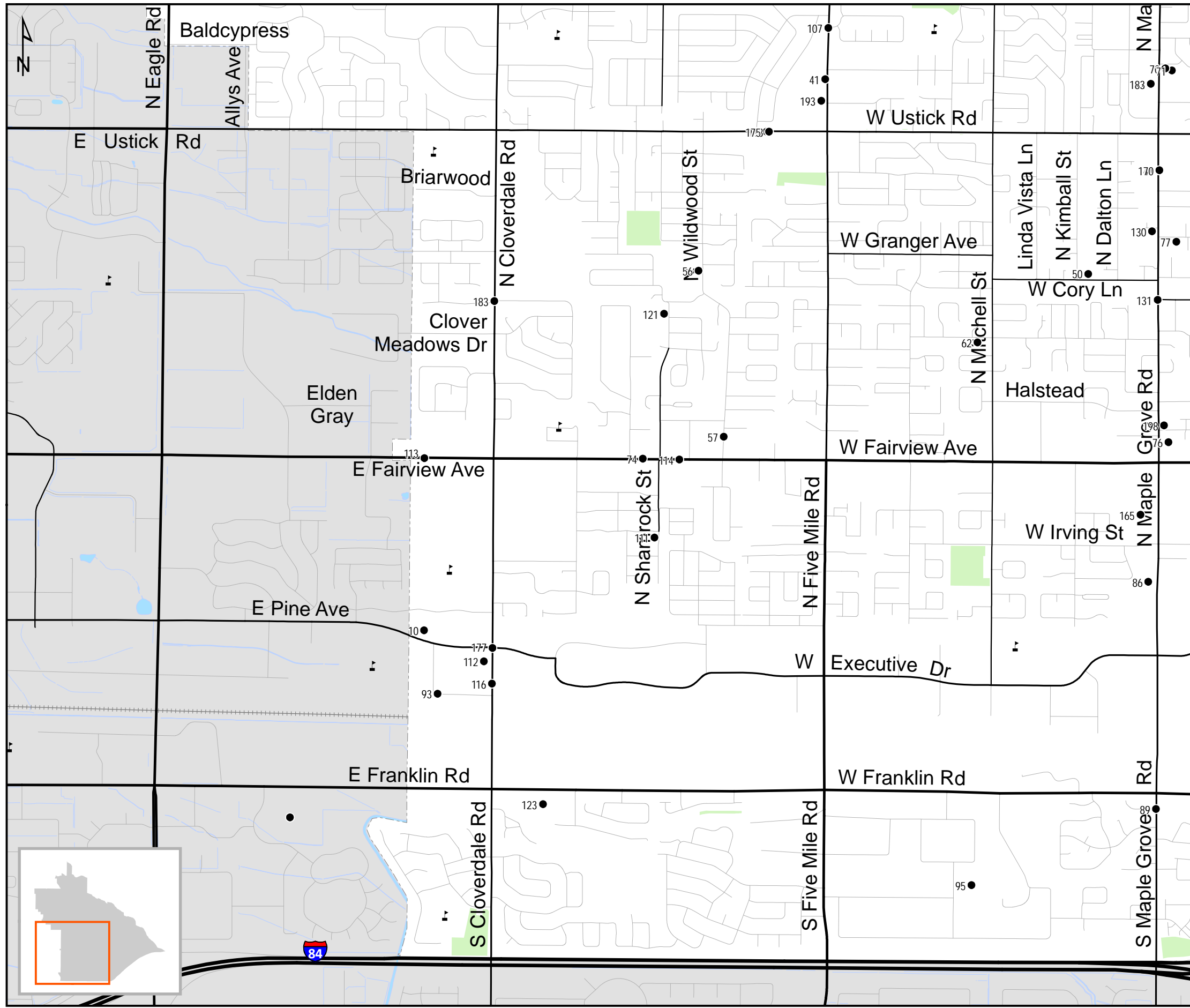
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- West Bench Planning Area
- 🏫 School
- 🌳 Park
- 💧 Water
- 🚶 Multi-Use Path
- 🛣 Interstate
- 🛣 Principal Arterial
- 🛣 Minor Arterial
- 🛣 Collector
- 🛣 Local/Alley/Parks/Ramp
- 🚂 Railroad

April 2013





Boise West Bench Pedestrian and Bicycle Plan
 Figure A4 - All Comments

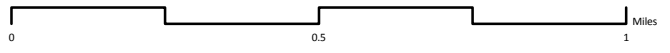


Legend

- Public Comment
- West Bench Planning Area
- 🏫 School
- Park
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- ++++ Railroad

April 2013



Appendix B

Plan and Policy Review

The Boise West Bench Bicycle and Pedestrian Plan builds on a variety of previous pedestrian and bicycle planning and policy efforts. These include regional, city, and neighborhood plans which have identified policy considerations and potential improvements that affect the West Bench area. While this plan takes the next step, focusing on specific improvements that have demonstrated strong public support through the plan's outreach phase, it is important to understand the planning and policy background that sets the stage for this plan's recommendations.

Regional and City Plans

Blueprint Boise (2011)

The West Bench Planning Area that provides the basis for this pedestrian and bicycle plan was identified as a planning subarea in the City of Boise's comprehensive plan. This plan, *Blueprint Boise*, sets out goals and policies related walking and biking that contributed to the development of this Plan. In particular, *Blueprint Boise* includes the following language on pedestrian and bicycle connectivity in the West Bench area:

- “Encourage greater connectivity of pedestrian walkways and bike paths between residential neighborhoods and major employment centers, public parks, plazas, and neighborhood commercial centers (i.e. Ustick Town Site).”

Several areas in the West Bench have been designated for redevelopment as mixed use districts, and several locations have been designated as Community or Neighborhood Activity Centers. Pedestrian and bicycle connectivity to and through these areas was considered in assembling the list of recommended projects in this Plan. Neighborhood Activity Centers envisioned in *Blueprint Boise* include:

- Cole/Ustick (existing branch library and retail centers)
- Five Mile/McMillan (existing churches and school)
- Cloverdale/McMillan (Centennial High School)
- Chinden/Eagle (existing retail destinations)
- Five Mile/Ustick (existing retail destinations)
- Five Mile/Franklin (existing industrial and potential redevelopment)

In addition, two locations in the West Bench area are designated Regional Activity Centers”:

- Chinden/Five Mile (Hewlett-Packard and other employers)
- Emerald/Milwaukee (Boise Towne Square Mall)

ACHD Pedestrian-Bicycle Transition Plan (2005)

This plan focuses on what is needed to bring roadways into compliance with the Americans with Disabilities Act (ADA). The ADA prohibits state and local governments from discriminating against people with disabilities by requiring public entities to make all programs, services, and activities accessible to persons with disabilities. Key components of this plan include:

- Creating an inventory and condition assessment of existing sidewalks and curb ramps
- Prioritizing pedestrian projects
- Creating a bikeway route map
- Creating a Local Design Guide for pedestrian facilities, including recommended changes to ACHD design standards

The inventory created in the Pedestrian-Bicycle Transition Plan was a key resource for the West Bench plan. It provided a comprehensive look at sidewalk gaps and deficiencies, setting the stage for prioritization based on further analysis and public input.

Ada County Highway District (ACHD) Complete Streets Policy Resolution (2009)

This policy directs that future street design in Ada County will be designed to safely accommodate the needs of all users: motorists, pedestrians, bicyclists, and transit riders of all ages. Elements to be considered for future roadway design include:

- appropriately sized travel lanes
- sidewalks
- bike lanes
- transit vehicles and facilities
- on-street parking
- median use for traffic flow, safety and pedestrian refuge
- adequate buffer areas for pedestrian safety, utility placement and landscaping
- general land use context

Ada County Ridge to Rivers (1993)

This plan is aimed at improving the pathway network in Ada County. Expanding the Boise River Greenbelt and other waterway paths, trails in the foothills and outlying areas, and on-street pathways are all goals of this plan to improve connections throughout Ada County. In particular, the plan highlights the importance of connecting the Greenbelt to urban on-street paths, creating a seamless connection that accommodates persons with disabilities, pedestrians, bicyclists, equestrians, and other non-motorized uses. In the West Bench area, the connection from the Northview Street bikeway to Orchard Street, connecting towards the Greenbelt and downtown, is highlighted as a key element of the plan.

Roadways to Bikeways (2009)

Roadways to Bikeways is ACHD's countywide bicycle master plan. It includes recommendations for policies and improvements throughout the County, including several improvements in the West Bench area that are included in this Plan. The recommendations are discussed further in the Existing Conditions section of this Plan.

The Roadways to Bikeways plan also includes design guidelines and other standards for bicycle facilities in Ada County. These guidelines and standards help inform the types of bicycle facilities that are appropriate for the West Bench area.

Neighborhood Plans and Projects

In addition to the larger regional and City planning efforts, some more localized plans have taken a more refined look at pedestrian and bicycle issues, particularly in the West Valley neighborhood association area. These plans acknowledge the importance of safe and comfortable pedestrian and bicycle facilities and crossing treatments.

West Valley Community Center Plan (2002)

This plan focuses on revitalizing the old town site of Ustick and the adjacent retail area near the Ustick/Five Mile intersection. The West Valley community center would include a variety of improvements near the Ustick Road/Five Mile intersection to better accommodate bicycle and pedestrian travel. Goals and objectives include:

- Improving pedestrian access to neighborhood businesses by completing sidewalks along Ustick Road and by making street sidewalk crossings safer for pedestrians.
- Encouraging the completion of Shamrock Avenue while maintaining the Original Ustick Town Site Plat intersecting street grid network and maintaining safe and convenient accommodation for pedestrian and bicyclists.
- Creating bikeways where appropriate to encourage alternate forms of transportation.

Ustick Concept Master Plan and Guiding Principles (1997)

This plan calls for pedestrian-friendly street corridors that include sidewalks, street trees, street fronting building entries, and other enhancements. The area is envisioned as a walkable neighborhood, providing access for children, the elderly, and adults who choose walking or biking as a travel option. Pedestrian crossings at transit stops on Ustick and Maple Grove are emphasized, with a recommendation of activated pedestrian crossing signals.

Ustick Road Concept Design Study (2010)

This project anticipates reconstruction of Ustick Road from Five Mile Road to Duane Drive. Features include two 11-foot wide vehicle lanes in each direction, 6.5 foot wide bicycle lanes, and planter strips and center lane medians along most of the corridor. Originally this plan proposed a traffic signal at either Shamrock Ave or Bryson Way, but those plans were deferred until further parallel improvements on Coverdale and Five Mile Roads were completed. The conduit for a potential signal will be installed with the Ustick road expansion project.