2019

Boise Whitewater + VMP Neighborhood

Bicycle & Pedestrian Plan

ACHD

Committed to Service

Adopted October 23, 2019

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

The purpose of the Whitewater + VMP Neighborhood Bicycle and Pedestrian Plan, subset of the North End Boise Neighborhood Plan, is to identify community priorities for future bicycle and pedestrian projects within the planning area.

Projects identified in this plan promote safe, effective, and convenient walking and biking facilities for residents and visitors.

Public Input	Recommended Improvements
Student Outreach Taft student concerns: 1. Lack of sidewalks 2. Increased driving speeds and traffic 3. Narrow bike lanes **Public Information Meetings** Top priority projects from the public: 1. Sidewalks along Taft Street 2. Low Stress Bikeway along Taft Street 3. Low Stress Bikeway along Bannock Street	**1.** Low Stress Bikeway along Taft Street **2.** Low Stress Bikeway along Bannock Street **3.** Sidewalks on south side of Taft Street **4.** Install Pedestrian Hybrid Beacon on State Street at Pleasanton Ave/21st **5.** State Street frontage bike lanes

Existing Conditions Review → Needs Analysis → Public Input → Recommended Improvements

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1. INTRODUCTION

Purpose

Ada County Highway District (ACHD) serves as the local highway jurisdiction for the cities and unincorporated areas within Ada County. In order to create effective pedestrian and bicycle plans, ACHD focuses on certain geographic areas/cities to meet specific community needs. The primary purpose of the Whitewater + Veterans Memorial Parkway (VMP) Neighborhood Bicycle and Pedestrian Plan (the 'Plan'), subset of the North End Boise Neighborhood Plan, is to identify community priorities for future bicycle and pedestrian projects within the planning area. Projects identified in this plan promote safe, effective, and convenient walking and biking facilities for residents and visitors.

Goals and Objectives

This Plan was developed with input from the community. Recommended improvements are designed to meet the following goals and objectives:

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

Planning Area

The Whitewater + VMP Neighborhood planning area, shown in **Figure 1-1**, is approximately 1.87 square-miles and it situated entirely within the City of Boise.

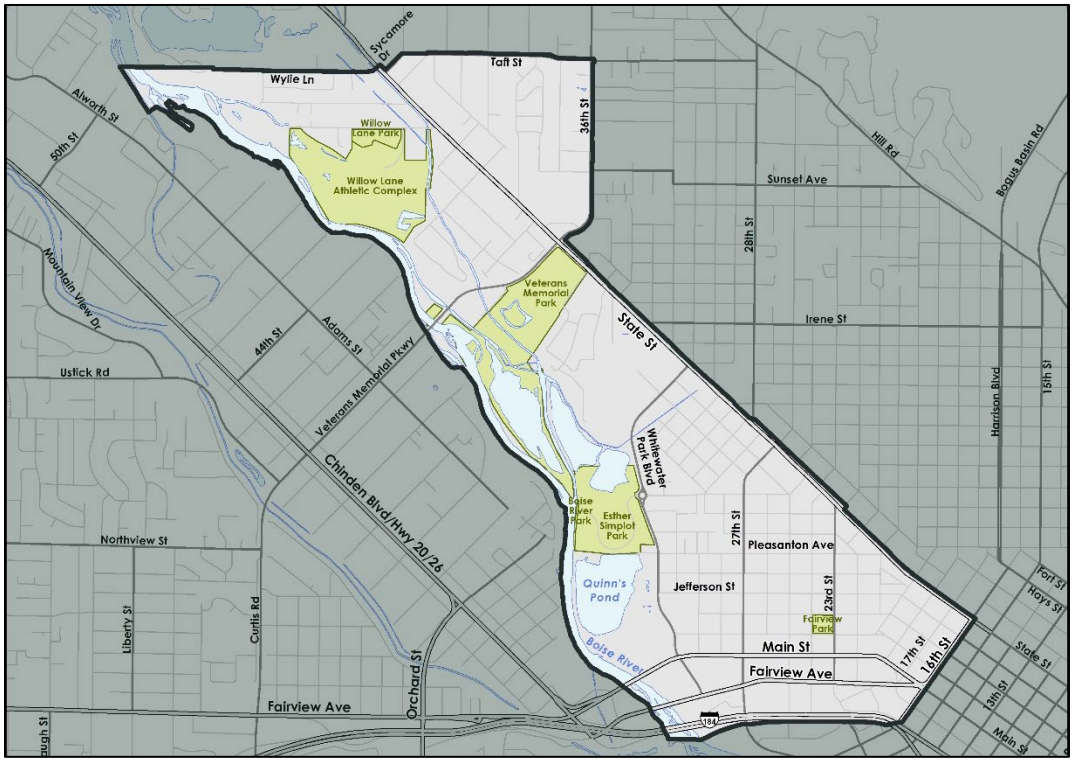


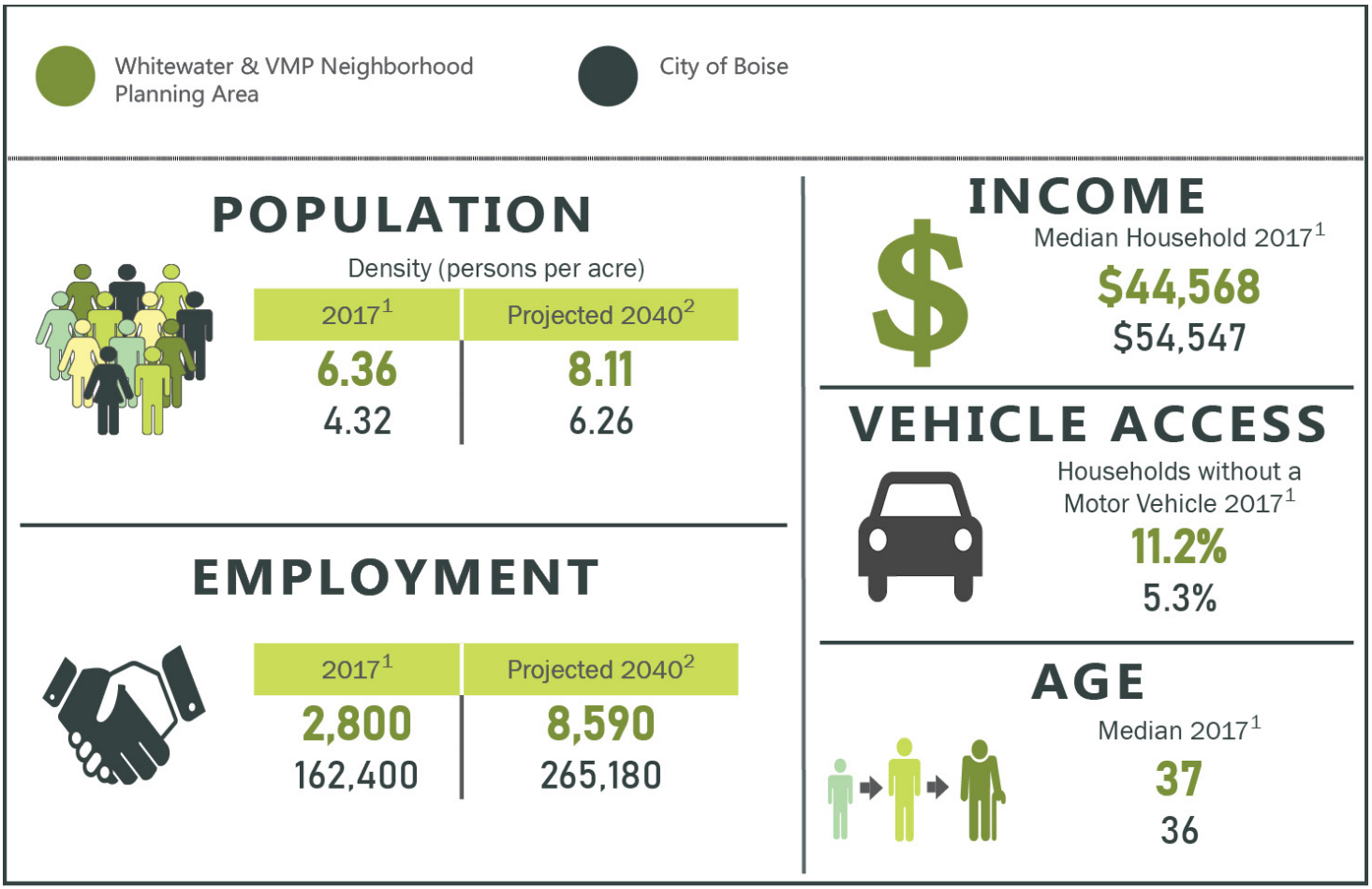
Figure 1-1. *Whitewater + VMP Neighborhood Bicycle & Pedestrian Planning Area*

2. DEMOGRAPHICS AND EXISTING CONDITIONS

Demographics

Relevant demographic information is shown in the Demographics Snapshot below. Current and projected population and employment projections are based on the U.S. Census and the Community Planning Association of Southwest Idaho (COMPASS). See Current Employment Density map, **Figure 2-1** in **Appendix A.**

Demographics Snapshot



[1] 2017: source: American Community Survey

[2] Data is approximate based on Community Planning Association (COMPASS) Traffic Analysis Zone (TAZ) locations, which do not precisely follow the planning area boundary

Existing Conditions

A list of existing plans and planned projects in the Whitewater + VMP Neighborhood planning area is included in **Appendix B**.

Bicycle Network

A summary of the existing and planned [Roadways to Bikeways Plan (R2B) and Integrated Five Year Work Program (IFYWP)] bicycle network identified in ACHD and COMPASS Geographic Information System (GIS) inventory data is shown in **Table 2-1** below and Figure 2-2 in **Appendix B**.

Bicycle & Pedestrian Facility Types

See Roadways to Bikeways Plan (2018 Addendum)

Table 2-1. Bicycle Network

Bicycle Facility Level	Bicycle Facility Description	Existing Miles	Additional Planned Miles (R2B & IFYWP)
LEVEL 1	*Low-Stress Bikeways/Bike Routes*	4.4	1.5
LEVEL 2	*Bike Lanes*	5.6	1.8
LEVEL 3	*Multi-use Pathways*	4.5	0.0
	Total	**14.5**	**3.3**

Pedestrian Network

A summary of the existing and planned (IFYWP) pedestrian network within the planning area identified in ACHD and COMPASS GIS inventory data is shown below in **Table 2-2,** and Figure 2-3 in **Appendix B.** The graphic below shows the facility gaps within the planning area. *Sidewalk miles needed for complete network assumes sidewalks on both sides of the street for all roadway types.

*Note: Sidewalks are not always required or necessary to extend along both sides of a roadway.

Sidewalk Gap Miles

Sidewalk Miles for Complete Network **64.00** — Existing Sidewalk Miles **37.3** = Sidewalk Gap Miles **26.7**

Table 2-2. Pedestrian Network

Roadway Type	Existing Roadway Centerline Miles	Sidewalk Miles Needed to Complete Network	Existing Sidewalk Miles	Sidewalk Gap Miles
Local	22.7	45.4	24.5	20.9
Collector	1.3	2.6	1.2	1.4
Minor Arterial	3.3	6.6	4.8	1.8
Arterial	4.7	9.4	6.8	2.6
Total	**32.0**	**64.0**	**37.3**	**26.7**

3. NEEDS ANALYSIS

This section identifies pedestrian and bicycle attractors, barriers, and, most importantly, public input. The public involvement comments received during this Plan's development provided many new ideas for improvements to the pedestrian and bicycle network within the planning area.

Bicycle and Pedestrian Attractors

Bicycle and pedestrian attractors that typically require consideration when identifying bicycle and pedestrian projects are listed below and identified in Figure 3-1 in **Appendix C**. This list in non-exhaustive.

Schools	Retail	Restaurants	Grocery	Public
Small World Preschool	Salvation Army	Viking Drive in	Albertson's	Boys & Girls Club
Answer Charter School	True Value	Burger N Brew	Jackson's Food Stores	ITD
Lowell Elementary	Stor-N-Lock	Flying Pie Pizzeria	Stinker Stores	Big Brothers & Big Sisters
St. Mary's School	Motovelo Electric Bikes	Westside Drive in		Bus Stops
Taft Elementary School		Corona Village		
Whittier Elementary School				

Anchors

The primary highly-visited locations/anchors that attract increased bicycle and pedestrian activity within the Whitewater + VMP Planning area include the Esther Simplot Whitewater Park, Veteran's Memorial Park, Boise River Greenbelt, and Willow Lane Athletic Complex.

Bicycle and Pedestrian Barriers

Bicycle and pedestrian barriers that require consideration when identifying bicycle and pedestrian projects are listed below and identified in Figure 3-2 in **Appendix C**.

High-traffic Roads	High-crash Locations	Rivers, Creeks, Canals
I-184	State Street	Boise River
State Street/Hwy 44	Main Street	Farmers Union Canal
Veterans Memorial Pkwy	Fairview Avenue	Boise Valley Canal
Main Street		Crane Creek
Fairview Avenue		

Crash Analysis

Reported crash locations within the last five (5) years (2013-2017) involving pedestrians and bicyclists were reviewed. Examining existing crash data and identifying historical safety patterns reveals locations where new facilities may have the most impact in preventing crashes from occurring in the future. According to crash records from the Idaho Transportation Department, 58 crashes involving bicyclists and pedestrians occurred in the planning area. Crash data showed two areas with the majority of crashes occurring along State Street and the Main Street and Fairview Avenue Couplet. Refer to Figure 3-2 in **Appendix C**.

Injury Types

- **Fatality** – death occurred within one month of crash
- **A Injury** (Serious Injuries) – incapacitating injury (unconscious, transported to hospital)
- **B Injury** (Visible Injuries) – visible signs of injury (cuts, broken bones)
- **C Injury** (Possible Injuries) – no visible signs of injury (whiplash, soreness)

State Street

Fatal	A Injury	B Injury	C Injury
2 / 1	5 / 2	3 / 6	2 / 8

29 Crashes

12 pedestrian, 17 bicycle

Main Street/Fairview Avenue

Fatal	A Injury	B Injury	C Injury
0 / 0	2 / 2	2 / 4	2 / 5

17 Crashes

6 pedestrian, 11 bicycle

All Other Locations

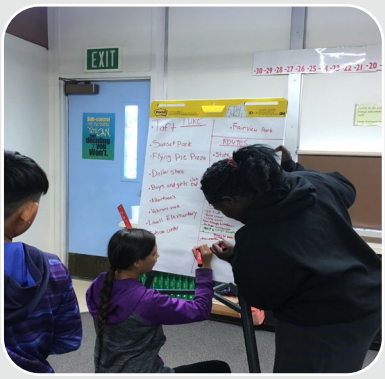
Fatal	A Injury	B Injury	C Injury
0 / 0	2 / 2	2 / 4	0 / 2

12 Crashes

4 pedestrian, 8 bicycle

Public Input

The graphic below represents the public input process and associated outcomes. Refer to Public Involvement Summary in **Appendix C**.



Student Outreach

What makes it difficult to walk and bike in the VMP+Whitewater area?

1. Lack of sidewalks
2. Increased driving speeds and traffic
3. Narrow bike lanes
4. Lack of lighting throughout the neighborhood

Webmap Survey/Open House

603 Comments

1. Install more crossings at neighborhood intersections
2. Fill in sidewalks gaps
3. Increase the number of bicycle facilities throughout the area (Bannock St., State St., Taft St.)

Pop-Up Meeting

Project Prioritization

1. Low Stress Bikeway along Taft Street
2. Low Stress Bikeway along Bannock Street
3. Sidewalks on south side of Taft Street

4. RECOMMENDED PROJECTS

Bicycle and Pedestrian Projects

The recommended bicycle and pedestrian projects are based on the prioritization criteria provided in ACHD's Integrated Five-Year Work Plan (IFYWP), Roadways to Bikeways Plan (2018 Addendum) and input gathered from the public.

Project numbers in Table 4-1 correspond with the recommended projects shown in Figure 4-1. Recommended Projects in Table 4-1 include information to assist ACHD, the City of Boise, and community residents when evaluating and prioritizing projects. The final treatment (i.e. striping, sharrows, wayfinding signs, etc.) for each project will be reviewed by ACHD as part of the annual project scoping process. Refer to Figure 4-1: Recommended Projects Map in **Appendix D**.

Bicycle Projects

Bicycle projects were ranked using the listed criterion in the Roadways to Bikeways Plan (2018 Addendum). The projects are ranked High, Medium or Low based on their numerical score. Each project is given a number value based on Regional Low-Stress Bikeway Network Build-Out ability, Connectivity to a Regional Low-Stress Bikeway Network, Distance to a School, Distance to Civic Facilities/Transit/ Commercial Destinations and Demographic Data.

Bicycle project treatment types were determined based on the ACHD Bicycle Facility Definitions from the Roadways to Bikeways Plan (2018 Addendum).

Pedestrian Projects

Pedestrian projects were ranked using the listed criterion for the Community Programs section of ACHD's IFYWP. The projects are ranked High, Medium or Low based on their numerical score. Each project is given a number value based on Average Daily Traffic, Distance to School, Existing Pedestrian Facilities, Americans with Disabilities Act Attributes, Distance to Civic Facilities/Transit/Commercial Destinations, and Demographic Data.

Crossing projects were ranked using the listed criterion for the Community Programs section of ACHD's IFYWP. The projects are ranked High, Medium or Low based on their numerical score. Each project is given a number value based on Average Daily Traffic, Distance to School, Crossing Distance, Speed Limits, Distance to Civic Facilities/Transit/Commercial Destinations, and Demographic Data.

Prioritization criteria, along with examples of project types are included in **Appendix D**.

Table 4-1. Recommended Projects

Project ID	Project Type	Project Name	Description	Priority
BIKE TREATMENT				
B1	Level 1: Low-Stress Bikeway	Taft St, Sycamore St/Woody Dr	Improve low-stress bike route from Sycamore St to 36th St	High
B2	Level 1: Low-Stress Bikeway	Bannock St. Bike Lane, 29th St/16th St	Improve low-stress bike route along Bannock in both directions.	High
B3	Level 1: Low-Stress Bikeway	State St Frontage Bikeway, 23rd St/27th St	Sharrows and way finding on the frontage road north of State St. This would provide connectivity from the currently planned bike lanes on the State St north of 27th St and existing bike lanes on 23rd St south of State St	High
B4	Level 2: Bike Lane	16th St, Fairview Ave/Main St	Improve bike lane connectivity along 16th St at the intersection of Fairview Ave/Main St	Low
B5	Level 1: Low-Stress Bikeway	29th St, Main St/Pleasanton Ave	Provide low-stress bikeway facilities and way finding along 29th St from Main St to Pleasanton Ave as an alternative to 27th St.	Low
B6	Level 1: Low-Stress Bikeway	21st St, Bannock St/Pleasanton Ave	Provide low-stress bikeway facilities and way finding along 21st St from Bannock St to Pleasanton Ave as an alternative to 23rd St.	Low
B7	Level 1: Low-Stress Bikeway	18th St, State St/Bannock St	Improve low-stress bike route from State St to Bannock St	Low
B8	Level 1: Low-Stress Bikeway	Pleasanton Ave, Whitewater Park Blvd/State St	Provide low-stress bikeway facilities and way findings along Pleasanton from Whitewater Park Blvd to State St	Low
SHARED USE PATHWAY				
P1	Shared-Use Path	Willow Lane Connection	Shared-use path from Willow Lane Athletic Complex entrance to the Greenbelt. City of Boise project.	Medium
P2	Shared-Use Path	Symposium Greenbelt Access	Shared-use path from the Greenbelt to 27th St, along Fletcher St. City of Boise project.	Low
P3	Shared-Use Path	Veterans Memorial Parkway, Glendale St to Greenbelt	Shared-use path on the northwest side of Veterans Memorial Parkway from Glendale St to the Greenbelt.Joint project with the City of Boise.	Low
SIDEWALKS				
S1	Sidewalks	Taft St, Sycamore St/36th St	Sidewalks on south side of Taft St. Complete connection between State St and 36th St. Developing a concept study is recommended for this project.	High
S2	Sidewalks	Pleasanton Ave, 27th St/26th St	Sidewalk on south side of Pleasanton Ave. Evaluate for both sides.	Medium
S3	Sidewalks	Glendale St, Veterans Memorial Pkwy/ Mercer St	Sidewalk on north side of Glendale. Connects existing sidewalk on Mercer to new PHB on VMP	Low
S4	Sidewalks	Mercer St, Glendale St/Alameda St	Sidewalk on east side of Mercer St. Completes sidewalk from State St to Glendale St	Medium
S5	Sidewalks	Stewart St, 27th St/25th St.	Sidewalk on Stewart St, connect sidewalk on both sides of Stewart St. from 25th St to 27th St.	Low
S6	Sidewalks	Clover Dr, State St/Yates St	Sidewalk on the north side of Clover Dr from State St to Yates St.	Low
CROSSINGS				
C1	Marked Crossing	Whitewater Park Blvd and Pleasanton Ave	Provide safe /visible crossing on east side of Whitewater Park Blvd across Pleasanton Ave.	High
C2	Marked Crossing	Bannock St and 23rd St	Improve crossing at Bannock St to provide safe crossing of 23rd St on east side of intersection in existing parking area to improve visibility. Further analysis is recommended.	High
C3	Marked Crossing	Jefferson St and 23rd St	Improve crossing at Jefferson St to provide safe crossing of 23rd St on east side of intersection in existing parking area to improve visibility. Further analysis is recommended.	Medium
C4	Marked Crossing	Pleasanton Ave and 23rd St	Improve crossing at the south side of Pleasanton Ave to provide safe crossing at 23rd St and on east side of intersectionin existing parking area to improve visibility. Further analysis is recommended.	Medium
C5	PHB	State Street and 21st St	Install Pedestrian Hybrid Beacon on State St at Pleasanton Ave/21st St intersection. (West Side Drive-In)	High
C6	Enhanced Crossing	Bannock St and 16th St	Install traffic signal at 16th St and Bannock St	Medium
C7	RRFB / Marked Crossing	Fairview Ave/Main St and 16th St	Install marking crossing at the west side of the intersection and ADA ped. facilities in the splitter island. Include RRFB across Main St free running right turn.Improve bike connectivity in this intersection.	Medium
C8	PHB / Traffic Signal	Fairview Ave and 25th St	Enhanced crossing on Fairview Ave at 25th St intersection. Nearest crossings are at 27th and 23rd	Medium
C9	Enhanced Crossing	State St and 23rd St	Improve crossing for bicycle access to Frontage Rd from State St and 23rd St traffic signal.	Low

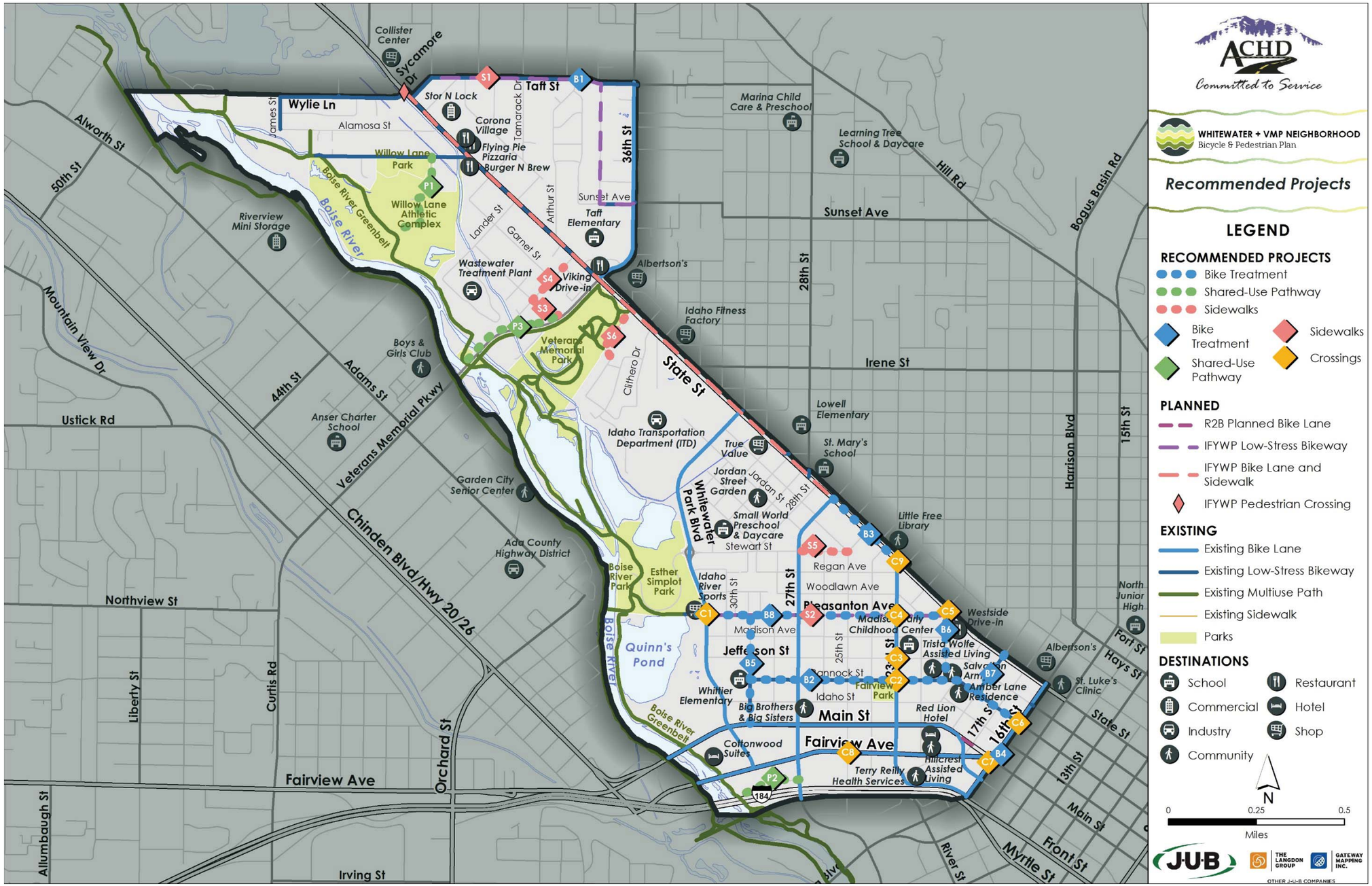


Figure 4-1. Recommended Projects