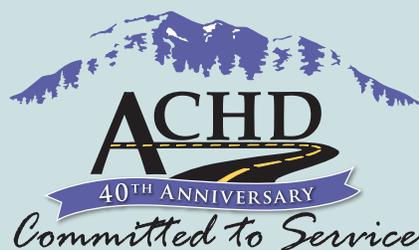


ADA COUNTY HIGHWAY DISTRICT

BOISE CENTRAL BENCH NEIGHBORHOOD PEDESTRIAN AND BICYCLE PLAN

Boise, Idaho

Adopted October 24, 2012



Boise Central Bench Neighborhood Pedestrian and Bicycle Plan

September 2012

This plan was a collaborative effort between the Ada County Highway District and the City of Boise with assistance from Kittelson & Associates, Inc. We would particularly like to recognize the valuable input received by the following neighborhoods in the creation of their plan:

- *Central Rim Neighborhood*
- *Morris Hill Neighborhood*
- *Borah Neighborhood*
- *Central Bench Neighborhood*
- *Hillcrest Neighborhood*
- *Depot Bench Neighborhood*
- *Vista Neighborhood*
- *Sunrise Rim Neighborhood*



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1. INTRODUCTION

The Boise Central Bench Neighborhood Pedestrian and Bicycle Plan guides the future development and enhancement of pedestrian and bicycle facilities within the neighborhood, and intends to make walking and biking safe, effective, and convenient forms of transportation for residents of and visitors to this area.

This Plan was developed with extensive input from neighborhood residents and provides a guide for meeting ACHD's and the City of Boise's goal for neighborhoods to be pleasant and safe places to walk and bike.

To achieve this goal, the plan's recommendations are designed to meet the following objectives:

- People can conveniently walk or bike to their destinations
- People feel safe walking and biking
- Facilities are provided for people from all age groups
- People with disabilities are more easily mobile
- Visitors are attracted to the enhanced walking and bicycling environment

The Plan contains specific and implementable recommendations for new pedestrian and bicycle facilities throughout the planning area to meet these objectives. All of the recommendations and outcomes from this Plan should be implemented in accordance with ACHD's Complete Streets Policy (Resolution Number 895), which is summarized by the following guiding principle:

“Streets, bridges, and transit stops within Ada County should be designed, constructed, operated, and maintained so that pedestrians, bicyclists, transit riders, motorists, and people of all ages and abilities can travel safely and independently.”



PLANNING AREA

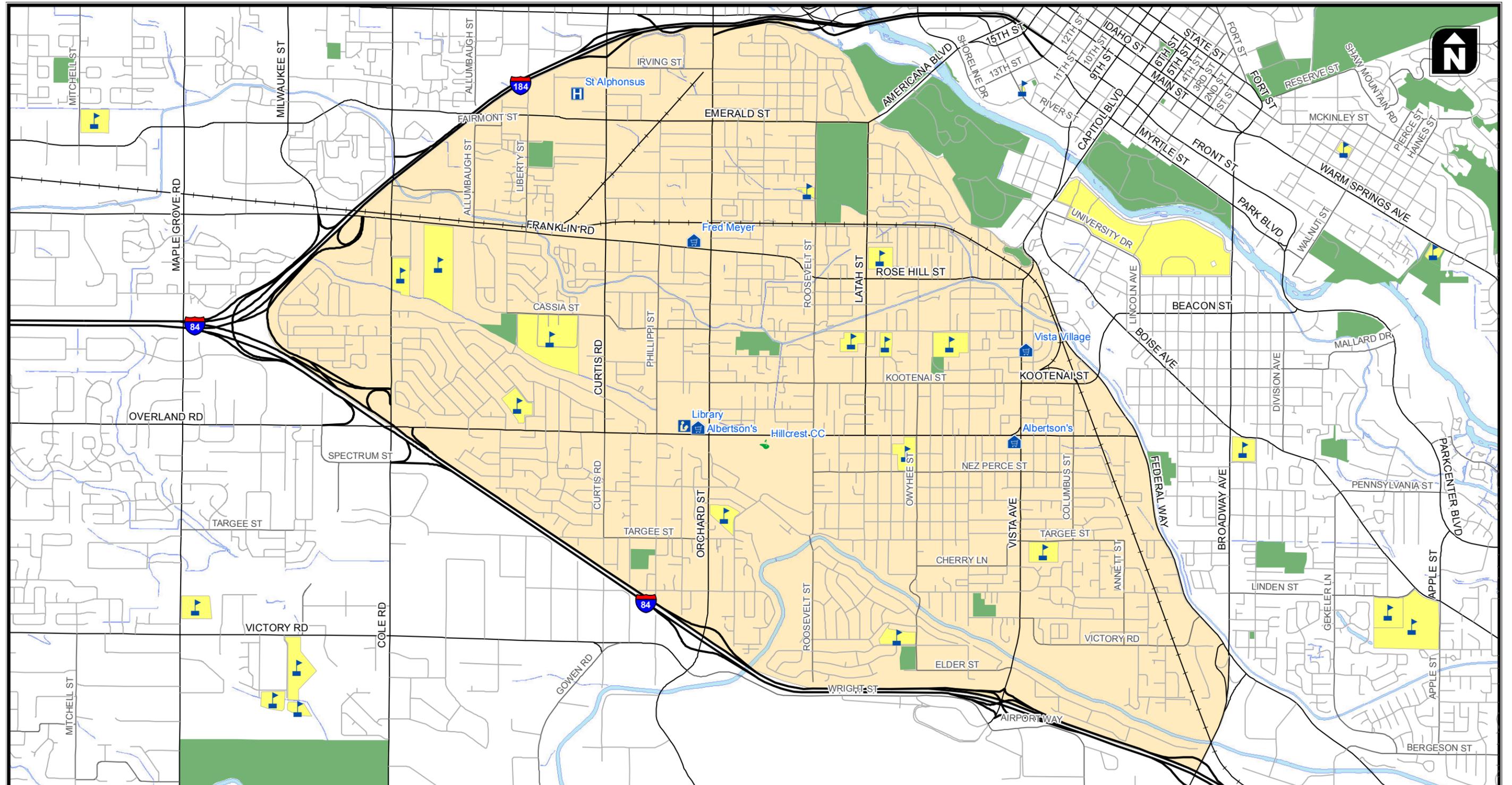
The specific area of focus in this Plan is identified in the Boise Comprehensive Plan as the Central Bench Planning Area and is shown in Figure 1. This planning area consists of several different neighborhoods as defined by the City of Boise, including Central Rim, Depot Bench, Vista, Sunrise Rim, Borah, Central Bench, Hillcrest and Morris Hill neighborhood associations. The boundaries of these neighborhood associations are shown in Figure 2.

This area has several mature neighborhoods that are characterized by large trees, diverse housing types, and commercial streets. Various schools and parks are located throughout the planning area along with multiple bus routes and other civic facilities. Area residents are engaged in how the area develops and changes over time, which is evident by the eight official neighborhood organizations that are active on the Central Bench.



One of the primary reasons this area was chosen for the neighborhood planning process is the fact that many of the mature neighborhoods and commercial streets in the Central Bench were developed some time ago without sidewalk and bicycle facilities. Both the City of Boise and ACHD recognize the need to provide a more connected full service transportation network in this area.





Legend

-  Schools
-  Parks
-  Central Bench Study Area

**BOISE CENTRAL BENCH
PLANNING AREA
BOISE, IDAHO**

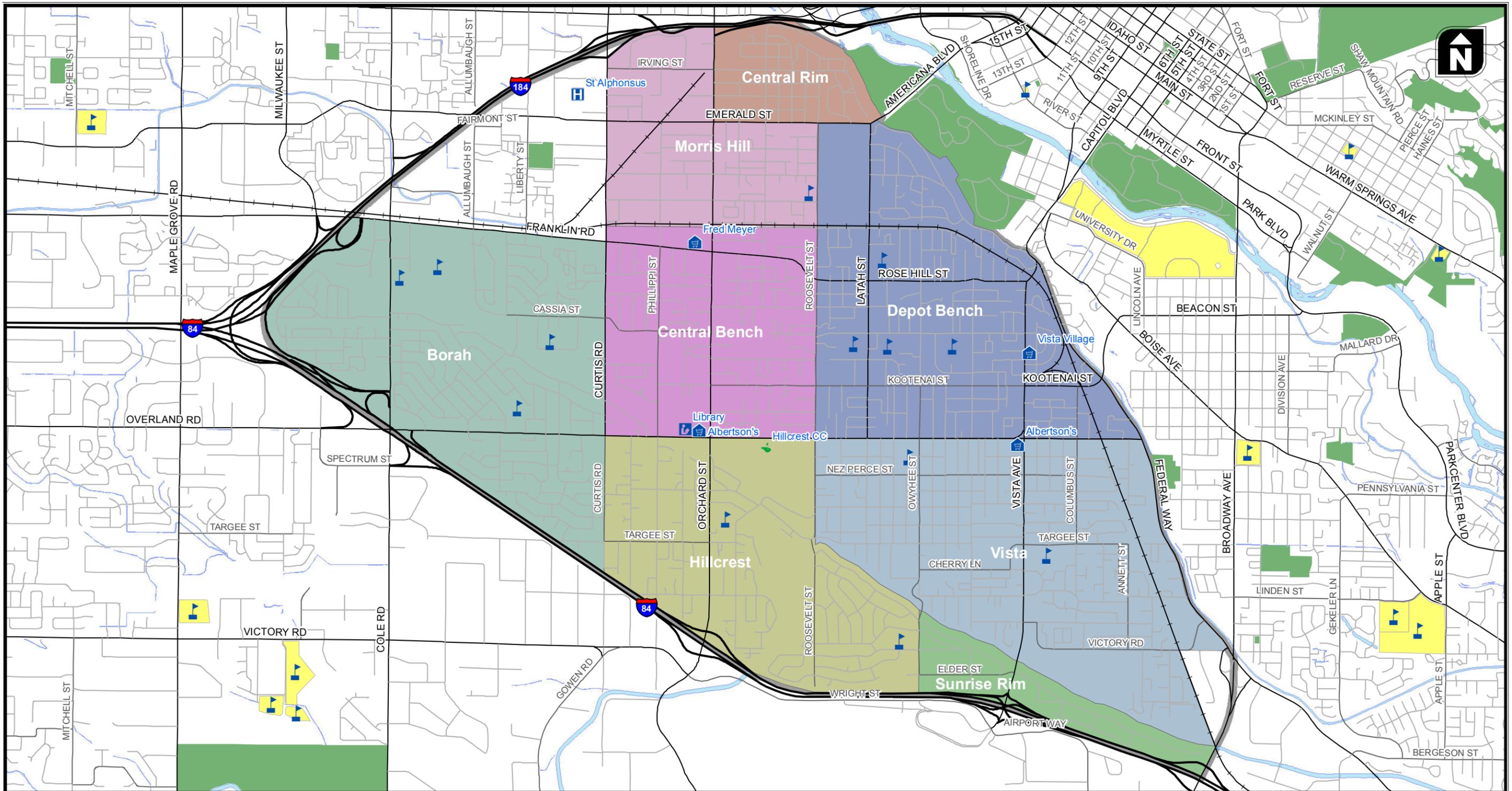


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**Figure
1**



Legend

-  Schools
-  Parks
-  Central Bench Study Area

**NEIGHBORHOOD ASSOCIATIONS
BOISE CENTRAL BENCH AREA**



**Figure
2**

HOW CITIZENS CAN USE THIS PLAN

Citizens of the Central Bench can use this Plan to ensure that pedestrian and bicycle needs are properly identified. The Plan can be used as a resource to educate residents about the existing network, provide predictability on the timing and location of new investments, and promote a common understanding of the multitude of needs and the competing priorities for implementation.

HOW ACHD AND THE CITY USE THIS PLAN

ACHD and the City of Boise can use this Plan as a resource and guide to implement improvements in the Central Bench area that will make walking and biking safer and more accessible. The Plan’s uses may include:

- Aiding in prioritization of projects
- Identification of areas where further neighborhood input is necessary
- Identification of funding sources and partnerships
- Recommendation of changes to policies or programs
- Clarification of broader plans

BENEFITS OF WALKING AND BIKING

Walking and biking are important aspects of a diverse transportation network. ACHD and the City of Boise are dedicated to providing transportation choices to the residents of this area. When people choose to walk and bike there are many personal and community benefits that can be realized.

Traffic and Air Quality

Each time a driver chooses to walk or bike, one car is removed from the road. The destinations and residential density already exists, only the infrastructure improvements for walking and bicycling are missing. As the Central Bench becomes more inviting to pedestrians and bicyclists, 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 that the impacts of automobiles on public health extend far beyond asthma and other respiratory conditions caused by air pollution. There is a much deeper understanding of the connection 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.

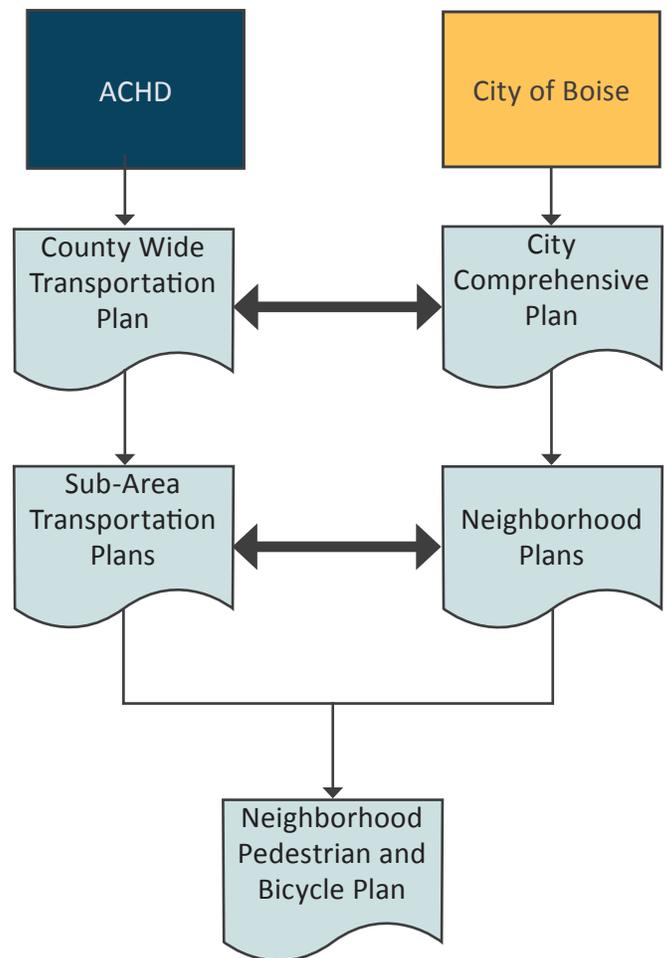
Sense of Community

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

2. PLAN AND POLICY REVIEW

Many other plans and policies influence decisions related to pedestrian and bicycle issues in the Central Bench area. These other plans contain many of the goals and objectives that helped build the foundation for this neighborhood Plan. This Plan is intended to enhance or build upon these previous plans and provide more specificity and neighborhood focus where possible. Most importantly this Plan intends to identify improvements that the residents of this area view as important. Figure 3 illustrates how this Plan fits into the broader planning context of ACHD and City of Boise.

Figure 3. ACHD and City of Boise Plan Relationships.



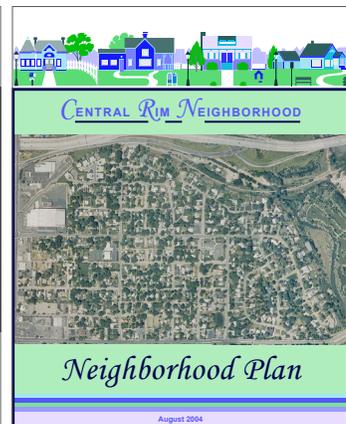
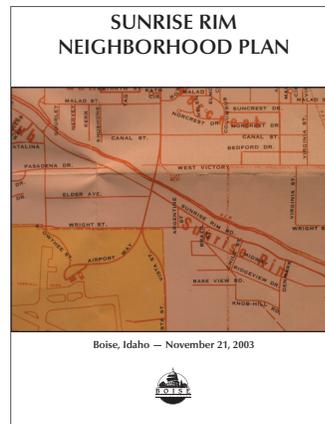
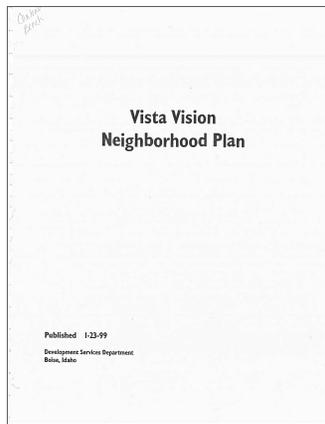
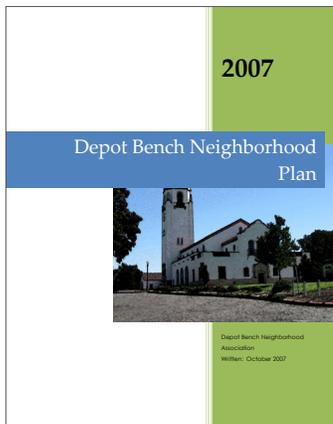
NEIGHBORHOOD PLANS

Several of the existing neighborhood associations in this area have adopted neighborhood plans that reference bicycle and pedestrian issues. Four of the eight official neighborhood associations located in the study area have adopted neighborhood plans: Depot Bench, Vista, Sunrise Rim, and Central Rim.

The various neighborhood plans described in Table 1 contain several goals, objectives, and action items related to pedestrian and bicycle connectivity. All of the plans recognize the disconnected sidewalk network within the planning area. The plans call for complete curbs, gutters, and sidewalks in general and at specific locations. The plans also discuss alternative routes to major streets for pedestrian and bicycle traffic. All of these goals and policies appear to be consistent with this current neighborhood planning effort.

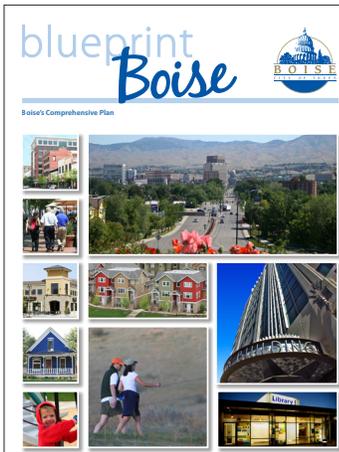
Table 1. Neighborhood Association Plans' Goals and Policies.

Depot Bench Neighborhood Plan October 2007	Vista Vision Neighborhood Plan January 1999	Sunrise Rim Neighborhood Plan March 2004	Central Rim Neighborhood Plan August 2004
Remedy the disconnected sidewalk network within the neighborhood.	Create and maintain a well balanced multi-modal transportation network.	Need pedestrian connectivity along Sunrise Rim Road.	Complete curbs, gutters, and sidewalks as necessary for school children and the safety of all pedestrians.
Develop an action plan to fill gaps in the pedestrian and bicycle networks.	Through the use of traffic calming strategies and other programs at select neighborhood sites, control vehicular traffic in order to preserve neighborhoods.	Apply for City grants or ACHD funding to complete sidewalks within the neighborhood.	Identify alternative routes to major streets for pedestrian and bicycle traffic
Partner with the City of Boise and ACHD to bring about the construction of sidewalks and bike facilities in this area.	Areas of concern identified in the plan include railroad crossings near the Federal Way and Victory Road intersection.	The plan recommends care for mature trees and consideration of above ground utilities and irrigation.	Ensure that the Greenbelt access on the north end of Garden Street remains viable and connected to the overall pathway network within the City of Boise.



OTHER PLANS

Blueprint Boise (Adopted November 2011)



The Central Bench Planning area is defined in the City of Boise's comprehensive plan Blueprint Boise and coincides directly with the study area for this neighborhood pedestrian and bicycle plan. The goals and policies described for this area in Blueprint Boise contributed to the development of this Plan. Connectivity is one of the main focal points of Blueprint Boise and the vision of a

connected Central Bench is described in the following language taken from Blueprint Boise:

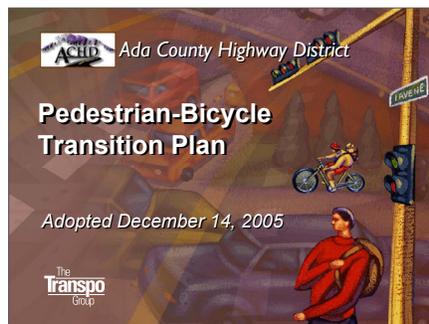
“Continue to identify and implement targeted improvements to sidewalk, bike lanes, curb and gutter, street lights, and other infrastructure in existing areas and as infill and redevelopment occur particularly along the Overland Road, Emerald, and Orchard Street corridors.”

Blueprint Boise also recognizes the importance of the Greenbelt as a potential recreational and transportation option through this area. Trails along canals and Greenbelt expansion to the Boise Towne Square mall are identified as potential projects to pursue and develop. The goals and policies from Blueprint Boise support this current neighborhood Plan.

Pedestrian-Bicycle Transition Plan (Adopted December 2005)

The Pedestrian Bicycle Transition Plan (PBTP) is intended to provide a comprehensive program to enhance the Ada County urban area pedestrian and bicycle system. This effort was initiated by ACHD, with a primary emphasis on addressing federal pedestrian planning guidelines and the regulatory requirements of the Americans with Disabilities Act (ADA), enacted on July 26, 1990.

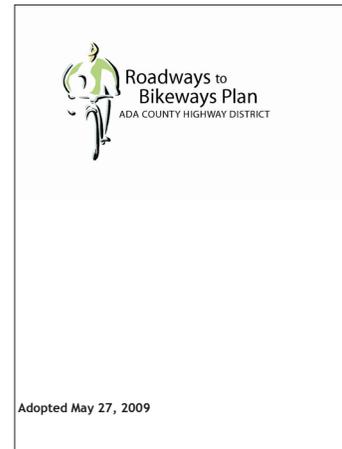
In 2004-2005 more than 2,800 miles of existing and missing sidewalks and 19,300 street corners (with 15,500 curb ramps) were inventoried and assessed as part of ACHD's self-evaluation. Documenting the location, type, and condition of sidewalks and curb ramps is an important step in the pedestrian planning effort. A full inventory



of missing sidewalks helps identify the critical system “gaps” to fill.

This inventory was the starting point and primary data source for the sidewalk gaps that were identified in the Central Bench planning area. The PBTP also represents ACHD's commitment to improve the pedestrian and bicycle network across Ada County.

Roadways to Bikeways (Adopted May 2009)

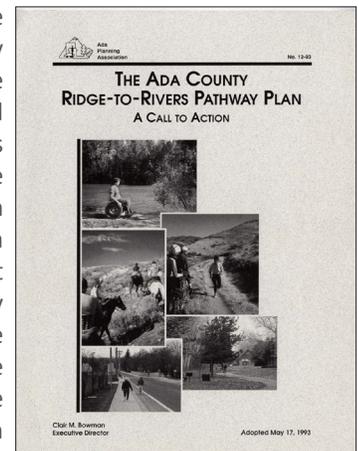


Roadways to Bikeways is ACHD's countywide bicycle master plan. The plan contains recommendations for bicycle mobility infrastructure and policies across the county, including the Central Bench. As a countywide plan it does not contain the level of detail that a neighborhood plan would, but it is an excellent resource and starting point for existing and proposed bicycle facilities.

The plan makes recommendations for bike lanes and signed shared roadways (bike routes) on several corridors in the Central Bench area. These recommendations are discussed in more detail in the Existing Conditions section of this plan. Roadways to Bikeways also contains design guidelines and other standards for bicycle facilities in Ada County. These standards helped to formulate recommended facilities that could be implemented in the Central Bench area.

Ridge-to-Rivers (Adopted May 1993)

Upon adoption in 1993, the Ridge-to-Rivers Pathway Plan clearly recognized the need for non-motorized transportation options across Ada County. The primary goals of the plan centered on creating a comprehensive on-street and off-street pathway network connecting the entire county. The spine of this system is the Boise River Greenbelt. The plan recognizes the need to connect



the Greenbelt to the on street pathway network at key locations. One of those connections is located in the Central Bench planning area at the northern terminus of Garden Street. Ridge-to-Rivers is a long-standing planning document that supports all of the current efforts in Ada County to expand pedestrian and bicycle connectivity. Current efforts by ACHD and its partners are direct implementation steps from the Ridge-to-Rivers Pathway Plan.

3. EXISTING CONDITIONS AND DEMOGRAPHICS

The most basic elements of the pedestrian and bicycle network are sidewalks, bike lanes, bike routes, and shared-use paths. Sidewalks provide a space for pedestrian activity separated from motor vehicle traffic. Bike lanes provide a designated area exclusively for cyclists who wish to avoid conflicts with motorists sharing the roadway and pedestrians using sidewalks or shared-use paths. Bike routes provide indication to cyclists where low-speed and low-volume roads are that they may feel comfortable sharing with motor vehicle traffic and alert motorists to the likely presence of bicyclists in the roadway and remind them to share the road. Shared-use paths (e.g., the Greenbelt) are off-street pathways that serve both bicyclists and pedestrians. Constructing sidewalks, improved crossings, and designated bike facilities within the Central Bench study area reduces the potential for bicycle and pedestrian conflicts with motorized vehicles and increases safety for all modes of travel.

SIDEWALK NETWORK

ACHD maintains the inventory of sidewalks in a GIS database that allows the sidewalk network to be mapped, analyzed and updated as new facilities are constructed. According to this inventory, there are currently about 132 linear miles of sidewalk within the Central Bench study area. ACHD maintains approximately 161 centerline miles of public roadway in the study area. Of these 161 miles, approximately 91 miles have sidewalk on at least one side. This translates to about 43% of public roadways having no existing sidewalks at all.

Figure 4 shows existing and previously planned (i.e., projects in the current Five-Year Work Plan) sidewalks within the study area. As shown, the network within the study area contains some existing pedestrian infrastructure improvements but many gaps are present.

BICYCLE FACILITIES AND SHARED-USE PATHWAYS

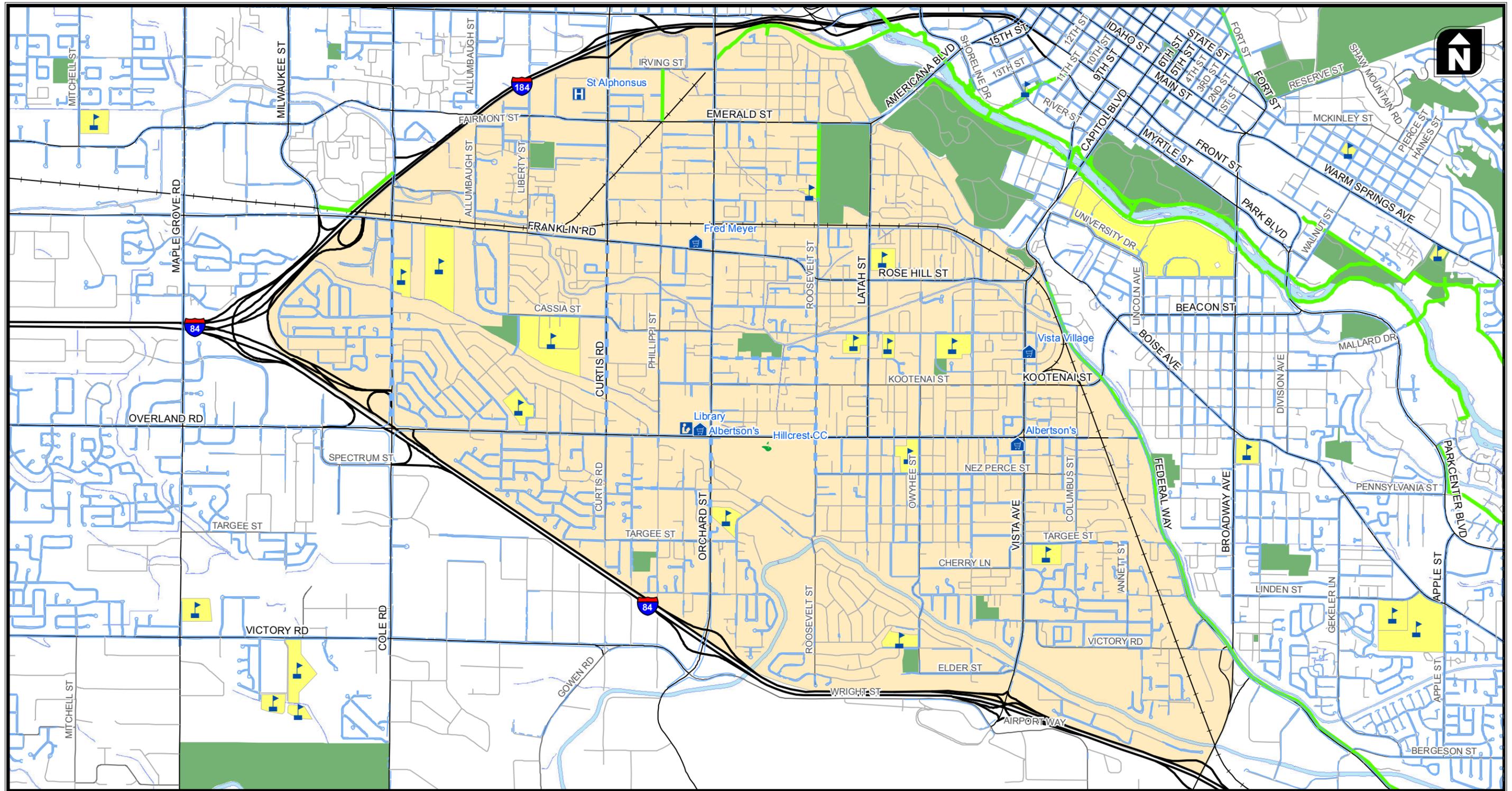
Figure 5 displays the existing and previously planned (i.e., projects in the Five-Year Work Plan or Roadways to Bike-ways) bike facilities within the study area. There are approximately 9.6 miles of designated bicycle lanes and 8.8 miles of signed bike routes within the Central Bench study area. In addition to these on-street bicycle facilities, there are several shared-use pathways that border and connect the Central Bench study area to the overall roadway network. These pathways include the Boise River Greenbelt and Garden Street pathway, which are maintained by the City of Boise, and the paths along Federal Way and Philippi Street, which are maintained by ACHD. These connections provide important off-street routes and are vital to the functionality of the overall network. Figure 5 also shows these pathways.

Bicycle Counts

Over the last several years, ACHD, in coordination with community volunteers, has performed bicycle counts across the county. Several of the count locations fall within the Central Bench study area. Figure 6 shows weekday PM peak two-hour bicycle counts within the study area. These counts are generally taken in May or September over two-hour intervals on a weekday and are used to monitor levels of cycling activity at specific locations. The highest count location in the Central Bench is the Americana/Emerald/Latah intersection, which consistently sees over 100 bicyclists on weekday afternoons during the two hour count time period. Other areas of notable activity include the Emerald/Latah, Rose Hill/Latah, and Vista/Overland intersections and the Garden Street connection to the Greenbelt. Table 2 provides a summary of all of the weekday PM peak two-hour bicycle counts within the study area.

Table 2. Central Bench Area Weekday PM Peak Two-hour Bicycle Counts.

Location	September 2010	September 2011	May/June 2012
Americana/Latah/Emerald	130	N/A	156
Cassia/Curtis	45	27	N/A
Emerald/Roosevelt	70	N/A	64
Kootenai/Latah	44	N/A	N/A
Rose Hill/Roosevelt	54	N/A	N/A
Vista/Overland	42	N/A	51
Irving/Garden	N/A	57	N/A



Legend

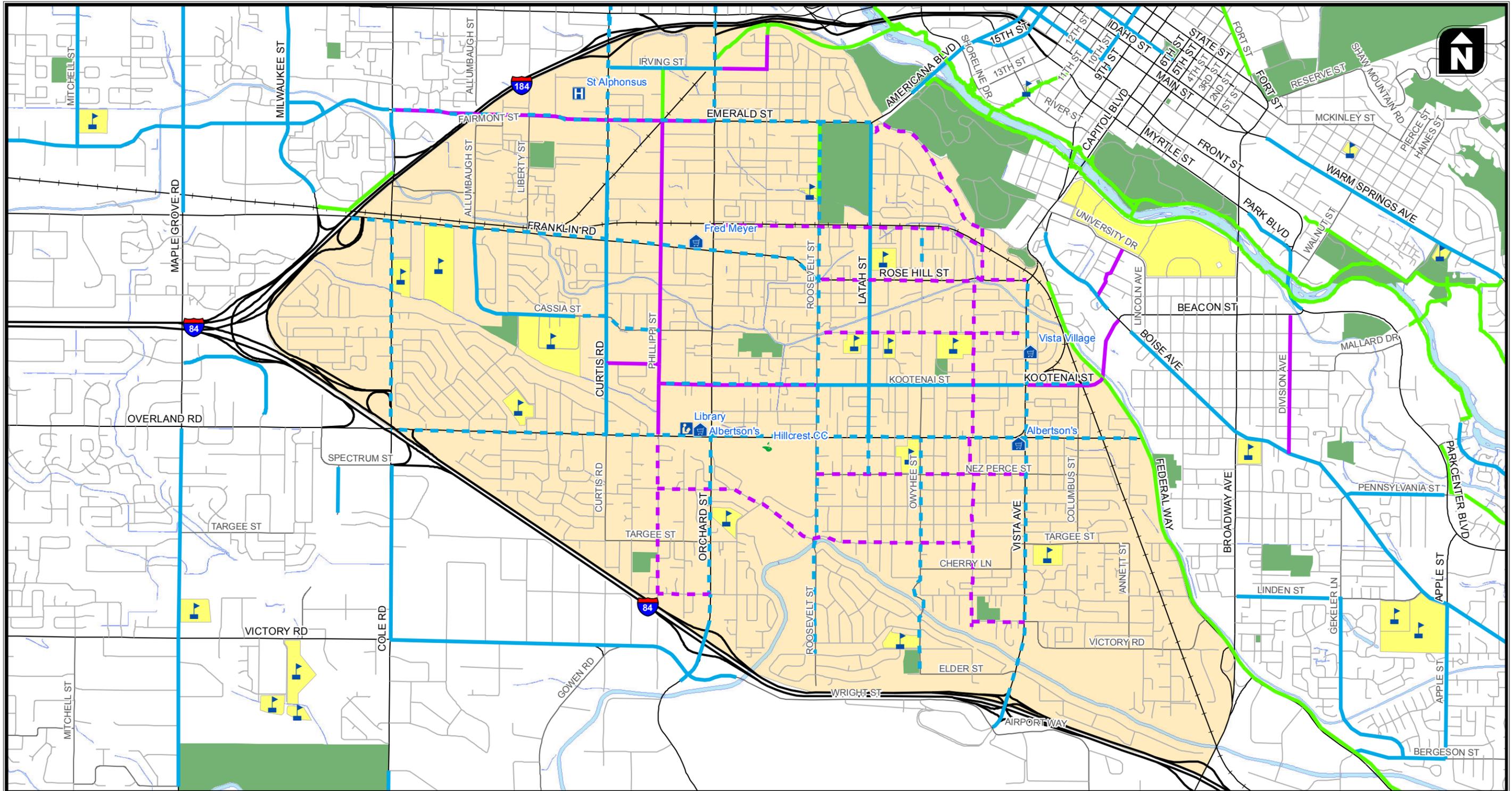
- Existing Sidewalk
- Existing Multi-Use Path
- (Dashed Line Indicates Planned Facility in FYWP)
- Parks
- Schools
- Central Bench Study Area

**EXISTING AND PLANNED
PEDESTRIAN NETWORK
BOISE CENTRAL BENCH AREA**


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**Figure
4**



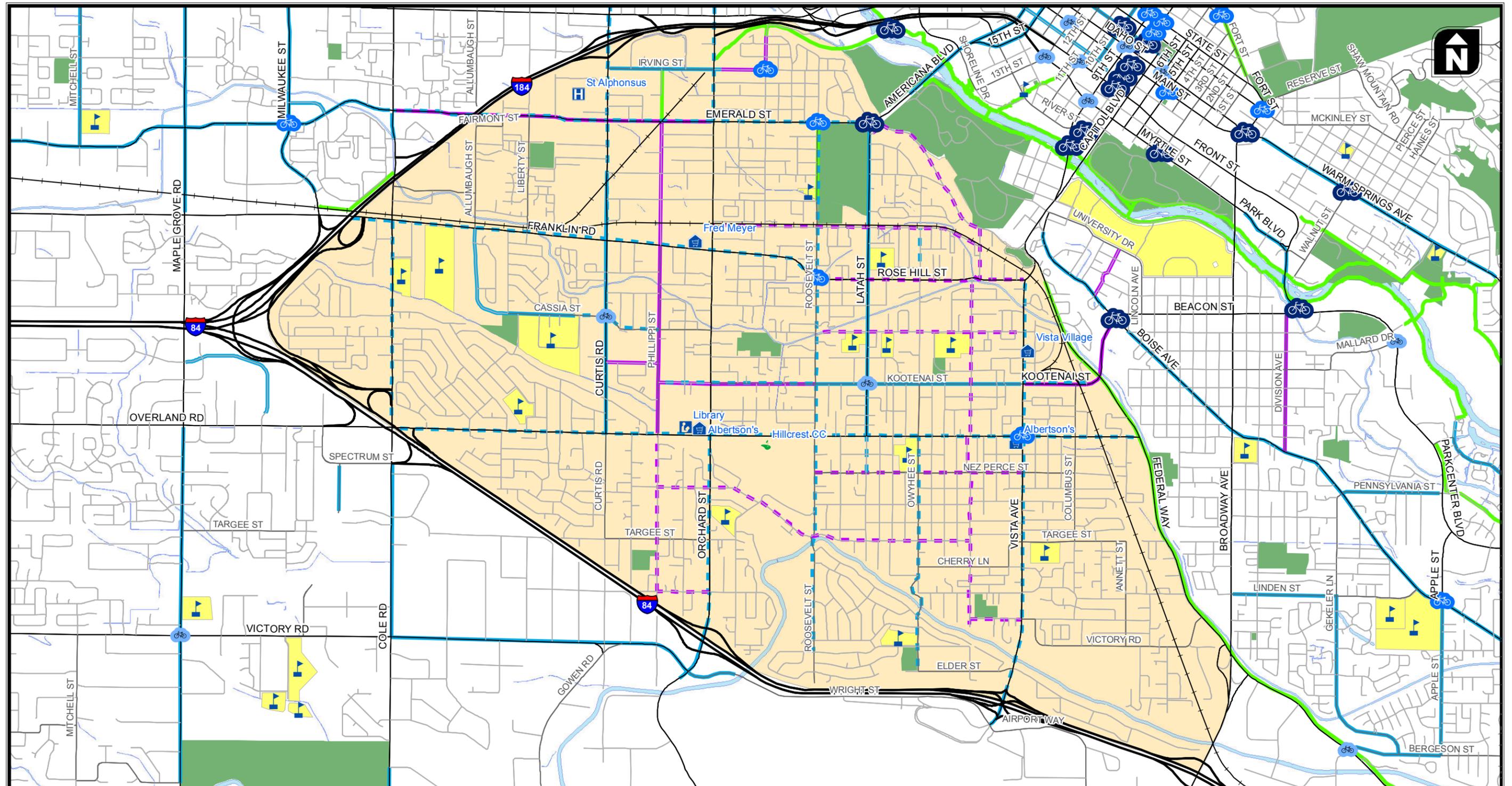
Legend

	Existing Bicycle Network Bike Lane		Parks
	Bike Route		Schools
	Multi-Use Path		Central Bench Study Area

(Dashed Line Indicates Planned Facility in FYWP or Roadways to Bikeways Plan)

EXISTING AND PLANNED BICYCLE NETWORK BOISE CENTRAL BENCH AREA

Figure
5



Legend	9 - 50 Bicycles	Bike Lane	Schools
	51 - 100 Bicycles	Bike Route	Parks
	101 - 516 Bicycles	Multi-Use Path	Central Bench Study Area
	(Dashed Line Indicates Planned Facility in FYWP or Roadways to Bikeways Plan)		

2010-2012 WEEKDAY PM PEAK PERIOD BICYCLE COUNTS BOISE CENTRAL BENCH AREA

Figure 6

Data Source: Ada Bike Alliance & Ada County Highway District

DEMOGRAPHICS

The following figures and discussion analyze the existing and projected (year 2035) demographics in the Central Bench study area. The projections are based on data contained within the regional travel demand model and are shown by traffic analysis zone. For ease of comparison, the same thresholds used to categorize existing employment and population density data are also used for year 2035 projected levels. Examining demographics ensures that projects are prioritized and planned for future growth, in addition to existing conditions. The demographic makeup of an area can also help to indicate existing and potential demand for pedestrian and bicycle facilities.

Population

The Central Bench Planning Area has approximately 39,000 residents, as recorded in the 2010 US Census. The area covers approximately 9.4 square miles and has a gross population density of 6.5 persons per acre, which is much higher than the City of Boise's average population density of 5.0 persons per acre. Figure 7 shows the population density by Census Block Group in the area.

The population of the Boise Central Bench area is projected to increase to 49,000 people in 2035 (an increase of approximately 10,000 residents). As the region grows, the population in the study area is expected to become denser in the future. Greater than 25% of the area is projected to have a population density exceeding 10 persons per acre and most of the area, approximately 85%, is projected to house more than 5 persons per acre. In comparison, only approximately 17% of the urban portion of Ada County is projected to be denser than 10 persons per acre and only approximately 55% is greater than 5 persons per acre in 2035, indicating that the Boise Central Bench will remain one of the most densely populated areas in the county. This projected density supports the need for a connected bicycle and pedestrian network in this area. Transportation choices are an important part of a dense urban environment.

Employment

The Central Bench also has a significant number of jobs. The most prominent employer is St. Alphonsus Regional Medical Center and the surrounding medical area. Figure 8 shows the job density in the area with the highest density located in the north-west quadrant anchored by the medical center.

Employment in the Boise Central Bench Area is projected to increase approximately 20% from roughly 22,200 jobs in 2012 to approximately 26,600 jobs in 2035. The areas projected to have the densest levels of employment in the future are similar to the areas that are currently the densest. In comparing the existing levels to these projected levels, the following growth areas for employment are identified:

- Along and just west of Orchard Street, north of Franklin Road
- Within the triangle formed by I-84, I-184 (aka the Connector), and Cole Road

- North of I-84 across from the Boise Airport, from Roosevelt Street to Federal Way
- Along Federal Way, from Broadway Avenue to Capitol Boulevard

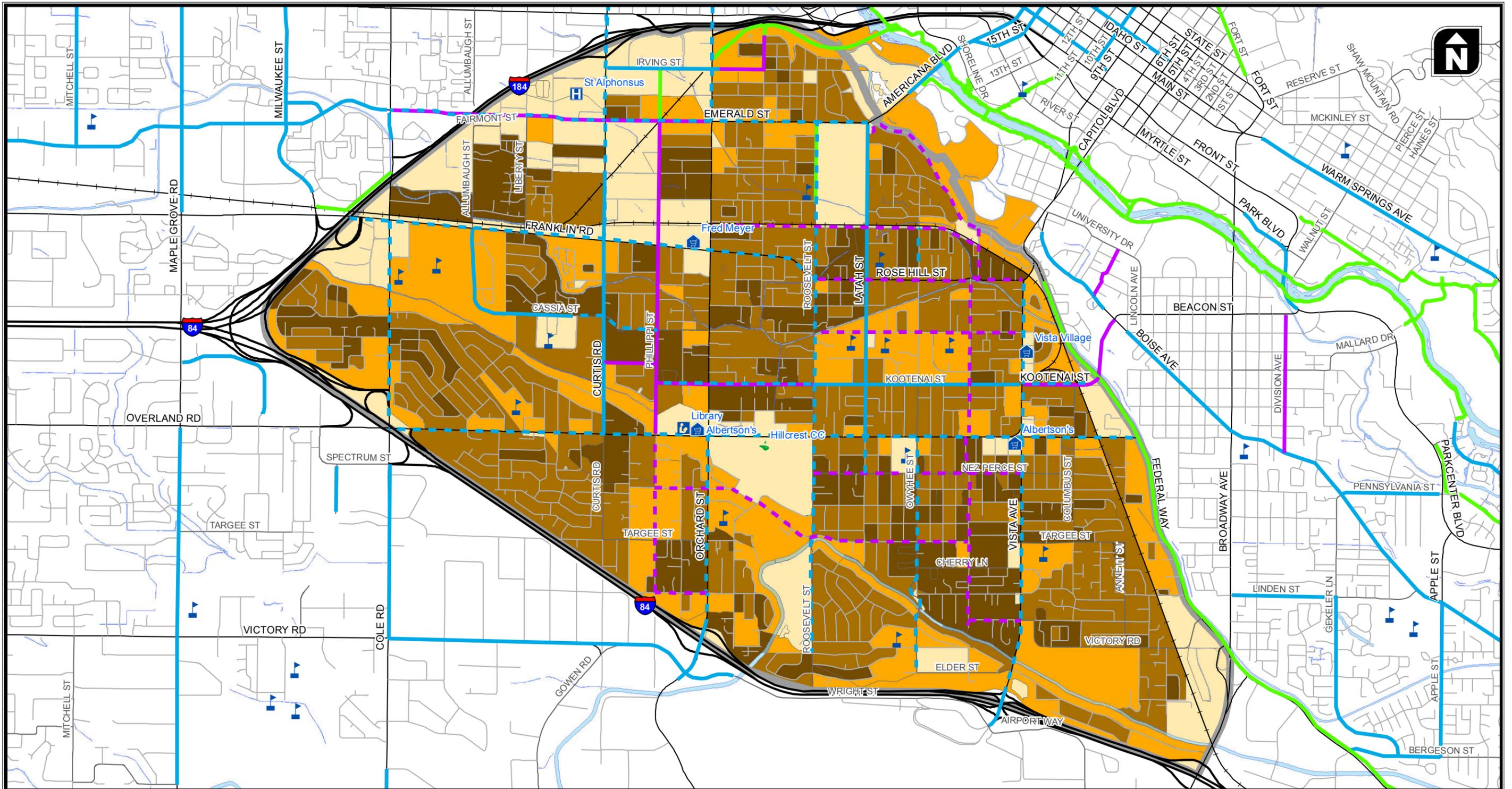
These areas are served to varying degrees by the existing bicycle and pedestrian systems. However, none of them are served by a complete network. Future projects will be needed to improve connectivity for bicycling and walking in and around these areas.

Households without a Motor Vehicle

Another important demographic figure for pedestrian and bicycle planning is the number of households that do not have access to a motorized vehicle. These households are likely dependent on bicycling, walking and transit to reach their destinations. Figure 9 identifies the proportion of households in the Boise Central Bench area that do not have access to a motor vehicle by US Census Block Group. The Boise Central Bench has a higher concentration of households without access to a motor vehicle (approximately 6.1% of all households) than the average concentration across the generally urbanized portions of Ada County, which is approximately 4.6% of all households.

In summary, the existing pedestrian and bicycle conditions, combined with the demographics in the Central Bench Planning area, clearly support the need to create a more connected pedestrian and bicycle network in this area. This need will be explored further in the next chapter.



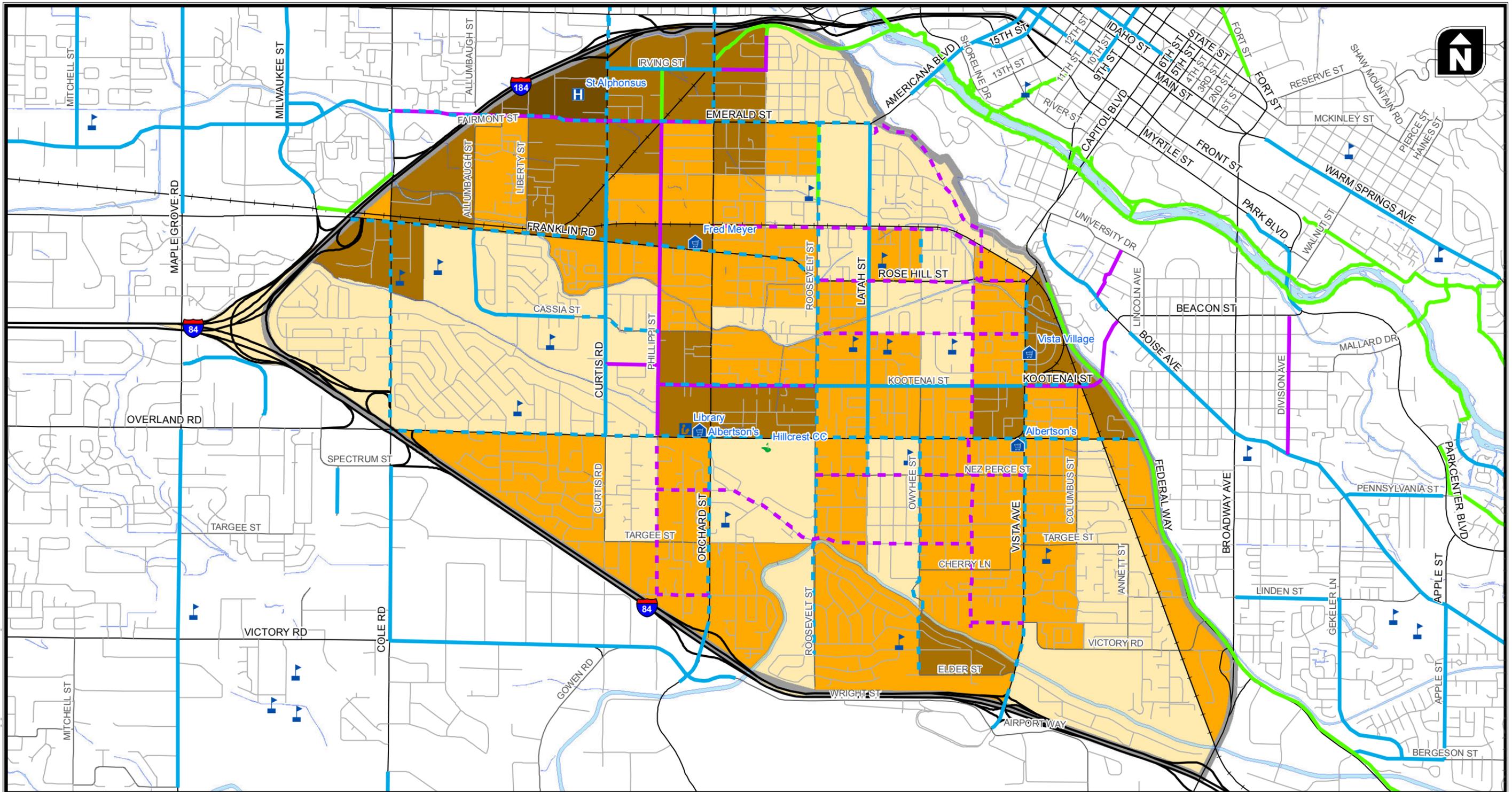


Legend		Existing Bicycle Network		Schools	
	<1 Person/Acre		Bike Lane		Schools
	1-5 Persons/Acre		Bike Route		Central Bench Study Area
	5-10 Persons/Acre		Multi-Use Path		
	>10 Persons/Acre		(Dashed Line Indicates Planned Facility in FYWP or Roadways to Bikeways Plan)		

Data Source: 2010 US Census

2010 POPULATION DENSITY BY CENSUS BLOCK BOISE CENTRAL BENCH AREA

Figure
7



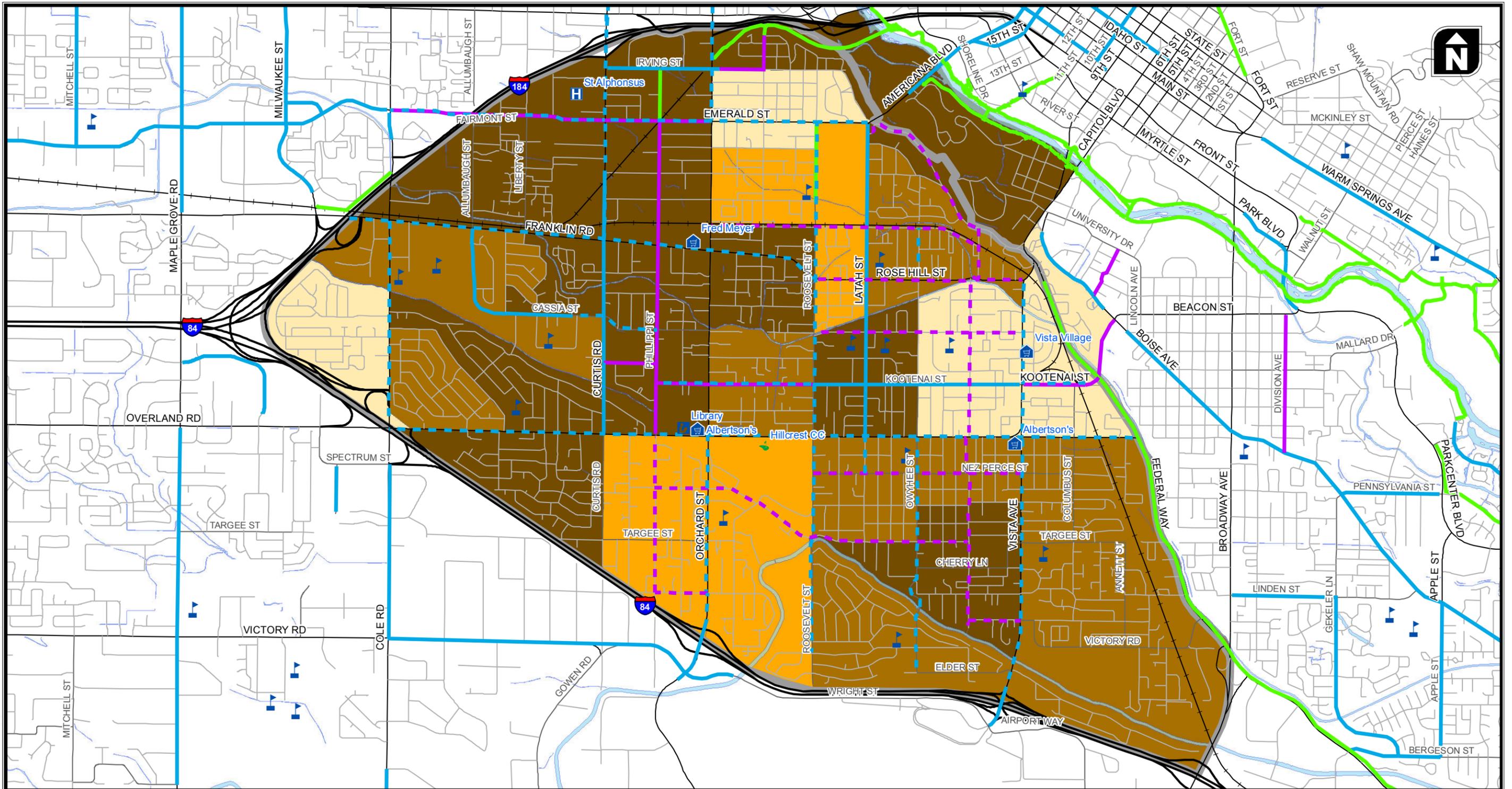
Employment Density		Existing Bicycle Network		Schools
	<1 Job/Acre		Bike Lane	
	1-5 Jobs/Acre		Bike Route	
	5-30 Jobs/Acre		Multi-Use Path	Central Bench Study Area
	>30 Jobs/Acre	(Dashed Line Indicates Planned Facility in FYWP or Roadways to Bikeways Plan)		

2012 EMPLOYMENT DENSITY BY TRAFFIC ANALYSIS ZONE BOISE CENTRAL BENCH AREA



Figure
8

Data Source: Regional Travel Demand Model, as Provided by Ada County Highway District



Legend

 0%	 >0% - 2%	 2% - 5%	 >5%
 Existing Bicycle Network	 Schools	 Central Bench Study Area	
 Bike Lane	 Schools	 Central Bench Study Area	
 Bike Route	 Schools	 Central Bench Study Area	
 Multi-Use Path	 Schools	 Central Bench Study Area	
<small>(Dashed Line Indicates Planned Facility in FYWP or Roadways to Bikeways Plan)</small>			

HOUSEHOLDS WITHOUT A MOTOR VEHICLE BY CENSUS BLOCK GROUP BOISE CENTRAL BENCH AREA



Figure
9

Data Source: 2006-10 American Community Survey, US Census Bureau

4. NEEDS ANALYSIS

To better define the needs for pedestrians and bicyclists in the Central Bench, this Plan analyzes pedestrian and bicycle attractors, barriers, and, most importantly, issues identified by citizens who walk and bike in this area. The public involvement comments received during this Plan's development provided many new ideas for improvements to the neighborhood's pedestrian and bicycle network.

PEDESTRIAN AND BICYCLE ATTRACTORS

Attractors of pedestrian and bicycle activity are locations where people are likely to walk and bike to, such as schools, parks, and shopping and activities centers. Known attractors in the Boise Central Bench are shown in Figures 10 and 11 overlaid on the existing bicycle and pedestrian networks, respectively. These locations include Valley Regional Transit bus stops, schools, parks, the library, major shopping, commercial office areas, and St. Alphonsus Regional Medical Center. These areas have been identified by the ACHD, the City of Boise, and the general public as locations where people currently, or would like to, bike and walk to.



Attractors beyond the study area that have been identified by members of the public through the public involvement process include Downtown Boise and the Boise Towne Square regional mall. Many of these attractors, or routes to those beyond the study area, are located along major roads (e.g., Orchard Street, Franklin Road, Overland Road, Vista Road, Emerald Street), further underscoring the need to develop and prioritize improvements for bicycle and pedestrian users on these routes that typically have higher motor vehicle volumes and speeds than other roads in the area.

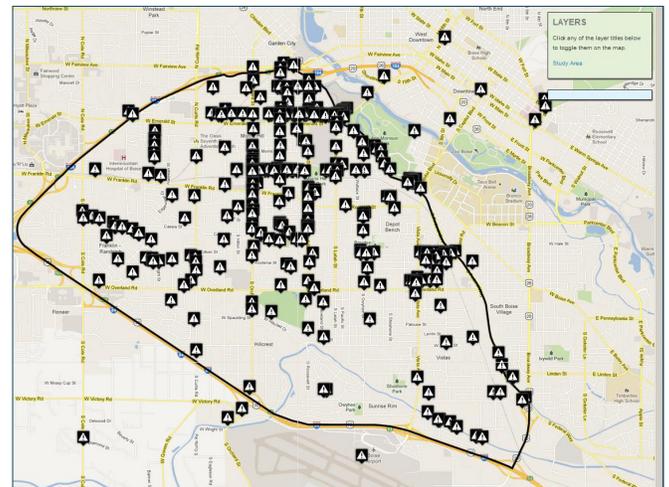
It is important to prioritize projects that improve connectivity to these areas because they tend to attract more bicycle and pedestrian activity than other areas. Providing complete bicycling and walking connections to these areas will be important for improving the comfort and safety of existing users. It will also encourage others that are interested in bicycling and walking to these locations, but don't feel comfortable doing so today, to start bicycling and walking.

BICYCLE/PEDESTRIAN CRASHES AND BARRIERS TO BICYCLING AND WALKING

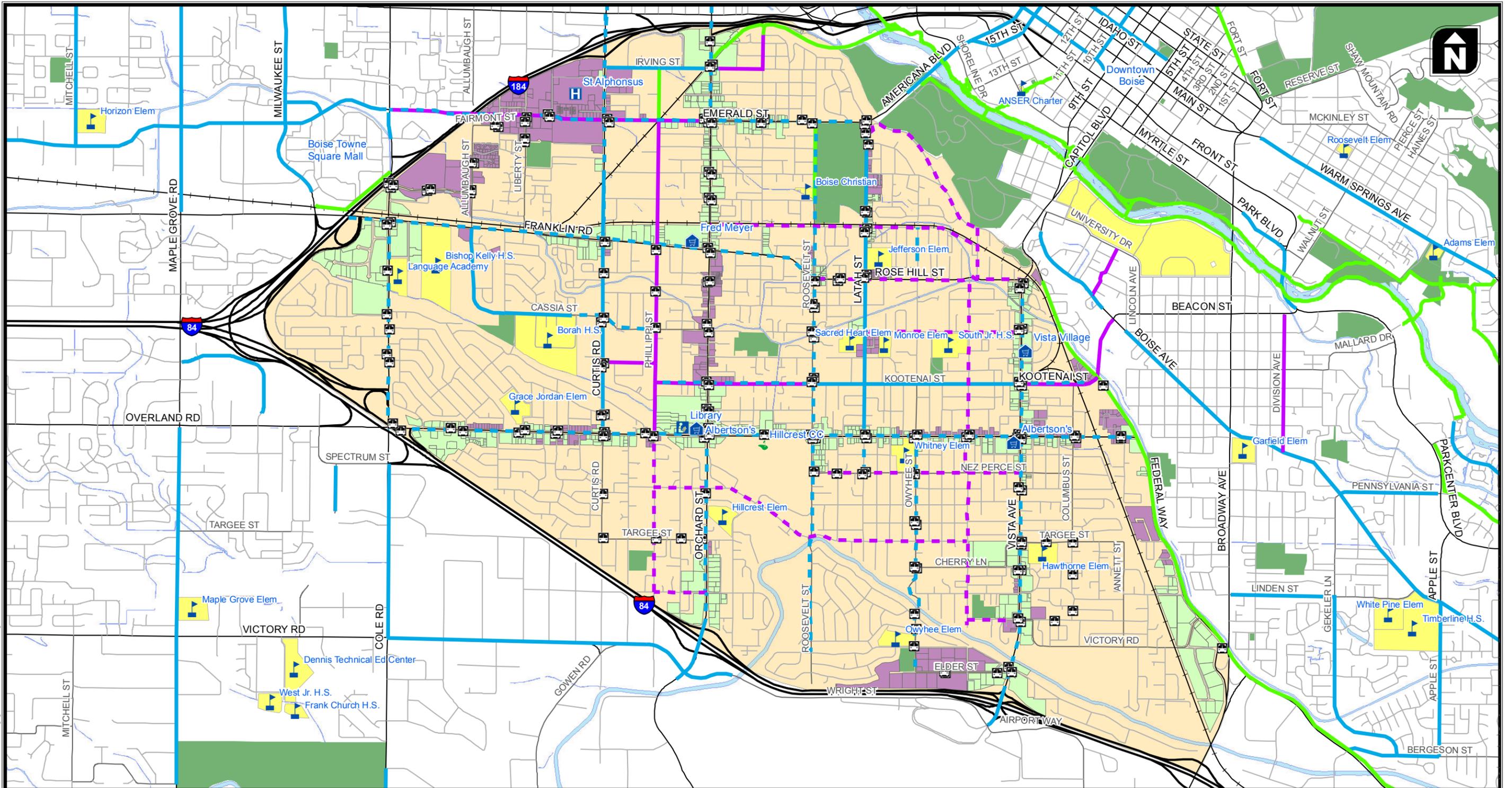
In identifying and prioritizing bicycle and pedestrian projects, it is important to understand what barriers or concerns may require special considerations to overcome. These include: high-volume roadways that are difficult and uncomfortable to cross on foot or on a bicycle; canals, which may be physically and legally impossible to cross unless a road or bridge has already been constructed over the canal (e.g. in the quadrant formed by Curtis Road, Phillippi Street, Franklin Road, and Cassia Street, north-south connectivity is limited to Curtis Road and Phillippi Street in part because of the canal); and railroads (e.g. connectivity is limited north of Franklin Road from Curtis Road to Roosevelt Street in part because of the railroad).

An important reason for providing bicycling and walking facilities is to reduce the likelihood that crashes or other safety issues will occur. 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. Crashes in the Boise Central Bench area generally occur along major roads that are also identified as barriers to bicycling and walking. This reinforces the importance of finding ways to help safely move people along and across these corridors.

Figure 12 illustrates the locations of these barriers and crashes within the Central Bench area.



Each marker on the image above indicates a comment made by the public using an interactive map tool to identify typical bicycle and pedestrian routes, as well as barriers to using these modes.



Legend

	Existing Bicycle Network		Commercial Areas		Schools
	Bike Lane		Office Areas		Bus Stops
	Bike Route		Parks		Central Bench Study Area
	Multi-Use Path				

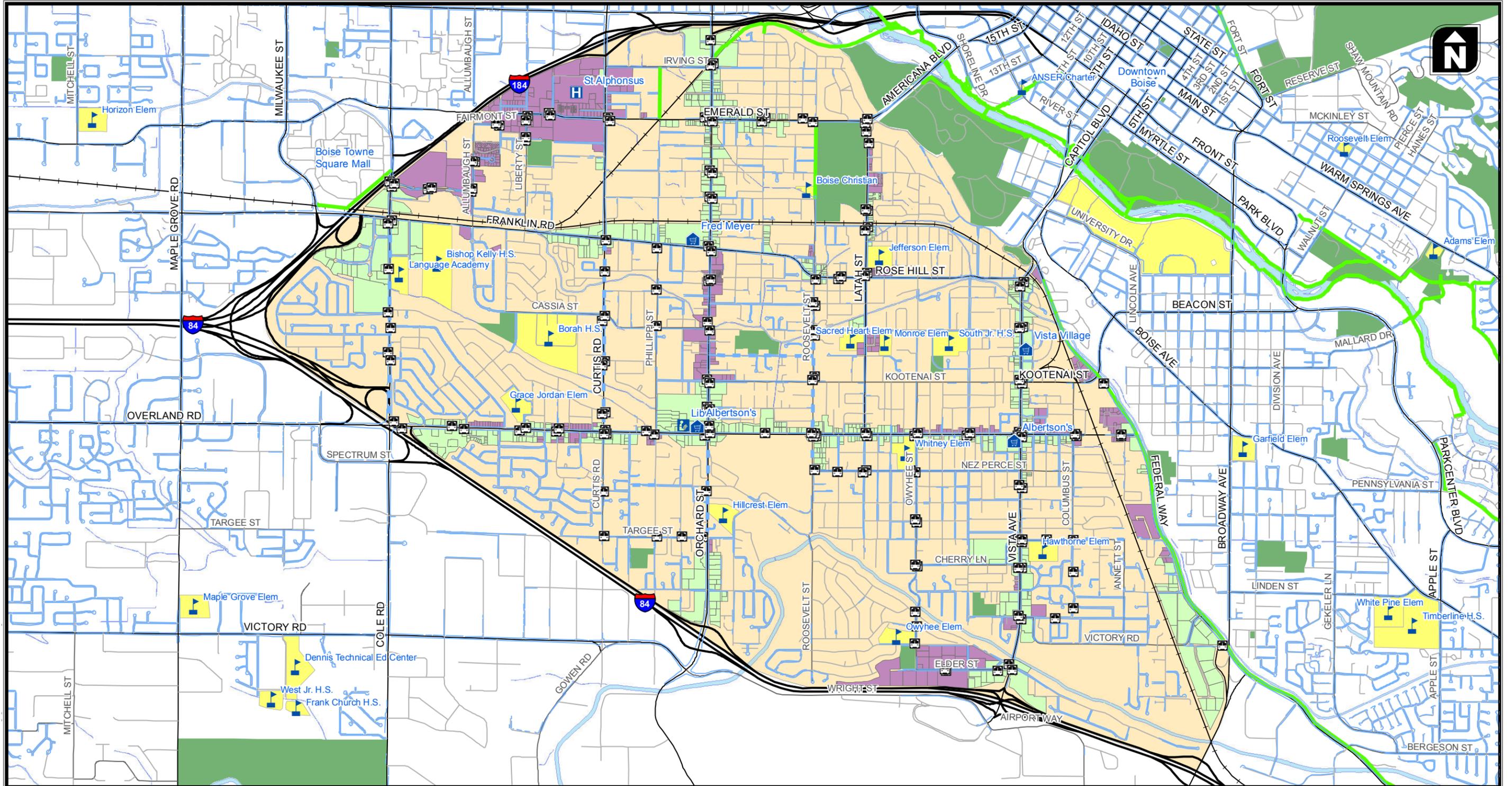
(Dashed Line Indicates Planned Facility in FYWP or Roadways to Bikeways Plan)

PEDESTRIAN AND BICYCLE ATTRACTORS BOISE CENTRAL BENCH AREA



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**Figure
10**



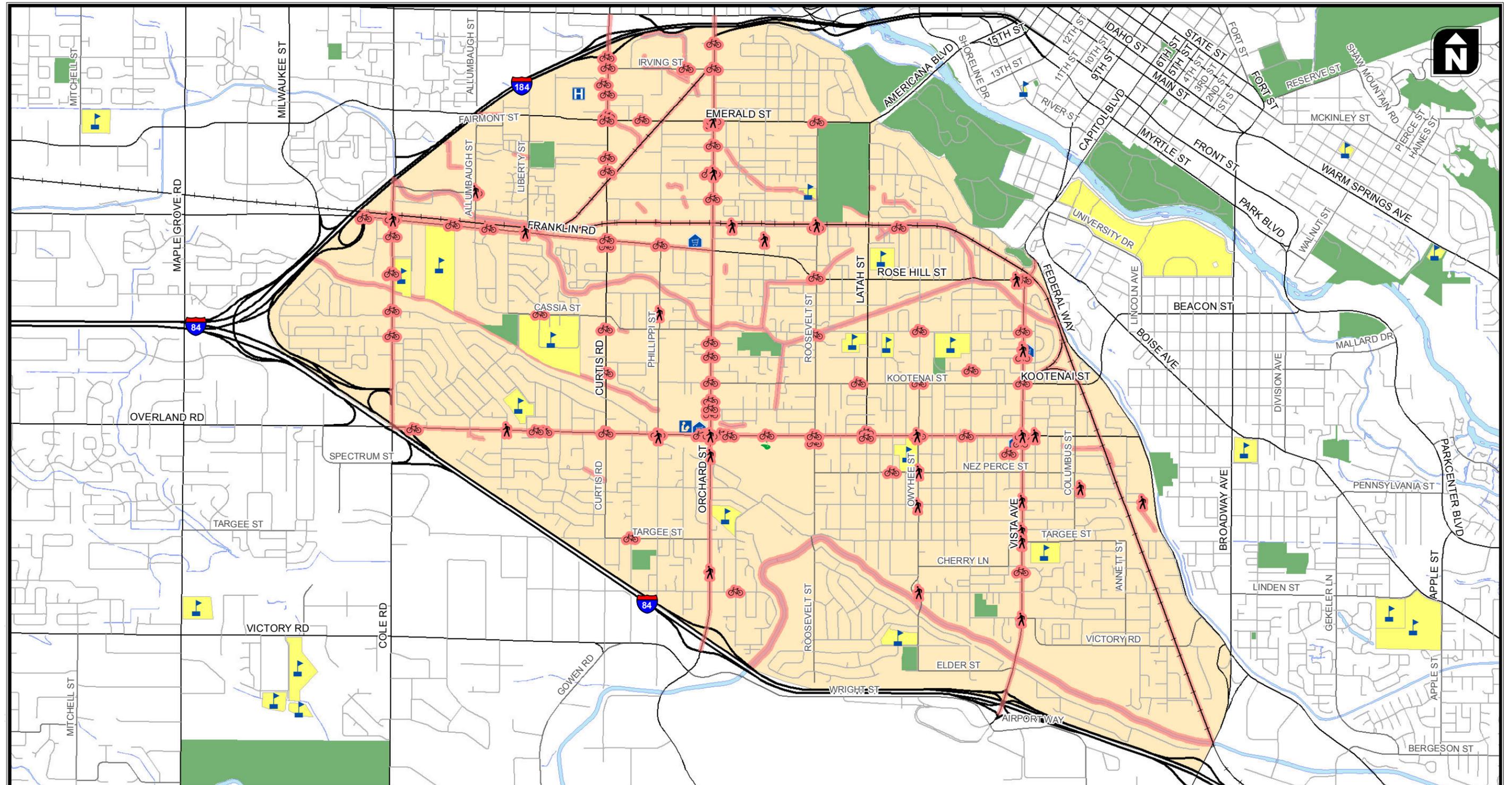
Legend

- Existing Sidewalk (Blue line)
- Existing Multi-Use Path (Green line)
- (Dashed Line Indicates Planned Facility in FYWP)
- Commercial Areas (Light Green fill)
- Office Areas (Purple fill)
- Schools (Blue house icon)
- Bus Stops (Black bus icon)
- Parks (Dark Green fill)
- Central Bench Study Area (Light Orange fill)

PEDESTRIAN AND BICYCLE ATTRACTORS BOISE CENTRAL BENCH AREA



Figure
11



Legend

- Barrier (Railroad, Canal, or High Volume Road)
- Bicycle Crash
- Pedestrian Crash
- Schools
- Parks
- Central Bench Study Area

**BIKE AND PEDESTRIAN CRASHES & BARRIERS TO BIKING AND WALKING
BOISE CENTRAL BENCH AREA**



Figure 12

PUBLIC COMMENTS

Public comments for this Plan came from three sources: (1) an online interactive map, which allowed residents to leave comments at any time from May 1, 2012 to June 21, 2012; (2) an online survey, which asked specific questions about user habits and preferences, allowed for inputting general comments, and was available for the same time period as the interactive map; and (3) three open houses held at three locations throughout the Central Bench.

Each open house was held from 5:30 p.m. to 7:30 p.m. These meetings were conducted in a general open house format where the public could view presentation boards and provide comments to the project team and agency staff. Feedback from each meeting was received through comments provided on map displays placed throughout the open house, including a “Top Priority” map where attendees were able to identify their top one priority for bicycling or walking in the study area.



A total of 367 comments were received from the interactive map, the general comment question on the online survey, and all three open houses. Most of these comments, 332, are location-specific; however, the project team also received 35 general comments. Appendix ‘A’ includes all comments received and the completed online survey results. The online interactive map proved to be the most popular commenting tool, with approximately 53% of all comments received coming through it. The open houses also provided a significant amount, approximately 34%, of all of the comments.

Figures 13, 14, and 15 show the location and type of comments received for the Central Bench study area sorted by walking, biking and top priority comments.

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

1. **Alpine Street** from Orchard Street to Roosevelt Street: Motor vehicle speeds, lack of sidewalks and bicycle facilities, and difficulty crossing at the Orchard Street intersection.
2. **Crescent Rim Drive**, near Capitol Boulevard: Motor vehicle speeds and lack of bicycle facilities.

3. **Emerald Street** from Orchard Street to Americana Boulevard: Lack of sidewalks and bicycle facilities and difficulty crossing at the Americana Boulevard intersection.
4. **Garden Street** from Cassia Street to the Greenbelt: Access to Cassia Park and lack of bicycle facilities.
5. **Kootenai Street** from Vista Avenue to Federal Way: Lack of sidewalks and bicycle facilities.
6. **Liberty Street** from Franklin Road to Emerald Street: Lack of sidewalks.
7. **Orchard Street** from Overland Road to Emerald Street: Lack of sidewalks and bicycle facilities, difficulty crossing Orchard Street, and a mixture of support for, and opposition to, a potential lane reconfiguration.
8. **Vista Avenue/Overland Road** intersection: Difficult to navigate for bicyclists.

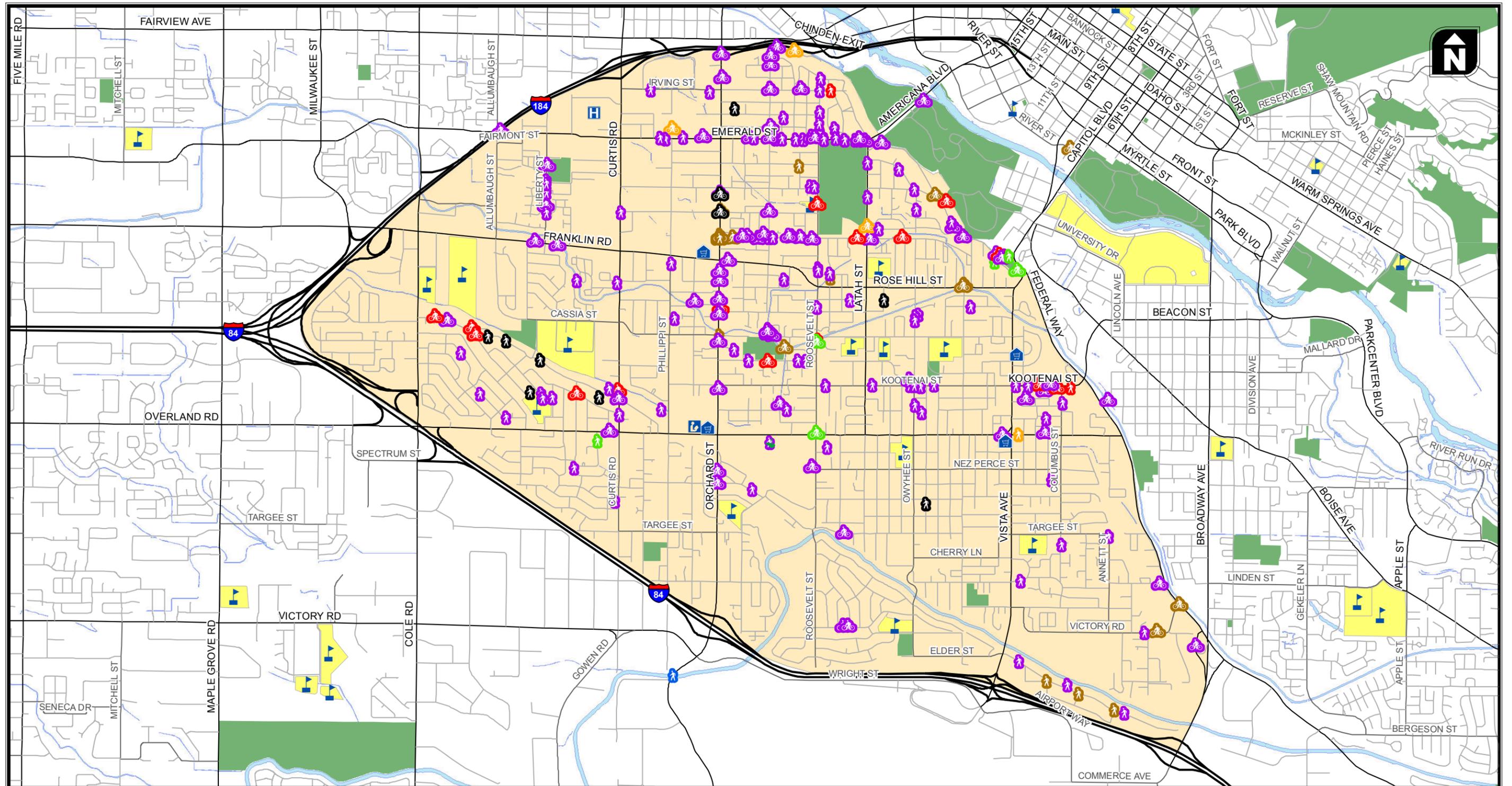
SURVEY RESULTS

Along with the opportunity to comment, citizens were also asked to complete surveys related to bicycle and pedestrian usage and preferences within the Central Bench. The surveys used a volunteer sample of Central Bench residents. The results are not scientific but they do provide some insights on preferences and trends from those residents who chose to participate.

The full survey results are located in Appendix ‘A.’ Some of the highlights included:

- When asked why they bike, the top three reasons were recreation, health benefits, and commuting.
- When asked why they walk, the top three reasons were health benefits, recreation, and shopping.
- The majority of respondents identified bike lanes and shared-use paths as their preferred bicycle facility.
- An overwhelming majority indicated that if more facilities were available they would walk or bike more.

Overall, those who chose to take the survey were supportive of enhancing the pedestrian and bicycle network in the Central Bench planning area. Not surprisingly, the majority of the survey respondents already walk and bike regularly in the area.

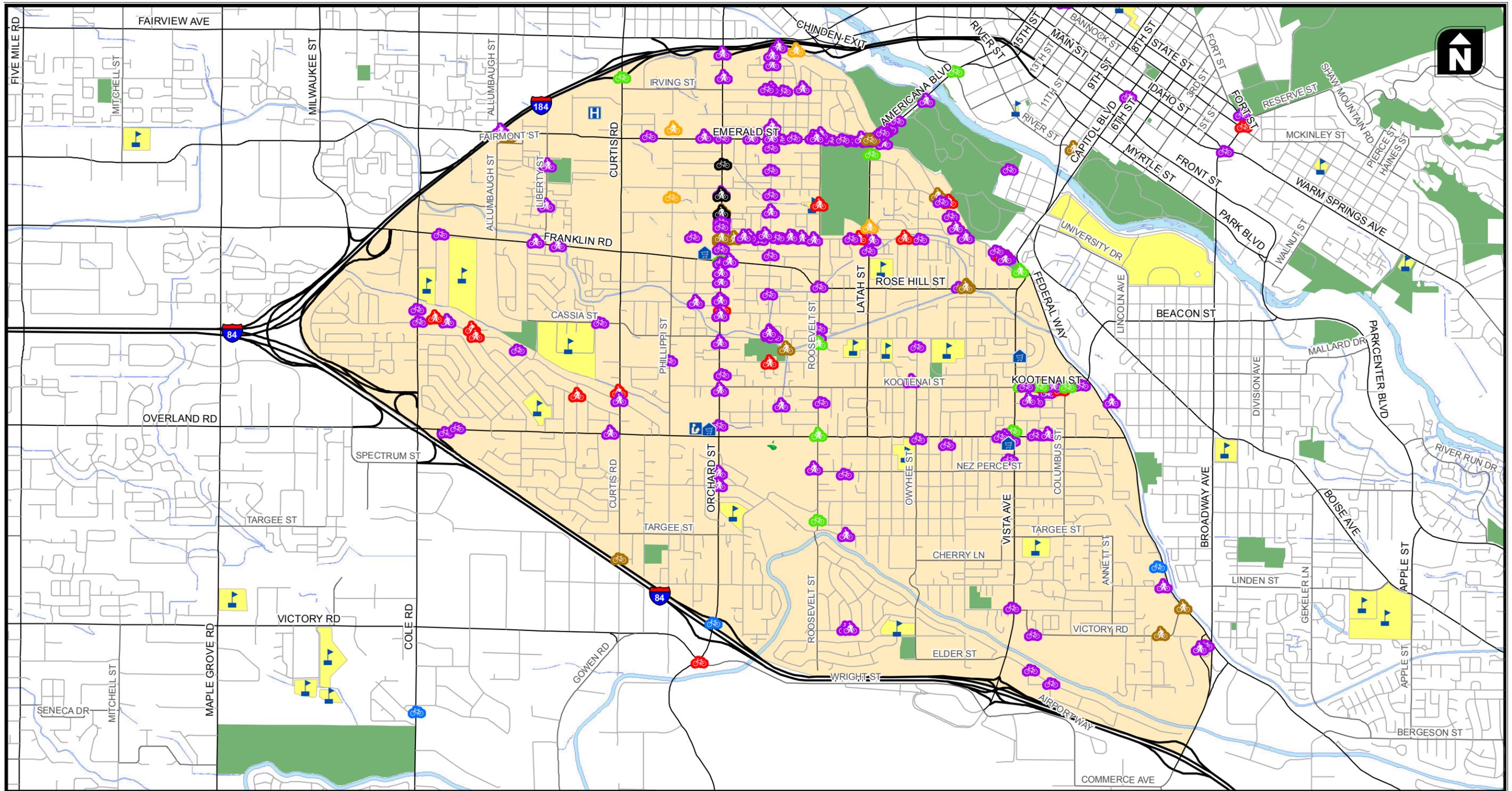


Legend		Mode		Issue Type	
🚶	Pedestrian	🚲	Both	🟢	Design Issue
🚲	Both	🚶	Pedestrian	🟡	Connection
🚶	Pedestrian	🚲	Both	🔴	Dangerous Conflicts
🚶	Pedestrian	🚲	Both	🟠	Other
🚶	Pedestrian	🚲	Both	🟦	Maintenance
🚶	Pedestrian	🚲	Both	⬛	No Facilities
🚶	Pedestrian	🚲	Both	🏫	Schools
🚶	Pedestrian	🚲	Both	🌳	Parks
🚶	Pedestrian	🚲	Both	🟠	Central Bench Study Area

WALKING RELATED COMMENTS BOISE CENTRAL BENCH AREA



**Figure
13**

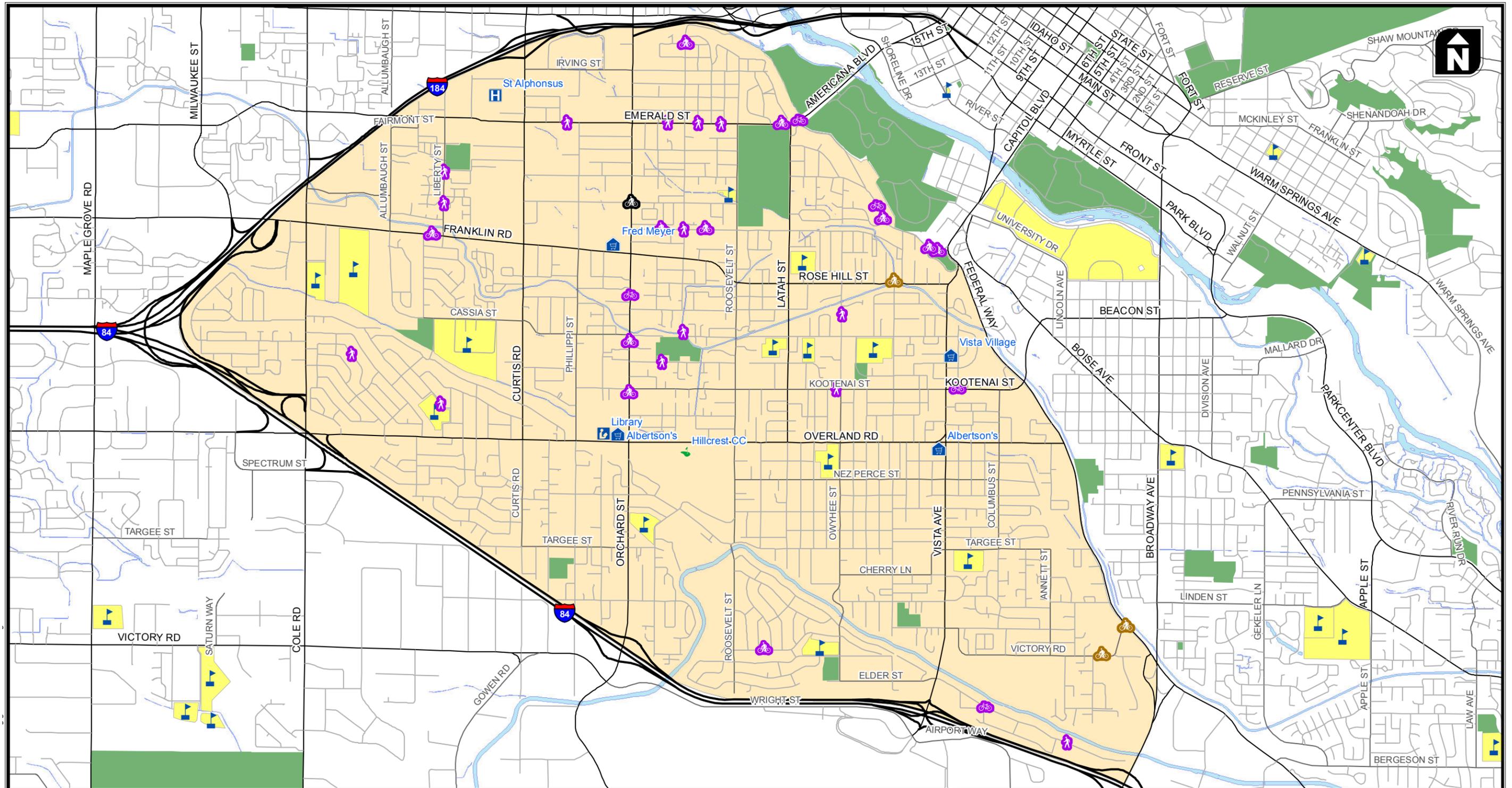


Legend		Mode	Issue Type
	Bike		Connection
	Both		Crossing
			Dangerous Conflicts
			Design Issue
			Maintenance
			No Facilities
			Other
			Schools
			Parks
			Central Bench Study Area

BICYCLING RELATED COMMENTS BOISE CENTRAL BENCH AREA



Figure
14



Legend	Type	Category	Symbol	Description
	🚶	Pedestrian	●	Connection
	🚲	Bike	●	Crossing
	🚶🚲	Both	●	No Facilities
		🏠	Schools	
		🌳	Parks	
		🟡	Central Bench Study Area	

TOP PRIORITY COMMENTS BOISE CENTRAL BENCH AREA



**Figure
15**

5. RECOMMENDED PROJECTS

This chapter discusses project recommendations for the Central Bench’s pedestrian and bicycle network. These infrastructure improvements are intended to enhance pedestrian/bicycle access and circulation as well as help pedestrians and bicyclists feel more comfortable traveling within and through the Central Bench. This chapter focuses on engineering and infrastructure improvements.

The majority of the projects were identified by members of the public and agency stakeholders through the outreach process. Several projects have been previously identified in the Roadways to Bikeways Plan or other planning documents.

PEDESTRIAN PROJECTS

Figure 16 shows the recommended set of projects to improve the existing pedestrian network in the Boise Central Bench study area. These projects will improve the connectivity of the existing network and make walking a more comfortable and viable mode of transportation throughout the area. The projects recommended in this section were developed from a review of existing conditions and needs, as described in the previous sections, efforts to identify all gaps in the sidewalk network on arterial and collector roadways, walking route maps prepared as part of the Treasure Valley YMCA Safe Routes to School Program, and comments received from the general public through the previously described public involvement process. Recommended pedestrian projects fall into four general categories:

- Sidewalks:** Sidewalks are the most obvious piece of the pedestrian network. They provide pedestrians both vertical and lateral separation from motor vehicles. Most pedestrian-related projects involve filling in gaps in the existing sidewalk network or repairing existing sidewalks that are in poor condition (i.e. extreme heaving or cracking).
 

- Shared-Use Path:** These are off-street connections serving both bicyclists and pedestrians. Both of the recommended shared-use paths in the Boise Central Bench area are connections to Cassia Park requested by area residents.
 

- Traffic Calming:** Several comments were received regarding motor vehicle traffic speeds on Alpine Street, Sunrise Rim Road, and McMullen Street. It is recommended that ACHD investigate these issues and possible traffic calming options for these roads.

- Intersection:** Generally intersection crossing improvements should be examined as part of any the projects in the above categories; however, area

residents noted crossing issues at a few specific intersections. Each intersection will require its own review to determine the most appropriate treatment. Lighting at intersections should be carefully considered.

Table 3 provides further information on each project identified in Figure 16. Projects in Table 3 are listed alphabetically under their respective neighborhood association and roadway functional classification. The table indicates if the project is also included in one of the previous plans described in Chapter 2. Many of the projects in Table 3 will be evaluated using ACHD’s Community Programs prioritization process. This process considers a range of factors (e.g., proximity to schools, major roads, available funding, city or school district support, etc.). Appendix ‘B’ contains more information on this process, as well as the results of applying the technical criteria to the projects below. Note that scoring in Appendix ‘B’ does not represent a complete or final prioritization of the projects.

Table 3. Recommended Pedestrian Projects.

Project Name ¹	Project Type	Previous Plan ²
Borah Neighborhood		
Arterial Roads		
Cole Rd, Overland Rd/Franklin Rd	Sidewalk	-
Curtis Rd, Overland Rd/Franklin Rd	Sidewalk	SR
Franklin Rd, Allumbaugh St/Liberty St	Sidewalk	-
Franklin Rd, Cole Rd/Allumbaugh St	Sidewalk	-
Collector Roads		
Cassia St, Franklin Park Dr/Troxel Dr	Sidewalk	-
Curtis Rd, Targee St/Overland Rd	Sidewalk	-
Local Roads		
Albright St, Fairfield Ave/Robertson Dr	Sidewalk	SR
Cameron St, Hummel Dr/Randolph Dr	Sidewalk	SR
Fairfield Ave, Cameron St/Holiday Dr	Sidewalk	-
Mcmullen St, Cole Rd/Holiday Dr	Traffic Calming	-
Rand St, Grassmere St/Overland Rd	Sidewalk	-
Randolph Dr, Aurora Dr/Curtis Rd	Sidewalk	SR
Raymond St, Dorian St/Overland Rd	Sidewalk	-
Robertson Dr, Fairfield Ave/Biggs St	Sidewalk	SR
Central Bench Neighborhood		
Arterial Roads		
Curtis Rd, Overland Rd/Franklin Rd	Sidewalk	SR
Orchard St/Alpine St	Intersection	-
Orchard St/Cassia St	Intersection	-
Overland Rd, Orchard St/Roosevelt St	Sidewalk	B
Collector Roads		
Kootenai St, Kootenai St/Roosevelt St	Sidewalk	-
Phillippi St, Cassia St/Franklin Rd	Sidewalk	-
Phillippi St, Overland Rd/Phillippi St	Sidewalk	-
Roosevelt St, Cassia St/Rose Hill St	Sidewalk	-
Roosevelt St, Franklin Rd/Emerald St	Sidewalk	SR
Roosevelt St, Overland Rd/Cassia St	Sidewalk	-

Project Name ¹	Project Type	Previous Plan ²
Local Roads		
Alpine St, Orchard St/Peasley St	Traffic Calming	D
Alpine St, Orchard St/Roosevelt St	Sidewalk	-
Camas St, Orchard St/Roosevelt St	Sidewalk	-
Cassia St, Curtis Rd/Orchard St	Sidewalk	D
Garden St, Albion St/Franklin Rd	Sidewalk	V
Garden St, Cassia Park/Albion St	Shared-Use Path	-
Wood Acres Ct, Cassia Park/ End of Road	Shared-Use Path	-
Central Rim Neighborhood		
Arterial Roads		
Emerald St, Roosevelt St/Marshall St	Sidewalk	C
Emerald St, Pond St/Wilson St	Sidewalk	-
Orchard St, Kendall St/Fairview Ave	Sidewalk	R
Local Roads		
Garden St, Emerald St/Irving St	Sidewalk	V
Irving St, Orchard St/Roosevelt St	Sidewalk	-
Roosevelt St, Emerald St/Irving St	Sidewalk	-
Depot Bench Neighborhood		
Arterial Roads		
Capitol Blvd/Crescent Rim Dr	Intersection	D
Capitol Blvd, Eastover Ter/Crescent Rim Dr	Sidewalk	-
Emerald St, Roosevelt St/Marshall St	Sidewalk	C
Latah St, Kipling Rd/Crescent Rim Dr	Sidewalk	SR
Overland Rd, Columbus St/Annett St	Sidewalk	V
Overland Rd, Vista Ave/Columbus St	Sidewalk	-
Rose Hill St, Peg Ln/Owyhee St	Sidewalk	SR
Rose Hill St/Shoshone St	Intersection	D
Collector Roads		
Columbus St, Frederic St/Kootenai St	Sidewalk	-
Kootenai St, Latah St/Owyhee St	Sidewalk	-
Kootenai St, Owyhee St/Vista Ave	Sidewalk	SR
Kootenai St, Roosevelt St/Latah St	Sidewalk	SR
Kootenai St, Vista Ave/Pico St	Sidewalk	-
Owyhee St, Overland Rd/Kootenai St	Sidewalk	SR
Roosevelt St, Cassia St/Rose Hill St	Sidewalk	-
Roosevelt St, Franklin Rd/Emerald St	Sidewalk	SR
Roosevelt St, Overland Rd/Cassia St	Sidewalk	-
Local Roads		
Alpine St, Latah St/Owyhee St	Sidewalk	SR
Alpine St, Orchard St/Peasley St	Traffic Calming	D
Alpine St, Owyhee St/Peasley St	Sidewalk	SR
Alpine St, Roosevelt St/Latah St	Sidewalk	SR
Cassia St, La Cassia Dr/Shoshone St	Sidewalk	SR
Cassia St, Shoshone St/Vista Ave	Sidewalk	SR
Crescent Rim Dr, Peasley St/ Capitol Blvd	Sidewalk	-
Morris Hill Rd, Latah St/Peasley St	Sidewalk	SR

Project Name ¹	Project Type	Previous Plan ²
Owyhee St, Alpine St/Rose Hill St	Sidewalk	SR
Owhee St, Grover Ct/Rose Hill St	Sidewalk	SR
Owyhee St, Cassia St/Agate Ct	Sidewalk	SR
Owyhee St, Kootenai St/Cassia St	Sidewalk	SR
Hillcrest Neighborhood		
Arterial Roads		
Orchard St, Malad St/500' North of Malad St	Sidewalk	SR
Orchard St, Targee St/Overland Rd	Sidewalk	SR
Overland Rd, Orchard St/Roosevelt St	Sidewalk	B
Collector Roads		
Curtis Rd, Targee St/Overland Rd	Sidewalk	-
Owyhee St, Elder St/Catalina Rd	Sidewalk	SR
Roosevelt St, Catalina Rd/Targee St	Sidewalk	-
Roosevelt St, Palouse St/Nez Perce St	Sidewalk	SR,V
Roosevelt St, St Andrews Dr/ Pasadena Dr	Sidewalk	-
Roosevelt St, Targee St/Palouse St	Sidewalk	V
Targee St, Eagleson Rd/Phillippi St	Sidewalk	-
Local Roads		
Catalina Rd, Roosevelt St/Owyhee St	Sidewalk	SR
Hillcrest Dr, Pond St/Roosevelt St	Sidewalk	-
Phillippi St, Targee St/Overland Rd	Sidewalk	SR
Pond St, Hillcrest View Dr/Hillcrest Dr	Sidewalk	SR
Spaulding St, Broadmoor Dr/ Orchard St	Sidewalk	SR
Spaulding St, Eagleson Rd/Phillippi St	Sidewalk	SR
Spaulding St, Orchard St/Pond St	Sidewalk	SR
Vardon Way - Pasadena Dr, Catalina Rd/E of Normandie Dr	Sidewalk	-
Morris Hill Neighborhood		
Arterial Roads		
Emerald St, Curtis Rd/Orchard St	Sidewalk	B
Emerald St, Pond St/Wilson St	Sidewalk	-
Orchard St/Alpine St	Intersection	-
Orchard St, Kendall St/Fairview Ave	Sidewalk	R
Orchard St, Morris Hill Rd/Emerald St	Sidewalk	B
Collector Roads		
Irving St, Eagleson St/Hilton St	Sidewalk	-
Roosevelt St, Franklin Rd/Emerald St	Sidewalk	SR
Local Roads		
Alpine St, Orchard St/Peasley St	Traffic Calming	D
Alpine St, Orchard St/Roosevelt St	Sidewalk	-
Garden St, Franklin Rd/Emerald St	Sidewalk	V
Morris Hill Rd, Curtis Rd/Orchard St	Sidewalk	-
Morris Hill Rd, Orchard St/Garden St	Sidewalk	-
St Alphonsus Area		
Arterial Roads		
Emerald St, Cascade Dr/Raymond St	Sidewalk	-

Project Name ¹	Project Type	Previous Plan ²
Collector Roads		
Allumbaugh St, Franklin Rd/ Fairmont St	Sidewalk	-
Barrister Dr, Cole Rd/Allumbaugh St	Sidewalk	-
Liberty St, Franklin Rd/Emerald St	Sidewalk	SR
Local Roads		
Morris Hill Rd, Liberty St/Hartman St	Sidewalk	-
Morris Hill Rd, Morris Hill Rd/Liberty St	Sidewalk	-
Sunrise Rim Neighborhood		
Collector Roads		
Owyhee St, Elder St/Catalina Rd	Sidewalk	SR
Local Roads		
Pasadena Dr, Owyhee St/300' East of Owyhee St	Sidewalk	SR
Sunrise Rim Rd, East of Apple Blossom Ln/East of Denmark St	Sidewalk	S
Sunrise Rim Rd, Vista Ave/2000' E of Denmark St	Traffic Calming	S
Vista Neighborhood		
Arterial Roads		
Emerald St, Mitchell St/Kimball Pl	Sidewalk	-
Overland Rd, Columbus St/Annett St	Sidewalk	V
Overland Rd, Vista Ave/Columbus St	Sidewalk	-
Collector Roads		
Annett St, Malad St/Targee St	Sidewalk	SR
Cherry Ln, Hervey St/Broxon St	Sidewalk	SR, V
Columbus St, Targee St/Palouse St	Sidewalk	SR, V
Nez Perce St, Latah St/Pacific St	Sidewalk	SR
Nez Perce St, Vista Ave/Columbus St	Sidewalk	SR, V
Owyhee St, Dill Dr/Palouse St	Sidewalk	SR, V
Roosevelt St, Palouse St/Nez Perce St	Sidewalk	SR, V
Roosevelt St, Targee St/Palouse St	Sidewalk	V
Targee St, Columbus St/Annett St	Sidewalk	-
Victory Rd, Helen Ave/Columbus St	Sidewalk	-
Victory Rd, Virginia Ave/Denver Way	Sidewalk	-
Local Roads		
Canal St, Ladera Pl/Vista Ave	Sidewalk	V
Canal St, Robert Ln/Columbus St	Sidewalk	-
Latah St, South Of Targee St/Targee St	Sidewalk	-
Malad St, Annett St/Federal Way	Sidewalk	-
Shoshone St, Cherry Ln/Targee St	Sidewalk	-
Shoshone St, Malad St/Cherry Ln	Sidewalk	SR
Shoshone St, Nez Perce St/ Overland Rd	Sidewalk	-
Targee St, Arcadia St/Owyhee St	Sidewalk	-
Targee St, Owyhee St/Shoshone St	Sidewalk	-
Targee St, Roosevelt St/Arcadia St	Sidewalk	-

¹ Projects in orange will be constructed under ACHD's current Five Year Work Plan

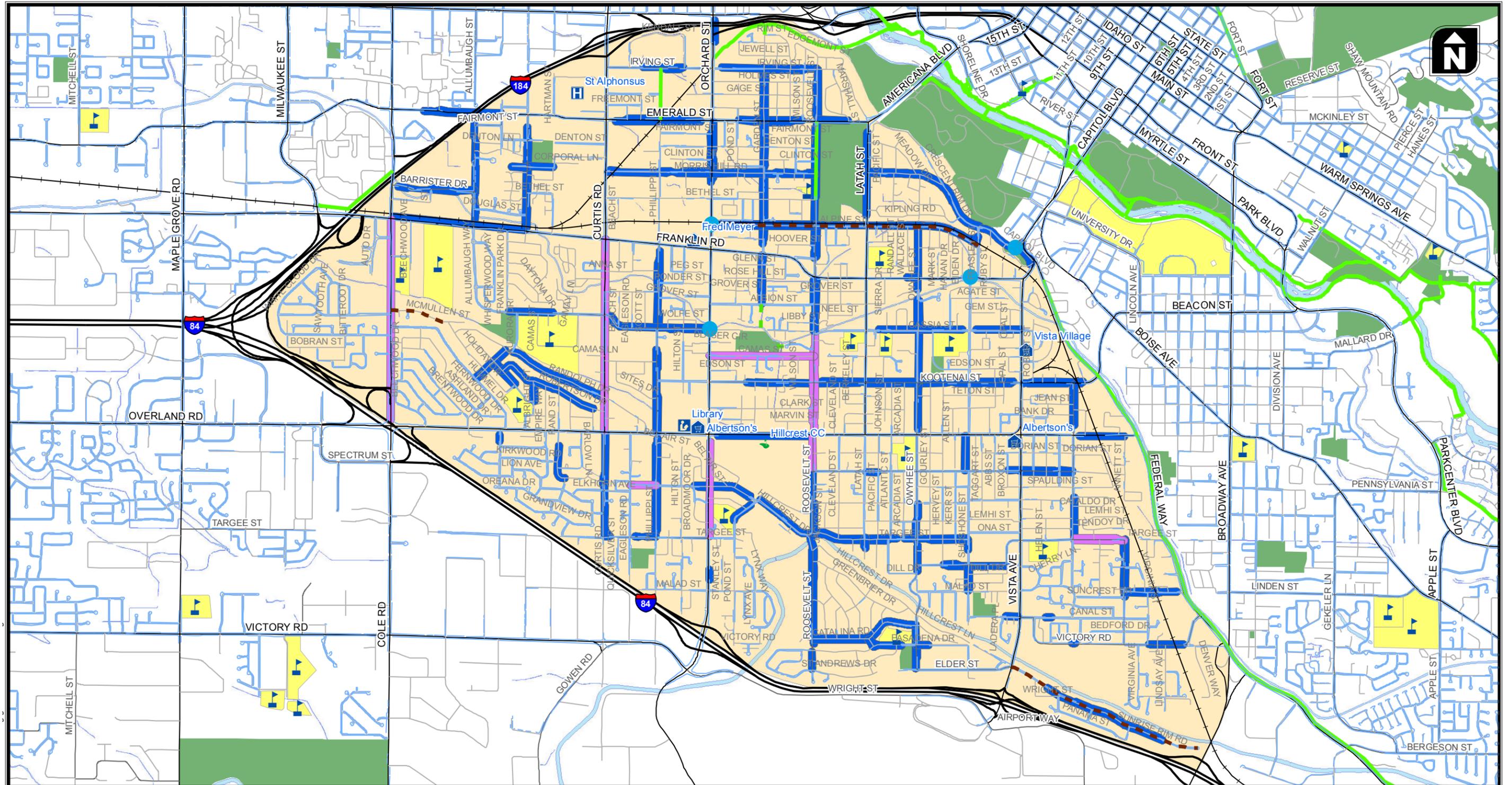
² B = Blueprint Boise, C = Central Rim, D = Depot Bench, R = Roadways to Bikeways, SR = Safe Routes to School, S = Sunrise Rim, V = Vista

As Table 3 shows, there are 112 recommended pedestrian projects (9 of which are already programmed for funding in ACHD's Five-Year Work Program or Community Programs budget), including 103 sidewalk fill or repair projects, 2 shared-use paths, 3 streets to consider traffic calming on, and 4 intersection-specific projects. The table also shows that many of these projects have also been identified as needs by previous plans.

Determining the order projects are implemented in is ultimately a combination of technical scores, the public input described in Chapter 4, construction feasibility (e.g., a project that can be accomplished within existing public right-of-way can be implemented sooner than a project that requires property acquisition), and other programming factors. In reviewing the recommended pedestrian projects with these factors in mind, the following projects stand out as the recommended highest priorities:

- **Alpine Street from Orchard Street to Peasley Street:** Investigate the need for traffic calming and fill in gaps in the sidewalk network. Also investigate installing an enhanced crossing of Orchard Street at Alpine Street.
- **Emerald Street from Orchard Street to Americana Boulevard:** Fill in gaps in the sidewalk network.
- **Grace Jordan Elementary School Area:** Improve walking routes to Grace Jordan Elementary School, which is located north of Overland Road between Curtis Road and Cole Road. This may include filling in sidewalk gaps, improving crossings, and/or constructing curb-separated pedestrian paths; however, given the mix of public comments in the area, more detailed study and public involvement are needed to determine the final treatments. Improvements in this area will need to address concerns for providing safe walking routes to the school while limiting impacts to property and the character of the existing neighborhood.
- **Liberty Street from Franklin Road to Emerald Street:** Fill in gaps in the sidewalk network.

The final pedestrian treatment (ie. attached versus detached sidewalk) for each project will be determined through ACHD's yearly scoping effort. All pedestrian treatment recommendations will be shared with the neighborhood and the City for their review and comment in ACHD's yearly scoping report. More information on specific pedestrian treatment options that could be considered for each project can be found in Appendix 'C.'



Legend

- Existing Sidewalk
- Existing Multi-Use Path
- Recommended Projects**
- - - Shared-Use Path
- - - Traffic Calming
- Intersection Project
- Recommended Sidewalk Project
- Programmed Sidewalk Project
- Parks
- Schools
- Central Bench Study Area

RECOMMENDED PEDESTRIAN PROJECTS BOISE CENTRAL BENCH AREA



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Figure 16

BICYCLE PROJECTS

Figure 17 shows the recommended set of projects to improve the existing bicycle network in the Boise Central Bench area. When implemented, these projects will provide a comprehensive bicycle transportation network making bicycling a more comfortable and viable mode of transportation throughout the area. The project team has developed these recommended projects from a review of existing conditions and needs, as described in the previous sections, the Roadways to Bikeways Plan, and comments received from the general public through the previously described public involvement process. Recommended bicycle projects fall into four general categories:

- Bike Lanes or Shared Lane Markings:** Bike lanes are generally recommended on higher-volume roadways (i.e., typically those with average daily traffic [ADT] volumes greater than 4,000). Where widening to accommodate bicycle lanes is not practical, in either the near-term or long-term, shared lane markings (SLMs, or “sharrows”) may be applied as an interim or long-term alternative solution. Per the Manual on Uniform Traffic Control Devices, sharrows should not be applied on roads with speed limits greater than 30 MPH. Therefore, sharrows are a potentially feasible solution on nearly all roads in the study area with the exception of Overland Road and Vista Avenue. Signing parallel routes on nearby low-volume and low-speed roads may be the most practical near-term solution for these two roads. ACHD also has a set of guidelines for installing sharrows



based on a number of criteria, including traffic volumes (i.e. ADT volumes greater than 3,000 vehicles on streets with on-street parking or greater than 4,000 vehicles on streets without on-street parking).

These guidelines have been considered in identifying potential locations of sharrows.

- Bike Route:** Bicycle route designation is generally recommended for lower- to moderate-volume roadways. Through the use of sharrows or signage (i.e. way-finding), bicycle routes:

- provide indication to cyclists where designated routes are;
 - alert motorists to the likely presence of bicyclists in the roadway and remind them to share the road;



- define where cyclists should ride in the roadway; and/or
 - provide direction to popular destinations (e.g. Greenbelt, major commercial areas).

- Shared-Use Paths:** These are off-street connections serving both bicyclists and pedestrians. Both of the recommended shared-use paths in the Boise Central Bench area are connections to Cassia Park requested by area residents.

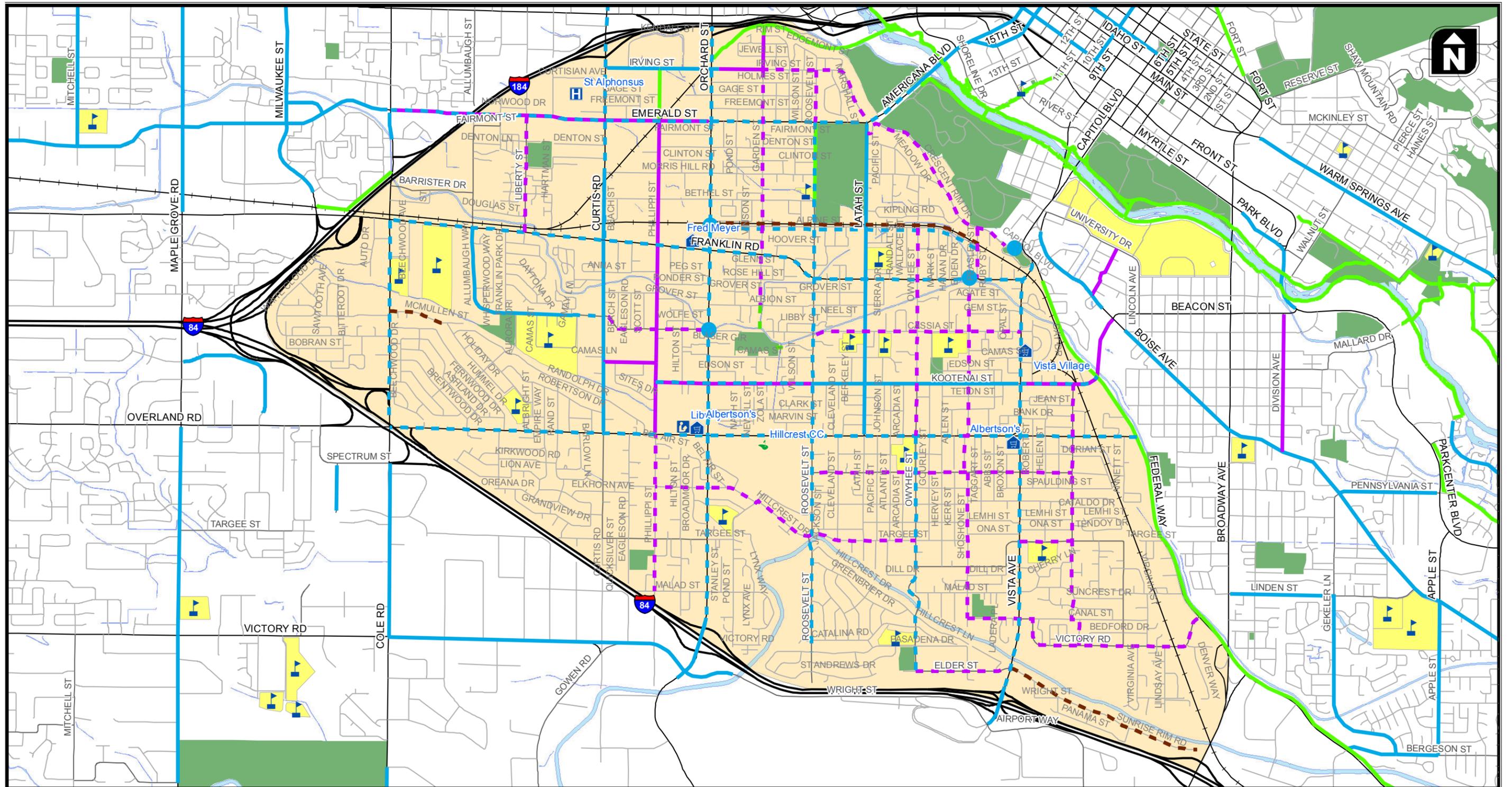


- Traffic Calming:** Several comments have been received regarding motor vehicle traffic speeds on Alpine Street from Orchard Street to Peasley Street. It is recommended that ACHD investigate these issues and possible traffic calming options for this road.

- Intersection:** Generally intersection crossing improvements should be examined as part of any of the projects in the above categories; however, area residents noted crossing issues at a few specific intersections. Each intersection will require its own review to determine the most appropriate treatment.



Table 4 provides further information on each project identified in Figure 17, organized by project type. Note that there are many roadway segments for which there is a bicycle route and a bicycle lane project. In these cases, either a bike lane is the preferred ultimate solution or is one possible solution; however, adding bike lanes may require roadway widening that is not likely to occur in the near-term or impact on-street parking that may be desirable to retain. In these instances, and where their use is consistent with ACHD guidelines, sharrows are recommended as a near-term project to increase bicyclist comfort and driver awareness of their presence. These interim projects are noted in Table 4. The table indicates if the project is also included in one of the previous plans described in Chapter 2. Many of the projects in Table 4 will be evaluated using a version of ACHD’s Community Programs prioritization process that is modified for bicyclists. This process considers a range of factors (e.g., proximity to schools, major roads, available funding, city or school district support, etc.). Appendix ‘B’ contains more information on this process, as well as the results of applying the technical criteria to the projects below. Note that scoring in Appendix ‘B’ does not represent a complete or final prioritization of the projects.



Legend

Bike Lane	Bike Lane or Shared Lane Marking	Bike Route (Shared Lane Marking and/or Signage)	Parks
Bike Route	Shared-Use Path	Traffic Calming	Schools
Multi-Use Path	Intersection Project		Central Bench Study Area

RECOMMENDED BICYCLE PROJECTS BOISE CENTRAL BENCH AREA

Figure
17

Table 4. Recommended Bicycle Projects.

Project Name	Description	Notes	Timeframe	Neighborhood ¹	Previous Plan ²
Bike Lane Projects					
Cassia St, Gamay Ln/ Curtis Rd	Add bike lanes	Consider shared lane markings if bike lanes are not feasible	Med/Long	B/CB	-
Cole Rd, Overland Rd/ Franklin Rd	Add bike lanes	Programmed in Five-Year Work Plan	Short	B	-
Curtis Rd, Franklin Rd/I-184	Add bike lanes.	Shared lane markings could be a near-term solution.	Med/Long	CB/MH	-
Emerald St, Cole Rd/ Orchard St	Add bike lanes in conjunction with future widening project.	Shared lane markings could be used as an interim solution until a future widening project.	Med/Long	CR/MH	R
Emerald St, Orchard St/ Americana Blvd	Investigate the feasibility of a lane reconfiguration to add bike lanes.	Shared lane markings could be used as an interim solution until a future lane reconfiguration project.	Med/Long	CR/DB/MH	R
Franklin Rd, Cole Rd/ Rose Hill St	Add bike lanes.	Shared lane markings could be used as an interim solution until a future widening project. Limited options for parallel routes	Med/Long	B/CB/DB	-
Kootenai St, Phillippi St/ Roosevelt St	Add bike lanes	Consider shared lane markings to avoid impacts to on-street parking	Med/Long	CB/MH	D
Orchard St, Emerald St/I-184	Add bike lanes.	Shared lane markings could be used as an interim solution until a future lane reconfiguration project.	Med/Long	CR/MH	-
Orchard St, I-84/ Overland Rd	Add bike lanes.	Shared lane markings could be used as an interim solution until a future lane reconfiguration project.	Med/Long	H	-
Orchard St, Overland Rd/Emerald St	Add bike lanes.	Shared lane markings could be used as an interim solution until a future lane reconfiguration project.	Med/Long	CB/CR/H/MH	-
Overland Rd, Cole Rd/ Vista Ave	Add bike lanes	Speeds too high for shared lane markings. Wayfinding signs for parallel routes (i.e. Nez Perce St, Kootenai St) could be an option)	Med/Long	B/CB/DB/H/V	B
Overland Rd, Vista Ave/ Federal Way	Add bike lanes	Speeds too high for shared lane markings. Wayfinding signs for parallel routes (i.e. Nez Perce St, Kootenai St) could be an option)	Med/Long	DB/V	D
Owyhee St, Elder St/ Overland Rd	Add bike lanes	Shared lane markings avoid impacts to on-street parking	Med/Long	DB/H/SR/V	-
Roosevelt St, Overland Rd/Emerald St	Widen/convert existing shoulders to bike lane.	Shared lane markings avoid impacts to on-street parking	Med/Long	CB/CR/DB/MH	-
Roosevelt St, Pasadena Rd/Overland Rd	Add bike lanes	Parallel route to Orchard St	Med/Long	CB/H/V	-
Vista Ave, I-84/ Federal Way	Add bike lanes	No planned widening project. Consider wayfinding signs directing cyclists to parallel routes (i.e. Shoshone St, Owyhee St, Columbus St)	Med/Long	DB/SR/V	D,R,V
Shared-Use Path Projects					
Garden St, Cassia Park/ Albion St	Build off-street connection over Ridenbaugh Canal to Cassia Park	Requires canal crossing	Med/Long	CB	-
Wood Acres Ct, Cassia Park/End Of Road	Build off-street connection to Cassia Park		Med/Long	CB	-
Bike Route Projects (<i>Italics indicates interim or option project</i>)					
Alpine St, Orchard St/ Peasley St	Add wayfinding signs. Consider traffic calming measures.	Parallel route to Rose Hill St-Franklin Rd. Connection to Fred Meyer and Orchard St	Short	CB/DB/MH	D
Americana Blvd, Emerald St/Ann Morrison Park	Add shared lane markings	Topography likely limits opportunities for bike lanes	Short	CB/DB	D,R
Canal St-Victory Rd, Shoshone St/Federal Way	Add shared lane markings and/or wayfinding signs	Connection to Federal Way	Short	V	-
Cassia St, Curtis Rd/ Orchard St	Add shared lane markings and/or wayfinding signs	Connections to Borah High School and Cassia Park	Short	CB	-

Project Name	Description	Notes	Timeframe	Neighborhood ¹	Previous Plan ²
Cassia St, Gamay Ln/ Curtis Rd	Consider shared lane markings if bike lanes are not feasible		Short	B/CB	-
Cassia St, Roosevelt St/ Vista Ave	Add wayfinding signs	Connections to Cassia Park and South Jr High	Short	CB/DB	-
Columbus St, Victory Rd/ Kootenai St	Add shared lane markings and/or wayfinding signs	Paralell route to Vista Ave	Short	DB/V	-
Crescent Rim Dr, Latah St/ Eastover Terr	Add wayfinding signs. Signs should direct downtown-bound bicyclists down Peasley Street	Connections to Downtown Boise, Ann Morrison Park, and Boise State University	Short	DB	-
<i>Curtis Rd, Franklin Rd/I-184</i>	<i>Add shared lane markings as a near-term solution. Consider wayfinding signs.</i>	<i>Bike lanes would be ultimate solution. Connections to St Alphonsus area and Greenbelt (via Irving St)</i>	<i>Short</i>	<i>CB/MH</i>	<i>-</i>
Elder St, Owyhee St/ Vista Ave	Add shared lane markings and/or wayfinding signs	Connections to Vista Ave, Owyhee St, and airport area offices	Short	SR	S
<i>Emerald St, Cole Rd/ Orchard St</i>	<i>Add shared lane markings to the existing signed bike route. Consider wayfinding signs.</i>	<i>Bike lanes would be ultimate solution. Connections to Towne Square Mall and Greenbelt</i>	<i>Short</i>	<i>CR/MH</i>	<i>R</i>
<i>Emerald St, Orchard St/ Americana Blvd</i>	<i>Add shared lane markings as an interim solution until a future lane reconfiguration project. Consider wayfinding signs.</i>	<i>Bike lanes would be ultimate solution. Connections to Towne Square Mall and Greenbelt</i>	<i>Short</i>	<i>CR/DB/MH</i>	<i>R</i>
<i>Franklin Rd, Cole Rd/ Rose Hill St</i>	<i>Add shared lane markings as an interim solution until a future widening project.</i>	<i>Bike lanes would be ultimate solution.</i>	<i>Short</i>	<i>B/CB/DB</i>	<i>-</i>
Garden St, Albion St/ Irving St	Add shared lane markings and wayfinding signs	Connection to Greenbelt. Parallel route to Orchard St.	Short	CB/CR/MH	-
Irving St-Houston St, Garden St/Americana Blvd	Add wayfinding signs	Connection to Greenbelt	Short	CR	R
<i>Kootenai St, Phillippi St/ Roosevelt St</i>	<i>Consider shared lane markings to avoid impacts to on-street parking</i>	<i>Could be bike lanes</i>	<i>Short</i>	<i>CB</i>	<i>D</i>
<i>Kootenai St, Vista Ave/ Federal Way</i>	<i>Add shared lane markings</i>	<i>Shared lane markings avoid impacts to on-street parking and property</i>	<i>Short</i>	<i>DB</i>	<i>-</i>
Liberty St, Franklin Rd/ Emerald St	Add shared lane markings and/or wayfinding signs	Connection to Towne Square Mall and St Alphonsus area	Short	SA	C
Nez Perce St, Roosevelt St/ Columbus St	Add wayfinding signs	Parallel route to Overland Rd	Short	H/V	-
<i>Orchard St, Emerald St/ I-184</i>	<i>Add shared lane markings as an interim solution until a future lane reconfiguration project. Consider wayfinding signs.</i>	<i>Bike lanes would be ultimate solution. Greenbelt connection.</i>	<i>Short</i>	<i>CR/MH</i>	<i>-</i>
<i>Orchard St, I-84/ Overland Rd</i>	<i>Add shared lane markings as an interim solution until a future lane reconfiguration project.</i>	<i>Bike lanes would be ultimate solution.</i>	<i>Short</i>	<i>H</i>	<i>-</i>
<i>Orchard St, Overland Rd/ Emerald St</i>	<i>Add shared lane markings as an interim solution until a future lane reconfiguration project.</i>	<i>Bike lanes would be ultimate solution.</i>	<i>Short</i>	<i>CB/CR/H/MH</i>	<i>-</i>
<i>Owyhee St, Elder St/ Overland Rd</i>	<i>Consider shared lane markings to avoid impacts to on-street parking</i>	<i>Could be bike lanes</i>	<i>Short</i>	<i>DB/H/SR/V</i>	<i>-</i>
Owyhee St, Overland Rd/ Alpine St	Add wayfinding signs	Parallel route to Vista Ave and connection to Alpine St. Volumes are low on this section.	Short	DB	-
Peasley St, Rose Hill St/ Crescent Rim Dr	Add wayfinding signs	Connection from Crescent Rim Drive to Vista Ave-Federal Way for Downtown-bound bicyclists.	Short	DB	D
Phillippi St, Malad St/ Overland Rd	Add shared lane markings and/or wayfinding signs	Parallel route to Orchard St and Curtis Rd	Short	H	-

Project Name	Description	Notes	Timeframe	Neighborhood ¹	Previous Plan ²
Roosevelt St, Emerald St/Irving St	Add wayfinding signs	Greenbelt connection	Short	CR	R
Roosevelt St, Overland Rd/Emerald St	<i>Consider shared lane markings to avoid impacts to on-street parking</i>	<i>Could be bike lanes</i>	Short	CB/CR/DB/MH	-
Rose Hill St, Franklin Rd/Vista Ave	Add shared lane markings		Short	DB	D
Shoshone St, Canal St/Rose Hill St	Add wayfinding signs	Parallel route to Vista Ave	Short	DB/V	-
Spaulding St-Hillcrest Dr-Targee St, Phillippi St/Shoshone St	Add wayfinding signs	Parallel route to Overland Rd	Short	H/V	-
Targee St, Vista Ave/Annett St	Add wayfinding signs	Connection to Vista Ave parallel route	Short	V	-

Traffic Calming Projects

Alpine St, Orchard St/Peasley St	Investigate potential traffic calming measures	Parallel route to Rose Hill St-Franklin Rd. Connection to Fred Meyer and Orchard St	Short	CB/DB/MH	D
Mcmullen St, Cole Rd/Holiday Dr	Investigate potential traffic calming measures	Route to Borah High School	Short	B	-
Sunrise Rim Rd, Vista Ave/2000' E Of Denmark St	Investigate potential traffic calming measures		Med/Long	SR	S

Intersection Projects

Capitol Blvd/Crescent Rim Dr	Investigate enhancements to this intersection, including a wider sidewalk or additional traffic calming measures	Wayfinding signs directing downtown-bound bicyclists to use Peasley to Rose Hill would alleviate some problems. A shared-use path on the west side of Capitol would, too, but that may be topographically difficult		DB	D
Orchard St/Alpine St	Investigate installing an enhanced crossing of Orchard Street	Could be done on in conjunction with the Alpine Street project. Provides access to Fred Meyer area.		CB	-
Orchard St/Cassia St	Investigate installing an enhanced crossing of Orchard Street	Nearest signalized crossing is 1/4-mile south at Kootenai or 2,000 feet north at Franklin		CB	-
Rose Hill St/Shoshone St	Investigate enhancing the existing crossing of Rose Hill Street	Marked crosswalk already exists		DB	D

¹ B = Borah, CB = Central Bench, CR = Central Rim, DB = Depot Bench, H = Hillcrest, MH = Morris Hill, SA = St. Alphonsus Area, SR = Sunrise Rim, V = Vista

² B = Blueprint Boise, C= Central Rim, D = Depot Bench, R = Roadways to Bikeways, SR = Safe Routes to School, S = Sunrise Rim, V = Vista

As Table 4 shows, there are 57 recommended bicycle related projects, including 16 bike lane projects, 32 route projects (of which 12 are either interim projects or could be installed in lieu of a bike lane project), 2 shared-use paths, 3 streets to consider traffic calming on, and 4 intersection-specific projects. The table also shows that many of these projects have also been identified as needs by previous plans.

As with pedestrian projects, determining the order projects are implemented in is ultimately a combination of technical scores, the public input described in Chapter 4, construction feasibility (e.g., a project that can be accomplished within existing public right-of-way can be implemented sooner than a project that requires property acquisition), and other programming factors. In reviewing the recommended bicycle-related projects with these factors in mind, the following projects stand out as the recommended highest priorities:

- **Alpine Street from Orchard Street to Peasley Street:** Designate Alpine Street as a bike route using signs and investigate the need for traffic calming. Also investigate installing an enhanced crossing of Orchard Street at Alpine Street.
- **Emerald Street from Orchard Street to American Boulevard:** Investigate whether it is feasible to reconfigure the existing cross-section to include bike lanes through detailed technical analysis, extensive public involvement, and outreach to the various stakeholders along this corridor. If it is, then change the Emerald Street cross section to three-lanes with bike lanes. If it is not, then add shared lane markings to the outer lanes.
- **Garden Street from Albion Street to Irving Street:** Designate Garden Street as a bike route using signs.
- **Orchard Street from I-84 to I-184:** See bicycle corridor discussion below.

The final bicycle treatment (i.e., sharrows, wayfinding signs, etc.) for each project will be determined through ACHD's yearly scoping effort. All bicycle treatment recommendations will be shared with the neighborhood and the City for their review and comment in ACHD's yearly scoping report. More information on specific bicycle treatment options that could be considered for each project can be found in Appendix 'C.'

Constrained Bicycle Corridors Discussion

Bicyclists are not as greatly impacted by out-of-direction travel along their route as pedestrians are because they travel at faster speeds. Given this, it often makes sense to consider nearby parallel bicycle routes as they relate to each other throughout a corridor. This is especially true on corridors that serve higher amounts of motor vehicle traffic. Within the Central Bench area, there are three corridors that bear additional discussion given the interrelated nature of projects in the area:

- Orchard Street from I-84 to I-184
- Overland Road from Cole Road to Vista Avenue
- Vista Avenue from I-84 to Capitol Boulevard

These corridors are discussed in greater detail below:

Orchard Street from I-84 to I-184

Orchard Street provides a continuous north-south connection through the middle of the Central Bench area from I-84 to I-184, aka the Connector. It is generally a four-lane road without bike lanes and there are curbs tight to the travel lanes for much of the road. Orchard Street is an important commercial corridor in the Central Bench area with a number of retail, restaurant, and office establishments making it a key destination, as well as through route, for area bicyclists.

Providing bike lanes on Orchard Street is the preferred ultimate solution. However, given Orchard Street's existing cross-section and surrounding built environment, widening the roadway to provide bike lanes is likely cost-prohibitive. Bike lanes could be provided within the existing roadway if the road's cross-section were modified to one travel lane in each direction and a center-turn lane. This alternative would require a detailed technical analysis, extensive public involvement, and outreach to the various stakeholders along this corridor. At a minimum this plan recommends considering a modified cross section on Orchard as a long term solution as the area experiences redevelopment and increased bicycle attractors. In lieu of providing bike lanes, shared lane markings should be considered in the outer travel lanes in each direction.

Some cyclists will still not be comfortable bicycling in the travel lanes on Orchard Street. They will likely be more comfortable on lower-volume parallel routes, including Phillippi Street (currently a designated route from Overland Road to Irving Street and recommended for designation from Malad Street to Overland Road) and Garden Street (recommended for bicycle route designation from Albion Street to its connection to the Greenbelt). Wayfinding signs should direct cyclists that aren't accessing businesses on Orchard Street to these routes when possible.

Overland Road from Cole Road to Vista Avenue

Overland Road provides an east-west connection through the southern Central Bench area and provides a direct route to the Boise Spectrum entertainment, dining, and shopping area located around the Cole Road/Overland Road intersection. It is generally a five-lane road without bike lanes and curbs tight to the sidewalk. The area along the road is generally built-out with commercial uses. The corridor is a key destination and through route for area bicyclists.

Providing bike lanes on Overland Road is the preferred ultimate solution. However, given the road's existing cross-section and surrounding built environment, widening the roadway to provide bike lanes is likely cost-prohibitive. Traffic volumes are too high for a narrower cross-section and speeds are higher than is recommended for installing shared lane markings. Therefore, the most feasible near-term solution is to direct bicyclists to parallel routes using wayfinding signs. These routes include Kootenai Street from Phillippi Street to Federal Way and Nez Perce Street from Roosevelt Street to Columbus Street. There are no direct parallel routes

within ½-mile of Overland Road west of Curtis Road. A circuitous route through local streets could be devised, though further study would be required to determine a route and its potential effectiveness.

Vista Avenue from I-84 to Capitol Boulevard

Vista Avenue provides a north-south connection through the eastern part of the Central Bench area and is a direct route to downtown Boise. It is generally a five-lane road without bike lanes and curbs tight to the sidewalk. The area along the road is generally built-out with commercial uses. Similar to the other corridors described above, it is a key destination and through route for area bicyclists.

Providing bike lanes on Overland Road is the preferred ultimate solution. However, similar to Overland Road, given the road's existing cross-section and surrounding built environment, widening the roadway to provide bike lanes is likely cost-prohibitive. Traffic volumes are too high for a narrower cross-section and speeds are higher than is recommended for installing shared lane markings. Therefore, the most feasible near-term solution is to direct bicyclists to parallel routes using wayfinding signs. These routes include Columbus Street from Victory Road to Kootenai Street (recommended for bicycle route designation), Shoshone Street from Canal Street to Rose Hill Street (recommended for bicycle route designation), and Owyhee Street from Elder Street to Rose Hill Street (recommended for bicycle lanes and/or route designation). These routes provide a connection to Capitol Boulevard via Federal Way from the east side of Vista Avenue and via Rose Hill Street from the west side.

6. IMPLEMENTATION AND FUNDING

This neighborhood Plan, and others like it, are 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 request list of projects each year. We envision that these lists will contain 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, are prioritized the highest (the full ACHD prioritization system can be found in Appendix 'B').

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 on the Central Bench. Funding for projects will be drawn from:

ACHD COMMUNITY PROGRAMS

The primary funding source for the projects identified in this Plan will be ACHD's Community Programs. This program is a dedicated local funding source for pedestrian and bicycle

projects across Ada County. Funds for Community Programs projects come from ACHD's capital budget and vehicle registration fees with a total funding level of approximately four million dollars per year. The funding breakdown is summarized as follows:

- 5% of ACHD's Capital Budget (\$2 million/year)
- Vehicle Registration Fees (\$2 million/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 a project. 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 of potential projects known as scoping. 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 Involvement Summary



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

101 S Capitol Boulevard, Suite 301, Boise, ID 83702 P 208.338.2683 F 208.338.2685

MEMORANDUM

Date: July 5, 2012 Project #: 12308.0
To: Justin Lucas, AICP
From: Nick Foster, AICP; Brett Korporaal; and Sonia Hennum, PE, PTOE
Project: ACHD Neighborhood Walking and Biking Plans – Boise Central Bench Study Area
Subject: Ped/Bike Comment Summary

Ada County Highway District (ACHD) has partnered with Kittelson & Associates, Inc. (KAI) to develop a neighborhood level walking and bicycling plan for the Boise Central Bench area. Public involvement is a central component of this plan. This memorandum provides a summary of the feedback received from the public through the project's outreach process.

PUBLIC INVOLVEMENT PROCESS

Public comments have come from three sources: (1) an online interactive map, which allowed residents to leave comments at any time from May 1, 2012 to June 21, 2012; (2) an online survey, which asked specific questions about user habits and preferences and allowed for inputting general comments at the last question and was available for the same time period as the interactive map; and (3) three open houses held at three locations throughout the Central Bench:

- Borah High School; May 17, 2012
- Jefferson Elementary School; May 24, 2012
- Owyhee-Harbor Elementary School; May 29, 2012

Each open house was held from 5:30 p.m. to 7:30 p.m. These meetings were conducted in a general open house format where the public could view presentation boards and provide comments to the project team and agency staff. Feedback from each meeting was received through comments provided on map displays placed throughout the open house, including a "Top Priority" map where attendees were able to tell the project team what their top one priority for bicycling or walking in the study area was. Attendees were provided with five numbered stickers to place on the general maps at each open house and one numbered yellow star to place on the Top Priority map. The project team provided attendees with additional numbered dots if they needed them. Attendees placed the stickers on the corresponding maps at the location where they wanted to make a comment and then wrote the corresponding number and comment on chart paper next to the map. The project team entered these comments into the online map the following day after each open house in order to store all comments in a single location. Computer stations were also provided at each open house to allow participants to use the online tools to provide their feedback. Comments and suggestions

gathered at the open houses and from the online sources have been compiled and analyzed and are discussed in the following section.

PUBLIC COMMENT SUMMARY AND ANALYSIS

The project team received a total of 367 comments from the interactive map, general comment question on the online survey, and open houses. Most of these comments, 332, are location-specific; however, the project team also received 35 general comments. Attachment “A” to this memorandum includes all comments received and Attachment “B” includes in the complete online survey results.

The online interactive map proved to be the most popular commenting tool, with approximately 53% of all comments received coming through it. The open houses also provided a significant amount, approximately 34%, of all of the comments. In particular, Open House #2, which had the greatest attendance of the three open houses, provided nearly one-quarter of all the comments. The online survey provided over 10% of all comments, bringing the amount of comments coming from online sources (i.e. the interactive map and survey) to nearly two-thirds of all comments. Table 1 provides a summary of where the comments have come from.

Table 1 Sources of Public Comments

Source	# of Comments	% of Total
Online Interactive Map	193	53%
Online Survey	48	13%
Open Houses		
Open House # 1	28	7%
Open House # 2	77	21%
Open House # 3	21	6%
Total Open House	126	34%

All Comments

Comments are categorized by mode (i.e. pedestrian, bicycle, or both) and issue type. For analysis purposes, the following issue types are used to classify the comments:

- *Connection* – A better bicycling or walking connection along a road or to a destination is needed (e.g. bicycle lanes, sidewalks)
- *Crossing* – There is an issue with crossing the road or intersection
- *Dangerous Conflicts* – There is an issue with conflicts between motorized and non-motorized traffic that does not fit into one of the above categories (e.g. motor vehicle traffic volumes and/or speeds are perceived to be too high)
- *Design Issue* – An existing facility needs improvement (e.g. sidewalk is too narrow)

- *Maintenance* – Improved maintenance is requested for an area (e.g. street sweeping)
- *No Facilities* – It is preferred that new bicycling or walking facilities are not constructed
- *Other* – All other comments not fitting into one of the above categories (e.g. positive comments related to existing facilities people like)

The results of this analysis for all comments are shown in Figures 1 and 2, with Figure 1 showing the results for pedestrian-related comments and Figure 2 showing bicycling-related comments.

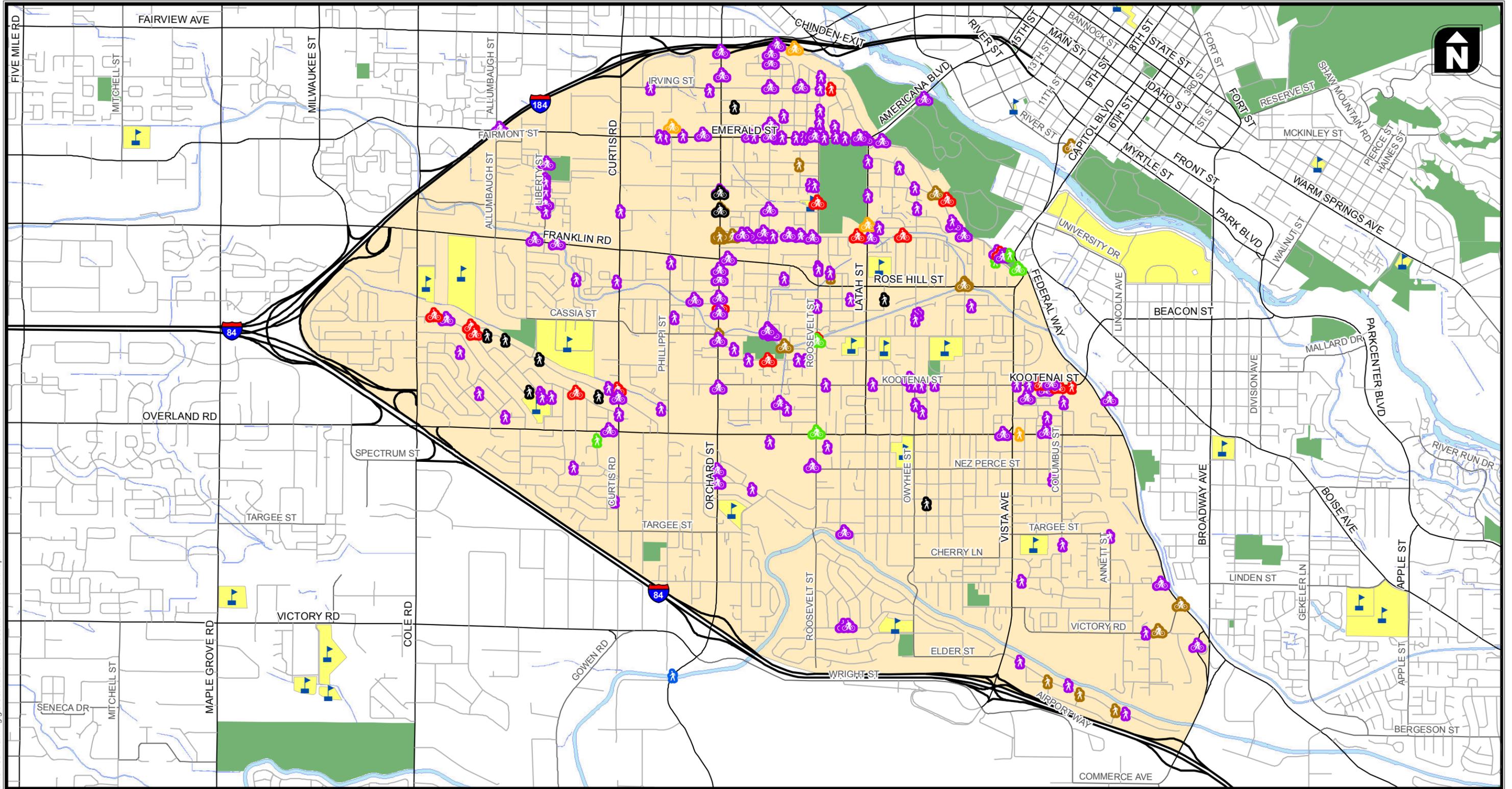
The project team's review of these comments reveals the following key trends in regards to locations and respective issues:

- Alpine Street from Orchard Street to Roosevelt Street – Motor vehicle speeds, lack of sidewalks and bicycle facilities, and difficult crossings at the Orchard Street intersection
- Crescent Rim Drive, near Capitol Boulevard – Motor vehicle speeds and lack of bicycle facilities
- Emerald Street from Orchard Street to Americana Boulevard – Lack of sidewalks and bicycle facilities and difficult crossings at the Americana Boulevard intersection
- Garden Street from Cassia Street to the Greenbelt – Access to Cassia Park and lack of bicycle facilities
- Kootenai Street from Vista Avenue to Federal Way – Lack of sidewalks and bicycle facilities
- Liberty Street from Franklin Road to Emerald Street – Lack of sidewalks
- Orchard Street from Overland Road to Emerald Street – Lack of sidewalks and bicycle facilities, difficulty crossing Orchard Street, and a mixture of support for, and opposition to, a potential road diet
- Vista Avenue/Overland Road intersection – Difficult to navigate for bicyclists

Top Priority Comments

There were a total of 34 top priority comments received from all three open houses. Figure 3 illustrates the location and type of issue of each of these comments, representing where open house attendees see the most pressing needs in the Boise Central Bench area. The figure shows that the top priority comments follow similar trends to all of the comments, with the following areas receiving the most attention (issues are the same as described above):

- Alpine Street from Roosevelt Street to Orchard Street
- Crescent Rim Drive, near Capitol Boulevard
- Emerald Street from Latah Street to Orchard Street
- Orchard Street from Overland Road to Emerald Street



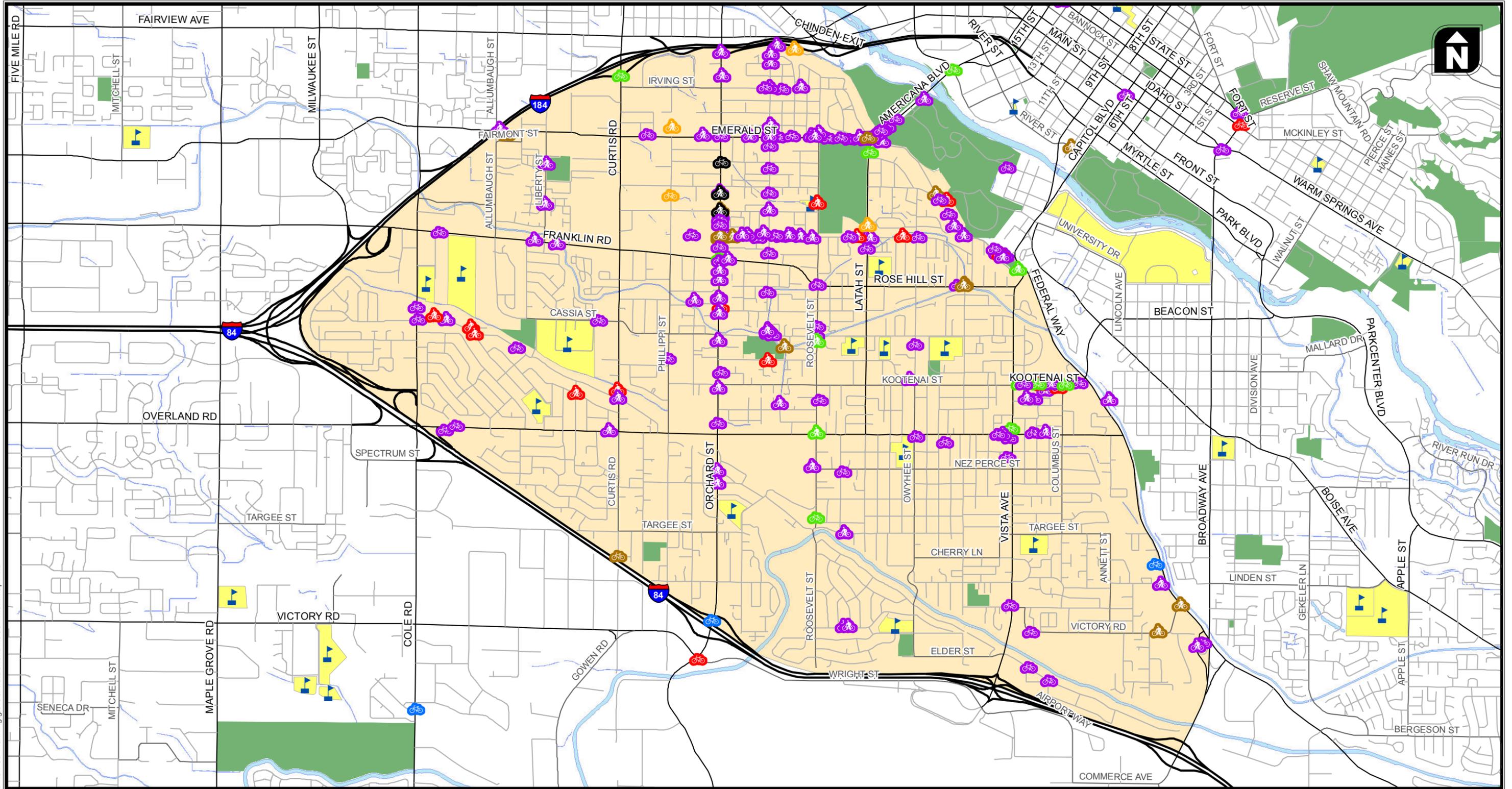
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Legend		Mode		Issue Type	
	Pedestrian		Connection		Design Issue
	Both		Crossing		Maintenance
			Dangerous Conflicts		No Facilities
			Other		Schools
					Parks
					Central Bench Study Area

WALKING RELATED COMMENTS BOISE CENTRAL BENCH AREA



Figure
1



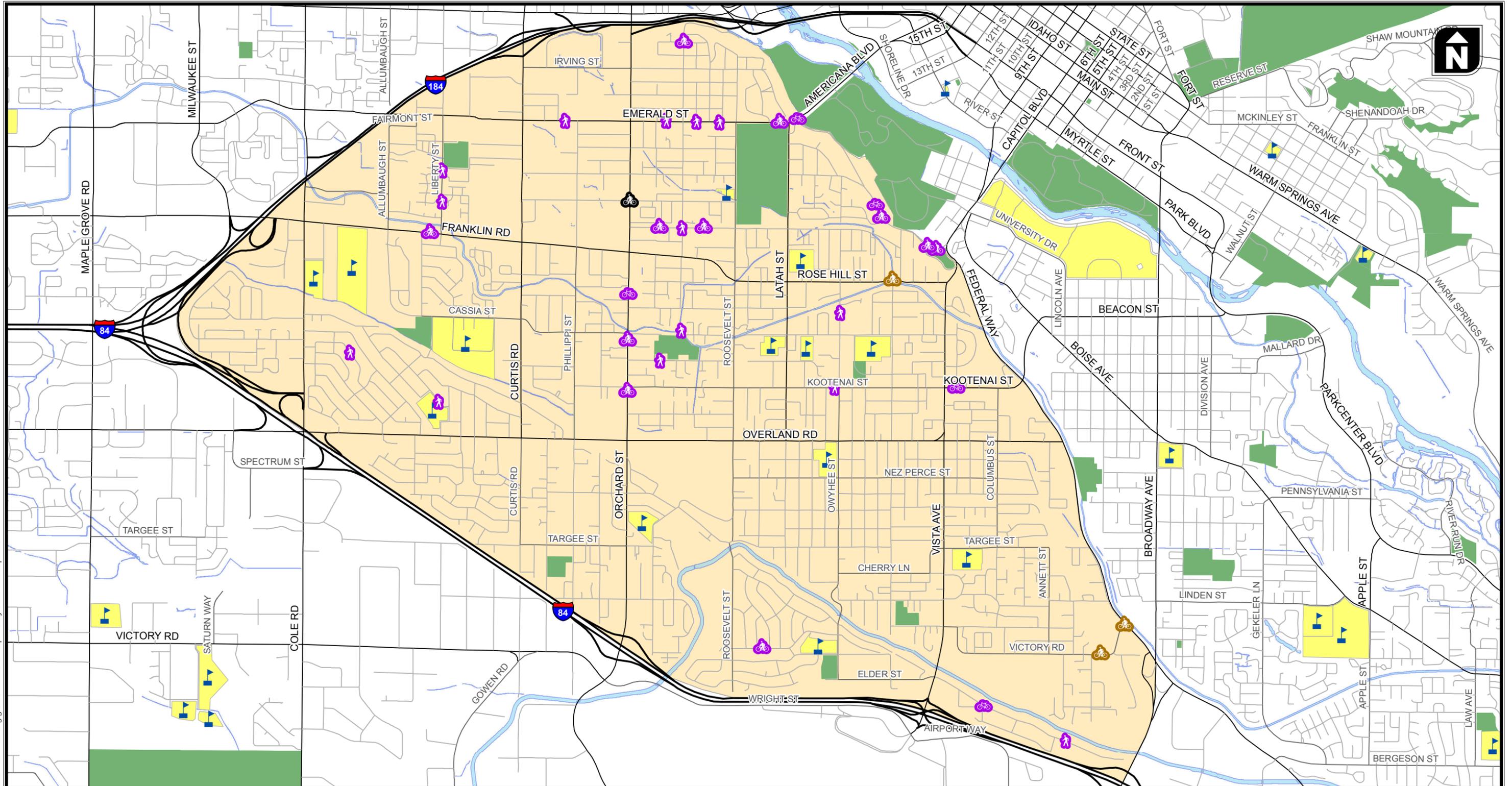
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Mode		Issue Type	
	Bike		Connection
	Both		Maintenance
			Dangerous Conflicts
			Other
			Design Issue
			No Facilities
			Schools
			Parks
			Central Bench Study Area

BICYCLING RELATED COMMENTS BOISE CENTRAL BENCH AREA



Figure
2



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Legend		Type	Category
	Pedestrian		Connection
	Bike		Schools
	Both		Parks
			No Facilities
			Central Bench Study Area

TOP PRIORITY COMMENTS BOISE CENTRAL BENCH AREA

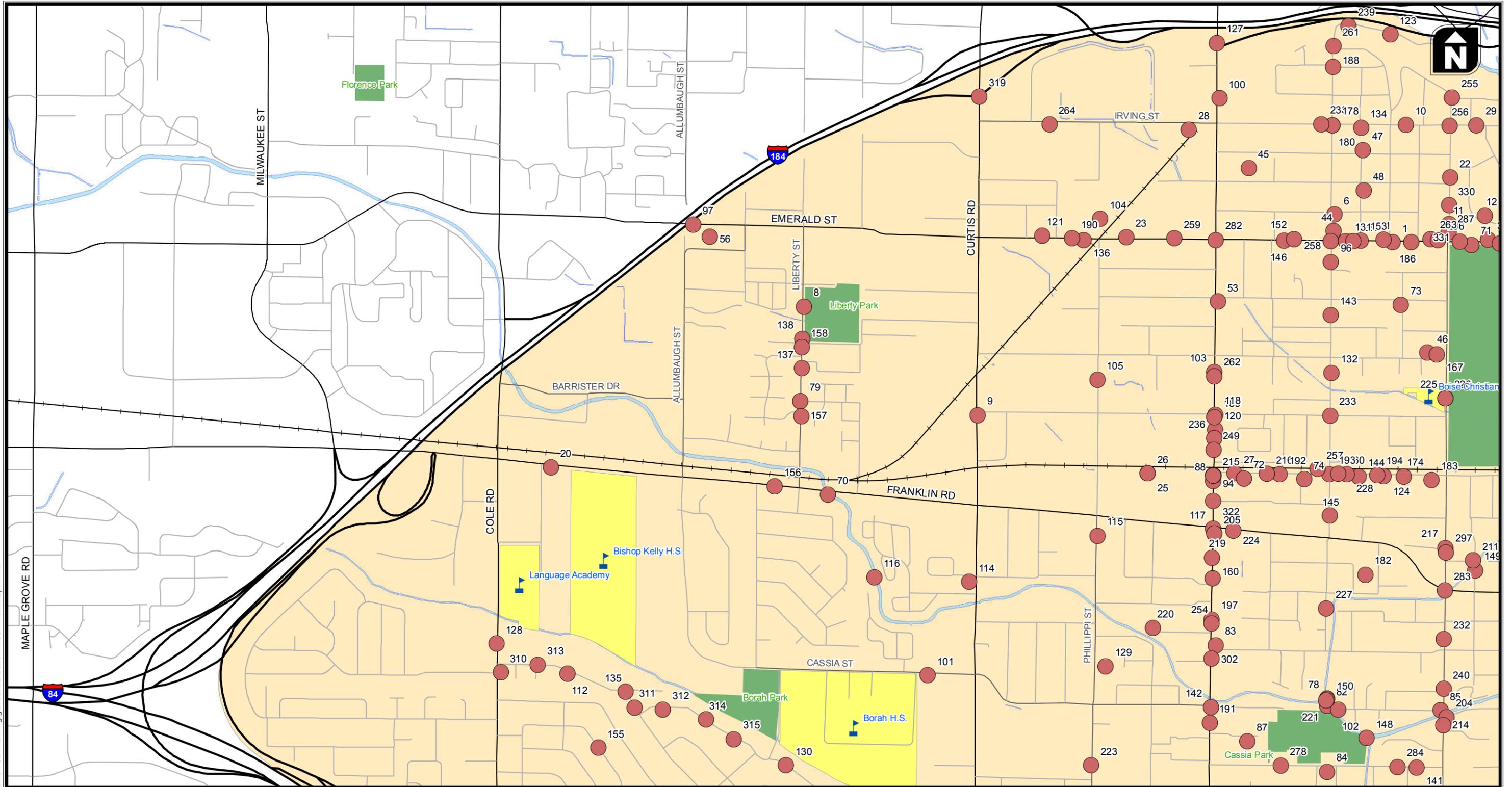


**Figure
3**

NEXT STEPS

The project team will use these comments, along with a technical analysis of the existing network and other relevant factors (i.e. demographics, activity generators and attractors, barriers), to identify a recommended set of projects to improve bicycling and walking in the Boise Central Bench area.

Attachment A All Public
Comments



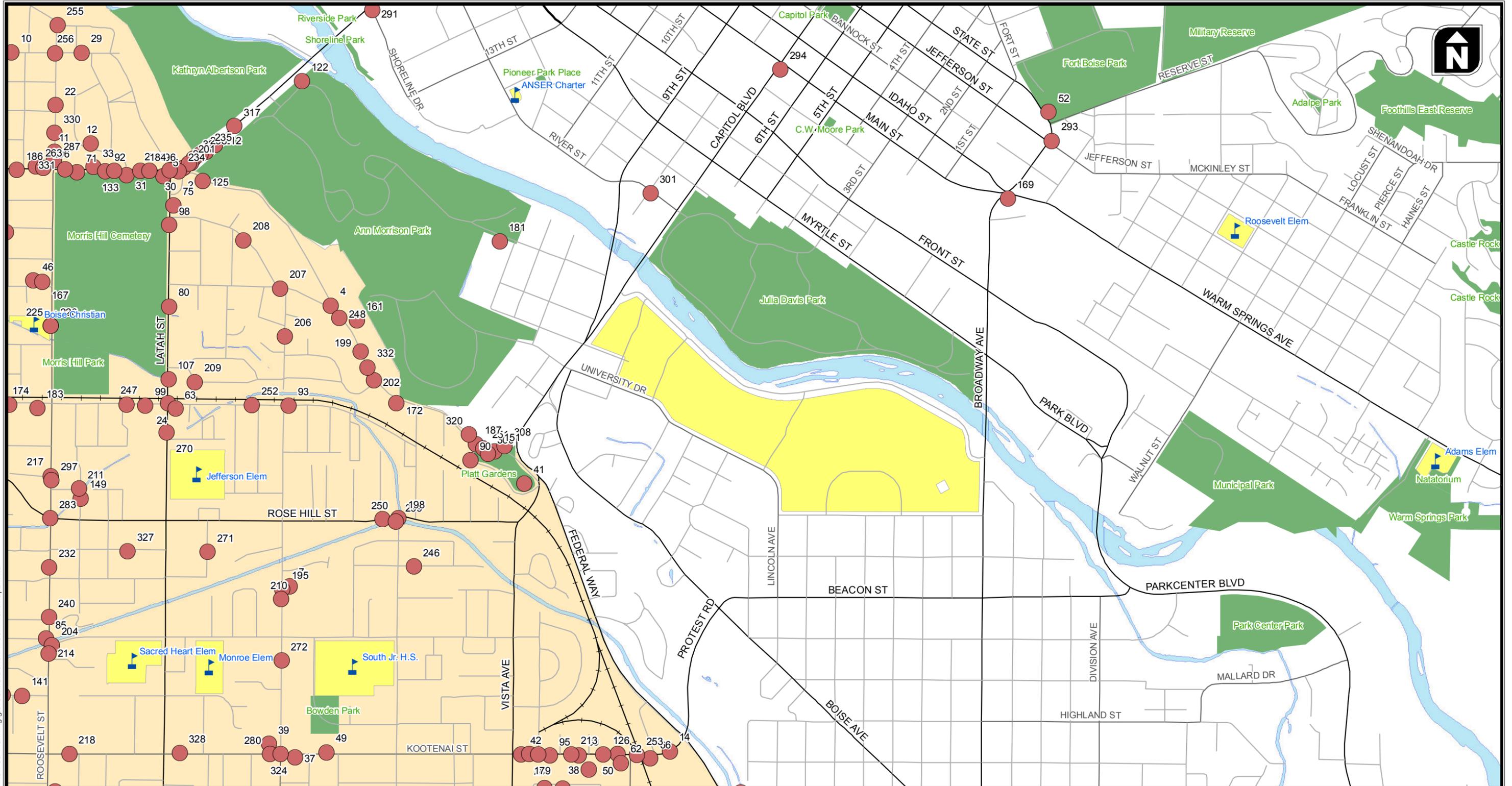
Legend

- Public Comment
- Parks
- Schools
- Central Bench Study Area

**ALL PUBLIC COMMENTS
BOISE CENTRAL BENCH AREA**



**Figure
A-1**



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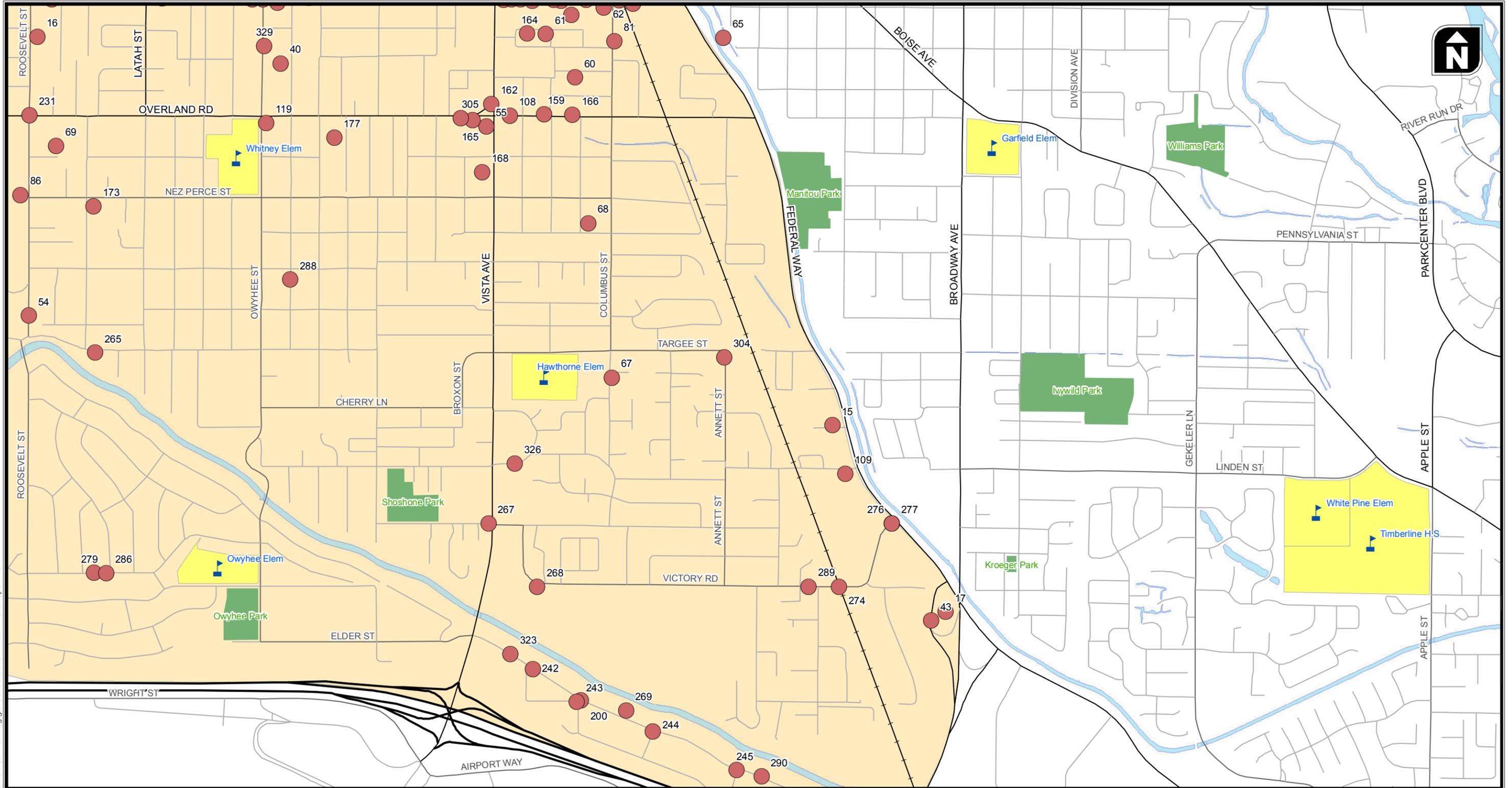
Legend

- Public Comment
- Parks
- Schools
- Central Bench Study Area

ALL PUBLIC COMMENTS BOISE CENTRAL BENCH AREA

KITTELSON & ASSOCIATES, INC.
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**Figure
A-2**



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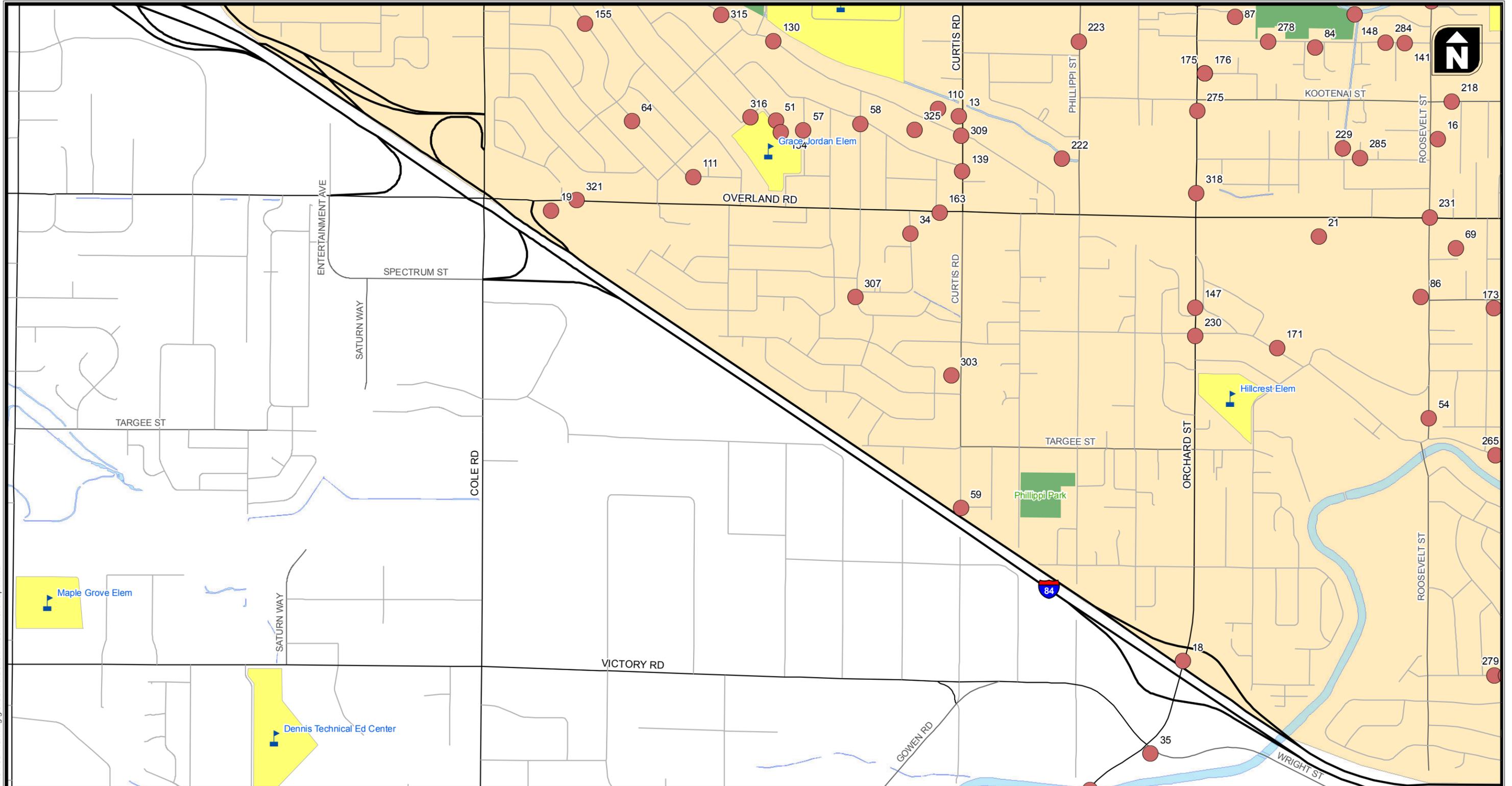
Legend

- Public Comment
- Parks
- Schools
- Central Bench Study Area

**ALL PUBLIC COMMENTS
BOISE CENTRAL BENCH AREA**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

**Figure
A-3**



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Legend

- Public Comment
- Schools
- Parks
- Central Bench Study Area

**ALL PUBLIC COMMENTS
BOISE CENTRAL BENCH AREA**



**Figure
A-4**



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Legend

- Public Comment
- Parks
- ▤ Schools
- Central Bench Study Area

**ALL PUBLIC COMMENTS
BOISE CENTRAL BENCH AREA**

**Figure
A-5**

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
1	Bike lanes on Emerald between Latah and Orchard would really help connect destinations west with my neighborhood (Crescent Rim Sub). Currently I will either ride Alpine to Philippi or go North to Irving.
2	I commute by bicycle to downtown Boise every day. The only place where there are not bike lanes are on the Americana hill. Lanes would keep bikes off the sidewalks in this busy biking and walking area.
3	I use Alpine a lot to access the Fred Meyer on Franklin and Orchard both biking and walking. I always find it hard to cross Orchard. A crosswalk at this location would help out.
4	This intersection is very dangerous for walking and biking. It is residential without sidewalks and bike lanes. A lot of cars also speed through the area from Capitol heading to Latah.
5	The sidewalk and bike path on the north side of Emerald stops at Marshall and people are forced to walk in the dirt or go to the other side. The sidewalk needs to continue down from Marshall all the way to Orchard on both sides so people can walk and/or bike. When events are held in the parks people park within the neighborhood and jaywalk across putting themselves in danger. More people would walk and bike if we had a consistent sidewalks down to Orchard.
6	<p>We live at Garden and Fremont Street and frequently walk to the greenbelt down Garden. There are no bike lanes on the street and no sidewalks yet this is a main Greenbelt entrance for the bench. As one friend says, the connection at Garden is the Boise Bench Bicycle "Superhighway." It truly is a great way to commute into downtown and yet many people don't even know that it exists. When I see people biking up Americana to Emerald, I wonder if they realize that there is a great alternative route via the greenbelt. I would love to see sidewalks and bike lane on Garden north of Emerald and even from Alpine to the Greenbelt.</p> <p>Alpine is a great east/west connector as an alternative to Emerald but west of Roosevelt it isn't as pedestrian friendly. It's such a major route to walk to Fred Meyer that it would be nice to have this more walking and biking friendly. Alpine has some improvements but could use further development.</p>
7	There are no sidewalks on Owyhee Street north of Cassia, yet there are two schools on Cassia resulting in a large number of children walking or biking on Owyhee. There are also a large number of senior citizens walking on Owyhee. I am concerned for their safety.
8	Liberty St. between Emerald and Franklin needs a sidewalk and bike lane. Liberty park is on the corner of Denton and Liberty and the kids have to walk in the street to get there, there is also a gentleman who is wheelchair bound that has to use the street to get to the park. It is dangerous to not have a sidewalk, especially when there are school bus stops along the way.
9	Curtis Rd needs a sidewalk consistently on both sides of the road.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
10	There are high amounts of pedestrian and bicycle traffic on Irving St between Orchard and Houston Dr. There are no sidewalks or bike lanes and cars generally speed through here. Lots of people are forced to walk in the roadway creating an unsafe situation. Sidewalks on Irving would help a lot and would improve the look of the neighborhood.
11	connect the sidewalk from emerald in front of the irrigation pond, west side of emerald, to allow a safe walking path. right now people have to walk in the street to get to emerald and on to the dog park
12	There are no side walks on either side of the road on Roosevelt from Gage to Wilson. I have a section of my property that could EASILY be leveled to make way for the sidewalk.
13	The hill on Curtis is very narrow, the shoulder is usually covered in gravel. Particularory an issue on the East side of the street where drivers cannot see ahead when cresting the hill.
14	Prtest Hill would really benefit from a bike lane. Thre is a lot of traffic from both pedestrians and bikes, even with extra wide sidewalks there is often not room. The road is generally crowded with cars. Especially an issue on the uphill side where they try to pass on the right before the right lane ends.
15	The bike lane along Federal Way would be fantastic, but it is so covered in gravel that it is nearly unusable. I have more flats than attempts to ride along it. Without being swept occasionally it is nearly wasted.
16	Roosevelt is wide enough for a bike lane. It would be a nice, and easy, addition.
17	A bike freindly route between Broadway and Federal Way could shorten many trips between the bench and South East Boise. The nearest way down the hill on either side are Protest and Bergeson.
18	There is a bike lane over the Freeway on Orchard, but it is covered in rocks, gravel, nails and other junk. Please sweep more often?
19	I realize that this is outside the scope, but there is no good bike route from this area to West Jr High, where many of our children go to school.
20	A good bike route to tha mall would be great for Tweens. Either Franklin or Emerald would be great.
21	A sidewalk along Orchard next to the golf course would be helpful, especially for pedestrians. there is only a very narrow path through there.
22	It would be great to have a sidewalk on the part of Roosevelt north of Emerald. Lots of all kinds of traffic here, people walk to church, etc.
23	An accessible sidewalk from the Americana/Emerald intersection all the way to Milwaukee would connect numerous subdivisions to the business district on Cole and Milwaukee. The traffic isn't as fast as Fairview and would really benefit the Central Rim.
24	Please mark the Bike Route from Fred Meyer to Latah since this is a safe route into downtown by connecting with the bile lane on Latah.
25	Mark as a Bike Route that flows into Alpine please.
26	Mark as a Bike Route that flows into Alpine please.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
27	Please mark Alpine between Phillippi and Latah as a Bike Route. Also find other east/west routes to get through the central Bench.
28	The north side of Emerald is very dangerous from Marshall to west of Garden--the old Holland Real Estate Office. I have seen a lot of people using the north side and forced to walk in the street. Even a temporary paved walk way would be better than nothing.
29	There are kids in the neighborhood that bike on Irving, but there are a lot of speeders also. With no sidewalks, it is dangerous for everyone.
30	I ride out of the neighborhood on Houston towards downtown and find the only safe alternative is to ride wrong way down the sidewalk. I take it cautiously and yield to pedestrians, but the upper part of the hill has a narrow sidewalk. Any chance of making it wider? Bike lanes on Americana would be great, but then we'd need a safe way to get across Americana at the top that was realistic (current configuration too complex to get me off the sidewalk).
31	Bike lanes on Emerald would be a huge improvement. It would really help to connect the neighborhood to the hospital, the mall and to make better connectivity between the Green belt and the bench.
32	Americana is a great path for pedestrians to connect to the parks and downtown, but it is very dangerous and bikes either use the sidewalk (undesirable- conflicts with pedestrians) or they must use the road which is more dangerous as cars don't typically respond well to bikes on the hill.
33	The north side of Emerald between Latah and Roosevelt is currently missing a sidewalk. If we don't have room for a sidewalk is it possible to level this area with the street to create a ped zone/ bike lane. It will require short retaining walls, but an additional 4' could make a big difference for peds here. Lets get creative and see what other cities are doing.
34	The existing sidewalk on the west side of S. Barlow Ln. is very broken and lower than the rolled curb. Hence drainage backs up on the sidewalk rather than making it to the street.
35	This is the beginning of a very dangerous stretch heading south on Orchard which becomes Gowen Road. West Gowen Road (just west) is not a viable alternate as several riders have been attacked by junk-yard dogs riding through that stretch.
36	Highway signs, cones, and other debris that YOU ACHD have left in the way of both sidewalks rendering safe bicycling impossible. Surely you included clean-up in your contracts?

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
37	<p>I'd like the city to make Kootenai Road friendlier for walkers, especially between Roosevelt and Vista, where there are a lot of families and children moving to and from neighborhood schools like Monroe and South.</p> <p>This is a significant thoroughfare that through historical accident or by design, the city currently appears only to have designed primarily for vehicles and more recently for bikes. Since my family chooses to keep our cars at home as much as possible, my husband and I walk 45 minutes or bike 15 minutes each way along this route on our way to work. In the mornings, I see many people walking the edges of the road, which offer few sidewalks. Instead neighbors out and about on their own or with their dogs must skirt a few bikers and parked cars. I'm often on this route at about 3:30 PM, and every weekday see parents with small children, and the kids walking home from Monroe Elementary or South Junior High. The street design should not relegate them to walking in the road. They simply seem of secondary importance, and over the six years living in the neighborhood, I've never liked it. Instead, I sometimes imagine a walking pattern where sidewalks invite you out, and the act of walking in and of itself becomes more pleasurable instead of merely a way to get from Point A to Point B.</p> <p>There have been neighborhood debates for years about how to accomplish such a goal given existing trees and the desire to maintain property, but I feel strongly that simply choosing NOT to put in sidewalks is a poor choice.</p>
38	<p>Please add sidewalks, bike lanes, and some residential barriers between Vista and Federal Way on Kootenai. I bike this stretch on my way to the office every day, and often feel I'm taking my life into my hands particularly as I merge into traffic at Kootenai and Vista going east, or hit a pitted jag in the road just before the Jack in the Box going west. Since there's no sidewalk, cars must often veer to squeeze me in.</p> <p>Also, I don't know what's possible to help the residents on this road, but it bothers me how their homes seem of secondary importance to moving cars and trucks between Vista and Federal Way. Can't we make it more inviting for the residents and the people who want to walk or bike here to enjoy greater separation from the traffic? For example, the additional barrier for the residents at Kootenai and Federal Way was a smart design choice.</p>
39	<p>I live off the Kootenai/Latah cross-streets. I work at Boise State. I'd like to walk or bike to work. I don't because there's no sidewalk, walkway, or continuous bike lane that isn't occupied by parked cars. I'd like to see a safe way to walk or bike on Kootenai from Roosevelt through Federal Way/Protest Hill.</p>
40	<p>I walk in the neighborhood and am uneasy about walking in the street on Owyhee (Rose Hill to Overland) and Kootenai (Federal Way to Orchard).</p> <p>When cars are parked at the curb, there is no place safe to walk.</p>

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
41	I live off Owyhee near Rose Hill and bike or walk to BSU when the weather is nice. Going down the west side of Capital Blvd. is a nightmare because there is no buffer between traffic and the sidewalk. If it rains, a person gets drenched with dirty road spray from the trucks and cars. Even when it is dry, there is dirt and debris flying at us.
42	Sidewalks would be great on both sides of Kootenai from Federal Way to Vista, which I certainly hope becomes reality before the park goes in at Kootenai and Columbus. As an aside, I would not be disappointed if that intersection was signaled like Vista and Columbus is.
43	I agree; a bike / walking path parallel with the train tracks that went beneath the elevated portion of Broadway would definitely change the method of transportation for my work commute, and could make the shops and restaurants at Federal Way and Findley more accessible to locals as well.
44	bike lane please! Garden from emerald to greenbelt.
45	No sidewalks in the central rim neighborhood!!
46	I would like to see sidewalks on the north side of Emerald between Latah and Roosevelt. This area is used constantly by runners and walkers. Sidewalks are a must.
47	There is a barricade on Harding at this location. Is there some way we could have a more attractive closure on this road?
48	I wish our neighborhood had sidewalks. Also, people driver very fast on Gage Street even though it is a quiet neighborhood with lots of children, pedestrians, and pets. I would be happy if the city found a way to slow people down.
49	The stretch of Kootenai between Roosevelt and Federal Way is a glaring gap in sidewalk coverage. It's one of the main foot and bike approaches from the Bench to Boise State University. Additionally, lots of families and school kids use this and are forced into the street or bike lanes by parked cars. And there are already setbacks for a sidewalk in front of many of these houses from what appears to be a former sidewalk. This is dangerous at night. To avoid taking down valued trees, asphalt walking paths might work just as well along this stretch.
50	Particularly dangerous stretch of road for pedestrian traffic heading to the university between Vista and Federal Way. There is virtually no room for foot traffic and pedestrians are pushed out into bike lanes or the street. The long stretch between traffic lights means traffic is often going fast when it passes.
51	Sidewalks are desperately needed on Fairfield Ave across from Grace Jordan Elementary School. Young pedestrians now have to walk in the street among the car and school bus traffic. I believe these students need a safe place to walk to and from their school.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
52	The North side of Emerald is way too busy for a bike lane, someone will be killed, I think better signage on the greenbelt, maybe a neighborhood map of the local greenbelt would be good, as well as markings on Garden street. If you did not know the greenbelt connected at the bottom of Garden, you'd never find it. Drainage is the biggest issue on North Emerald. The street is basically flat, curbs and gutter will be crazy without a complete rework of the lay of Emerald.
53	Please don't turn Orchard into a One-lane each way street. Bikers already use the bike lane on Roosevelt to get to and from downtown or the parks. A bike lane on Orchard would be hazardous and not used, it would go nowhere except Garden City, which isn't where bikers want to go.
54	I bike this road each working day and it is difficult to know how to bike safely. In the mini lane there are cars parked but there is no room to veer towards traffic either. Many times I have felt like I am putting myself in serious danger biking to work or the store. I would also allow my 12 year old to bike to school/ programs if this path were safe.
55	This is a very difficult intersection to pass on bike. I have tried Vista by bike and it is so dangerous, I will bike miles out of the way to avoid any moment on Vista. Please consider even a small bike lane for the main route for the Bench to enter downtown.
56	To access the rest of Boise means being able to cross to freeway. This crossing (Emerald over 184) is one of the quietest, however the bike lane gets squeezed out on the narrow bridge. I'd use it more if there were a dedicated bike lane in both directions.
57	Sidewalks are desperately needed to accomodate children walking to Grace Jordan Elementary. The new school has twice as many students as McKinley did, which means twice as many walkers and drivers along the roads leading to it. We need sidewalks along Albright, and along Robertson from Curtis Rd to Albright (if not all the way through to Fairfield). Installing sidewalks would probably allow for even more students to walk to school and cut down some of the vehicle traffic on these streets. I worry about the kids when I see how many cars are on the road right next to them.
58	There is a stop sign here, but many drivers just ignore it and go right on through. Anyway to enforce that or make the stop more obvious? This is a safety issue for kids on bikes and foot, as well as cars.
59	A bicycle bridge would be great here!
60	There are no sidewalks anywhere around here. It makes being a pedestrian very dangerous. I don't let my kids play in the front yard and they don't walk around the neighborhood. You are not only an agency for cars but for transportation and you need to do a better job encouraging other forms of transportation. It is a significant disinvestment in neighborhoods to not have sidewalks. I walk and run a lot and have no way of staying safe, feeling safe for my kids or getting easily from one bench area to the next.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
61	Currently I walk along Vista, but when I ride my bike, I move over to Robert Street because riding on Vista is too dangerous, but the sidewalk has way too many breaks to ride along Vista. I try to walk to the stores when I can, but I have to cut through Neighborhoods because until recently, Overland did not have sidewalks. Thanks for the sidewalks!
62	Traveling Koenai by bike or on foot is dangerous. This is a very busy street especially during rush hours, or when the stadium lets out. If you are trying to turn onto Columbus, you have to cross the line of traffic flowing west, then cross the traffic flowing east. Since this intersection is at the top of a hill and a turn, I always pray that traffic can see me, or better yet, are nice enough to let me cross. Federal Way is very bike & walker friendly, but you have to take your life in your hands to get there.
63	I bike and walk up and down Alpine to Fred Meyer all the time, this particular corner S. E. side of intersection would be nice to have sidewalks. Sidewalks or bike lanes on Alpine would be nice too.
64	We need sidewalks so the kids can walk to Grace Jordan from Randolph/Holiday. Too many cars are zooming down these roads, and it's not safe. What happened to Safe Routes to School? Also, the bumps on Randolph didn't slow cars at all. Please reinstall and make them real bumps.
65	Since the school boundaries have changed i feel very unsafe with the route my kids have to take Vista and Overland VERY bust streets with NO bike or walking lanes. Kids have to cross both to get to school 1 rides a bike 1 walks
66	There is really no good way to walk and push a stroller from Columbus to Vista. So dangerous!
67	There is a two block section of Columbus with no sidewalk.
68	there are no sidewalks from Helen street near Spaulding to either Vista or Columbus. Children are forced to walk in the street to get to school or the bus.
69	You need to finish putting in sidewalks down South Cleveland St., kids walk in the middle of this street all the time going to and coming home from school at Whitney. Unsafe! It might make the neighborhood look better!
70	All of Franklin Rd on the bench needs bike lanes, particularly between Cole and Phillippi. Perhaps you could widen using the weed field next to the railroad tracks on the North side of Franklin. Also Randolph Dr has numerous cyclists, walkers and runners not to mention children walking to school. That whole area could use sidewalks.
71	Bike lanes on Emerald are incredibly overdue! I commute on this road everyday from home/work by bike and this road in order to be as safe as possible, I always ride on the cemetery side (despite whether I'm on the "right" side or not). The sidewalk is always filled with commuters like me....
72	A crosswalk at Alpine and Orchard for local pedestrians and bike riders to go grocery shopping is needed! This street can be hard to cross and is sometimes prohibitive when walking/biking with little ones.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
73	Please consider a stop sign at this intersection. There are many little children that live along Denton, but cars use this as a throughway. Although there is a stop sign at Denton and Garden, cars will speed up before reaching the corner of Roosevelt and Denton. Also, because the Archer and Denton intersection is uncontrolled, it would be safer for those commuting on Archer (as well as the little ones on Denton) to have a stop sign.
74	Bike/Pedestrian lanes on Alpine!! This can sometimes be a scary road to run in the early morning...too many overly caffeinated drivers who drive too fast!
75	Latah street construction near railroad tracks is finally done but it's not paved. Completely bumpy and hard to ride on.
76	Bike lane REALLY needs to be extended from Latah, all the way down to Americana Blvd. and connecting with 16th. Very dangerous for bikers right now.
77	This stretch of road has no walk / bike path.
78	The canal pathway on Garden is great however it comes to a dead end right at Cassia Park. It would be great if this link was made. The Bench really lacks connectivity for bicycles and pedestrians and a Garden Street connection would really help to improve that situation.
79	N. Liberty Street nearly completely lacks sidewalks or adequate space to ride a bicycle. It has a decent amount of automobile traffic, much foot traffic and a lot of cyclists as well, but often times cars must veer into the middle of the road to give adequate space to pedestrians and cyclists. My major cycling commute consists of traveling from Bethel and Liberty to Morris Hill Road, which is partly a private lane. It is often difficult to cross Curtis on Morris Hill; it is a busy road in between two fairly busy intersections. After Crossing, I Morris Hill east until I turn North on Philippi St. Philippi ends at W. Emerald St. and becomes a bike path which ends at Irving St. I follow this route, which is easily bikable-- I wish there was a cross walk at Philippi and Emerald -- I then turn east on Irving, Cross Orchard and Head north until I hit the greenbelt path which is perfect for cycling until I arrive at Boise State University or the downtown area. I often have hesitations to cycling around my home on Liberty due to the lack of cycling, and my wife and I find it to be unnerving to take walks in the neighborhood as well.
80	No sidewalk on west side of street
81	Columbus desperately needs sidewalks between Kootenai and Overland. This section of Columbus gets heavily used by vehicles cutting down to Overland. At the same time it is heavily used by pedestrians (school children and BSU students/staff) and bicycle commuters headed for BSU and downtown. Also, during rush hours, it is also nearly impossible to merge over and make a left turn onto Columbus from Kootenai on a bicycle (west bound). It would also be nice if there were sidewalks on Kootenai all the way to Federal Way.
82	I agree with a previous commenter -- ped/bike-only access to Cassia Park from the north (and for any of us living south of it, access to Garden Street NB) is the most logical way to encourage foot and bike traffic along a more pedestrian-minded route, rather than the cycling nightmare that is Orchard St.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
83	This stretch of Orchard from Franklin to Kootenai (especially on the west side of the road) is a death trap for bicycles and anyone on wheels other than motorists. Many streets have no ramps or cut sidewalks off completely -- imagine the terror someone on a motorized wheelchair must feel at these intersections.
84	Many pedestrians, including myself, walk, jog and bike this street to access Cassia Park everyday. There are no sidewalks and it is unsafe to walk with children down this relatively high traffic street.
85	I bike south down Roosevelt almost everyday pulling my daughter in a trailer. The side walks are great up to about this point, where they end and I am pushed out into narrow traffic.
86	I would like to bike this street more, but Roosevelt south of Overland is awful. There are no sidewalks and no shoulder east of the golf course and no room for bikers/pedestrians. It pushes me (and my two year old daughter) out in the middle of traffic.
87	I walk on Camas Street several times each week. It is possible to walk on sidewalks most of the way from Roosevelt to Orchard, but you have to cross back and forth across the street several times because the sidewalks start and stop. I worry about the children going to Cassia Park. We really need a sidewalk, at least on the north side of Camas, to make the access to the park safe.
88	Since biking on Franklin is a nightmare, I use Alpine but there is no way to cross Orchard at Alpine. Please add a cross walk or light.
89	This is the only stretch of Kootenai (between Vista and Federal Way) that is 30 mph rather than 25 mph. Lower the speed limit and include sidewalks in order to ensure safe travel by foot and bike. Impossible for residents and homeowners to go westbound during morning and afternoon rush hour.
90	The West sidewalk of Capitol is used by hundreds of people a day- year round.(bikes, strollers, skateboards, walkers, young and old) I email the city to trim the bushes every spring and they do a great job, but the fact of the matter is the sidewalk is too heavily trafficked to be that small and unconnected from the bench to campus area.
91	I take the lane when riding on this hill (up and down) and automobile drivers act as if I am waging war on them. I prefer not to be on the sidewalk because it is heavily trafficked. I stay in the right 1/3 of the lane and always ride predictability.
92	Bike lanes here please. I ride on the right 1/3 of the lane in the right lane and I have been harassed aplenty.
93	This would be a great spot to try a bike blvd. (shared lane markings) the 20mph speed limit is thoughtful but never enforced The lane widths have to be 14ft a piece.
94	Hawk signal please?...a crosswalk?, anything really. There is a grocery store on the other side of this street. I understand people could go to Rosehill to cross but we all know they prefer to ride/run dangerously between 35mph traffic.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
95	This could be a great place for a sidewalk. There is a University at the bottom of Protest Hill and many people ride and walk this corridor to get there. The residents park directly in the bike lane as well...I am not sure anything can be done about this.
96	This is a great route to downtown from the bench. It would be great to invest in way finding and shared lane markings to the greenbelt.
97	This bridge sends a clear message that we don't want people walking and biking. Sidewalks and a bike lane that isn't a gutter for debris would be excellent. Since this is a bridge I understand if this will be too costly.
98	Is there a way to get a west side sidewalk without moving gravestones? I see school age kids walk in the bike lane often. I am happy to share the bike lane...I'm just throwing that out there.
99	Thank you for the speed bumps on this stretch, can we get them further to the east and west too? Larger this time perhaps...
100	Connectivity here would be awesome. It kind of shoots you out into an inhospitable area. Maybe connect it somehow to Irving or something? Maybe this is the cities jurisdiction though?
101	Is there a way to get a shared lane marking in this stretch. The bike lane on the west end of this stretch is great!
102	Wayfinding and a bicycle connection would be great here if it doesn't exist already. This would be useful for the school west of here as well.
103	This area is rough for all human powered users. It would be cool to try to push for this area to turn into what 27th street will hopefully be. I guess I'll need to talk the business owners into the idea of a hospitable street for all users and the effect it will have on business.
104	Great job here, this path is awesome.
105	This is a great bike route, thank you for the speed bumps.
106	Too many planes on this route. It is difficult to share the road.
107	Y'all did a bang up job on the new bridge for the canal here. Nice sidewalk improvements too.
108	The new sidewalks are a great addition here. Thank you.
109	Need sidewalks curbs and gutters between federal way and Annette on malad street. Also need sidewalks on the east side of Virginia ave between malad and victory. A speed bump on virginia between malad and canal would improve safety for pedestrians since no sidewalks. This street has become a major route between federal way and vista as people race home during the commute. Also a street lamp on this stretch would help safety for evening and night commutes for pedestrians and bicycle commuters. A way to cross federal way to access the rim grew belt would also be helpful between overland and findley ave.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
110	I live at 1408 S empire way & see a lot of kids use our street heading to the elementary school. I also routinely walk with family & dogs from my house to the canal & we're always dodging traffic in some way. I have always wanted sidewalks on our street even if only one side since a lot of people walk here but are always in danger of those not obeying the 20mph speed limit, or a distracted driver. Empire is one of the wider streets with no speed bumps. A sidewalk system tied into Rand between Robertson & Randolph (Drive), then down Curtis (below Randolph) on one side with curb/barriers to keep traffic from crossing the white line. I usually bike (or rollerblade) from my house to downtown area (or greenbelt off Garden ave) using Curtis to W. Emerald but traffic is rather scary in some narrow sections (on Emerald) so sidewalk is preferred path for me (on bike or rollerblades) where it is available.
111	The lack of sidewalk on Ashland presents a danger to children trying to walk to Grace Jordan Elementary School. This should be a very high priority for the added funds from the car registration fees. The safety of our children should come first!
112	As I stand at my kitchen sink looking out the window at bikers on McMullen, I think, "How unfortunate for them". No doubt they will end up with goat heads in their bike tires! No more biking for them until they repair their tires. Installing sidewalks will help alleviate this small but important problem. It is amazing how much this thoroughfare is used by bikers, walkers, runners, pet owners, etc. from early in the morning to late in the evening. Sidewalks on at least one side of the road would make this route safe and attractive.
113	Need sidewalks along here for safe school zones. Kids walk along here for elementary, middle, and high school access
114	Would love a sidewalk on the right hand side of the street when headed southbound. It is difficult for us to get from our home on Beach St. to Borah Highschool safely.
115	We walk on both sides of phillipi regularly with our baby. Would like a sidewalk on both sides to avoid have to walk on the shoulder, sometimes folks drive rather fast down this street.
116	Would be a dream to have a bridge over the canal so folks on the other side of curtis can walk thru neighborhoods to access Borah park rather than walk near busy Curtis Rd.
117	Difficult intersection to navigate on bicycle.
118	The intersection of Bethel and Alpine is difficult to cross. You have to go all the way to Morris Hill or Franklin to get a protected crossing. Riding bikes is difficult to cross and to travel along Orchard. We prefer walking to Freddy's and local restaurants but find this less attractive because it isn't friendly to pedestrians. Easier to just ride downtown.
119	There are many small businesses between Vista and Orchard that we would love to access by bicycle. As it is, that is very unappealing. We need a decent bike-lane in this stretch.
120	This area (particularly between Alpine and Morris Hill) needs a bike lane! There are many great businesses here that are very hard to access by bicycle.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
121	We need continuous bike lanes down the Emerald corridor to the mall (including the freeway overpass) this would make access to the Milwaukee area much nicer.
122	We really need connectivity along Americana. At the very least a connection between the greenbelt and Latah. A bike lane, or maybe even a pathway like the one down the hill along Capitol.
123	The Greenbelt connectivity here should be a model for the rest of the Bench/downtown connection zone.
124	This Alpine corridor between the depot and Phillipi (including the stretch behind Fred Meyer) has a lot of potential as a bike/pedestrian corridor.
125	There is a dirt trail here that connects to Anne Morrison Park below. It is used by many bikers and walkers. Is there anyway to partner with Boise Parks and Rec. to make this a more useful pathway? This could help make up for the lack of connectivity down the Americana hill.
126	I often ride north on Federal way and then turn left on Kootenai. As it is, this is really awkward to do. Kootenai is terrific past Vista, but the section between Federal Way and Vista is really not very nice. I believe there is a park planned for this area by Boise Parks and Rec. Maybe something could be done so the route to that park is pleasant for all transportation modes.
127	We need to improve the pedestrian and bicycle experience where Orchard crosses the connector. There are no good options the way this area is currently designed.
128	There's a part of Cole Rd that needs a bike lane - it just stops, then starts up blocks away. The street's dangerous enough without tempting drivers closer to cyclists because of the lack of a line.
129	My husband and I walk often on Ponder and Hilton Streets. Hilton has partial sidewalks, but Ponder only has half the street paved with sidewalks. Not sure why... the whole thing needs to be paved. Also Phillippi is in serious need of sidewalks.
130	<p>I hear talk of putting sidewalks in this area. How unfortunate that would be. This is a nice quiet neighborhood where one of our great pleasures is talking with our neighbors in the evenings as they walk up and down the street, often with their dogs.</p> <p>The landscaping is beautiful and tearing up the neighborhood to put in unsightly sidewalks in lieu of the flower gardens and grass that are there now would be a shame.</p> <p>It would also increase the burden financially for the many people now scraping by in these hard economic times. Please do NOT do this to us!</p>
131	Sidewalks - Emerald
132	Bike Lane (Garden St.) (Emerald-Franklin)
133	Emerald Sidewalks
134	Bike Lane (Garden St.) Between Irving St. and Emerald St.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
135	Stop sign to help drivers slow down at this corner - they come around way to fast.
136	Sidewalks on both sides of Emerald (Between N Curtis Rd and N Orchard St).
137	Sidewalks on Liberty (both sides) unsafe conditions. -Lots of pedestrians/refugees in area -St. Al's traffic on Liberty
138	Sidewalks on Liberty between Franklin and Emerald.
139	Sidewalks on Curtis Rd all the way from Overland Rd to Franklin Rd.
140	We would very much like to be able to walk from my home (north of the interstate in Greenhill Estates) to the businesses on the corner of Eagle/Overland. Also, my son wants to ride his bike to MVHS, but has to go all the way to Locust Grove and double back to the High School. There are so many amenities and businesses on both sides of the interstate, but it is suicide to walk or bike across the areas of the on-ramps/off-ramps. It is shameful that the areas on both sides of the interstate are not accessible to pedestrians/bikers who live and shop in the area. The only way to safely get across the interstate is to detour to Cloverdale or Locust Grove which is impractical for pedestrians/bikers because of the distance.
141	Better pedestrian access on Camas St from Roosevelt to Cassia Park.
142	Better pedestrian access across Orchard @ Cassia.
143	Bike lanes on Garden (Between Irving and Franklin).
144	Bike lanes on Alpine, (Orchard to Depot).
145	Bike corridor on Graden (end to end).
146	Improve pedestrian and bike corridor on Emerald.
147	Orchard Rd needs bike lanes and ensure handicap access for pedestrians.
148	Bike pedestrian crossing at east end of Cassia Park over Ridenbaugh.
149	Safer crossing at Jackson/Farmers irrigation canal
150	Pedestrian access in Cassia Park from Garden Street.
151	Many people use this path (sidewalk). This is used by bicycles heavily.
152	Sidewalks on BOTH sides of Emerald.
153	SIDEWALKS ON BOTH SIDES OF EMERALD
154	Sidewalks needed for students to walk to Grace Jordan Elementary School: On Albright, Fairfield, and Robertson.
155	Interconnected sidewalks throughout area plus update streelighting.
156	Bike/Pedestrian route to Mall-doesn'tneed to be a particular route Emerald or Franklin.
157	SIDEWALKS ON LIBERTY!
158	Sidewalks on Liberty.
159	Very unsafe for kids to bike to South. A safe route MUST be put in place. They changed the school boundries and now they need to figure out a safe way for our kids to get to school safly. To many small business with cars pulling out...
160	I'd really love to see consistent sidewalks and bike lanes on Orchard between Fairview and Overland. I would definitely support converting Orchard to a two lane street with a center turn lane and bike lanes. :-)

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
161	people speed through our neighborhood even though it is 20 MPH. Speed bumps we have on Morris Hill do not slow cars down. Would help if speed bumps were wider. As is they are about 3 feet wide. Wider bumps would force a lower speed and still not cause problems for emergency vehicles. We do need sidewalks on Morris Hill Rd.
162	i tried to ride my bike through this turn lane thing and i almost got ran over no one ever puts their blinkers on
163	Overland needs bike lanes, a buffer for pedestrians and urban renewal funds to improve the business climate.
164	About a year ago my husband and 3 preschool-aged children and I moved to the Vista/Overland area. We love almost everything about our neighborhood...except for the absence of a neighborhood park, and no sidewalks for a safe walk/bike ride to the nearest park. I would love to feel free enough to take my kids for an evening walk, but as it is now it's very stressful. Even through neighborhoods, we have to be very aware of the traffic - not a relaxing stroll at all!
165	Intersection has become too busy for safe pedestrian or bike traffic. Lazy, inattentive right turns endanger those in cross walk. Can this area be monitored more strictly and drivers cited? A bike lane would be appreciated both on Vista and east/west on Overland.
166	Please extend sidewalk to Federal Way. Not sure why it stopped at Columbus, but it's dangerous to bike/walk along this route. Traffic does not respect speed limit or cyclists and pedestrians. Thanks.
167	Morris Hill Road is continually busy with walkers, runners, bicyclists, families taking their dogs to the dog park and kids. Many kids walk to school (corner of Roosevelt and Morris Hill) without any sidewalks and the street is busy with traffic and parents taking their children to school. Sidewalks would be a great addition.
168	I commute by bike, foot, bus, and personal vehicle from Kootenai to downtown. Vista/Capitol is the most direct route for me. When I bike, I reluctantly ride on the sidewalk because it is completely unsafe on the street. I understand the conflict between bikes, pedestrians, and vehicle drivers because I occupy all three roles. None of the three categories will be happy as long as our "transportation system and design" continues as it has. It is unsafe for all. We need dedicated bike paths WITH CONCRETE CURBING between bikes and vehicles on ALL of the main thoroughfares -- Vista, Capitol, Overland, Latah, Orchard, Franklin, Emerald so that bicyclists are not forced into vehicle lanes or endangering pedestrians on sidewalks.
169	Gap in bike lane on Warm Spring Ave. and very narrow road with parked car on road.
170	No paved access to greenbelt from Starview Dr. even though it is only a few feet away.
171	Need a side walk in front of Hillcrest Country Club.
172	We need a sidewalk and bike lane on the north side of the road.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
173	There needs to be a bike lane along Country Club Drive & onto Roosevelt. My kids go to South Jr high & this is a very dangerous route. People take the corner too fast on Country Club, often with the sun glaring in their eyes. Roosevelt has heavy traffic & space for bike lanes on both sides if the shoulders were paved.
174	There have already been accidents involving children and vehicles on Alpine. One last year where a little boy was dragged by a car. The speed limit is 20mph, but people drive up to 45 and 50. Many people bike, jog, walk, and walk their dogs down my street. There should be sidewalks and a bike lane and speed bumps. The speed bumps between Latah and Roosevelt were a good start, but you need them on the stretch between Roosevelt and Garden and Garden and Orchard. Further a cross walk on Orchard to the Fred Meyer would probably save someones life.
175	Bike Lanes on Orchard between Overland & Irving would make this area much less dangerous for cyclists.
176	Bike Lanes on Orchard between Overland & Irving would make this area much less dangerous for cyclists.
177	Bike Lanes on Overland between Orchard & Federal would make this area much less dangerous for cyclists.
178	Traffic used to be slower on Garden and Irving streets before top coating ruined the speed bumps. I have lived here for more than 20 years and have NEVER seen a problem with walking or biking, however, when sidewalks were put in between Orchard and N. Garden on Irving the speed of traffic increased and bikers use the sidewalk making walking on them dangerous. Cyclist seem to think they do not have to follow any rules so I have seen accidents at the N.Garden and Irving intersection due to stupid cyclist, not drivers. You post road rules for drivers perhaps it would do some good to post some rule signs for cyclists. Oh Yes and put your money into sidewalks and bike lanes on Emerald where they are sorely needed.
179	The existing Bike Lanes on Kootenai between Vista & Federal are an extreme example of how the chip seal, when last applied, density of chips flow were reduced along shoulder / bike lane area creating an extremely rough surface. Thus a very bumpy ride and laceration hazard to cyclists unfortunate enough to fall on this surface.
180	Traffic used to be slower on Garden and Irving streets before top coating ruined the speed bumps. I have lived here for more than 20 years and have NEVER seen a problem with walking or biking, however, when sidewalks were put in between Orchard and N. Garden on Irving the speed of traffic increased and bikers use the sidewalk making walking on them dangerous. Cyclist seem to think they do not have to follow any rules so I have seen accidents at the N.Garden and Irving intersection due to stupid cyclist, not drivers. You post road rules for drivers perhaps it would do some good to post some rule signs for cyclists. Oh Yes and put your money into sidewalks and bike lanes on Emerald where they are sorely needed.
181	Bike Lane on Shoshone to Crescent Rim to get downtown

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
182	Pond Street from Albion to Franklin has no sidewalks. A lot of people use this road to walk or bike to the Fred Meyer on Orchard.
183	Alpine Street (North side) from Orchard to the Depot would be very nice with sidewalks and bike lanes.
184	Please put sidewalks on the north side of Emerald from Latah to existing sidewalks continuing to Orchard Street.
185	Northbound, gravel spills out into the road covering bike lane. Traffic is coming off the hill usually speeding doing 40-45 mph.
186	Sidewalk on south side of Emerald between Garden and Roosevelt.
187	Connectivity from Cresent Rim to downtown could be improved... Also, the corner from 9th/Capitol to Cresent Rim is blind and cars go over 20mph. Can we improve the congestion/speed problems in this area?
188	Bike path sidewalk, Rosehill to bike path entrance on Garden.
189	NO road diet.
190	Sidewalk all the way from Americana to Curtis.
191	Improve Orchard - Sidewalks, bike lanes and trees. ROAD DIET!
192	Sidewalk and bike lane on Alpine! Speeding (vehicles) is an issue, recent accidents.
193	Sidewalk on Alpine to Orchard on southside Roosevelt to Orchard.
194	Sidewalk and bike lanes on Alpine!
195	Sidewalks or protected walkway (by extruded curb) on Owhyee between Cassia and Alpine.
196	Sidewalks on Emerald between Orchard and Latah (both sides), north side preferable with complete bike path.
197	Orchard from/between Overland and Irving (Overland between Orchard and Vista too), is a "meat grinder" of traffic for cyclists. Bike lanes in these areas would make them less dangerous for cyclists-thanks!
198	Traffic signal control for left turns from Shoshone to Rose Hill.
199	Lane on Cresent Rim.
200	Add a bike lane up length of Sunrise Rim to visually narrow road width in order to reduce vehicle speed and accomodate bicyclists.
201	Safety for bikes and better way to share road at Americana hill down to park entrance and on the North side of Emerald by the cemetary. Look at opportunity to use existing "unofficial" path in Ann Morrison on East side of Americana and enter on Latah.
202	Look at need for wayfinding on Orchard and/or Garden to direct bikes to the Greenbelt.
203	Walking path and bike lane on North side.
203	I live just north of Morris Hill on Garden,there are sidewalks most of the way from Bethel to Morris Hill.It would be so much safer if the sidewalk was completed north of Morris Hill to Emerald, with a bike path because this is a direct connector to the greenbelt from Garden.There are a lot of children who catch the bus on garden.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
204	Even though there is the press-button and lights for cross-walk, people do not stop! This is a huge hazard for the Monroe and South kids that cross here. Some sort of traffic calming is needed.
205	Need some decent bike route to get from East of Orchard to Fred Meyer plaza. Alpine or Franklin fine but something is needed.
206	Sidewalk on Owyee, (Morris Hill to Kipling).
207	Sidewalk on Morris Hill, (Latah to Owyhee).
208	Sidewalk on Meadow Drive, (Latah to Morris Hill).
209	Sidewalk on Kipling, Latah to Owyhee (concerns for school children).
210	Sidewalk on Owyhee between Cassia St. and Alpine St.
211	Improve walkways over canals at Cassia Park (Glenn and Jackson).
212	Americana - Bike lane down hill and widen in front of KMart.
213	abrasive) in bike lane. Need contractors to spread thicker chipseal layer at edge/bike lane
214	Improve visibility at Cassia and Roosevelt
215	Crosswalk on Orchard from Alpine to Fred Meyer Parking Lot.
216	Bike lane and sidewalk on Alpine - Speed bumps to SLOW TRAFFIC DOWN!!
217	Sidewalk needed on Roosevelt.
218	Sidewalks on Kootenai
219	Continuous bike lane and side walk Orchard. 184-84 to facilitate walking and commuting. Road diet would be great! Especially Irving to Franklin (beyond is good).
220	Pedestrian/bike bridge crossing canal at Hilton connecting community.
221	Pedestrian/bike bridge connecting neighborhood North of Cassia Park to park.
222	Make pathways along the canal public.
223	Better bike signage as established bike route.
224	Bike lanes and consistent sidewalks.
225	Flashing lights to slow traffic at school on N. Roosevelt
226	Flashing lights to slow traffic at school on N. Roosevelt
227	Designate Garden as bike route
228	Designate Alpine as a bike route
229	Make pathways along the canals 'public'. The Bench wants our Greenbelt!
230	Orchard to Road Diet - 3 lane w/center turn lane - bike lanes w/consistent detached sidewalks and TREES.
231	Better lighting on Overland (Orchard to Rosevelt).
232	Sidewalk on both sides of Roosevelt (Roose Hill to south end/Palouse).
233	Sidewalks down one side of garden to facilitate walking, bikepaths too. Roosevelt Irving to at least Alpine.
234	Bike lane on Americana - Emerald down past park. Downhill side is Ann Morrison side - No where for pedestraints to move if bike on sidewalk doesn't stop.
235	Bike lanes needed on Americana.
236	Bike path down Orchard.
237	Bike lane needed.
238	Extend bike lane down Irving and Garden to Greenbelt access.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
239	Widen initial Greenbelt access where it initially starts - hard place for pedestrians and cyclists to interface.
240	Bike lane would be nice.
241	Bike lane is really needed.
242	Bike lane entire length of Sunrise Rim. Reduce car speed and improve bicycle safety (visually narrow this wideroad).
243	Crosswalk needed at intersection (reduce speed and improve pedestrian safety).
244	Crosswalk needed at intersection (reduce speed and improve pedestrian safety).
245	Crosswalk needed at intersection (reduce speed and improve pedestrian safety).
246	Sidewalk on Agate.
247	Bike lane on Alpine (Peasley to Orchard).
248	Bike lane on Crescent Rim - entire length (Capitol to Latah).
249	Can Orchard be reduced to two lanes w/a median and a bike lane? It is very intimidating to both cyclists and pedestrians.
250	Bike lanes on Rose Hill would be swell.
251	Improve/reduce speed and congestion near Platt Gardens.
252	Alpine could be a great bike blvd., but cars go 35-45mph between Latah and Peasley. Can there be speed bumps, sharrows, or even more police ticketing in this area?
253	While this area has a bike lane, it is obstructed by parked cars - forcing cyclists into the single lane road.
254	Road diet for Orchard. Three lanes w/center turn, bike lanes and sidewalks.
255	Sidewalk, Roosevelt from Edgemont to Rose Hill.
256	Continuous sidewalk Irving (Roosevelt to Orchard) at least one side.
257	Establish rails to trails connecting out lying communities w/safe separated walking and biking trail along railroad.
258	Emerald road diet, bike lane, continuous sidewalks and turn lane.
259	Emerald road diet; bike lanes, continuous sidewalks and turn lane needed.
260	Continuous sidewalk on Alpine (Orchard to Roosevelt).
261	Sidewalks and bike path on Garden from Greenbelt to at least Alpine.
262	NO road diet.
263	Emerald Street needs a bike lane or a sidewalk other than just next to the cemetery. Lots of traffic and no where for the bikers to ride
264	The sidewalk between Curtis and Orchard on Irving is interrupted in several places causing walkers to cross the street for a sidewalk.
265	Would like to see either bike lanes or sidewalks up and down Targee. My kids walk to & from school and about half of their walk is on the road.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
266	This section of Linda Vista, between McMillan and Edna has several sections without sidewalks. You have to cross Linda Vista from one side of the street to the other in order to walk on a sidewalk. Traffic on our road has increased since Maple Grove goes all the way to Chinden, (I guess because of drivers wanting to go to the stop light on McMillan and Maple Grove) so using a sidewalk is important for safety reasons. My husband is blind and it is very unsafe for him to walk on Linda Vista.
267	Would like to see bike lanes added to both sides of Canal. This is the route that I take to and from work and I am often pushed over towards the grass when both car lanes are being used.
268	Would like to see bike lanes in both directions. There are several tight spots when traveling this road to and from work on daily basis.
269	We need the City of Boise and ACHD to get involved in helping us get sidewalks installed where property owners have stalled installation by not signing permission. Only esmt area would be used; those property owners should not have the right to stop esmt use. It causes an unsafe area for wheelchairs, strollers, and peds to have to use street.
270	LOVE the Latah bike lanes, please continue it through to Nez Perce.
271	NO SIDEWALKS ON MY STREET (Sierra Drive).
272	Make Owyhee a bike route w.lanes all the way from Alpine to Elder. Massively used by cyclists especially on South end. Owyhee is very wide.
273	Need better left turn for bikes from Americana to Latah. This is possible, there's a large median.
274	Railroad crossing at Victory Road - VERY limited sight distance, no shoulder at crossing. Lots of people, pedestrians and bike trips to stores etc. on Federal Way.
275	Orchard Street road diet to include bike lanes and three traffic lanes.
276	Would like to see crosswalks at Victory Rd and Federal Way. In order to cross safely during morning and evening commutes you have to ride/walk down to Fred Meyer.
277	Would like to see crosswalks at Victory Rd and Federal Way. In order to cross safely during morning and evening commutes you have to ride/walk down to Fred Meyer.
278	Sidewalks needed on Camus between Orchard St and Roosevelt St. Fill in sidewalk gaps on Kootenai between Roosevelt and Orchard (set the mail boxes off the sidewalks).
279	Sidewalks and bike lane on Catalina to connect Roosevelt to Owyhee Elementary.
280	Sidewalks along Kootenai between Latah and Vista.
281	No bike lanes on Kootenai, east of Vista (too narrow).
282	Bike lane ends at Orchard and Emerald.
283	Clear bike lane on Roosevelt needed from I-84 to Emerald is needed.
284	Support sidewalk improvements - Now have safety school busing in this area! (Camas St between orchard and Roosevelt).
285	Support sidewalk improvement on W Clark St between Orchard and Roosevelt.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
286	bike lane and sidewalks on Catalina to connect Roosevelt to Owyhee Elementary.
287	Have designated bike route on Roosevelt, north side of Emerald to connect to the Garden St and Greenbelt access.
288	NO SIDEWALK
289	Need sidewalk to continue on Victory (Spotty and non continuous).
290	Sunrise Rim - Sidewalks needed on both sides (East of Vista) connect to existing sidewalk installed by the neighborhood. Work with the city.
291	Bike lane narrows on the curve north of Shoreline on Americana
292	Jefferson needs a bike lane, specifically from 11th to 18th.
293	Corner of Broadway and Jefferson is very dangerous for bikers headed West or East. There is no shoulder and bikers are crowded by cars turning left onto Fort.
294	Bike lane heading North on Capital needs to be continued up to the Capital Building. Cars turning right on Main and cars parking between Main and Idaho make biking very dangerous. The sidewalks are too crowded to add bikers to the mix.
295	There is not a good way to get across State Street to the Greenbelt via the neighborhood off Moore St., without riding on the sidewalk.
296	No sidewalks, no bike lanes make it feel less safe to walk and bike... either would be great!
297	Sidewalks on Roosevelt
298	Please consider bike lanes on both sides of Americana. Traffic moves fast and close, making hazardous riding conditions for bicyclists.
299	Heavy traffic combined with offset intersection & a curve makes for dangerous crossing. Many cyclists/peds need to get across Rose Hill between Shoshone and Peasley and getting across is a challenge. The crosswalk is useless as motorists ignore it. Either a crossing signal or even a light to turn from Peasley or Shoshone is needed. I go thru this almost everyday and people go way too fast down Rose Hill.
300	Connectivity between Central Bench & downtown/greenbelt is a problem. I am forced to bike up & down the sidewalk on the curve across from the Train Depot b/c traffic comes flying around that corner & there is nowhere to go. Besides the narrow sidewalk & overhanging shrubs, it is dangerous for pedestrians b/c of all the cyclists. If we could calm the traffic on that corner that leads up to Crescent Rim & get the cyclists safely on the street (where we belong), then peds could use the sidewalk w/o fear of getting run down. More and BIGGER speedbumps would be a good start.
301	It is time for a signal light or 4way stop sign at this very busy intersection. Cross traffic between River & Capital is heavy & motorists often seem confused about whether they should stop or not when there are people waiting to cross. This is a major crossing for ped/bike traffic between the greenbelt & downtown.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
302	Orchard is way too busy and the two lanes in each direction only encourage speeding. Put in a center turn lane & make it one lane in each direction with bike lanes/good sidewalks.
303	Just completing (connecting) existing sidewalks in the area would be helpful! I walk several miles daily in the area around Curtis/Orchard/Targee and there are many areas where sidewalks stop and start.
304	Drivers are blind going around this corner in either direction. Needs a sidewalk on both Annett and Targee to make it safer for pedestrians.
305	This area needs a SAFE bike lane for the kids having to cross to get to South.
306	WE NEED SIDEWALKS!!!
307	Sidewalk on Rand Street from Kirkwood to Grassmere. This project will help children walking to Grace Jordan Elementary. Please put sidewalk on the west side of Rand and connect it to the existing sidewalks on Grassmere and Kirkwood.
308	I agree wholeheartedly with the comments about reducing the speed of traffic going around the curve from Capital Blvd to Crescent Rim. However the sidewalk also definitely needs widened. No matter what, this is going to be a heavily used path between downtown & the bench.
309	Curtis is very dangerous for walking and biking when going up or down from the bench.. We understand plans have been made and will be implemented soon.
310	Again an area that needs better bike protection when going up and down the steep hill. We tend to use Aurora when going to the 2nd bench on bikes.
311	We were promised speed bumps in this z shaped area almost 25 years ago--the kids speed going to Borah as do many adults after they turn onto the Holiday stretch. Kids try to do stunts at the corner of Holiday and Randolph especially when there is sand from snow. We have had several cars upside down, or flying onto our land in the last 30 years and put in railroad ties to protect us. There have been the same accidents at the corner of McMullen and Holiday and in the street of Holiday in this same block long stretch. There also needs to be a stop sign at the McMullen location because McMullen proceeds to the east and those turning from Holiday don't always realise that traffic can be proceeding to the east..

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
312	<p>In very recent years a few people on the rim of Randolph Robertson have been pushing a sidewalks agenda despite the fact that many of the neighbors DO NOT WANT SIDEWALKS and don't need them. This would totally change the configuration of the land from this 50's subdivision which was created in a swirling pattern. Most of us would lose half of our front yards to cement and it would messup vegetation and irrigation pipes. These few sidewalkers have been told by several of us that we don't need them as there are plenty of bikers and walkers without sidewalks already. It would be better to put in speed bumps. Our main sidewalked street is Hummel and that had a death from a car going up ON THE SIDEWALK years ago. It also is presently working to have the crossing guard at Aurora and the painted lines from Grace Jordon for the kids to walk in down Fairfield. Those who want sidewalks so badly could have moved to an area WITH sidewalks instead of picking our neighborhood where the design was carefully laid out without them.</p>
313	<p>Speed bumps are needed on McMullen to slow down the neighborhood traffic going in and out of the subdivision. Borah drivers are always driving too fast when going to and from school. Speed bumps would help to slow the traffic to a reasonable speed. Also, stop sign is needed at McMullen and Holiday.</p>
314	<p>The Randolph-Robertson subdivision doesn't need sidewalks that will cost the homeowners large losses of mature landscaping that cannot be replaced easily. The cost of the sidewalks will be too much for a lot of residences on fixes and retirement incomes. Maintainance of the sidewalks in the winter time would also be a major problem for many of the elderly residents in this area.</p>
315	<p>It would make more sense to put in speed bumps ALL the way to Cole and a bike lane on one side than to put in sidewalks. Family members live in a sidewalked subdivision-- people still walk and bike in the street, people park up on the sidewalks, and crazy drivers sometimes come up on the sidewalks to scare the kids--they are not the end-all solution</p>
316	<p>There seems to be some parents wanting sidewalks in this area-they have not invested the many years here of our family. We all managed to walk safely to school without the speed laws they have now--we think that the walking path painted on fairfield is a great way to protect the kids without destroying the neighborhood design and trees.. If they care about the kids so much--why did they move to an area without sidewalks??I know this neighborhood--I grew up here.</p>
317	<p>I commute on the green belt (which is outstanding). I must ride down/up the hill on Americana to get from our home on the Bench to the greenbelt. The lack of a bike lane on the Americana hill (where cars move fast and close) is a hazard.</p>
318	<p>Orchard and Overland are "weak" spots for my travels.</p>
319	<p>In downtown bikes do well. The further away from down town the worst it gets. On Curtis the bike lane does not account for the freeway on ramp. st. Al's is aprox 2 miles from my house. It is not a safe ride.</p>
320	<p>Need a better way to get from Crecent Rim/Bench area to downtown</p>

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
321	There is not really a good, safe commuting option between the Bench and the areas along Overland west of the Interstate (Theater, Walmart/Lowes, the Government Offices off Vinnell and in Black Eagle, CWI, etc...)
322	It would be great if Orchard could be designed to be a pedestrian friendly street. As kids we walked to the current Fredmeyer area all the time, but now cars and the current street layout make it too dangerous
323	The "area" I am concerned about is Sunrise Rim Rd., east of Vista Ave; west of Broadway. It is fragmented because of ACHD's requirement to have permission from all property owners to install sidewalk. I don't think it is right that a few property owners have stopped the progress of the voted on/ and accepted Neighborhood Plan to install sidewalks along SRR. Only the county esmts would be used. Many more residents want sidewalks and cannot get them because of a few stubborn people. Wheelchairs, strollers, and all pedestrians are forced to walk in the street and cross street to access a sidewalk. The city has been good to grant monies for improvements; and we have some areas installed; one more proposed this year. However, at the end of this phase, the neighborhood will be at a standstill and no further progress will be made without the help of the city and ACHD. Most of the neighborhood is committed to safety and it has been the intention of almost everyone along SRR to work toward it by installing sidewalks. Many, many people have given up landscape, trees, etc. for the good of the neighborhood. Please consider taking on this project. Thank you.
324	Kootenai and Owyhee NEED sidewalks!!!!
325	I live in the Randolph Robertson neighborhood and have since I was in the eighth grade. I find NO PROBLEMS whatsoever with the walking and biking here. The streets are relatively quiet with the exception of the going to and from school time frame and when my wife and I sit on our front porch in the evenings it is very common to see children and families with children walking up and down the street with no issues.
326	Malad is a major street for traffic to get to Vista Av. and it should have sidewalks all the way, plus it would improve the look of the neighborhood
327	I live on Grover Street between Latah and Roosevelt. There are no sidewalks and no street lights on this 3 block stretch. This is not uncommon in the area. I walk during the day, but I wouldn't even consider trying to walk in this area after dark. I appreciate the new sidewalk on Roosevelt, but I wish it went all the way from Franklin to Overland. I walk on Roosevelt to work and the sidewalk ends before Camas Street, which is the first street that goes through to Orchard, where I work. Camas is in need of sidewalks, also, to provide safe access to Cassia Park.
328	The gap along Kootenai between Orchard and Federal Way on the Bench is a pretty big gap. There are several schools in the area and even with blinking stop lights traffic can be fast. What is worse, curbside parking forces pedestrians into bike lanes or the street several times per block.
329	There needs to be continuous sidewalks within the city's neighborhoods. Owyhee needs work from Alpine to Overland, Kootenai needs work from Federal Way to Orchard.

All Public Comments (see Figures A-1 through A-5 for Locations)

Comment #	Comment
330	fragmented in my area (Roosevelt St. north of Emerald).
331	I know there are CRNA neighbors who don't want sidewalks on the interior of the neighborhood but at least continuous sidewalks down Emerald would help. The Central Rim has a high number of refugees and it is difficult for people to access services at Catholic Charities and other services and safely walk to some of the transit stops. The newer sidewalk on a segment of Alpine helps more kids walk to school and those types of improvements would help more people walk. I don't believe the Alpine sidewalk goes all the way to Orchard. We end up walking in the street in many parts of the Central Rim because of the lack of sidewalks on the larger streets. The research is very strong that more sidewalks, better lighting and increased safety increase more physical activity and better connections (physical and social) between neighbors.
332	Crescent Rim and Morris Hill Rd. have very few areas with sidewalks. This area is residential and many adults, children and pets enjoy walking in the area. Also, because of its access to scenic views and the parks, walkers from all over the city visit these streets. Walking can be very dangerous as many drivers use it as a shortcut from Capitol Blvd. to Latah and completely disregard the 20 mph speed limit.

General Comments

- 1) I like the contraflow because it seems safest. It allows bikers to determine own safety. People don't
- 2) Consider having bike lanes on inside next to curb, separated by an extruded curb. This would allow a better buffer from traffic and provide safer walking without putting in sidewalks.
- 3) Need more bike parking at destinations.

(General Comments from the survey follow)

Page 5, Q1. Do you have any other comments about the bike network?

1	There are a number of streets biking to work and/or out on a bike ride for exercise and biking around the city that do not have bike lanes. I think bike lanes encourage sharing the road better.	Jun 18, 2012 2:25 PM
2	there is an area bike network?	Jun 16, 2012 8:29 AM
3	Boise is doing well but needs many gaps filled in. Places like the Greenbelt & Federal Way are wonderful, but getting to them is the hard part. For example, on my daily commute I have to cross a very busy street with no signal, cars going by at 40-45 mph (the limit is 30). Speed control of vehicles is a major problem.	Jun 9, 2012 6:00 PM
4	I commute on the green belt (which is outstanding). I must ride down/up the hill on Americana to get from our home on the Bench to the greenbelt. The lack of a bike lane on the Americana hill (where cars move fast and close) is a hazard.	Jun 9, 2012 4:03 PM
5	My wife and I bike regularly to Eagle from the Boise Bench near the Train Depot. The bike restrictions on the green belt through Garden City are stupid and stifling more people from making the otherwise easy one hour ride.	Jun 8, 2012 11:37 PM
6	I found myself taking my bike down to the BRGB to ride this makes a much sense as parking in the closest parking spot at the gym. Meridian is lacking connected bike paths	Jun 7, 2012 8:55 PM
7	Orchard and Overland are "weak" spots for my travels.	Jun 4, 2012 8:40 AM
8	When green belt floods and I've got my daughter in a burley navigating through traffic is a dangerous thing.	May 31, 2012 9:51 PM
9	generally if you stay off major throughways you can be safe, however, the most direct and quickest access is likely those major roads which are crammed with automobiles.	May 31, 2012 3:23 PM
10	In downtown bikes do well. The further away from down town the worst it gets. On Curtis the bike lane does not account for the freeway on ramp. st. Al's is aprox 2 miles from my house. It is not a safe ride.	May 31, 2012 9:14 AM
11	The Greenbelt is ideal, we need more safe ways to connect to the greenbelt without having to deal with rush hour traffic	May 27, 2012 3:15 PM
12	I find bike lanes dangerous. If there is not at least a curb to separate me from traffic, I only ride back streets.	May 26, 2012 1:12 PM
13	Eagle road needs bike paths... especially around Eagle and Franklin and the freeway	May 21, 2012 12:48 PM
14	Some parts of our bike network are near world class. Others are fragmented and confusing.	May 20, 2012 8:33 AM
15	In some areas, bike paths end abruptly with no shoulder to ride on after the end putting the cyclist in very close proximity to fast traffic. Unsafe!	May 20, 2012 1:42 AM
16	The central Bench is a mess of disconnected routes and paths that connect to downtown Boise or towards Meridian. Streets like Overland must be upgraded to	May 19, 2012 9:59 AM

Page 5, Q1. Do you have any other comments about the bike network?

allow for safe bicycle travel!

17	I live in Meridian off of Pine and Linder, I work off of Overland and Eagle. As of right now there is only ONE safe bridge crossing and to get home I have to go a certain route that isn't always safe. Meridian is absolutely HORRIBLE if you are trying to ride and be a safe rider (not riding in the way of cars) and Pine doesn't even have a bike lane through the entire length, or a sidewalk for that matter.	May 17, 2012 4:40 PM
18	I do fine with what is available, but more infrastructure, education and encouragement always helps.	May 17, 2012 4:10 PM
19	It would be great if more areas around the city could be connected to the green belt in some way. When we bike, we have to load our bikes in the truck and drive to a place to get onto the green belt. We live in the Franklin Park area.	May 17, 2012 1:21 PM
20	Please continue expanding the network. Boise has the potential to be a great bike city but we are not there yet.	May 17, 2012 12:35 PM
21	Need a better way to get from Crecent Rim/Bench area to downtown	May 17, 2012 6:20 AM
22	There is not really a good, safe commuting option between the Bench and the areas along Overland west of the Interstate (Theater, Walmart/Lowes, the Government Offices off Vinnell and in Black Eagle, CWI, etc...)	May 16, 2012 8:12 AM
23	I think that the Boise Greenbelt is a great bike network, but much of the Bench area has severe gaps in cycling infrastructure	May 15, 2012 5:59 PM
24	Boise has come a long way, but too much development was allowed to cut up and cut off parts of the city, without concern about biking or mass-transit. Getting sidewalks everywhere in the city would be a good start to catching up.	May 13, 2012 1:30 PM
25	It would be great if Orchard could be designed to be a pedestrian friendly street. As kids we walked to the current Fredmeyer area all the time, but now cars and the current street layout make it too dangerous.	May 10, 2012 8:54 AM
26	In all honesty, I'm really tired of all this bicycle nonsense. Bicycle accidents are inevitable; when you put a human being on two wheels they're bound to fall at some point; it's not a matter of if, it's a matter of when. Bicyclists should stick to the side streets and NOT use any of our main arterials given that this kind of behavior is dangerous for everyone involved. In my opinion bicyclists are the loud minority.	May 6, 2012 8:17 PM

Page 6, Q1. Do you have any other comments about the sidewalk and pathway network?

1	On the Bench there are several areas that do not have sidewalks on both sides of the road and/or no sidewalks. Adding more sidewalks would increase safety and use of the sidewalks.	Jun 18, 2012 2:28 PM
2	Boise Bench has MANY LONG SECTIONS with no sidewalks. This has a major bearing on which direction we'll walk (ie not to the south or west).	Jun 8, 2012 11:43 PM
3	Have lived and/or worked in this neighborhood for more than 40 years. The through streets such as Latah, Roosevelt etc. especially should have curbs and sidewalks. Also ALL of Alpine and Garden at least from Franklin to Emerald. The Rim could use more.	May 31, 2012 5:07 PM
4	The "area" I am concerned about is Sunrise Rim Rd., east of Vista Ave; west of Broadway. It is fragmented because of ACHD's requirement to have permission from all property owners to install sidewalk. I don't think it is right that a few property owners have stopped the progress of the voted on/ and accepted Neighborhood Plan to install sidewalks along SRR. Only the county esmts would be used. Many more residents want sidewalks and cannot get them because of a few stubborn people. Wheelchairs, strollers, and all pedestrians are forced to walk in the street and cross street to access a sidewalk. The city has been good to grant monies for improvements; and we have some areas installed; one more proposed this year. However, at the end of this phase, the neighborhood will be at a standstill and no further progress will be made without the help of the city and ACHD. Most of the neighborhood is committed to safety and it has been the intention of almost everyone along SRR to work toward it by installing sidewalks. Many, many people have given up landscape, trees, etc. for the good of the neighborhood. Please consider taking on this project. Thank you.	May 30, 2012 10:17 AM
5	Kootenai and Owyhee NEED sidewalks!!!!	May 26, 2012 9:49 PM
6	Pathways along the canals would be very popular.	May 26, 2012 1:19 PM
7	Bench neighborhood needs sidewalks especially the crescent rim and morris hill rd area. Lots of traffic and fast traffic. Kids and elderly in neighborhood would surley benefit.	May 22, 2012 9:48 PM
8	I live in the Randolph Robertson neighborhood and have since I was in the eighth grade. I find NO PROBLEMS whatsoever with the walking and biking here. The streets are relatively quiet with the exception of the going to and from school time frame and when my wife and I sit on our front porch in the evenings it is very common to see children and families with children walking up and down the street with no issues. [REDACTED]	May 21, 2012 9:00 AM
9	There needs to be a focus on neighborhoods with schools, like the Grace Jordan Elementary neighborhood, which has no sidewalks to speak of. It bothers me to see children walking to school in the street, in traffic. It's a major safety issue.	May 20, 2012 4:48 PM
10	Malad is a major street for traffic to get to Vista Av. and it should have sidewalks all the way, plus it would improve the look of the neighborhood.	May 18, 2012 11:50 AM
11	There's a network?	May 17, 2012 2:16 PM

Page 6, Q1. Do you have any other comments about the sidewalk and pathway network?

12	Crossing major roads is a hazardous activity.	May 17, 2012 12:41 PM
13	I live on Grover Street between Latah and Roosevelt. There are no sidewalks and no street lights on this 3 block stretch. This is not uncommon in the area. I walk during the day, but I wouldn't even consider trying to walk in this area after dark. I appreciate the new sidewalk on Roosevelt, but I wish it went all the way from Franklin to Overland. I walk on Roosevelt to work and the sidewalk ends before Camas Street, which is the first street that goes through to Orchard, where I work. Camas is in need of sidewalks, also, to provide safe access to Cassia Park.	May 16, 2012 5:37 PM
14	There are so many folks living in the Bench without the means to drive or even cycle. We must ensure that the Bench has quality sidewalks.	May 15, 2012 6:05 PM
15	The gap along Kootenai between Orchard and Federal Way on the Bench is a pretty big gap. There are several schools in the area and even with blinking stop lights traffic can be fast. What is worse, curbside parking forces pedestrians into bike lanes or the street several times per block.	May 14, 2012 4:39 AM
16	Pedestrian bridges or caution signals at heavier crossings, wider sidewalks, and landscaping / beautification!	May 13, 2012 3:15 PM
17	There needs to be continuous sidewalks within the city's neighborhoods. Owyhee needs work from Alpine to Overland, Kootenai needs work from Federal Way to Orchard.	May 13, 2012 1:35 PM
18	Very poor sidewalk infrastructure... VERY POOR on the Bench	May 8, 2012 9:05 AM
19	fragmented in my area (Roosevelt St. north of Emerald).	May 7, 2012 2:22 PM
20	There need to be biking paths or sidewalks on both sides of the street. Or, if that is not a feasible option, there need to be more cross walks to avoid back tracking. Ex: We need a cross walk on Linder, South of McMillan and North of the Baldwin Park subdivision. There are hundreds of children that walk to Hunter Elementary in Bridge Tower from the subdivisions that are East of Linder. Our children are forced to walk to Linder/McMillan and then back track to the Bridge Tower subdivision. Or, they are forced to walk along McMillan. There is also a new LDS church that was built on Linder and you can see members of that church crossing the street without a cross walk. Adding a crosswalk near the entrance of the parking lot would increase safety and reduce the time it takes to walk to the school for our children.	May 7, 2012 9:41 AM
21	I know there are CRNA neighbors who don't want sidewalks on the interior of the neighborhood but at least continuous sidewalks down Emerald would help. The Central Rim has a high number of refugees and it is difficult for people to access services at Catholic Charities and other services and safely walk to some of the transit stops. The newer sidewalk on a segment of Alpine helps more kids walk to school and those types of improvements would help more people walk. I don't believe the Alpine sidewalk goes all the way to Orchard. We end up walking in the street in many parts of the Central Rim because of the lack of sidewalks on the larger streets. The research is very strong that more sidewalks, better lighting and increased safety increase more physical activity and better connections (physical and social) between neighbors.	May 6, 2012 9:52 AM

Page 6, Q1. Do you have any other comments about the sidewalk and pathway network?

22	Crescent Rim and Morris Hill Rd. have very few areas with sidewalks. This area is residential and many adults, children and pets enjoy walking in the area. Also, because of its access to scenic views and the parks, walkers from all over the city visit these streets. Walking can be very dangerous as many drivers use it as a shortcut from Capitol Blvd. to Latah and completely disregard the 20 mph speed limit.	May 3, 2012 5:01 PM
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Attachment B Online Survey
Results

How did you hear about this survey?

		Response Percent	Response Count
Advertisements in buses		9.1%	2
Sandwich signs on local streets		31.8%	7
Flyer sent home from school		27.3%	6
Flyers posted around town		40.9%	9
	Other (please specify)		54
		answered question	22
		skipped question	56

Page 6, Q1. How did you hear about this survey?

1	Newspapers	Jun 21, 2012 11:30 PM
2	ads on websites	Jun 20, 2012 4:44 PM
3	Friend	Jun 18, 2012 2:25 PM
4	facebook	Jun 16, 2012 10:31 AM
5	neighbor	Jun 16, 2012 8:29 AM
6	Boise Bench neighborhood meeting.	Jun 9, 2012 4:03 PM
7	Saw a link on facebook	Jun 8, 2012 11:37 PM
8	Friend	Jun 4, 2012 8:41 AM
9	Friend emailed it to me.	Jun 1, 2012 12:32 PM
10	Email sent from friend	May 31, 2012 9:52 PM
11	friend	May 31, 2012 3:23 PM
12	Was reading the COMPASS sight to review State St. plan	May 31, 2012 1:33 PM
13	ad in the idaho statesman	May 27, 2012 3:16 PM
14	Bench Community Facebook	May 26, 2012 1:13 PM
15	Central Bench Facebook	May 26, 2012 2:55 AM
16	Boise Weekly	May 25, 2012 8:55 AM
17	Neighborhood Association	May 24, 2012 9:14 AM
18	friend forwarded an e-mail to me	May 24, 2012 8:59 AM
19	Email from neighborhood association	May 22, 2012 9:44 PM
20	email	May 21, 2012 12:48 PM
21	Borah Neighborhood Assoc pres. Sen. Elliot Werk	May 20, 2012 5:05 PM
22	neighborhood assoc:	May 20, 2012 1:43 AM
23	Advertisements in News Tablets	May 19, 2012 11:08 PM
24	Facebook	May 19, 2012 4:11 PM
25	Link from the ACHD bench project web page	May 19, 2012 3:37 PM
26	Email	May 19, 2012 9:59 AM
27	Other bike riders	May 17, 2012 5:53 PM

Page 6, Q1. How did you hear about this survey?

28	Internet Facebook	May 17, 2012 4:45 PM
29	meridian parks and recreation's Facebook page.	May 17, 2012 4:40 PM
30	I work for the Safe Routes to School program and the Boise Bicycle Project.	May 17, 2012 4:10 PM
31	Neighborhood Action Newsletter	May 17, 2012 2:12 PM
32	e-mail from neighborhood association	May 17, 2012 1:21 PM
33	Neighborhood Association	May 17, 2012 12:35 PM
34	DPNA	May 17, 2012 6:20 AM
35	friend/family	May 16, 2012 11:04 AM
36	bench community member	May 16, 2012 8:33 AM
37	Facebook	May 15, 2012 5:59 PM
38	@MeridianIdaho Tweet	May 15, 2012 4:53 PM
39	Twitter	May 15, 2012 2:40 PM
40	neighborhood website	May 13, 2012 5:09 PM
41	Sunday paper 5/12.	May 13, 2012 1:31 PM
42	Idaho Statesman	May 12, 2012 11:24 AM
43	Idaho Statesman	May 11, 2012 12:15 PM
44	CRNA email list	May 10, 2012 8:54 AM
45	Friend sent me a link	May 9, 2012 7:08 AM
46	Morris Neighborhood Association!	May 8, 2012 11:00 AM
47	Neighborhood Association	May 8, 2012 9:03 AM
48	Flyer from neighborhood association	May 7, 2012 2:34 PM
49	neighbor	May 7, 2012 11:04 AM
50	email from friend	May 7, 2012 8:14 AM
51	E-mail	May 6, 2012 8:17 PM
52	Idaho Statesman	May 6, 2012 2:10 PM
53	Idaho Statesman	May 6, 2012 11:34 AM
54	emails about bike surveys	May 5, 2012 12:12 PM

Why do you bike?

		Response Percent	Response Count
Commuting to work		61.5%	48
Commuting to school		17.9%	14
Shopping/errands		51.3%	40
Recreation		85.9%	67
Exercise/health benefits		76.9%	60
Reduces air pollutants		46.2%	36
To save money		59.0%	46
To get to transit		9.0%	7
I don't bike		3.8%	3
	Other (please specify)		4
		answered question	78
		skipped question	0

Page 1, Q1. Why do you bike?

1	would commute to work if better bike routes	Jun 12, 2012 2:28 PM
2	Training for racing	May 31, 2012 9:46 PM
3	i want to request about there is no any shelter on s.curtis Rd, cross Borah High School on bus stand kindly plz build some shelter there for passengers	May 17, 2012 5:42 PM
4	Sharing only one family vehicle	May 16, 2012 11:10 AM

How would you best describe your biking comfort level?

		Response Percent	Response Count
Beginner - only feel safe on separated paths with no traffic crossings and local streets		1.4%	1
Novice - prefer separated paths, but will ride on the road where shoulders are present		54.1%	40
Advanced - confident and comfortable riding with traffic on the road in most traffic situations		44.6%	33
		answered question	74
		skipped question	4

What types of facilities do you prefer to ride on?

		Response Percent	Response Count
Bike lanes		78.1%	57
Separated multi-use paths		61.6%	45
On the road on low traffic streets		47.9%	35
Sidewalks		31.5%	23
	Other (please specify)		3
		answered question	73
		skipped question	5

Page 2, Q1. What types of facilities do you prefer to ride on?

1	Often bike lanes end, I get buzzed. Separated multi paths are best.	May 31, 2012 9:12 AM
2	I realize that bikers are not supposed to use sidewalks, but when pulling my two year old daughter, I refuse to ride on the road	May 16, 2012 11:11 AM
3	I try to use the greenbelt whenever possible. I wish there were more non motorized paths.	May 13, 2012 5:05 PM

What is the distance of your average ride?

		Response Percent	Response Count
Under 3 miles		21.3%	16
3-5 miles		29.3%	22
6-10 miles		37.3%	28
10-20 miles		6.7%	5
More than 20 miles		5.3%	4
	Other (please specify)		0
answered question			75
skipped question			3

How would you describe your bicycling habits?

		Response Percent	Response Count
Daily, year round		24.0%	18
Occasional, year round		17.3%	13
Daily, seasonal		36.0%	27
Occasional, seasonal		21.3%	16
Rarely bike		1.3%	1
I don't bike		0.0%	0
answered question			75
skipped question			3

What prevents you from bicycling more often?

	Major Obstacle	Minor Obstacle	Not Applicable	Response Count
Don't have access to a bike	3.0% (2)	3.0% (2)	94.0% (63)	67
Live too far from destinations	11.6% (8)	33.3% (23)	55.1% (38)	69
Don't know which routes to take	7.5% (5)	46.3% (31)	46.3% (31)	67
Traffic (volume or speed of vehicles)	65.7% (46)	22.9% (16)	11.4% (8)	70
Drivers not sharing the road	67.1% (47)	20.0% (14)	12.9% (9)	70
Intersections/road crossing concerns	50.0% (35)	40.0% (28)	10.0% (7)	70
Lack of bike facilities - bike lanes, paths routes	66.7% (48)	23.6% (17)	9.7% (7)	72
Condition of bike facilities - bike lanes, paths routes	36.8% (25)	42.6% (29)	20.6% (14)	68
Not enough time	12.1% (8)	50.0% (33)	39.4% (26)	66
Lighting	24.2% (16)	39.4% (26)	36.4% (24)	66
Weather	26.1% (18)	43.5% (30)	30.4% (21)	69
Lack of bike parking	16.4% (11)	40.3% (27)	43.3% (29)	67
Lack of worksite amenities (e.g., lockers, showers)	11.9% (8)	22.4% (15)	67.2% (45)	67
Prefer driving	3.0% (2)	26.9% (18)	70.1% (47)	67
Traveling with small children	16.2% (11)	7.4% (5)	76.5% (52)	68
Air pollution exposure	11.9% (8)	26.9% (18)	61.2% (41)	67
Other	12.1% (4)	3.0% (1)	84.8% (28)	33

If you indicated "other" as a major or minor obstacle, please explain or tell us about any of the other obstacles you selected:

11

answered question	73
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skipped question	5
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Page 3, Q1. What prevents you from bicycling more often?

1	You forgot traveling with elderly or handicapped.	Jun 21, 2012 11:28 PM
2	drivers in the treasure valley are not respectful of bikers and riding bikes in or near traffic around this area is like having a death wish. Lighting, visibility and driver education should all be improved for biking to be safer and more commonplace.	Jun 16, 2012 8:28 AM
3	Traffic moving too fast is my biggest concern. I don't really want biking lanes so much as I would like to see two things: 1) widespread traffic calming measures in places where lower speeds would benefit the neighborhood and commuters. On certain arterials, moving cars at high volume & speed is appropriate, but on many streets it is not. Speed bumps and other traffic calming features would go a long way toward encouraging bikers & walkers. 2) Separation between cyclists/peds & cars. They just don't mix very well, and many people are too intimidated to get on the road with cars. Ever try to walk down a sidewalk in January that is right alongside traffic? Not fun. And when I bike, I try to use side streets b/c I do not like to ride alongside traffic in a narrow bike lane. Often, however, through-traffic spills onto these side streets at higher speeds than is safe. Look to Portland, Oregon - they have put in place so many creative ideas and now they have a vibrant cycling community!	Jun 9, 2012 5:58 PM
4	A safe connection down Garden st. to the Greenbelt	May 27, 2012 3:12 PM
5	Going To Plans Pathway Lane Include Sidewalk and Bike Route Near Interstate 84 From Southeast Boise, ID To Western Meridian, ID and Interstate 184 From Flying Wye Interstate 84 To Shoreline Drive. In The Future Coming Soon! New Pathway Lane Plans.	May 19, 2012 11:04 PM
6	Toxic intersections like Emerald and Milwaukee or anything crossing Fairview. Meridian is impossible to access safely from the east.	May 19, 2012 9:57 AM
7	Trash cans forcing cyclists to ride close to the traffic. Traffic control signs not clear for drivers to see. Safety issues regarding some cyclists lack of concern for others. Ie: "racers" and "pack riders."	May 17, 2012 2:11 PM
8	Time spent waiting at intersections and stoplights that don't register bikers in the road. Lack of bicycle lanes is a big one when you are commuting with children. The greenbelt is amazing for commuting with children, but there are not enough of these types of paths that save bikers time and get them out of traffic.	May 16, 2012 11:15 AM
9	I simply prefer to drive and I ride my bike for leisure purposes only. I also believe that bicyclists should stick to the side streets and NOT use any of our main arterials given that this kind of behavior is dangerous for everyone involved. In my opinion bicyclists are the loud minority.	May 6, 2012 8:01 PM
10	I live in the CRNA and if I ride to work at Boise State either I go over the Trestle bridge or have to cross over at Americana and go through several cross walks & lights. I just walked down Garden to Alpine and up Latah. Garden could handle a sidewalk on at least one side from Irving on down to Alpine if not farther. Alpine has room for a sidewalk on the RR side and other side. Latah has partial sidewalks. A continuous sidewalk on the bigger roads would facilitate walking to destinations like the store, parks, etc. Complete streets are an essential component to healthy active people. I know people don't like street diets but	May 6, 2012 11:31 AM

Page 3, Q1. What prevents you from bicycling more often?

Orchard could stand to have a diet so we could have sidewalks, trees and make it more inviting. Our neighborhood would like to get as much attention as the North End and similar places. We will take the sidewalk money Collister did not want to use and use it in the Central Bench on the larger streets.

11

Even though Morris Hill Rd. is a residential neighborhood, cars cutting across from Capital Blvd. to Latah speed through and completely disregard the 20 mph speed limit and the inadequate speed humps. Biking in this area without sidewalks or bike lanes can be very dangerous.

May 3, 2012 5:09 PM

What would encourage you to bicycle more?

	Much more likely	Slightly more likely	Not at all	Response Count
More bicycle infrastructure (e.g., bike lanes, paths, etc.)	83.3% (60)	11.1% (8)	5.6% (4)	72
Worksite amenities (e.g., lockers, showers)	16.2% (11)	38.2% (26)	45.6% (31)	68
More bike parking	31.8% (21)	39.4% (26)	28.8% (19)	66
Better bike lane maintenance	49.3% (34)	40.6% (28)	10.1% (7)	69
Improved street crossings	68.1% (47)	26.1% (18)	5.8% (4)	69
Better lighting	38.2% (26)	41.2% (28)	20.6% (14)	68
Map of bike routes	42.9% (30)	41.4% (29)	15.7% (11)	70
Directional signs/maps along routes	35.3% (24)	42.6% (29)	22.1% (15)	68
Someone to ride with	9.0% (6)	34.3% (23)	56.7% (38)	67
More routes separated from traffic	75.0% (54)	19.4% (14)	5.6% (4)	72
Other	27.6% (8)	3.4% (1)	69.0% (20)	29

If you indicated "other" as a factor please explain: 9

answered question	73
skipped question	5

Page 4, Q1. What would encourage you to bicycle more?

1	Ways to put more bikes on buses	Jun 21, 2012 11:29 PM
2	slowing down cars!	Jun 9, 2012 5:59 PM
3	A dedicated bike route from Boise to Nampa such as a Rails With Trails	Jun 7, 2012 8:52 PM
4	Specifically, paths away from traffic that don't force me to exhale car exhaust.	May 16, 2012 11:17 AM
5	Police enforcement of the 3-foot rule for vehicles passing a bicycle	May 16, 2012 8:08 AM
6	More non motorized paths, Maybe some that cross town north south.	May 13, 2012 5:08 PM
7	I often use the greenbelt for the safety factor	May 10, 2012 8:52 AM
8	Boise State has lockers and showers but my husband's business doesn't so he would like those facilities	May 6, 2012 11:33 AM
9	Sidewalks in the Morris Hill Rd. and Crescent Rim areas.	May 3, 2012 5:11 PM

How would you best describe the area bike network?

		Response Percent	Response Count
Well-connected and safe		4.1%	3
Few minor gaps		20.5%	15
Several major gaps		54.8%	40
Fragmented at best		20.5%	15
		answered question	73
		skipped question	5

Do you have any other comments about the bike network?

Response
Count

26

answered question

26

skipped question

52

Page 5, Q1. Do you have any other comments about the bike network?

1	There are a number of streets biking to work and/or out on a bike ride for exercise and biking around the city that do not have bike lanes. I think bike lanes encourage sharing the road better.	Jun 18, 2012 2:25 PM
2	there is an area bike network?	Jun 16, 2012 8:29 AM
3	Boise is doing well but needs many gaps filled in. Places like the Greenbelt & Federal Way are wonderful, but getting to them is the hard part. For example, on my daily commute I have to cross a very busy street with no signal, cars going by at 40-45 mph (the limit is 30). Speed control of vehicles is a major problem.	Jun 9, 2012 6:00 PM
4	I commute on the green belt (which is outstanding). I must ride down/up the hill on Americana to get from our home on the Bench to the greenbelt. The lack of a bike lane on the Americana hill (where cars move fast and close) is a hazard.	Jun 9, 2012 4:03 PM
5	My wife and I bike regularly to Eagle from the Boise Bench near the Train Depot. The bike restrictions on the green belt through Garden City are stupid and stifling more people from making the otherwise easy one hour ride.	Jun 8, 2012 11:37 PM
6	I found myself taking my bike down to the BRGB to ride this makes a much sense as parking in the closest parking spot at the gym. Meridian is lacking connected bike paths	Jun 7, 2012 8:55 PM
7	Orchard and Overland are "weak" spots for my travels.	Jun 4, 2012 8:40 AM
8	When green belt floods and I've got my daughter in a burley navigating through traffic is a dangerous thing.	May 31, 2012 9:51 PM
9	generally if you stay off major throughways you can be safe, however, the most direct and quickest access is likely those major roads which are crammed with automobiles.	May 31, 2012 3:23 PM
10	In downtown bikes do well. The further away from down town the worst it gets. On Curtis the bike lane does not account for the freeway on ramp. st. Al's is aprox 2 miles from my house. It is not a safe ride.	May 31, 2012 9:14 AM
11	The Greenbelt is ideal, we need more safe ways to connect to the greenbelt without having to deal with rush hour traffic	May 27, 2012 3:15 PM
12	I find bike lanes dangerous. If there is not at least a curb to separate me from traffic, I only ride back streets.	May 26, 2012 1:12 PM
13	Eagle road needs bike paths... especially around Eagle and Franklin and the freeway	May 21, 2012 12:48 PM
14	Some parts of our bike network are near world class. Others are fragmented and confusing.	May 20, 2012 8:33 AM
15	In some areas, bike paths end abruptly with no shoulder to ride on after the end putting the cyclist in very close proximity to fast traffic. Unsafe!	May 20, 2012 1:42 AM
16	The central Bench is a mess of disconnected routes and paths that connect to downtown Boise or towards Meridian. Streets like Overland must be upgraded to	May 19, 2012 9:59 AM

Page 5, Q1. Do you have any other comments about the bike network?

allow for safe bicycle travel!

17	I live in Meridian off of Pine and Linder, I work off of Overland and Eagle. As of right now there is only ONE safe bridge crossing and to get home I have to go a certain route that isn't always safe. Meridian is absolutely HORRIBLE if you are trying to ride and be a safe rider (not riding in the way of cars) and Pine doesn't even have a bike lane through the entire length, or a sidewalk for that matter.	May 17, 2012 4:40 PM
18	I do fine with what is available, but more infrastructure, education and encouragement always helps.	May 17, 2012 4:10 PM
19	It would be great if more areas around the city could be connected to the green belt in some way. When we bike, we have to load our bikes in the truck and drive to a place to get onto the green belt. We live in the Franklin Park area.	May 17, 2012 1:21 PM
20	Please continue expanding the network. Boise has the potential to be a great bike city but we are not there yet.	May 17, 2012 12:35 PM
21	Need a better way to get from Crecent Rim/Bench area to downtown	May 17, 2012 6:20 AM
22	There is not really a good, safe commuting option between the Bench and the areas along Overland west of the Interstate (Theater, Walmart/Lowes, the Government Offices off Vinnell and in Black Eagle, CWI, etc...)	May 16, 2012 8:12 AM
23	I think that the Boise Greenbelt is a great bike network, but much of the Bench area has severe gaps in cycling infrastructure	May 15, 2012 5:59 PM
24	Boise has come a long way, but too much development was allowed to cut up and cut off parts of the city, without concern about biking or mass-transit. Getting sidewalks everywhere in the city would be a good start to catching up.	May 13, 2012 1:30 PM
25	It would be great if Orchard could be designed to be a pedestrian friendly street. As kids we walked to the current Fredmeyer area all the time, but now cars and the current street layout make it too dangerous.	May 10, 2012 8:54 AM
26	In all honesty, I'm really tired of all this bicycle nonsense. Bicycle accidents are inevitable; when you put a human being on two wheels they're bound to fall at some point; it's not a matter of if, it's a matter of when. Bicyclists should stick to the side streets and NOT use any of our main arterials given that this kind of behavior is dangerous for everyone involved. In my opinion bicyclists are the loud minority.	May 6, 2012 8:17 PM

How did you hear about this survey?

		Response Percent	Response Count
Advertisements in buses		7.7%	2
Sandwich signs on local streets		46.2%	12
Flyer sent home from school		23.1%	6
Flyers posted around town		34.6%	9
	Other (please specify)		42
		answered question	26
		skipped question	43

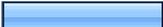
Page 7, Q1. How did you hear about this survey?

1	Newspapers Handouts	Jun 21, 2012 11:36 PM
2	friend	Jun 18, 2012 2:28 PM
3	neighbor	Jun 16, 2012 8:32 AM
4	Boise Bench neighborhood meeting	Jun 9, 2012 4:41 PM
5	facebook link	Jun 8, 2012 11:43 PM
6	Friend emailed it to me.	Jun 1, 2012 12:35 PM
7	Face book.	May 31, 2012 5:07 PM
8	on COMPASS site reviewing State St. Plan	May 31, 2012 1:37 PM
9	Boise Weekly	May 28, 2012 7:11 PM
10	newspaper	May 27, 2012 4:55 PM
11	Bench Community	May 26, 2012 1:19 PM
12	Neighborhood Association	May 24, 2012 9:17 AM
13	Friend forwarded an e-mail	May 24, 2012 9:01 AM
14	Bench neighborhood assn	May 22, 2012 9:48 PM
15	my neighborhood housing association	May 22, 2012 12:54 PM
16	Flyer that came in the mail	May 21, 2012 8:03 PM
17	Senator Elliot Werk	May 21, 2012 9:00 AM
18	Borah Neighborhood Association pres., Sen. Elliot Werk	May 20, 2012 4:49 PM
19	neighborhood assoc	May 20, 2012 1:46 AM
20	Link from the ACHD bench project page	May 19, 2012 3:40 PM
21	Neighborhood Association	May 18, 2012 8:39 AM
22	I work for the Safe Routes to School Program and the Boise Bicycle Project.	May 17, 2012 4:16 PM
23	Neighborhood Action Newsletter	May 17, 2012 2:16 PM
24	e-mail	May 17, 2012 1:23 PM
25	Neighborhood Association	May 17, 2012 12:41 PM
26	Ustick Library	May 17, 2012 10:20 AM
27	Facebook	May 15, 2012 6:05 PM

Page 7, Q1. How did you hear about this survey?

28	Neighborhood FB Page	May 15, 2012 3:28 PM
29	People in the neighborhood talking about it.	May 14, 2012 4:39 AM
30	Idaho Statesman 5/12.	May 13, 2012 1:36 PM
31	Idaho Statesman	May 11, 2012 12:18 PM
32	Friend sent a link	May 9, 2012 7:34 AM
33	Morris Hill NA	May 8, 2012 11:02 AM
34	Neighborhood Association	May 8, 2012 9:05 AM
35	A neighbor told me.	May 7, 2012 2:22 PM
36	neighbor	May 7, 2012 11:06 AM
37	I found it on the ACHD website	May 7, 2012 9:41 AM
38	emial from a friend	May 7, 2012 8:17 AM
39	E-mail	May 6, 2012 8:38 PM
40	Idaho Statesman	May 6, 2012 2:14 PM
41	Newspaper ad	May 6, 2012 1:45 PM
42	Idaho Statesman	May 6, 2012 9:52 AM

Why do you walk?

		Response Percent	Response Count
Commuting to work		23.9%	16
Commuting to school		10.4%	7
Shopping/errands		46.3%	31
Recreation		73.1%	49
Exercise/health benefits		97.0%	65
Reduces air pollutants		34.3%	23
To save money		34.3%	23
To get to transit		7.5%	5
I don't walk except to go to/from my car		3.0%	2
	Other (please specify)		5
		answered question	67
		skipped question	2

Page 1, Q1. Why do you walk?

1	Saves wear & tear on roads, reduces need for new roads, lets me avoid angry drivers during rush hour.	May 17, 2012 10:15 AM
2	I very rarely walk except for in the home, at school and at work, as well as to go to/from my car or to/from my bike.	May 15, 2012 6:02 PM
3	walk my dogs	May 13, 2012 1:32 PM
4	Playing Golf	May 8, 2012 12:32 PM
5	To attend church	May 7, 2012 9:31 AM

How would you describe your walking habits?

		Response Percent	Response Count
Daily, year round		42.2%	27
Occasional, year round		29.7%	19
Daily, seasonal		14.1%	9
Occasional, seasonal		12.5%	8
Rarely walk		1.6%	1
I don't walk except to go to/from car		0.0%	0
		answered question	64
		skipped question	5

How far do you walk at one time, on average?

		Response Percent	Response Count
1/2 mile or less		7.8%	5
3/4 - 2 miles		67.2%	43
2-5 miles		23.4%	15
More than 5 miles		1.6%	1
	Other (please specify)		1
answered question			64
skipped question			5

Page 3, Q1. How far do you walk at one time, on average?

1 This does not include walking, but jogging for exercise.

May 16, 2012 11:19 AM

What prevents you from walking more often?

	Major Obstacle	Minor Obstacle	Not Applicable	Response Count
Live too far from destinations	35.6% (21)	35.6% (21)	28.8% (17)	59
Don't know which routes to take	3.5% (2)	19.3% (11)	78.9% (45)	57
Traffic (volume or speed of vehicles)	37.1% (23)	43.5% (27)	19.4% (12)	62
Drivers not sharing the road	35.1% (20)	29.8% (17)	35.1% (20)	57
Intersections/road crossing concerns	38.3% (23)	35.0% (21)	26.7% (16)	60
No sidewalks or paths	71.4% (45)	19.0% (12)	9.5% (6)	63
Condition of sidewalks	28.8% (17)	49.2% (29)	22.0% (13)	59
Time concerns	33.9% (20)	30.5% (18)	35.6% (21)	59
Personal safety concerns	41.7% (25)	26.7% (16)	31.7% (19)	60
Lighting	31.6% (18)	36.8% (21)	33.3% (19)	57
Weather	19.0% (11)	55.2% (32)	25.9% (15)	58
Prefer driving	1.8% (1)	25.0% (14)	73.2% (41)	56
Other	22.2% (6)	3.7% (1)	77.8% (21)	27

If you indicated "other" as a major or minor obstacle, please explain or tell us about any of the other obstacles you selected:

8

answered question

65

skipped question

4

Page 4, Q1. What prevents you from walking more often?

1	On the 2nd bench. Transporting others who cannot walk. Carrying large amounts of groceries. Pollution from car exhaust and air smoke pollution or heat.	Jun 21, 2012 11:34 PM
2	Rather ride my bike but I have a dog to walk. Often dogs are loose on the Bench who harass my dog.	May 26, 2012 1:17 PM
3	Gaps in sidewalks. Sidewalks too frequently end along a street and don't start back up for long stretches.	May 16, 2012 11:21 AM
4	I also prefer biking to walking	May 15, 2012 6:03 PM
5	Side walks are not consistent throughout our subdivision, I would walk more if there were sidewalks!!!	May 15, 2012 3:26 PM
6	The corner where I live needs sidewalks, it would be much safer for the school kids and would complete the sidewalk going down Alpine to the corner of Latah.	May 15, 2012 2:24 PM
7	Vista could be much more walkable if there were more designated crosswalks, like the one between Overland and Kootenai. Additional crosswalks between Canal and Targee (especially near the Jackson's at Cherry Ln) and Targee and Overland (Nez Perce or Spaulding?) would be fantastic and could really add to the appeal of the neighborhood. Perhaps extending the medians that currently end at Targee to Overland or beyond would make it more appealing to walk as well.	May 13, 2012 3:08 PM
8	I tend to walk when it is light because my neighborhood, Central Rim does not have many sidewalks and some parts of the neighborhood are dark. It is a challenge to go out on Emerald because the sidewalk goes to Americana and not up to Roosevelt. I try to walk when there is little traffic because if I want to walk to the dog park I have to walk up Roosevelt and there are no sidewalks. Traffic on Roosevelt can be a problem and people don't share the road. I would like to walk to the strip mall at Orchard and Emerald but the sidewalks are not consistent.	May 6, 2012 9:46 AM

What would encourage you to walk more?

	Much more likely	Slightly more likely	Not at all	Response Count
More sidewalks and paths	78.1% (50)	14.1% (9)	7.8% (5)	64
Better maintenance	38.6% (22)	45.6% (26)	15.8% (9)	57
Improved street crossings	52.5% (31)	33.9% (20)	13.6% (8)	59
Better lighting	37.9% (22)	37.9% (22)	24.1% (14)	58
Map of walking routes	13.8% (8)	36.2% (21)	50.0% (29)	58
Directional signs/maps along routes	12.5% (7)	42.9% (24)	44.6% (25)	56
Someone to walk with	12.5% (7)	33.9% (19)	53.6% (30)	56
More routes separated from traffic	54.2% (32)	28.8% (17)	16.9% (10)	59
Wider sidewalks and paths	55.2% (32)	29.3% (17)	15.5% (9)	58
Improved security	24.6% (14)	49.1% (28)	26.3% (15)	57
Improved connections to transit stops	34.0% (18)	24.5% (13)	41.5% (22)	53
Detached sidewalks	33.9% (19)	39.3% (22)	26.8% (15)	56
Other	13.6% (3)	0.0% (0)	86.4% (19)	22

If you indicated "other" as a factor please explain:

4

answered question

64

skipped question

5

Page 5, Q1. What would encourage you to walk more?

1	More shade trees for paths.	Jun 21, 2012 11:35 PM
2	Huge need for better access through developments--I have to find my own path through parking lots, apartment complexes, and along canals. Limited ingress/egress developments are also dangerous for residents in case of emergency. (It's a big pet peeve of mine...)	May 17, 2012 10:19 AM
3	don't know what detached sidewalks means	May 7, 2012 2:21 PM
4	Morris Hill Rd. is a residential neighborhood with no sidewalk. Traffic from Capitol Blvd. speeds through the neighborhood completely disregarding the 20 mph speed limit. It is very danger walking, especially at after dark.	May 3, 2012 4:51 PM

How would you best describe the area sidewalk and pathway network?

		Response Percent	Response Count
Well-connected and safe		3.2%	2
Few minor gaps		24.2%	15
Several major gaps		38.7%	24
Fragmented at best		33.9%	21
		answered question	62
		skipped question	7

Do you have any other comments about the sidewalk and pathway network?

Response
Count

22

answered question

22

skipped question

47

Page 6, Q1. Do you have any other comments about the sidewalk and pathway network?

1	On the Bench there are several areas that do not have sidewalks on both sides of the road and/or no sidewalks. Adding more sidewalks would increase safety and use of the sidewalks.	Jun 18, 2012 2:28 PM
2	Boise Bench has MANY LONG SECTIONS with no sidewalks. This has a major bearing on which direction we'll walk (ie not to the south or west).	Jun 8, 2012 11:43 PM
3	Have lived and/or worked in this neighborhood for more than 40 years. The through streets such as Latah, Rosevelt etc. especially should have curbs and sidewalks. Also ALL of Alpine and Garden at least from Franklin to Emerald. The Rim could use more.	May 31, 2012 5:07 PM
4	The "area" I am concerned about is Sunrise Rim Rd., east of Vista Ave; west of Broadway. It is fragmented because of ACHD's requirement to have permission from all property owners to install sidewalk. I don't think it is right that a few property owners have stopped the progress of the voted on/ and accepted Neighborhood Plan to install sidewalks along SRR. Only the county esmts would be used. Many more residents want sidewalks and cannot get them because of a few stubborn people. Wheelchairs, strollers, and all pedestrians are forced to walk in the street and cross street to access a sidewalk. The city has been good to grant monies for improvements; and we have some areas installed; one more proposed this year. However, at the end of this phase, the neighborhood will be at a standstill and no further progress will be made without the help of the city and ACHD. Most of the neighborhood is committed to safety and it has been the intention of almost everyone along SRR to work toward it by installing sidewalks. Many, many people have given up landscape, trees, etc. for the good of the neighborhood. Please consider taking on this project. Thank you.	May 30, 2012 10:17 AM
5	Kootenai and Owyhee NEED sidewalks!!!!	May 26, 2012 9:49 PM
6	Pathways along the canals would be very popular.	May 26, 2012 1:19 PM
7	Bench neighborhood needs sidewalks especially the crescent rim and morris hill rd area. Lots of traffic and fast traffic. Kids and elderly in neighborhood would surley benefit.	May 22, 2012 9:48 PM
8	I live in the Randolph Robertson neighborhood and have since I was in the eighth grade. I find NO PROBLEMS whatsoever with the walking and biking here. The streets are relatively quiet with the exception of the going to and from school time frame and when my wife and I sit on our front porch in the evenings it is very common to see children and families with children walking up and down the street with no issues. Wink Jones 344-0800	May 21, 2012 9:00 AM
9	There needs to be a focus on neighborhoods with schools, like the Grace Jordan Elementary neighborhood, which has no sidewalks to speak of. It bothers me to see children walking to school in the street, in traffic. It's a major safety issue.	May 20, 2012 4:48 PM
10	Malad is a major street for traffic to get to Vista Av. and it should have sidewalks all the way, plus it would improve the look of the neighborhood.	May 18, 2012 11:50 AM
11	There's a network?	May 17, 2012 2:16 PM

Page 6, Q1. Do you have any other comments about the sidewalk and pathway network?

12	Crossing major roads is a hazardous activity.	May 17, 2012 12:41 PM
13	I live on Grover Street between Latah and Roosevelt. There are no sidewalks and no street lights on this 3 block stretch. This is not uncommon in the area. I walk during the day, but I wouldn't even consider trying to walk in this area after dark. I appreciate the new sidewalk on Roosevelt, but I wish it went all the way from Franklin to Overland. I walk on Roosevelt to work and the sidewalk ends before Camas Street, which is the first street that goes through to Orchard, where I work. Camas is in need of sidewalks, also, to provide safe access to Cassia Park.	May 16, 2012 5:37 PM
14	There are so many folks living in the Bench without the means to drive or even cycle. We must ensure that the Bench has quality sidewalks.	May 15, 2012 6:05 PM
15	The gap along Kootenai between Orchard and Federal Way on the Bench is a pretty big gap. There are several schools in the area and even with blinking stop lights traffic can be fast. What is worse, curbside parking forces pedestrians into bike lanes or the street several times per block.	May 14, 2012 4:39 AM
16	Pedestrian bridges or caution signals at heavier crossings, wider sidewalks, and landscaping / beautification!	May 13, 2012 3:15 PM
17	There needs to be continuous sidewalks within the city's neighborhoods. Owyhee needs work from Alpine to Overland, Kootenai needs work from Federal Way to Orchard.	May 13, 2012 1:35 PM
18	Very poor sidewalk infrastructure... VERY POOR on the Bench	May 8, 2012 9:05 AM
19	fragmented in my area (Roosevelt St. north of Emerald).	May 7, 2012 2:22 PM
20	There need to be biking paths or sidewalks on both sides of the street. Or, if that is not a feasible option, there need to be more cross walks to avoid back tracking. Ex: We need a cross walk on Linder, South of McMillan and North of the Baldwin Park subdivision. There are hundreds of children that walk to Hunter Elementary in Bridge Tower from the subdivisions that are East of Linder. Our children are forced to walk to Linder/McMillan and then back track to the Bridge Tower subdivision. Or, they are forced to walk along McMillan. There is also a new LDS church that was built on Linder and you can see members of that church crossing the street without a cross walk. Adding a crosswalk near the entrance of the parking lot would increase safety and reduce the time it takes to walk to the school for our children.	May 7, 2012 9:41 AM
21	I know there are CRNA neighbors who don't want sidewalks on the interior of the neighborhood but at least continuous sidewalks down Emerald would help. The Central Rim has a high number of refugees and it is difficult for people to access services at Catholic Charities and other services and safely walk to some of the transit stops. The newer sidewalk on a segment of Alpine helps more kids walk to school and those types of improvements would help more people walk. I don't believe the Alpine sidewalk goes all the way to Orchard. We end up walking in the street in many parts of the Central Rim because of the lack of sidewalks on the larger streets. The research is very strong that more sidewalks, better lighting and increased safety increase more physical activity and better connections (physical and social) between neighbors.	May 6, 2012 9:52 AM

Page 6, Q1. Do you have any other comments about the sidewalk and pathway network?

22	Crescent Rim and Morris Hill Rd. have very few areas with sidewalks. This area is residential and many adults, children and pets enjoy walking in the area. Also, because of its access to scenic views and the parks, walkers from all over the city visit these streets. Walking can be very dangerous as many drivers use it as a shortcut from Capitol Blvd. to Latah and completely disregard the 20 mph speed limit.	May 3, 2012 5:01 PM
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APPENDIX B

ACHD Prioritization Criteria and Modified Bicycle Prioritization Criteria



Community Program Prioritization for the 2012-2016 Five Year Work Program

This method is used to rank pedestrian projects contained in the Community Programs section of ACHD's Five-Year Work Plan (FYWP). The method is designed to evaluate projects on all ACHD roadways, pending direction from the ACHD Commission. A total of 100 points is available for each project. Projects are then ranked according to the accumulated points.

Technical Criteria

The following is a listing of technical variables that are based on an engineering assessment of projects. A maximum of 60 points, or 60% of total, is possible from the Technical Criteria section.

T1. Average Daily Traffic

This criterion considers the ADT (Average Daily Traffic) for streets. Streets with higher traffic volumes have a greater need for safe pedestrian facilities because of higher potential for accidents.

0	<	250 ADT
2	>=	250 ADT
4	>=	500 ADT
6	>=	750 ADT
8	>=	1,000 ADT
10	>=	2,000 ADT
12	>=	5,000 ADT
14	>=	10,000 ADT
16	>=	15,000 ADT
18	>=	20,000 ADT
20	>=	25,000 ADT

T2. Distance to School / Age of Pedestrian

Projects in close proximity to schools are likely to have the highest pedestrian volumes. The age of school children is also an important factor. The greatest importance is placed on close proximity to elementary schools and special needs schools. This criterion is measured in walking distance.

4	> 0.5 and <=1 miles of a middle/junior high school; >0.25 and <=0.5 mile of a high school; <= 0.25 mile of a college or university
8	> 0.5 and <=1 miles of an elementary school or special needs school; >0.25 and <= 0.5 of a middle/junior high school; <= 0.25 mile from a high school; or directly connects to college or university
12	> 0.25 and <=0.5 miles of an elementary school or special needs school; <= 0.25 mile of a middle/junior high school; or directly connects to a high school
16	<= 0.25 mile of an elementary school or special needs school; or directly connects to a middle/junior high school
20	Project directly connects to an existing elementary school or special needs school.

T3. Existing Pedestrian Facilities

This criterion considers the existing surfaces that can be utilized by pedestrians. Areas without a shoulder have the highest priority.

0	Existing sidewalk or pathway with barrier or separation
1	Separated pathway in existing right-of-way
2	Separated pathway or shoulder outside right-of-way
3	>= 5-foot paved shoulder (along striped travel lane)

- 4 >= 5-foot gravel shoulder (along edge of pavement)
- 5 No existing pedestrian facilities

T4. Americans with Disabilities Act (ADA) Attributes

This criterion weights existing ADA deficiencies along a pedestrian facility. There are seven criteria on which ADA compliance of a pedestrian facility is based: surface condition, heave and cracking, width, fixed obstacle density, driveway slopes, curb types, and cross-slope. These criteria are based on the Pedestrian-Bicycle Transition Plan (PBTP).

- 0 Existing pedestrian facility is ADA compliant
- 2 Existing pedestrian facility ranks 1-10 on the PBTP Attribute Index
- 4 Existing pedestrian facility ranks 11-20 on the PBTP Attribute Index
- 6 Existing pedestrian facility ranks 21-30 on the PBTP Attribute Index
- 8 Existing pedestrian facility ranks 31-34 on the PBTP Attribute Index
- 10 No existing pedestrian facilities

T5. Distance to Civic Facilities / Transit

This criterion focuses on walking distance to civic facilities and transit routes. Civic facilities include libraries, court houses, parks, and other facilities that provide services to children, seniors, and mobility-impaired.

- 0 Not within 1/2 mile of civic facilities or within 1/2 mile of transit routes
- 2 Within 1/2 mile of civic facilities or within 1/2 mile of transit routes
- 3 Within 1/2 mile of civic facilities and within 1/2 mile of transit routes
- 4 Within 1/4 mile of civic facilities or within 1/4 mile of transit routes
- 5 Within 1/4 mile of civic facilities and within 1/4 mile of transit routes

T6. Demographic Data

Mobility-impaired residents and lower income residents require greater accessibility measures, and are much more likely to rely on walking and public transportation. This criterion focuses on the density of both the mobility-impaired and lower income resident density in a block group.

- 0 Census block has a low density of both mobility-impaired residents and low-income residents
- 2 Census block has a moderate density of one group and a low density of the other
- 3 Census block has a moderate density of both mobility-impaired residents and low-income residents
- 4 Census block has a high density of one group and a moderate density of the other
- 5 Census block has a high density of mobility-impaired residents and a high density of low-income residents

Programming Criteria

The following is a listing of the variable used to calculate the total Programming Points, which accounts for 30 points, or 30% of the total project score. These factors measure ACHD's prior commitments to projects, as well as factors related to the six cities and county served by ACHD.

P1. Other Funding

Points are based on grants, individual support, and other outside sources.

- 0 No non-ACHD resources available
- 3 Small portion of funds available (1% - 9%)
- 6 Limited funds available (10% - 19%)
- 9 Some funds available (20% - 29%)
- 12 Moderate funds available (30% - 39%)
- 15 Major funds available ($\geq 40\%$)

P2. Other Agency Support

Support from cities and school districts are important. This criterion shows the level of support from other agencies.

- 0 No outside agency support
- 2 Project ranked as a #5 or lower priority for an agency
- 4 Project ranked as a #4 priority for an agency
- 6 Project ranked as a #3 priority for an agency
- 8 Project ranked as a #2 priority for an agency
- 10 Project ranked as a #1 priority for an agency OR Project ranked as a top 5 priority for more than one agency

P3. Cost / Benefit

The Cost/Benefit of a project is the estimated cost of a project divided by the Technical Score and Programming Score. Each project will then be ranked from lowest to highest and separated into thirds. The lowest cost/benefit numbers will receive the most points. The equation looks like this:

$$\frac{\text{Cost}}{\text{Benefit}} = \frac{\text{Estimated Cost of Project}}{\text{Technical Score} + \text{Programming Score}}$$

- 1 Highest 33%
- 6 Middle 33%
- 10 Lowest 34%

Modified Bicycle Criteria

Modified Criterion	Scoring Criteria
#3 – Presence of Nearby Facilities	<p>0 points – Parallel route with ¼-mile</p> <p>3 Points– No parallel route within ¼-mile</p> <p>5 Points – No parallel route within ½-mile</p>
#4 – Distance to Civic Facilities / Transit	<p>0 points – Not within ½-mile of civic facilities and not along or intersecting a transit route</p> <p>2 points – Within ½-mile of civic facilities or intersecting a transit route</p> <p>3 points – Within ½-mile of civic facilities and intersecting a transit route</p> <p>4 points – Within ¼-mile of civic facilities or along a transit route</p> <p>5 points – Within ¼-mile of civic facilities and along a transit route</p>
#5 - Demographic Data	<p>0 – Points – 0% of residents in Census Block Group don't have access to a motor vehicle</p> <p>2 – Points – >0-2% of residents in Census Block Group don't have access to a motor vehicle</p> <p>4 – Points – 2-5% of residents in Census Block Group don't have access to a motor vehicle</p> <p>5 – Points – >5% of residents in Census Block Group don't have access to a motor vehicle</p>

Central Bench Pedestrian Projects

Project Name	Project Type	T1_ADT	T2_School	T3_ExSW	T4_ADA	T5_CivTran	T6_Demo	Technical Score
Borah Neighborhood								
ALBRIGHT ST, FAIRFIELD AVE / ROBERTSON DR	Sidewalk	2	16	5	10	4	4	41
CAMERON ST, HUMMEL DR / RANDOLPH DR	Sidewalk	8	16	5	10	4	4	47
CASSIA ST, FRANKLIN PARK DR / TROXEL DR	Sidewalk	10	8	5	10	5	5	43
COLE RD, OVERLAND RD / FRANKLIN RD	Sidewalk	20	16	5	10	4	5	60
CURTIS RD, OVERLAND RD / FRANKLIN RD	Sidewalk	14	8	5	10	4	5	46
CURTIS RD, TARGEE ST / OVERLAND RD	Sidewalk	10	8	5	10	5	5	43
FAIRFIELD AVE, CAMERON ST / HOLIDAY DR	Sidewalk	4	16	5	10	4	4	43
FRANKLIN RD, ALLUMBAUGH ST / LIBERTY ST	Sidewalk	16	8	5	10	4	5	48
FRANKLIN RD, COLE RD / ALLUMBAUGH ST	Sidewalk	16	12	5	10	4	5	52
MCMULLEN ST, COLE RD / HOLIDAY DR	Traffic Calming	8	16	5	N/A	4	5	38
RAND ST, GRASSMERE ST / OVERLAND RD	Sidewalk	2	12	5	10	4	4	37
RANDOLPH DR, AURORA DR / CURTIS RD	Sidewalk	4	12	5	10	5	4	40
RAYMOND ST, DORIAN ST / OVERLAND RD	Sidewalk	10	12	5	10	4	4	45
ROBERTSON DR, FAIRFIELD AVE / BIGGS ST	Sidewalk	4	16	5	10	5	4	44
Central Bench Neighborhood								
ALPINE ST, ORCHARD ST / PEASLEY ST	Traffic Calming	8	16	5	N/A	4	5	38
ALPINE ST, ORCHARD ST / ROOSEVELT ST	Sidewalk	8	16	5	10	5	5	49
CAMAS ST, ORCHARD ST / ROOSEVELT ST	Sidewalk	6	12	5	10	5	5	43
CASSIA ST, CURTIS RD / ORCHARD ST	Sidewalk	8	12	5	10	5	5	45
CURTIS RD, OVERLAND RD / FRANKLIN RD	Sidewalk	14	8	5	10	4	5	46
GARDEN ST, ALBION ST / FRANKLIN RD	Sidewalk	2	12	5	10	3	5	37
GARDEN ST, CASSIA PARK / ALBION ST	Shared-Use Path	8	12	5	10	4	5	44
KOOTENAI ST, KOOTENAI ST / ROOSEVELT ST	Sidewalk	10	12	5	10	4	5	46
ORCHARD ST / ALPINE ST	Intersection	16	8	1	10	5	5	45
ORCHARD ST / CASSIA ST	Intersection	16	8	3	10	5	5	47
OVERLAND RD, ORCHARD ST / ROOSEVELT ST	Sidewalk	18	8	5	10	5	5	51
PHILLIPPI ST, CASSIA ST / FRANKLIN RD	Sidewalk	10	16	5	10	4	4	49
PHILLIPPI ST, OVERLAND RD / PHILLIPPI ST	Sidewalk	8	8	5	10	5	5	41
ROOSEVELT ST, CASSIA ST / ROSE HILL ST	Sidewalk	10	8	5	10	0	2	35
ROOSEVELT ST, FRANKLIN RD / EMERALD ST	Sidewalk	12	16	5	10	5	5	53
ROOSEVELT ST, OVERLAND RD / CASSIA ST	Sidewalk	12	16	5	10	5	5	53
WOOD ACRES CT, CASSIA PARK / END OF ROAD	Shared-Use Path	0	12	5	10	4	4	35
Central Rim Neighborhood								
EMERALD ST, ROOSEVELT ST / MARSHALL ST	Sidewalk	14	12	5	10	5	4	50
EMERALD ST, POND ST / WILSON ST	Sidewalk	14	12	5	10	4	4	49
GARDEN ST, EMERALD ST / IRVING ST	Sidewalk	4	8	5	10	4	4	35
IRVING ST, ORCHARD ST / ROOSEVELT ST	Sidewalk	10	8	5	10	5	5	43

Central Bench Pedestrian Projects

Project Name	Project Type	T1_ADT	T2_School	T3_ExSW	T4_ADA	T5_CivTran	T6_Demo	Technical Score
ORCHARD ST, KENDALL ST / FAIRVIEW AVE	Sidewalk	18	8	5	10	4	5	50
ROOSEVELT ST, EMERALD ST / IRVING ST	Sidewalk	6	12	5	10	5	4	42

Depot Bench Neighborhood

ALPINE ST, LATAH ST / OWYHEE ST	Sidewalk	6	16	5	10	4	5	46
ALPINE ST, ORCHARD ST / PEASLEY ST	Traffic Calming	8	16	5	N/A	4	5	38
ALPINE ST, OWYHEE ST / PEASLEY ST	Sidewalk	4	12	5	10	4	5	40
ALPINE ST, ROOSEVELT ST / LATAH ST	Sidewalk	8	16	5	10	5	5	49
CAPITOL BLVD / CRESCENT RIM DR	Intersection	20	8	5	10	5	4	52
CAPITOL BLVD, EASTOVER TER / CRESCENT RIM DR	Sidewalk	20	8	5	10	5	5	53
CASSIA ST, LA CASSIA DR / SHOSHONE ST	Sidewalk	8	16	5	10	4	4	47
CASSIA ST, SHOSHONE ST / VISTA AVE	Sidewalk	8	12	5	10	4	4	43
COLUMBUS ST, FREDERIC ST / KOOTENAI ST	Sidewalk	10	8	5	10	4	4	41
CRESCENT RIM DR, PEASLEY ST / CAPITOL BLVD	Sidewalk	8	8	5	10	5	5	41
EMERALD ST, ROOSEVELT ST / MARSHALL ST	Sidewalk	14	12	5	10	5	4	50
KOOTENAI ST, LATAH ST / OWYHEE ST	Sidewalk	10	16	5	10	4	4	49
KOOTENAI ST, OWYHEE ST / VISTA AVE	Sidewalk	12	12	5	10	5	4	48
KOOTENAI ST, ROOSEVELT ST / LATAH ST	Sidewalk	10	16	5	10	4	4	49
KOOTENAI ST, VISTA AVE / PICO ST	Sidewalk	14	8	5	10	4	4	45
LATAH ST, KIPLING RD / CRESCENT RIM DR	Sidewalk	12	16	5	10	5	5	53
MORRIS HILL RD, LATAH ST / PEASLEY ST	Sidewalk	8	12	5	10	5	5	45
OVERLAND RD, COLUMBUS ST / ANNETT ST	Sidewalk	12	8	5	10	5	4	44
OWYHEE ST, GROVER CT / ROSE HILL ST	Sidewalk	4	12	5	10	4	5	40
OWYHEE ST, ALPINE ST / ROSE HILL ST	Sidewalk	2	12	5	10	4	5	38
OWYHEE ST, CASSIA ST / AGATE CT	Sidewalk	8	12	5	10	4	5	44
OWYHEE ST, KOOTENAI ST / CASSIA ST	Sidewalk	8	12	5	10	5	4	44
OWYHEE ST, OVERLAND RD / KOOTENAI ST	Sidewalk	8	16	5	10	4	4	47
ROOSEVELT ST, CASSIA ST / ROSE HILL ST	Sidewalk	10	8	5	10	0	2	35
ROOSEVELT ST, OVERLAND RD / CASSIA ST	Sidewalk	12	16	5	10	5	5	53
ROOSEVELT ST, FRANKLIN RD / EMERALD ST	Sidewalk	12	16	5	10	5	5	53
ROSE HILL ST, PEG LN / OWYHEE ST	Sidewalk	14	12	0	4	4	5	39
ROSE HILL ST / SHOSHONE ST	Intersection	14	8	3	10	2	4	41

Hillcrest Neighborhood

CATALINA RD, ROOSEVELT ST / OWYHEE ST	Sidewalk	2	16	5	10	5	2	40
CURTIS RD, TARGEE ST / OVERLAND RD	Sidewalk	10	8	5	10	5	5	43
HILLCREST DR, POND ST / ROOSEVELT ST	Sidewalk	8	16	5	10	2	4	45
ORCHARD ST, MALAD ST / 500' NORTH OF MALAD ST	Sidewalk	16	12	5	10	4	5	52
ORCHARD ST, TARGEE ST / OVERLAND RD	Sidewalk	16	16	5	10	5	5	57
OVERLAND RD, ORCHARD ST / ROOSEVELT ST	Sidewalk	18	8	5	10	5	5	51

Central Bench Pedestrian Projects

Project Name	Project Type	T1_ADT	T2_School	T3_ExSW	T4_ADA	T5_CivTran	T6_Demo	Technical Score
OWYHEE ST, ELDER ST / CATALINA RD	Sidewalk	10	16	5	10	5	2	48
PHILLIPPI ST, TARGEE ST / OVERLAND RD	Sidewalk	8	12	5	10	5	5	45
POND ST, HILLCREST VIEW DR / HILLCREST DR	Sidewalk	8	16	5	10	4	4	47
ROOSEVELT ST, CATALINA RD / TARGEE ST	Sidewalk	12	12	5	10	3	4	46
ROOSEVELT ST, PALOUSE ST / NEZ PERCE ST	Sidewalk	12	8	5	10	4	4	43
ROOSEVELT ST, PALOUSE ST / NEZ PERCE ST	Sidewalk	12	8	5	10	4	4	43
ROOSEVELT ST, ST ANDREWS DR / PASADENA DR	Sidewalk	12	12	5	10	2	4	45
ROOSEVELT ST, TARGEE ST / PALOUSE ST	Sidewalk	12	12	5	10	4	4	47
SPAULDING ST, BROADMOOR DR / ORCHARD ST	Sidewalk	6	12	5	10	4	5	42
SPAULDING ST, EAGLESON RD / PHILLIPPI ST	Sidewalk	6	8	5	10	4	5	38
SPAULDING ST, ORCHARD ST / POND ST	Sidewalk	10	16	5	10	4	4	49
TARGEE ST, EAGLESON RD / PHILLIPPI ST	Sidewalk	8	12	5	10	5	5	45
VARDON WAY - PASADENA DR, CATALINA RD / E OF NORMANDIE DR	Sidewalk	4	0	5	10	4	2	25

Morris Hill Neighborhood

ALPINE ST, ORCHARD ST / PEASLEY ST	Traffic Calming	8	16	5	N/A	4	5	38
ALPINE ST, ORCHARD ST / ROOSEVELT ST	Sidewalk	8	16	5	10	5	5	49
EMERALD ST, CURTIS RD / ORCHARD ST	Sidewalk	14	8	5	10	5	4	46
EMERALD ST, POND ST / WILSON ST	Sidewalk	14	12	5	10	4	4	49
GARDEN ST, FRANKLIN RD / EMERALD ST	Sidewalk	8	12	5	10	4	5	44
IRVING ST, EAGLESON ST / HILTON ST	Sidewalk	10	8	5	10	4	4	41
MORRIS HILL RD, CURTIS RD / ORCHARD ST	Sidewalk	8	8	5	10	4	4	39
MORRIS HILL RD, ORCHARD ST / GARDEN ST	Sidewalk	4	16	5	10	5	5	45
ORCHARD ST / ALPINE ST	Intersection	16	8	1	10	5	5	45
ORCHARD ST, KENDALL ST / FAIRVIEW AVE	Sidewalk	18	8	5	10	4	5	50
ORCHARD ST, MORRIS HILL RD / EMERALD ST	Sidewalk	18	8	5	10	4	5	50
ROOSEVELT ST, FRANKLIN RD / EMERALD ST	Sidewalk	12	16	5	10	5	5	53

St Alphonsus Area

ALLUMBAUGH ST, FRANKLIN RD / FAIRMONT ST	Sidewalk	10	8	5	10	4	5	42
BARRISTER DR, COLE RD / ALLUMBAUGH ST	Sidewalk	10	12	5	10	4	5	46
EMERALD ST, CASCADE DR / RAYMOND ST	Sidewalk	16	8	5	10	4	5	48
LIBERTY ST, FRANKLIN RD / EMERALD ST	Sidewalk	10	8	5	10	5	5	43
MORRIS HILL RD, LIBERTY ST / HARTMAN ST	Sidewalk	2	8	5	10	5	5	35
MORRIS HILL RD, MORRIS HILL RD / LIBERTY ST	Sidewalk	0	4	5	10	5	5	29

Sunrise Rim Neighborhood

OWYHEE ST, ELDER ST / CATALINA RD	Sidewalk	10	16	5	10	5	2	48
PASADENA DR, OWYHEE ST / 300' EAST OF OWYHEE ST	Sidewalk	0	16	5	10	5	2	38
SUNRISE RIM RD, EAST OF APPLE BLOSSOM LN / EAST OF DENMARK ST	Sidewalk	6	8	5	10	4	4	37
SUNRISE RIM RD, VISTA AVE / 2000' E OF DENMARK ST	Traffic Calming	6	8	5	N/A	2	4	25

Central Bench Pedestrian Projects

Project Name	Project Type	T1_ADT	T2_School	T3_ExSW	T4_ADA	T5_CivTran	T6_Demo	Technical Score
Vista Neighborhood								
ANNETT ST, MALAD ST / TARGEE ST	Sidewalk	0	12	5	10	2	4	33
CANAL ST, LADERA PL / VISTA AVE	Sidewalk	8	12	5	10	5	5	45
CANAL ST, ROBERT LN / COLUMBUS ST	Sidewalk	10	8	5	10	5	4	42
CHERRY LN, HERVEY ST / BROXON ST	Sidewalk	8	12	5	10	5	5	45
COLUMBUS ST, TARGEE ST / PALOUSE ST	Sidewalk	8	16	5	10	4	5	48
EMERALD ST, MITCHELL ST / KIMBALL PL	Sidewalk	16	16	5	10	4	4	55
LATAH ST, SOUTH OF TARGEE ST / TARGEE ST	Sidewalk	6	8	5	10	2	5	36
MALAD ST, ANNETT ST / FEDERAL WAY	Sidewalk	8	8	5	10	2	4	37
NEZ PERCE ST, LATAH ST / PACIFIC ST	Sidewalk	10	8	5	10	5	5	43
NEZ PERCE ST, VISTA AVE / COLUMBUS ST	Sidewalk	4	12	5	10	4	5	40
OVERLAND RD, COLUMBUS ST / ANNETT ST	Sidewalk	12	8	5	10	5	4	44
OWYHEE ST, DILL DR / PALOUSE ST	Sidewalk	10	16	5	10	4	5	50
ROOSEVELT ST, PALOUSE ST / NEZ PERCE ST	Sidewalk	12	8	5	10	4	4	43
ROOSEVELT ST, PALOUSE ST / NEZ PERCE ST	Sidewalk	12	8	5	10	4	4	43
ROOSEVELT ST, TARGEE ST / PALOUSE ST	Sidewalk	12	12	5	10	4	4	47
SHOSHONE ST, CHERRY LN / TARGEE ST	Sidewalk	8	12	5	10	4	5	44
SHOSHONE ST, MALAD ST / CHERRY LN	Sidewalk	8	12	5	10	4	5	44
SHOSHONE ST, NEZ PERCE ST / OVERLAND RD	Sidewalk	8	8	5	10	4	5	40
TARGEE ST, ARCADIA ST / OWYHEE ST	Sidewalk	6	8	5	10	4	5	38
TARGEE ST, COLUMBUS ST / ANNETT ST	Sidewalk	8	16	5	10	4	4	47
TARGEE ST, OWYHEE ST / SHOSHONE ST	Sidewalk	2	12	5	10	4	5	38
TARGEE ST, ROOSEVELT ST / ARCADIA ST	Sidewalk	6	12	5	10	4	5	42
VICTORY RD, HELEN AVE / COLUMBUS ST	Sidewalk	10	8	5	10	4	4	41
VICTORY RD, VIRGINIA AVE / DENVER WAY	Sidewalk	10	8	5	10	2	4	39

Central Bench Bicycle Projects

Project Name	Description	Notes	T1_ADT	T2_School	T3_Redundancy	T5_CivTran	T6_Demo	Technical Score
Bike Lane Projects								
CASSIA ST, GAMAY LN / CURTIS RD	Add bike lanes	Consider shared lane markings if bike lanes are not feasible	10	8	5	3	5	31
COLE RD, OVERLAND RD / FRANKLIN RD	Add bike lanes	Programmed in Five-Year Work Plan						
CURTIS RD, FRANKLIN RD / I-184	Add bike lanes.	Shared lane markings could be a near-term solution.	18	12	3	5	5	43
EMERALD ST, COLE RD / ORCHARD ST	Add bike lanes in conjunction with future widening project.	Shared lane markings could be used as an interim solution until a future widening project.	16	8	3	5	5	37
EMERALD ST, ORCHARD ST / AMERICANA BLVD	Investigate the feasibility of a road diet to add bike lanes.	Shared lane markings could be used as an interim solution until a future widening/ diet project.	14	12	3	5	5	39
FRANKLIN RD, COLE RD / ROSE HILL ST	Add bike lanes.	Shared lane markings could be used as an interim solution until a future widening project. Limited options for parallel routes	16	12	5	4	5	42
KOOTENAI ST, PHILLIPPI ST / ROOSEVELT ST	Add bike lanes	Consider shared lane markings to avoid impacts to on-street parking	10	12	3	3	5	33
ORCHARD ST, EMERALD ST / I-184	Add bike lanes.	Shared lane markings could be used as an interim solution until a future widening/diet project.	18	8	5	4	5	40
ORCHARD ST, I-84 / OVERLAND RD	Add bike lanes.	Shared lane markings could be used as an interim solution until a future widening/diet project.	16	16	5	5	2	44
ORCHARD ST, OVERLAND RD / EMERALD ST	Add bike lanes.	Shared lane markings could be used as an interim solution until a future widening/diet project.	18	8	3	5	5	39
OVERLAND RD, COLE RD / VISTA AVE	Add bike lanes	Speeds too high for shared lane markings. Wayfinding signs for parallel routes (i.e. Nez Perce St, Kootenai St) could be an option)	20	16	5	5	5	51
OVERLAND RD, VISTA AVE / FEDERAL WAY	Add bike lanes	Speeds too high for shared lane markings. Wayfinding signs for parallel routes (i.e. Nez Perce St, Kootenai St) could be an option)	12	8	3	5	4	32
OWYHEE ST, ELDER ST / OVERLAND RD	Add bike lanes	Shared lane markings avoid impacts to on-street parking	10	16	5	5	5	41
ROOSEVELT ST, OVERLAND RD / EMERALD ST	Widen/convert existing shoulders to bike lane.	Shared lane markings avoid impacts to on-street parking	12	16	3	5	5	41
ROOSEVELT ST, PASADENA RD / OVERLAND RD	Add bike lanes	Parallel route to Orchard St	12	12	5	3	5	37
VISTA AVE, I-84 / FEDERAL WAY	Add bike lanes	No planned widening project. Consider wayfinding signs directing cyclists to parallel routes (i.e. Shoshone St, Owyhee St, Columbus St)	18	16	5	5	5	49
Shared-Use Path Projects								
GARDEN ST, CASSIA PARK / ALBION ST	Build off-street connection over Ridenbaugh Canal to Cassia Park	Requires canal crossing	8	12	5	4	5	34
WOOD ACRES CT, CASSIA PARK / END OF ROAD	Build off-street connection to Cassia Park		0	12	5	4	4	25
Bike Route Projects (<i>Italics indicates interim or option project</i>)								
ALPINE ST, ORCHARD ST / PEASLEY ST	Add wayfinding signs. Consider traffic calming measures.	Parallel route to Rose Hill St-Franklin Rd. Connection to Fred Meyer and Orchard St	8	16	5	4	5	38

Central Bench Bicycle Projects

Project Name	Description	Notes	T1_ADT	T2_School	T3_Redundancy	T5_CivTran	T6_Demo	Technical Score
AMERICANA BLVD, EMERALD ST / ANN MORRISON PARK	Add shared lane markings	Topography likely limits opportunities for bike lanes	14	8	5	5	5	37
CANAL ST-VICTORY RD, SHOSHONE ST / FEDERAL WAY	Add shared lane markings and/or wayfinding signs	Connection to Federal Way	10	12	5	4	5	36
CASSIA ST, CURTIS RD / ORCHARD ST	Add shared lane markings and/or wayfinding signs	Connections to Borah High School and Cassia Park	8	8	3	5	5	29
CASSIA ST, GAMAY LN / CURTIS RD	Consider shared lane markings if bike lanes are not feasible		10	8	5	3	5	31
CASSIA ST, ROOSEVELT ST / VISTA AVE	Add wayfinding signs	Connections to Cassia Park and South Jr High	8	16	3	4	5	36
COLUMBUS ST, VICTORY RD / KOOTENAI ST	Add shared lane markings and/or wayfinding signs	Paralell route to Vista Ave	10	16	5	4	5	40
CRESCENT RIM DR, LATAH ST / EASTOVER TERR	Add wayfinding signs. Signs should direct downtown-bound bicyclists down Peasley Street	Connections to Downtown Boise, Ann Morrison Park, and Boise State University	8	8	5	4	5	30
CURTIS RD, FRANKLIN RD / I-184	<i>Add shared lane markings as a near-term solution. Consider wayfinding signs.</i>	<i>Bike lanes would be ultimate solution. Connections to St Alphonsus area and Greenbelt (via Irving St)</i>	18	12	3	5	5	43
ELDER ST, OWYHEE ST / VISTA AVE	Add shared lane markings and/or wayfinding signs	Connections to Vista Ave, Owyhee St, and airport area offices	12	16	5	5	5	43
EMERALD ST, COLE RD / ORCHARD ST	<i>Add shared lane markings to the existing signed bike route. Consider wayfinding signs.</i>	<i>Bike lanes would be ultimate solution. Connections to Towne Square Mall and Greenbelt</i>	16	8	3	5	5	37
EMERALD ST, ORCHARD ST / AMERICANA BLVD	<i>Add shared lane markings as an interim solution until a future widening/ diet project. Consider wayfinding signs.</i>	<i>Bike lanes would be ultimate solution. Connections to Towne Square Mall and Greenbelt</i>	14	12	3	5	5	39
FRANKLIN RD, COLE RD / ROSE HILL ST	<i>Add shared lane markings as an interim solution until a future widening project..</i>	<i>Bike lanes would be ultimate solution.</i>	16	12	5	4	5	42
GARDEN ST, ALBION ST / IRVING ST	Add shared lane markings and wayfinding signs	Connection to Greenbelt. Parallel route to Orchard St.	8	12	3	3	5	31
IRVING ST-HOUSTON ST, GARDEN ST / AMERICANA BLVD	Add wayfinding signs	Connection to Greenbelt	10	8	5	4	5	32
KOOTENAI ST, PHILLIPPI ST / ROOSEVELT ST	<i>Consider shared lane markings to avoid impacts to on-street parking</i>	<i>Bike lane project, too</i>	10	12	3	3	5	33
KOOTENAI ST, VISTA AVE / FEDERAL WAY	Add shared lane markings	<i>Shared lane markings avoid impacts to on-street parking and property</i>	14	8	0	4	0	26
LIBERTY ST, FRANKLIN RD / EMERALD ST	Add shared lane markings and/or wayfinding signs	Connection to Towne Square Mall and St Alphonsus area	10	8	5	5	5	33
NEZ PERCE ST, ROOSEVELT ST / COLUMBUS ST	Add wayfinding signs	Parallel route to Overland Rd	10	16	3	5	4	38
ORCHARD ST, EMERALD ST / I-184	<i>Add shared lane markings as an interim solution until a future widening/diet project. Consider wayfinding signs.</i>	<i>Bike lanes would be ultimate solution. Greenbelt connection.</i>	18	8	5	4	5	40
ORCHARD ST, I-84 / OVERLAND RD	<i>Add shared lane markings as an interim solution until a future widening/diet project.</i>	<i>Bike lanes would be ultimate solution.</i>	16	16	5	5	2	44
ORCHARD ST, OVERLAND RD / EMERALD ST	<i>Add shared lane markings as an interim solution until a future widening/diet project.</i>	<i>Bike lanes would be ultimate solution.</i>	18	8	3	5	5	39

Central Bench Bicycle Projects

Project Name	Description	Notes	T1_ADT	T2_School	T3_Redundancy	T5_CivTran	T6_Demo	Technical Score
OWYHEE ST, ELDER ST / OVERLAND RD	Consider shared lane markings to avoid impacts to on-street parking	Bike lane project, too	10	16	5	5	5	41
OWYHEE ST, OVERLAND RD / ALPINE ST	Add wayfinding signs	Parallel route to Vista Ave and connection to Alpine St. Volumes are low on this section.	8	16	3	4	5	36
PEASLEY ST, ROSE HILL ST / CRESCENT RIM DR	Add wayfinding signs	Connection from Crescent Rim Drive to Vista Ave-Federal Way for Downtown-bound bicyclists.	8	8	5	4	5	30
PHILLIPPI ST, MALAD ST / OVERLAND RD	Add shared lane markings and/or wayfinding signs	Parallel route to Orchard St and Curtis Rd	8	12	5	4	2	31
ROOSEVELT ST, EMERALD ST / IRVING ST	Add wayfinding signs	Greenbelt connection	6	12	5	4	5	32
ROOSEVELT ST, OVERLAND RD / EMERALD ST	Consider shared lane markings to avoid impacts to on-street parking	Bike lane project, too	12	16	3	5	5	41
ROSE HILL ST, FRANKLIN RD / VISTA AVE	Add shared lane markings		14	16	5	5	4	44
SHOSHONE ST, CANAL ST / ROSE HILL ST	Add wayfinding signs	Parallel route to Vista Ave	8	12	5	4	5	34
SPAULDING ST-HILLCREST DR-TARGEE ST, PHILLIPPI ST / SHOSHONE ST	Add wayfinding signs	Parallel route to Overland Rd	10	16	5	3	5	39
TARGEE ST, VISTA AVE / ANNETT ST	Add wayfinding signs	Connection to Vista Ave parallel route	8	16	5	4	5	38
Traffic Calming Projects								
ALPINE ST, ORCHARD ST / PEASLEY ST	Investigate potential traffic calming measures	Parallel route to Rose Hill St-Franklin Rd. Connection to Fred Meyer and Orchard St	8	16	5	4	5	38
MCMULLEN ST, COLE RD / HOLIDAY DR	Investigate potential traffic calming measures	Route to Borah High School	8	16	5	4	5	38
SUNRISE RIM RD, VISTA AVE / 2000' E OF DENMARK ST	Investigate potential traffic calming measures		6	8	5	2	4	25
Intersection Projects								
CAPITOL BLVD / CRESCENT RIM DR	Investigate enhancements to this intersection, including a wider sidewalk or additional traffic calming measures	Wayfinding signs directing downtown-bound bicyclists to use Peasley to Rose Hill would alleviate some problems. A shared-use path on the west side of Capitol would, too, but that may be topographically difficult	20	8	5	5	4	42
ORCHARD ST / ALPINE ST	Investigate installing an enhanced crossing of Orchard Street	Could be done on in conjunction with the Alpine Street project. Provides access to Fred Meyer area.	16	8	1	5	5	35
ORCHARD ST / CASSIA ST	Investigate installing an enhanced crossing of Orchard Street	Nearest signalized crossing is 1/4-mile south at Kootenai or 2,000 feet north at Franklin	16	8	3	5	5	37
ROSE HILL ST / SHOSHONE ST	Investigate enhancing the existing crossing of Rose Hill Street	Marked crosswalk already exists	14	8	3	2	4	31

APPENDIX C

Pedestrian and Bicycle Treatment Options

Bicycle Treatments



Location: Parkcenter Blvd

Wayfinding

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

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



Location: Portland, OR



Location: Portland, OR

Shared Lane Markings

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

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



Location: Curtis Rd



Location: Five Mile Rd

Bike Lanes

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

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



Location: Salt Lake City, UT



Location: Beacon St

Signed Shared Roadway

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

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



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Bicycle Treatments



Location: Washington, DC

Cycle Track

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

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



Location: Greenbelt at 4th St



Location: Greenbelt near Shakespeare Festival

Shared Use Pathways

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

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



Location: 8th St



Location: 8th St

Contraflow Bike Lane

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

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



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Pedestrian/Crossing Treatments



Location: Shoshone St



Location: Goddard Rd

Sidewalks

A raised concrete walkway that provides pedestrians a dedicated space alongside a road. Sidewalks may be directly adjacent to the edge of the roadway (attached) or separated with a buffer space (detached).

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



Location: Ustick Rd

Raised Median/Refuge Island

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

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



Rectangular Rapid Flashing Beacon

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

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



Location: Ustick Rd

Pedestrian Hybrid Beacon

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

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



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Crossing Treatments



Location: State St (Eagle, ID)

High Visibility Crosswalks

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

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



Raised Crosswalk

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

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



Location: Ustick Rd

In-Street "Yield to Pedestrians" Signs

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

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



Location: 13th St

Bulb-Outs/Curb Extensions

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

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



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