



BOISE STATE UNIVERSITY

March 10, 2025

Mr. Ryan Head, Director
Ada County Highway District
3775 N. Adams St.
Garden City, ID 83714

Dear Director Head,

Boise State University is pleased to submit its 2026 – 2030 Five-Year Work Plan (FYP) requests. Our submission includes a variety of **Roads and Infrastructure** and **Community Programs** projects. They range in scale and complexity, each seeking improvements for the way people travel to and from campus.

As in prior years, our submission prioritizes two critical corridors that serve the campus and community.

- In partnership with ACHD, we remain eager to progress the lane reallocation and safety improvements along University Drive.
- At Capitol Boulevard, we are re-submitting the request for the realignment of Boise Avenue. This was studied during the Capitol Boulevard Concept, supported by the analysis, and is a major factor in corridor safety and intersection efficiency..

Thanks in advance for your consideration of our requests.

Sincerely,

Alicia Estey

Chief Financial and Operating Officer, and Vice President for Finance and Operations

Cc: Drew Alexander, Associate Vice President for Campus Operations
Linsey Hartke, Director of Parking, Transportation, and Safety Systems
Gabe Finkelstein, Assistant Director of Transportation



2025 BSU Prioritization Request Form

Updates based on 2026-2030 IFYWP INITIAL DRAFT*

| 2025 Priority Ranking | 2024 Priority Ranking | Agency Project Name | Agency Project Description | Current IFYWP Status | | | ACHD Update | ACHD Implementation Project Name |
|--|-----------------------|--|---|----------------------|----------------|----------------|--|---|
| | | | | Design YR | ROW YR | Const YR | | |
| Roads & Intersections - CIP Projects (Arterials) Only | | | | | | | | |
| 1 | 2 | Boise Avenue and Capitol Blvd Realignment | This request is an outcome of the Capitol Boulevard Concept project, and was an evaluated alternative during that process. Our request is that the analysis of a realigned Boise Avenue/Capitol Boulevard intersection can | Not Programmed | Not Programmed | Not Programmed | ACHD to continued coordination with BSU & the City of Boise regarding options for the intersection | Boise Ave and Capitol Blvd |
| 2 | 3 | Boise Ave, Vermont Ave and Highland St. Intersection Improvement | When Oakland Avenue was vacated, it shifted significant pedestrian and vehicle volumes to this intersection. Highland St. is used by South Boise Village Residents and BOAS Tennis and Soccer Facility guests. This project seeks a study of the intersection for consideration of vehicle and pedestrian safety improvements. Implementation of this project would result in reducing LTS for pedestrian and bicyclists; be in close proximity to a school, the Boise State transit center, multiple civic facilities on campus, and commercial destinations on Broadway Ave; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | To be evaluated and prioritized for possible inclusion into future IFYWP updates. | Boise Ave and Highland Ave and Vermont Ave Concept Plan |
| Community Programs - Collectors & Local Roadways | | | | | | | | |
| 1 | NEW | University Drive reallocation and safety improvements Theatre Lane to Lincoln/University | Following an approved lane reallocation from ACHD, Boise State worked with Kittelson Engineering, ACHD, the City of Boise and community to create a new design for University Drive that focuses on safety improvements, between Lincoln Avenue and Capitol Blvd. The majority of improvements would fall between Lincoln Avenue and Brady Street, and include: widened detached sidewalk, improved and safer pedestrian crossings, and floating transit islands. A core component of the design is a deferral on the concept of vacating University Drive, as shown previously in the Campus Master Plan, and keeping the right-of-way in ACHD jurisdiction. In attempt to progress the project, we are submitting a phased approach to the roadway reallocation. Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations in and around the university campus; and thousands of jobs and high housing density is part of the makeup of this area. The project can be viewed at: https://www.boisestate.edu/transportation/107-2016-07-27-00000-01.htm | Not Programmed | Not Programmed | Not Programmed | To be evaluated and prioritized for possible inclusion into future IFYWP updates. | University Dr Reallocation, Theatre Ln / Lincoln Ave (Phase 1) |
| 2 | 2 | Beacon & Grant Pedestrian Safety Improvements | Additional pedestrian crossing improvements along Beacon Street. Striping and bulb-outs may be a reasonable solution until additional volumes are experienced. This is not a Boise State Master Plan project. The only project identified in the Master Plan is the Manitou Beacon Crossing (page 79, 2015 Campus Master Plan). Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations on Broadway Ave; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | Scoped in 2024. To be evaluated and prioritized for possible inclusion into future IFYWP updates. | Beacon St and Grant Ave Pedestrian Crossing |
| 3 | 12 | Boise Avenue Protected Bike Lanes - Beacon to Capitol | Boise Avenue bike lanes are used but dangerous. There are places where physical protections should be installed to keep cars out and to provide some traffic calming. There are several examples raised by neighbors. This could be a low-cost project for testing different bike lane protections. Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations in and around the university campus; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | To be evaluated and prioritized for possible inclusion into future IFYWP updates. | Southeast Boise Improvements B: Boise Ave, Capitol Blvd / Protest Ave |
| 4 | NEW | Beacon Ave, Parkcenter to Boise Ave | Traffic Study in coordination with City of Boise to determine lane reduction options, bike and pedestrian enhancements and crossings locations. | Not Programmed | Not Programmed | Not Programmed | To be evaluated and prioritized for possible inclusion into future IFYWP updates. | Beacon Ave, Boise Ave / Parkcenter Blvd |
| 5 | 11 | Manitou Bikeway, Livable Street and Intersection Redesign | Expand project to include designs to achieve LTS 1 (i.e. curb extensions, raised intersections) where Manitou St crosses Boise Ave and Beacon St. These should also serve to calm traffic on Boise Ave and Beacon St. Also, add curb extensions where sidewalks already exist at Williams, Rossi, Howe and Hale. Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations in and around the university campus; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | To be evaluated and prioritized for possible inclusion into future IFYWP updates. | Manitou Ave Bikeway, Leadville Ave / University Dr |

| | | | | | | | | |
|----|----|---|--|----------------|----------------|----------------|--|---|
| 6 | 4 | University Drive & Vermont Raised Crossing | Vermont Avenue is a dedicated pedestrian and bike path where it meets University Drive. The existing crossing is a mid-block crossing, between each entrance of Bronco Lane. As such, it's an ideal location for a raised pedestrian crossing with center refuge island. Boise State is willing to explore a cost share with ACHD, but does not have funding to complete the project on its own. Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations in and around the university campus; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | Project scoped as part of FY2023 Scoping Effort. ACHD Traffic Engineering requiring additional information from BSU. Would the crosswalk at Bronco Ln be removed? | University Dr and E/O Bronco Ln Pedestrian Crossing |
| 7 | 5 | Beacon & Oakland Pedestrian Safety Improvements | Additional pedestrian crossing improvements along Beacon Street. This location experiences a high volume of jaywalking due to the ~300 bed Identity project. Project seeks solution to mitigate jaywalking and improve pedestrian safety. Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations in and around the university campus; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | Project scoped in 2023. Additional analysis needed due to traffic concerns over the curve in the road (sight distance issues) | Beacon St and Oakland Ave Pedestrian Crossing |
| 8 | 6 | Lincoln & Belmont Pedestrian Crossing Improvements | The Lincoln Avenue and Belmont Street intersection is adjacent to a parking structure and student housing. As such, it has high volumes of automobiles and pedestrians. This project is to create a raised pedestrian crossing on the south leg of the intersection, with center refuge and RRFB. Boise State is willing to explore a cost share with ACHD, but does not have funding capacity for the entire scope of work. This project is not identified in the Campus Master Plan. Pedestrian projects in this area of campus include ped/bikeways on Vermont and Manitou, and the Beacon/Manitou PHB (complete). Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations in and around the university campus; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | ACHD Traffic Engineering will evaluate typical pedestrian use when school year picks back up in late August/early September. Please provide more information as to how BSU would like this intersection to function. | Lincoln Ave and Belmont St Pedestrian Crossing |
| 9 | 7 | Grant Avenue sidewalks, between W Hale and W Highland. | Neighborhood priority and system gap. Would complete sidewalks between Beacon Street and Highland St. Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations in and around the university campus; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | To be evaluated and prioritized for possible inclusion into future IFYWP updates. | Grant Ave, Highland St / Hale St |
| 10 | 8 | Euclid Avenue sidewalks, between W Hale and W Highland | Neighborhood priority and system gap. Would complete sidewalks between Beacon Street and Highland St. Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations in and around the university campus; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | To be evaluated and prioritized for possible inclusion into future IFYWP updates. | Euclid Ave, Highland St / Hale St |
| 11 | 9 | Belmont Street sidewalks, between S Longmont and S Broadway | Neighborhood priority and system gap. Would complete sidewalks between Leadville Ave and Broadway Ave. Implementation of this project would result in reducing LTS for pedestrian and bicyclists; connect directly to a school; be within 0.5 miles of the Boise State transit center, multiple civic facilities on campus, and commercial destinations in and around Broadway Ave; and thousands of jobs and high housing density is part of the makeup of this area. | Not Programmed | Not Programmed | Not Programmed | To be evaluated and prioritized for possible inclusion into future IFYWP updates. | Belmont St, Broadway Ave / Longmont Ave |
| 12 | 10 | University Drive Speed Indicators | Working with ACHD, Boise State has begun placing speed indicators along University Drive. This project would place additional signs at agreed upon locations along the corridor. | Not Programmed | Not Programmed | Not Programmed | ACHD Traffic Engineering requests additional information from BSU on locations desired for radar feedback signs. | University Dr Speed Readers |

***Programming status is subject to change.**