

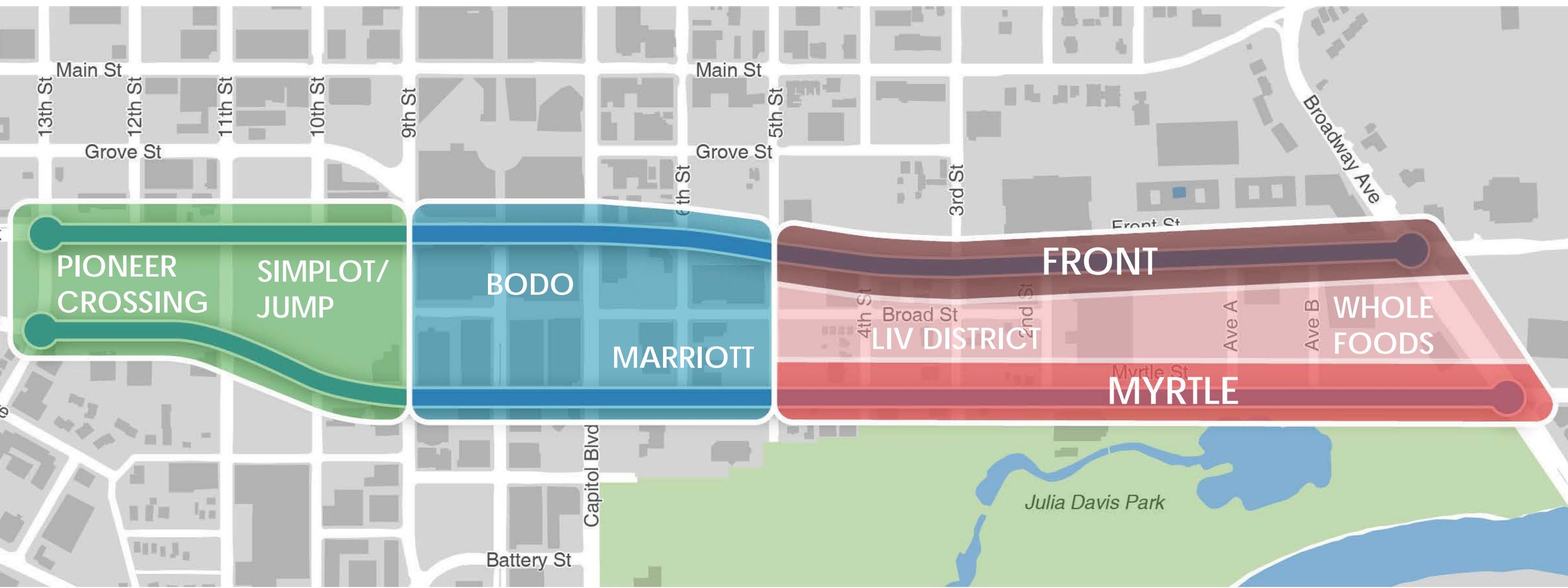


FRONT + MYRTLE ALTERNATIVES ANALYSIS

Daren Fluke, City of Boise



MAKING BOISE THE MOST LIVABLE CITY IN THE COUNTRY



FRONT + MYRTLE CORRIDOR

PROCESS

1. Agree on a **vision** for the corridor
2. Establish **performance metrics** for evaluating various treatments for efficacy toward realizing that vision
3. Perform an **objective engineering analysis** of the operational characteristics (today and 20 years into the future)
4. Create a package of **potential treatments** to realize the vision
5. **Analyze the impacts** of the potential treatments on the operational characteristics of the corridor (today and 20 years into the future)



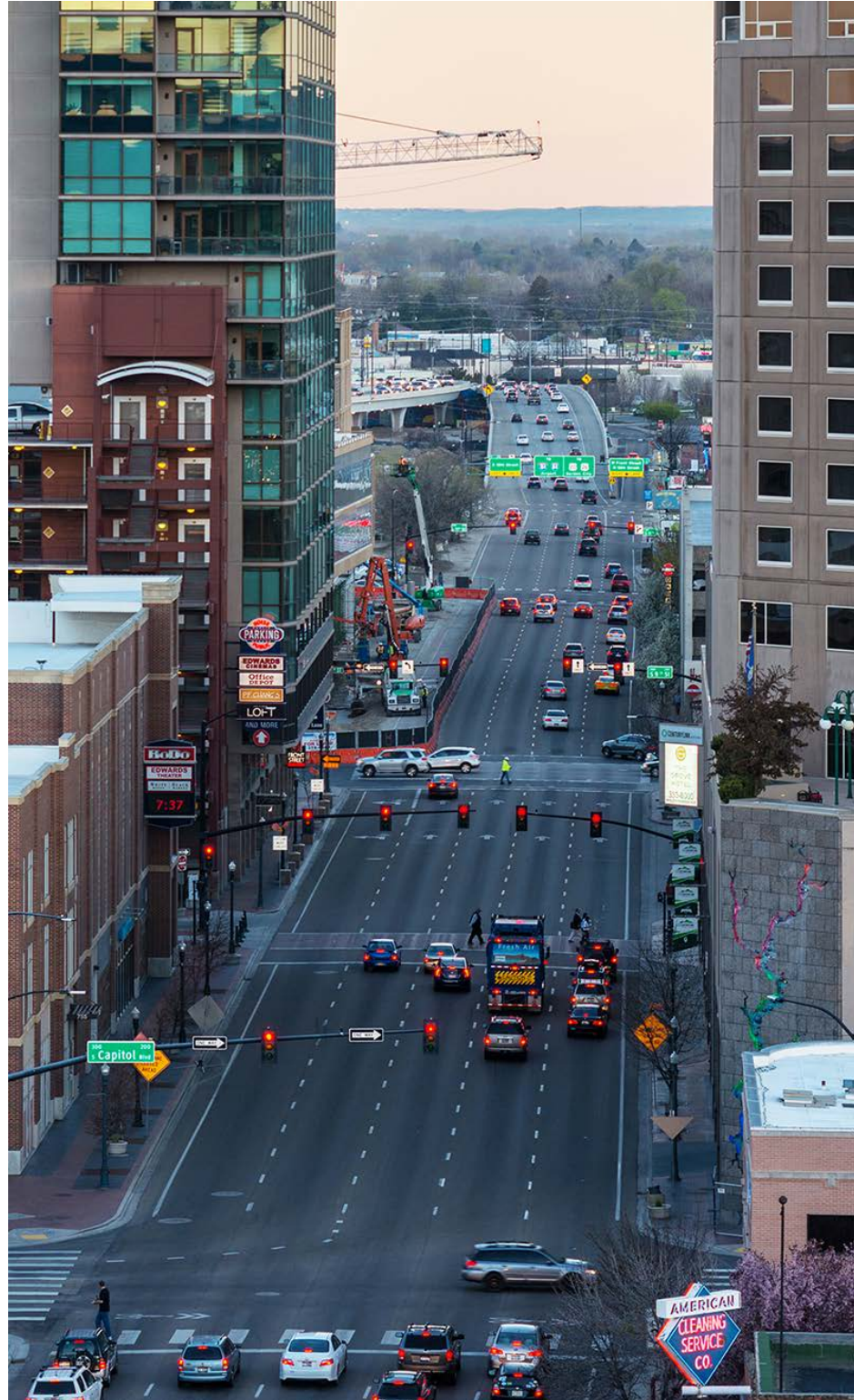
OVERVIEW

- The Front/Myrtle Couplet was built in the mid-1980's as a high-speed, auto-oriented thoroughfare
- Downtown has developed into a true Urban Core since that time
- Evolving travel and development patterns call for new thinking in transportation



MOVE OUR
PEOPLE





EXISTING CONDITIONS

INFILL

- Nearly 600 new hotel rooms on the corridor
- 900 new employees at Simplot
- More than 200 new residents at the Fowler
- 1,000 new structured parking spaces

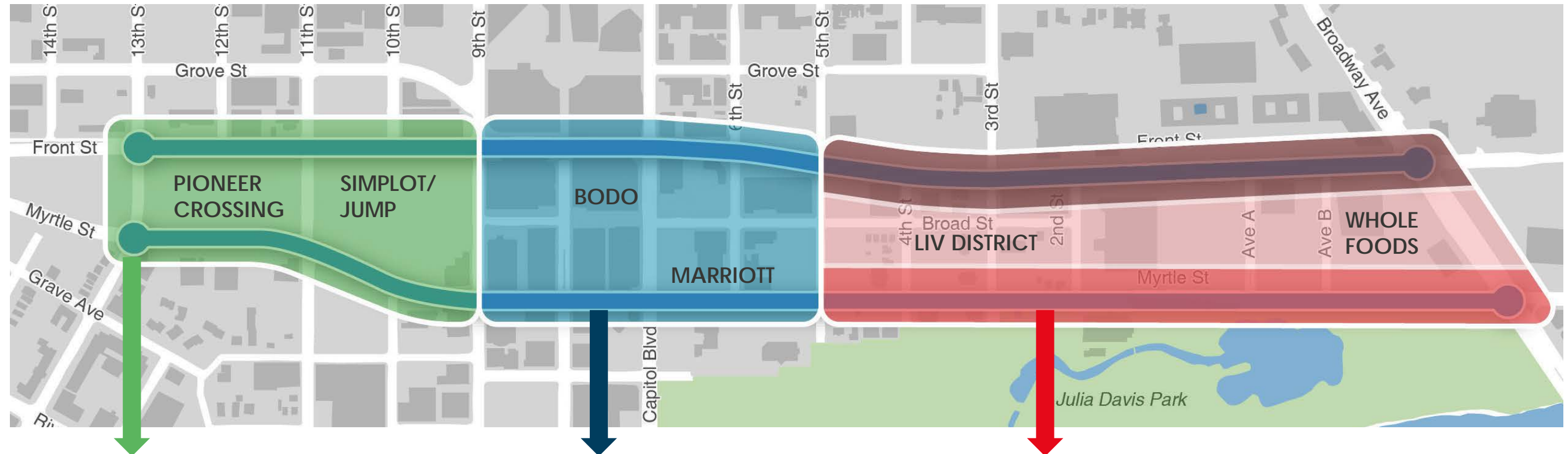


EXISTING CONDITIONS

ISSUES

- A fast-moving highway creates a barrier in the heart of downtown
- Pedestrian/cyclist discomfort crossing and moving along the corridor
- Safety considerations
- Economic development limitations

FRONT + MYRTLE CORRIDOR



- Lack of marked pedestrian crossings
- Perceived high traffic speeds
- New large-scale developments

- Existing intersections require improvements
- Highest pedestrian and bicycle volumes

- Long distances between traffic signals
- Lack of marked pedestrian crossings
- Need for additional streetscape elements
- Perceived high traffic speeds

WHAT DO YOU THINK?

What is your impression of the
Front + Myrtle corridor?

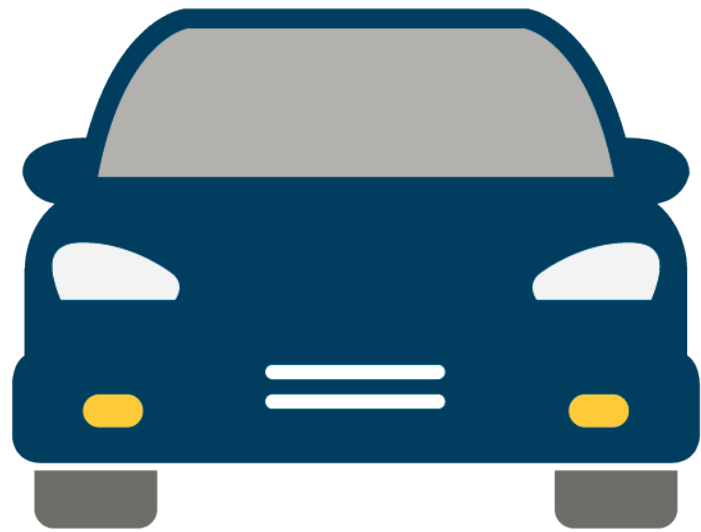
FRONT + MYRTLE VISION

1. Function as a safe and efficient multi-modal transportation facility moving people and goods to and through Downtown Boise while allowing all of Downtown to function as a seamless, integrated urban neighborhood;
2. Acknowledge, complement and enhance surrounding land uses and activities within the context of a vibrant CBD;
3. Promote and support economic development and buildings facing and interacting with pedestrians on both streets;
4. Reduce barriers to all modes of cross traffic while accommodating through traffic;
5. Contribute to a greener downtown through sustainable infrastructure and widespread street trees and vegetation.

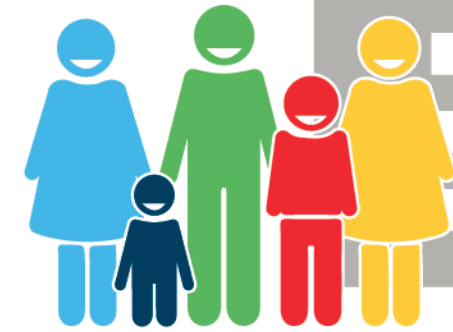


VISION TRANSLATION

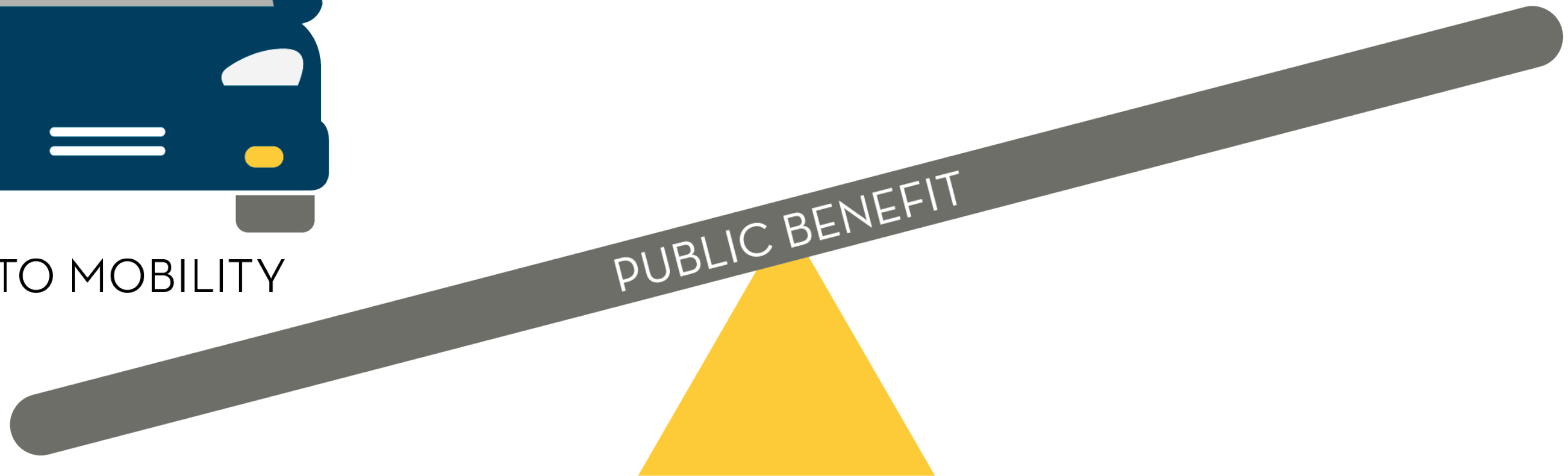
We want the road to do
absolutely everything
and do it well!



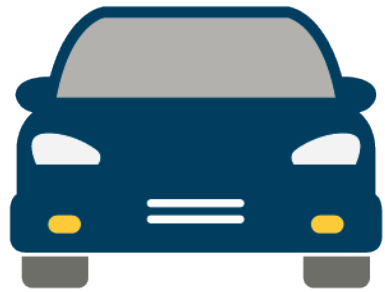
AUTO MOBILITY



PEOPLE / PLACES



TRADEOFFS



AUTO MOBILITY



PEOPLE / PLACES

PUBLIC BENEFIT

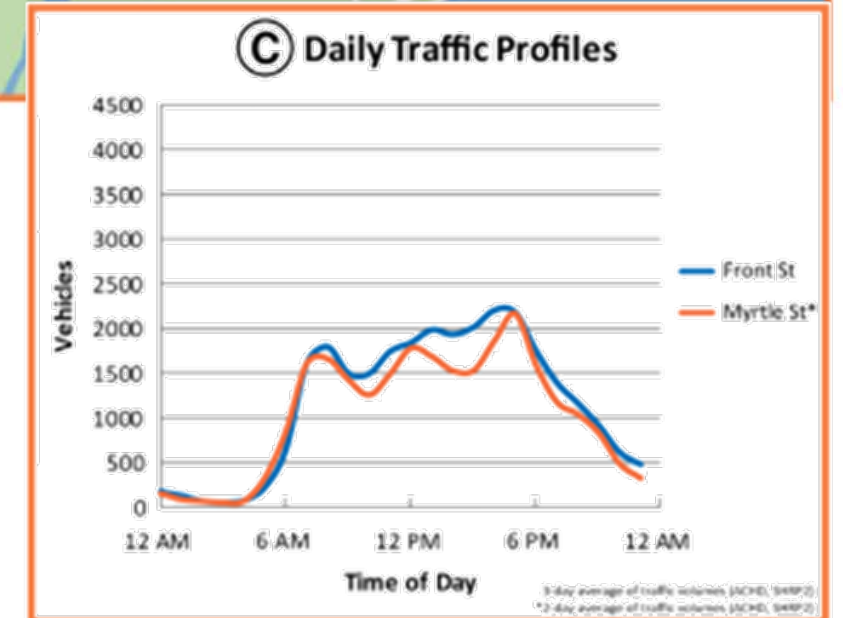
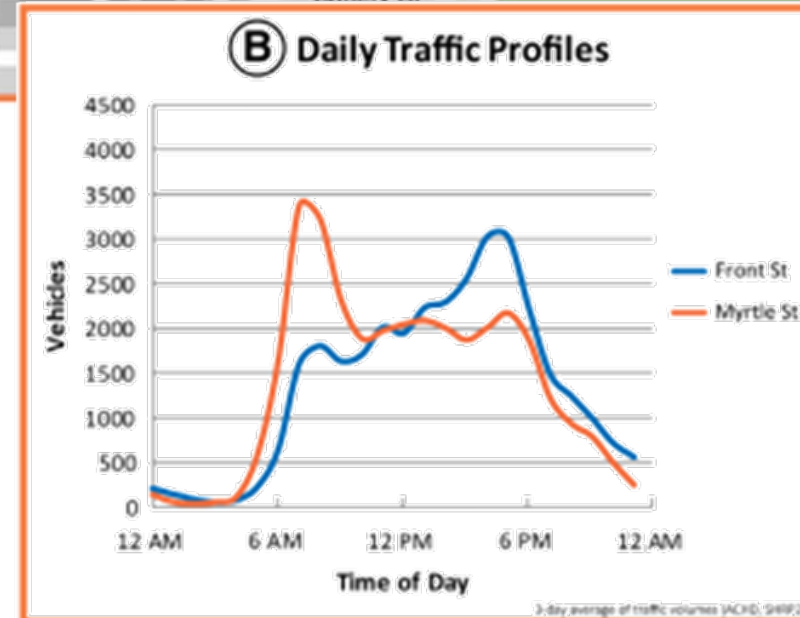
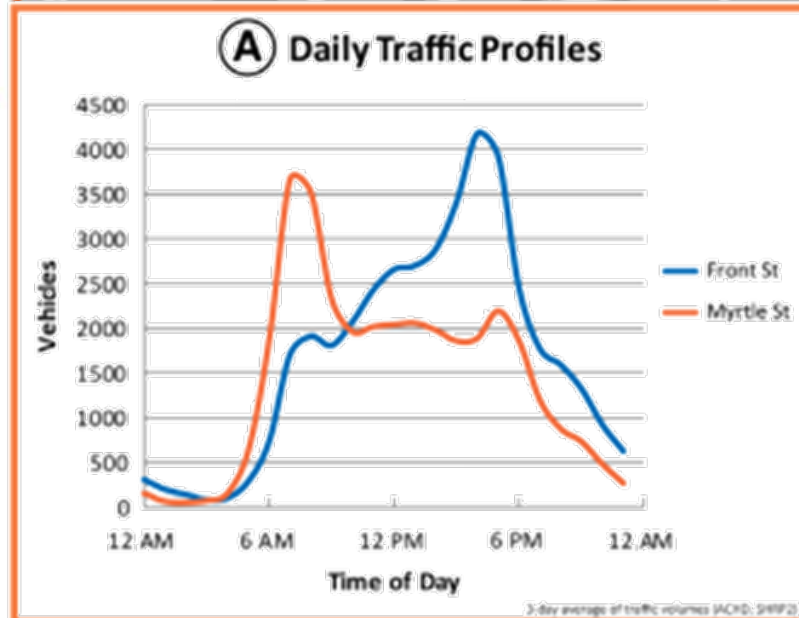
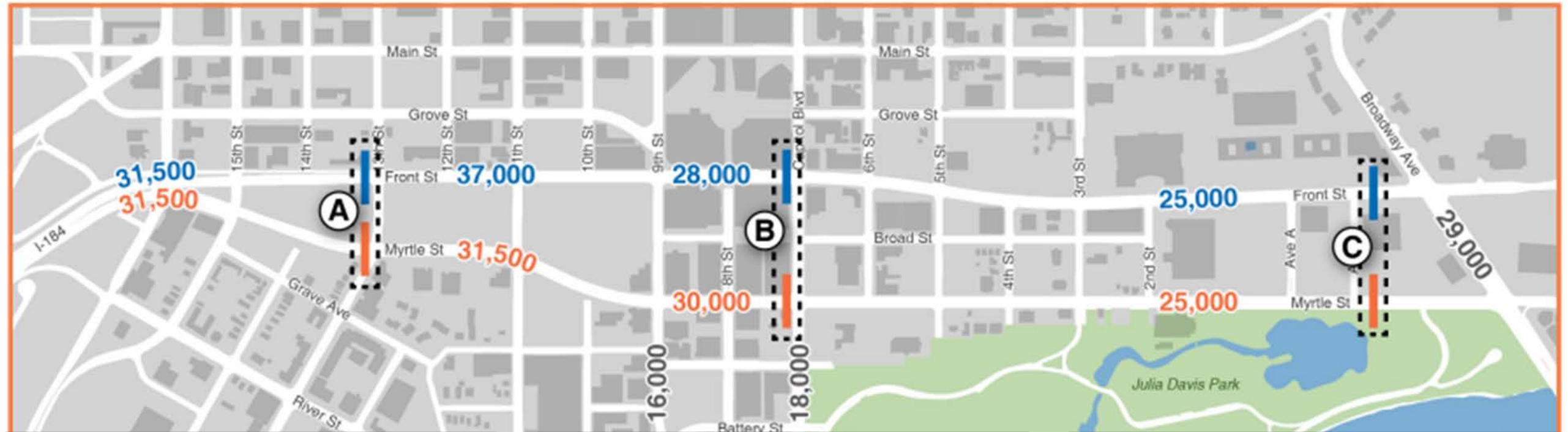
ACHIEVING BALANCE

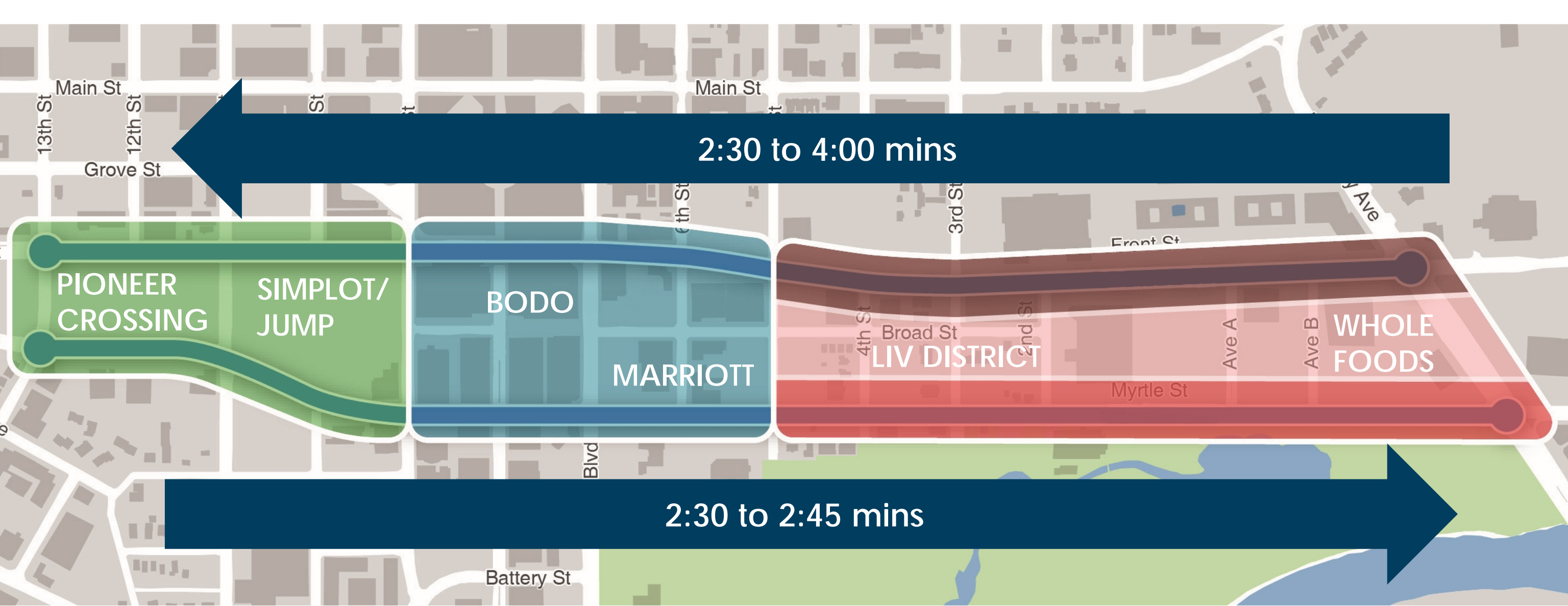


FRONT + MYRTLE ALTERNATIVES ANALYSIS

Matt Edmond, Capital City Development Corporation

TRAFFIC VOLUMES





AVERAGE TRAVEL TIME



TRAFFIC SIGNAL CYCLE LENGTHS

FRONT STREET

AM

MIDDAY

PM

5th St – Avenue A

1min 30sec

1min 5sec

1min 10sec

13th St – 6th St

1min 30sec

1min 5sec

2min 20sec

MYRTLE STREET

AM

NOON

PM

13th St – Avenue A

1min 30sec

1min 5sec

1min 10sec



POTENTIAL SOLUTIONS

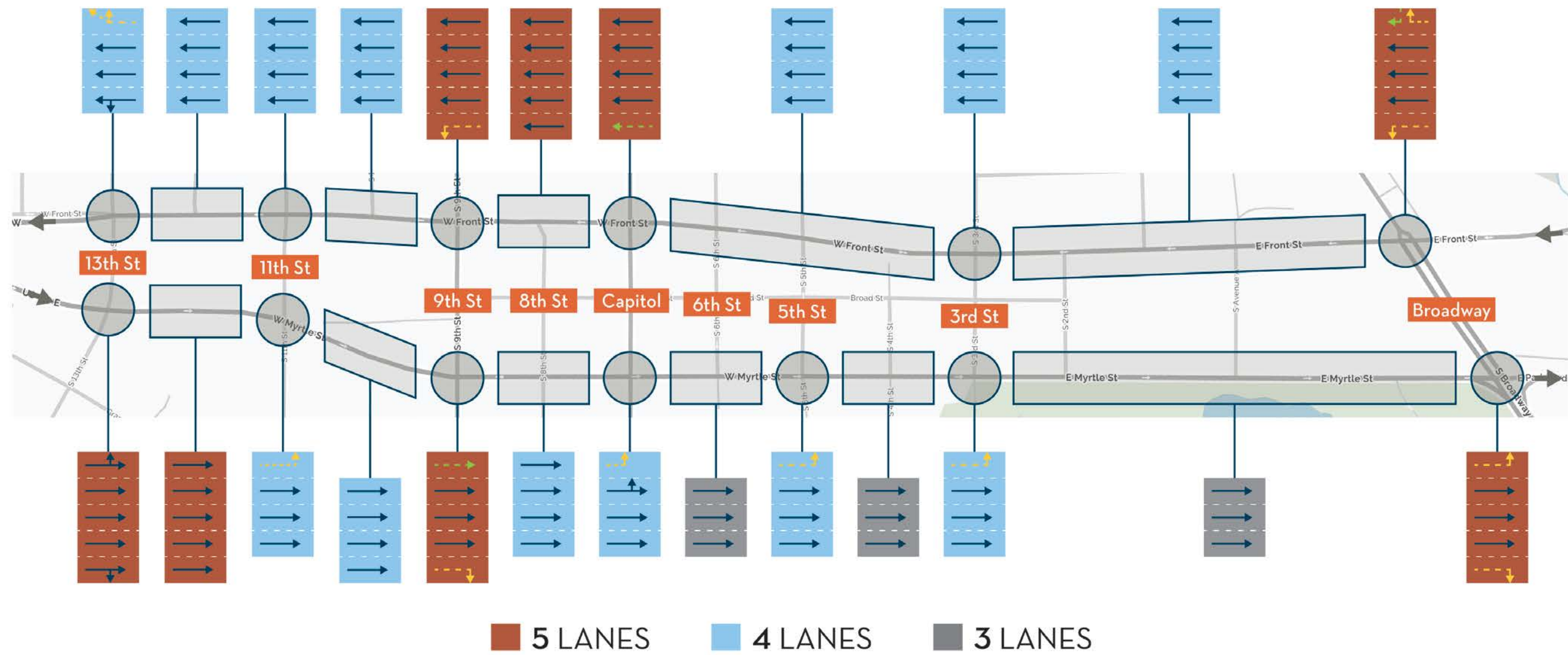
- Re-time signals
- Add signalized pedestrian crossings
- More marked pedestrian crossings
- Right-size roadways
 - ✓ Add on-street parking
 - ✓ Install street trees and street furnishings
 - ✓ Expand sidewalks



TRAFFIC SIGNAL TIMING

Cycle Length at Peak (Seconds)	Front Street Additional Delay at Peak	9th Street Additional Delay at Peak
CURRENT		
2min 20sec	B (16.1 seconds)	D (40.1 seconds)
PROPOSED		
2min	C (21.2 seconds)	D (37.5 seconds)
1min 40sec	C (31.5 seconds)	C (25.6 seconds)
1min 30sec	D (50.9 seconds)	C (20.4 seconds)

LANE RE-CONFIGURATION



NEW SIGNALS + CROSSINGS



New Signalized Intersection +
Marked Pedestrian Crosswalk



New Marked Pedestrian
Crosswalk

TRAFFIC ANALYSIS

TRAVEL TIME COMPARISON

2018		
	5 Lanes	Preferred Alternative
FRONT		
AM	3:16	+ 29sec
PM	3:45	+ 2min 36sec
MYRTLE		
AM	3:36	+ 42sec
PM	3:07	+ 11sec

2040 (PROJECTED)		
	5 Lanes	Preferred Alternative
FRONT		
AM	4:03	- 22sec
PM	7:34	+ 5min 25sec
MYRTLE		
AM	4:36	+ 3min 5sec
PM	3:13	+ 44sec