

FINAL CONSIDERATIONS

The recommendations and sequencing included in the DBIP were based on the best information available at the time of plan creation and possible within the project's budget and timeframe. It is expected that the recommendations here may evolve over the five year horizon as project come on line, if new projects develop, or if funding opportunities change.

In addition, there are other on-going activities or items raised through this process that could not be addressed within the plan's timeframe and scope that may influence, add to, or modify the recommendations that have been developed to this point. These include:

- Implementing wayfinding and signage along with the implementation of the downtown bicycle network,
- Reviewing existing traffic signal progression and traffic signal timing plans within downtown Boise for opportunities to slow traffic and lower the progression speeds (potentially down to 20 miles per hour) on certain roadways where bicycles and multi-modal travel is encouraged, especially on Main Street and Idaho Street.,
- Further evaluation of parking impacts associated with two-way street and bicycle network recommendations and working the affected parties on parking management solutions (e.g. Jefferson Street),
- Evaluating further two-way conversion and/or additional bicycle improvements on particular routes (such as Idaho and Main Streets) (on-going as part of the City of Boise's commissioned work with consultant Jeff Speck), and
- Identifying opportunities for Low Impact Development (LID) stormwater treatments with future downtown project implementation which will result with coordination and consolidation of work. These opportunities may present themselves with the overlap of major efforts between ACHD and CCDC such as the work proposed on State Street.



Bicycle air station outside Whole Foods on Myrtle Street and Broadway Avenue



Cyclist on Jefferson Street and 10th Street