

LATAH AND ALPINE SAFETY PROJECT PRE-CONCEPT REPORT

Boise, ID



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Alpine and Latah Safety Project

Boise, ID

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Project Summary

The Community Planning Association of Southwest Idaho (COMPASS), in coordination with the City of Boise, initiated this project through the *FY2026 Project Development Program* to evaluate multimodal transportation safety and parking improvements in the vicinity of the Latah Street/Alpine Street intersection. The study area includes Latah Street between Rose Hill Street and Morris Hill Road, as well as Alpine Street between Roosevelt Street and Latah Street. This effort responds to increasing multimodal travel and parking demand, anticipated redevelopment, and growing safety concerns at a node that is becoming an important community hub and that is located on a corridor (Latah Street) that serves as a key commuter route, school access route, and neighborhood connector.

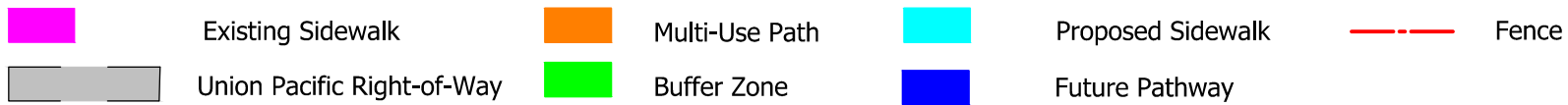
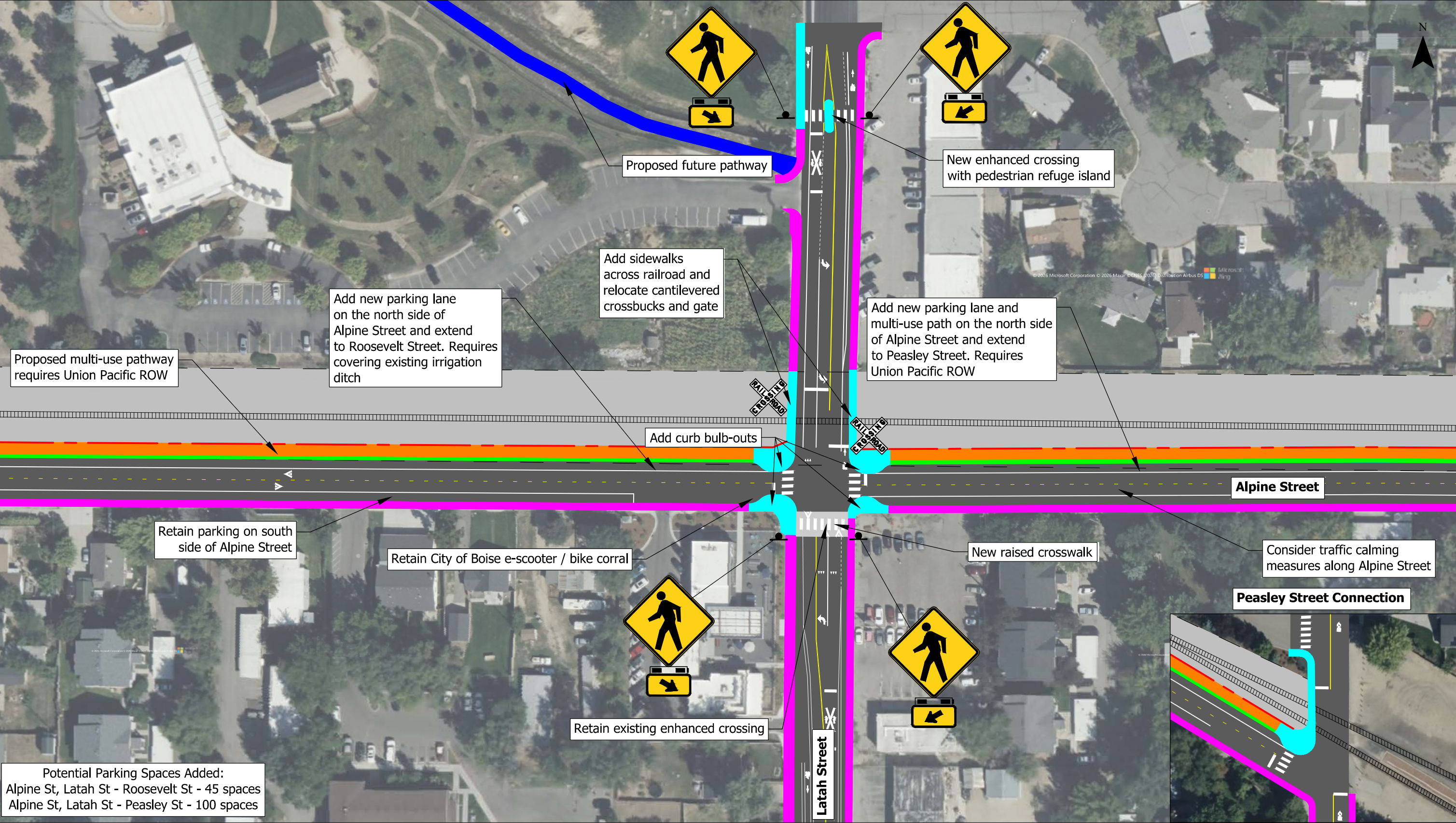
Existing conditions were assessed using recent data sources—including crash data from 2020–2024 and multimodal activity observations collected in 2025 and 2026—combined with stakeholder and community input to provide a current and data-driven understanding of area needs and opportunities. The goal of this pre-concept study was to develop a range of feasible concepts that improve safety, accessibility, and parking while positioning the City and its partners for future funding and implementation. This has been accomplished by developing concepts that respond to existing multimodal traffic and land-use patterns, while considering the evolving land-uses along Latah Street and the right-of-way and other constraints introduced by the adjacent railroad.

The vicinity of the Latah Street/Alpine Street intersection experiences challenges to accommodate parking demand, which will only become more constrained with anticipated redevelopment. Combined with observed unpredictable pedestrian crossings and high levels of multimodal activity (including pedestrians, bicycles, vehicles, and scooters) the area itself presents ongoing safety challenges.

To address these needs, Kittelson & Associates, Inc. (Kittelson) has developed and evaluated three conceptual alternatives, along with two supplemental safety treatments for the Latah Street/Alpine Street intersection that can be paired with any of the larger alternatives, for consideration. The alternatives focus on varying approaches to balancing improved multimodal infrastructure and increased parking capacity, including the addition of new on-street parking, enhanced pedestrian and bicycle facilities, such as sidewalks or multi-use paths, and intersection improvements at Latah Street/Alpine Street designed to improve visibility. The supplemental treatments—a raised intersection and a raised crosswalk—are intended to be paired with any alternative to further enhance safety and traffic calming at the Latah Street/Alpine Street intersection.

After public engagement outreach, stakeholder feedback and high-level analysis **Alternative 2 -Parallel Parking with Multi-Use pathway and Treatment #2- Raised Crosswalk (Figure. 1)** with a total cost of \$12,500,000 was identified as the preferred option because it best balances pedestrian safety, multimodal connectivity, and parking needs within the corridor and aligns with the city of Boise and ACHD previous planning efforts. Additionally, public feedback further supported this selection, with Alternative 2 receiving the highest overall preference ranking among the respondents to the public outreach survey. The alternative addresses existing sidewalk gaps over the railroad tracks, improves crossing visibility at key locations, and incorporates traffic calming measures to reduce vehicle speeds through the intersection area. The improvements also help maintain and expand on-street parking to address existing demand and anticipated future redevelopment within the corridor.

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Preferred Alternative - Parallel Parking With Multi-Use Path
Boise, ID

Figure
1

Key improvements associated with **Alternative 2 & Treatment #2** include the following:

- Construct a multi-use pathway along the north side of Alpine Street between Roosevelt Street and Peasley Street
- Add sidewalk across the railroad along Latah Street, and north of Peasley Street
- Install curb bulb-outs at the Latah Street/Alpine Street intersection
- Construct an enhanced pedestrian crossing of Latah Street with a refuge island north of Alpine Street connecting the Primal Coffee commercial area to Morris Hill Park with the construction of the proposed future canal pathway.
- Add approximately 145 new on-street parking spaces along Alpine Street
- Retain existing parking along the south side of Alpine Street from Roosevelt to Peasley
- Construct a raised crosswalk at Latah and Alpine Street

Together, these treatments and recommended interim solutions provide a range of strategies to improve safety, connectivity, and parking efficiency within the project area.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SUMMARY:

Latah and Alpine Safety Project

The project provides for increased pedestrian and bicycle infrastructure, safety, and parking improvements along Latah Street and Alpine Street in Boise. Improvements include parallel parking with multi-use pathway along the north side of Alpine Street between Roosevelt Street and Peasley Street, new sidewalk across the railroad at Latah Street and Peasley Street, curb bulb-outs at the Latah Street/Alpine Street intersection, an enhanced pedestrian crossing with a refuge island north of Alpine Street connecting the Primal Coffee commercial area to the proposed future canal pathway, and a raised crosswalk at the Latah Street/Alpine Street intersection. The project also includes approximately 145 new on-street parallel parking spaces along Alpine Street while retaining existing parking along the south side of Alpine Street. The estimated cost for all improvements is approximately \$12,500,000.

Project Description

Community Planning Association of Southwest Idaho (COMPASS) has commissioned this pre-concept report to evaluate multimodal transportation safety and parking improvements in the vicinity of the Latah Street/Alpine Street intersection in Boise, with the project area shown in **Figure 2**. The goal of this pre-concept report is to develop a plan that improves safety for pedestrians, bicyclists, and vehicular traffic, while also identifying ways to alleviate existing parking challenges. This report provides several alternatives and treatments that meet the project's goals and identifies opportunities to position the City of Boise, Ada County Highway District (ACHD), and COMPASS for future grant applications.

Why Project Needed

The Latah Street corridor and the Alpine Street/Latah Street intersection face safety and operational challenges for pedestrians, bicyclists and motorists. This area is a commuter route for vehicle and bicycle traffic connecting to Americana Boulevard, providing direct access to downtown Boise. The corridor is also used by school children walking and biking to Jefferson Elementary School and South Junior High School. A railroad line crosses Latah Street parallel to Alpine Street, which restricts the available space when developing solutions.

Over the past five years (2020 – 2024), crash records¹ show five angle and eight rear-end collisions occurring on Latah Street and Alpine Street within the project area. The Latah Street/Alpine Street intersection has seen three injury crashes, including one crash involving a bicyclist. A representative from the Depot Bench Neighborhood Association indicated the community is concerned about pedestrian safety in the area, particularly for the school children of Jefferson Elementary, the recreational users of Morris Hill Park, and people accessing businesses along the corridor. The crossing of Latah Street at Alpine Street is also a key concern of the neighborhood.

Redevelopment is anticipated in the area, which will create more demand for parking for vehicles and bicycles, along with increasing crossing activity on Latah Street.

This project supports the City of Boise's goals for improved bike and pedestrian infrastructure, along with the Communities in Motion 2050 goals of economic vitality, convenience, and quality of life.

Project Scope of Work Completed by Contractor

Kittelson & Associates, Inc. (Kittelson) has been contracted to complete this pre-concept report for the Latah and Alpine Safety Project. This report focuses on the evaluation of multimodal transportation safety and parking improvements in the vicinity of the Latah Street/Alpine Street intersection in the city of Boise.

¹ [MapStore HomePage](#) (Accessed 19 January 2026)

Assumptions

Table 1 below includes the design criteria assumptions that will be used to develop alternative concept designs.

Table 1. Design Criteria

Criteria	Measure	Source
Travel Lane Width	10 ft	ACHD/AASHTO
Parking Lane Width	8 ft	ACHD/AASHTO
Turn Lane Width	12 ft	ACHD/AASHTO
Sidewalk Width	7 ft	ACHD
Multi-Use Path Width	10 ft	ACHD
Multi-Use Path Buffer	5 ft	ACHD
Bike Lane Width	5 ft	ACHD
Bike Lane Buffer	2 ft	ACHD
Intersection Sight Distance	Right turn from stop: 290 ft Left turn from stop: 335 ft	AASHTO
Maximum Lane Horizontal Distance Rate of Change	$L = (W * S^2) / 60$ W = width of offset S = Speed (MPH) Shifting taper length = $\frac{1}{2} L$ Merging taper length = L	FHWA

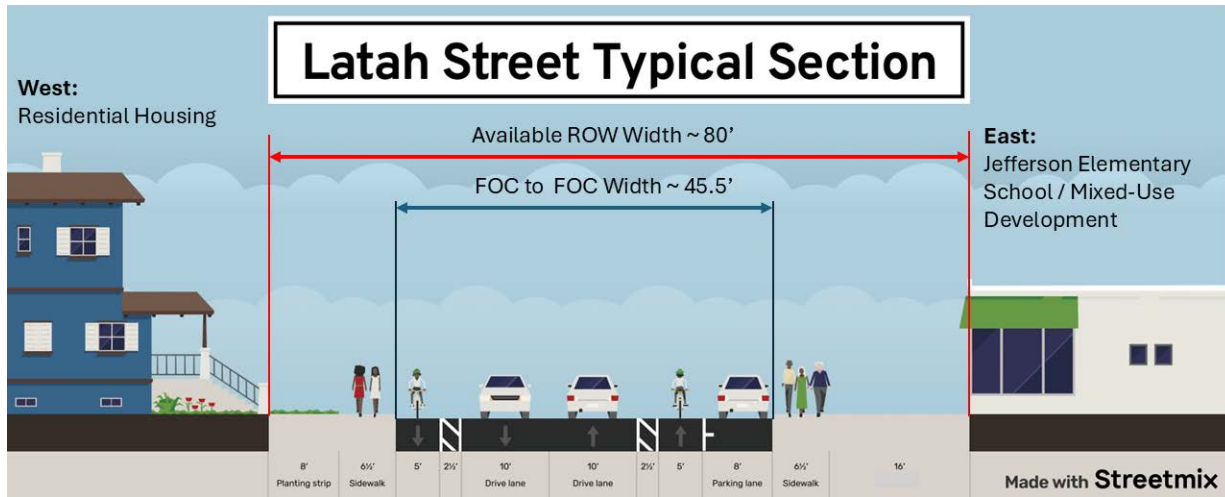
EXISTING CONDITIONS

ROADWAY CROSS-SECTIONS

Latah Street currently consists of two 10-foot-wide travel lanes, each featuring a bike lane with a 2.5-foot striped buffer. Both travel lanes include dedicated turn lanes also measuring 10 feet at the Latah Street/Alpine Street intersection. On-street parking is prohibited on Latah Street at the Latah Street/Alpine Street intersection between Kipling Road, and the 13 S Latah Street commercial area exit. The posted speed limit for Latah is 30 mph, with a 20-mph school zone near Jefferson Elementary, located between Rose Hill Street and Alpine Street. **Figure 3** shows a typical cross section for Latah Street, and **Figure 4** shows a typical cross section for Alpine Street.

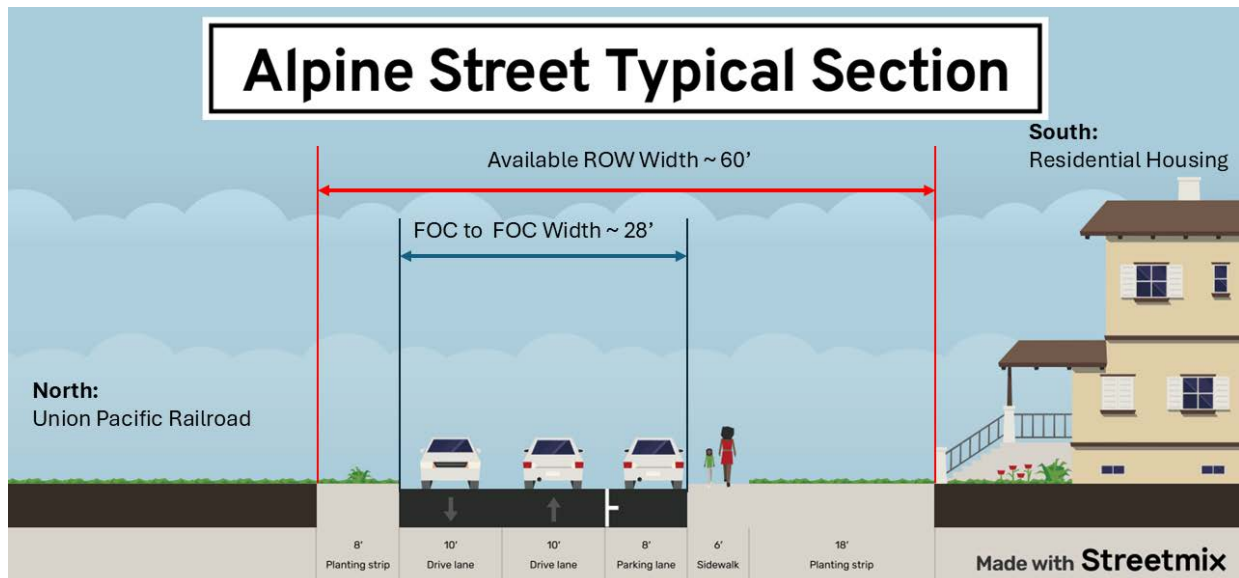
Alpine Street has a posted speed limit of 20 mph and is approximately 30 feet wide with no striping. This width accommodates two travel lanes and on-street parking on the south side of the road with parking restrictions on the north side. Speed cushions are present along Alpine Street.

Figure 3. Typical Latah Street Cross Section



Notes: Sidewalk width shown includes 6" vertical curb.
 Measurements are estimated from desktop review.
 FOC: Front of Curb

Figure 4. Alpine Street Typical Cross Section



Notes: Sidewalk width shown includes 6" vertical curb. Measurements are estimated from desktop review.
 No parking striping present, width estimated.
 FOC: Front of Curb

LATAH STREET/ALPINE STREET INTERSECTION

The Latah Street/Alpine Street intersection is two-way stop-controlled, with left-turn lanes on Latah Street. The intersection contains striped crosswalks on the east leg and south leg, including recently installed Rectangular Rapid Flashing Beacons (RRFBs) on the south leg crossing.

Figure 5. Latah Street/Alpine Street Intersection



Approximately 35 feet north of the Latah Street/Alpine Street intersection, there is a railroad crossing owned by Union Pacific Railroad (UPRR) leased to and operated by Boise Valley Railroad and Watco.

PARKING



Overflow parking related to the commercial development at the Latah Street/Alpine Street intersection currently occurs near Primal Coffee, on surrounding residential streets, within the railroad ROW on the north side of Alpine Street, and in the surface parking lot on the east side of Latah Street. The photo above shows parking conditions on the Railroad ROW during PM peak period on a Thursday evening in

April 2026. Scheduled construction for a multifamily apartment complex (Summer 2026) will remove approximately 40 off-street spaces from the dirt lot that has been temporarily serving as a parking facility for patrons of 13 S Latah Street businesses and provide 38 new parking spaces for development residents.

NEIGHBORHOOD PRIORITIES

The Depot Bench Neighborhood Association's (DBNA) top priorities include improving bike and pedestrian safety and addressing parking shortages. The DBNA has reported several near misses at the Latah Street/Alpine Street intersection and has also noted that drivers do not always yield to crossing pedestrians.

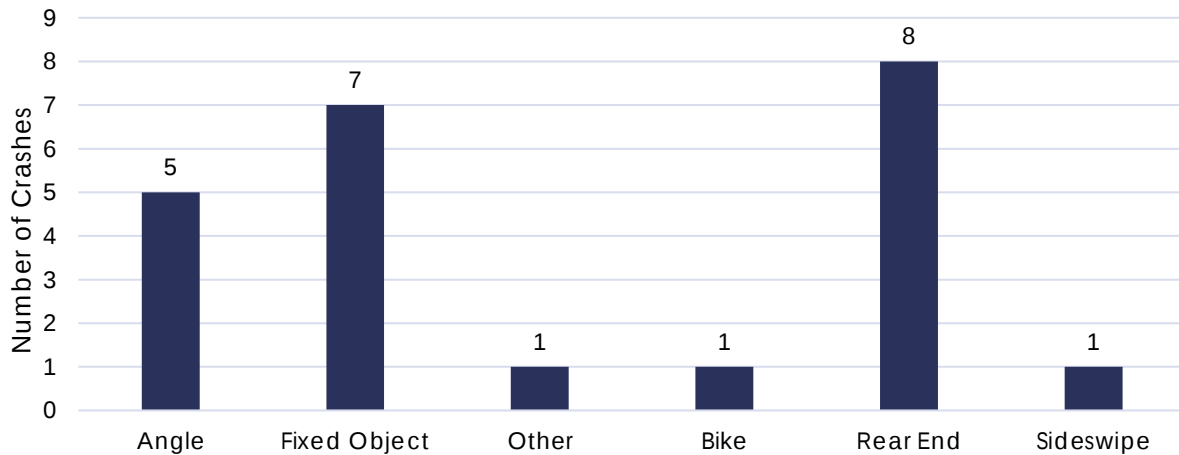
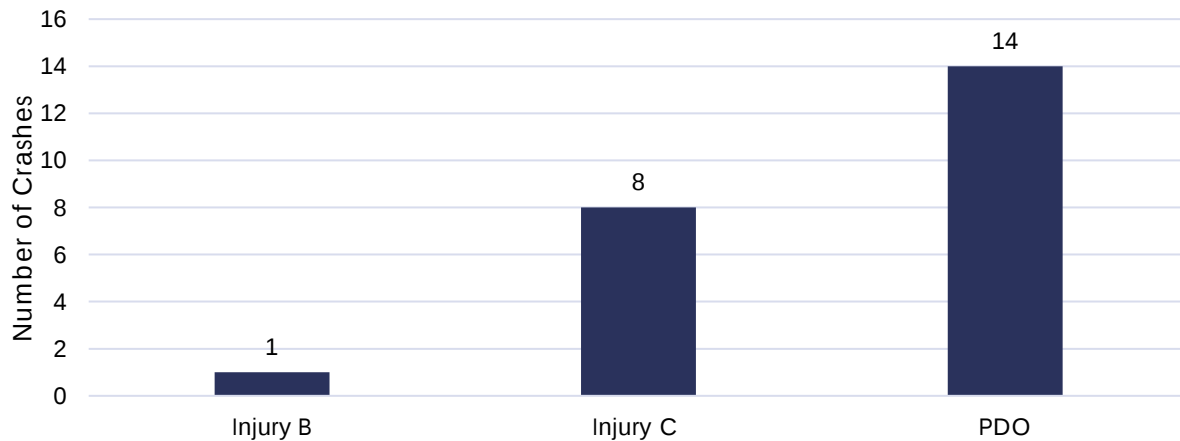
LAND USE

Latah Street from Vaughn Street to Meadow Street is zoned MX-1 (mixed use). The MX-1 district is intended to provide opportunities for a mix of neighborhood-serving small-scale commercial, institutional, and residential uses. It is intended to facilitate convenient, walkable access to these services while fostering pedestrian-oriented design and the creation of neighborhood districts. Multiple mixed-use commercial facilities are located on the east side of the corridor north of Alpine Street, and development on the corridor is anticipated to continue. The project area also includes several notable destinations such as Morris Hill Park, a dog park, a church, a synagogue, and the 13 S Latah Street commercial area. Additionally, Jefferson Elementary School is located south of the Latah Street/Alpine Street intersection, just north of Rose Hill Street.

SAFETY / CRASH HISTORY

Crash data from 2020-2024 was collected and analyzed from the Local Highway Technical Assistance Council (LHTAC) database. Within those five years, 23 crashes were reported in the study area, of which 39% resulted in minor injuries. The analysis showed that most crashes in the project area were rear-end collisions (35% of all crashes) and fixed-object type crashes (30% of all crashes). Most crashes (61%) resulted in property damage only (PDO).

The collected crash dataset indicates the occurrence of three crashes at the Latah Street/Alpine Street intersection. One crash involved a bicyclist who sustained injuries, while the other two were vehicle rear-end collisions that resulted in property damage only. **Figure 6** shows the distribution of crash types in the project area, and **Figure 7** shows the distribution of crash severity in the project area.

Figure 6. Crash Types**Figure 7. Crash Severity**

BIKE / PEDESTRIAN, SAFE ROUTES TO SCHOOL

Latah Street provides bike lanes in both directions, each separated from motor vehicle traffic by a 2.5-foot striped buffer. On-street parking is present on portions of the Latah Street corridor, including on the east side of Latah Street from Meadow Street to Kipling Street, as well as between Vaughn Street and Jefferson Elementary. Parking is also present on the west side of Latah Street south of the 13 S Latah Street commercial area exit to Vaughn Street. Sidewalks are present on both sides of the Latah Street corridor, with connectivity interrupted for 80 feet at the railroad crossing. North of Alpine Street, the sidewalks end at the rail crossing and then resume on the north side of the crossing.

Alpine Street has a 6-foot-wide sidewalk on the south side. Bicyclists must share the road with motor vehicle traffic, but volumes are approximately 1,400 vehicles/day and posted speeds are 20 MPH with traffic-calming features (speed cushions). RRFBs were recently installed on the south leg crossing.

Jefferson Elementary, located between Rose Hill Street and Alpine Street, is a key generator of pedestrian activity, and has an existing 20 mph school zone. Both Latah Street and Alpine Street in the project area serve as walking routes for Jefferson Elementary School students.

The City of Boise has identified an opportunity to improve neighborhood connectivity by exploring the installation of a pathway along the North Slough Canal (owned by New York Irrigation District) near Primal Coffee.

TRANSIT

Valley Regional Transit (VRT) provides fixed route service to the project area. This service includes a route (Route 4) that travels north on Latah Street toward Towne Square Mall. Bus stops are located just south of the Latah Street/Alpine Street intersection, and just north of the Latah Street/Rose Hill intersection.



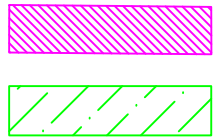
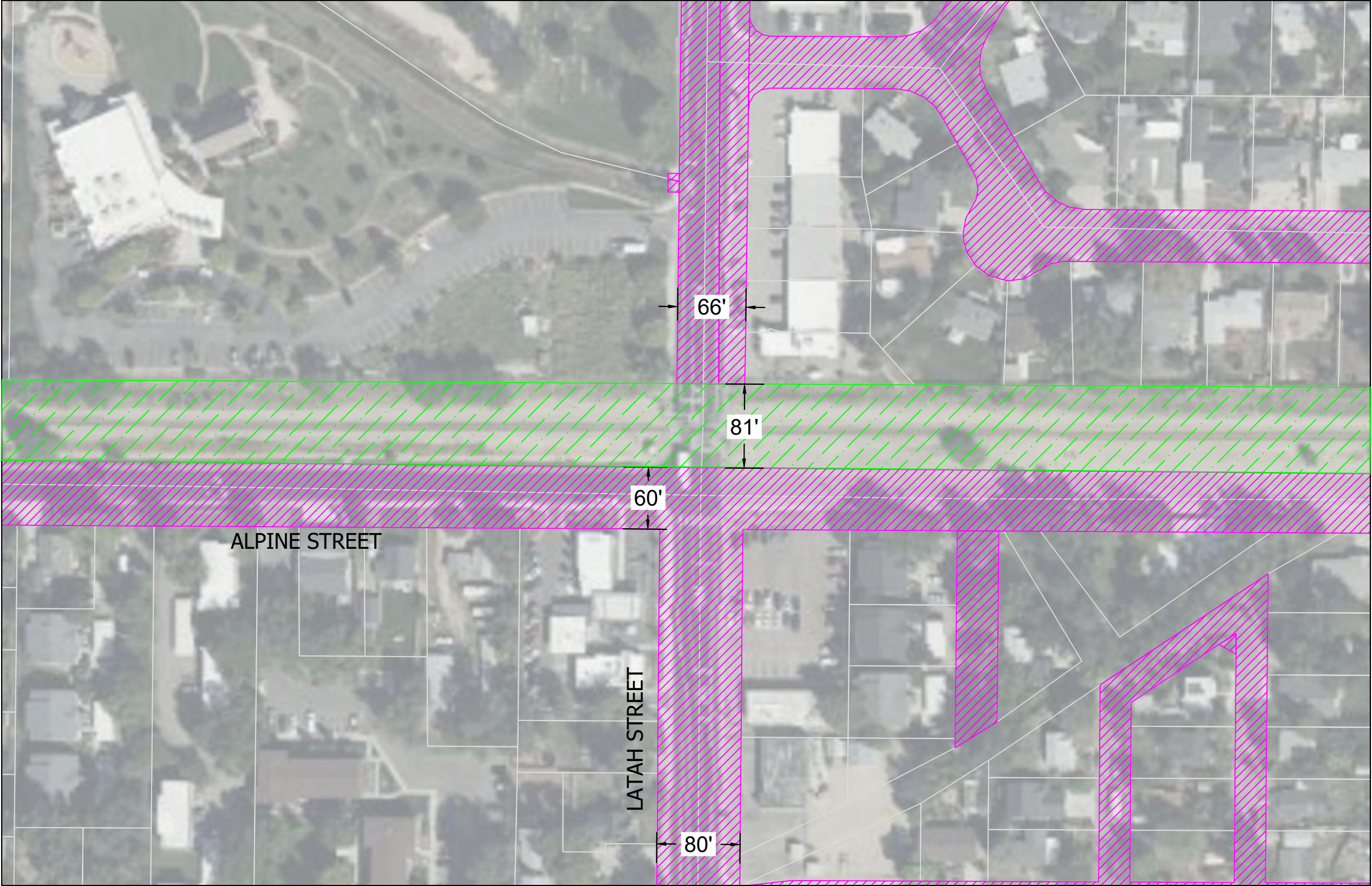
UTILITIES & IRRIGATION & RAILROAD (ROW)

There are multiple underground and aerial utilities within the project area. Overhead power runs along Latah Street on the east side of the roadway and along Alpine Street on the south side of the roadway.

On the north side of Alpine Street, an irrigation waterway, the North Slough Canal, runs through Morris Hill Park and under Latah Street, the UPRR, and Alpine Street just east of Mike Street. The canal continues south until it extends in two directions before Leona Circle. It continues as the Electric Light Switch Lateral both northeast and southwest, crossing under Latah Street south of the intersection just before Jefferson Elementary, and crossing under Alpine Street east of the intersection near Randall Street.

UPRR owns approximately 80 feet of right-of-way at the Latah Street/Alpine Street intersection and leases that land to BVRR to operate on. This varies plus or minus five feet along the Alpine Street corridor between Roosevelt Street and Peasley Street. Existing right-of-way conditions are shown in **Figure 8**.

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ACHD Right-of-Way
BVR Right-of-Way

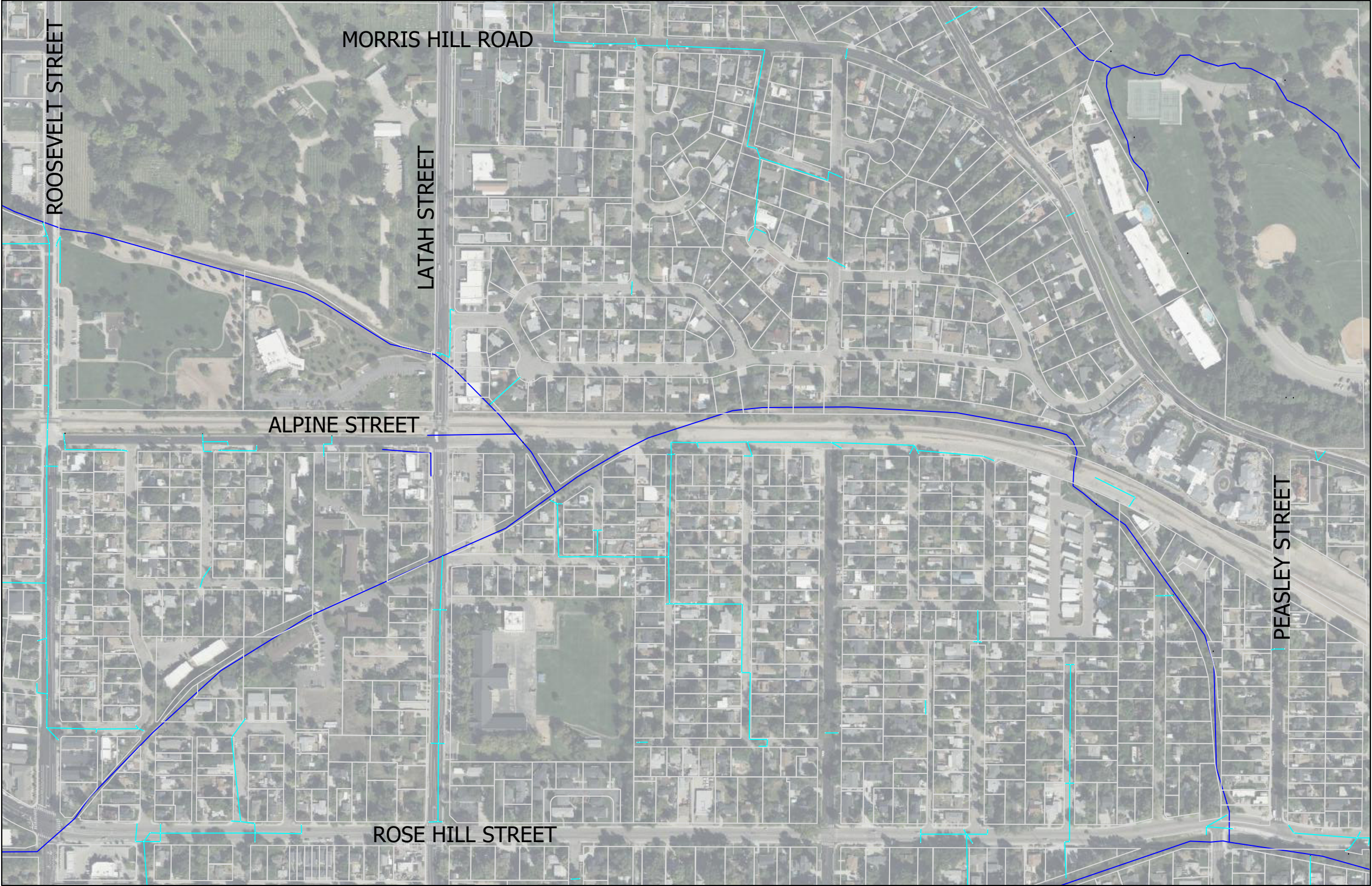
Existing Right-of-Way
Boise, ID

Figure
8

STORMWATER

There are multiple storm drain facilities that lead to the North Slough Canal and Electric Light Switch Lateral in the project area, including a drainpipe that runs under Latah Street from the Rose Hill Street intersection until the canal crossing just north of Jefferson Elementary. On Alpine Street, there are multiple storm pipes that run underground, both east and west of the Latah Street/Alpine Street intersection. Existing water features and pipe structures are shown in ***Figure 9***.

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- Existing Water Feature / Canal
- Existing Storm Drain Pipe / Structure

Existing Irrigation & Stormwater Facilities
Boise, ID

Figure
9

Regional Network Connections

The Latah Street corridor provides important regional network connections and serves several key community destinations that generate bicycle and pedestrian activity. There are several commercial and recreational hubs within the residential corridor, creating opportunities to implement multimodal infrastructure to complement regional growth and address existing safety concerns identified by the City and neighborhood. The 13 S Latah Street commercial area to the south and the Primal Coffee area just north of the rail crossing has steady foot traffic. Nearby recreational and institutional destinations, including Morris Hill Park, Jefferson Elementary School, Trinity Boise Church, and the Ahavath Beth Israel Synagogue, further contribute to the corridor's role as a hub for walking and biking trips.

In addition to its key commercial, recreational, and institutional destinations, Latah Street also serves as a north-south connector for bicycle traffic. It is an important route for residents of the Boise Bench to travel between residential areas and into downtown Boise. From Latah Street, cyclists can take Americana Boulevard to access both the Boise River Greenbelt and downtown.

Comprehensive Purpose

The purpose of the Alpine and Latah Safety Project is to develop a comprehensive pre-concept plan that addresses multimodal safety, accessibility, and parking in the vicinity of the Latah Street/Alpine Street intersection. The effort focuses on improving conditions for pedestrians, bicyclists, and vehicles while also identifying opportunities to address existing parking challenges in the area.

This project supports the City of Boise's goals for improved bicycle and pedestrian infrastructure and aligns with several recent planning efforts, including the *2022 City of Boise Pathways Master Plan*, the *ACHD Central Bench Neighborhood Transportation Plan*, and the *COMPASS Communities in Motion 2050* goals related to economic vitality, convenience, and quality of life. The project evaluates multiple alternatives that address the identified needs and help position the City of Boise, ACHD, and COMPASS for future funding and grant opportunities.

Identification of Project Constraints

The project area has several notable constraints that will influence design and feasibility. Some constraints that will require coordination with ACHD, City of Boise, Union Pacific Railroad (UPRR) and the adjacent New York Irrigation District include:



BVRB	ACHD	New York Irrigation District
■ BVRB railroad crossing is located approximately 35 feet north of the Latah Street/Alpine Street intersection.	■ ACHD right-of-way availability. ○ 80 feet of available ROW on Latah Street south of railroad crossing. ○ 66 feet of available ROW on Latah Street north of railroad crossing.	■ Open irrigation canal (North Slough Canal) on the north side of Alpine Street between Roosevelt and Latah Street.
■ Railroad right-of-way restricts available space. ○ 50-60 feet of available ROW on Alpine Street. ○ Railroad has 38'-81' of ROW (19'-40.5' each side from center of track).		

Collectively, these constraints will require careful consideration for the most efficient use of right-of-way, and proper accommodation for parking needs within the project area.

ANALYSIS OF VIDEO RECORDING



As part of the *Latah Street and Alpine Street Safety and Parking Concept Study*, COMPASS collected pedestrian and bicycle count data at the intersection to better understand existing multimodal activity within the corridor. At the request of ACHD, portable counter equipment and video observations were used to document pedestrian and bicycle movements, crossing activity, and general travel patterns prior to development of the concept alternatives. The information was used to help establish baseline conditions, support safety analysis, and better understand how people currently move through the area.

Pedestrian and bicycle counts were collected via video recording for the east–west crossings of Latah Street for two weeks August 24, 2023–September 6, 2023, as part of this analysis two separate days in August of 2023 between 7:00 AM and 4:30 PM pedestrian and bicycle data was evaluated. The August 24th count recorded higher activity due to the counts occurring on a Sunday, with more patrons visiting businesses during the weekend. On August 24th, there were 97 bicyclists and 565 total pedestrians, of which approximately 85% were crossings compliant with the existing infrastructure. In comparison, the August 25th count showed lower overall volumes due to the counts occurring on a Monday, with 71 bicyclists and 353 pedestrians, and a slightly higher pedestrian compliance rate with the existing crossing of approximately 89%. Very limited pedestrians assumed to require Americans with Disabilities Act (ADA) accessible accommodations were observed using the crossing across both days. Overall, the data indicates high multimodal crossing activity with an 80-90% pedestrian compliance rate.



Initial Alternatives

An initial set of alternatives has been developed and reviewed with staff from COMPASS, the City of Boise, and ACHD. The alternatives considered during this first round of evaluation are summarized in **Table 2** below. In addition to the core concepts, each alternative may include supplemental intersection and traffic calming treatments that could be applied more broadly throughout the Latah Street and Alpine Street intersection area.

Table 2. Description of Preliminary Alternatives Considered

Alternative	Description
Alternative 1 Back-In Parking	Adds a new parking lane on the north side of Alpine Street. Alpine Street would now include back-in angled parking on the north side while maintaining existing parallel parking on the south side. The concept includes covering the existing irrigation ditch to accommodate the revised parking configuration and roadway section. Implementation would require acquisition of additional right-of-way.
Alternative 2 One-Way Conversion of Alpine Street	Converts a segment of Alpine Street to a westbound one-way operation from Latah Street to Cypress Street, with the option to extend the one-way section further west to Roosevelt Street. Back-in angled parking is added on the north side of Alpine Street, while curbside parking on the south side is retained. The one-way conversion is intended to maximize the current space available and minimize right-of-way impacts.
Alternative 3 Turn Lane Elimination	Removes both the northbound and southbound left-turn lanes on Latah Street before the Latah Street/Alpine Street intersection. The reclaimed roadway width is used to add new parking lanes along Latah Street.
Treatment 1 Curb Bulb Outs	Focuses on intersection geometry modifications by adding curb bulb-outs at the Latah Street/Alpine Street intersection. This would reduce crossing distances for pedestrians, improve their visibility while waiting to cross, and provide traffic calming measures to the intersection.
Treatment 2 PHB	Install a Pedestrian Hybrid Beacon (PHB) on Latah Street near the Alpine Street intersection. The PHB would provide a controlled crossing to accommodate the bike and pedestrian traffic along Alpine Street.
Treatment 3 Raised Intersection / Crosswalk	Install a raised intersection or raised crosswalk across Latah Street at the Latah Street/Alpine Street intersection. Raising the road surface is intended to manage motor vehicle speeds and improve the visibility of crossing pedestrians.

Final Alternatives

Following this initial review, the preliminary alternatives and treatments were revised to include the following described below in **Error! Reference source not found.**. These revisions incorporated feedback from the City, COMPASS, and ACHD and were carried forward for public consideration.

Table 3. Description of Final Alternatives Considered

Alternative	Description
Alternative 1 Parallel Parking on North Side of Alpine Street	Adds a new parallel parking lane and sidewalk on the north side of Alpine Street between Roosevelt Street and Peasley Street, while retaining existing parking on the south side. Includes curb bulb-outs, a new enhanced crossing with a pedestrian refuge island, and sidewalk connections across the railroad. Approximately 120 new parking spaces are added. Coordination with Union Pacific Railroad would be required to cover the existing irrigation ditch and obtain additional right-of-way.
Alternative 2 Parallel Parking with Multi-Use Pathway	Builds on Alternative 1 by replacing the north-side sidewalk on Alpine Street with a buffered multi-use path for pedestrians and bicyclists. The alternative adds parallel parking, curb bulb-outs, and a new enhanced crossing with a refuge island, while retaining south-side parking and existing crossings. Approximately 120 parking spaces would be added. Railroad coordination and right-of-way acquisition would be required.
Alternative 3 Multi-Use Pathway and Angle Parking	Converts Alpine Street to a one-way street between Latah Street and Cypress Street and adds angled parking on the north side. A buffered multi-use path is provided on the north side, along with curb bulb-outs and new pedestrian crossings. This alternative would add approximately 55 new parking spaces while removing about 25 existing parking spaces on the south side. Railroad coordination, irrigation ditch coverage, and potential relocation of micromobility corral would be required.
Treatment 1 Raised Intersection	Adds a raised intersection at the Latah Street/Alpine Street intersection.
Treatment 2 Raised Crosswalk	Adds a raised crosswalk at the south leg of the Latah Street/Alpine Street intersection.

The final three alternatives and their respective supplemental treatments are described below and are presented in **Figures 10-14**. All three alternatives address the core project purpose of improving safety for pedestrians, bicyclists, and motorists at the Latah Street/Alpine Street intersection, while also addressing documented parking shortages and improving connectivity across the railroad corridor.

DESCRIPTION OF FINAL ALTERNATIVES

Alternative 1 – Parallel Parking on North Side of Alpine Street

Alternative 1 proposes the construction of a new parallel parking lane on the north side of Alpine Street between Roosevelt Street and Latah Street. The parallel parking lane would continue east of Latah Street until Owyhee Street and start again east of West Alpine Street until Peasley Street. Existing parallel parking on the south side of Latah Street would be retained, and a new sidewalk on the north side of Alpine would stretch from Roosevelt Street to Peasley Street.

Key elements of **Alternative 1** include:

- Adds a new parallel parking lane and sidewalk on the north side of Alpine Street
- Retains existing parking on the south side of Alpine Street
- New curb bulb-outs at the Latah Street/Alpine Street intersection
- New enhanced crossing with a pedestrian refuge island north of Alpine Street to connect Primal Coffee to future Morris Hill Park canal pathway
- New sidewalk connections across the railroad at both the Latah Street and Peasley Street intersections
- Approximately 120 new on-street parking spaces

Implementation of **Alternative 1** would require coordination with New York Irrigation District to cover the existing irrigation ditch, and coordination with Union Pacific Railroad to acquire or lease 0.68 acres ROW along the north side of Alpine Street.

Alternative 2 – Parallel Parking with Multi-Use Path

Alternative 2 builds upon the configuration of **Alternative 1** by further enhancing bicycle and pedestrian infrastructure through the addition of a buffered multi-use path on the north side of Alpine Street. The new multi-use path provides a higher level of comfort through a separated facility for people walking and biking.

Similar to **Alternative 1**, this concept includes:

- New parallel parking lane on the north side of Alpine Street
- Curb bulb-outs, enhanced pedestrian crossings with refuge islands
- New sidewalk connections across the railroad at Alpine and Peasley
- Existing parking on the south side of Alpine Street would be retained, and approximately 145 new on-street parking spaces would be added.

Alternative 2 would require 1.16 acres of UPRR right-of-way and fencing adjacent to the railroad corridor, and coordination with New York Irrigation District to cover the existing irrigation ditch west of the Latah Street/Alpine Street intersection.

Alternative 3 – Multi-Use Path and Angle Parking

Alternative 3 reduces the need for use of Union Pacific right-of-way and requires less than both Alternative 1 and Alternative 2. This alternative proposes:

- Converting Alpine Street to a westbound one-way roadway between Latah Street and Cypress Street
- The installation of angle parking on the north side of Alpine Street
- A buffered multi-use path on the north side of Alpine Street from Roosevelt Street to Peasley Street.
- New sidewalk infrastructure across the railroad crossings

Approximately 55 new angled parking spaces would be added, while approximately 25 existing parking spaces would be eliminated on the south side of Alpine Street to accommodate the new layout. This would result in a net of 30 new parking spaces

Alternative 3 would require coordination with New York Irrigation District to cover the existing irrigation ditch west of the Latah Street/Alpine Street intersection and would require 0.59 acres right-of-way. On the east side of the Latah Street/Alpine Street intersection, Union Pacific right-of-way would be required to build the multi-use path to Peasley Street.

SUPPLEMENTAL TREATMENTS

The following treatments may be paired with any of the final alternatives to manage motor vehicle speeds and improve the visibility of pedestrians crossing at the Latah Street/Alpine Street intersection.

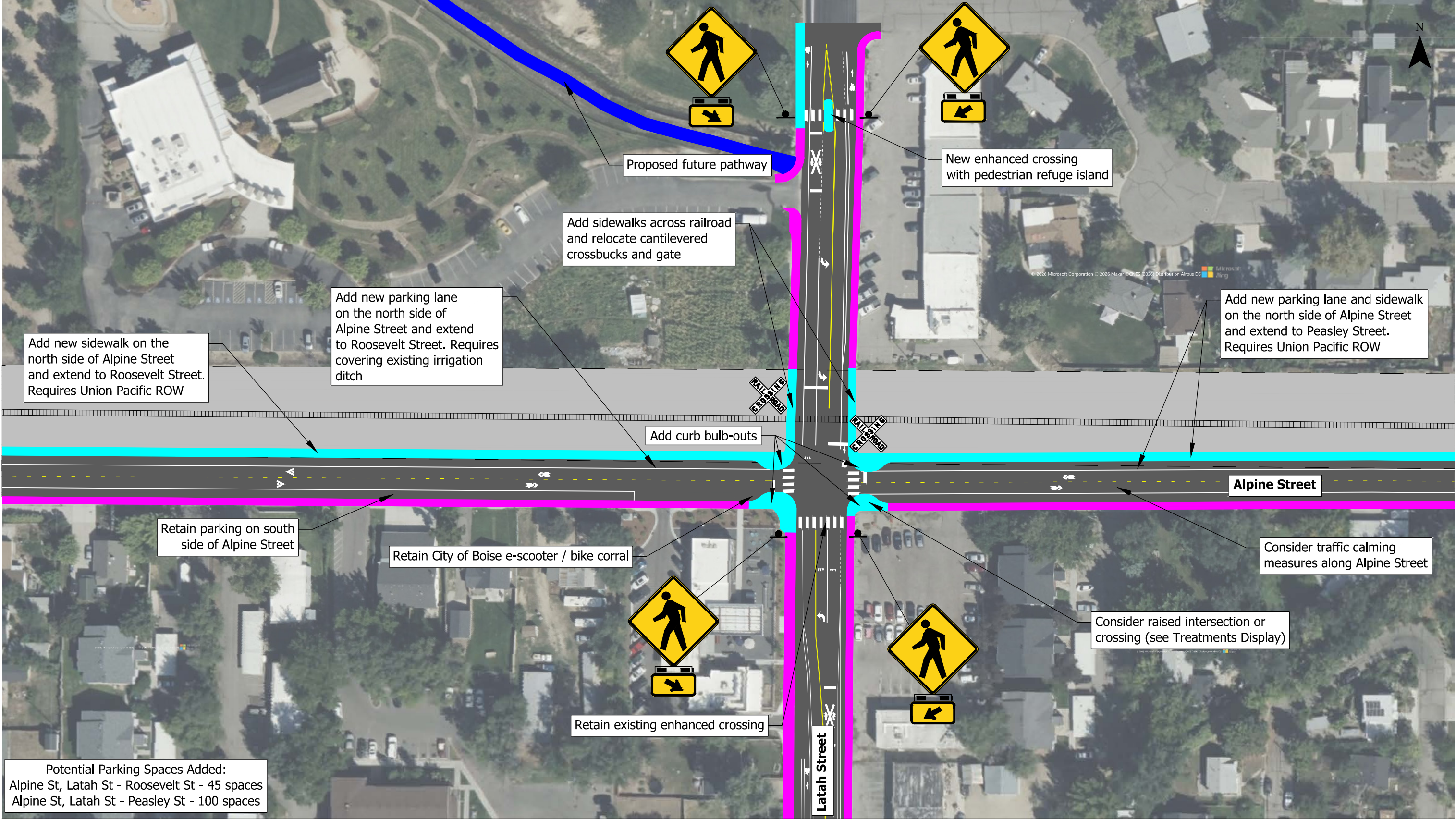
Treatment 1 – Raised Intersection

This treatment proposes constructing a raised intersection at the Latah Street/Alpine Street intersection, similar in design to the existing raised intersection at the Roosevelt Street/Alpine Street intersection. The raised intersection would help slow vehicle speeds and improve pedestrian visibility.

Treatment 2 – Raised Crosswalk

This treatment includes a raised pedestrian crossing on the south leg of the Latah Street/Alpine Street intersection. The raised crossing would act as a traffic calming measure along Latah Street and improve pedestrian visibility at the existing crossing.

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Potential Parking Spaces Added:
Alpine St, Latah St - Roosevelt St - 45 spaces
Alpine St, Latah St - Peasley St - 100 spaces

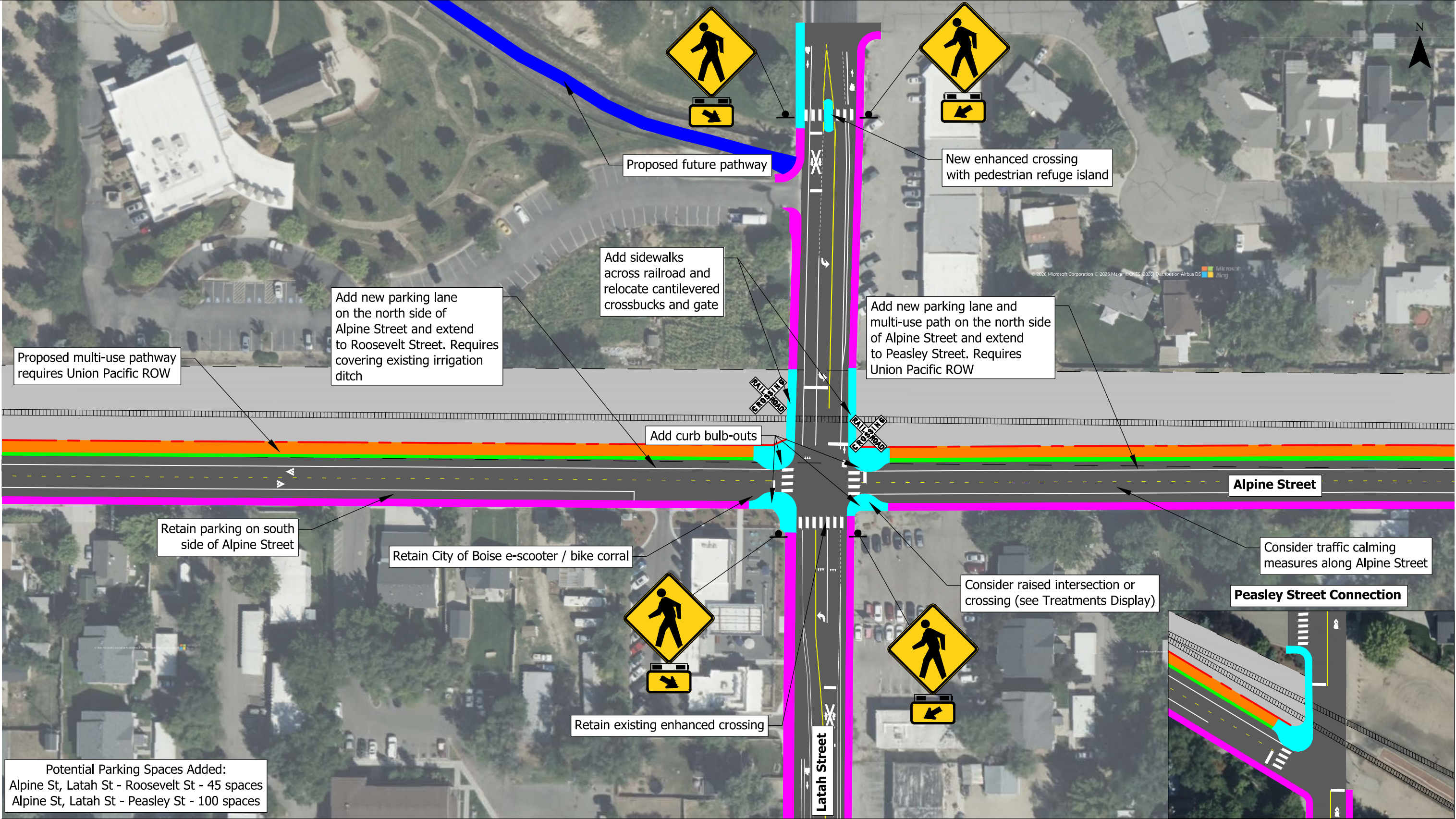
LEGEND

	Existing Sidewalk		Proposed Sidewalk
	Union Pacific Right-of-Way		Future Pathway

Alternative 1 - Parallel Parking on North Side of Alpine Street
Boise, ID

Figure
10

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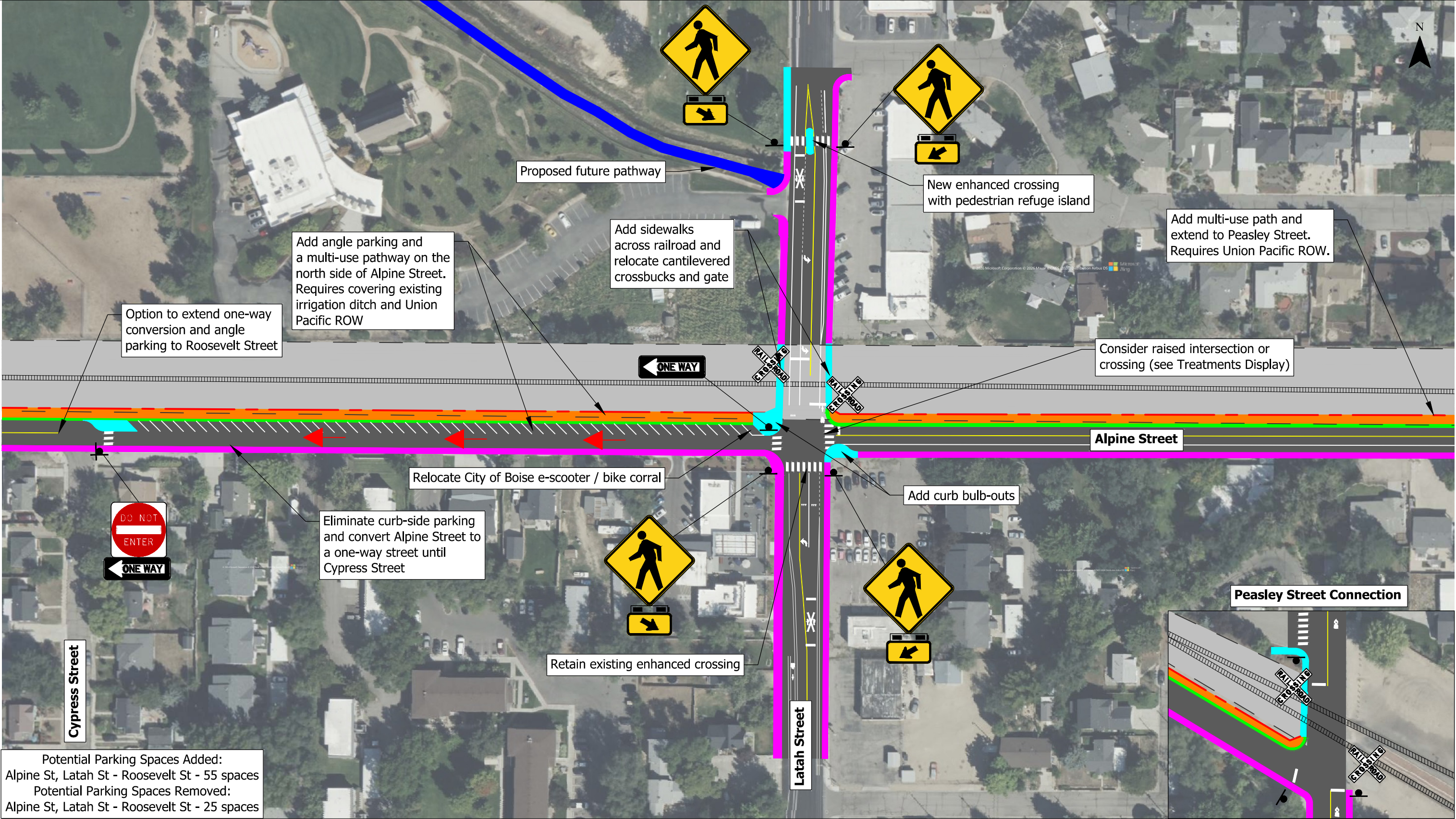
LEGEND

	Existing Sidewalk		Multi-Use Path		Proposed Sidewalk		Fence
	Union Pacific Right-of-Way		Buffer Zone		Future Pathway		

Alternative 2 - Parallel Parking With Multi-Use Path
Boise, ID

Figure
11

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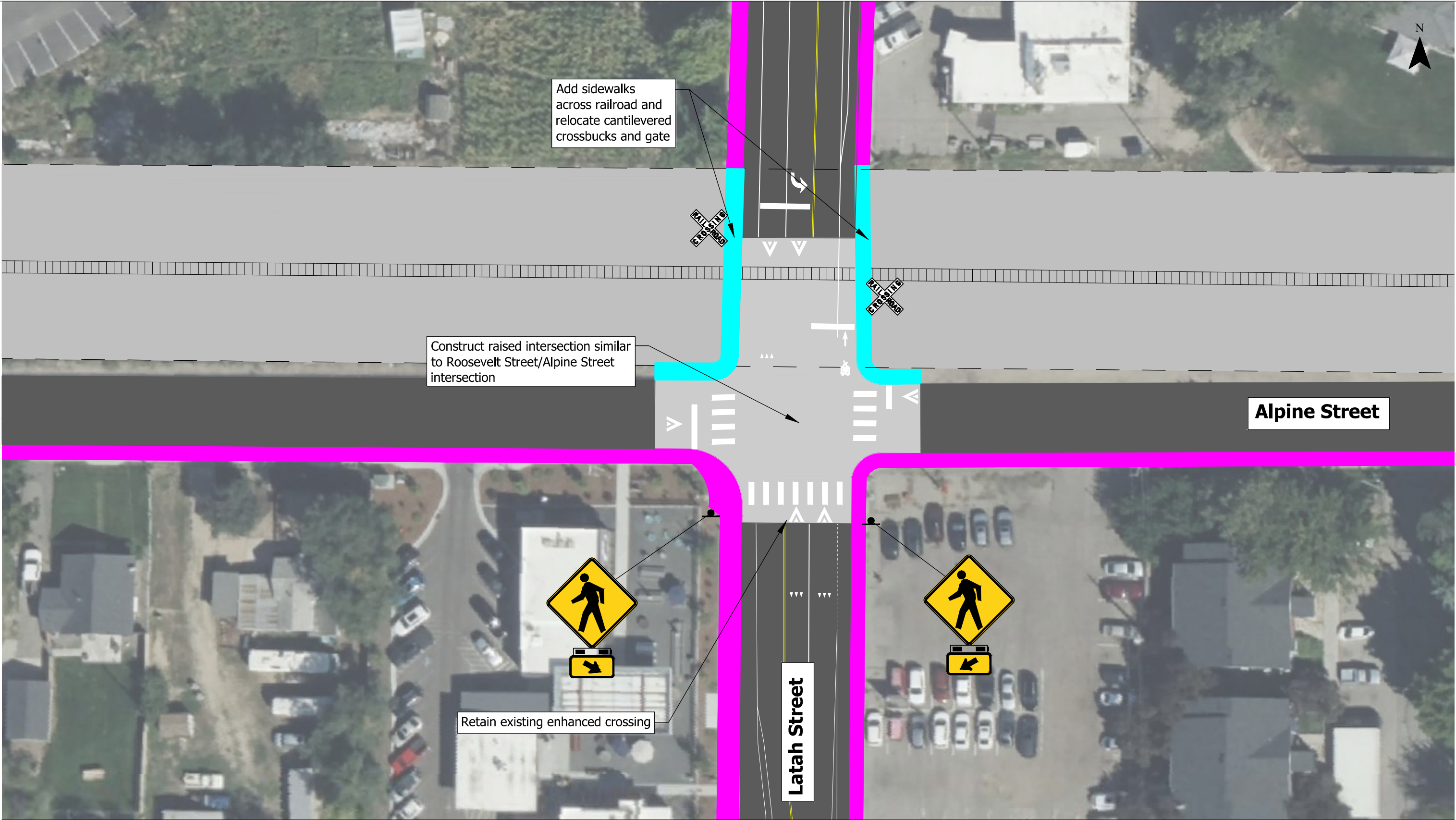
LEGEND

	Existing Sidewalk		Multi-Use Path		Proposed Sidewalk		Fence
	Union Pacific Right-of-Way		Buffer Zone		Future Pathway		

Alternative 4 - Multi-Use Pathway and Angle Parking
Boise, ID

Figure
12

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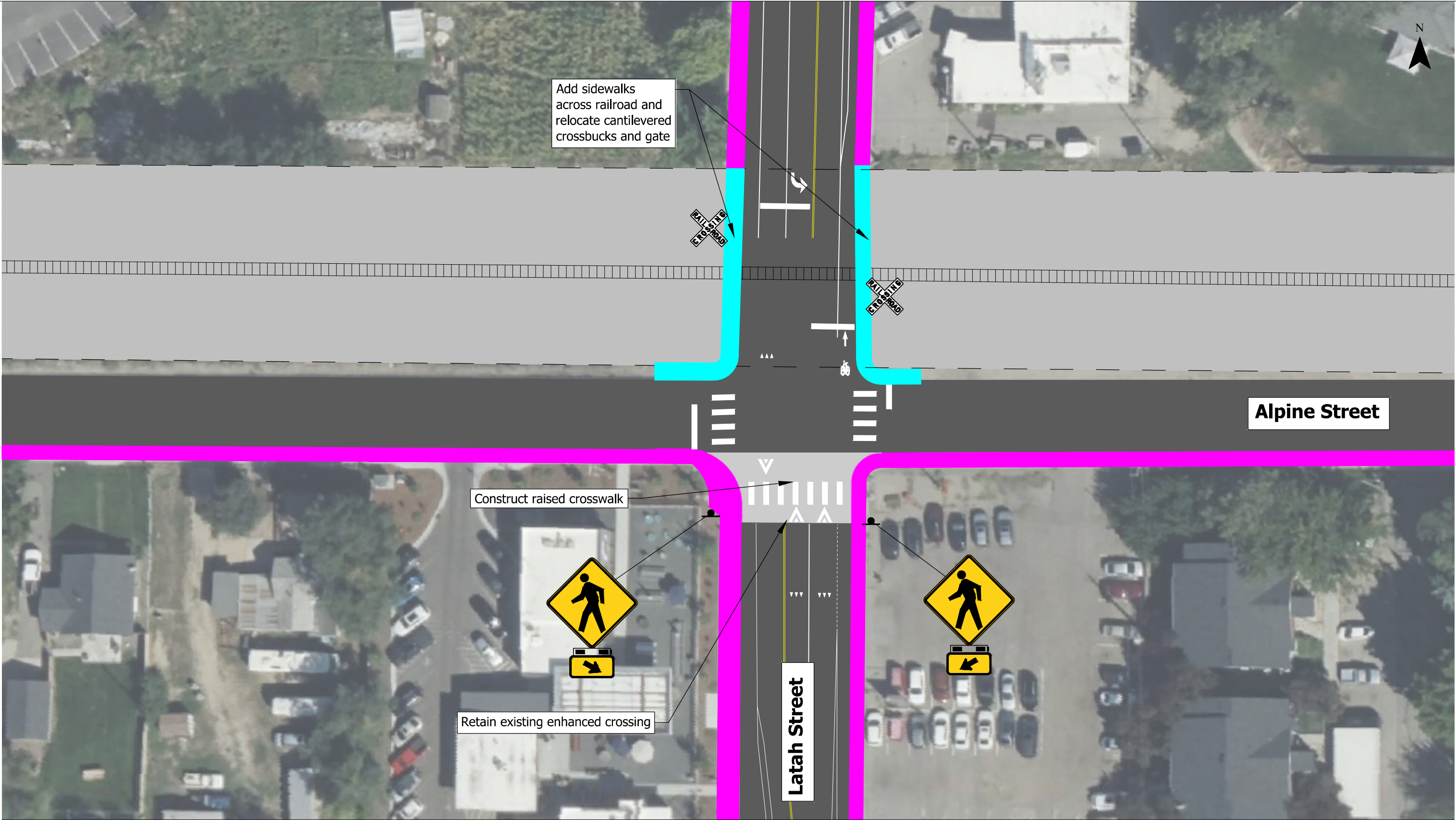
LEGEND

	Existing Sidewalk		Proposed Sidewalk
	Union Pacific Right-of-Way		

Treatment 1 - Raised Intersection
Boise, ID

Figure
13

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LEGEND

- Existing Sidewalk
- Proposed Sidewalk
- Union Pacific Right-of-Way

Treatment 2 - Raised Crosswalk
Boise, ID

Figure
14

ALTERNATIVES COMPARISON

Error! Reference source not found. summarizes the comparative performance of the final alternatives in regard to the needs outlined in the project description.

Table 4. Final Alternative Comparative Criteria

Latah Street/Alpine Street Alternatives						
Alt	Key Outcomes	Parking Spaces Added (#)	ROW / Property Impacts (acres)	Ped/Bike Improvements	Network Connectivity	Approximate Cost
1	Parallel parking with new sidewalk	120	0.68	Sidewalk	Medium	\$8M
2	Parallel parking with multi-use path	120	1.16	Multi-Use Path	High	\$12M
3	One-way conversion with angled parking and multi-use path	30 ¹	0.59	Multi-Use Path	High	\$10M

¹Alternative 3 could be modified to include an additional parking lane east of the Latah Street/Alpine Street intersection

Parking Improvements

Alternatives 1 and 2 provide high parking benefits, each providing approximately 120 new on-street parking spaces from Peasley Street to Roosevelt Street along Alpine Street. **Alternative 3** provides a medium parking benefit as it adds 55 angled parking spaces from Latah Street to Cypress Street along Alpine Street but eliminates the 25 existing curb-side parking spaces on the south side of Alpine Street to accommodate the one-way conversion. This results in approximately 30 new parking spaces between Latah Street and Cypress Street. The alternative could be modified to include the additional parking lane east of the Latah Street/Alpine Street intersection, which would provide approximately 100 more spaces; however, it is currently configured to minimize right-of-way impacts.

Proposed Safety Enhancements

All three proposed alternatives include traffic calming features such as curb bulb-outs and a raised crosswalk/intersection at the Latah Street/Alpine Street intersection. Sidewalk expansion to connect over the rail crossing and a new crosswalk on the west leg of the Latah Street/Alpine Street intersection provides additional pedestrian facilities that increase safety and connectivity. Alternative 3 provides additional traffic calming through a one-way conversion on Alpine Street between Latah Street and Cypress Street, and both Alternatives 2 and 3 increase bicycle safety along Alpine Street through the inclusion of a buffered multi-use path.

Right-of-Way / Property Impacts

Alternative 1 results in approximately 0.68 acres of right-of-way impacts, requiring coordination with Union Pacific Railroad and New York Irrigation District for irrigation ditch coverage. Alternative 2 requires approximately 1.16 acres of right-of-way impacts due to similar railroad and irrigation district coordination needs combined with the wider footprint required for a multi-use path. Alternative 3 requires the least amount of right-of-way, with approximately 0.59 acres needed, requiring irrigation ditch coverage and railroad right-of-way.

Pedestrian and Bicycle Improvements

Alternative 1 offers some pedestrian benefits through the addition of a sidewalk on the north side of Alpine Street from Roosevelt Street to Peasley Street. Alternatives 2 and 3 offer both pedestrian and bicycle benefits through the addition of a multi-use path on the north side of Alpine Street from Roosevelt Street to Peasley Street. All three alternatives address existing sidewalk gaps near the rail crossings at both the Latah Street/Alpine Street intersection and the Peasley Street/Alpine Street intersection, along with providing an additional crossing north of Alpine Street to connect the Primal Coffee commercial area to the proposed future canal pathway.

Network Connectivity

Connectivity in this evaluation focuses on bicycle and pedestrian access and network continuity. Alpine Street is identified as a bikeway in the ACHD Bike Master Plan, and improvements in this corridor also support the City of Boise Pathways Plan, particularly at the crossing north of the Latah Street/Alpine Street intersection.

Alternative 1 provides medium connectivity benefits by filling sidewalk gaps and improving pedestrian continuity. However, it does not substantially enhance bicycle connectivity along the designated bikeway corridor.

Alternatives 2 and 3 provide high connectivity benefits through the addition of a multi-use path (MUP), which better supports both bicycle and pedestrian travel, improves comfort and separation from traffic, and strengthens connections to the existing and planned pathway network. The MUP treatments are considered more supportive of the corridor's planned function than sidewalk-only improvements.

Right-Of-Way / Property Impacts

Implementation of all three proposed alternative concepts is expected to have temporary and/or permanent impacts within existing railroad right-of-way owned by UPRR. Improvements encroaching into UPRR right-of-way (ROW) would require coordination through UPRR's Public Projects process, including UPRR review of construction documents and execution of applicable agreements. Due to the nature of these proposed improvements, this project will require either a lease agreement, easement, or property sale for long-term use.

UPRR prefers to lease their ROW rather than sell it and are willing to lease for projects that meet their design standards² and have clear justification. Leasing is generally used for temporary or reversible uses such as sidewalks, shared-use paths, utilities, or drainage improvements. UPRR establishes lease rates based on fair market rental value and local market conditions, with a minimum annual lease fee of \$10,000 for new leases. UPRR also applies restrictions on leasing property within approximately 25 feet of a mainline track or within 250 feet of an active railroad crossing, which may limit feasibility of leasing property depending on project geometry.

Purchase of railroad property is typically limited to areas that UPRR determines to be surplus to railroad operations. Property sales require formal internal approval and are based on fair market value, with a minimum purchase price of \$50,000, exclusive of survey, appraisal, and closing costs, which are generally borne by the acquiring agency. Sale transactions often require extended processing time and may not be feasible where ongoing railroad operations depend on the affected property.

Due to the nature of the proposed improvements, which include new sidewalks, a multi-use path, and new parking lanes, leasing may be UPRR's preferred option. The ROW cost ranges presented in **Table 5** are intended for planning-level purposes only. UPRR was not able to be engaged in developing these estimates, so they are likely to change as any proposed projects move forward into their process. Due to the absence of published UPRR ROW pricing and the project being at a pre-concept stage, estimated costs were developed using generalized market indicators from nearby off-market and residential land values in parcels adjacent to the railroad corridor.

These estimates assume that UPRR would be willing to either lease or sell the required property, however, such transactions are subject to railroad operational constraints, internal approvals, and formal appraisal, and may not ultimately be allowed by UPRR.

If coordination with the railroad is ultimately unsuccessful, the project's ability to implement long-term improvements that depend on railroad right-of-way would be limited. In this scenario, the City would need to rely on interim, lower-impact treatments that can be implemented within existing public right-of-way to enhance safety. Potential measures could include raised crosswalks, overhead rectangular rapid flashing beacons (RRFBs), enhanced advance warning signage, and curb bulb-outs to reduce crossing distance and improve visibility. While these treatments would not address underlying parking demand or the safety challenges in a comprehensive manner, they would provide meaningful safety benefits by improving pedestrian awareness and driver yielding behavior.

² [pdf-up-public-projects-manual.pdf](#)

Given these assumptions, the resulting cost estimates should be considered order-of-magnitude only and are not suitable for budgeting, funding allocation, or final decision-making. Refinement of right-of-way needs and costs will require coordination with UPRR, site-specific appraisal, and advancement of the project design.

Error! Reference source not found. below shows the estimated ROW impacts for all three alternatives.

Table 5. UPRR Right-of-Way Impacts

Alternative	Parcels Involved	Required UPRR Right-of-Way (sqft)	Estimated Purchase Cost
Alternative 1	1	29,500	\$850 K
Alternative 2	1	50,700	\$1.5 M
Alternative 3	1	25,800	\$750 K

Additionally, coordination with UPRR would be required for the relocation of the existing cantilevered crossbucks at the Latah Street crossing and the Peasley Street crossing to accommodate the proposed sidewalk connections over the railroad.

Cost Estimate

Planning-level cost estimates for all three alternatives and the two treatments were developed using ACHD bid tabs for recently awarded projects in the Treasure Valley. Percentages were used to estimate design costs and a 30% contingency was assumed. ROW costs are included in the estimates. Any required ROW or easements, particularly those involving UPRR property, would require separate coordination and negotiation and could materially affect overall project costs. These items should be evaluated further as project development advances. Full cost estimates are included in Appendix C, and the cost summary of each alternative is shown below in **Error! Reference source not found.** COMPASS Cost Estimating Spreadsheet in Appendix C.

Table 6. Cost Summary

Alternative	Estimated Cost*
Alternative 1	\$7,600,000
Alternative 2	\$11,700,000
Alternative 3	\$10,500,000
Treatment 1	\$3,600,000
Treatment 2	\$700,000

*The total estimated costs do include estimated ROW costs

Cost estimates for the proposed alternatives are primarily driven by a combination of railroad-related coordination requirements and land purchase costs. While these apply to all three alternatives, **Alternative 2** and **Alternative 3** require more right-of-way than **Alternative 1** due to the multi-use path. Drainage infrastructure, general earthwork, and roadway expansion are common across all three alternatives as well. A significant portion of the total cost is attributed to lump-sum allowances for railroad construction administration, design coordination, and specialized crossing modifications. In addition, drainage improvements, including new pipe, culvert extensions, and irrigation infrastructure, represent a major cost component due to excavation depth, material, and installation requirements.

Alternative 2 and **Alternative 3** are more expensive than **Alternative 1** due primarily to the inclusion of additional features that increase both material quantities and construction complexity. In particular, these alternatives incorporate substantial lengths of ornamental rock treatment to act as a buffer for the multi-use path, and pedestrian railing to place between the multi-use path and the railroad. **Alternative 1** requires less earthwork (excavation and compacted backfill) compared to **Alternative 2** and **Alternative 3** due to the inclusion of sidewalk instead of the multi-use path. Concrete flatwork, including curb and gutter, sidewalk, and ADA-compliant ramp upgrades, also contributes substantially due to material quantities and accessibility requirements. Preferred alternative(s)

Analysis and Preferred Alternative Selection

The final three alternatives and their respective treatments were analyzed primarily based on the factors presented in **Error! Reference source not found.**, the estimated cost of implementing the scenario, the estimated environmental impacts of the scenario, the estimated multi-mobility impacts of the scenario, and the estimated impacts to UPRR ROW.

Description of Selection Process

All three final alternatives and the two supplemental treatments provide meaningful improvements to the Latah Street/Alpine Street intersection and surrounding area. **Alternative 2 and Treatment 2** are identified as the preferred solution as they most effectively meet the overall project goals and needs.

All three alternatives improve parking availability, with **Alternatives 1 and 2** providing the greatest increase in parking capacity. However, **Alternative 2** delivers both increased parking capacity and improved multi-modal facilities that increase safety and the desired connectivity that has been identified in ACHD and City of Boise neighborhood and pathway plans.

With respect to safety performance enhancements, all three alternatives provide traffic calming through raised elements included in the supplemental treatments and curb bulb-outs. Alternative 2 provides additional traffic calming through bulb-outs and, when supplemented with Treatment 2, improves pedestrian visibility and reduces vehicle speeds at the high-activity crossing. Alternative 2 in combination with Treatment 2 best addresses the project's safety objectives by incorporating measures such as bulb-outs and raised crossings which are specifically designed to enhance visibility and reduce speeds.

Alternatives 2 and 3 both incorporate the multi-use pathway previously planned by the City of Boise, whereas Alternative 1 would represent a downgrade from that vision. As a result, Alternatives 2 and 3 perform strongly in pedestrian and bicycle improvements and network connectivity, with high ratings in both categories. The inclusion of the multi-use path enhances multimodal access by providing a continuous facility that connects local residents and visitors to commercial and recreational destinations, while also offering a safer route for children traveling to and from Jefferson Elementary. While both alternatives deliver similar multimodal benefits, Alternative 2 achieves these improvements without requiring a one-way conversion, unlike Alternative 3. The primary tradeoffs associated with **Alternative 2** are its right-of-way impacts and increased cost relative to **Alternatives 1 and 3**. **Alternative 2** has the highest right-of-way impacts among the three options and an estimated cost of approximately \$11.7 million with **Treatment 2** having an estimated cost of approximately \$700,000 bringing total project costs to an estimated \$12.5 million.

Alternative 2 is supported by public feedback and aligns with the goals of this planning effort, further reinforcing its selection. The Alternative has strong performance across key criteria, ability to meet multiple project goals simultaneously, and support from both stakeholder and public resulted in **Alternative 2** being identified as the preferred alternative for advancement.

Final Preferred Alternative

Alternative 2 Parallel Parking with Multi-Use Path & Treatment #2 Raised Crosswalk as shown in **Figure 15** focuses on improving pedestrian access and increasing parking capacity. The improvements are intended to address existing sidewalk gaps, improve crossing visibility and safety, and help offset anticipated parking impacts associated with future redevelopment in the area.

Key improvements associated with **Alternative 2 & Treatment 2** include the following:

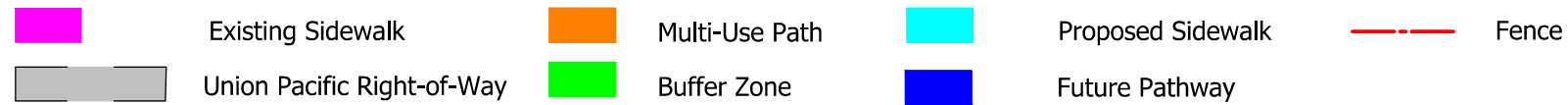
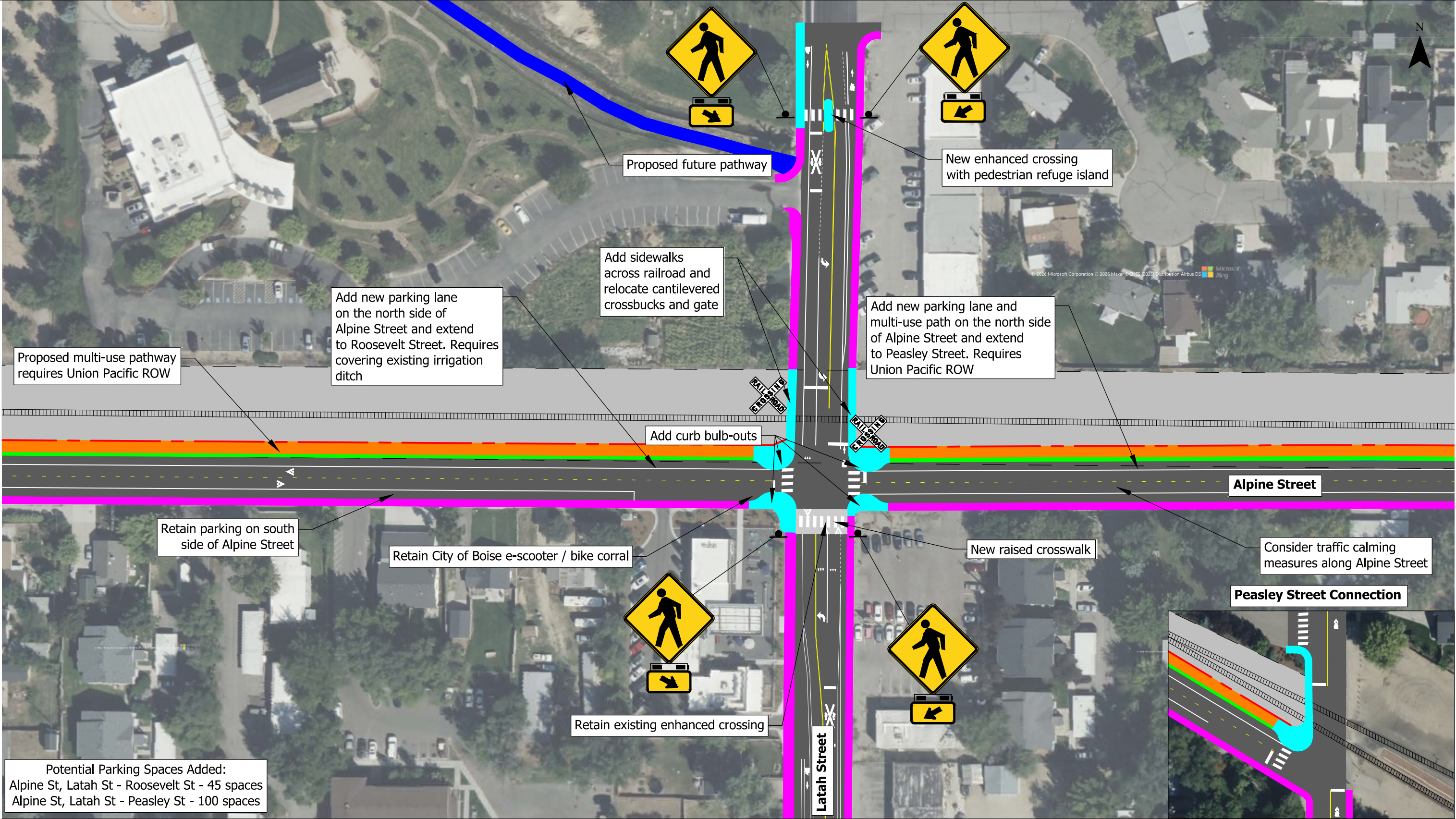
- Construct a multi-use pathway along the north side of Alpine Street between Roosevelt Street and Peasley Street

- Add new sidewalk connections across the railroad at the Latah Street/Peasley Street intersection
- Install curb bulb-outs at the Latah Street/Alpine Street intersection
- Construct an enhanced pedestrian crossing with a refuge island north of Alpine Street connecting the Primal Coffee commercial area to the proposed future canal pathway
- Add approximately 120 new on-street parallel parking spaces along Alpine Street
- Retain existing parking along the south side of Latah Street between Roosevelt and Peasley
- Raised crosswalk at Latah and Alpine Street

Table 7. Total Cost for Alternative 2 & Treatment 2

Alternative	Estimated Costs	Estimated ROW Costs	Total
Alternative 2	\$10,300,000	\$1,500,000	\$11,700,000
Treatment 2	\$700,000	NA	\$700,000
			\$12,500,000

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Preferred Alternative - Parallel Parking With Multi-Use Path
Boise, ID

Figure
15

INTERIM SOLUTIONS

Due to uncertainty related to project funding and long-term phasing and the ability to lease or purchase BVRR rights-of-way, solutions were identified that could be implemented on an interim basis in the near term. These improvements are intended to be lower-cost options that address expressed safety concerns while preserving flexibility for future full build-out of the selected alternative. Many of the proposed solutions can also be mixed and matched, as needed, to help improve both parking challenges and safety concerns. **Table 8** below lists the potential interim solutions, **Figure 16** highlights the suggested locations for the interim solutions:

Table 8. Interim Solutions

Latah Street / Alpine Street Interim Solutions				
Interim Solution	General Location	Purpose / Benefit	Key Considerations	Cost
Formalize Parking, Add Fencing, Add No Parking Signs (Paved Parking \$\$\$ or Dirt Parking \$)	Railroad ROW east of Latah Street and west of Randall Street	Adds approximately 36 parking spaces	Coordination with railroad for fencing placement and use of space, Coordination with Irrigation district for drainage access if paved	\$\$\$\$
Tile Irrigation Ditch And Reinstate On-Street Parking	North side of Alpine Street west of Latah Street.	Adds approximately 60 on-street spaces	Coordination with railroad and irrigation district to tile ditch. ROW purchase/lease would be required	\$\$\$
Raised Crosswalk	South leg of the Latah Street/Alpine Street intersection	Improves pedestrian visibility and provides a traffic calming measure	Construction phasing, funding	\$\$
New Crosswalk with Refuge Island North of Alpine Street	Primal Coffee commercial area connection to future canal pathway	Provides enhanced crossing to key destinations to the west of Latah St. and provides a traffic calming measure	Only needed if proposed pathway is constructed	\$\$
Additional Corridor Lighting	Latah Street towards Jefferson Elementary	Improves nighttime visibility	Utility coordination	\$\$\$
Relocate bus stop sign	South leg of Latah Street/Alpine Street intersection	Relocate VRT sign that is blocking view of existing RRFB	VRT coordination	\$

Latah Street / Alpine Street Interim Solutions				
Advanced Warning Signage Installation (North & South Latah approaches)	Approaches to crossings and high activity areas	Enhances driver awareness and may improve yielding behavior	MUTCD compliance	\$
Advanced RRFB Warning Signage Installation	Before railroad crossing north of Alpine Street	Alerts drivers to the presence of pedestrians before rail crossing		\$-\$\$
Overhead RRFB Installation	South leg of the Latah Street/Alpine Street intersection	Improves the visibility of the RRFBs when activated		\$\$\$
Pedestrian Hybrid Beacon (PHB) Installation	South leg of the Latah Street/Alpine Street intersection	Provides red-controlled pedestrian crossings	Warrant evaluation	\$\$\$
Electronic Speed Feedback Sign	On both the northbound and southbound approaches on Latah Street	Encourages speed compliance and increases speed awareness		\$
Neighborhood Zone Designation and Reduced Speed Limit	Project area	Reinforces neighborhood context and supports lower operation speeds	Jurisdictional approval, enforcement, and signage updates	\$
Buffered Bike Lane Delineators	Latah Street Corridor	Discourages/prevents parking in bike lanes and creates vertical deflection on Latah Street		\$
Temporary/Quick Build Bulb-outs	At corners of Latah Street/Alpine Street intersection	Provides increased pedestrian visibility and traffic calming		\$\$
Residential Permit Parking	Adjacent residential streets	Restrict overflow parking in residential streets	Excludes Latah Street and Alpine Street	\$

Figure 16. Interim Solutions



Parking Improvements

Parking currently occurs within railroad ROW east of the Latah Street/Alpine Street intersection. As an interim improvement, the City could coordinate with the BVRR to formalize parking along Alpine Street between Latah Street and Randall Street. A parallel parking configuration could provide approximately 36 spaces while helping maintain parking access in the near term.

Along the north side of Alpine Street west of Latah Street, the existing irrigation ditch could be tiled to allow for roadway widening and the addition of a new parallel parking lane. This improvement would extend from Latah Street to Roosevelt Street and could provide approximately 60 on-street parking spaces. Coordination with the irrigation district would be required as part of this implementation.

Pedestrian Crossing and Visibility Enhancements



Several interim pedestrian safety improvements were identified. One proposed solution is to relocate the existing Valley Regional Transit (VRT) bus stop sign to increase visibility of the existing RRFB at the south leg of the Latah Street / Alpine Street crossing. Other interim solutions include the installation of an Pedestrian Hybrid Beacon (PHB) or supplementing the existing RRFB with an overhead sign at the south leg crossing of the Latah Street/Alpine Street intersection. While the PHB would need to satisfy warrants for installation, it would help regulate traffic and increase pedestrian awareness.

Additionally, advanced RRFBs could be implemented both north and south of Alpine Street. This would alert drivers to pedestrians in advance of the railroad crossing. These treatments may be paired with, or replaced, with advanced pedestrian warning signage or other enhanced signage to provide additional notice to drivers approaching the crossings and the intersection.

A new crosswalk north of Alpine Street, connecting the Primal Coffee commercial area to the proposed future canal pathway, could serve as an interim improvement by helping calm traffic and improve pedestrian connectivity. An additional option would be a raised crosswalk at the Latah Street/Alpine Street intersection, which would increase pedestrian visibility while also functioning as a traffic calming measure.

Neighborhood Treatments

Additional interim measures focus on improving visibility, reducing vehicle speeds, and reinforcing the neighborhood character of the corridor. Enhanced street lighting along the Latah Street corridor, particularly toward Jefferson Elementary School, could improve nighttime visibility for pedestrians and motorists, especially during early morning and evening school travel periods.

To further support traffic calming and safety objectives, the project area could be designated as a Neighborhood Zone, accompanied by a reduced posted speed limit. This designation, in combination with other interim measures, would help reinforce lower operating speeds appropriate for a

neighborhood and school-adjacent context. The installation of electronic speed feedback signs is another near-term option to increase driver awareness of travel speeds and encourage compliance with posted speed limits

Public Engagement

Public engagement for the Alpine and Latah Safety Project included both in-person, online survey and several one-on-one meetings with adjacent business owners. The outreach efforts were intended to gather input from people who live, work, and travel through the Latah/Alpine intersection area.

ENGAGEMENT PROCESS



Public engagement was conducted to better understand how the study area functions and to help identify potential alternatives. Outreach included a public open house, a presentation at a DBNA meeting, and an online survey that generated over 400 responses. The City of Boise also created a landing page on its website, sharing project and survey information.

A public open house was held at Jefferson Elementary School on April 9, 2026, with over 20 in-person attendees. Participants reviewed project materials, including the project purpose, need,

and concept alternatives, asked questions, and provided written comments directly on a roll plot. Attendees represented a mix of corridor users, including nearby residents, Parent Teacher Association representatives, business owners, and people who regularly travel through the area. Many signed up to receive ongoing updates, showing continued interest in the project.

The project was also presented at a DBNA meeting the following week, to share project information and to generate survey participation. In addition, the City of Boise public engagement team conducted one-on-one meetings with key stakeholders, including businesses at the southwest corner of the Latah Street/Alpine Street intersection (Push and Pour, The Stil, and Wyld Child), the property owner at 13 S Latah Street, representatives from Erstad Development, and the Executive Director of Congregation Ahavath Beth Israel (CABI).

The online survey remained open through mid-April 2026 and received 417 responses, with most respondents living in nearby neighborhoods, defined as the 83705 and 83706 ZIP codes. The survey gathered information on how people use the corridor, perceived safety concerns, and preferences for potential improvements. Open-ended responses provided additional detail based on personal experiences. The City of Boise also had a mobile pop-up on a Sunday afternoon to increase survey responses.

Across all outreach efforts, several consistent themes emerged. Feedback highlighted concerns about vehicle speeds, pedestrian crossing safety, especially near the Latah Street/Alpine Street intersection and railroad crossing, and visibility issues related to pedestrian activity and concerns about lack of parking. Input also emphasized the need for better pedestrian and bicycle facilities, improved crossings, and more organized parking.

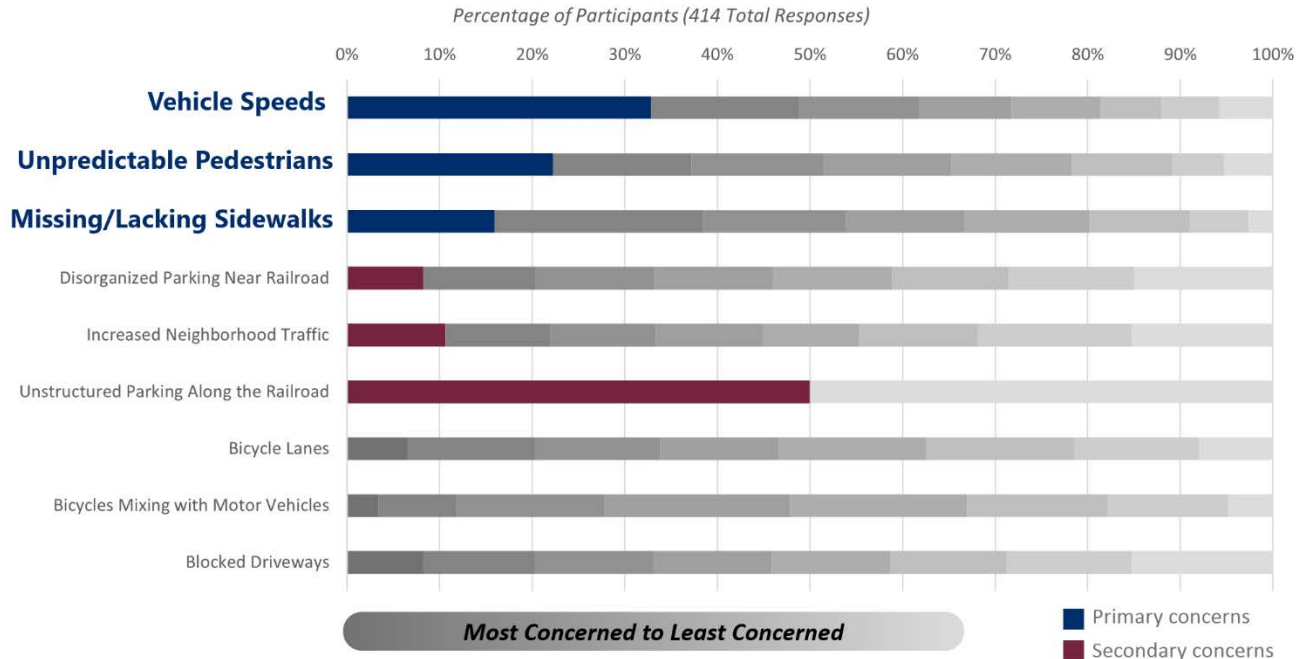
Public Feedback

Survey results indicate that the project area functions as a highly multimodal space. Respondents commonly reported using the corridor to access nearby businesses and to travel through the area by vehicle, while a majority also indicated walking, biking, or using other non-motorized modes such as e-scooters.

Across both the survey and written open-house comments, vehicle speeds were consistently identified as the most significant safety concern, as shown in **Figure 17**. Respondents expressed discomfort with traffic speeds on both Latah Street and Alpine Street and noted that motor vehicle speeds contribute to an overall perception of risk. Pedestrian crossing safety was another dominant theme, particularly at the Latah Street / Alpine Street intersection and across the nearby railroad tracks. Many respondents described unpredictable interactions between pedestrians, bicyclists, and vehicles, especially near business driveways, informal crossing locations, and areas with limited visibility. Parking management and visibility concerns were also frequently mentioned, with respondents noting they feel that parking near the intersection and railroad can obstruct sight lines and increase the potential for conflicts. Several commenters expressed concern that anticipated future development and changes to parking supply could exacerbate existing issues if safety improvements are not implemented concurrently.

Figure 17. Top 3 Public Traffic Safety Concerns

414 Participants Answered

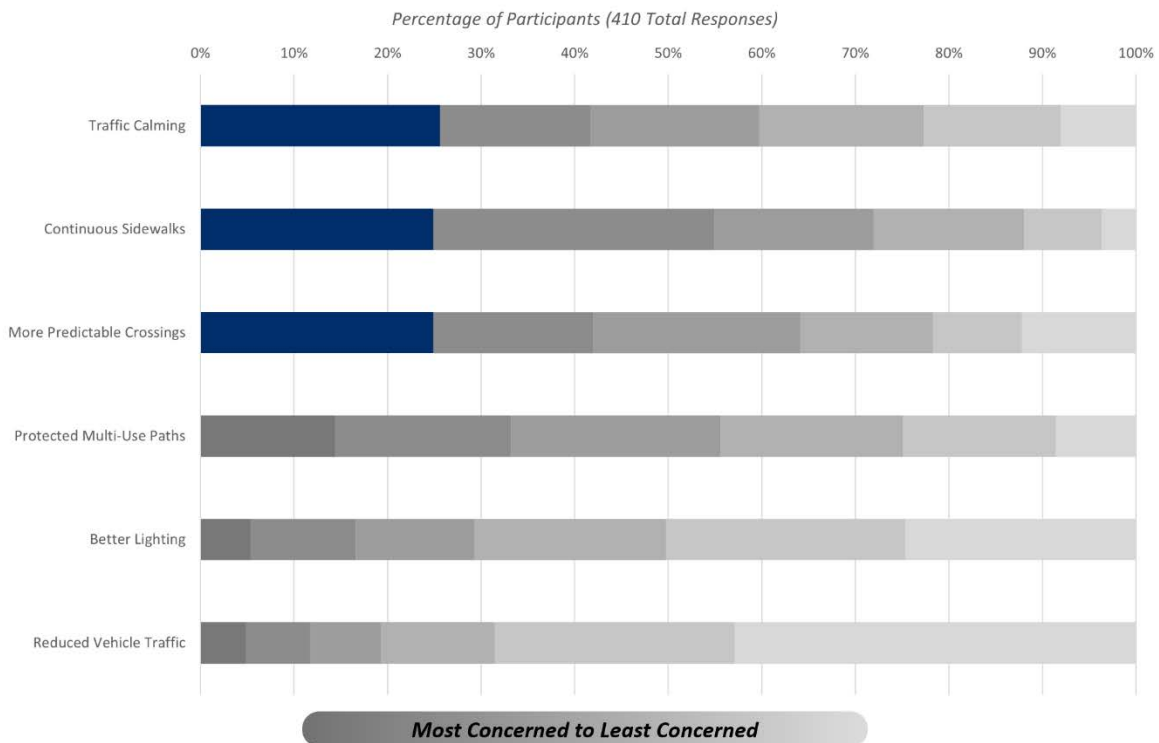


When asked what improvements would most increase their sense of safety, respondents most frequently selected traffic calming measures, reduced vehicle speeds, continuous sidewalks, improved pedestrian connectivity, and greater separation between modes, as shown in **Figure 18**. Additional priorities included more visible and predictable pedestrian crossings, such as raised crossings or signalized treatments, as

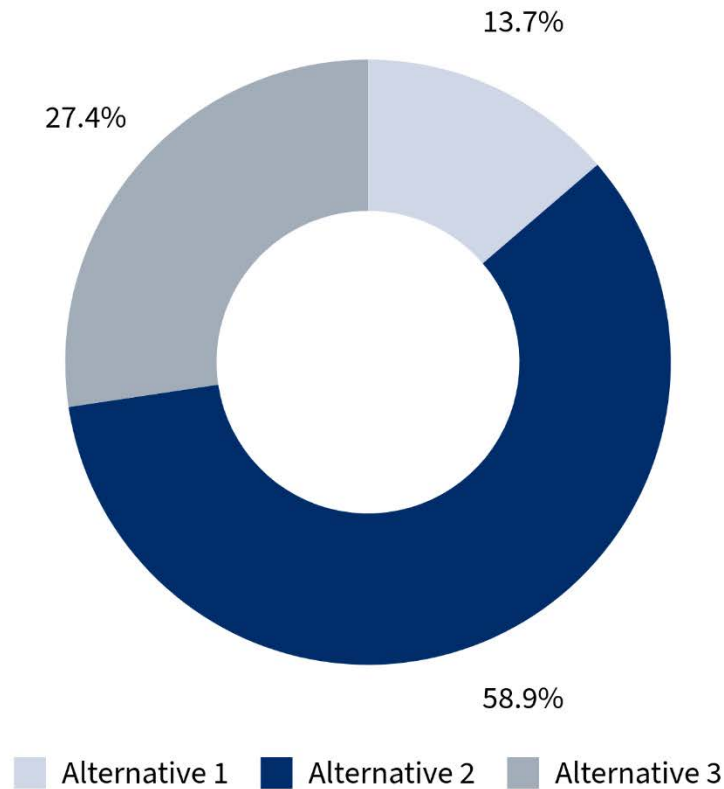
well as improved lighting along walking routes and near crossings. Safety was consistently ranked as the most important value for the corridor, followed by sense of place, separated facilities for different users, and parking availability.

Figure 18. Public Priority Ranking of Safety Improvements

410 Participants Answered



Participants were also asked to review and provide feedback on the three alternative concepts. Overall, **Alternative 2** with a parallel parking lane and a shared-use path along Alpine Street received the strongest level of support, as shown in **Figure 19**. Respondents noted that this concept appeared to provide a balanced approach to pedestrian and bicycle safety, neighborhood access, and parking. **Alternative 1** with parallel parking and sidewalks but without a shared-use path was viewed by some as less disruptive but was often described as not fully addressing bicycle safety needs. **Alternative 3** with angled parking and a shared-use path generated mixed reactions. While some respondents felt it could reduce conflicts and improve parking efficiency, others expressed concerns about neighborhood circulation, traffic diversion to adjacent streets, and potential driver confusion.

Figure 19. Top Public Preference: Alternative 2*358 Participants Answered*

Qualitative comments reinforced several overarching themes, including strong support for prioritizing the safety of vulnerable users such as pedestrians and people biking, a desire to preserve neighborhood character, and recognition that the area's popularity and activity levels exceed what the existing street layout was designed to accommodate. Many respondents expressed appreciation for early engagement in the planning process and emphasized the importance of continued opportunities to provide input as the project advances.

Public feedback gathered through the engagement process will be used to refine project goals, evaluate tradeoffs among design options, and inform the development of pre-concept alternatives. Key themes related to speed management, pedestrian crossings, multimodal separation, and parking organization will directly guide subsequent analysis and concept development.

Summary of Stakeholder Interviews

In late March and early April, the City of Boise conducted eight 45-minute interviews with project stakeholders. Interviews were held in person at City Hall, on site at 13 S Latah, and virtually. Stakeholders interviewed included:

- EMWerks developers

- Push and Pour owner
- The Stil owners and managers
- CABI executive director
- Wylder Restaurant Group owner
- 13 S Latah developers and landlords

The interviews revealed several common themes related to safety concerns, desired improvements, and community priorities. Key safety concerns included pedestrian crossings, vehicle speeds, parking, and the drainage ditch along the north side of Alpine. Participants suggested reevaluating parking along Latah and on the north side of Alpine, modifying turn lanes, improving pedestrian visibility, and using raised crossings to help slow traffic. Most participants opposed converting streets to one-way operations, reinforcing broader public feedback that one-way circulation is neither a preferred nor effective solution (Appendix E, Exhibit E5).

Overall, stakeholders prioritized retaining as much parking as possible, minimizing construction duration and associated impacts, and identifying solutions that maintain compatibility with the surrounding neighborhood. They also emphasized the need for interim solutions to address parking and safety during construction.

Environmental Scan Summary

An Environmental Scan was performed for the project area that included a high-level assessment of cultural, biological, and social resources within the proposed project area. The full Environmental Scan Exhibits are included in Appendix A.

Floodplains

The project area is located just outside the Boise River corridor and avoids being influenced by floodplain features. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the project area is just outside Special Flood Hazard Areas (SFHAs), including Zone AE extents reaching to just north of the Peasley Street/Alpine Street intersection.

Endangered Species

The Official Species List from the Idaho Fish and Wildlife office identifies federally listed species and habitats that may occur within or be affected by the proposed project. The list was developed by the U.S. Fish and Wildlife Service (USFWS) in compliance with the Endangered Species Act (ESA) to support environmental review and consultation requirements. Four ESA-listed or candidate species, including the yellow-billed cuckoo, monarch butterfly, Suckley's cuckoo bumble bee, and slickspot peppergrass, have the potential to occur in the project vicinity, although no designated critical habitat overlaps the project area. Also of note is the potential presence of bald and golden eagles and migratory birds protected under federal law, which requires consideration of avoidance and minimization measures during project planning. Additionally, no wildlife refuges or fish hatcheries are present within the project area, and wetland data are not currently available, indicating that field verification may be needed. Overall, the report emphasizes the need to evaluate potential impacts and coordinate with the USFWS if project actions may affect protected species or habitats.

Wetlands and Sensitive Environmental Features

National Wetlands Inventory (NWI) mapping indicates the presence of multiple wetland types within the Boise River corridor but outside of the project area. However, the presence of multiple riverine connections extends directly through the project area. Riverine systems provide important ecological functions, including flood attenuation, water quality improvement, and wildlife habitat. Depending on the nature and extent of any proposed improvements, impacts to jurisdictional wetlands could trigger coordination with the U.S. Army Corps of Engineers under Section 404 of the Clean Water Act, as well as consultation with the U.S. Fish and Wildlife Service. Early identification of wetland boundaries and avoidance or minimization of impacts would be critical for advancing future phases of the project.

Geological and Seismic Conditions

The project is located within the Western Snake River Plain, a geologic province characterized by sedimentary and volcanic deposits and a series of long, low-relief fault systems. The closest mapped fault system is the Western Snake River Plain Fault System, a Class A Quaternary Fault system that extends through portions of Ada, Canyon, and Payette counties.

This fault system consists of numerous northwest-striking normal faults with relatively low long-term slip rates (generally less than 0.2 mm per year) and subdued surface expression. No active fault traces are mapped directly within the immediate project footprint, but the regional presence of Quaternary faults indicates a low to moderate seismic hazard typical of southwestern Idaho. Standard engineering practices should account for regional seismic design considerations.

Cultural and Historic Resources

A review of the National Register of Historic Places (NRHP) data indicates that several listed historic properties within the project area. These include Morris Hill Cemetery, associated mausoleums (John Green Mausoleum and Joseph Kinney Mausoleum), and the Congregation Ahavath Beth Israel Synagogue. These historic resources are located northwest of the Latah Street / Alpine Street intersection.

While no direct impact to listed properties are anticipated based on current conceptual designs, future project phases may require additional cultural resource screening or coordination under the National Historic Preservation Act if ground disturbance, ROW acquisition, or visual impacts are proposed near sensitive historic sites.

STAKEHOLDERS

The Latah/Alpine Project team included representatives from the following agencies and the DBNA. These stakeholders were invited to participate in three workgroup meetings and a public open house. The stakeholders participated in the meetings and had an opportunity to share input, discuss project priorities, and help facilitate public outreach. **Table 9** highlights the key stakeholders involved.

Table 9. Key Stakeholders

Stakeholders
Community Planning Association of Southwest Idaho (COMPASS) COMPASS staff led project management for the pre-concept phase. In this role, they coordinated the overall project schedule, organized and facilitated team meetings, and ensured consistent communication among partners and stakeholders. They also participated in the public open house to support engagement efforts and gather input.
City of Boise Staff from the City of Boise's transportation and planning departments participated in team meetings, providing input on alternative development. In addition, the City's community engagement team developed materials for the public open house, facilitated meetings with business owners, and managed the public survey during the pre-concept study process. Feedback from City staff helped shape both the alternatives and the survey design, and they also contributed to the existing conditions data to support the project.
Ada County Highway District (ACHD) ACHD staff participated in the team meetings, providing input throughout the pre-concept process. Their feedback on the existing conditions and initial alternatives helped shape and refine the final alternatives presented. ACHD also supplied valuable existing conditions data, including initial GIS information and supporting datasets such as ROW for ACHD and the railroad, cost estimate materials, relevant studies in the project

area, and preliminary pedestrian utilization data. In addition, ACHD staff attended the public open house, where they shared information with the community about existing conditions and proposed alternatives.

Depot Bench Neighborhood Association (DBNA)

A representative from the DBNA participated throughout the process, providing local insight, sharing community perspectives, highlighting neighborhood concerns, and her participation helped ensure that resident needs and priorities were reflected in the project discussions and alternatives. The representative attended the public open house in addition to the DBNA meeting.

Railroads (UPRR, BVRR, WATCO)

No preliminary outreach to UPRR was conducted as a part of his study.

New York Irrigation District

No preliminary outreach to New York Irrigation District was conducted as a part of this study.

Summary Public Involvement Plan

As part of this project a preliminary public involvement plan was created to support design of the chosen alternative. The public involvement plan, attached in Appendix B, intends to provide a guide for City of Boise or ACHD staff to get feedback from project stakeholders and the public in an efficient and meaningful way. The proposed public involvement includes: a project website, two public surveys and two in-person public involvement meetings. Additional optional engagement opportunities within the plan include an optional walking tour, Jefferson School children engagement activity and mobile pop-up.

Project Schedule

The schedule and future phases of improvements at the Latah Street and Alpine Street intersection will depend on City of Boise and ACHD project priorities, funding availability, and continued coordination between the City of Boise, ACHD, UPRR, adjacent property owners, and other stakeholders. Future redevelopment activity in the corridor may also influence how portions of the recommended improvements are implemented over time.

Improvements involving the railroad crossing, roadway configuration, pedestrian crossings, parking, and multimodal facilities will require additional design coordination, environmental review, and ROW discussions before construction can occur. Some improvements may also be incorporated through future redevelopment or development-related improvements within the corridor.

With these considerations in mind, the following **Table 10** provides a preliminary outline for future project phases and anticipated next steps. The schedule is intended as a planning-level estimate and may change as funding, coordination, and project priorities evolve.

Assumptions

- City of Boise prioritizes project as high-level priority within the City of Boise Five Year Work Plan request to ACHD
- ACHD prioritizes project within their 2027-2031 Five Year Work Plan, for concept design/planning effort
- Funding opportunities will be pursued through local, regional, and federal grant programs
- Early coordination with the railroad, irrigation district and adjacent property owners will be required
- Future redevelopment in the corridor may support implementation of certain project elements
- The preferred alternative identified through the pre-concept process will move forward into additional study and design
- Public involvement and stakeholder coordination will continue through future project phases

Table 10. Proposed Project Schedule

Action	Begin Date	End Date
COMPASS Accepts Pre-Concept Report	Summer 2026	Fall 2026
City and ACHD Identify preferred Interim Solutions	Fall 2026	Fall 2026
ACHD Implements Interim Solutions	Spring 2027	Fall 2027
City Begins Coordination talks with Railroad	Fall 2026	Ongoing
City Applies for Grant Funding or ACHD programs for Pre-Concept/Design plan	Fall 2027	Fall 2028
Preliminary Pre-Concept/Design Phase	2028	2029
Final Design	2029	2030
Rights-of-Way Coordination	2030	2031
Construction Funding Pursuit	Future Phase	Future Phase
Construction Phase (Dependent on Funding)	Future Phase	Future Phase

Summary of Cost Estimates

The estimates include construction costs, design costs based on standard percentage assumptions, a 30% contingency, and estimated right-of-way acquisition costs. Because portions of Alternative #2 may require additional right-of-way or easements adjacent to Union Pacific Railroad property, future coordination and negotiations with UPRR could affect overall project costs as the project advances into design.

The estimated construction cost for Alternative #2 is approximately \$11.7 million including right-of-way costs. Treatment #2, which includes the raised crosswalk improvement at the Latah Street/Alpine Street intersection, has an estimated cost of approximately \$700 thousand. Combined, the total planning-level cost estimate for Alternative #2 and Treatment #2 is approximately \$ 12.5 million. Full cost estimates are included in Appendix C and the COMPASS Cost Estimating Spreadsheet.

Potential Funding Sources

The United States Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) offer many grant programs for regional and local entities to support transportation improvements. To further support these possible grants, local funding mechanisms may be available, which include the Ada County Highway District and the City of Boise. The **Table 11** below highlights possible funding sources that may be used to support the Latah Street/Alpine Street intersection in Boise.

Table 11. Funding Sources

Funding Source	Awarding Agency	Description	Notes
Federal Funding Sources			
Better Utilizing Investments to Leverage Development (BUILD) Grant ^[1]	USDOT	The goal of the program is to fund projects that will have a significant local or regional impact and improve transportation infrastructure, which includes planning projects. This program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.	The study area is located within the persistent poverty census tract . Would benefit from coordinated applications with other projects or agencies.
Safe Streets for All (SS4A) ^[2]	FHWA	A discretionary program with funds available until 2026 for planning and capital projects that help improve roadway safety by reducing and eventually eliminating roadway fatalities and serious injuries.	COMPASS has completed a Safety Action Plan in 2025. However, the intersection was not identified as a high-injury network location.
Transportation Infrastructure Finance and Innovation Act (TIFIA) ^[3]	USDOT Build America Bureau	This program provides direct loans, loan guarantees, and standby lines of credit for a very wide range of surface transportation projects.	The project must be shovel-ready.

Funding Source	Awarding Agency	Description	Notes
Crossing Safety Program / Railroad Crossing Elimination (RCE) Grant Program^[4]	USDOT Federal Railroad Administration	This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	The eligible projects are diverse to provide safe crossings, which range from track relocation to safety mobility devices. However, the federal funding under this grant shall not exceed 80%, which may pose financial challenges.
State & Local Funding Sources			
Ada County Highway District (ACHD) General Fund or ACHD Rapid Response Team^[5]	ACHD	ACHD's general fund is an effective method of funding specific elements (e.g., non-impact fee eligible portions such as the reconstruction of existing travel lanes or bicycle and pedestrian facilities) of the Latah Street corridor and the Alpine Street / Latah Street intersection.	This funding poses challenges as it competes with other projects in the district. The fund is most effective at funding small portions of projects, such as non-impact fee eligible proportions of projects, or providing matching funds for grants.
Idaho Strategic Initiative Local Grant Program	Local Highway Technical Assistance Council	The funds from this program focus on safety and mobility for projects that involve maintaining existing roadways or bridge facilities.	Currently unfunded but could be a possible funding source in the future.
Development Extractions	ACHD, City of Boise	Development exaction is an effective method for constructing individual sections of the alignment (e.g., sections no longer than parcel boundaries). In addition, cooperatives may be included in development agreements. Cooperative agreements can be implemented so that, when a development constructs adjacent roadway network improvements beyond the level typically included via development exaction.	Sections of the Latah Street corridor and the Alpine Street / Latah Street intersection may be constructed directly via development as development occurs on or directly adjacent to the road alignment.

Funding Source	Awarding Agency	Description	Notes
COMPASS TAP Program	COMPASS	The Transportation Alternatives Program (TAP), administered through COMPASS, provides funding for bicycle, pedestrian, and other active transportation improvements that enhance safety and connectivity. Funding is limited to \$1.1M.	TAP funding could be applied in phases to eligible elements such as the multi-use pathway and crossing improvements; however, parking facilities are not eligible for TAP reimbursement.
LHTAC TAP Program	Local Highway Technical Assistance Council	The Idaho Local Highway Technical Assistance Council (LHTAC) Transportation Alternatives Program (TAP) provides federal funding for projects that improve pedestrian and bicycle mobility, accessibility, and safety. Funding limited to \$500K.	Eligible components of this project, including the multi-use pathway and crossing improvements. LHTAC funding can be applied to help fund the project in phases.
Surface Transportation Block Grant-Transportation Management Area (STBG-TMA)	COMPASS	The STBG-TMA program provides funding for projects that preserve and improve the transportation system, including roadway rehabilitation, intersection improvements, pedestrian and bicycle facilities, ADA upgrades, transit capital projects, safety improvements, and transportation studies.	Could fund phases or portions of the project.

[1] <https://www.transportation.gov/BUILDgrants>

[2] <https://www.transportation.gov/grants/SS4A>

[3] <https://www.transportation.gov/buildamerica/financing/tifa>

[4] <https://railroads.dot.gov/crossing-safety-program>

[5] <https://www.achdidaho.org/about-achd/budget>

COMPREHENSIVE PURPOSE AND NEED DESCRIPTION FOR GRANT NARRATIVE

Benefits Expected

The Alpine and Latah Safety Project is expected to provide measurable improvements to safety, multimodal accessibility, and corridor functionality while supporting long-term community needs. The primary benefit of the project is enhanced safety for all users, particularly pedestrians and bicyclists traveling along the Latah Street corridor and crossing at Alpine Street and the nearby railroad. Proposed treatments—including a new crossing with curb bulb-outs, raised crossings, enhanced visibility measures, and traffic calming strategies—are intended to reduce vehicle speeds, shorten crossing distances, and improve driver awareness. The proposed improvements effectively target known conflict points and safety concerns identified through crash history and community feedback.

Beyond safety improvements, the project will enhance multimodal connectivity by creating more continuous and comfortable walking and biking facilities for travelers. Improvements including buffered multi-use paths along Alpine Street and better connections across the railroad corridor strengthen the corridor's role as a key north-south link between residential areas, schools, parks, and downtown Boise.

The preferred Alternative #2 will also address parking demand by adding approximately 145 new spaces, helping to organize existing parking patterns and support local businesses. The increase in parking spaces will place both commercial and recreational visitors closer to their desired destination and increase safety to support the economic activity in the area. These improvements position the corridor to safely accommodate future growth while enhancing mobility, livability, and access for the surrounding community.

Evidence Problem Exists

Crash data from 2020–2024 shows 23 crashes within the study area, including rear-end and fixed-object collisions, with bicycle-involved and injury crashes occurring at the intersection. Additionally, pedestrian activity is high, with observed volumes of up to 971 pedestrians and 144 bicyclists in a single day, indicating significant multimodal demand. Community feedback further reinforces these concerns, highlighting concerns related to vehicle speeds, pedestrian visibility, crossing safety near the railroad, and limited parking capacity, all of which contribute to conflicts and perceived safety risks.

Applicable Strategic Goals

This project supports the City of Boise's transportation vision by advancing key safety and mobility priorities. The project aligns with the City's *Vision Zero* initiative by incorporating strategies intended to reduce crashes and improve safety for all roadway users. It also supports the Transportation Action Plan (TAP) by enhancing multimodal mobility and expanding safe, accessible travel options for people walking, biking, and driving. Collectively, these improvements reinforce the City's commitment to creating a safer, more connected transportation system that serves residents, businesses, and visitors alike.

Consistency with Existing Plans and Documents

This project is consistent with adopted regional plans developed by COMPASS, the Ada County Highway District (ACHD), and the City of Boise. The project supports the City of Boise's goals for improved bicycle and pedestrian infrastructure and aligns with several recent planning efforts, including the 2022 City of Boise Pathways Master Plan, the 2022 ACHD Central Bench Neighborhood Transportation Plan, and the 2025 ACHD Access to Opportunity: Build the Boise Bench initiative.

The project is also consistent with the Regional Safety Action Plan (RSAP), which establishes an aggressive vision and goals of eliminating fatalities and serious injuries on Treasure Valley roadways through innovation, collaboration, education, and engagement. The proposed improvements support RSAP goals by helping to design a transportation network that is safe for all users, applying data-driven and proactive safety strategies, and reinforcing a Safe System approach that promotes a culture of safety.

In addition, the project directly advances the goals of *Communities in Motion 2050* by improving safety, enhancing multimodal connectivity and supporting quality of life along a significant regional corridor. As an important north-south connection across the Treasure Valley, improvements within the project area help advance COMPASS's long-term vision for a safe, accessible, and efficient transportation network.

NEXT STEPS

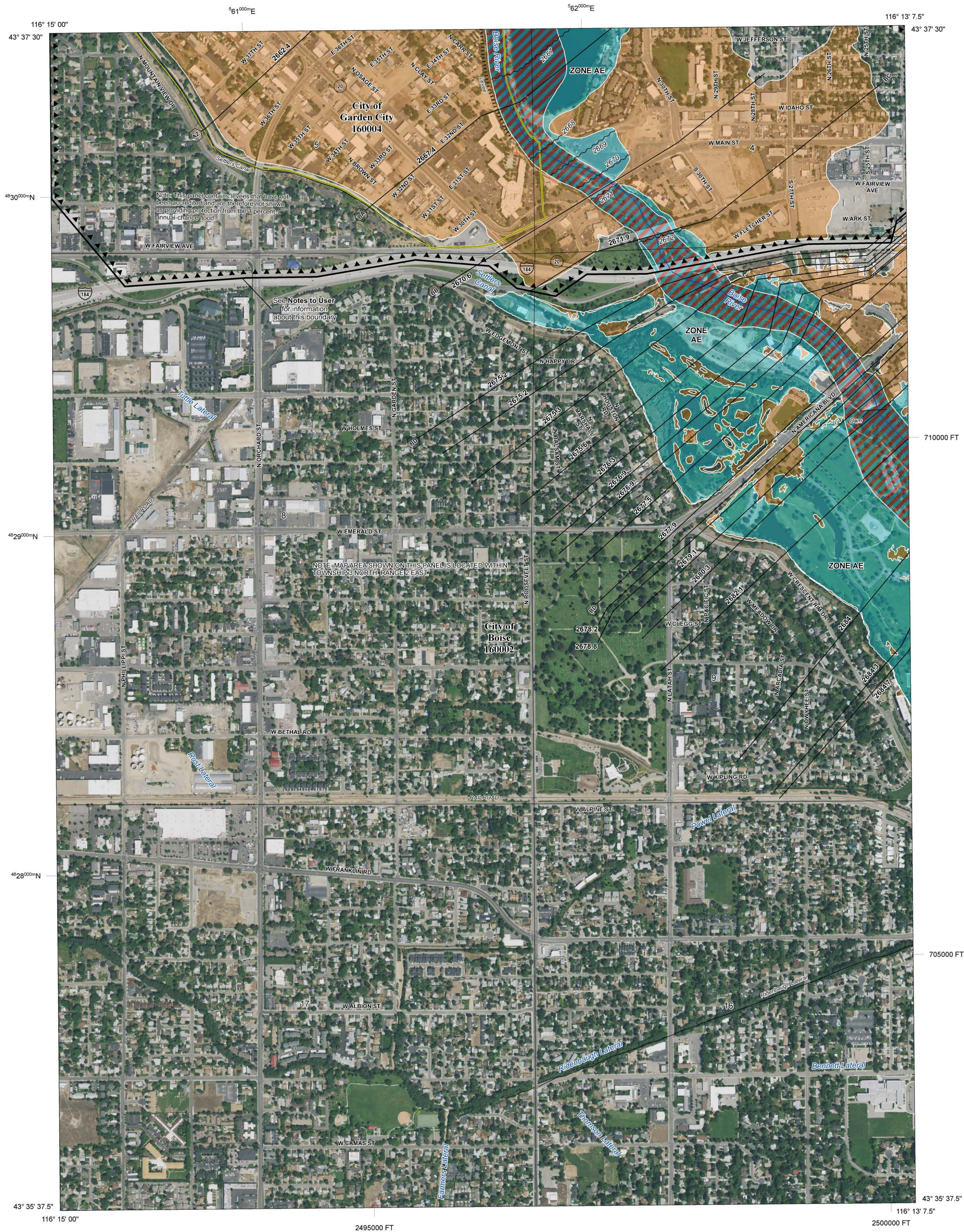
The next steps for the Latah and Alpine Street project will focus on advancing preferred **Alternative 2** and **Treatment 2** through additional coordination, funding, and project prioritization discussions. An early step in that process will be coordination between ACHD and the City of Boise regarding project prioritization. At the time this pre-concept report was published, the *City of Boise Five Year Work Plan* request did not include improvements at the Latah and Alpine Street intersection. To better position the project for future ACHD programming, the City of Boise will need to identify the project as a higher-tier priority within future *Five Year Work Plan* recommendations.

Presently, the City of Boise and ACHD should continue identifying interim improvements that can address expressed safety concerns and parking issues while the larger pedestrian, roadway, and pavement improvements continue moving through planning and funding phases. As the project advances, continued coordination with UPRR, the New York Irrigation District, adjacent property owners, and nearby businesses will be necessary.

Key next steps include the following:

- COMPASS acceptance of the pre-concept report
- High Tier Priority for City of Boise in FYP
- Identification of potential interim safety and parking improvements by the City of Boise and ACHD
- Early coordination with Union Pacific Railroad and the New York Irrigation District
- Pursuit of local, regional, and federal funding opportunities
- Advancement of the preferred alternative into preliminary design and environmental review
- Continued public and stakeholder coordination throughout future project phases

Appendix A – Environmental Scan



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR ZONE DESCRIPTIONS AND INDEX MAP
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING
DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
[HTTPS://MSC.FEMA.GOV](https://MSC.FEMA.GOV)

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
OTHER AREAS OF FLOOD HAZARD		Regulatory Floodway
		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee See Notes. Zone X
OTHER AREAS		Area with Flood Risk due to Levee Zone D
		Area of Minimal Flood Hazard Zone X
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at <https://mfc.fema.gov>. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

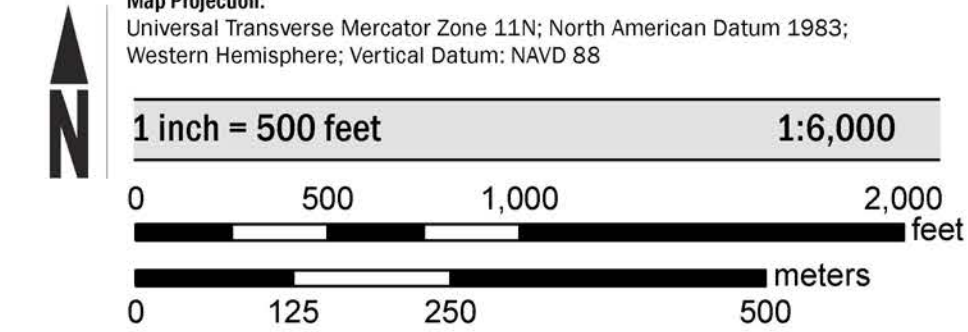
For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction. To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided in digital format by the National Agricultural Imagery Program United States Geological Survey (NAIP) administered by the United States Department of Agriculture. This information was derived from digital orthophotography at a 2-foot resolution from photography dated 2015.

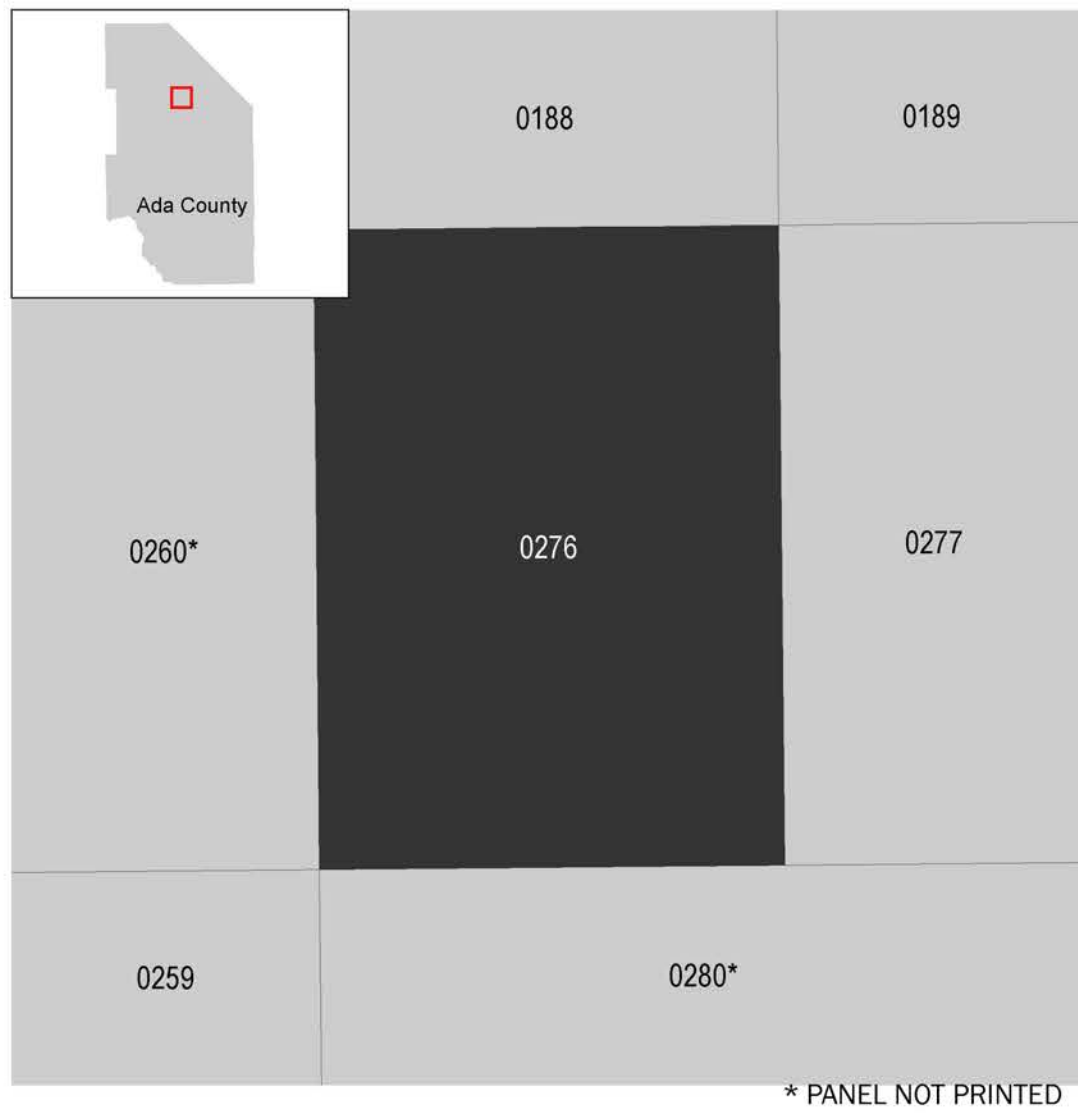
ATTENTION: The levee, dike, or other structure that impacts flood hazards inside this boundary has not been shown to comply with Section 65.10 of the NFIP Regulations. As such, this FIRM panel will be revised at a later date to update the flood hazard information associated with this structure.

The flood hazard data inside this boundary on the FIRM panel has been republished from the previous effective (historic) FIRM for this area, after being converted from NGVD 29 to NAVD 88

SCALE



PANEL LOCATOR



FEMA
National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

ADA COUNTY, IDAHO
and Incorporated Areas

PANEL 276 of 875

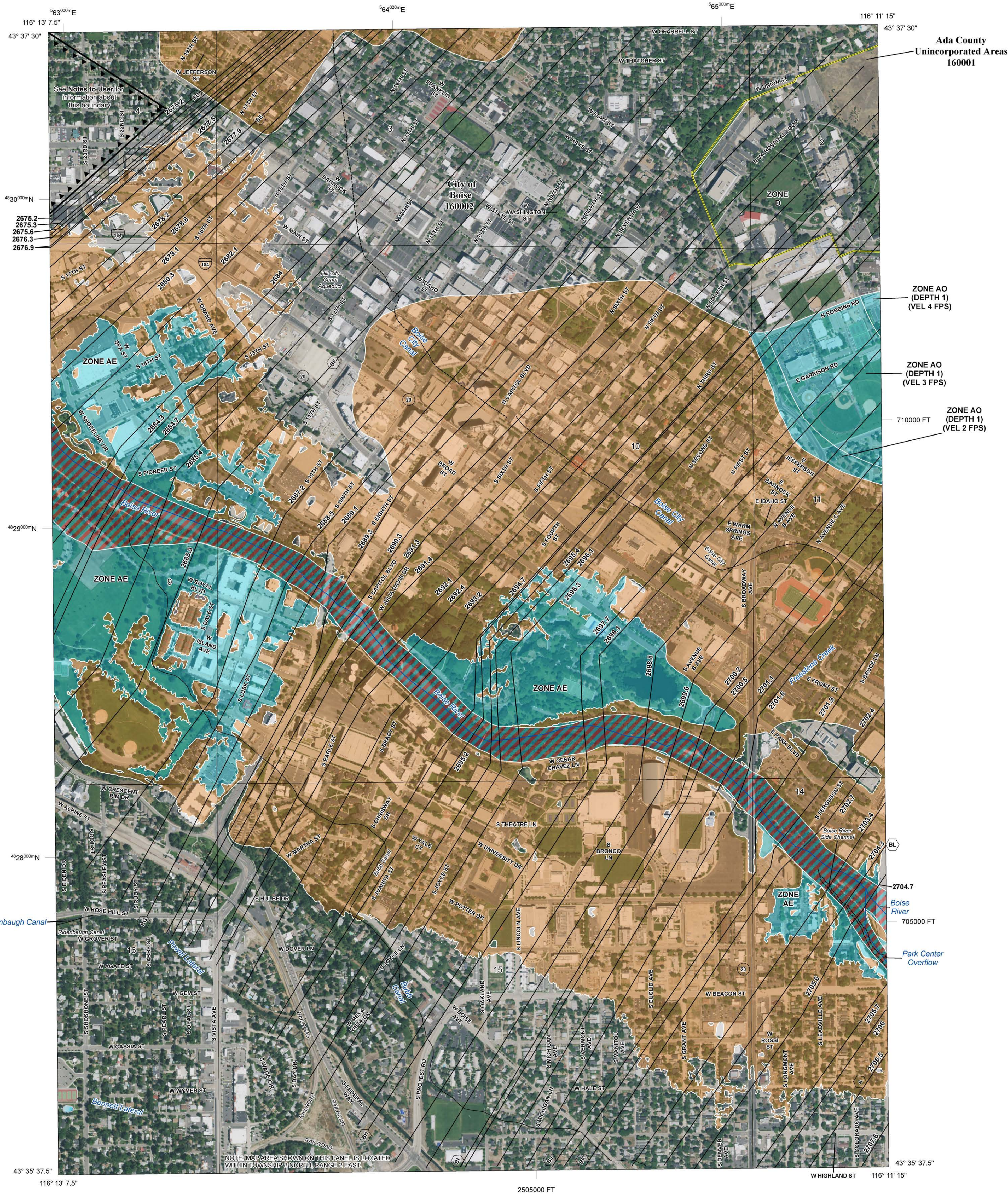
Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
BOISE, CITY OF	160002	0276	J
GARDEN CITY, CITY OF	160004	0276	J

VERSION NUMBER
2.3.1.1

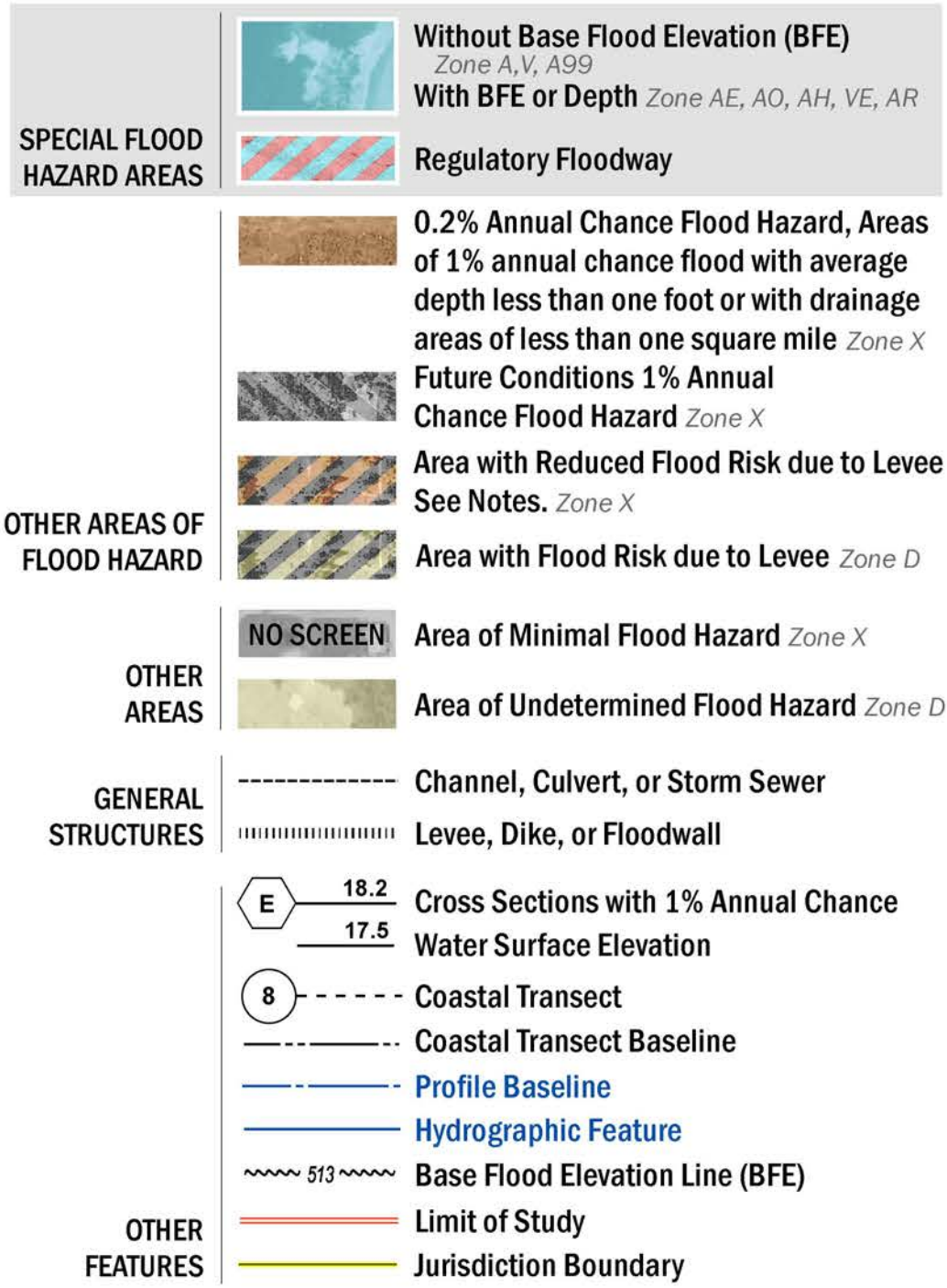
MAP NUMBER
16001C0276J

MAP REVISED
JUNE 19, 2020



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR ZONE DESCRIPTIONS AND INDEX MAP
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING
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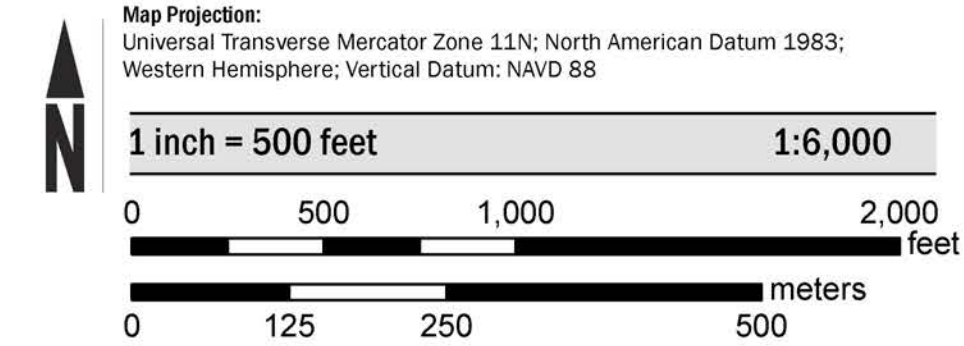
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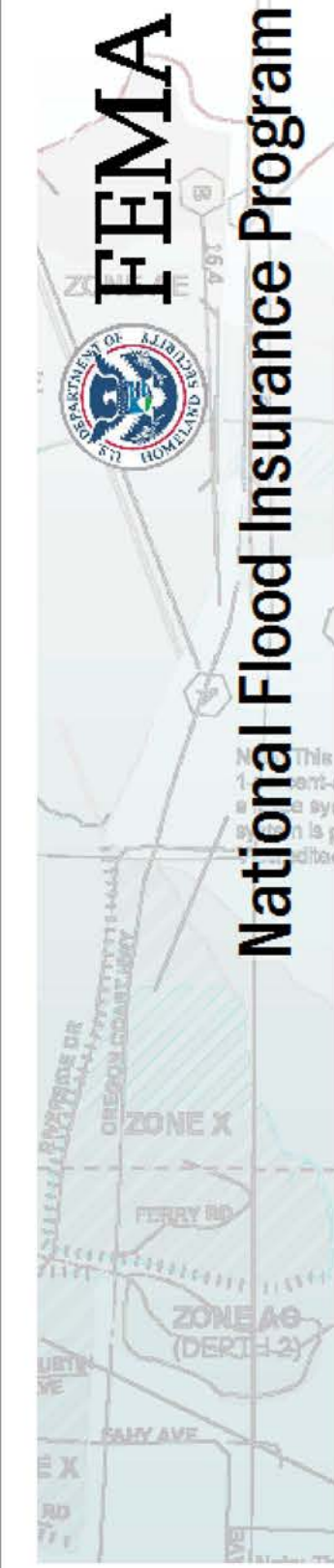
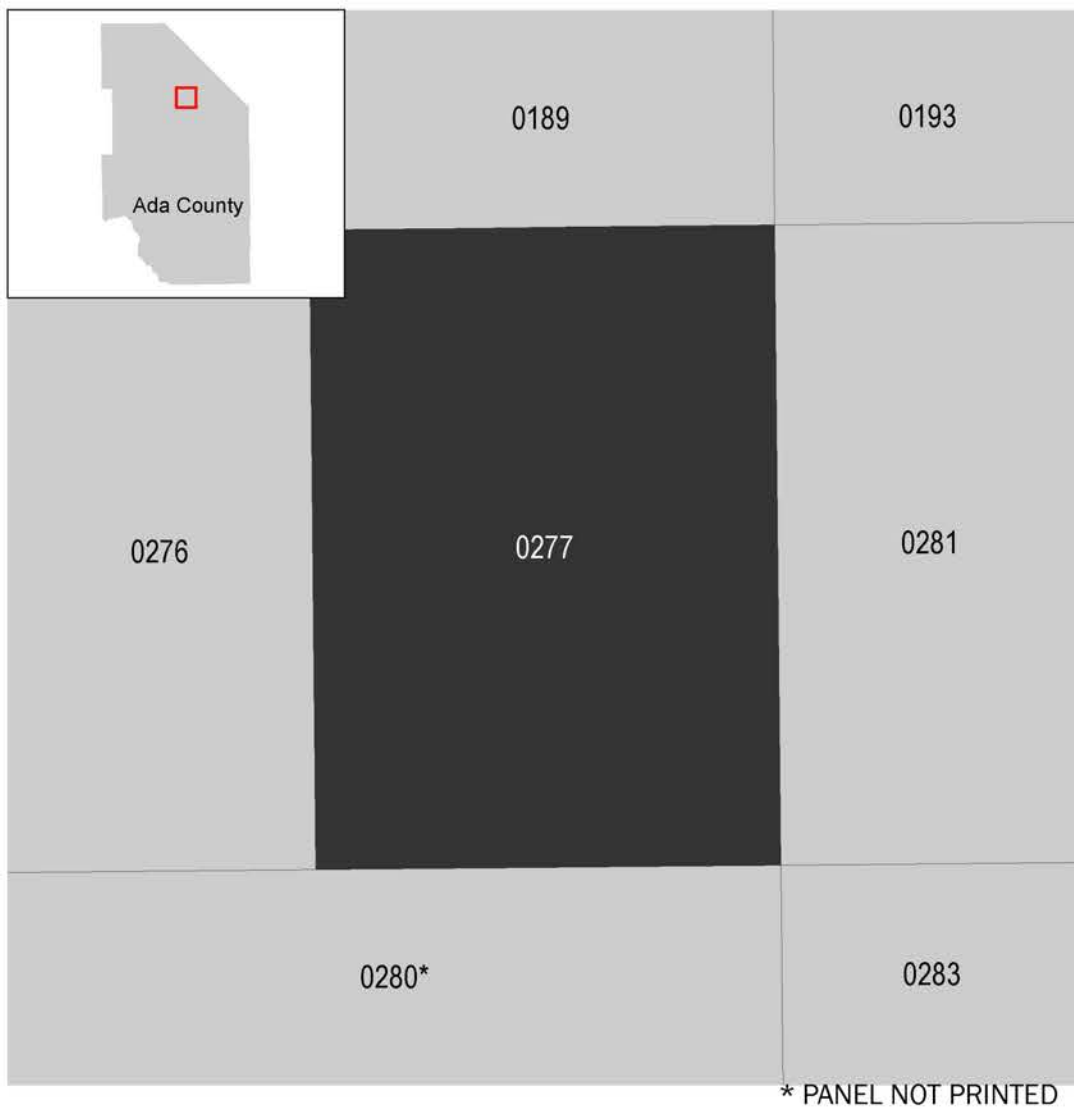
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SCALE



PANEL LOCATOR



NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

ADA COUNTY, IDAHO
and Incorporated Areas

PANEL 277 OF 875

COMMUNITY	NUMBER	PANEL	SUFFIX
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BOISE, CITY OF	160002	0277	J

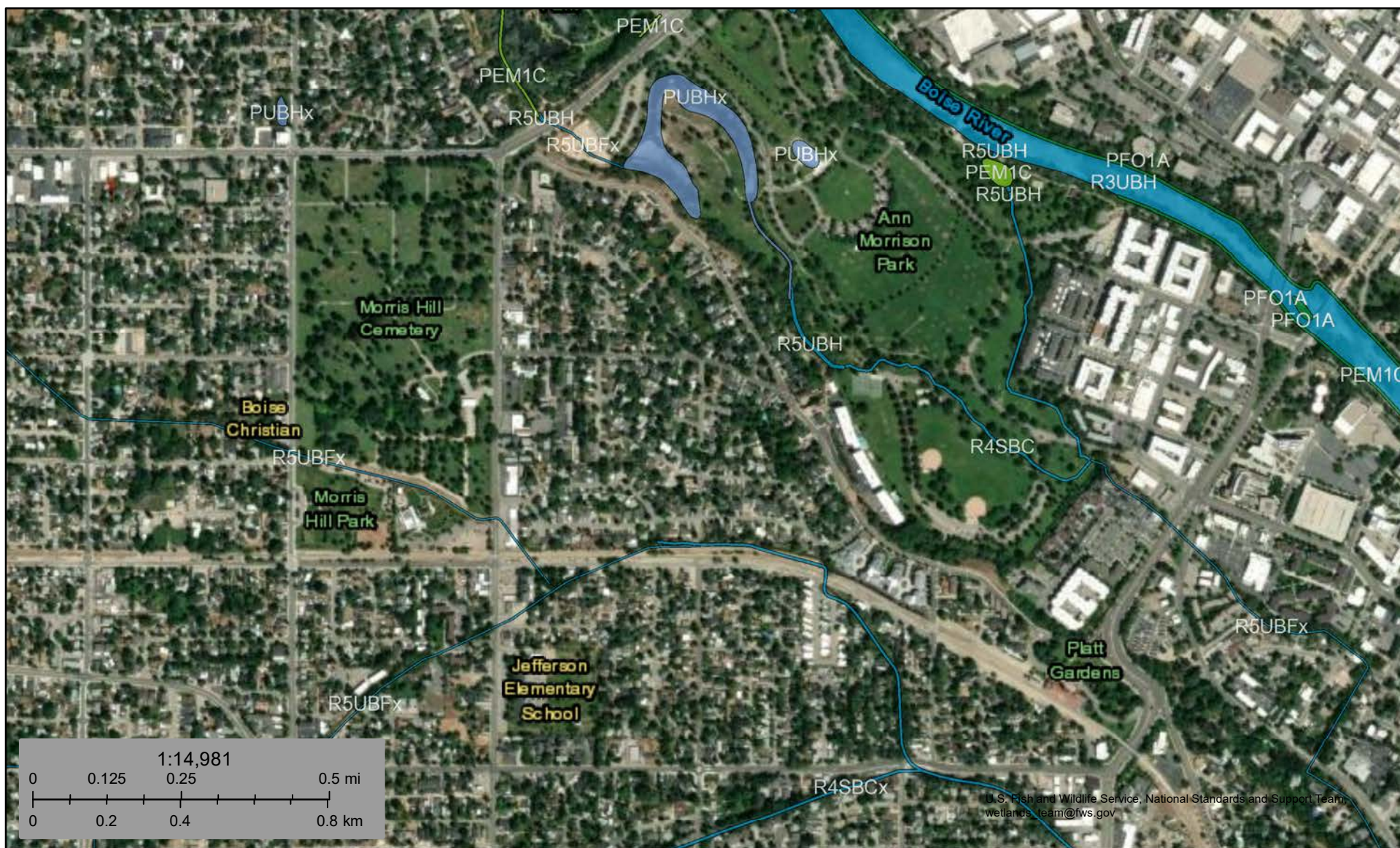
VERSION NUMBER
2.3.1.1
MAP NUMBER
16001C0277J
MAP REVISED
JUNE 19, 2020



U.S. Fish and Wildlife Service

National Wetlands Inventory

Latah / Alpine Project Area



April 28, 2026

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



[Jump to Navigation](#)

Quaternary Fault and Fold Database of the United States

As of January 12, 2017, the USGS maintains a limited number of metadata fields that characterize the Quaternary faults and folds of the United States. For the most up-to-date information, please refer to the [interactive fault map](#).

Western Snake River Plain fault system (Class A) No. 635

Last Review Date: 2003-06-19

Compiled in cooperation with the Idaho Geological Survey

citation for this record: Personius, S.F., compiler, 2003, Fault number 635, Western Snake River Plain fault system, in Quaternary fault and fold database of the United States: U.S. Geological Survey website, <https://earthquakes.usgs.gov/hazards/qfaults>, accessed 12/14/2020 03:03 PM.

Synopsis

The Western Snake River Plain fault system consists of numerous northwest-striking, northeast- and southwest-dipping normal faults that offset older (Plio-Pleistocene) fluvial deposits (Glenns Ferry Formation, Tuana Gravels, Tenmile Gravel) associated with the Snake River, and isolated volcanic and sedimentary rocks of the Snake River Group, in southwestern Idaho. Some faults form asymmetric linear ridges as much as 30-m-high of Plio-Pleistocene deposits and some early Quaternary deposits and surfaces are tilted or downwarped, but most have subdued expressions on the floor of the Snake River Plain. No detailed

	studies on the age of faulted deposits have been published, but most fault traces are confined to older Quaternary deposits on the western Snake River Plain, so the faults are herein assigned a Quaternary age until further detailed studies are conducted.
Name comments	Parts of the Western Snake River Plain fault system have been mapped by Savage (1958 #5910), Wood and Anderson (1981 #5913), Gilbert and others (1983 #5887), and Othberg and Stanford (1992 #5902). This complex fault system consists of numerous northwest-striking faults that mostly lie on the floor of the Snake River Plain in southwestern Idaho. Original use of the name is unknown, but it has been in use at least since publication of Gilbert and others (1983 #5887). Named faults in the zone include the Lake Lowell fault of Wood and Anderson (1981 #5913).
County(s) and State(s)	PAYETTE COUNTY, IDAHO ADA COUNTY, IDAHO CANYON COUNTY, IDAHO
Physiographic province(s)	COLUMBIA PLATEAU
Reliability of location	Good Compiled at 1:125,000 scale. <i>Comments:</i> Fault locations are from 1:250,000-scale mapping of Gilbert and others (1983 #5887), 1:125,000-scale mapping of Ostenaa (October 2, 1985 #6038), which is based on 1:62,500-scale mapping of Wood and Anderson (1981 #5913) and 1:100,000-scale mapping of Othberg and Stanford (1992 #5902).
Geologic setting	The Western Snake River Plain fault system consists of numerous northwest-striking, northeast- and southwest-dipping normal faults that mostly lie on the floor of the Snake River Plain in southwestern Idaho (Wood and Anderson, 1981 #5913; Gilbert and others, 1983 #5887; Othberg and Stanford, 1992 #5902; Othberg, 1994 #5901).
Length (km)	74 km.
Average strike	N53°W
Sense of movement	Normal <i>Comments:</i> The Western Snake River Plain fault system is

	mapped as a series of normal faults by Wood and Anderson (1981 #5913), Gilbert and others (1983 #5887), and Othberg and Stanford (1992 #5902).
Dip	55-88° NE <i>Comments:</i> Range of dip measurements of fault exposures from Wood and Anderson (1981 #5913).
Paleoseismology studies	
Geomorphic expression	Most faults in this zone have subdued expressions on the floor of the Snake River Plain, and some are mapped in the subsurface and have little surface expression. Faults form asymmetric linear ridges as much as 30 m high of Plio-Pleistocene deposits, and some early Quaternary deposits and surfaces are tilted or downwarped (Wood and Anderson, 1981 #5913; Othberg and Stanford, 1992 #5902; Ostenaa, October 2, 1985 #6038).
Age of faulted surficial deposits	Faults in the Western Snake River Plain fault system offset older (Plio-Pleistocene) fluvial deposits (Glenns Ferry Formation, Tuana Gravels, Tenmile Gravel) associated with the Snake River, and isolated volcanic and sedimentary rocks of the Snake River Group (Wood and Anderson, 1981 #5913; Gilbert and others, 1983 #5887; Othberg and Stanford, 1992 #5902; Othberg, 1994 #5901). Othberg (1994 #5901) noted that fault movements are older than the sediments underlying the Whitney Terrace; Wood and Anderson (1981 #5913) used soil development to infer an age of more than 100 ka for these deposits.
Historic earthquake	
Most recent prehistoric deformation	undifferentiated Quaternary (<1.6 Ma) <i>Comments:</i> No detailed studies on the age of faulted deposits have been published. The fault zone is mapped as a lesser Quaternary (<1.6 Ma) structure by Breckenridge and others (2003 #5878). Most fault traces are confined to older Quaternary deposits on the western Snake River Plain (Wood and Anderson, 1981 #5913; Othberg and Stanford, 1992 #5902; Ostenaa, October 2, 1985 #6038), so the faults are herein assigned a Quaternary age until further detailed studies are conducted.

Recurrence interval	
Slip-rate category	Less than 0.2 mm/yr <i>Comments:</i> No slip rates have been described, but the weak geomorphic expression of these faults indicates very low rates of long-term slip.
Date and Compiler(s)	2003 Stephen F. Personius, U.S. Geological Survey
References	#5878 Breckenridge, R.M., Lewis, R.S., Adema, G.W., and Weisz, D.W., 2003, Miocene and younger faults in Idaho: Idaho Geological Survey Map 8, 1 sheet, scale 1:1,000,000. #5887 Gilbert, J.D., Piety, L., and LaForge, R., 1983, Seismotectonic study for Black Canyon Dam, Boise project, Idaho: U.S. Bureau of Reclamation Seismotectonic Report 83-7, 73 p., 8 pl. #6038 Ostenaa, D., 1985, Memorandum to Chief, Division of Dam and Waterway Design, U.S. Bureau of Reclamation, Seismotectonic considerations for Modification Decision Analysis-Deer Flat Dams-Boise Project, Idaho, dated October 2, 1985, p. 10. #5901 Othberg, K.L., 1994, Geology and geomorphology of the Boise Valley and adjoining areas, western Snake River Plain, Idaho: Idaho Geological Survey Bulletin 29, 54 p. #5902 Othberg, K.L., and Stanford, L.R., 1992, Geologic map of the Boise Valley and adjoining areas, western Snake River Plain, Idaho: Idaho Geological Survey Geologic Map Series, scale 1:100,000. #5910 Savage, C.N., 1958, Geology and mineral resources of Ada and Canyon Counties: Idaho Bureau of Mines and Geology County Report No. 3, 94 p., 2 pls., scale 1:125,000. #5913 Wood, S.H., and Anderson, J.E., 1981, Chapter 2-Geology, <i>in</i> Mitchell, J.C., ed., Geological, hydrological, geochemical and geophysical investigations of the Nampa-Caldwell and adjacent areas, southwestern Idaho: Idaho Department of Water Resources Water Information Bulletin No. 30, Geothermal Investigations in Idaho, Part 11, p. 9-31.

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PROPERTY	STREET	CITY	COUNTY	DATE_OF_AC	Lon	Lat	Nominator	Custom	x	y
Congregati	11 N. Latah	Boise	Ada	11/2/1972	-116.23	43.6052	https://history.idaho.gc		-1.3E+07	5404548
John Green	Morris Hill	(Boise	Ada	11/17/1982	-116.232	43.60933	https://hist	Tourtellotte	-1.3E+07	5405183
Joseph Kinr	Morris Hill	(Boise	Ada	11/17/1982	-116.229	43.60951	https://hist	Tourtellotte	-1.3E+07	5405210
Morris Hill	(Morris Hill	(Boise	Ada	11/17/1982	-116.23	43.60729	https://hist	Tourtellotte	-1.3E+07	5404870



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
Phone: (208) 378-5243 Fax: (208) 378-5262



In Reply Refer To:

05/26/2026 19:01:22 UTC

Project Code: 2026-0094680

Project Name: Latah / Alpine Safety Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and designated critical habitat, that may occur within the boundary of the proposed action and may be affected by the proposed action. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). **This letter only provides an official species list and technical assistance; if you determine that listed species and/or designated critical habitat may be affected in any way by the proposed action, even if the effect is wholly beneficial, consultation with the Service may be necessary.**

The Idaho Fish and Wildlife Office website (<https://www.fws.gov/office/idaho-fish-and-wildlife/esa-and-consultation-resources>) includes several consultation resources including:

- Idaho-specific consultation contact information.
- Species-specific example conservation measures.
- Consultation Package Builder user guides for assistance in building consultations inside or outside the Information for Planning and Consultation (IPaC) system.
- Considerations for energy-related consultation.
- Acoustic effects calculator for bull trout.

If needed, contact the Idaho Fish and Wildlife Office (IFWO) with questions or for assistance regarding the proposed action's potential impacts to federally proposed, listed, and candidate species and proposed and designated critical habitat.

Next Steps:

The purpose of the Act is to provide a means whereby ecosystems upon which endangered and threatened species depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), federal agencies are required to ensure actions are not likely to jeopardize the continued existence of endangered and threatened species or destroy or adversely modify designated critical habitat; they are also required to utilize their authorities to carry out programs for the conservation of threatened and endangered species.

Consultation with the Service may be required when there is a federal nexus; federal nexus is a term used to indicate an action's connection to a federal agency as a result of that agency authorizing, funding, or carrying out the action, or any portion of it. Examples of federal actions include, but are not limited to (a) actions intended to conserve listed species or their habitat; (b) the promulgation of regulations; (c) the granting of licenses, contracts, leases, easements, rights-of-way, permits, or grants in aid; or (d) actions directly or indirectly causing modifications to the land, water, or air (50 CFR 402.02). **If the proposed action involves a federal nexus, work with the federal action agency and the Service to determine whether the action may affect listed species and if a biological assessment (BA) is required.** More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: <https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>. If there is no federal nexus and adverse effects to listed species or critical habitats may occur from the proposed action, contact the local Service office to discuss other regulatory options for evaluating these potential effects.

New information based on updated surveys, changes in the abundance and distribution of species, changes in habitat conditions, or other factors could change the species that may be impacted by the action. Under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, **if the federal agency or the designated non-federal representative does not begin preparation of the BA within 90 days of receipt of (or concurrence with) the species list, the federal agency or the designated non-federal representative must verify (formally or informally) with the Service the current accuracy of the species list at the time the preparation of the assessment is begun.** An updated species list may be requested through the IPaC system by completing the same process used to receive the original species list. The Service recommends that applicants request updated species lists for their actions on the IPaC website at least every 90 days during the planning and implementation period to ensure the most up-to-date information is utilized for consultation purposes. This can be done by clicking the "Request Updated Species List" button within the IPaC page for the proposed action. The IFWO recommends not requesting an official species list until ready to enter consultation, which will help keep fiscal year tracking dates closer to the year of actual consultation.

In addition to using IPaC to generate this official species list and create a record for tracking purposes, IFWO recommends using IPaC to identify any Determination Keys that may be available for the action area. For more information, see the Determination Key section in the FAQ portion of this letter, below.

We also recommend using the Consultation Package Builder for the development of a BA for any activities, structures, or ESA-listed entities not covered by Determination Keys. To avoid creating more than one project record, ensure the IPaC project page with the official species list

is used to access Determination Keys and Consultation Package Builder. IFWO has developed a statewide Consultation Package Builder user guide relevant to all ESA-listed entities, two species-specific user guides (grizzly bear and wolverine), and example conservation measures for several species, available at <https://www.fws.gov/library/collections/idaho-consultation-builder-documents>. Consultation Package Builder helps ensure consistency across new consultations and streamlines the IFWO review process. Please contact IFWO for assistance with conservation measures for other species, habitats, or actions not provided.

The Service appreciates your consideration for threatened and endangered species. We encourage federal agencies to include conservation of these species and their habitats in project planning to further the purposes of the Act.

Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your action that you submit to our office.

Migratory Birds:

The Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) were enacted to protect native birds from action-related impacts. Any federal or non-federal activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding MBTA and BGEPA, see <https://www.fws.gov/program/migratory-bird-permits>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. The applicant can comply with the MBTA and BGEPA by identifying potential impacts to migratory birds and eagles within applicable National Environmental Policy Act (NEPA) documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Applicants should implement conservation measures to avoid or minimize action-related stressors or minimize the exposure of migratory birds or eagles and their resources to the action-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

The Service appreciates your consideration for migratory birds, and bald and golden eagles.

Frequently Asked Questions

1. **How are species on the IPaC Official Species List for my action determined?**

The primary information used to generate this species list includes known species ranges and areas where activities may have indirect impacts to listed species. For example, activities upstream of aquatic species habitat may impact water flow or water quality downstream where the species or habitat occurs.

As species can move and site conditions can change, the presence of species on this Official Species List only means they or their habitat may occur within the action area. To fully determine whether species or habitat are actually present and the potential impact of a proposed action on listed species, additional site-specific information must be considered.

2. Does this list include NOAA Fisheries species?

No, this list does not include species outside of the U.S. Fish and Wildlife Service's (Service) jurisdiction, including Fisheries Division of the National Oceanic and Atmospheric Administration (NOAA Fisheries). IPaC does not provide a list of species or critical habitats under the jurisdiction of NOAA Fisheries, as the Service does not have the authority to speak on their behalf. Please contact NOAA Fisheries for species under their jurisdiction (<https://www.fisheries.noaa.gov/topic/consultations/endangered-species-act-consultations>).

Generally, NOAA Fisheries is the lead agency for listed marine species, which includes anadromous species, while the Service manages land and freshwater species. As a general rule, if in doubt, use the information you receive from IPaC for planning purposes and contact the appropriate local office(s) to ensure that you have a complete understanding of the information you receive.

3. What is a Determination Key (DKey) and who can use one?

If there are listed species expected to occur in your action area, you may be able to use a DKey, if one has been developed for your action type, location, and potential species impacted. A DKey is based on an existing programmatic consultation or internal standing analysis and, for qualifying actions, will help you make a determination about impacts of the proposed action on listed species and habitats. A DKey consists of a series of questions about the proposed action and associated activities and conservation measures. A DKey results in automatically generated consultation documents for qualifying projects. As DKey output letters are automatically generated, **follow-up communication steps with IFWO may be required** – please read the generated letter carefully for any next steps.

4. What is Consultation Package Builder (CPB) and who can use it?

If a DKey for a specific species or activity does not apply or is not available, IPaC's Consultation Package Builder (CPB) can help analyze a proposed action and make effect determinations for listed species. The CPB walks you through a series of questions and mappers in an interactive, step-by-step process to help prepare an environmental review document (appropriate for use as a BA or Biological Evaluation). The CPB leverages the Service's data and includes recommended effect pathways and conservation measures designed to help you avoid or

minimize effects to listed species. At this time, effects to critical habitat will need to be entered manually and can refer, as appropriate, to previous sections on effects to listed species and their habitats. When finished, you can generate an environmental review document that can be submitted to the Service as part of your consultation package. The outcome of the BA determines whether informal or formal consultation or a conference is necessary (50 CFR 402.02 and 402.12).

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
(208) 378-5243

PROJECT SUMMARY

Project Code: 2026-0094680
Project Name: Latah / Alpine Safety Project
Project Type: Road/Hwy - New Construction
Project Description: COMPASS commissioned pre-concept report to evaluate multi-modal transportation safety and parking improvements in the vicinity of the Latah Street / Alpine Street intersection in Boise, Idaho

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@43.604516149999995,-116.22646878145234,14z>



Counties: Ada County, Idaho

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

BIRDS

NAME	STATUS
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Population: Western U.S. DPS There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911 General project design guidelines: https://ipac.ecosphere.fws.gov/project/ZBDU44RDDVABLBjWBZUJ6XWY7I/documents/generated/7151,9932.pdf	Threatened

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee <i>Bombus suckleyi</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

FLOWERING PLANTS

NAME	STATUS
Slickspot Peppergrass <i>Lepidium papilliferum</i> Population: There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4027 General project design guidelines: https://ipac.ecosphere.fws.gov/project/ZBDU44RDDVABLBjWBZUJ6XWY7I/documents/generated/7151,9927.pdf	Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

-
1. The [Bald and Golden Eagle Protection Act](#) of 1940.
 2. The [Migratory Birds Treaty Act](#) of 1918.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information](#)

[on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

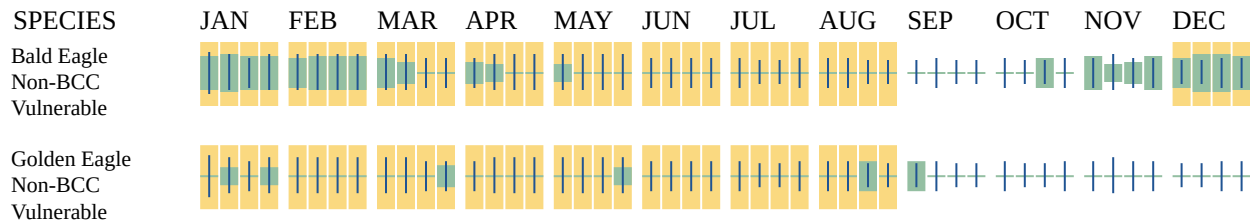
Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

■ probability of presence ■ breeding season | survey effort — no data



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Avocet <i>Recurvirostra americana</i>	Breeds Apr 21 to Aug 10
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11927	

NAME	BREEDING SEASON
American White Pelican <i>pelecanus erythrorhynchos</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6886	Breeds Apr 1 to Aug 31
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
Black Rosy-finch <i>Leucosticte atrata</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9460	Breeds Jun 15 to Aug 31
California Gull <i>Larus californicus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10955	Breeds Mar 1 to Jul 31
Calliope Hummingbird <i>Selasphorus calliope</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9526	Breeds May 1 to Aug 15
Cassin's Finch <i>Haemorhous cassinii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10575	Breeds Jun 1 to Aug 31
Evening Grosbeak <i>Coccothraustes vespertinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10
Franklin's Gull <i>Leucophaeus pipixcan</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10567	Breeds May 1 to Jul 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

NAME	BREEDING SEASON
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Northern Harrier <i>Circus hudsonius</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Pectoral Sandpiper <i>Calidris melanotos</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9561	Breeds elsewhere
Rufous Hummingbird <i>Selasphorus rufus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15
Sage Thrasher <i>Oreoscoptes montanus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9433	Breeds Apr 15 to Aug 10
Western Grebe <i>Aechmophorus occidentalis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

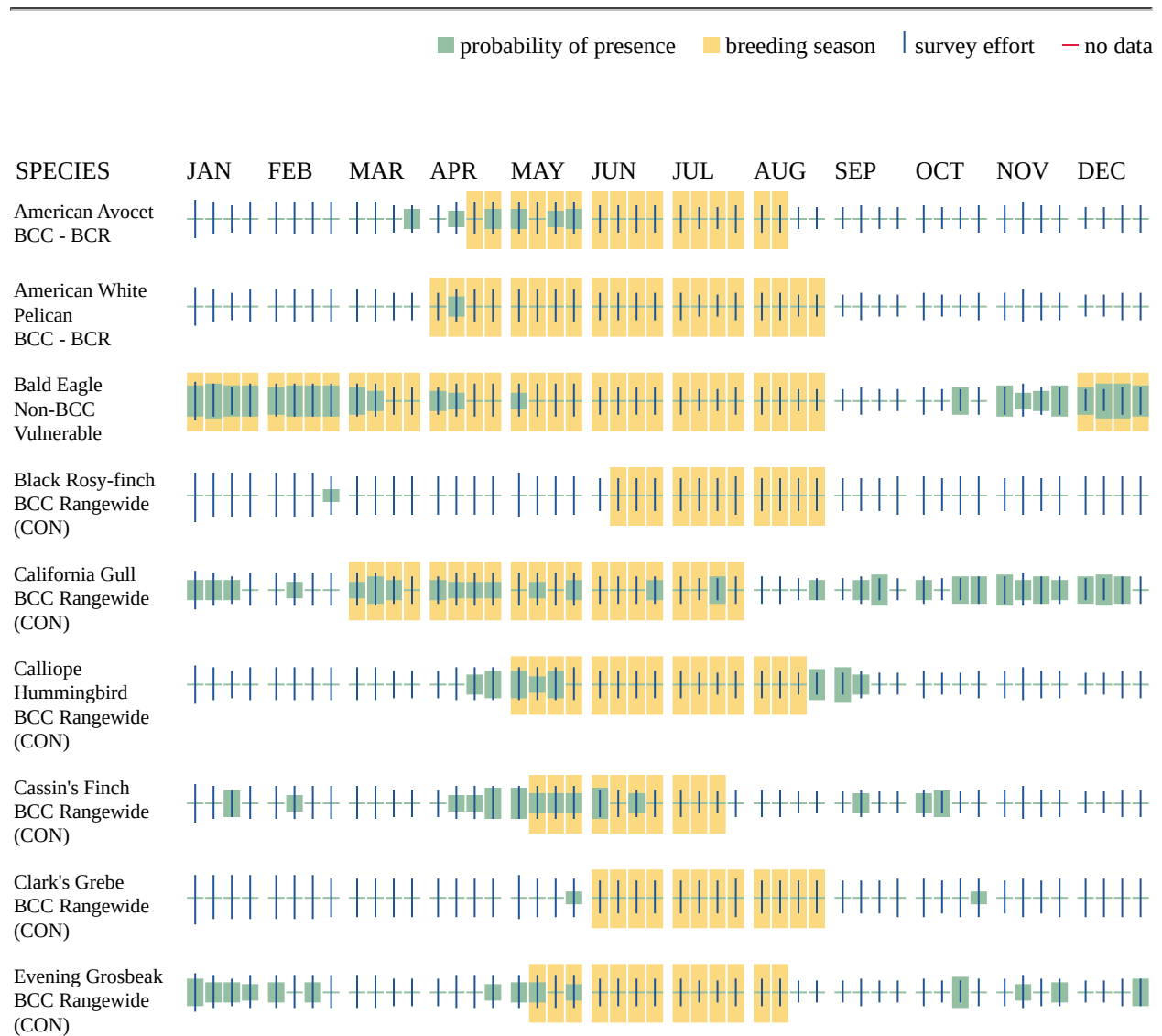
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

WETLAND INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE VISIT [HTTPS://WWW.FWS.GOV/WETLANDS/DATA/MAPPER.HTML](https://www.fws.gov/wetlands/data/mapper.html) OR CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

IPAC USER CONTACT INFORMATION

Agency: Boise City city
Name: Tristan Gallagher
Address: 101 S Capitol Blvd
Address Line 2: Suite #600
City: Boise
State: ID
Zip: 83702
Email: tgallagher@kittelson.com
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LEAD AGENCY CONTACT INFORMATION

Lead Agency: Boise City city
Name: Matt Carlson
Email: mcarlson@compassidaho.org

Appendix B – Public Involvement Plan

Public Involvement Plan – Attachment

Introduction

The Public Involvement Plan for the Alpine and Latah Safety Project is designed to ensure meaningful engagement with stakeholders, community members, and agency partners throughout the concept planning process. The plan builds on best practices demonstrated in similar regional efforts by Ada County Highway District and City of Boise. The plan is intended to gather input that informs project development, alternative evaluation, and future implementation. The plan can be implemented by either City of Boise or ACHD.

Objectives

The primary objectives of public involvement for this project are to:

- Inform the public about the project purpose, need, and process
- Provide opportunities for stakeholders, community members and businesses to share input
- Incorporate public feedback into the development and refinement of alternative for the Latah/Alpine area
- Build consensus and transparency throughout the planning process

Goals

Public involvement for the Alpine and Latah Safety Project is intended to achieve the following:

- Communicate existing conditions and highlight key issues specific to the corridor, including pedestrian and bicycle safety, school access near Jefferson Elementary, parking constraints, and operational challenges at the Latah/Alpine intersection.
- Provide clear, accessible, engaging opportunities for community members to participate in the planning process, including when and how feedback can be shared on proposed improvements.
- Encourage participation from Depot Bench residents, Latah/Alpine local businesses, and corridor users, particularly those who regularly travel through the area or are directly affected by conditions at the Latah/Alpine intersection.
- Engage with the Depot Bench Neighborhood Association and nearby stakeholders to incorporate local knowledge, safety concerns, and community priorities into the project.

- Use feedback from the public and stakeholders to help shape and refine alternatives related to multimodal safety improvements, parking strategies, and intersection design.
- Gather input on how proposed changes may affect daily travel, access to businesses, neighborhood connectivity, and school-related travel patterns.
- Foster collaboration among the City of Boise, ACHD, VRT, Boise Valley Railroad (BVRR), New York Irrigation District and the community to support coordinated and context-sensitive solutions.
- Identify common themes and community preferences that guide and narrow down the selection of practical and supported alternatives.
- Build trust through transparent communication and by demonstrating how public input is reflected in project recommendations.
- Ensuring outreach efforts are inclusive, engaging and accessible, reaching a broad range of corridor users, including pedestrians, bicyclists, transit users, students, business patrons and nearby residents.

Stakeholder Coordination

The Alpine and Latah Safety Project area includes a mix of residential neighborhoods, small local businesses, and school uses, making it an active and well-used corridor. The Latah Street and Alpine Street intersection is used by a variety of people, including commuters, pedestrians, bicyclists, and students traveling to and from Jefferson Elementary, as well as customers visiting nearby businesses. The BVRR railroad crossing and irrigation facilities add some unique considerations for how the area functions. Given these conditions, a range of stakeholders that will have to be involved in the planning process, the following stakeholders have been identified as key stakeholders to be engaged:

- City of Boise
- Ada County Highway District (ACHD)
- Community Planning Association of Southwest Idaho (COMPASS)
- Depot Bench Neighborhood Association
- Local businesses and property owners, (Wyldchild, The STIL, Push & Pour, Primal Coffee, Ahavath Beth Israel church, dog park patrons)
- School representatives (e.g., Jefferson Elementary)
- BVRR Railroad
- New York Irrigation District

Anticipated Challenges:

Public involvement for the Alpine and Latah Safety Project may face several challenges that will need to be considered throughout the process. These challenges are typical for corridor planning efforts, especially in active areas like the Depot Bench, and will require clear communication and thoughtful outreach strategies to address.

- Potential for outreach fatigue among residents and stakeholders, especially given recent planning efforts in the Bench area
- Possible pushback or differing opinions on proposed changes, particularly related to parking, traffic patterns, and safety improvements at the Latah/Alpine intersection. Distrust is likely to be high, as the neighborhood recently had a development application that has resulted in displacement of parking in the vicinity.
- Varying levels of understanding of the planning process, project purpose, and constraints. Neighborhood would like to see near-term solutions as they await the larger projects implementation.
- Limited participation or difficulty reaching a broad range of community members, especially since many of the patrons come from area's outside the immediate vicinity to visit the neighborhood shops.
- Ensuring outreach efforts are inclusive
- Managing differing perspectives and priorities among residents, businesses, and stakeholders, setting expectations throughout project as many of the improvement suggestions are limited by BVRR Railroad and New York Irrigation Districts.
- Need to clearly communicate the purpose and importance of the project to build understanding and support

Public Involvement Potential Approach:

A mix of engagement options will be used throughout the project to connect with people who live, work, and travel through the Latah/Alpine area. The goal is to make it easy for the community to learn about the project, share input, and stay involved as ideas are developed. Both in-person and online options will be used to meet people where they are and capture a range of perspectives. The table below outlines the planned outreach activities and how they will be used during the project.

Table 1: Proposed Public Engagement Options

Activity	When It Happens	Purpose	Notes
Project Website / Story Map	Throughout the project	Provides a central place for project information, visuals, updates, and ways to give feedback	Easy for the public to access anytime
Social Media	At key milestones and engagement periods	Helps reach a wider audience, share updates quickly, and increase awareness and participation	Can direct people to surveys and events
School Outreach - Jefferson Elementary (Optional)	Prior to alternatives development	Gathers input from younger users by identifying areas of concern	Can include interactive activities (e.g., roll plot, ice cream pop-up)
Mobile Pop-Up Events (Optional)	Prior to alternatives development	Shares project information and	Can be held near businesses during

Activity	When It Happens	Purpose	Notes
		collects input from people in the area	peak hours using a roll plot display
Walking Tour (Optional)	Prior to alternatives development	Allows stakeholders to experience the corridor and discuss issues in real time	Best held during peak activity times to observe real conditions
Public Involvement Meetings (2 total)	Two times during the project	Provides in-person opportunities to ask questions, review materials, and share feedback	First meeting presents alternatives; second presents preferred alternative
Public Surveys (2 total)	Opens before each public meeting and closes after	Collects broad input and helps understand community preferences	Paired with public meetings to increase participation

Summary of Public Engagement Outreach:

OUTREACH #1 – EARLY ENGAGEMENT AND ONLINE SURVEY

The first round of outreach will focus on gathering input from people who live, work, and travel through the Latah/Alpine area. This will include an online survey hosted on the project website and Story Map, along with early engagement efforts such as mobile pop-ups (van w/roll plot), optional walking tour, and strategic stakeholder coordination (Depot Bench Neighborhood Association, adjacent businesses, dog park patrons etc.), and potential outreach with Jefferson Elementary. These efforts will help identify key concerns related to safety, crossings, parking, and day-to-day travel in the corridor. The survey will be available for at least two weeks and will be shared through social media and other channels to reach a broad audience. Hard copies can be provided upon request to ensure accessibility.

OUTREACH #2 – PUBLIC MEETING AND FOLLOW-UP SURVEY

The second phase of outreach will focus on sharing and refining alternatives. This will include a public involvement meeting (Hybrid) where community members can review materials, ask questions, and provide feedback on proposed concepts for the Latah/Alpine area. The meeting will be supported by online materials, including a survey that goes live about one week before the meeting and remains open for a short period after.

Documentation and Reporting

Two summaries of public input will be prepared following the two public involvement meetings (PIMs). These summaries will compile feedback from surveys, public meetings, pop-up events, walking tours, Jefferson Elementary School engagement and other outreach efforts, and will highlight common themes related to safety, crossings, parking, and how people use the Latah/Alpine area, in addition, to the public preference for alternative selection. The information

will be organized in a clear and easy-to-understand format, with graphics or visuals (infographic format). These summaries will be shared with the public to help inform the next phase of the project.

Roles and Responsibilities

Public involvement for the Alpine and Latah Safety Project may be led by the City of Boise and/or Ada County Highway District (ACHD), or shared with a consultant team supporting the effort. If responsibilities are shared, the following roles are recommended to help keep outreach organized and consistent. If one agency leads the effort, these roles can be combined under that agency.

CITY OF BOISE / ACHD STAFF

ACHD (if project is led by ACHD) project manager will lead overall coordination and provide direction throughout the planning effort. Responsibilities include:

- Providing guidance on project approach, schedule, messaging and materials development
- Reviewing and approving the public involvement plan, outreach materials, surveys, and summaries. Ensuring approach aligns with project schedule.
- Responsible for identifying key stakeholders, their contacts information. Key stakeholders include but are not limited to Depot Bench Neighborhood Association, adjacent businesses, Jefferson Elementary School, and community partners in the Latah/Alpine area
- Supporting coordination with internal staff and other departments involved in the project
- Helping organize, participate and facilitate public meetings, pop-ups, and other outreach activities
- Ensure advertising outreach opportunities through agency websites, social media, and other communication channels
- Managing or supporting updates to the project website/StoryMap
- Coordinating outreach with other nearby or related projects in the Bench area to avoid overlap and outreach fatigue
- Ensuring that community members, including property owners and businesses, have opportunities to stay informed and participate

CONSULTANT TEAM (IF APPLICABLE)

The consultant team will support day-to-day outreach tasks and development of materials. Responsibilities include:

- Preparing outreach materials, including presentations, maps, boards, and online content
- Drafting survey questions and managing survey distribution and results
- Coordinating logistics for public involvement meetings, pop-ups, and optional walking tour

- Attending outreach events and helping facilitate discussions and collect feedback
- Maintaining and updating the stakeholder list throughout the project
- Compiling, organizing, and summarizing public input from all engagement activities
- Supporting development of clear, public-facing summaries and graphics (infographics) to share results

Background Information:

Previous Planning Efforts in the Area:

The Latah/Alpine intersection has been identified as a key area of concern through multiple planning efforts in the Bench. Common themes across these efforts include vehicle speeds, crossing safety, and overall multimodal access. Together, they point to the need for continued planning and strong public outreach to help guide future improvements in this Depot Bench Area.

COMPASS- The Latah Street and Alpine Street corridor Pre-Concept:

The Pre-Concept effort focused on safety, access, parking constraints in the area of Latah and Alpine Intersection. This pre-concept study builds on coordination between the City of Boise, Ada County Highway District (ACHD), and COMPASS, through COMPASS grant program. The goal of the plan was to better understand safety concerns, parking needs, and opportunities to improve conditions for people walking and biking in the area.

As part of the current planning effort, public engagement was conducted to better understand how the corridor functions and identify potential alternatives. Outreach included a public open house held at Jefferson Elementary School in April 2026, a presentation to the Depot Bench Neighborhood Association, an online survey that received over 400 responses. In addition, the City of Boise public engagement team conducted one-on-one meeting with all businesses that lease space on the SW Corner of Latah/Alpine (Push and Pour; The Stil; Wyld Child), met with the landlord and property owner at 13 S Latah St, representatives of the Erstad Development, and lastly, the Executive Director from Congregation Ahavath Beth Israel (CABI). These efforts captured input from a wide range of users, including nearby residents, business owners, and people who regularly travel through the corridor.

Feedback from these activities highlighted several consistent themes, including concerns about vehicle speeds, pedestrian crossing safety, particularly near the Latah/Alpine intersection and BVRR railroad crossing, and visibility issues related to parking and roadway configuration. Community members also emphasized the need for improved pedestrian and bicycle facilities, better separation between travel modes, and thoughtful management of on-street parking to balance access and safety.

ACHD- Central Bench Neighborhood Transportation Plan, 2022:

The ACHD Central Bench Neighborhood Transportation Plan outlines priorities for improving safety and connections across the Bench, with a focus on walking, biking, and local street conditions. The plan highlights similar concerns such as speeding, limited crossing opportunities, and gaps in bike facilities, and identifies a range of improvements to address them over time. Specifically, the plan identifies and makes recommendations for improvements for sidewalk connectivity and traffic calming on Alpine between Orchard and Latah St. In addition, to enhanced crossing and intersection improvements at Alpine and Latah St.

City of Boise – Pathways Master Plan, 2022:

The City of Boise Pathways Master Plan was adopted in 2022 and focused on expanding walking and biking connections throughout the city through a larger network of separated pathways. The plan identified opportunities to improve connections between neighborhoods, schools, parks, transit, and commercial areas, particularly in locations where existing roadway connections created barriers for people walking and biking. While the plan did not identify a specific pathway project directly at the Latah Street and Alpine Street intersection, it did highlight the importance of improving multimodal connectivity and safer non-motorized travel throughout the Bench area. The goals and recommendations outlined in the plan support many of the same connectivity and safety improvements being considered as part of the Latah/Alpine planning effort.

Appendix C – Cost Estimates



Project Cost Summary Sheet

ITD 1150 (Rev. 06-1)
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number	Project Number			Date
Location				District
Latah Street / Alpine Street				
Segment Code	Begin Mile Post	End Mile Post	Length in Miles	
			0.8	

	Previous ITD 1150	Initial or Revise
1a. Preliminary Engineering (PE)		\$43,000
1b. Preliminary Engineering by Consultant (PEC)		\$1,000,000
2. Right-of-Way: Number of Parcels 1 Number of Relocations		\$1,455,000
3. Utility Adjustments: ☒ Work ☒ Materials ☐ By State ☒ By Others		\$310,000
4. Earthwork		\$300,000
5. Drainage and Minor Structures		\$447,400
6. Pavement and Base		\$245,000
7. Railroad Crossing:		\$1,200,000
Grade/Separation Structure <u>At Grade</u>		
At-Grade Signals ☒ Yes ☐ No		
8. Bridges/Grade Separation Structures:		
☐ New Structure Length/Width _____		
Location _____		
☒ Repair/Widening/Rehabilitation Length/Width <u>45'/10'</u>		\$350,000.00
Location Culvert extentions at Randall Street and W Alpine Street		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$135,000
10. Temporary Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$124,000
11. Detours		
12. Landscaping		\$382,000
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$2,041,000
15. Cost of Constructions (Items 3 through 14)		\$5,534,000
16. Mobilization 10 % of Item 15		\$553,000
17. Construction Engineer and Contingencies 30 % of Items 15 and 16		\$1,826,000
18. Total Construction Cost (15 + 16 + 17)		\$7,913,000
19. Total Project Cost (1 + 2 + 18)		\$10,411,000
20. Project Cost Per Mile	\$1,000	\$13,014,000

Prepared By:

Local Federal-Aid Project Request

**Instructions**

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

Note: In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) COMPASS			Date 05/15/2025		
Project Title (Name of Street or Road) Latah / Alpine Safety Project		F.A. Route Number	Project Length 0.80 mi	Bridge Length	
Project Limits (Local Landmarks at Each End of the Project) Alpine Street from Roosevelt Street to Peasely Street, Latah Street from Rose Hill Street to Morris Hill Road					
Character of Proposed Work (Mark Appropriate Items)					
☒ Excavation	☒ Bicycle Facilities	☒ Utilities	☒ Sidewalk		
☒ Drainage	☒ Traffic Control	☐ Landscaping	☐ Seal Coat		
☒ Base	☐ Bridge(s)	☐ Guardrail	☐ _____		
☒ Bit. Surface	☒ Curb & Gutter	☐ Lighting			
Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)					
Preliminary Engineering (ITD 1150, Line 1) \$ 43,000					
Right-of-Way (ITD 1150, Line 2) \$ 1,455,000					
Construction (ITD 1150, Line 18) \$ 7,913,000					
Preliminary Engineering By: ☐ Sponsor Forces ☒ Consultant					
Checklist (Provide Names, Locations, and Type of Facilities)					
Railroad Crossing		Latah Street / Alpine Street			
Within 2 miles of an Airport		N/A			
Parks (City, County, State or Federal)		Morris Hill Park			
Environmentally Sensitive Areas		Riverine connections			
Federal Lands (Indian, BLM, etc.)		N/A			
Historical Sites		Morris Hill Cemetary & Congregation Ahavath Beth Israel Synagogue			
Schools		Jefferson Elementary			
Other					
Additional Right-of-Way Required: ☐ None ☒ Minor (1-3 Parcels) ☐ Extensive (4 or More Parcels)					
Will any Person or Business be Displaced: ☐ Yes ☒ No ☐ Possibly					

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	2	2	Roadway Width (Shoulder to Shoulder)	10 ft	10 ft
Pavement Type			Right-of-Way Width	60 ft	80 ft

Sponsor's Signature	Title
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Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
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Project Estimating Worksheet Preferred Alternative

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) (Enter the estimated cost of construction only)		\$ 6,636,070	7.34%	\$487,088	92.66%	\$6,148,982
CN	Construction Contingency (Overruns, change orders, etc.) (30% of PCE)	30%	\$ 1,990,821	7.34%	\$146,126	92.66%	\$1,844,695
CE	Construction Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 43,134	7.34%	\$3,166	92.66%	\$39,968
CC	Construction Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)	3%	\$ 258,807	7.34%	\$18,996	92.66%	\$239,810
CL	Construction Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 345,076	7.34%	\$25,329	92.66%	\$319,747
UT	Utilities (amount for moving/improving utilities)		\$ 310,000	7.34%	\$22,754	92.66%	\$287,246
RW	Right-of-Way (ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)		\$ 5,000	7.34%	\$367	92.66%	\$4,633
LP	Land Purchase (estimated amount for land purchase)		\$1,449,930	7.34%	\$106,425	92.66%	\$1,343,505
PE	Preliminary Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 43,134	7.34%	\$3,166	92.66%	\$39,968
PC	Preliminary Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)	12%	\$ 1,035,227	7.34%	\$75,986	92.66%	\$959,241
PL	Preliminary Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 345,076	7.34%	\$25,329	92.66%	\$319,747

Total Project Estimate	Total Local Portion	Total Federal Portion
\$12,462,274	\$914,731	\$11,547,543

Construction
Right-of-Way
Design

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

Project Estimating Worksheet Alt 1

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) (Enter the estimated cost of construction only)		\$ 4,079,912	7.34%	\$299,466	92.66%	\$3,780,446
CN	Construction Contingency (Overruns, change orders, etc.) (30% of PCE)	30%	\$ 1,223,973	7.34%	\$89,840	92.66%	\$1,134,134
CE	Construction Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 26,519	7.34%	\$1,947	92.66%	\$24,573
CC	Construction Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)	3%	\$ 159,117	7.34%	\$11,679	92.66%	\$147,437
CL	Construction Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 212,155	7.34%	\$15,572	92.66%	\$196,583
UT	Utilities (amount for moving/improving utilities)		\$ 160,000	7.34%	\$11,744	92.66%	\$148,256
RW	Right-of-Way (ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)		\$ 5,000	7.34%	\$367	92.66%	\$4,633
LP	Land Purchase (estimated amount for land purchase)		\$844,021	7.34%	\$61,951	92.66%	\$782,070
PE	Preliminary Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 26,519	7.34%	\$1,947	92.66%	\$24,573
PC	Preliminary Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)	12%	\$ 636,466	7.34%	\$46,717	92.66%	\$589,750
PL	Preliminary Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 212,155	7.34%	\$15,572	92.66%	\$196,583

Total Project Estimate	Total Local Portion	Total Federal Portion
\$7,585,838	\$556,801	\$7,029,038

Construction
Right-of-Way
Design

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

Project Estimating Worksheet - Alt 2

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) (Enter the estimated cost of construction only)		\$ 6,285,333	7.34%	\$461,343	92.66%	\$5,823,990
CN	Construction Contingency (Overruns, change orders, etc.) (30% of PCE)	30%	\$ 1,885,600	7.34%	\$138,403	92.66%	\$1,747,197
CE	Construction Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 40,855	7.34%	\$2,999	92.66%	\$37,856
CC	Construction Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)	3%	\$ 245,128	7.34%	\$17,992	92.66%	\$227,136
CL	Construction Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 326,837	7.34%	\$23,990	92.66%	\$302,847
UT	Utilities (amount for moving/improving utilities)		\$ 160,000	7.34%	\$11,744	92.66%	\$148,256
RW	Right-of-Way (ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)		\$ 5,000	7.34%	\$367	92.66%	\$4,633
LP	Land Purchase (estimated amount for land purchase)		\$1,449,930	7.34%	\$106,425	92.66%	\$1,343,505
PE	Preliminary Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 40,855	7.34%	\$2,999	92.66%	\$37,856
PC	Preliminary Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)	12%	\$ 980,512	7.34%	\$71,970	92.66%	\$908,542
PL	Preliminary Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 326,837	7.34%	\$23,990	92.66%	\$302,847

Total Project Estimate	Total Local Portion	Total Federal Portion
\$11,746,887	\$862,222	\$10,884,666

Construction
Right-of-Way
Design

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

Project Estimating Worksheet - Alt 3

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) (Enter the estimated cost of construction only)		\$ 5,969,531	7.34%	\$438,164	92.66%	\$5,531,367
CN	Construction Contingency (Overruns, change orders, etc.) (30% of PCE)	30%	\$ 1,790,859	7.34%	\$131,449	92.66%	\$1,659,410
CE	Construction Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 38,802	7.34%	\$2,848	92.66%	\$35,954
CC	Construction Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)	3%	\$ 232,812	7.34%	\$17,088	92.66%	\$215,723
CL	Construction Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 310,416	7.34%	\$22,785	92.66%	\$287,631
UT	Utilities (amount for moving/improving utilities)		\$ 160,000	7.34%	\$11,744	92.66%	\$148,256
RW	Right-of-Way (ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)		\$ 5,000	7.34%	\$367	92.66%	\$4,633
LP	Land Purchase (estimated amount for land purchase)		\$738,644	7.34%	\$54,216	92.66%	\$684,428
PE	Preliminary Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 38,802	7.34%	\$2,848	92.66%	\$35,954
PC	Preliminary Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)	12%	\$ 931,247	7.34%	\$68,354	92.66%	\$862,893
PL	Preliminary Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 310,416	7.34%	\$22,785	92.66%	\$287,631

Total Project Estimate	Total Local Portion	Total Federal Portion
\$10,526,528	\$772,647	\$9,753,880

Construction
Right-of-Way
Design

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

Project Estimating Worksheet - TR1

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) (Enter the estimated cost of construction only)		\$ 2,169,097	7.34%	\$159,212	92.66%	\$2,009,885
CN	Construction Contingency (Overruns, change orders, etc.) (30% of PCE)	30%	\$ 650,729	7.34%	\$47,764	92.66%	\$602,966
CE	Construction Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 14,099	7.34%	\$1,035	92.66%	\$13,064
CC	Construction Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)	3%	\$ 84,595	7.34%	\$6,209	92.66%	\$78,386
CL	Construction Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 112,793	7.34%	\$8,279	92.66%	\$104,514
UT	Utilities (amount for moving/improving utilities)		\$ 150,000	7.34%	\$11,010	92.66%	\$138,990
RW	Right-of-Way (ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)		\$ -	7.34%	\$0	92.66%	\$0
LP	Land Purchase (estimated amount for land purchase)		\$0	7.34%	\$0	92.66%	\$0
PE	Preliminary Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 14,099	7.34%	\$1,035	92.66%	\$13,064
PC	Preliminary Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)	12%	\$ 338,379	7.34%	\$24,837	92.66%	\$313,542
PL	Preliminary Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 112,793	7.34%	\$8,279	92.66%	\$104,514

Total Project Estimate	Total Local Portion	Total Federal Portion
\$3,646,585	\$267,659	\$3,378,925

Construction
Right-of-Way
Design

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

Project Estimating Worksheet - TR2

For Large Construction Projects

Proposed Funding Match Rates	Local Rate	Federal Rate
	7.34%	92.66%

Enter proposed match rate (currently assumed at required rate, but could be higher), updates made below automatically. Change the rate to 100% below if agency plans to cover the cost of a phase with local funds - such as design costs, utilities, or right-of-way costs.

Infrastructure Project (more than \$500,000)				Local Portion		Federal Portion	
Phase Code	Description (include amounts for federal-aid items only)	Percentages	Project Totals	Proposed Local Match Percentage	Local Cash Match	Proposed Federal Percentage	Federal Amount Requested
CN	Preliminary Construction Estimate (PCE) (Enter the estimated cost of construction only)		\$ 351,895	7.34%	\$25,829	92.66%	\$326,066
CN	Construction Contingency (Overruns, change orders, etc.) (30% of PCE)	30%	\$ 105,568	7.34%	\$7,749	92.66%	\$97,820
CE	Construction Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 2,287	7.34%	\$168	92.66%	\$2,119
CC	Construction Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 32%)	3%	\$ 13,724	7.34%	\$1,007	92.66%	\$12,717
CL	Construction Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 18,299	7.34%	\$1,343	92.66%	\$16,955
UT	Utilities (amount for moving/improving utilities)		\$ 150,000	7.34%	\$11,010	92.66%	\$138,990
RW	Right-of-Way (ITD assistance with land acquisition participation.) (This number depends on the number of parcels involved in the project. For up to 10 parcels, \$5,000. 10 to 20 parcels, \$10,000. More than 20 parcels, contact COMPASS staff.)		\$ -	7.34%	\$0	92.66%	\$0
LP	Land Purchase (estimated amount for land purchase)		\$0	7.34%	\$0	92.66%	\$0
PE	Preliminary Engineering (ITD) (standard rate: 0.5% of PCE + contingency)	0.50%	\$ 2,287	7.34%	\$168	92.66%	\$2,119
PC	Preliminary Engineering (Consultant) (standard 15% of PCE + contingency for roadway - if project is a bridge, increase to 20%. If project includes complexities, increase up to 25%)	12%	\$ 54,896	7.34%	\$4,029	92.66%	\$50,866
PL	Preliminary Engineering (LHTAC) (standard rate: 4% of PCE + contingency)	4.00%	\$ 18,299	7.34%	\$1,343	92.66%	\$16,955

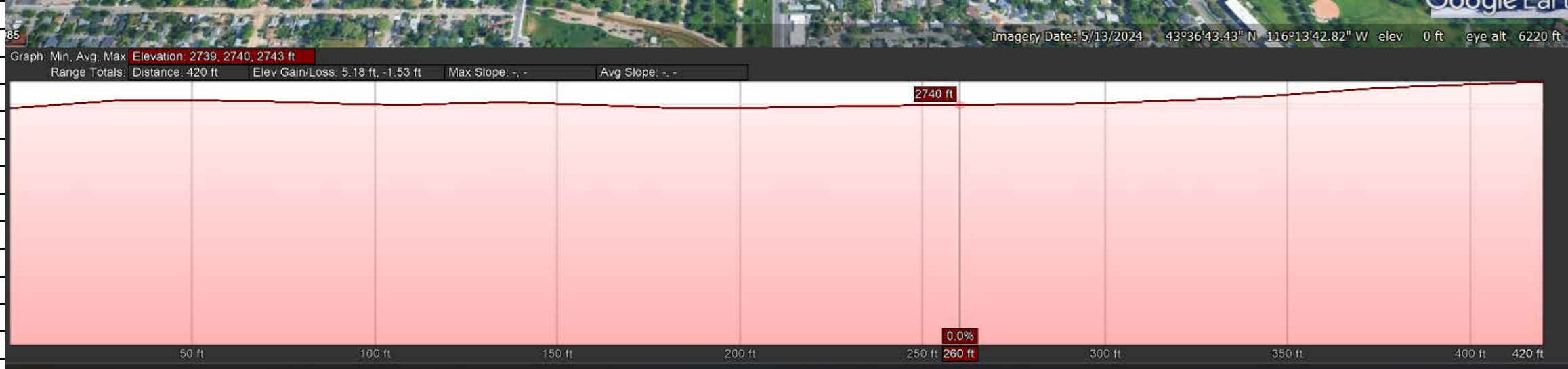
Total Project Estimate	Total Local Portion	Total Federal Portion
\$717,254	\$52,646	\$664,608

Construction
Right-of-Way
Design

Did you remember to include Davis Bacon wages and consideration of all federal requirements?

[illegible]

CONSULTANT NAME	Kittelson & Associates
PROJECT NAME	Latah & Alpine Safety Project - Treatment 2
PROJECT NUMBER	
PROJECT GIS	
Estimate Submittal Date	

[illegible]

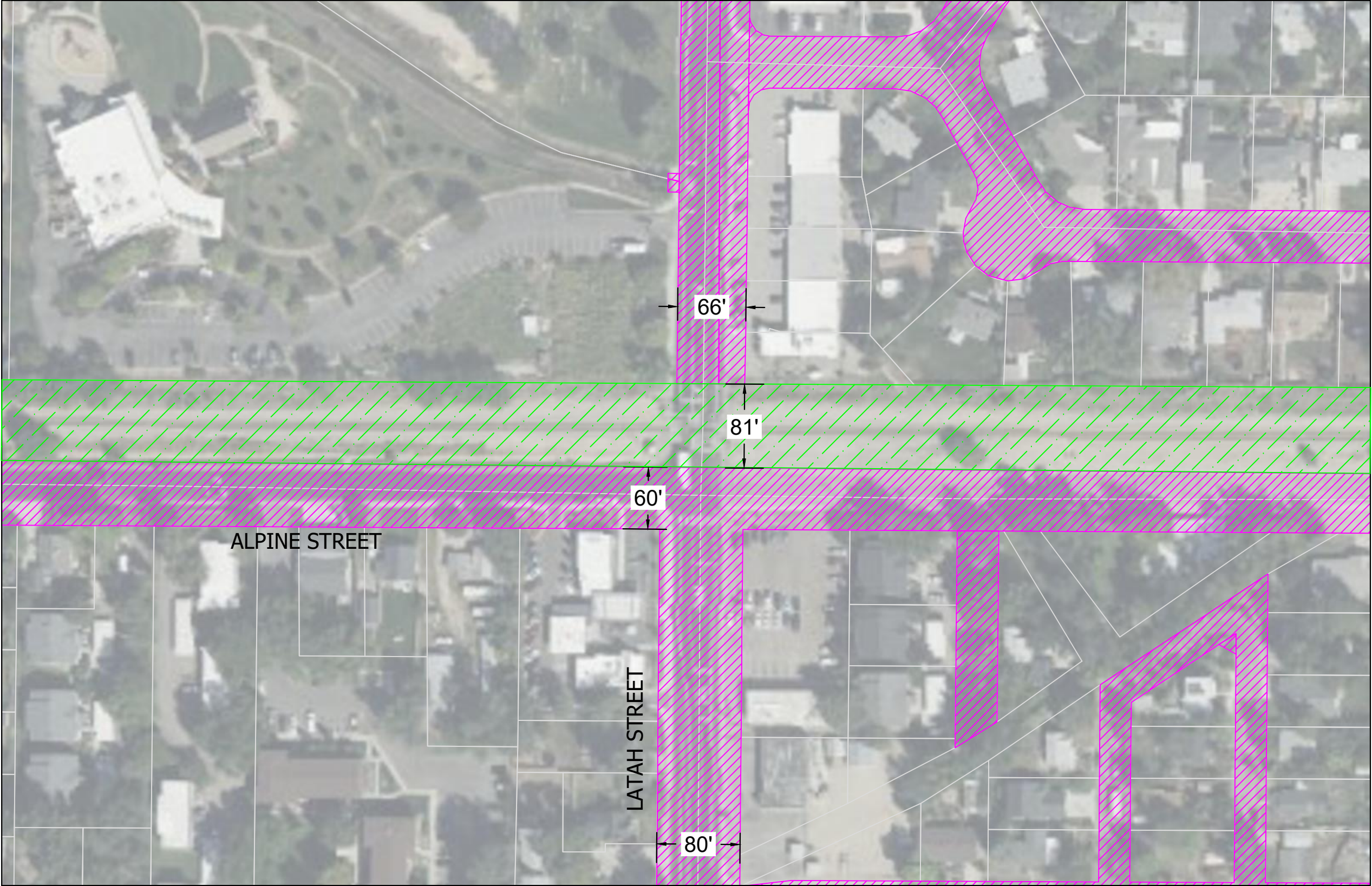
Alternative 1	Alternative 2	Alternative 3		\$/sqft
0.677989712 acre	1.164707462 acre	0.593342209 acre	\$	28.58
29533.35 sqft	50734.86 sqft	25846.09 sqft		
	Land Purchase Costs			\$/acre
\$844,021	\$1,449,930	\$738,644	\$	1,244,882.36

County Assesor Data

	\$/sqft	sqft	acerage	value	\$/acre
	33.10	5227.2	0.12	\$ 173,000	\$ 1,441,666.67
	24.56	8712	0.2	\$214,000	\$ 1,070,000.00
	32.67	5662.8	0.13	\$ 185,000	\$ 1,423,076.92
	26.54	6969.6	0.16	\$185,000	\$ 1,156,250.00
	24.53	8276.4	0.19	\$203,000	\$ 1,068,421.05
	28.31	6534	0.15	\$185,000	\$ 1,233,333.33
	30.34	6098.4	0.14	\$185,000	\$ 1,321,428.57
Avg	28.58				\$ 1,244,882.36

Appendix D – Utilities and Parcels

H:\30\30810 - COMPASS Proj Development On-Call (25-28)\001 - Alpine and Latah Safety Project\Task 3- Project Concept Development\Drawings\30810_EX_ACHD Conditions.dwg Feb 09, 2026 - 4:29pm - tgallagher Layout Tab: ROW

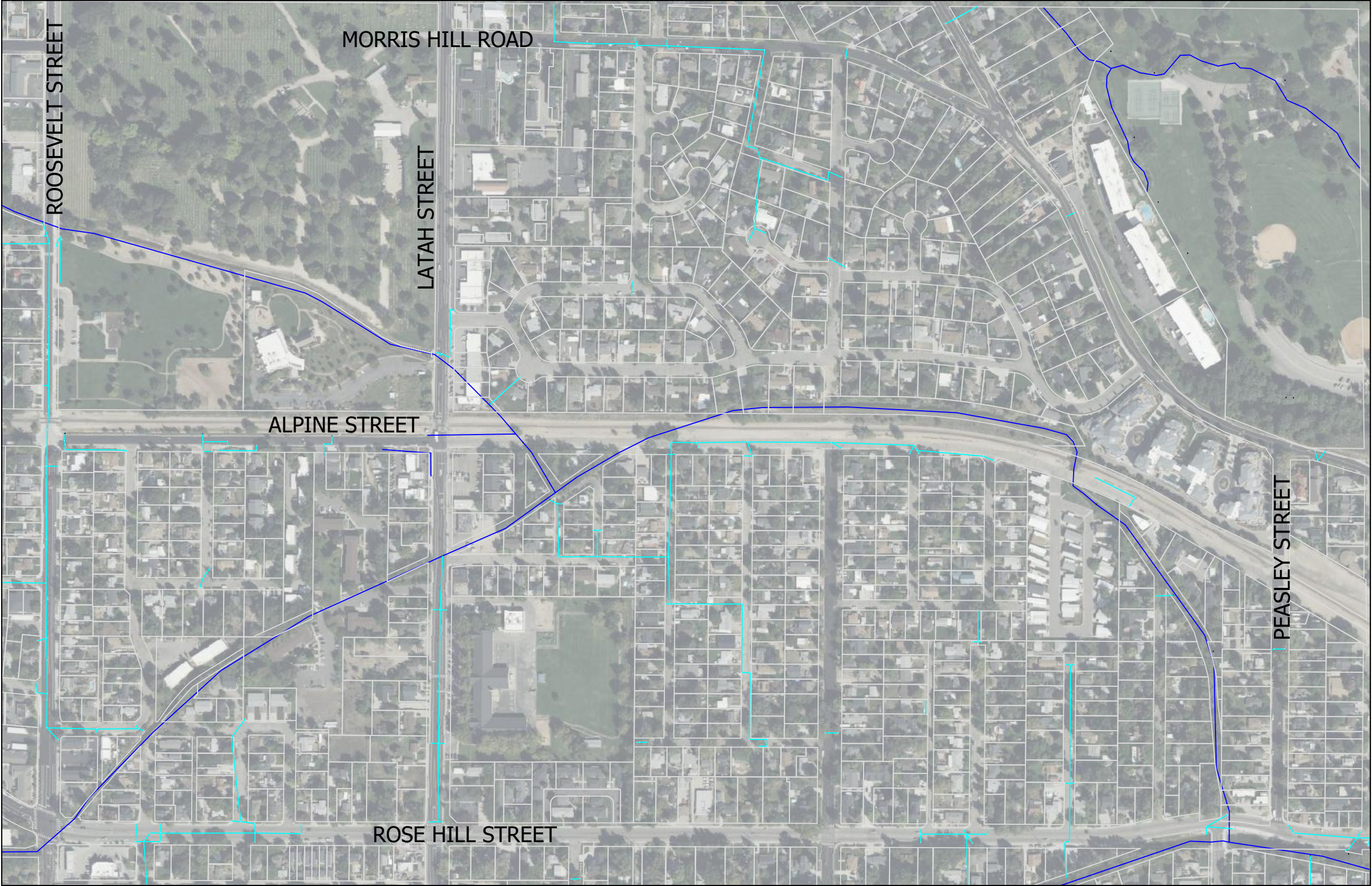


- ACHD Right-of-Way
- BVRB Right-of-Way

Existing Right-of-Way
Boise, ID

Figure
6

H:\30810 - COMPASS Proj Development On-Call (25-28)\001 - Alpine and Latah Safety Project\Task 3 - Project Concept Development\Drawings\30810_EX_ACHD Conditions.dwg Feb 05, 2026 - 2:20pm - tgallagher Layout Tab: Stormwater



- Existing Water Feature / Canal
- Existing Storm Drain Pipe / Structure

Existing Irrigation & Stormwater Facilities
Boise, ID

Figure
7

Appendix E – Public Comment Summary

Public Comment Summary – Attachment

COMPASS led the public engagement effort for the Alpine and Latah Safety Project, with the City of Boise’s community engagement team supporting outreach logistics, stakeholder coordination, and survey administration, and Kittelson supporting public-facing materials and facilitation of the open house. Engagement strategies included an in-person open house at Jefferson Elementary School, a presentation at a Depot Bench Neighborhood Association meeting, one-on-one meetings with adjacent business and property stakeholders (Exhibit E1), roll plot commenting (Exhibit E2), preferred-alternative sticker sheets (Exhibit E3), and online and handwritten survey questions (Online responses found in Exhibit E4 and handwritten responses available by request). Together, these activities generated broad participation from nearby residents, corridor users, business representatives, and community stakeholders, including over 400 survey responses, and provided both quantitative and qualitative input to inform alternative evaluation and refinement.

Comments presented herein reflect input received from the public and do not represent the views of COMPASS, the City of Boise, Kittelson & Associates, or ACHD.

Across all activities, participants consistently identified excessive vehicle speeds, unsafe pedestrian crossings at the Latah Street/Alpine Street intersection and near the railroad crossing, visibility limitations, and conflicts among people walking, biking, and driving as the most pressing concerns. Feedback also highlighted needs for more organized parking, continuous pedestrian and bicycle facilities, and more predictable crossings, with strong overall support for improvements that balance multimodal safety and access. Appendix E includes the following primary public engagement materials and documentation:

Exhibit E1 – Open House Sign-in Sheet

Exhibit E2 – Roll Plot Comments

Exhibit E3 – Preferred Alternative Sticker Sheets

Exhibit E4 – Safety Improvements Survey

Exhibit E5 – State Representative Feedback

Exhibit 1 – Open House Sign-In Sheet

23 people participated in the open house on 4/9

Exhibit E2 – Roll Plot Comments

- Consider reduced speed on Latah – 20 or 25
- Comment for Rose Hill/Owyhee “Silly roundabout. Its dangerous. I really do not like the “armadillos” and odd parking. On garbage day traffic gets backed up 10-12 vehicles.
- Long past time to reduce speed on Latah, Roosevelt, Rose Hill. Need solutions not plans
- Low hanging fruit: Safety is a big issue for pedestrians crossing Latah on Alpine. Especially due to decreased field of view for southbound traffic on Latah (The elevated railroad). Please, please, please, install an enhanced cross walk (replace current crosswalk) Like intersection of Manitou and Beacon
- Install traffic light in front of school and install bigger brighter new school zone flashing lights they get covered by trees in spring
- More pedestrian crossing options along Latah between Emerald and railroad tracks.
- I have witnesses many near misses at Alpine/Latah. My children attend Jefferson and the cooperative school at the synagogue. Please lower speed limit. There have been too many lives lost in the treasure valley due to traffic accidents
- Blind spot UPS box NW corner
- Cars sometimes stop on or too close to railroad tracks at alpine/latah because there may be cars stopped for pedestrians crossing at Wyld Child. Maybe more clear parking of railroad tracks
- Make Alpine the bike pathway it was meant to be and remove all “new” bike/ped improvements on Rose Hill it is a primary car artery
- Multicolored space on Alpine and Latah that has candles/cones marking off parking for bikes and scooters is rarely used and just blocks the view at intersection. Either needs to sign of its purpose or remove it



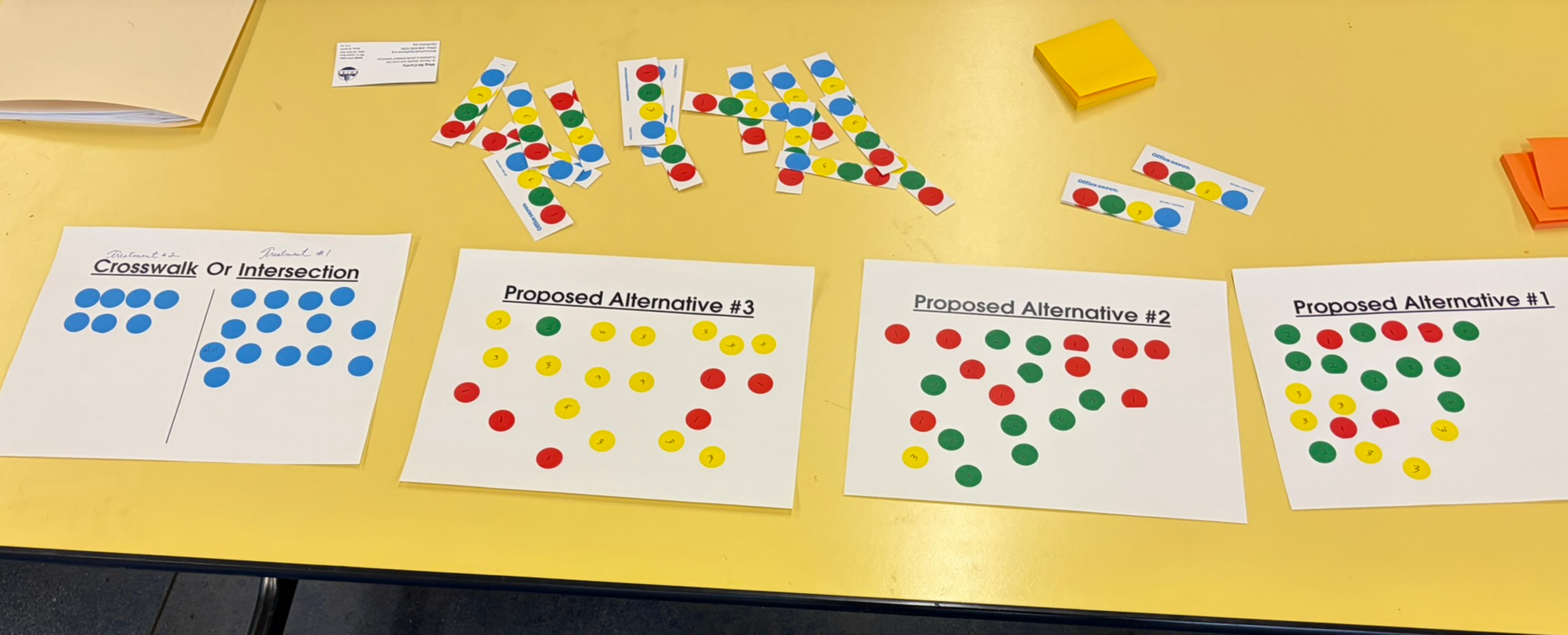
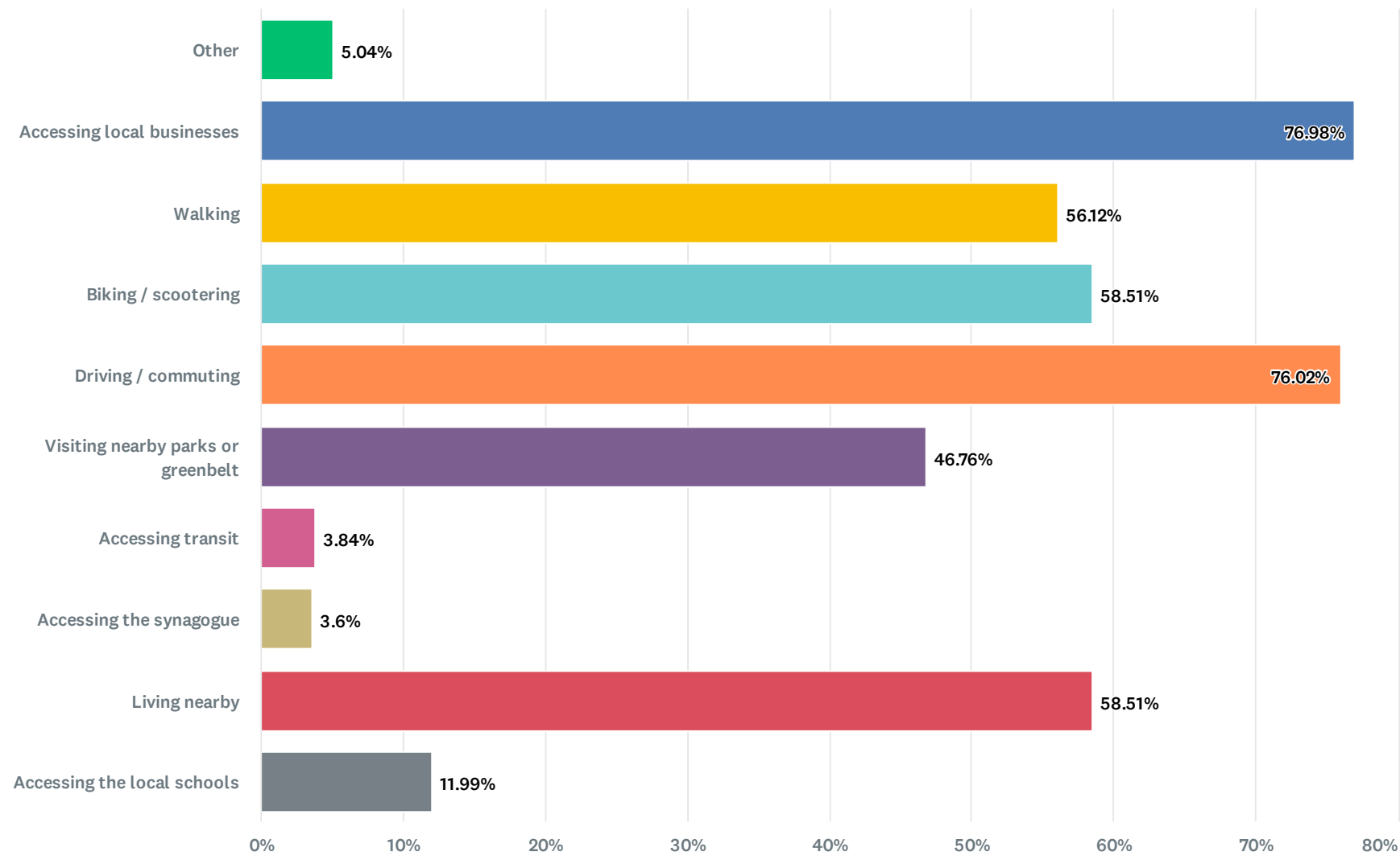


Exhibit E3 – Preferred Alternative Sticker Sheets

Q1 What do you typically use this area for? (Select all that apply)

Answered: 417 Skipped: 1

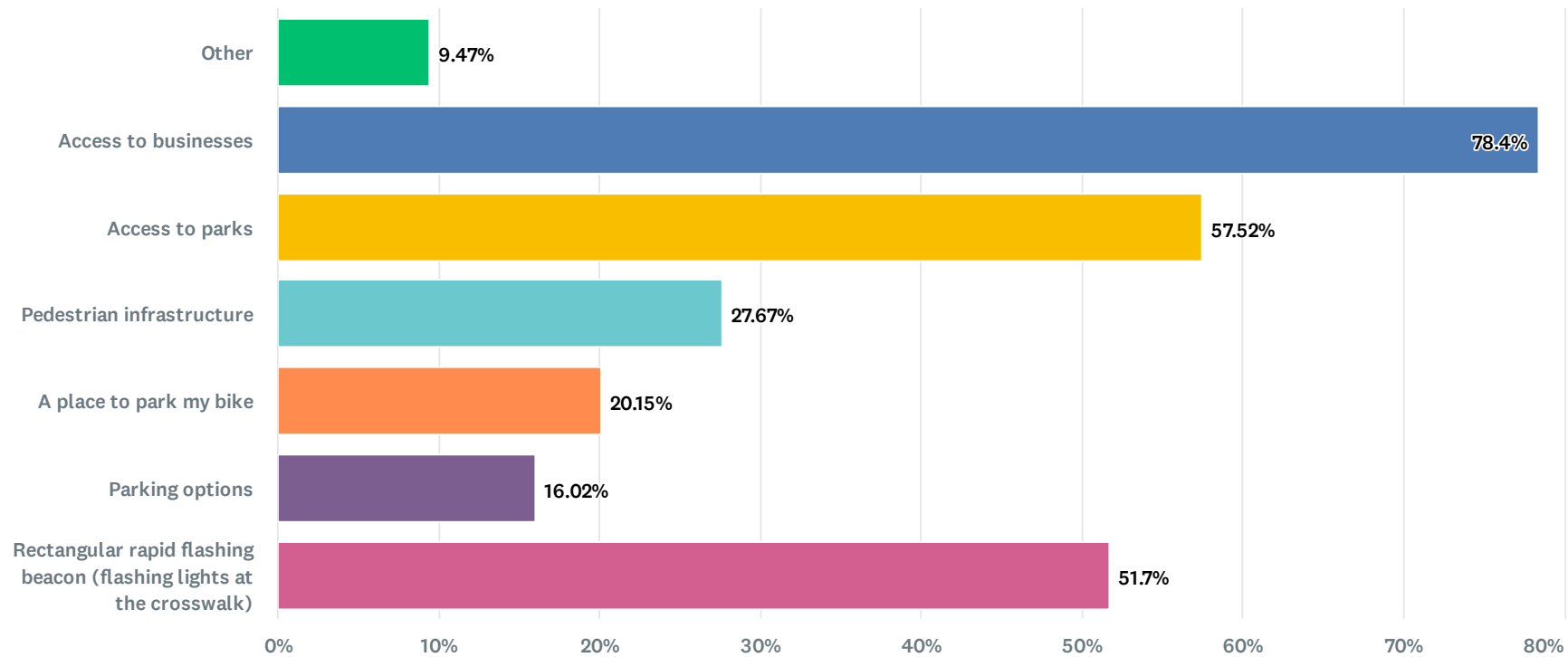


Latah and Alpine Safety Improvement Survey

#	OTHER	DATE
1	restaurants	4/16/2026 9:28 PM
2	work at push & pour!	4/15/2026 5:34 PM
3	Pimping ma hoes	4/14/2026 7:44 PM
4	I used to live right off Latah on Albion; walked that corner daily.	4/14/2026 7:44 PM
5	Visiting friends in the neighborhood	4/13/2026 10:44 AM
6	Going to CABI	4/13/2026 10:43 AM
7	Driving home	4/13/2026 10:01 AM
8	I drive through that section daily and back. It is always busy no matter what time it is.	4/13/2026 12:07 AM
9	The cemetary	4/13/2026 12:03 AM
10	Visiting friends	4/12/2026 11:18 PM
11	Running	4/12/2026 10:31 PM
12	Running	4/12/2026 10:18 PM
13	Going downtown	4/12/2026 9:45 PM
14	Visiting friends in the area	4/12/2026 1:43 PM
15	Biking	4/11/2026 4:56 PM
16	Running	4/3/2026 8:28 AM
17	Running	4/3/2026 6:42 AM
18	I especially frequent Push & Pour, Wyld Child, and the STIL. I often drive, bike and/or walk there with my family.	4/2/2026 11:56 AM
19	We've lived in this neighborhood since 1964 and on The Bench since 1956. We use this intersection hundreds of times each year.	4/2/2026 11:56 AM
20	Visiting my friends that live in this neighborhood	4/2/2026 10:47 AM
21	test	3/31/2026 12:57 PM

Q2 What aspects do you like about the area? (Select all that apply)

Answered: 412 Skipped: 6



#	OTHER	DATE
1	nope	4/17/2026 10:06 AM
2	No n*****s	4/14/2026 7:44 PM
3	Proximity to school	4/14/2026 7:44 PM
4	Nothing, it's a thru way	4/14/2026 7:18 PM
5	Living and driving cars without bike lane and traffic slowing and other interference	4/13/2026 10:55 PM

Latah and Alpine Safety Improvement Survey

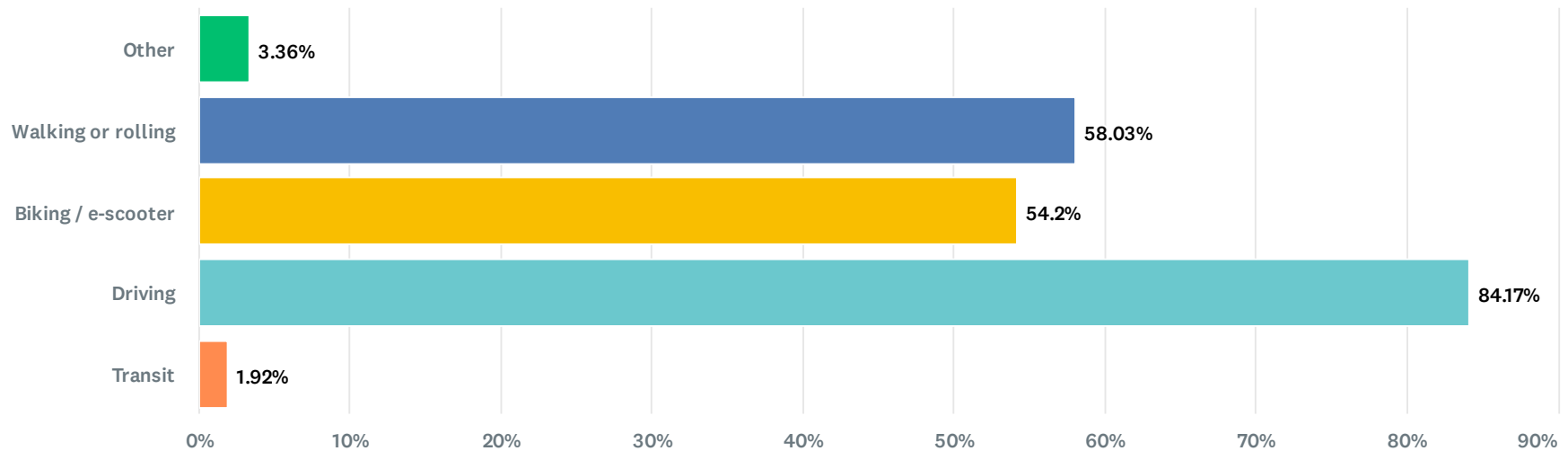
6	Walkable, bikeable community!	4/13/2026 8:14 PM
7	easy access to my home, on Tulara Dr.	4/13/2026 4:32 PM
8	Low traffic speeds; convenient bicycling corridor on Alpine	4/13/2026 4:09 PM
9	My neighborhood	4/13/2026 2:31 PM
10	Convenient places to shop & visit	4/13/2026 2:18 PM
11	Easy access to doctors	4/13/2026 1:31 PM
12	After all of the speed bumps, bike lanes, roundabouts, and etc... that were done to Rose Hill and Cassia, Alpine my only way to and from work where there's not an obstacle course and congestion to maneuver and through. Put a light in, and DO NOT make it worse by applying other things that have been done to the roads in our neighborhood.	4/13/2026 12:02 PM
13	I don't "like" the way they exist. Confusing question.	4/13/2026 10:44 AM
14	Getting to my home	4/13/2026 10:01 AM
15	Commuting	4/13/2026 9:53 AM
16	NA	4/13/2026 9:20 AM
17	Nothing	4/13/2026 8:25 AM
18	Grew up in this neighborhood. LOVE the trains, canals, bikers, walkers, dogs, park, cemetery, businesses. Love the trees.. wish the canopy was larger, more diverse.	4/13/2026 7:41 AM
19	Nothing to like.	4/13/2026 7:35 AM
20	The only flashing light I know of is at the school. There needs to be one at Latah and Alpine as well.	4/13/2026 5:09 AM
21	I live near the businesses and can walk from my home to them.	4/13/2026 4:28 AM
22	The eclectic single-story residential family-friendly vibe, including the elementary school & it's space	4/12/2026 10:40 PM
23	Bike lanes	4/12/2026 9:50 PM
24	It's really just not a great setup for much as is	4/12/2026 9:09 PM
25	Gets me to downtown	4/12/2026 7:31 PM
26	North, then West on Alpine with bike	4/12/2026 7:17 PM
27	I don't like the area. It's far too congested and car oriented.	4/12/2026 5:20 PM
28	Nothing. This too dangerous. I have had several shooters and bikes dart into my lane as well as children. It is a very dangerous road sndvintersection	4/12/2026 4:43 PM
29	nothing, it's gotten way too busy	4/12/2026 1:40 PM
30	Easy to drive through	4/12/2026 1:23 PM

Latah and Alpine Safety Improvement Survey

31	I just pass by. Not a like-dislike thing.	4/10/2026 6:34 AM
32	Pedestrian infrastructure is just ok. Needs lots of improvements	4/9/2026 6:28 PM
33	I live in the neighborhood	4/9/2026 6:21 PM
34	I live near here, not happy with the intersection of Latah and Alpine.	4/4/2026 2:12 PM
35	Ability to walk in neighborhoods which have some sidewalks and led and slower traffic	4/4/2026 7:04 AM
36	Bike lanes	4/3/2026 6:42 AM
37	bike lanes	4/2/2026 4:49 PM
38	Hearing the train whistle. The coffee/ice cream/elevated fast food options are good but overrun with people who drive cars/trucks to get here.	4/2/2026 11:56 AM
39	test	3/31/2026 12:57 PM

Q3 How do you typically travel through this area? (Select all that apply)

Answered: 417 Skipped: 1



#	OTHER	DATE
1	I live near by we use all modalities during the week	4/15/2026 9:30 AM
2	Crip walk	4/14/2026 7:44 PM
3	Non e-bike bike	4/13/2026 4:55 PM
4	Running	4/13/2026 12:20 AM
5	with extreme caution	4/13/2026 12:07 AM
6	Motorcycle	4/13/2026 12:03 AM
7	Running	4/12/2026 10:18 PM
8	Jogging	4/12/2026 9:31 PM
9	S	4/12/2026 9:31 PM

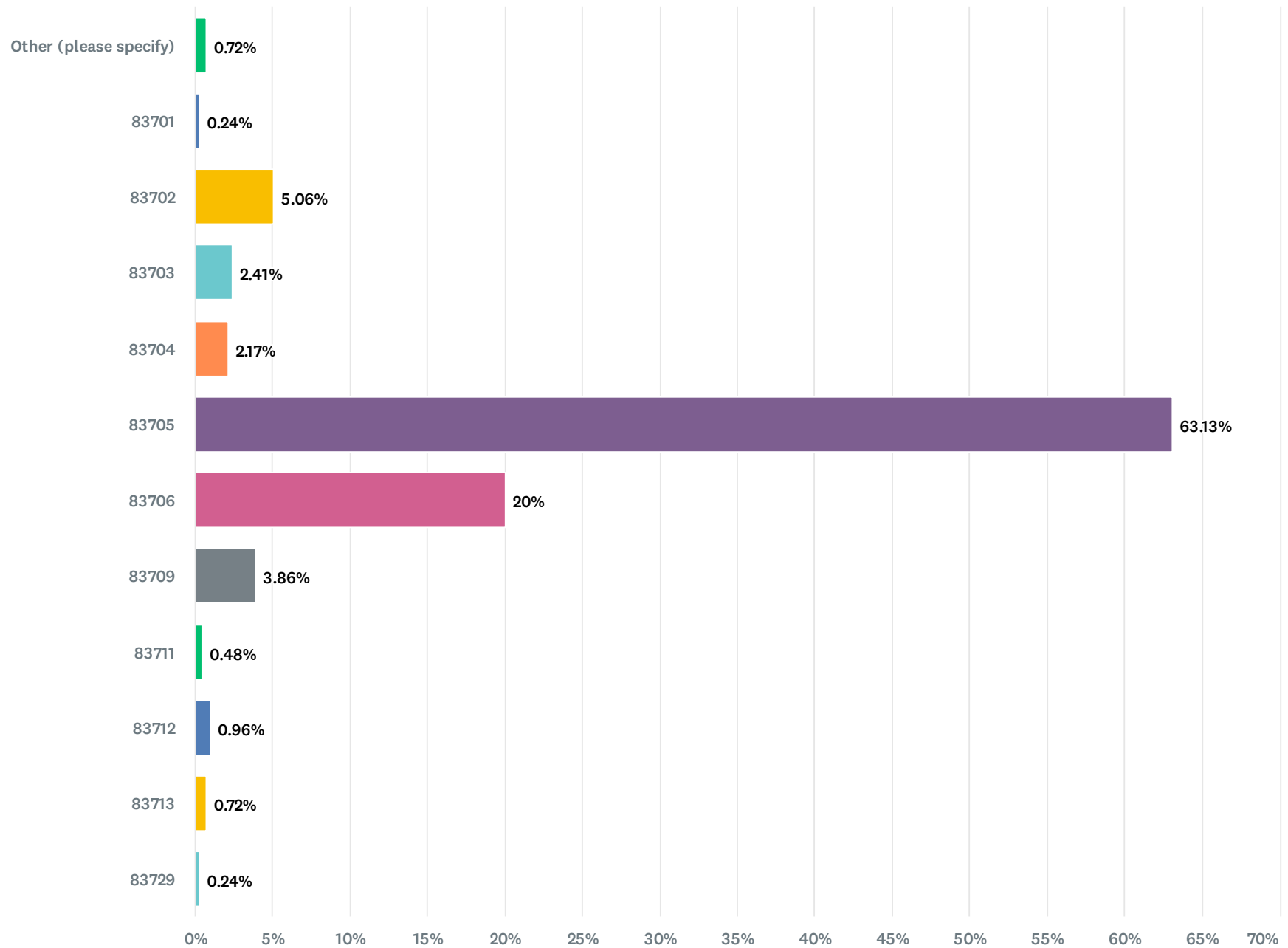
Latah and Alpine Safety Improvement Survey

10	None of them obeyingbthevrules	4/12/2026 4:43 PM
11	Biking	4/11/2026 4:56 PM
12	running	4/3/2026 8:28 AM
13	Running	4/3/2026 6:42 AM
14	test	3/31/2026 12:57 PM

Q4 What is your zip code?

Answered: 415 Skipped: 3

Latah and Alpine Safety Improvement Survey

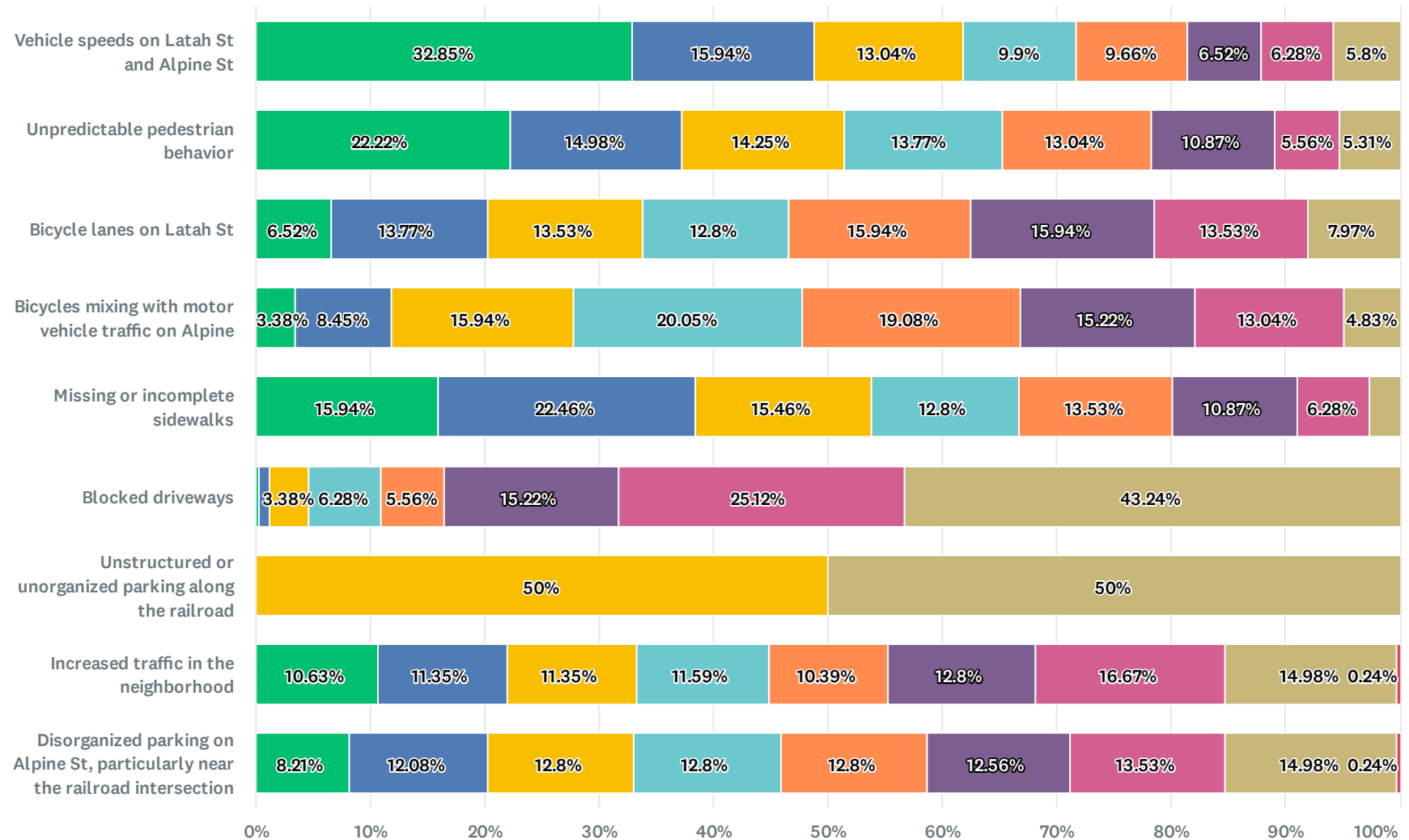


Latah and Alpine Safety Improvement Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	83642	4/11/2026 12:17 PM
2	83642	4/2/2026 4:48 PM
3	83714 on the Boise side, not garden City	4/2/2026 1:16 PM

Q5 Please rank your top traffic safety concerns for this area (1 is most concerned, 8 is least concerned). You can drag your answers in order or use the arrows to move your ranking.

Answered: 414 Skipped: 4



Latah and Alpine Safety Improvement Survey



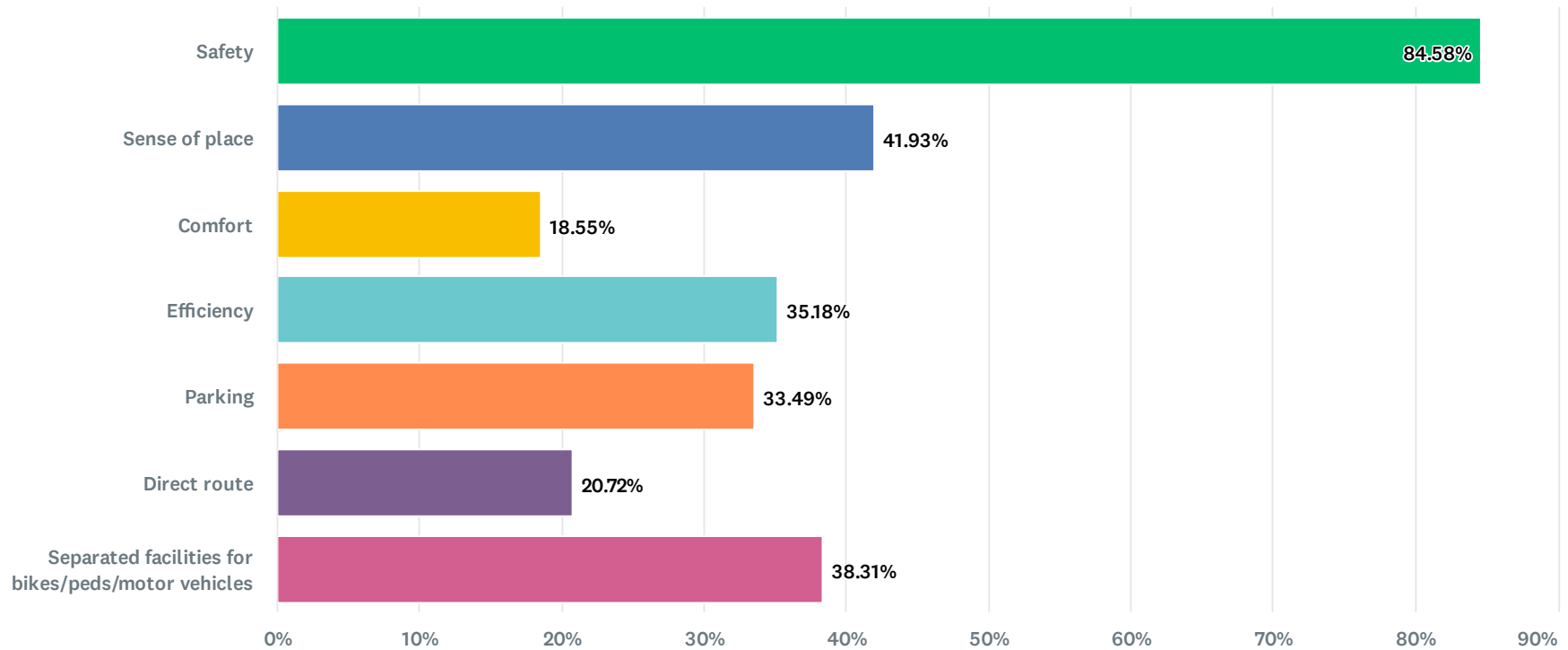
	 1	 2	 3	 4	 5	 6	 7	 8	 9	Total
Vehicle speeds on Latah St and Alpine St	32.85% 136	15.94% 66	13.04% 54	9.90% 41	9.66% 40	6.52% 27	6.28% 26	5.80% 24	0% 0	414
Unpredictable pedestrian behavior	22.22% 92	14.98% 62	14.25% 59	13.77% 57	13.04% 54	10.87% 45	5.56% 23	5.31% 22	0% 0	414
Bicycle lanes on Latah St	6.52% 27	13.77% 57	13.53% 56	12.80% 53	15.94% 66	15.94% 66	13.53% 56	7.97% 33	0% 0	414
Bicycles mixing with motor vehicle traffic on Alpine	3.38% 14	8.45% 35	15.94% 66	20.05% 83	19.08% 79	15.22% 63	13.04% 54	4.83% 20	0% 0	414
Missing or incomplete sidewalks	15.94% 66	22.46% 93	15.46% 64	12.80% 53	13.53% 56	10.87% 45	6.28% 26	2.66% 11	0% 0	414
Blocked driveways	0.24% 1	0.97% 4	3.38% 14	6.28% 26	5.56% 23	15.22% 63	25.12% 104	43.24% 179	0% 0	414
Unstructured or unorganized parking along the railroad	0% 0	0% 0	50.00% 1	0% 0	0% 0	0% 0	0% 0	50.00% 1	0% 0	2
Increased traffic in the neighborhood	10.63% 44	11.35% 47	11.35% 47	11.59% 48	10.39% 43	12.80% 53	16.67% 69	14.98% 62	0.24% 1	414
Disorganized parking on Alpine St, particularly near the railroad intersection	8.21% 34	12.08% 50	12.80% 53	12.80% 53	12.80% 53	12.56% 52	13.53% 56	14.98% 62	0.24% 1	414
										3314

Latah and Alpine Safety Improvement Survey

Basic statistics					
	Minimum	Maximum	Median	Mean	Standard Deviation
Vehicle speeds on Latah St and Alpine St	1.00	8.00	3.00	3.21	2.23
Unpredictable pedestrian behavior	1.00	8.00	3.00	3.62	2.12
Bicycle lanes on Latah St	1.00	8.00	5.00	4.60	2.05
Bicycles mixing with motor vehicle traffic on Alpine	1.00	8.00	5.00	4.65	1.77
Missing or incomplete sidewalks	1.00	8.00	3.00	3.57	1.96
Blocked driveways	1.00	8.00	7.00	6.78	1.48
Unstructured or unorganized parking along the railroad	3.00	8.00	5.50	5.50	2.50
Increased traffic in the neighborhood	1.00	9.00	5.00	4.81	2.33
Disorganized parking on Alpine St, particularly near the railroad intersection	1.00	9.00	5.00	4.78	2.25

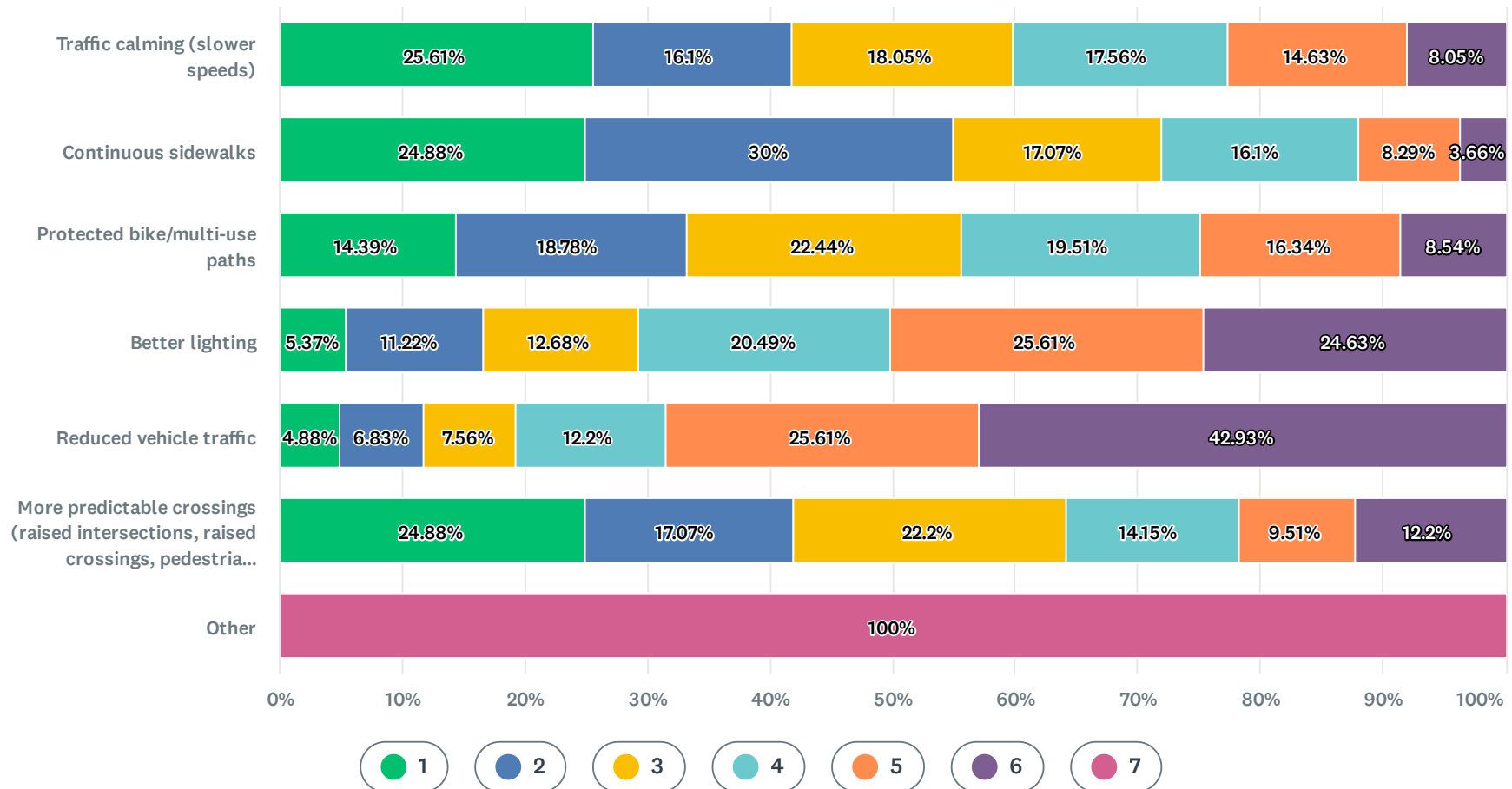
Q6 What matters most to you in this area? Select your top 3.

Answered: 415 Skipped: 3



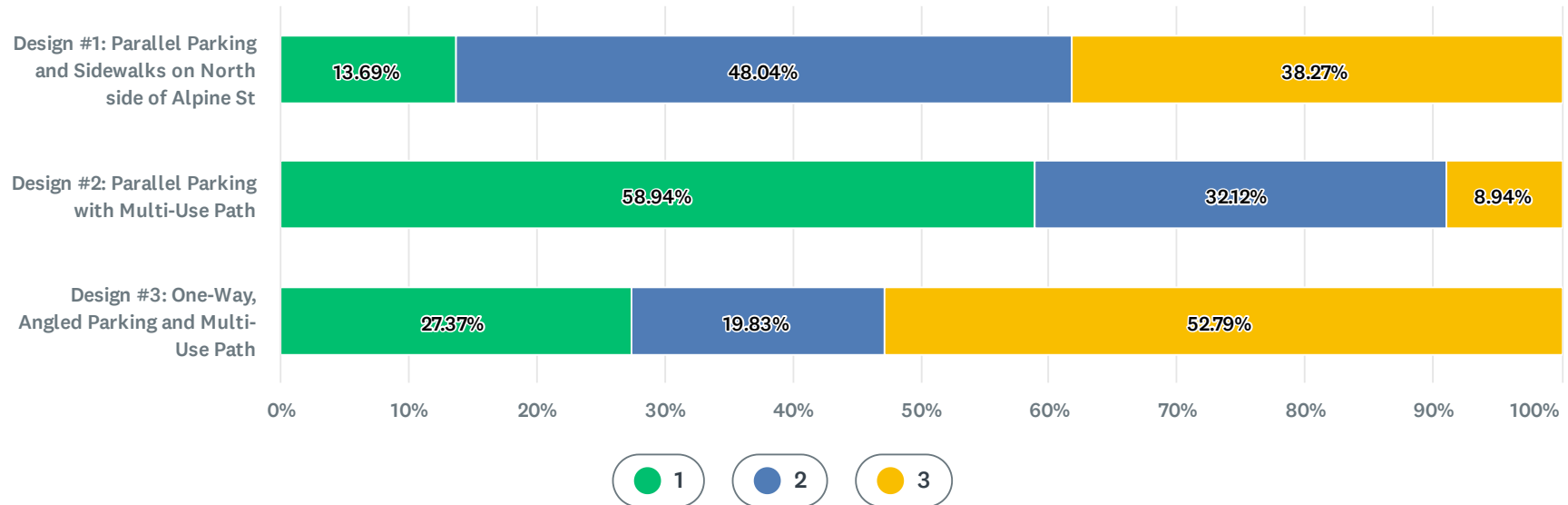
Q7 Please rank what would make you feel safer at this intersection (1 being highest priority, 6 being lowest priority). You can drag your answers in order or use the arrows to move your ranking.

Answered: 410 Skipped: 8



Q8 Please rank from 1-3, 1 being your top choice, which design you prefer. You can drag your answers in order or use the arrows to move your ranking.

Answered: 358 Skipped: 60



Q9 Please explain why you selected your top design.

Answered: 348 Skipped: 70

#	RESPONSES	DATE
1	I live off of Cypress St. Sometimes turning left onto Latah is an incredible challenge whether by bike or by car. Making the section of Alpine a one way would eliminate that issue, while also simulatenously not overcrowding the street with parked cars. I remember when people used to park vehicles along the both sides and it was very difficult with oncoming traffic. Would alpin street be somewhat widened to accommodate this design?	4/17/2026 2:01 PM
2	I really like the multi-use path and the space is wide enough for angled parking as is	4/17/2026 1:32 PM
3	The one way option would actually be my first choice but I am concerned that it would remove an alternate route to home/work when Rose Hill is closed for construction. In either case we need protected bike lanes (currently, people park in the bike lane in front of WyldChild). It would be ideal if there was a bike lane on the north side of the street and the preexisting sidewalk on the south side. This would help eliminate pedestrian congestion on the proposed mix use path (the green belt is already out of control with unaware pedestrians and fast e-bikes - it's getting dangerous!). In conclusion, the residents on Alpine and bikers on Latah have been negatively affected by the Car Wash, parking is definitely a problem, but it's a beloved community space. So let's do something that benefits all!	4/17/2026 7:49 AM
4	Alpine is a very narrow street and I just think this one way option with slanted parking makes sense	4/17/2026 7:40 AM
5	Bike and pedestrian safety	4/17/2026 7:29 AM
6	Alpine needs multi-use path/protected bike lanes	4/17/2026 7:22 AM
7	I am not that concerned with parking - I am more concerned about easing traffic and making cross walks more clear. I walk over to businesses from the depot area and even when hitting the flashing lights, it's a crap shoot to get cars to slow down. It is a matter of time before an accident occurs at/around the cross walk at alpine and latah.	4/16/2026 9:03 PM
8	One way streets take a while to get used to and people would have to go a distance to go the right direction which just makes people mad. This is a heavy bike commuter route, space for bikes is important.	4/16/2026 6:18 PM
9	ACHD has messed up the traffic flow on the bench. I hope that this won't contribute to further bogged down intersections and residents losing their stret parking!	4/16/2026 5:15 PM
10	I ride my bike on Alpine Street	4/16/2026 12:11 PM
11	I walk, ride my bike, and drive eastbound down Alpine St (from Jackson St towards Latah) all in equal measure, and Design #2 accommodates each of these things without restricting any others	4/16/2026 12:02 PM
12	I prefer options that put pedestrians and cyclists first. Not sure how this would effect the traffic flow.	4/16/2026 9:13 AM
13	MULTI-USE PATH KEEPS CYCLIST SEPARATE/SAFE FROM VEHICL TRAFFIC.	4/16/2026 8:38 AM
14	I don't like one way streets in neighborhoods. I believe drivers will drive too fast. And it makes it harder to get places-	4/15/2026 10:46 PM

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especially this area with no city blocks and outlet streets. It would be a mess.

15	Makes the most sense	4/15/2026 10:02 PM
16	people would probably park more respectably with the diagonal parking over parallel parking!	4/15/2026 5:37 PM
17	Having people park on both sides of the street makes it difficult for me to come home, especially when folks park on the south Eastern corner of Alpine and Latah (there's barely enough room to enter Alpine Eastbound when the road is full of parked cars and someone is heading westbound out of the Alpine Latah intersection). I love the idea of having a multi-use path on the Northside of Alpine along the railroad, because people already walk along it often. #3 is my top option as well because my parking is directly affected by folks using the block to park to access the businesses at the old car wash. Last Summer someone backed into my car, but luckily they left a note and paid to fix the damage. Had they not, that would've been the second hit and run I experienced last year. It's cool to be so close to bustling businesses, but it can be suffocating to have our home surrounded by business traffic all the time. I would prefer to have the South side of Alpine reserved for residents for this reason. It would also allow more room for cyclists to ride in the road safely if there was only business parking on one side of the street (I bike this area often).	4/15/2026 1:40 PM
18	I regularly run with a stroller and bike along this route. I want there to be as much parking as possible for people visiting from outside the neighborhood so it is safer for all.	4/15/2026 9:24 AM
19	Hopefully provide for parking to relieve congestion at local businesses.	4/15/2026 9:04 AM
20	Parallel parking is more consistent and love the multi use path	4/15/2026 8:29 AM
21	More parking closer to the business center, less need to cross Latah, hopefully.	4/15/2026 8:25 AM
22	Parallel parking on the north side of Alpine on both sides of Latah is the most important improvement; with sidewalk multi use path	4/14/2026 10:00 PM
23	Because it would put in a multi use path, which feels way more efficient and safe than sidewalks. It would take out some car traffic because of the one way, which would also improve safety for everyone and make the road less complicated and dangerous. It also adds more parking which everyone will love.	4/14/2026 9:40 PM
24	Alpine between Latah and Peasley needs the angled parking for ease in pulling in and backing out for multiple drivers during peak dining hours. And it's become dangerous for bicyclists to have two-way traffic on that stretch of Alpine.	4/14/2026 7:48 PM
25	Nah	4/14/2026 7:45 PM
26	It's the best if the worst	4/14/2026 7:21 PM
27	Reduced traffic by making it a one way with increased parking accessibility to parks and businesses in the area	4/14/2026 6:47 PM
28	It seems to provide the most convenience for those of us that drive from Roosevelt to Latah on Alpine. It also seems to be the most beneficial and safety conscious for bike and pedestrian traffic without restricting two-way car traffic.	4/14/2026 5:48 PM
29	Sidewalks are generally a smoother, safer experience for walking / strollers / wheelchairs, which the area sees plenty of. Bikers and scooters should be fine using the road.	4/14/2026 4:53 PM
30	A separated bike lane is the only safe option for cycling.	4/14/2026 2:19 PM
31	Parallel parking is an issue for many (they don't know how to park) and provides inconsistency in vehicle sizes, so diagonal is better. Also safer with one way driving.	4/14/2026 1:39 PM

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32	I use walking more	4/14/2026 11:51 AM
33	Additional parking plus extra space between the railroad tracks and the road adds safety and aesthetics	4/14/2026 10:18 AM
34	seems more parking would be available with the angled parking over parallel. The larger multi-use path would provide more space for large groups and or pedestrians and bicycles/scooters to share.	4/14/2026 10:04 AM
35	I prefer and love a multi use path! I would prefer to continue to drive both ways down Alpine, especially because we come from Roosevelt, so we would have to go around to Latah to park on Alpine, not that big of a deal, but would create more traffic on Latah where everyone is always crossing the street randomly.	4/14/2026 10:02 AM
36	Angled parking is hard. Like that there is an option for sidewalk and a multi-use path	4/14/2026 9:30 AM
37	Seems safer.	4/14/2026 12:41 AM
38	Multi use lanes are safe, changing to a one lane road impedes traffic as well, not helping the problem but forcing it to another street.	4/14/2026 12:34 AM
39	Least affect on motorists. Note all options are bad. Too much parking, too great affect on motorists.	4/13/2026 11:00 PM
40	It would be easier for traffic flow from businesses and would be safer. The multi use path would allow bikes to safely avoid cars backing out. The people who live on Alpine would probably also be happy not to have cars parked in front of their houses anymore.	4/13/2026 11:00 PM
41	The pedestrian/bike path along the railroad is a great idea. It also feels like it wouldn't be too big of a change to the neighborhood.	4/13/2026 9:38 PM
42	Keeps parking on both sides of the street, keeps the street feeling narrow to keep drivers more alert and less lulled into a false sense of comfort (more likely to speed or use their phones). Multi-use > designated sidewalks any day of the week, could always use more multi use paths like the greenbelt. Angled parking, when empty or full, destroys any sense of place and makes it feel like an area for cars, not people.	4/13/2026 9:30 PM
43	I want to walk dogs separated from cars. I want narrow vehicle lanes to reduce speed. I want big trucks that can't parallel park to get f****d.	4/13/2026 8:50 PM
44	I like the multi use paths, and turning alpine one way would be a major headache for local residents	4/13/2026 8:31 PM
45	A multi use path would be nice and maybe increase foot bike traffic?	4/13/2026 8:29 PM
46	I like the buffered/protected multi-use path. I'm concerned that option 3's 17 foot travel lane would encourage a higher rate of speed. Additionally, the lack of parking striping on option 3 will lead to an absolute s***show.	4/13/2026 8:20 PM
47	Living in the area, I travel both directions on that street, as the cemetery blocks east west travel. Aside from that, I ride bikes to that area with my kids and don't feel totally safe with them doing that.	4/13/2026 8:00 PM
48	Seems to have more safety measures	4/13/2026 7:34 PM
49	Ease of parking and path with buffer zone	4/13/2026 6:08 PM
50	I don't like the idea of Alpine becoming a one-way. I feel like that's going to cause more traffic on latah as people have to go around the block to go a certain way. I also like the idea of multi-use so both bicycles and people can use the sidewalk	4/13/2026 5:57 PM
51	Most of the overflow parking caused the continuous commercial development extends down Alpine towards the Depot and	4/13/2026 5:19 PM

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	it's also how most people access it by bike or by foot.	
52	More walking and biking paths, and less space for driving and a little space for grass to enjoy	4/13/2026 4:59 PM
53	One way traffic on alpine would reduce the amount of confusion on that intersection. And amount of things to think about	4/13/2026 4:54 PM
54	The one-way, angled parking on Alpine is a bad idea!	4/13/2026 4:47 PM
55	The traffic on Alpine isn't as crazy as the traffic on Latah. I want to feel safer walking along Alpine without having to walk in the street. I think bikes can maneuver Alpine just fine without a lane-sidewalk combo.	4/13/2026 4:36 PM
56	As a frequent bidirectional cyclist who rides rather quickly (15-20 mph typically), I prefer Option 1, as it provides pedestrian facilities that do not conflict with bicycle usage (a concern with Options 2 and 3, especially because eastbound traffic would be moving opposite the normal side and direction of traffic). This is further exacerbated in the one-way nature of Option 3 (compare, e.g., to Cesar Chavez Lane, where the contraflow bike lane occupies the same position as normal oncoming traffic).	4/13/2026 4:14 PM
57	Oppose the one way section of Alpine- confusing	4/13/2026 4:11 PM
58	Multi use paths and angeled parking	4/13/2026 4:10 PM
59	I think angled parking is more efficient. Many people cannot parallel park	4/13/2026 3:36 PM
60	One way street reduces access to homes. Would add to traffic on Albion and Roosevelt.	4/13/2026 3:22 PM
61	Limiting the amount of, and direction of, traffic seems like the best answer for safety in this increasingly busy corridor.	4/13/2026 3:12 PM
62	I like the inclusion of a multi-use pathway	4/13/2026 2:51 PM
63	Addresses parking and pedestrian use without one way street. Not as expensive as putting in paved sidewalks	4/13/2026 2:48 PM
64	Alpine needs to be wider and the North side of tracks has that space. Please 'not' one-way conversion.	4/13/2026 2:31 PM
65	One way traffic removes having to pay attention to vehicles moving the other direction. Assuming angled parking leads to the most new parking spots.	4/13/2026 2:26 PM
66	Parking is a big issue. Option 3 causes a bottleneck with right hand turns onto Alpine if made 1 way. Option 1 doesn't do enough to mitigate the congestion issues.	4/13/2026 2:06 PM
67	I think making Alpine one way would be confusing for drivers. I think parking on both sides without a multi use path would also be hard for cyclists. I also want to advocate for better crossing at Latah while riding along Alpine. It's very challenging to cross there and is a part of my daily bike commute.	4/13/2026 1:42 PM
68	It's the best way to not infringe on the people living in the proximity of that area	4/13/2026 1:39 PM
69	Adds important safety features and additional parking without traffic disruption.	4/13/2026 1:19 PM
70	Best safety with the least disruptions to residents.	4/13/2026 1:10 PM
71	Added multi-modal paths along otherwise unused railroad side	4/13/2026 12:49 PM
72	I love the businesses there, but the safety of pedestrians and parking are my main concerns	4/13/2026 12:42 PM
73	It is most important to me to prioritize pedestrian mobility so a multiuse pathway is of utmost importance. I feel the one way	4/13/2026 12:39 PM

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	design would make drivers upset, so I picked the one that feels like a compromise	
74	Multi use path of the street and two way traffic to make it easier for residents to access their homes.	4/13/2026 12:39 PM
75	Best for pedestrians ... less parking will promote more walking and biking	4/13/2026 12:22 PM
76	most folks currently parking along the north side to access the businesses are walking there from their cars.	4/13/2026 12:14 PM
77	Design #2 offers lanes for bikes and peds, plus parking. I don't like the idea of going to a one way (Design #3), but it's better than Design #1, which lacks a dedicated bike space.	4/13/2026 12:13 PM
78	Seems the simplest and I'm opposed to the one way idea	4/13/2026 12:12 PM
79	Keep the traffic flowing, a rather novel idea for what's been done to the bench. But address the increased congestion from that ice-cream shop while keeping kids who need to cross safe. Just put in side walk and a real stop light. We don't need more crazy lanes and reduced speed in yet another area on the bench.	4/13/2026 12:06 PM
80	Selection 3 seems to add safety for bikes a pedestrians while still adding much needed parking to the area.	4/13/2026 11:50 AM
81	#2 is preferred for it's inclusion of bicycle facilities I don't like #3 due to the on-way, angled parking	4/13/2026 11:35 AM
82	Make a REGULAR street with two way drives and sidewalks on the south side of alpine. You need a fourth design	4/13/2026 11:35 AM
83	No need for 1 way traffic	4/13/2026 11:25 AM
84	Drivers do not always adhere to one-way options and that may cause more issues.	4/13/2026 11:16 AM
85	I would prefer to see more focus on bicycle infrastructure. I don't like any of these proposals more than the current layout. I'd prefer (left-N side to right-S side in your format) sidewalk, parking, BIKE LANE, travel - travel, BIKE LANE, parking, sidewalk. We use alpine as a bicycle thoroughfare. As seasoned cyclists it's the best option for traveling quickly east/west across the bench with significantly less traffic than Rose Hill or Emerald. Which is also why the multiuse path isn't ideal. It open up too much potential user conflicts and will result in angry motorists if we decided against using it. Further, the hopping back and forth from (riding west to east) would be: Northside travel, cross to southside multiuse, cross back to northside when path ends; is unsafe and increases conflicts with other users.	4/13/2026 11:15 AM
86	Best compromise for cars and peds/bikers. Doesn't keep residents from parking in front of their houses	4/13/2026 11:11 AM
87	It seems to accommodate the most types of transit, i also like that it keeps apline a two way street	4/13/2026 11:04 AM
88	It has the most versatility and it keeps the most erratic traffic (bicycles) a designated path that is far outside of vehicle traffic, pedestrian traffic is the most agile and thusly the most equipped to deal with dodging bicycle traffic.	4/13/2026 11:04 AM
89	It is the simplest design to achieve what is needed. Residential parking should be protected.	4/13/2026 11:02 AM
90	Convenient and safer	4/13/2026 10:59 AM
91	Having a one way would cause more hassle with people having to turn around mid stream to find parking.	4/13/2026 10:59 AM
92	Shared space plus parking plus traffic more predictable	4/13/2026 10:54 AM
93	Provides for safety through slower traffic. Uses parked cars to encourage traffic slowing through the neighborhood	4/13/2026 10:50 AM
94	Design #1 is sensible. Alpine is a relatively low traffic street, so sidewalks for pedestrians would be good but MUP is	4/13/2026 10:43 AM

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overkill. Bikes can handle it just fine. Throw some sharrows down. Design #3 is absolutely absurd. Making Alpine a one-way for half a block is just asking for trouble. It is impractical, irresponsible and does not address the actual issues in the area.

95	Keeps the flow of traffic rather than design 3	4/13/2026 10:42 AM
96	It's the least worst that I have to choose from. Parallel parking is inefficient. It impedes traffic and takes up space. Sidewalks are great but they don't all need to be as wide as a lane of traffic. Planting strips nice when they are maintained, which they never are in this city.	4/13/2026 10:29 AM
97	Balances the needs of everyone and doesn't remove any parking. Not all of us can walk or bike to the area to enjoy the businesses so adequate parking is important.	4/13/2026 10:22 AM
98	There needs to be more parking for businesses as well as school pick up and drop off. The pedestrians are what scare me as a driver. They don't use the designated crosswalk, don't push the button for blinking crosswalk light. They dart across Latah without looking. I don't think Alpine should be one way. People LIVE on that street, and in the neighborhood. The people who pay property tax. The people who just want to get home.	4/13/2026 10:13 AM
99	I think it's the best option	4/13/2026 10:10 AM
100	#2 offers safety and parking in neighborhood experiencing commercial growth too. #3 is too drastic, eliminating parking for residents is impractical and one way traffic in a neighborhood would be a pain. Parking will remain issue since the lot used on the east side of Latah had been slated to become housing. The commercial entities aren't just neighborhood traffic	4/13/2026 10:06 AM
101	I would have voted for 3 but angled parking should have been put on the eastside of Latah street not the west side that way traffic would not have needed to moved to one way traffic, that is a horrible idea, it this way already with people.	4/13/2026 9:56 AM
102	This area needs to be useful and safe for all. Having a One-Way and angled parking is definitely the way to accomplish this. This whole neighborhood with all the changes on Rose Hill and the changes already on Latah have just created a cluster that is hard to navigate and makes it unsafe for all. This design idea will create more of that and will not provide safety or fix safety issues.	4/13/2026 9:52 AM
103	I think the best option requires keeping parking and allowing the multi-use path	4/13/2026 9:49 AM
104	Angled parking seems more efficient for the amount of traffic and cars that use the area. I like the larger multi use pathway	4/13/2026 9:46 AM
105	It would be nice to have parking and continuous sidewalks. Angled parking seems too dangerous/disruptive.	4/13/2026 9:39 AM
106	i think more room for parking is needed and wider area for shared bike and pedestrian space.	4/13/2026 9:34 AM
107	Design 3 is my least favorite because one way is not convenient because I travel east eastbound on this road very often. Design 1 and Design 2 are similar because I don't care what is happening to the residential side of the road, but design 2 is the best because of the increased safety measure for the ped/bike facilities	4/13/2026 9:32 AM
108	Multi use path is important	4/13/2026 9:29 AM
109	There is not enough pedestrian foot traffic to warrant design 2. Design 1 is sufficient. We don't need another waste of money like what was done on Cassia and Rose Hill.	4/13/2026 9:28 AM
110	It makes sense.	4/13/2026 9:18 AM
111	Best option covering most access with least disruption of current traffic patterns	4/13/2026 9:15 AM

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112	I feel that Alpine is so narrow that one way and parking makes sense. A secure path for walking and dedicated parking will improve quality of life for the neighborhood and support the businesses that have moved in	4/13/2026 9:06 AM
113	I like the idea of a mixed path with parking on both sides. I think a one way road make living in Alpine more difficult.	4/13/2026 9:01 AM
114	We need better vehicle access.	4/13/2026 8:55 AM
115	Big fan of multi-use pathways, and I believe parking on both sides would be the best for parking nearby for the businesses.	4/13/2026 8:48 AM
116	it seems like a great option to have pedestrian and separated bike access on the north side, particularly for young kids on bikes traveling to/through the intersection	4/13/2026 8:41 AM
117	It allows for two way traffic, and the pedestrians/bicyclists are removed from traffic	4/13/2026 8:29 AM
118	Whatever gives the widest path to groups of kids walking to school, families with stroller and dog or bike and trailer.. and dog... with the added protection of a planter strip, I like. I hate to see kids jammed on a sidewalk, right against traffic and fear someone getting shoved into the path of a car. Pedestrians need "jostle" room. More greenery is also friendly! The crossing at the tracks is a TERRIBLE choke point.Broken glass, goat heads. Tracks with diminished surrounding cement.Bikes and walkers veer toward car traffic because the level ground is narrowed. There's more room on the east side but I see people using both sides. Watch when school lets out at 3:15.	4/13/2026 8:17 AM
119	Multi-use path best protects pedestrians and cyclists without negativity affecting the flow of traffic.	4/13/2026 7:56 AM
120	Focus and walking and biking	4/13/2026 7:47 AM
121	Improves parking and walking	4/13/2026 7:42 AM
122	Good mix	4/13/2026 7:41 AM
123	Having a protected multi-use path for bicycles and pedestrians is my top concern and I think turning Alpine into a one-way would further decrease vehicle traffic which I think is valuable. Parking is not a concern for me at all because there is already ample parking on the southeast corner of latah and alpine	4/13/2026 7:35 AM
124	Seems safer for pedestrian and bicycle traffic while still maintaining current traffic patterns.	4/13/2026 7:26 AM
125	More parking	4/13/2026 6:58 AM
126	Angled parking with a one way would allow more parking. That area needs a lot more parking	4/13/2026 6:52 AM
127	Process of elimination. Option 1 is good, but I like the inclusion of a bike path in Option 2. Option 3 was an immediate no-go because of the one-way traffic. That would cause so many frustrations for residents nearby, and I doubt people would actually honor the one-way direction.	4/13/2026 6:48 AM
128	Foot and bike use is not that heavy most of the time. The multi-use lane gets bikes out of the street and would not require a dedicated bike lane in the street.	4/13/2026 6:47 AM
129	Not exactly sure what a multi-use path is but it sounds better than just a sidewalk. I presume the multi-use path includes bicycles. A one-way street may cause confusion and lead to people driving the wrong way to get to parking or through the street.	4/13/2026 6:46 AM
130	The buffered multiuse path on Roosevelt is the safest part of the area for biking and walking. We need more of that! I worry that turning Alpine into a partial one-way would be a mess. I'd fully support other traffic calming measures to be added	4/13/2026 6:38 AM

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	though.	
131	Multi-use path is important. Parking is also an issue so I want to prioritize more parking availability.	4/13/2026 6:35 AM
132	Parallel parking can cause traffic to stop and cars to go around the person trying to park, which makes it more dangerous.	4/13/2026 6:30 AM
133	Most efficient	4/13/2026 6:15 AM
134	I live in the area and walk my dog out bike regularly. A dedicated path would be safer. The blinking lights are useless. No one can see them and people speed past you constantly. Alpine is narrow when cars are parked and no edge between the ditch canal and the railroad tracks.	4/13/2026 6:02 AM
135	Parallel parking begs for sideswipes. People can't get out of their cars. Listen, I've been living 500 feet from this corner for 11 years. When these 2 businesses went it, it immediately became a safety issue. We need a 4-way light. Unless you use that unused area next to the Latah Village Apartments for parking. Drop the speed limit to 20 way back at the beginning of the cemetery and after the school. You have to have a stoplight situation.	4/13/2026 5:23 AM
136	This would get cyclists and pedestrians off the road.	4/13/2026 4:40 AM
137	I've lived in this area most of my life and a multi-use path from the depot to orchard would be a dream and heavily used (I think that was in the ridges to rivers plan in the 90s). Opening the Peasley stairs to the park has made our area much more walkable and accessible and a multi use path would make this area even more walkable for families who don't like walking or biking on narrow streets.	4/13/2026 4:36 AM
138	Safer	4/13/2026 4:04 AM
139	I appreciated the mixed use pathway, since I see so many bike riders I would appreciate some distance between the bike path and the road. It is safer for our pedestrians and eases burdens on drivers. What does not, however, ease burden on drivers, is introducing a new traffic pattern with a one way street. This is over complicating things.	4/13/2026 12:48 AM
140	It makes the most sense for the area. Cyclists do fine sharing the road with motor vehicles. Cyclists don't want to be slowed down by walkers.	4/13/2026 12:47 AM
141	Sidewalk and parking is all that is needed. Maybe instead of flashing yellow crosswalk lights make it into the the flashing red light crosswalk.	4/13/2026 12:28 AM
142	Angled parking stacks more vehicles. Protected path should be the norm. Seems like a good candidate for a 1 way street.	4/13/2026 12:26 AM
143	I don't agree with one way traffic. It should remain 2 way, with angled parking towards the RR tracks. fill in the ditch, level the ground for angled parking. leave Alpine same with two way traffic. Widen Alpine a little at the corner for vehicles turning in. Move bike and scooter parking for deliveries only. Delivery drivers now barely pull off into the dirt area by tracks and turn on flashing lights, cars have to wait and pass through with caution.	4/13/2026 12:23 AM
144	Changing it to a 1 way seems ridiculous for a residential street. Just add a path or sidewalk and the parking	4/13/2026 12:06 AM
145	#3 has the most parking spaces closest to the destination. Option 1& 2 having parking all the way to Peasley but I don't think customers will walk farther than Owyhee St. I would extend angle parking & the one-way only section on Alpine to the East of Latah to Owyhee St or at least Randall St where only a few residences (4 houses & 12 apartments) would be impacted.	4/12/2026 11:54 PM
146	It takes up the least amount of space from the road. I don't like the idea of making part of Alpine one way	4/12/2026 11:43 PM

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147	I like the idea of a sidewalk on the north side of the road.	4/12/2026 11:23 PM
148	Thinking of future growth of the area it makes sense to consider more parking + adding improved pedestrian paths similar to the greenbelt to make it better for getting around on the bench.	4/12/2026 11:20 PM
149	There is no need to make alpine one way	4/12/2026 11:17 PM
150	Basic sidewalks and logical parking should help with safety and flow. I'm a long time resident of the neighborhood and don't want to see one ways and the ridiculous separations for biked and pedestrians that ruined Rose Hill and created an obstacle course.	4/12/2026 11:12 PM
151	Having a dedicated path for pedestrians and bicycles should help. Need ample parking for proposed apartments.	4/12/2026 11:11 PM
152	Least change from current situation; least disruption to current residents on Alpine. Sidewalks are sufficient for improving safety	4/12/2026 11:10 PM
153	It made the most sense. It feels like it would help with parking. I don't like the idea of making Alpine a one-way street-that seems inconvenient to the people living there.	4/12/2026 11:09 PM
154	Less car traffic will make an area and neighborhood more conducive to pedestrians and cyclists. Creating a safer environment for all.	4/12/2026 11:03 PM
155	It appears to offer more parking, and the option of both a pedestrian-only sidewalk and multi-use lane.	4/12/2026 11:01 PM
156	Multi use path, 2 way traffic, and the parallel parking sound better than the one-way with angled.	4/12/2026 10:59 PM
157	Current parking issues on the south side of Alpine often causes poor visibility to driveways and business entrances and creates conflicts with pedestrians. Also one-way traffic on alpine could reduce overall traffic volume on Alpine which causes conflicts with pedestrians. The most important fix however is the intersection at Latah and Alpine which sees speeding, failure to yield to pedestrians, jaywalking, parking in the bike lane, significant conflicts with traffic turning from alpine to Latah and from Latah to alpine, especially when there are pedestrians needing to use the intersection.	4/12/2026 10:53 PM
158	I like the buffer while keeping both lanes open	4/12/2026 10:50 PM
159	Multi use path feels much safer for bikes and pedestrians-especially kids! Please consider extending the path from Peasley to Roosevelt	4/12/2026 10:46 PM
160	I think 2 way traffic is needed on Alpine and I feel like the multi-use path is a better option.	4/12/2026 10:38 PM
161	So residents don't have cars parking in front of their homes and there's a path for bicyclists and pedestrians	4/12/2026 10:38 PM
162	I think this works great on Roosevelt and I feel the safest traveling by bike or walking using this method.	4/12/2026 10:36 PM
163	One way traffic is more predictable	4/12/2026 10:35 PM
164	I like the idea of separating bike and pedestrian traffic with a dedicated path, while maintaining parking. I do not like the idea of making part of Alpine one-way.	4/12/2026 10:34 PM
165	Having one way traffic would make it safer and easier for pedestrians crossing Alpine, and vehicles getting in and out of parking spaces. When I am running in this area, close calls most often seem to happen with drivers who are struggling to find parking. I run through this area to get from my neighborhood to the green belt regularly and it feels the most unsafe on	4/12/2026 10:28 PM

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weekend mornings and midday when the businesses are busy. I also frequent businesses in this area by vehicle and would find angled parking easier and safer than parallel parking, especially in a pickup.

166	I commute this route by bike in both directions - other designs would force me to a less efficient route.	4/12/2026 10:27 PM
167	Less vehicles where people will be getting in and out of their vehicles.	4/12/2026 10:22 PM
168	Parking across from residential areas allow existing residents to not have potential parking complaints. Although i loathe the idea of any part of the road to be one way because it adds confusion and more traffic to other nearby streets. But allows the multi use path to the depot, the businesses and cleans up where pedestrians should be.	4/12/2026 10:13 PM
169	Makes the most sense for the area	4/12/2026 10:12 PM
170	If we want safe neighborhoods, and vibrant ones too, we need room for all types of users, this includes pedestrians and bikes. Cars are the root to all safety problems near and on roads, reducing car traffic and speed while offering more opportunities for different users to safely get around is to me the best way to meet the changing needs of our neighborhood. Plus businesses in the area are so well established that they don't need to rely on car traffic for business especially since so many bench dwellers are cycling and walking around more and more.	4/12/2026 10:11 PM
171	Seems like a great use of space, as someone that lives at the intersection and walks and drives regularly. Turning alpine to 1 way would create more issues in surrounding streets.	4/12/2026 10:09 PM
172	Multi use path accommodates more than just pedestrians	4/12/2026 10:09 PM
173	My preference is parking on only one side of Latah, not both sides. I don't see the need to make it one way only. I also would prefer to avoid widening Latah street - I like it as the quiet, low traffic street that it is currently. My issues are all with Alpine, which I've found can be difficult to cross as a cyclist. Too much traffic, a little too fast, coming from both directions, cars trying to turn left onto Alpine without signaling. Cars also sometimes stop in the intersection for pedestrians going to Wyld Child, blocking cross traffic on Latah. I've used this intersection minimum once/week for the last 3 years, riding Latah to Roosevelt, taking the multi-use path towards Emerald, then residential streets towards the Greenbelt at Garden St. It's quiet and generally stress free ride, but crossing Alpine requires paying close attention.	4/12/2026 10:03 PM
174	I really don't like the idea of Alpine being one-way. Options 1 or 2 are almost tied, but as a cyclist on this type of street I would prefer to ride on the road than deal with inattentive pedestrians. So ultimately I like option 1 the best.	4/12/2026 10:00 PM
175	It would reduce traffic	4/12/2026 10:00 PM
176	multi-use accommodates more	4/12/2026 9:57 PM
177	Flexibility and something for everyone	4/12/2026 9:57 PM
178	Multi use path with a buffer between the path and vehicles	4/12/2026 9:54 PM
179	I like the idea of the multi-use pathway while at the same time cars can travel in both directions. The north east corner need some clear definition as well, like a sidewalk up to tracks. Just like at Roosevelt and Alpine.	4/12/2026 9:54 PM
180	Best of 3 poor options	4/12/2026 9:53 PM
181	I like the multi use pathway and prefer the angle parking to parking on both sides	4/12/2026 9:37 PM
182	I have lied on that intersection for over a decade. The problem is the city approved three businesses with nine parking spots knowing you couldn't park along the tracks and the parking lot across the street was gonna be condos. The city went ahead	4/12/2026 9:34 PM

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and put a special crosswalk on later on Alpine to allow for a safe crossing and that works except for the 99% of entitled the individuals who refused to walk an extra 15 feet to go to that intersection that the city spent money to put in so they continue to jaywalk and cause issues for anyone trying to just go about their day-to-day business.

183	I hate to limit the traffic, especially for people who live on that street, but there needs to be more parking and paths for walking/ biking.	4/12/2026 9:34 PM
184	This design provides a path for pedestrians and cyclists while also providing more parking for vehicles. While this could increase visitation the one way street will organize traffic to be more predictable for pedestrians.	4/12/2026 9:24 PM
185	#1 was chose because Parking matters, and while separate ped and bike area in #2 sounds good, both will still in variably use the other side at will. #3 is garbage and makes it worse for everything.	4/12/2026 9:19 PM
186	Best use of the area for safety	4/12/2026 9:05 PM
187	I like the one-way street and angled parking design	4/12/2026 9:02 PM
188	I don't want a one way there	4/12/2026 8:54 PM
189	Allows for more parking and the multi use path would provide and off the roadway area.	4/12/2026 8:31 PM
190	More parking and multi use path	4/12/2026 8:23 PM
191	Continues to allow for 2 way road which enables the residents to get out of the neighborhood more efficiently	4/12/2026 8:12 PM
192	It seems like the least terrible for those living in the area	4/12/2026 7:49 PM
193	I feel that angled parking is easier for the majority of drivers. I also like the idea of adding a Multi-Use path in the area, especially with a park being in close proximity.	4/12/2026 7:40 PM
194	Parallel parking is safer	4/12/2026 7:34 PM
195	I'm a bike rider and I would prefer the multi-use path.	4/12/2026 7:29 PM
196	Rail with trail on alpine	4/12/2026 7:07 PM
197	There is nothing wrong with the area and I dont have any issues with visiting the businesses there. Foot traffic is assumed to have to be cautious as anywhere else. We dont have money and we dont need extra traffic lights to stop traffic. If there is going to have something done then extend the parallel parking to the north side of Alpine.	4/12/2026 7:07 PM
198	Multi use path makes most sense. One way sounds terrible	4/12/2026 7:07 PM
199	A one way would mitigate traffic problems and make the traffic flow more fluid and safer for pedestrians and cyclists. Parking and reversing is made easier with angled parking. The multi-use path is a staple in all Boise communities, allowing more people to safely commute and visit the businesses they wish to.	4/12/2026 6:45 PM
200	Parking is the issue! No where to park and access the business on the SW corner. The business on the SW corner should be required to provide adequate parking for their business. Very poor planning and approval on behalf of Boise City!	4/12/2026 5:48 PM
201	This design gives pedestrians and bicyclists lots of room. This is important because the vast majority of people drive here. Walking or biking through all the parked and driving cars is really dangerous because there are so many blind spots and distractions.	4/12/2026 5:28 PM

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202	A multi use pathway on the North side would provide a safe and useful corridor. If this pathway were built from Orchard St. to Peasley St. it would greatly enhance the East West bicycle corridor across the Bench. Alpine St. has much lower traffic volumes than Franklin/ Rose Hill or Emerald and would be a comfortable riding route for all, especially beginner riders.	4/12/2026 5:16 PM
203	The bikers and pedestrians are at fault in most incidents I see. Changing how vehicles drive through the area does not change bikers and pedestrian behavior. Stop sharing cars.	4/12/2026 4:45 PM
204	One way traffic. Wow that is a joke	4/12/2026 4:44 PM
205	I think it would be the most cost-effective way to improve the intersection. I don't believe the other options would be any safer.	4/12/2026 4:21 PM
206	Walking the area daily I feel the multiuse path plus parking. Makes it feel safer all around. There is a designated parking spots that helps local businesses with the overflow. But also now i dont have to walk on the side of the road. I also like the mult-use path because its not overly biked area but enough that it would be utilized.	4/12/2026 4:16 PM
207	One way west of Latah improves safety by eliminating a variable	4/12/2026 4:14 PM
208	More predictable traffic patterns. Lower rates of speed from vehicles. Plenty of parking for businesses at the intersection of Latah and Alpine.	4/12/2026 4:03 PM
209	Option 2 provides street parking that is desperately needed to support businesses at this intersection while also providing residential street parking. Residents along Alpine St. might not agree. The mixed use ped/bike lane is natural to the area (park nearby) and would be easy to integrate into the design. As a patron of the local neighborhood businesses, our family walks and bikes to this intersection frequently.	4/12/2026 3:52 PM
210	I live in the surrounding area less than .25 miles away, and often are biking or walking and would love the widen north side of Alpine st. to be able to accommodate everyone from walking to riding and avoid riding in the road with our two younger kids;)	4/12/2026 3:51 PM
211	Path or sidewalk are great. One directional (option 3) is dumb	4/12/2026 3:50 PM
212	One way traffic on Alpine is a non-starter. So #2 was the best choice.	4/12/2026 3:37 PM
213	Any reduction in vehicle parking and traffic in this area I support. Designing for pedestrians and cyclists first will contribute to the liveability of the area. With the apartment building that will be constructed at 10 S Latah traffic will increase so making this area friendlier to users not in a car will help with the increase in traffic. A multi use pathway would be an asset to the area. Alpine Street is a busy multi modal street way that connects the Depot and Fred Meyer. I appreciate the plans that have the multi path as it is a community benefit that promotes alternative transportation. The multi path design is designed for a comfortable ride for a 12 year old girl, which is who we should be designing for when we're thinking of bike infrastructure, especially since it is near a school. We need to plan for individuals who are currently not walking and riding in the area and the multi use pathway achieved this. It also promotes Vision 0 which is a goal the City of Boise should strive for.	4/12/2026 3:34 PM
214	Cyclists continue to use sidewalks so creating bike lanes is a waste of road space. No one way streets. Bikes need to drive on the road and fill the laws. Helmet laws should be added.	4/12/2026 3:29 PM
215	One way traffic on Alpine is a smart idea	4/12/2026 3:18 PM
216	Design #2 will provide additional parking and also ensure a safe space for cyclists/pedestrians of all abilities.	4/12/2026 3:09 PM

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217	no one way, nightmare.	4/12/2026 2:55 PM
218	Protected path are safest Short stretch of one way confusing	4/12/2026 2:45 PM
219	Reduced traffic by creating one way, increases parking and adds a multi use path	4/12/2026 2:43 PM
220	A multi use pathway along the railroad corridor would be a smart use of that space and would certainly be used!	4/12/2026 2:36 PM
221	The 2nd design provides the best access for both vehicle and pedestrian/bicycle access without changing the street to one way traffic.	4/12/2026 2:35 PM
222	It seems like a good solution compared to the other choices.	4/12/2026 2:31 PM
223	I think fewer lanes of traffic would calm things. BUT, what would it do to the rest of the area if people are zipping around trying to find the one-way entrance???	4/12/2026 2:25 PM
224	Seems like the safest option	4/12/2026 2:12 PM
225	Parallel parking with multi use path successfully slows down traffic, keeps sidewalks and multi use path for bikes and pedestrians, and parallel parking is shown to be safer than angled parking for bike users.	4/12/2026 2:09 PM
226	Seems safest, most traffic calming	4/12/2026 1:53 PM
227	This design includes ped access on both Nnorth and south sides, allows for parking and two way traffic.	4/12/2026 1:46 PM
228	it's the closest to what we have and the best way to move bikes and people away from cars	4/12/2026 1:43 PM
229	Parking only on one side of the street makes us all better neighbors to those living on Alpine. Angle parking is much easier for people than parallel parking.	4/12/2026 1:35 PM
230	I occasionally ride my bike in this area, and I would prefer sharing the path with pedestrians than sharing the road with cars. It's clear that more parking is needed in this area.	4/12/2026 1:33 PM
231	I like the angled parking for the section of alpine that is between Latah and Roosevelt because it is narrow and I think that would get the most parking spaces. I also bike that section a lot to go from my house to the commons climbing gym and I'd like the multi use path. The situation with cars parking super disordered on the railroad track side is also present on the section of alpine between Latah and Owyhee. It would be nice to have parking spaces defined there as well but itms only a safety issue for me in the section nearest the intersection with Latah. I feel unsafe as a walker, biker, and driver when it's crowded (like Friday or Saturday at mealtimes)	4/12/2026 1:31 PM
232	Design #2 is my top choice because it both adds parking while servicing pedestrians and cyclists/scooters. Design #1 seems like a decent option but doesn't give as much consideration to cyclists/scooters. I do not like Design #3 as a short one-way section seems like it could cause even more confusion about how to navigate the area.	4/12/2026 1:28 PM
233	One way streets do not work. Also eliminate the 10 foot planting area on all designs	4/12/2026 1:26 PM
234	I don't like the idea of a partial one way. Confusing and could lead to mistakes. I don't want raised bumps or anything like what was done at Owyhee and Rose Hill. That is an awful design and hard for all to navigate. Keep things accessible and safe for all manner of traffic to the area, drivers, bikers, and pedestrians.	4/12/2026 1:24 PM
235	I don't want the street to be one way under any circumstance	4/12/2026 1:20 PM
236	Pedestrian safety is top priority	4/12/2026 1:11 PM

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237	Separate bicycles from traffic.	4/12/2026 1:05 PM
238	Best combo without blocking street parking for residence.	4/12/2026 12:56 PM
239	The separated pathway seems more safe for pedestrians and cyclists while still preserving parking and traffic flow.	4/12/2026 12:52 PM
240	Multi use paths work for us on the Greenbelt. They could work all over the city.	4/12/2026 12:51 PM
241	More parking spots	4/12/2026 12:44 PM
242	D1 seems like the one that would make the most sense and create the least impact/cost. However, the busiest businesses are on the southwest side of alpine which is what I would think get the most traffics after hours and weekends and the school on the further south and east side. None of these designs address how to safely cross from north to south or vice versa.	4/12/2026 12:43 PM
243	Designs 1 and 2 are more or less the same to me with #2 having slight less parking space.	4/12/2026 12:36 PM
244	I don't think a one way is a good idea as it is likely to cause a separate traffic safety issue	4/12/2026 12:30 PM
245	The upcoming rental developments will almost eliminate the already-overflowing lot on Alpine and Latah, meaning cars will be choking entries and making it unsafe for pedestrians. The multiuse trail option will enable more families visiting those businesses to comfortably bike or walk instead of drive.	4/12/2026 12:26 PM
246	One way vehicle traffic reduces the confusion for everyone. Instead of pedestrians, bicycles, and vehicles coming in both directions, vehicles will come from only one side making it easier to pay attention to pedestrians and bicycles.	4/12/2026 12:12 PM
247	Multiple use ways are abused by bicyclers and electric bikers. (Which are really motor vehicles) Keep bicyclers away from human beings	4/12/2026 12:00 PM
248	The Multi Use Path	4/12/2026 11:40 AM
249	It doesn't make a lot of extreme changes but increases pedestrian options and adds some legal parking.	4/11/2026 9:11 PM
250	Since there seems to be ample space on the north side of the road, the opportunity for the multi-use path is most advantageous. I feel it would also pay homage to the travel history of the area with the train depot by accommodating a wider array of travelers.	4/11/2026 5:54 PM
251	Dedicated bike lane	4/11/2026 4:57 PM
252	I like that people don't lose parking in front of their house, that there's a pedestrian buffer zone (not having to go into the street to go around parked cars) and a shared multi-use path	4/11/2026 4:55 PM
253	Safe biking and keep street parking.	4/11/2026 4:55 PM
254	Multiuse path on North and sidewalk on South side plus parking on both sides may still not provide enough for business access and new apartments but is still the best of these solutions. Businesses should not have been allowed without more parking and the new apartments on that corner won't have enough parking according to the plan. Alpine & Latah are our only safe bike access to the greenbelt, parks and downtown. Very worried that won't exist. What is the timeline for these improvements? Thanks!	4/11/2026 3:05 PM
255	I've seen these work well in other cities.	4/11/2026 12:27 PM

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256	Multi use path	4/11/2026 12:19 PM
257	More parking, only one direction of travel will be safer	4/10/2026 8:28 PM
258	I think having a larger multi-use pathway allows for more pedestrian safe traffic without disrupting the flow of traffic. It encourages walking or cycling transportation to the businesses in the area without compromising for safety.	4/10/2026 7:50 PM
259	The angle parking spots seem less disruptive to all types of traffic than parallel parking. To be honest, though, I'm not sure I'm in love with any of the designs. And none of them appear to answer the demands of each traffic type—car, bike, or pedestrian.	4/10/2026 6:26 PM
260	Having parking on both sides seems extremely unsafe. Another suggestion is to stop approving these oversized developments that won't actually fix the housing shortage with no infrastructure or capacity in this area.	4/10/2026 3:53 PM
261	Crossing the street from the parking lot to the businesses is inconvenient and potentially dangerous	4/10/2026 3:27 PM
262	Alpine isn't heavily trafficked; I don't feel uncomfortable riding my bike on Alpine, so I don't think a multi use path is necessary.	4/10/2026 2:17 PM
263	Parking is not a concern of mine. Making the area more bike and pedestrian friendly matters most to me.	4/10/2026 12:31 PM
264	I like multi use paths. Why not put in a stop light at the intersection?	4/10/2026 12:08 PM
265	Bicycle friendly is what makes this area desirable. More foot traffic and less & more predictable vehicles traffic would be safer for pedestrians.	4/10/2026 11:08 AM
266	I would be happy with either 2 or 3. The multi-use path is my favorite solution for ped safety and sense of place.	4/10/2026 8:34 AM
267	With dog park and regular park near by, often a typical attached sidewalk feels too narrow when walking with my kid/dog past others. A little more space would be appreciated. Also being detached means I would have to watch out less for doors.	4/10/2026 8:09 AM
268	This is a familiar and easy to use design. But I don't think the city is being fair to other neighborhoods by wanting to spend and improve here when there are worse places. This should be handled at the point of planning and zoning for any build ups in the area. Cease building in the area.	4/10/2026 6:39 AM
269	Simplicity, and doesn't change direction of traffic; intersection needs upgrades not limited access	4/10/2026 12:09 AM
270	I think a multi use path is essential, I don't make the one street number because I worry about the inconvenience of it.	4/9/2026 9:09 PM
271	Add parking and hopefully sidewalks. This street is so quiet it doesn't seem to need multi use paths. We used this street to help our kids practice biking when they were little. It feels safe for cycling as is. Continuous pedestrian infrastructure and lighting as well as some more parking seems valuable.	4/9/2026 8:19 PM
272	I want a stop light or flashing lights for pedestrians the red lights so traffic will stop for pedestrians	4/9/2026 7:13 PM
273	I like option that keeps & expands easy parking, adds new walk/multiuse path, and has space for greenery to cool. There is too much concrete & asphalt on new Roosevelt path along Morris Hill cemetery and it gets very hot in summer	4/9/2026 7:09 PM
274	As a resident in this neighborhood you already destroyed Latah and the traffic will never calm due to it being a throughway to downtown and the central bench or airport. This is also concerning with traffic increase due to Jefferson Elementary being there with no drop off parking lot and development of massive condos being proposed. This really needs to go back to the drawing board for something like a hawk light (turns red when crossing) and raised crosswalk with proposal number 2 mixed	4/9/2026 7:02 PM

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in really being your best option. Resident Is do not want a one way street on Alpine . Not to mention the sidewalks are horrible and kids can't even be 100% safe walking to and from school. We all know these ideas are cheap and not safe for kids without a real crosswalk light that stops traffic

275	#2 combines the best of all modes of travel with minimal disruption to the existing properties.	4/9/2026 6:53 PM
276	Love the multi use path, but not a huge fan of such a short one way street	4/9/2026 6:30 PM
277	I like the parking in this option. I live on Randall st and I could see more cars parking on my street if they are displaced by apartment construction or lack of street/railroad parking. I also bike most often for transport so I like the multi use path option to get bikes off the road.	4/9/2026 6:26 PM
278	I like the idea of a buffer between parking and a pedestrian/bike lane.	4/9/2026 6:19 PM
279	I think multi use path is the best for peds and cyclists. But making alpine one way would be too much, though it could reduce traffic.	4/9/2026 10:55 AM
280	We walk and bike to this area all the time with our nine month old. A multi used path would be necessary For us to feel safer in the area	4/9/2026 10:45 AM
281	I think shared space for cyclists and cars has been working fine. Sidewalks are more necessary here because that is when I feel the unsafe when walking with my stroller (and family) the sidewalks are not wide enough for groups to feel comfortable. Mixed use paths just create more conflict between ped and bikes when alpine is not as stressful to ride as Latah or rosehill. One way seems it will add too much confusion. I'm not sure I understand the intended goals for this.	4/9/2026 10:35 AM
282	Sounds the most efficient, safest, least expensive and effective for all	4/8/2026 1:04 PM
283	As someone who lives in the neighborhood, one way feels like it would be a hinderance to my commute	4/7/2026 7:16 PM
284	More designated parking, shared use path that separates pedestrians from the side of the road.	4/7/2026 6:21 PM
285	Seems to fit the most needs without disrupting the neighborhood as much.	4/7/2026 3:50 PM
286	This avoids parking in front of neighbors on south side, reduces traffic, but also allows for pedestrian/bicycle use on north side. In other words, it preserves the neighborhood for the neighbors but allows access to the businesses. It's a great corner. As a resident in the area, I really love it. But I have heard from those who live adjacent to it that the traffic and parking burden has altered their neighborhood in a negative way. Growth and change can be hard but some efforts should be made to accommodate those burdens for the adjacent neighbors	4/7/2026 8:23 AM
287	Safety	4/6/2026 9:34 PM
288	I do not want one way traffic on Alpine Street. I want true choice in how I travel.	4/6/2026 9:14 PM
289	I believe it to be the safest, and best use for the area.	4/6/2026 9:08 PM
290	I think this would slow down traffic on Alpine and provide home owners/renters the most calm. I also know that parking is a top priority of the area and as a business owner in this location we still need places for people to park. I'm making an uninformed guess that angled parking can maybe support more vehicles?	4/6/2026 8:50 PM
291	We have been waiting for a multi-use pathway adjacent to the railroad tracks and we want Alpine to remain two way. There are every few ways to get east-west in this area to access the park, the elementary school, the grocery store and more.	4/6/2026 8:50 PM

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292	Multi-use paths on both sides of Alpine sounds great and I would use both coming/going.	4/6/2026 8:36 PM
293	It seems safer. I don't want any one way streets.	4/6/2026 4:10 PM
294	Don't want restrictions on travel direction	4/5/2026 7:06 AM
295	Pedestrian safety and better parking to restaurants on Latah	4/4/2026 2:44 PM
296	Does not restrict or impede existing flow of traffic and thus does not impede commerce.	4/4/2026 2:29 PM
297	I know residents are concerned when their street parking disappears for business use. Path would accommodate bikes and pedestrians.	4/4/2026 7:12 AM
298	Better bike infrastructure. More parking for people who use the area but don't bike.	4/3/2026 9:35 AM
299	It seems the most straight forward and includes mutli-use pathway	4/3/2026 9:24 AM
300	Prioritize safety.	4/3/2026 8:47 AM
301	Since Alpine isn't a particularly busy street, bikes are fine just sharing the street. But it would be good to have sidewalks so pedestrians aren't darting around and it would be good to have more parking available.	4/3/2026 8:36 AM
302	As a cyclist, I want ways to increase pedestrian safety and decrease car use. I don't know if this will help with the problems on Latah but maybe it would reduce car traffic in some way	4/3/2026 6:50 AM
303	I like the idea of defining a multi use path vs pedestrian sidewalk because we do both.	4/3/2026 6:47 AM
304	I like adding parking and a multi -use path for pedestrians and cyclists.	4/3/2026 1:15 AM
305	It has the largest footprint. If we're going to redo the street and improve it, I wasn't as much of the land along the tracks to be improved as possible. #2 is 3ft wider than #3 and 6ft wider than #1, and has the added bonus of not confusing people with a new traffic flow. I am curious to learn more about the benefits of the 1-way traffic design.	4/2/2026 8:59 PM
306	The "multi-use" path doesn't go anywhere so it has little use	4/2/2026 6:51 PM
307	Adding a MUP for explicit cyclist infrastructure is important, unless you're also adding bike lanes. From the figures, it's unclear what space is reduced to make the additional space for the MUP. I'm very concerned with the prospect of a 17' one-way travel lane for the option with angled parking. I think that such an oversized lane would inadvertently invite speeding and decrease the safety of the street. If you go with that option I'd recommend adding a counterflow bag kelane or something to reduce the width of the car travel lane.	4/2/2026 6:27 PM
308	Multi use path would keep bikers off the road while keeping two way traffic flowing	4/2/2026 5:46 PM
309	bike lanes	4/2/2026 4:56 PM
310	Adds the most access without limiting vehicle access.	4/2/2026 4:51 PM
311	I love the idea of multi use paths, but as a year-round bike commuter I find some of them to be chaotic and less efficient for me. That said, when I look outside my own needs, a multi use path would be great.	4/2/2026 4:41 PM
312	Do not like the one way idea	4/2/2026 3:25 PM
313	Like it	4/2/2026 2:47 PM

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314	Most logical traffic patterns. One way option is not ideal, faster cyclists and even runners may still use the roadway instead of a pathway and I'd have concerns about vehicles backing into them	4/2/2026 2:46 PM
315	Path along railroad tracks to connect park would be best. One ways are difficult in area where there isn't any.	4/2/2026 2:09 PM
316	Seems to best balance all modes of transit while maintaining maximum/safest parking option	4/2/2026 1:33 PM
317	I like the larger path way, and the reduced sized drive lanes.	4/2/2026 1:29 PM
318	Prioritize cyclist and pedestrian safety.	4/2/2026 1:28 PM
319	Separated pathway and no one way street	4/2/2026 1:24 PM
320	Anything involving parallel parking involves dooring incidents and drivers pulling out without looking. Traffic minimization in the area should be the primary focus	4/2/2026 1:20 PM
321	The multi use path would increase connectivity to the MUP at Roosevelt and the bike path at peasley.	4/2/2026 1:17 PM
322	The multi use path on one side would allow cyclists and pedestrians to use at same time	4/2/2026 12:51 PM
323	Seems like the best way to maximize parking near the business core, with the minimal amount of impact on nearby residences.	4/2/2026 12:25 PM
324	Solves the problem of walkers/bicyclists.... adds a strip of green. Still can park on both sides of the street. Residents have a right to have parking in front of their own residence. Rose Hill is a frictin' mess.	4/2/2026 12:23 PM
325	Angled parking slows down traffic	4/2/2026 12:12 PM
326	I live nearby and bike, walk, and drive in the area. Design #1 is the best, in my opinion, because it is the least intrusive to the current layout of the North side of Alpine. The problem with one-way traffic on Alpine Street (Design #3) is that may actually lead to increased traffic in the area and also makes it more difficult for those living west, north, and south of Alpine/Latah intersection to park. Specifically, it removes an alternative route when there can be traffic on Latah. Additionally, it forces individuals living west/north/south of the area to do a longer, circuitous route to park there, if parking is not available nearby. I strongly recommend against Design #3. Design #2, including a bike path near the railroad tracks, is thoughtful. However, I foresee two issues: (1) bikes mixing with walkers, can be annoying on the Greenbelt sometimes if either parties are not courteous (for example bikers zipping by or walkers taking up more space than needed), and (2) bikers need to access the path somehow from all directions. Bikers generally frequent the roads in Boise. There are many roads with painted symbols on them, indicating bicyclists share the road with drivers. Why not implement that same approach here? That way bicyclists don't have to make strange turns to access the multi-use path, which can take time and compromise safety.	4/2/2026 12:10 PM
327	Multi use pathway is most important addition. Secondly, making alpine one way would cause a lot of disruption (chaos) with all the people trying to figure out how and where to park.	4/2/2026 12:06 PM
328	Made sense to me	4/2/2026 11:59 AM
329	I like the wider multi-use path on the north side while still maintaining on-street parking and two way travel for neighborhood access. Seems like a good balance among all modes of travel.	4/2/2026 11:59 AM
330	More parking availability and one way traffic will calm traffic in the area	4/2/2026 11:29 AM
331	If the traffic lanes are more narrow, it decreases speeds, people drive way too fast on Alpine as a whole. Not just Roosevelt	4/2/2026 11:28 AM

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to Latah. I like the sidewalk on both sides of the street as well, and parking on both sides. It makes the street more narrow as well, slowing down traffic and making it safer for people walking, and on bikes.

332	One way driving is not necessary.	4/2/2026 11:21 AM
333	Going to a one way street when traffic will only get worse makes zero sense.	4/2/2026 11:08 AM
334	Creating smaller lanes for traffic will decrease speeds through the neighborhood. As well as creating more parking for nearby businesses for pedestrians walking. Sidewalks allow safer routes for people to commute in the neighborhood.	4/2/2026 11:06 AM
335	Alpine is a connector for the community. A one way street would be an issue	4/2/2026 10:55 AM
336	Parallel parking makes more sense considering the space available on Alpine St. Sidewalks are always a good thing.	4/2/2026 10:55 AM
337	Latah is a direct connection from Americana to that part of the bench and making it a one-way would be a massive inconvenience so #3 was my lowest-ranked option. Since there is a lot of bike traffic, I don't like the sidewalk-only option (#1) either. Of the options, design #2 was the best.	4/2/2026 10:50 AM
338	Design #2 is my top because of my experience living on Alpine street between Orchard and Garden. I bike all the way down Alpine to Peasly to Rosehill in order to take a protected route but latah/alpine intersection does not serve bikers. Because of the railroad, I think a lot of cars slow down or even stop, even though there isn't a stop sign. This disrupts the flow of traffic leading bikers to risk the cross or altogether slow down traffic even further. i think a protected lane along the railroad would enhance safety and enhance the neighborhood. The multi-use path on Roosevelt is AWESOME!!! The shared bike lane + car lane on Garden not as much :/ I love the effort from the city but the multi-use path just functions so. much. better. (rather than adding another typical sidewalk) Therefore, I would recommend a multi-use path option incorporated into this design.	4/2/2026 10:45 AM
339	Design #1 has everything needed to keep pedestrians and cyclists safe without reducing automobile access. A happy middle ground.	4/2/2026 10:42 AM
340	Seems better for resident parking but still has a multi-use path that seems safer for bikes.	4/2/2026 10:39 AM
341	Better infrastructure for bike/walk.	4/2/2026 10:38 AM
342	Actually, I do not like any of the designs. Keep the two-way traffic. Only have a walking path/sidewalk on the south-side of the street and none alongside the railroad tracks. That would free-up space on the road surface. On the road surface, change the south-side on-street parking to diagonal rather than parallel parking spots. All of these will improve safety by increasing ease and efficiency of parking and reducing likelihood of other vehicles' drivers of growing impatient then swerving into on-coming traffic lane or using excessive speed.	4/2/2026 10:34 AM
343	People are really bad at parallel parking in Boise. Also one way traffic keeps the volume of traffic down	4/2/2026 10:26 AM
344	I typically walk there so I like the multi use path. I also think driving across Latah is too hazardous. This might help	4/2/2026 10:25 AM
345	Cyclists ride on the sidewalks no matter what, so the second design provides a wider space for multi-use traffic. Please DO NOT implement design # 3. Rose Hill is already a disaster based on similar thinking, please DO NOT exacerbate it.	4/2/2026 10:24 AM
346	First, I can't imagine making Alpine one-way, particularly with so much residential - that eliminates #3. #1 allows for most car parking while keeping pedestrians safe. Cyclists can share the road (cyclist here and I'm good with it). Alpine traffic isn't crazy - Latah is the concern.	4/2/2026 10:23 AM
347	One way traffic and wider bike/ped areas will likely reduce vehicle speeds while keeping vehicle parking options.	3/31/2026 1:06 PM

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348	test	3/31/2026 12:58 PM
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Q10 Do you have any additional comments or concerns about safety or access in this area?

Answered: 269 Skipped: 149

#	RESPONSES	DATE
1	Please also include speeds along alpine street in this study if at all possible. People regularly speed down Alpine when going to or leaving the businesses at the stil. They also fly over speed bumps. With more traffic to the area, this speeding along alpine has gotten worse. Perhaps it will be calmed when/if the speeds along Latah are addressed.	4/17/2026 2:01 PM
2	PLEASE keep it neighborhood focused and don't erase the character of The Bench. We don't need another soulless Bown Crossing and we definitely don't want to turn into Eagle. If our neighborhood turns into a destination, let's emulate Hyde Park because they at least remained true to their neighborhood roots.	4/17/2026 7:49 AM
3	I live near the roundabout And all these armadillos, Abrupt islands, Etc. Make our neighborhood less safe. I am very concerned that this proposed project will Help unless they make changes with no public input like this roundabout. That roundabout is causing accidents and the highway District doesn't care.	4/17/2026 7:40 AM
4	Protected bike lanes that people can't park in is needed!	4/17/2026 7:29 AM
5	Protected bike lanes will encourage bike commuters and remove cars from the road and lessen the need for parking, which is already sufficient	4/17/2026 7:22 AM
6	Find a way to improve ease traffic and make it clear and safe for pedestrians.	4/16/2026 9:03 PM
7	The commercial development is great for the neighborhood but they were short sighted in planning for all the cars, most of us on the bench walk or ride but this is attracting outsiders who have to drive.	4/16/2026 6:18 PM
8	No	4/16/2026 5:15 PM
9	none	4/16/2026 12:11 PM
10	The flashing yellow crosswalk lights often do not actually stop vehicles; I've had to wait several times or risk getting hit as cars either cannot see the lights flashing, or choose to ignore them. I would prefer a red flashing light that requires vehicles to stop for pedestrians, and will also make it safer/easier to cross that street on my bike	4/16/2026 12:02 PM
11	TOP CONCERN IS UNPREDICTABLE PEDESTRIAN BEHAVIOR. PATHS SEPARATED BY LANDSCAPING ARE GREAT. VEHICLES ARE NOT HAVING TROUBLES UNTIL THERE'S PROXIMTY WTIIH PEDESTRIANS AND CYCLISTS.	4/16/2026 8:38 AM
12	Why not design the streets similar to the north end. House, sidewalk for both pedestrian and bicycles, planting berm and then the street? I personally hate riding my bike next to the vehicle lanes- especially following the traffic where I can't see vehicles coming behind me. And why have separate path for pedestrians and bicycles? Takes up too much of the street. Just make the sidewalk wider. The charm of the north end is built with the planting area between vehicles and sidewalks. It is strange one does this anymore? And it is nicer and safer.	4/15/2026 10:46 PM
13	No. Happy to see something is going to happen. It's only a matter of time before something sad happens at that intersection	4/15/2026 10:02 PM

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14	My daughters and I were hit by a drunk driver at the intersection of Latah and Alpine in April 2025, and were pushed out into heavy traffic- we were all okay - but I believe that more lighting on Alpine road could have possibly prevented that.	4/15/2026 6:42 PM
15	I don't think speed is an issue on Latah, but people need to completely stop for pedestrians without creeping forward while they cross. I wish the stop light for Jefferson Elementary was on Alpine and Latah; not that the school doesn't need it, but it would more effectively make people stop if they're not following the flashing lights as they are now. My dream is to have one of those lights that turns solid red, but then flashes to have each car stop at the light before crossing. It would be a little annoying to drive through, but I think pedestrians would feel safer. Again, the parking situation on the South Eastern corner of Alpine and Latah is rough, I wish that parking wasn't allowed on the very corner because it's difficult to maneuver around them and it's also difficult to see past them (looking for cars, pedestrians, and cyclists).	4/15/2026 1:40 PM
16	People ALWAYS park in the bike lane in front of push & pour/the stil/wyld child. It's VERY unsafe, especially when I am pulling my children in a bike trailer behind my bike. PLEASE do something about this asap. Especially on busier afternoons, I can almost guarantee people are parked in the bike lane. This is a very very heavily used area for bike commuting especially with kids. Even more intentional and obvious signage or green paint in the bike lane would help, please just do something and something quickly	4/15/2026 9:24 AM
17	The new apartment complex at Alpine and Latah is concerning because there are 42 units and 38 parking spaces. With additional development where the transmission shop is, traffic and parking will be a nightmare for the area.	4/15/2026 9:04 AM
18	The current pedestrian crosswalk lights are hard to see when approaching the intersection because of the railroad crossing signage, to much visual clutter.	4/15/2026 8:25 AM
19	Sidewalks along Latah that cross the railroad tracks are the 2nd most important improvement.	4/14/2026 10:00 PM
20	I think pedestrians and cyclists should be encouraged to use the area and cars should be discouraged. I don't think the problem is people jaywalking but definitely is the cars.	4/14/2026 9:40 PM
21	I understand the parking lot on Alpine/Latah will disappear soon; maximum parking OFF OF LATAH is needed.	4/14/2026 7:48 PM
22	Get rid of the n*****s in the area	4/14/2026 7:45 PM
23	Why did the city allow 3 businesses to fill in that corner with a total of 10-15 parking spots? That was a huge error with little thought! This issue is going to be a major problem when the 'parking lot' disappears when they build housing there.	4/14/2026 7:21 PM
24	It's an incredibly busy area. Thank you for paying attention to this issue.	4/14/2026 6:47 PM
25	Reducing the speed limit on Latah from the cemetery to Rose Hill might help.	4/14/2026 5:48 PM
26	Some heavily used sidewalks in the area need maintenance, resurfacing and leveling. Latah for example on west side is especially, is in dire need of leveling and resurfacing along easily half its distance between Alpine & Rose Hill St. The sidewalks in the area are a mix bag of new and very very old.	4/14/2026 4:53 PM
27	A separate bicycle lane with a separate side walk would be ideal.	4/14/2026 2:19 PM
28	Better and more parking needs to be considered for any housing in the area.	4/14/2026 1:39 PM
29	Vehicle speed and as a resident of the area with children walking to school safety crosswalks	4/14/2026 11:51 AM
30	I think a bigger issue than what Alpine St features is the intersection itself; frequently, cars are stopped over the railroad tracks for pedestrian crossing, which is amplified by the business parking being located across Latah from the businesses.	4/14/2026 10:18 AM

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31	Thank you, thank you for involving citizens in your decision making process!! This is how city planning should work. Thank you!	4/14/2026 10:02 AM
32	Make sure there is micro-mobility parking in whichever plan is chosen. Rental scooters and bikes ARE the future.	4/14/2026 12:41 AM
33	No	4/14/2026 12:34 AM
34	I do not agree that any changes should be made to the area. This survey is completely skewed in that it does not permit responses such as this. It only asks for ranking of choices, each of which are actually, unacceptable. I am a 20 plus year resident and taxpayer in this walkable area. Driving should be prioritized and bike paths scaled back or eliminated, and no changes should be made for pedestrians.	4/13/2026 11:00 PM
35	Slower speeds and improved sidewalks on Latah would be great too.	4/13/2026 11:00 PM
36	All of the options listed previously, better lighting, raised intersections, protected bike lanes, slowing and reducing through traffic, they're all fantastic.	4/13/2026 9:30 PM
37	The sidewalk with a million mailboxes is too cramped for walking dogs. I really hope the 3' strip between the path and the parking is planted with lots of tall bushes and trees for extra separation. I want to feel separate from vehicles when walking.	4/13/2026 8:50 PM
38	Not enough parking people driving too fast, not respecting pedestrians and bike riders	4/13/2026 8:29 PM
39	Please keep the speed bumps on Alpine! I'm excited for sidewalks across the tracks. I love the idea of raising the entire intersection of Alpine and Latah. I live here. I'm a year-round bike commuter. I walk my dogs everyday. I will happily drive more slowly to keep my community safe. Bring on the traffic calming!	4/13/2026 8:20 PM
40	Sidewalks or pathway.	4/13/2026 8:00 PM
41	I'm glad the city is addressing this issue because it's only going to worse. Good luck !	4/13/2026 5:19 PM
42	No.	4/13/2026 4:54 PM
43	It would be helpful to the design plan, if future development of the office building and transmission shop properties were disclosed/available. A big apartment building/mixed use development (with limited parking) will have adverse impact on whatever plan the City comes up with.	4/13/2026 4:47 PM
44	Sidewalks make everything better. We need more walking space on the Bench so we don't have to walk the streets.the sidewalks are essential	4/13/2026 4:36 PM
45	I do prefer the idea of a raised intersection at Alpine and Latah, compared to no improvement or a raised crosswalk.	4/13/2026 4:14 PM
46	Thanks for the concern & survey opportunity	4/13/2026 4:11 PM
47	Need better enforcement by police for people jay walking on latah st.	4/13/2026 4:10 PM
48	Not at this time	4/13/2026 3:36 PM
49	I hope that planners will take seriously the need for a safer pedestrian crossing on Latah St at Alpine. The flashing lights are better than nothing, but far from ideal. And the number of people crossing... well, jaywalking... from the parking lot to local businesses is very dangerous.	4/13/2026 3:12 PM
50	Thank you for asking.	4/13/2026 2:48 PM

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51	Hurry and make it happen ;)	4/13/2026 2:31 PM
52	Concerns over traffic being backed up onto railroad tracks with heavy pedestrian crossing of Latah.	4/13/2026 2:06 PM
53	Speed bumps on Latah st from the canal to the end of latah st. To make it a safer area for pedestrians animals kids and bikes	4/13/2026 1:39 PM
54	How about a traffic light at the Latah/Alpine intersection? Cars do not stop for the current flashing crosswalk light.	4/13/2026 1:19 PM
55	No	4/13/2026 12:49 PM
56	A traffic light might make it safer for pedestrians crossing Latah.	4/13/2026 12:39 PM
57	Not understanding why there is the focus on a sidewalk on the North side, since there is a complete sidewalk on the South side and Alpine is a narrow street. People drive to this area. Period. So parking has to happen and be the priority. The City Design Review Commission approved elimination of the 60 parking spaces without any solution. What a mess.	4/13/2026 12:31 PM
58	Just like the problematic Rose Hill & Owyhee roundabout, the basic problem is what it has always been for the 20 years I have lived on the bench - people are just driving too fast! On Latah there are lots of school kids walking, as well as folks accessing the businesses there. The flashing lights crosswalk has been a great addition, but drivers are trying to speed through when it's not flashing.	4/13/2026 12:14 PM
59	Yes,,, STOP light... one of those with red, yellow and green... you know the kind.	4/13/2026 12:06 PM
60	even though we bike to the area the bike paths are NOT used!!!! Please do not focus on BIKES!	4/13/2026 11:35 AM
61	Adding more residential along latah will severely increase these problems.	4/13/2026 11:25 AM
62	NA	4/13/2026 11:16 AM
63	Focus on why this area is popular now, and what the city needs to prioritize. This was designed as a neighborhood commercial district, but now we're seeing that Boise needs more of these because people are traveling via car to access it. As the city gets more of these requests in zoning committee, please stop allowing reduced parking. My experience around the area in question is very competitive parking, which makes for aggressive motorists racing to get available parking spots. For this area considering its initial intentions, I wish the proposals were more hostile to motorists to encourage alternate modes of travel. No new additional parking, but yes to the sidewalks and bulb outs.	4/13/2026 11:15 AM
64	I would love the large multiuse path to go all the way from Peasly to Orchard.	4/13/2026 11:11 AM
65	No	4/13/2026 11:04 AM
66	Please do not utilize the same design used on Rose Hill, which looks trashy and should be removed. No other street in Boise looks like Rose Hill does now. It's a bad design.	4/13/2026 11:02 AM
67	Nope	4/13/2026 10:59 AM
68	Biggest safety concern is cars speeding down Latah	4/13/2026 10:50 AM
69	Parking is the primary concern in the area with a lack of pedestrian facilities on Latah to the north close behind. The RRFB is an adequate crossing treatment and upgrading to a PHB should not be considered, as pedestrians are unlikely to obey it (as they already don't) because there are adequate gaps in traffic 90% of the day to cross unaided.	4/13/2026 10:43 AM
70	Not at this time. Thank you!	4/13/2026 10:42 AM

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71	Please stop sacrificing vehicular mobility in the name of pedestrian safety. Pedestrians can navigate traffic without these costly infrastructure projects you keep implementing that ultimately achieve nothing other than increased maintenance and congestion. Sidewalks and lit crosswalks suffice everywhere else. At some point, pedestians and cyclists have to be responsible for their own safety. PLEASE CONSIDER THAT BOISE IS STILL A TOWN THAT PEOPLE HAVE TO DRIVE IN. Reduced speed limits, speed tables, "traffic calming" measures, crosswalks that backup traffic on major thoroughfares, buses with low/no ridership, and dysfunctional stoplight timing are all mobility killers in this city. We can't all walk or bike where we're going and we need someone to start rationally evaluating these decisions. We need someone that prioritizes vehicular mobility while providing for pedestrian mobility and not the other way around.	4/13/2026 10:29 AM
72	Please don't make it like Rosehill. All of the armadillos, restricted parking, decrease of driving lanes, no center turn lanes all to protect the minimal number of bicyclists. It's ridiculous!	4/13/2026 10:13 AM
73	No	4/13/2026 10:10 AM
74	Concern for parking at eateries for those that dont live in the neighborhood.	4/13/2026 10:06 AM
75	Change #3 to west side for angled parking and it is the best option	4/13/2026 9:56 AM
76	No	4/13/2026 9:49 AM
77	Parking garages are a much more effective and efficient use of space for parking and could reduce the need for limiting traffic in the area. Also keeping as much nature in the neighborhood is my top priority. The city should look into building up, not out, in order to maintain the natural spaces and have less urban sprawl and reduction of nature	4/13/2026 9:46 AM
78	I look forward to the future safety improvements! The area is very dangerous as is.	4/13/2026 9:39 AM
79	people do stupid things all the time around the crosswalk and it is confusing to come southbound over the tracks and know where to stop when the crossing lights are on. I don't know where to stop. I think the cross walk should be moved off the corner and 30 yds south.	4/13/2026 9:34 AM
80	Most people do NOT cross Latah at the current flashing beacon. People cross Latah to the south of the beacon - directly from the parking lot to the fence opening adjacent to wyld child. I think this is likely the biggest concern for people using this area, both those walking and driving. Drivers aren't expecting them to not cross not at the beacon, but pedestrians don't walk north of the parking lot to actually use the beacon. I strongly feel that that crossing on latah would be utilized more often if it was either south of the latah businesses/south side of the parking lot or midway between the two parking lot driveway approaches. I think a raised crossing midway between the parking lot, across latah, would also benefit the intersection because it would slow drivers down before even reaching the intersection.	4/13/2026 9:32 AM
81	The pedestrian crossing and it's proximity to the RR tracks is the biggest issue. Move the lighted crossing signal further from the tracks to alleviate that intersection's congestion.	4/13/2026 9:28 AM
82	Crack down on distracted driving would solve the problem and save lives and taxpayers money.	4/13/2026 9:18 AM
83	Top concern is lack of safe pedestrian crosswalks. Many drivers on latah don't notice the small, blinking lights accessing Wyld Child, Push & Pour and The Stil. A moe visable crosswalk, potentially with blunking traffic lights similar to the one's on Ave B crossing toSt. Luke's would be a huge improvement for both pedestrians and drivers.	4/13/2026 9:15 AM
84	Parking to support the growing, needed businesses that doesn't negatively impact the residents would benefit everyone	4/13/2026 9:06 AM
85	Parking is probably the biggest issue. I feel like safety would improve just from having a known area to park. Can the parallel parking be extended east from Latah as well?	4/13/2026 9:01 AM

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86	Will there be any precautions or railings on the multi-use pathway to prevent direct access to the railroad?	4/13/2026 8:48 AM
87	we love our neighborhood, and appreciate the attention to making it a safer space for all of us to be out and about in it	4/13/2026 8:41 AM
88	Stop allowing businesses to build if they don't have ample parking for employees and customers.	4/13/2026 8:29 AM
89	We know the businesses at Alpine and Latah are victims of success. We are SO glad! We'd all like less and slower traffic. When the "turn" lane was removed from the Kipling/Latah intersection, that was a mistake. I'd like to see this change be a benefit to my neighborhood. Kids, bikes and dogs will be forever random. Some drivers will always be speeding jerks. I'd like to accommodate the most vulnerable travelers, best. Make a safe, wide, attractive, goat head and glass free crossing. Encouraging car free travel means providing a safer option. I hope a generous option is chosen!	4/13/2026 8:17 AM
90	Please actually take people's comments into consideration. Traffic is bad enough as is on the bench, adding one ways and allowing cyclists into narrow traffic lanes during rush hour is inefficient and dangerous	4/13/2026 7:56 AM
91	No	4/13/2026 7:47 AM
92	City should improve sidewalks and parking. Also assist and promote the economy of this area. If safety is the only concern businesses could leave and area would suffer.	4/13/2026 7:42 AM
93	People need to use cross walks instead of random crossing on latah	4/13/2026 7:41 AM
94	A sidewalk along the west side of Latah along the cemetery (and crossing the railroad) would be very helpful for increasing safety for individuals and families who use the cemetery as a path from Morris Hill Park to the businesses on latah.	4/13/2026 7:35 AM
95	No	4/13/2026 6:52 AM
96	I'm concerned about the bike lanes on Latah. So many people park over them right in front of Wyld Child even though there are signs that say no parking. I'm disappointed that protected bike lanes on Latah aren't included in any plans.	4/13/2026 6:48 AM
97	Lower the speed limit. This area has become a very popular neighborhood gathering spot in what was an otherwise kind of wasteland. I know because I have lived in the hood for over 60 years.	4/13/2026 6:47 AM
98	A speed monitor may help.	4/13/2026 6:46 AM
99	The NW corner of that intersection at the railroad is unsafe for bike/peds. There is also a need for a crosswalk to access the shops on the NE side as Primal coffee and the restaurant space draw a lot of bike/ped traffic. Traffic speed and driving aggression absolutely needs to be addressed on Latah	4/13/2026 6:38 AM
100	Legal parking should be clearly defined. I don't think achd has jurisdiction, but paving the parking lot would also be helpful.	4/13/2026 6:35 AM
101	Just that it is very crowded!	4/13/2026 6:15 AM
102	I really want to stress that those bar lights at the intersection are useless. You can't see them in the daylight. Reducing speed limits would be great but again, I don't think people pay attention. Additional street calming/narrowing would be needed to be effective. That being said, there isn't a lot of parking already for these businesses.	4/13/2026 6:02 AM
103	It can be challenging when heading West on Alpine to make a left turn onto Latah or cross Latah when heading West our East. I'm not sure how you fix that. People parking on both sides of the road near that intersection on Latah makes it challenging to travel through there and hard to see oncoming traffic. I think providing more parking that isn't right she intersection would help immensely.	4/13/2026 4:40 AM

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104	If you're extending the multi use path or sidewalks to Peasley, please consider connecting to the existing sidewalks at Peasley and the brick path that leads to the Boise Depot. So much bike and pedestrian traffic is funneling to this area and none of the connections are complete.	4/13/2026 4:36 AM
105	Treat motor vehicles at least equal or above other modes of transportation. We all know that you would like to squeeze out cars and that mentality is inappropriate for Idaho. We live here to boat, ski, hunt, fish, and explore using our motor vehicles to accomplish those activities. It would be nice to have traffic flow efficiently so that we can quickly get to our destinations.	4/13/2026 12:47 AM
106	Remover the white bike parking post. The placement is weird.	4/13/2026 12:28 AM
107	Better bike infrastructure!!	4/13/2026 12:26 AM
108	the Venues could move 2 streets south in the plaza area. There is plenty of parking, buildings seem like they are all empty. Close to Cassia and Latah. The only open business there is Jazzersize Boise	4/13/2026 12:23 AM
109	No thank you	4/13/2026 12:06 AM
110	Question #5 mentioned blocked driveways but not the other negative impacts of congested, business parking in front of residential homes. It also indicated Alpine parking as disorganized, not true--they neatly park & fill up the whole street! The real problem is parking congestion. Nor did it offer unpredictable micro-vehicle behavior as a choice. These are my top 2 concerns--1)negative safety & residential impacts from parking congestion on Alpine & 2) unpredictable pedestrian & micro-vehicle behavior. Q#7 did not list my top safety concern--too many distractions and visually obstructive objects at or near the intersection. Also, you say protected paths & I suggest segregated paths instead so that modes of transportation going at like speeds travel together & don't comingle. I.e., faster bikes & E-scooters with pedestrians aren't a safe mix. Give them separate lanes. Bulb or bump-outs at crossings on Alpine will cause the street to be too narrow for cars turning onto Alpine to safely navigate, especially on ice in the winter. Please do not make any of the "improvements" like those done on Rose Hill! Latah St & Rose Hill were designed to move cars, Alpine & Roosevelt as more bike & pedestrian friendly. Keep the speed 30mph on Latah without giant speed bumps. Provide systems & traffic signals that allow pedestrians & micro-vehicles time to cross safely. Go ahead & make Alpine slower with narrower traffic lanes, wider paths, one-way traffic flow, etc. Please do better notifying residents in the vicinity, those that travel thru the area & those that come to recreate or do business in the area of upcoming meetings & information. I thought the turn out was dismal considering how many people that it has taken to create the problem. Sad, considering the concepts were the best I have seen at meetings of this type. Thank you.	4/12/2026 11:54 PM
111	Alpine and Latah are already narrow. Please DON'T add extra bike lanes like on Rose Hill.	4/12/2026 11:43 PM
112	What about a stoplight right there?	4/12/2026 11:23 PM
113	Don't try to use any ideas from the changes on Rose Hill and learn from neighborhood concerns.	4/12/2026 11:20 PM
114	Slow down the traffic with a lower speed limit on Latah (20mph) and actually enforce the lower speeds. I've never once seen a cop pull anyone over, but I see speeding daily. Please, please do not do to Latah what was done to Rose Hill. It helped nothing and further congested a narrow street.	4/12/2026 11:12 PM
115	I really don't like how pedestrians run across Latah from the parking lot across the street from the Stil. It's dangerous. A safe crosswalk is available. I don't mind stopping at the flashing light. I do mind unpredictable pedestrians.	4/12/2026 11:09 PM
116	Curbed sidewalks/multi-use!	4/12/2026 11:03 PM
117	I'm concerned about the parking lot across the street from Push n Pour, Wyld Child, and The Stil going away if that 4-story multi-family apartment gets built there. Was that taken into consideration with the 3 proposed design options?	4/12/2026 11:01 PM

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118	No	4/12/2026 10:59 PM
119	Alpine should not be a through street at Latah. It should be turned into a dead end parking lot on the west side of Latah to the first residential street with only local house acces and no vehicle access whatsoever to Latah. East side should also not have vehicle access to or from Latah and ACHD should connect Owyhee street across the railroad tracks for local access to Latah.	4/12/2026 10:53 PM
120	Wider bike lanes needed on latah coming up from Americana. A multi use path would be amazing going down Latah between Rose Hill and Emerald	4/12/2026 10:46 PM
121	Thank you for considering these improvements!	4/12/2026 10:38 PM
122	Camera on crosswalks and if people don't stop then they get a ticket	4/12/2026 10:36 PM
123	PLEASE FOR THE LOVE OF GOD MAKE THE FLASHING PEDESTRIAN LIGHTS BRIGHTER OR HAVE THE OVERHANGING LIGHTS PEDS LIGHTS INSTALLED. ITS ALMOST IMPOSSIBLE TO SEE. PLEASE IM BEGGING YOU. I COMMUTE PAST THIS ROAD AND REALLY DONT WANT TO HIT SOMEONE.	4/12/2026 10:35 PM
124	Latah is a heavily-used route for access between the Bench and downtown via Americana. I would not favor reducing the speed limit below 30 mph.	4/12/2026 10:34 PM
125	I think that a big contributor to issues at this intersection is driver confusion about the gravel parking lot because it doesn't have clear signage or curb markings to indicate entrance and exit flow for vehicles. If that lot were paved with arrows and better signage it would help a lot.	4/12/2026 10:28 PM
126	Raised pedestrian crossing like the one on overland would be very beneficial to all.	4/12/2026 10:22 PM
127	If the one way access is top voted, it should be studied how much additional traffic that would put on the side streets that lead to Roosevelt, Latah, Rose Hill, etc.	4/12/2026 10:13 PM
128	No	4/12/2026 10:12 PM
129	We want more multi use everywhere!	4/12/2026 10:11 PM
130	The lime scooter parking area in front of The Stil makes driving through that intersection dangerous, as it forces eastbound traffic into the westbound lane, almost causing accidents.	4/12/2026 10:09 PM
131	There should be a stop light for crossing Latah and perhaps a fence in the middle of the street (like one on Capital Blvd) in front of the STIL/Wyldchild area to discourage jaywalkers. Some people almost walked in front of my car as I was slowing down in a line of cars stopping for the crosswalk. They surprised me coming across the street from my right side. They could have gotten hit as they weren't paying attention to the traffic.	4/12/2026 10:09 PM
132	Latah is just fine the way it is. Any improvements should focus on Alpine. Adding additional parking on Latah will just result in more car traffic in this area. Should be encouraging more walking and cycling instead.	4/12/2026 10:03 PM
133	Please do something about Alpine and Latah. It's so incredibly dangerous and people fly through there. I want my kids to be safe.	4/12/2026 10:02 PM
134	I feel it needs to be traffic lights at the intersection	4/12/2026 10:00 PM
135	I like these options. I appreciate reducing speed limits not included.	4/12/2026 9:57 PM

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136	No protected bike lanes. There's a small buffer between the vehicle lane and bike lane but doesn't have any infrastructure to keep vehicles from coming into the bike lane.	4/12/2026 9:54 PM
137	Get people into the sidewalks. So many jaywalkers from WyldeChild area. And maybe dips in the road to slow the traffic. Do not do what they did on Kootnei. People dont slow down.	4/12/2026 9:54 PM
138	The planned residence on the southeast corner of this intersection is going to have a far greater negative impact on this area than anything you can offset with these minuscule changes to flow or sidewalks or whatever you are doing. It's going to increase people and decrease parking and only increase the odds of accidents and other safety concerns.	4/12/2026 9:53 PM
139	Yes, the extremely oversized developments the city approved on that corner which will have fewer parking spaces than units. That will be in addition to the parking shortage of just those trying to access businesses and restaurants.	4/12/2026 9:42 PM
140	It's the entitlement, not the lack of safety features. Please tell those California's that they want to come here they should obey basic decency	4/12/2026 9:34 PM
141	I'm excited for more community-based restaurants and stores on the Bench, and am glad you're working on ways to make it a great thing for all. I hope we get more pockets like this around the Bench.	4/12/2026 9:34 PM
142	It would be nice to see a small planted median or something similar to make drivers aware on Latah that they are entering a retail area with pedestrians. Before and after the train tracks on Latah.	4/12/2026 9:24 PM
143	Actually enforcing traffic laws, not just letting everyone speed and drive distracted, not stop or yield, fail to signal, etc, but actively enforcing existing and long standing laws, even if the officers have to do some paperwork to earn their pay, and enforcing laws towards bicycles on the roads too, as they are subject to rules and laws even if they don't think so, would go a long long way.	4/12/2026 9:19 PM
144	Keep the diversity of the area don't allow big buildings	4/12/2026 9:05 PM
145	Thank you for your considerations!	4/12/2026 8:54 PM
146	Parking concerns for businesses in the future for development is a concern.	4/12/2026 8:31 PM
147	It's often difficult to pull out onto Latah from Alpine. Some kind of 4 way stop or light or something to assist with traffic flow off of Alpine would be beneficial.	4/12/2026 8:12 PM
148	Speed of drivers is the biggest problem	4/12/2026 7:49 PM
149	A reduced all day speed limit along Latah would be quite beneficial. Any added crossing protections at that intersection would also be good safety measures.	4/12/2026 7:40 PM
150	Yes. The city needs to require on sites parking. Latah is major corridor to downtown. Don't restrict it. The ped crossing works fine when people use it but non compliance out here is crazy. We've sold prioritize school safety for South and Jefferson over business access.	4/12/2026 7:34 PM
151	Bikes turning left at the crosswalk can be dicey with unpredictable pedestrians	4/12/2026 7:29 PM
152	We want this place to be walkable and Bikeable, not something that's convenient for the northend and others to get to. Prioritize bike and peds, not parking.	4/12/2026 7:07 PM
153	I would vote to make latah a 4 lane road and increase the speed limit to 40mph.	4/12/2026 7:07 PM

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154	The main concern is that a successful business was created without enough consideration for parking. Latah is a busy street, and this oversight has now created a safety issue for both pedestrians and drivers. Along Rose Hill, the bike lanes—along with the bumps and cones—are impractical and unsafe. In fact, they force parked cars further into the roadway, contributing to congestion. The street has become cluttered and dirty, and the street sweeper is unable to properly clean the area. It is the worst design! I truly hope it gets removed.	4/12/2026 7:07 PM
155	Not at this time	4/12/2026 6:45 PM
156	We need to consider what is the maximum capacity of patrons here, especially in parked vehicles. Then, put a cap on the number of cars that can park here. Currently, there are far too many cars in the neighborhood at this intersection. This is a residential area after all.	4/12/2026 5:28 PM
157	The yellow flashing pedestrian crossing lights are ineffective. Many times at Rose Hill/ Peasley and Roosevelt and Cassia traffic has failed to yield the right of way and drove through. These lights need to be changed to red stop lights or removed completely	4/12/2026 5:16 PM
158	No	4/12/2026 4:21 PM
159	People dont look one way when getting on latah by the local businesses and i am nearly hit daily because they are trying to make one way so need to do something around that intersection so people pay more attention	4/12/2026 4:16 PM
160	Parking gets congested on both sides (north & south) east of Latah, adding chaos to the intersection	4/12/2026 4:14 PM
161	We frequently go to the synagogue across the street and feel that there should be an additional cross walk closer to Latah and Kipling and better safe guards on the north side of the railroad tracks. Visibility is also limited there when walking, biking, or exiting with a vehicle from the synagogue. There are multiple vehicles turning out from Kipling, the businesses between Kipling and the railroad tracks and the traffic coming down Latah or turning off alpine. It makes it difficult to determine who is turning where and when. On weekends specifically, this area has gotten very busy with patrons at the businesses.	4/12/2026 4:03 PM
162	Railroad tracks and easements need clear visible separation from option 2 ped/bike path development to discourage pedestrians on tracks.	4/12/2026 3:52 PM
163	4 way stop sign at alpine and latah is my #1 recommendation	4/12/2026 3:50 PM
164	The painted area on the roadway for scooter parking has greatly improved the sidewalk. There are many walkers in this area and not enough street lights. Street lights would help improve visuality. A pathway connecting Roosevelt to Latah song the canal by Morris Hill cemetery would also improve connectivity for those not using cars. Sidewalk connections over the railroad tracks are desperately needed.	4/12/2026 3:34 PM
165	Cyclists almost in me over on sidewalks because they don't want to be on the road even when there's a bike lane. They don't wear helmets so how concerned for safety are they? If there's a bike lane and they do t use it they should get a ticket.	4/12/2026 3:29 PM
166	No	4/12/2026 3:18 PM
167	make more parking	4/12/2026 2:55 PM
168	Pleased you're doing something now because it's only getting busier	4/12/2026 2:45 PM
169	Latah had multiple schools, businesses and bike commuters. The speed needs to be reduced from Kootenai to Emerald.	4/12/2026 2:43 PM
170	I think you have to drop the speed on Latah to 25, ideally 20. That would help RIGHT NOW rather than waiting for grants.	4/12/2026 2:25 PM

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171	You should raise the entire intersection rather than the crosswalks. The railroad will be difficult to work with and I believe it is in the railroads best interest to slowdown vehicle traffic.	4/12/2026 2:09 PM
172	Lighting	4/12/2026 1:53 PM
173	The vehicle speed needs to be reduced with all the bike/pedestrian activity in the area especially in the warm weather months.	4/12/2026 1:46 PM
174	there are already too many people on this area and the proposed monstrosities that will block out the sunlight to their northern neighbors are just going to make it worse until someone with some sense gets on council	4/12/2026 1:43 PM
175	More parking is desperately needed, but making it more pedestrian/bicycle friendly is also important to encourage those modes of transportation as well.	4/12/2026 1:33 PM
176	I worry that people will park less safely if the parking lot across from the stil turns into apartments. It's getting more and more congested when I take my dogs in our evening walk through the neighborhood.	4/12/2026 1:31 PM
177	Could the Latah/Alpine intersection be an all-way stop?	4/12/2026 1:28 PM
178	It works fine as is	4/12/2026 1:26 PM
179	I use this all the time and haven't had any problems to begin with.	4/12/2026 1:24 PM
180	The parking is bad	4/12/2026 1:20 PM
181	Decrease speed limits and posted lights and pedestrian pathways	4/12/2026 1:11 PM
182	Viability!!!	4/12/2026 12:56 PM
183	I don't know how practical it would be, but a pedestrian overpass like the one on Overland might be helpful here (or an underpass).	4/12/2026 12:52 PM
184	Speeding, lighting, future growth not planned for	4/12/2026 12:44 PM
185	Yes, address a safe way to cross from North to south or east to west.	4/12/2026 12:43 PM
186	Is anything being considered with regards to the cross walk going across Latah? Drivers do not exactly slow down/stop when pedestrians need to cross the street and these improvements do not take the intersection itself into consideration.	4/12/2026 12:36 PM
187	No	4/12/2026 12:30 PM
188	Pedestrians constantly jaywalk across Latah between the parking lot and the corner restaurants, making it very challenging as a driver or biker to effectively yield.	4/12/2026 12:26 PM
189	Increase the lighting at night in areas where pedestrians and bicycles cross vehicular paths.	4/12/2026 12:12 PM
190	Make electric bikers adhere to motor vehicle rules like other motorcyclists and automobile drivers. Electric two wheeled vehicles are no different than two wheeled motorbikes.	4/12/2026 12:00 PM
191	Crossing at orchard and alpine I love to ride my bike!	4/11/2026 4:57 PM
192	Better/safer cross walks, especially at orchard and alpine	4/11/2026 4:55 PM

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193	Better crossing at Alpine and orchard	4/11/2026 4:55 PM
194	See answer to number 9.	4/11/2026 3:05 PM
195	Yes - the flashing lights are obscured by other signage and the bike lane is confusing.	4/10/2026 8:28 PM
196	The cross walk is very unsafe. It seems this is going to be addressed!	4/10/2026 7:50 PM
197	There needs to be far more street lighting all over the bench.	4/10/2026 6:26 PM
198	I understand infill, but this is unsafe and these new apartments/condos still sit vacant - so it's not really solving the problem. This intersection is great with the Mountain View and better parking would solve a lot of the congestion. The gargantuan apartment will ruin it.	4/10/2026 3:53 PM
199	Fix the gravel parking lot. There are many holes and crossing the street is not safe	4/10/2026 3:27 PM
200	Yes. Like I said above, it sure seems like it's time for a stop light there.	4/10/2026 12:08 PM
201	I would like a better cross walk At this location.	4/10/2026 11:08 AM
202	We appreciate your work on this. It has been a constant worry for neighbors who fear that it is "when, not if" there is an accident involving children at this intersection.	4/10/2026 8:34 AM
203	Curious how the consideration of a raised crossing on Latah will be impacted by the apartments coming to the area.	4/10/2026 8:09 AM
204	It is complicated by the railroad tracks. Post the rules of the road and the parking areas, and patrol and cite those who are in violation.	4/10/2026 6:39 AM
205	Primary concern must be safety for Jefferson Elementary students and pedestrians accessing existing and future businesses. Turning an old carwash into a neighborhood gathering place is a rare Boise success story outside of downtown and the North End, and pedestrian safety must be paramount to sustain it. A child's death like what happened near Whitney Elementary had a chilling effect on our neighborhood. Irregular beacon intervals are not enough. Regular signals and light cycles are needed. Overdevelopment and underestimated parking in a car-dependent area with substandard infrastructure would be a recipe for failure from a local's perspective regardless of any commercial success.	4/10/2026 12:09 AM
206	Add a bike ped path crossing over the tracks and canal at the junction of alpine and owhyee	4/9/2026 9:09 PM
207	I have seen so many people almost get hit by cars.	4/9/2026 7:13 PM
208	Periodic speed limit enforcement by Boise PD. I have never seen BPD enforcing speed limit or other traffic violations in this area of town	4/9/2026 7:09 PM
209	Crosswalk light that turns red and stops traffic and raised intersection.	4/9/2026 7:02 PM
210	Would love to see a traffic light at this intersection to increase safety via vehicular and pedestrian predictability.	4/9/2026 6:53 PM
211	Can't think of any now. Will share if I do! Thanks for the opportunity to provide input.	4/9/2026 6:26 PM
212	Please don't make Alpine a one-way. I live in this neighborhood and use Alpine in both directions for access to arterial roads. I'm also concerned about any measures that make the intersection of Latah and Alpine more congested while trying to increase accessibility. I appreciate the purpose of the artistic corral for bikes and scooters at this intersection, but it makes crossing Latah from Alpine more difficult trying to squeeze two lanes of traffic and the corral. I don't want more safety/traffic calming measures that make it harder for me to access a main road I need to get home. For those of us	4/9/2026 6:19 PM

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	tucked between Latah, Alpine, Rose Hill and Peasley, we're getting squeezed in by measures that don't help move traffic through more effectively.	
213	With the established businesses, schools, and houses, we should incentivize walking and biking in the area. And vehicle traffic be prepared to move through the area slower because of the nature of the area.	4/9/2026 10:55 AM
214	No	4/9/2026 10:45 AM
215	Don't complicate the goal. Parking need to be more predictable because it's inevitable people are always going to drive. Address speed concerns on Latah and perhaps a traffic light is best rather than an RFB to give more predictive behavior for all users. And provide adequate sidewalks.	4/9/2026 10:35 AM
216	No but thanks for doing the survey. Much appreciated	4/8/2026 1:04 PM
217	I'm thankful ya'll are looking into this! I would also love to ensure accountability for pedestrians to stop running into the middle of the road to cross and utilize the pedestrian crosswalk	4/7/2026 7:16 PM
218	City should require more on sight parking. These safety concerns are a direct result of city not requiring on site parking	4/6/2026 9:34 PM
219	Could option 2 take a few feet of the planting area on the south side and make a multi-use pathway on the south as well as north?	4/6/2026 9:08 PM
220	Keep the vehicle access way two way traffic and provide continuous pedestrian and bike facilities.	4/6/2026 8:50 PM
221	I don't often feel safe crossing latah even with the flashing signs. I often frequent push and pour and then head to the park on Rosevelt via bike or walking. Thank you for giving attention to this growing area	4/6/2026 8:36 PM
222	I hope this works out. It is very busy there now with the new businesses.	4/6/2026 4:10 PM
223	No	4/5/2026 7:06 AM
224	City will eventually need more parking in this area and control of traffic speeds	4/4/2026 2:44 PM
225	I have ZERO concerns about safety or access in this area presently. Survey provides biased list of choices that are not my choices of all, so I am simply choosing the lesser of evils. Survey should include "other" option for respondents to provide their inputs. This survey is one-sided. There are much higher priorities in this community than these frivolous projects on which this survey proposes to spend oppressed taxpayer dollars unnecessarily.	4/4/2026 2:29 PM
226	The entire intersection is hectic. Pedestrians are unpredictable. While approaching Alpine driving south on Latah, you can't see the flashing pedestrian sign until you're on the train tracks. It's all very unsafe for everyone.	4/4/2026 2:18 PM
227	Drivers travel too fast on Latah, get impatient and do not always slow at lighted cross walk. More efforts need to target this.	4/4/2026 7:12 AM
228	A stoplight or actual dedicated crosswalk with lights that are more than a suggestion for traffic on Latah.	4/3/2026 9:35 AM
229	There's never going to be enough parking for the popularity of Wyld child, that parcel was designed as a car wash and gas station not to house popular restaurants. Prioritizing the foot traffic and encouraging this to be a neighborhood spot, not a destination, if parking is going to be sparse.	4/3/2026 8:47 AM
230	If there are still plans to build apartments in what is now the parking lot for Push & Pour/The STIL/Wyld Child things are going to get a million times worse. There needs to be better parking in the area (especially on the East side of Latah along the railroad tracks where overflow ends up parking anyways). As much as I hate to say it, there needs to be some sort of	4/3/2026 8:36 AM

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light for pedestrians at the crossing (like one of those blinking red lights where cars have to stop). Pedestrians are way too unpredictable and cars are unwilling to stop unless they have to. Putting lower speed limits in place is not the answer, as Latah is a main artery for getting off the bench. The red blinking light works on Vista at Nez Perce where the speed limit is even higher than Latah. Both pedestrians and cars need more definitive direction around when they can stop/go because often neither are respecting the rules, making it a dangerous area for everyone.

231	I bike down Latah nearly every single day and run through that area frequently and observe that drivers rarely or reluctantly stop at the pedestrian crossings, park in bike lanes in front of the restaurants (though that has somewhat improved), and are often in a hurry (running the light at Rose Hill—once someone sped past me to turn right so fast in front of me that they fishtailed). I'm not sure how to convince people to opt out of cars other than making it hugely annoying for them to take their cars into an area, prioritizing bikers and pedestrians. For me, the design I'd like best is one that increases safety and walkability and bikeability while discouraging the use of cars. But that might also require us to live in a place that had better ways to get around without cars	4/3/2026 6:50 AM
232	Raised crosswalk would be great across Latah.	4/3/2026 6:47 AM
233	Parking is a huge issue. Also, the increased traffic resulting from the addition of any more housing or businesses to that area poses a significant threat to the safety of elementary student who walk or bike to school.	4/3/2026 1:15 AM
234	The sidewalks along latah northbound towards latah and alpine are extremely neglected. Vegetation, especially at the canal bridges, encroaches on the path and I think it's probably limiting for strollers and mobility aids.	4/2/2026 8:59 PM
235	Raised intersection like what was just installed on Grove St downtown seems like enough. Anything more send over complicated or a waste of money	4/2/2026 6:51 PM
236	As noted above, I'd be concerned with a 17' travel lane on the option with angled parking!	4/2/2026 6:27 PM
237	I am a bike commuter and creating order in high traffic areas is important to everyone's safety	4/2/2026 4:56 PM
238	Nope, other than thanks for taking the time to create these ideas and share them with the public!	4/2/2026 4:51 PM
239	I'm grateful for the ongoing commitment to pedestrian and bike infrastructure. That's something I don't take for granted, especially in Idaho!	4/2/2026 4:41 PM
240	No. Just keep safe for bikes and pedestrians	4/2/2026 3:25 PM
241	No	4/2/2026 2:47 PM
242	Prioritize bicyclists, pedestrians and an environment that prioritizes people - we must stop giving up so much space to cars through roads and parking lots	4/2/2026 2:46 PM
243	Roundabout or significant traffic calming is needed on Latah. Have seen several cars not stop for pedestrians. Scary to cross with a toddler.	4/2/2026 2:09 PM
244	Any streetscape landscaping would also be a nice addition if possible to include (e.g., tree or shrub planting)	4/2/2026 1:33 PM
245	Will there be a protected crossing with stop light across Latah? Alpine is a major bike path from downtown to the central bench and liberty areas. PLEASE don't put in any more of the horrible staggered crossings like by St. Lukes downtown. They are impossible to navigate on a bike, especially with kids on board or a bike trailer.	4/2/2026 1:29 PM
246	Keep ALL the trees!	4/2/2026 1:28 PM

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247	Need pedestrian scale lighting	4/2/2026 1:24 PM
248	This is an increasingly busy area and I've that all types of road users use frequently. Anything that can help direct road users through there safely will be a welcome improvement.	4/2/2026 1:20 PM
249	The bike lanes are not marked well enough near this intersection and people park in them. Parking is limited so people tend to block driveways and the ramps. Alpine should be a great bikeway!	4/2/2026 1:17 PM
250	People constantly parking in the bike lane. Especially in front of the push and pour and on Latah during school pick up. Pedestrians crossing from parking lot on east side of Latah to coffee shop and not going the few feet to the crosswalk	4/2/2026 12:51 PM
251	Thank you for taking the time to gather community input. I really appreciate the effort that goes into these surveys and the opportunity to share feedback. I do want to offer a perspective that I hope is helpful as you continue refining the plan. The survey feels a bit limited in its solutions, especially since the options focus mainly on adding more parking along Alpine. In my view, additional parking on the north side isn't necessary, and the current parking challenges stem largely from the decision to place a very popular restaurant—along with two high-demand vendors—on a parcel that simply wasn't designed to support that level of activity. A more sustainable long-term fix could be relocating Wyld Child to a larger nearby corridor such as Overland or Emerald near the bowling alley. The coffee and ice cream shops would likely continue to thrive on their own, especially with new residential development coming in across the street. There's also a straightforward opportunity to improve Latah's design. From Americana south to Alpine, a streetscape modeled after Harrison Blvd would create a beautiful, fitting approach to the historic Morris Hill Cemetery. From Alpine south to Kootenai, the newer Grove Street design would be an excellent match. And if this area were designated as an urban renewal district, CCDC—one of the strongest agencies in the country—could bring tremendous value to the process. Thank you again for inviting community voices into this conversation. I hope these ideas contribute to a thoughtful and successful outcome.	4/2/2026 12:51 PM
252	Yes, your questions do not address expected growth in this area or the fact that the railroad tracks are at the corner so a driver on Latah is confused whether they stop back behind the tracks or in the intersection. Very awkward overall and is the main safety issue and always will be.	4/2/2026 12:23 PM
253	In my opinion, the biggest problem is parking access and safe walking across Latah at the Alpine/Latah intersection. Adding parking on Alpine and, what is not mentioned here, consider adding a traffic light to the Alpine/Latah intersection. A traffic light is the best way to improve safety for pedestrians and, if it is timed properly, will improve the flow of traffic.	4/2/2026 12:10 PM
254	Traffic volumes on Latah are more of a concerns than on Alpine, so not in favor of switching to a one-way configuration as proposed in option 3. 17' wide travel lane on Option 3 also encourages faster driving speeds. What are the ROW limitations associated with Option 1?	4/2/2026 11:59 AM
255	No	4/2/2026 11:29 AM
256	Alpine Street from Orchard all the way to the train Depot is used as a throughfare for vehicles. People cut through and speed well over the speed limit. Alpine from Orchard to Roosevelt there are no speed bumps or any factors deterring vehicles from speeding. I am concerned of my child who walks to school on Alpine and also rides his bike on Alpine will get hit by a speeding car. Please do something to slow the traffic down and make it a safer street for all to enjoy.	4/2/2026 11:28 AM
257	Quit messing with unnecessary upgrades and focus on real infrastructure needs to help with the increase of people and traffic.	4/2/2026 11:08 AM
258	I think the sidewalk design should be extended all the way through to Garden st. Garden connects to the greenbelt and people use Alpine from Garden all the way down to Latah. The stretch of Alpine st from Garden to Roosevelt does not have any speed bumps, vehicles speed down that street extremely fast. With the amount of children walking to school, as well	4/2/2026 11:06 AM

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as people in general using the sidewalk and also the street to bike on, it's extremely dangerous. I don't know why that is that stretch of Alpine st. does not have any speed bumps or any attempt at slowing vehicle traffic and increasing pedestrian safety. Will it take a child to get hit by a car in order to implement some type of safety measures for that street and the neighborhood?

259	The parking is put of control	4/2/2026 10:55 AM
260	How much train traffic goes by daily? Might need some fencing.	4/2/2026 10:55 AM
261	I live on Alpine street between Orchard and Garden (while this survey is focused on Latah, I promise this connects :). Crossing Orchard from Alpine feels truly dangerous - my husband and I have chatted and dreamed in the past of alpine street becoming a dead end road (dead ends into Orchard) in order to force traffic on Orchard to take rose hill instead of alpine street. Design 3 may eliminate *some* traffic - but moreover causes confusion in an area that otherwise does not have 1-way streets. Alpine street has become a popular route for traffic going to/coming from Orchard, and i believe that routing traffic to rose hill / garden would greatly serve the neighborhood.	4/2/2026 10:45 AM
262	No	4/2/2026 10:42 AM
263	The crossing at Alpine/Latah is less visible with current volume of cars/people/bikes, vehicle speeds too fast, lack of sidewalks across the tracks.	4/2/2026 10:38 AM
264	Actually, I do not like any of the designs. Keep the two-way traffic. Only have a walking path/sidewalk on the south-side of the street and none alongside the railroad tracks. That would free-up space on the road surface. On the road surface, change the south-side on-street parking to diagonal rather than parallel parking spots. All of these will improve safety by increasing ease and efficiency of parking and reducing likelihood of other vehicles' drivers of growing impatient then swerving into on-coming traffic lane or using excessive speed.	4/2/2026 10:34 AM
265	No. It's worthy of city attention	4/2/2026 10:26 AM
266	I feel the primary issue is It is unsafe to drive across Latah on Alpine. Too much traffic going up and down Latah coupled with pedestrians and railroad tracks. Seems like we should consider a four-way stop or traffic circle. I do feel like it could be the next Hyde Park, So I'm basically in favor of decreasing the latah traffic and increasing pedestrian/bike access	4/2/2026 10:25 AM
267	Adding sidewalks and parking to the railroad side of the street is a great idea.	4/2/2026 10:24 AM
268	Would strongly recommend traffic calming on Latah approaching Alpine, particularly from the North. It's a long straightaway where cars gain speed - coming from the other direction, cars seem to be more aware, having just passed Jefferson Elementary. Curious about the open canal on the N side of Alpine between Roosevelt and Latah. That would be covered and where parking would be? On earlier question, I would have rated "less car traffic" as a priority but I don't think it's realistic as more businesses open in that corridor. Locals are all for the business and community it brings, but infrastructure is sorely needed. Thanks!	4/2/2026 10:23 AM
269	test	3/31/2026 12:58 PM