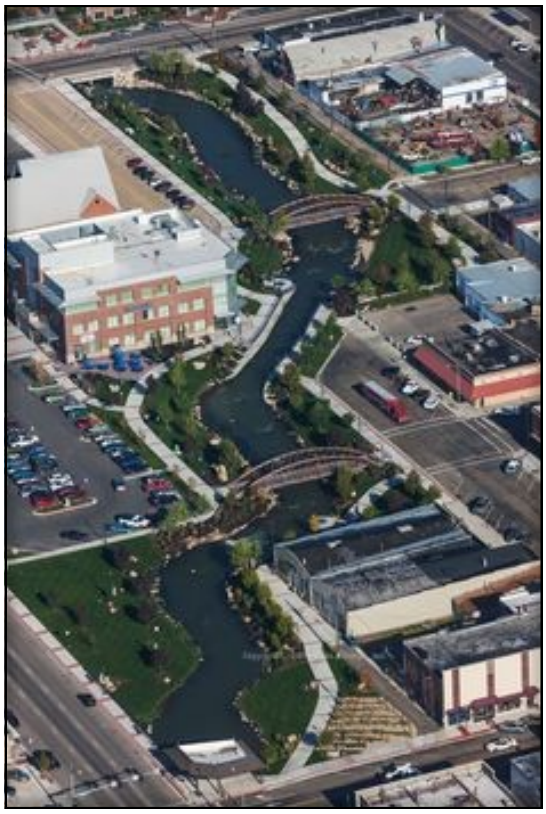

City of Caldwell

2040 Bicycle and Pedestrian Master Plan

Appendix "D" of the Caldwell Comprehensive Plan

Adopted: April 3, 2017

2040 CALDWELL BICYCLE AND PEDESTRIAN MASTER PLAN

ACKNOWLEDGEMENTS

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Ed Doty-Pomoranski, Chair

Roger Page, Vice-Chair

Jim Nelson

Dana Vance

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RESOLUTION NO. 70-17

RESOLUTION ENACTED BY THE CALDWELL CITY COUNCIL AMENDING THE CITY OF CALDWELL COMPREHENSIVE PLAN BY ADOPTING "APPENDIX D" HEREBY KNOWN AS THE "2040 CALDWELL BICYCLE AND PEDESTRIAN MASTER PLAN".

WHEREAS, pursuant to Idaho Code 67-6509, the City of Caldwell has adopted and maintained a Comprehensive Plan to manage future growth and development of the City and the City's area of impact; and,

WHEREAS, the City's Comprehensive Plan was most recently amended on May 17, 2010; and,

WHEREAS, the Caldwell City Council adopted a Pathways and Bike Routes Master Plan on January 19, 2010 as "Appendix D" of the Comprehensive Plan; and,

WHEREAS, the Mayor and City Council have deemed it appropriate to update the Pathways and Bike Routes Master Plan; and,

WHEREAS, the Mayor and City Council have deemed it appropriate to amend the text of the Comprehensive Plan to ratify the 2040 Caldwell Bicycle and Pedestrian Master Plan as "Appendix D"; and,

WHEREAS, the Mayor and City Council have provided all the requisite notices, held the necessary hearings, and received the required information necessary to make a final decision as required by the Idaho Local Land Use Planning Act to amend the adopted comprehensive plan.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CALDWELL, IDAHO AS FOLLOWS:

SECTION 1: Pursuant to Section 67-6509 of Idaho Code, the Mayor and City Council hereby amends the City of Caldwell Comprehensive Plan to add the 2040 Caldwell Bicycle and Pedestrian Master Plan identified as "Exhibit A" and attached to this resolution.

SECTION 2: EFFECTIVE DATE. This resolution shall be in full force and effect immediately upon its adoption.

PASSED BY THE COUNCIL of the City of Caldwell this 3rd day of April, 2017.

APPROVED BY THE MAYOR of the City of Caldwell this 3rd day of April, 2017.

Garret Nancolas, Mayor

CITY OF CALDWELL INCORPORATED JAN 15 1890 CANYON COUNTY, IDAHO

ATTEST:

Debbie Geyer, City Clerk

Resolution V

1. Introduction

BACKGROUND

Recent studies have determined that bicycling and other non motorized forms of travel are on the increase nationwide and in particular in the Ada and Canyon Counties of Idaho. The prospect of lengthening commutes and increasing gasoline prices is leading more Americans to seek walkable neighborhoods in suburbs and cities. In 2004, the National Association of Realtors teamed with Smart Growth America to create a National Community Preference Survey. 72% of the survey's respondents stated they wanted to live in an area that has "sidewalks and other places to walk".

The City of Caldwell, in response to this increase in non motorized travel and change in home-buyers' needs, recognizes that the development, approval and implementation of a plan to provide for the development and maintenance of pathways and bike routes throughout the City is important to non motorized pedestrian safety, residential and business uses and will improve the environmental, recreational, and aesthetic aspects of the City of Caldwell.

The primary goal of the City of Caldwell Bicycle and Pedestrian Master Plan is to provide enhancements to the City's transportation system by creating a comprehensive non-motorized transportation plan that is based on the principles of continuity and minimal public economic impact while maximizing public accessibility and efficiency through pathway improvements, roadway enhancements, and connectivity to popular destinations.

This goal is accomplished by building a cooperative coalition between developers, transportation officials, planners, engineers, system users, park officials and civic leaders. The intent of the Plan is to encourage and foster partnerships and intergovernmental cooperation between municipalities, developers, and public and private interests.

MISSION STATEMENT

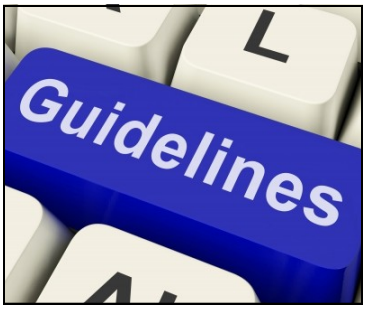
The Caldwell Bicycle and Pedestrian Master Plan responds to current needs and opportunities and promotes a vision for the future of pathways and bike routes in the City of Caldwell. The mission statement of this Plan incorporates the desires and expectations of the public:

"Multiple-use pathways and bike routes should provide residents, property owners, and visitors of the City of Caldwell with safely designed opportunities to experience the natural, cultural and scenic amenities of the pedestrian and bicycle system. The city should work with various highway entities to evolve the existing pathway and bike route system into a vast network throughout the entire City and become easily accessible to all City residents for their use and enjoyment and link them to our City parks, public institutions, adjacent cities, Boise River, Lake Lowell and areas of commerce."

METHODOLOGY

Guidelines

The Plan recommends the development of a bicycle and pedestrian system for recreational and non-vehicular modes of transportation. Implementation of the adopted Plan is critical to the success of the Plan and will take several additional years. This Plan is long-range in nature, looking as far ahead as 23 years into the future, and is a framework for action. Periodically, this Plan should be updated to account for completed projects, population growth and unforeseen circumstances that arise after the adoption of this Plan.



The Plan is divided into five chapters. Chapter One sets forth the fundamentals of bicycle and pedestrian planning. Chapter Two involves the collection and examination of current park facilities, institutions of public gathering and pathway amenities throughout the City. Chapter Three establishes design standards for pedestrian and bicycle facilities. Chapter Four examines the feasibility of new corridors and bike routes. Lastly, Chapter Five examines the tools needed to implement the Plan.

Hierarchy of Reasons for this Plan

The purpose of this Plan is to guide the development of future bicycle and pedestrian facilities in the City of Caldwell. This section identifies eight (8) reasons why the City of Caldwell needs to adopt and implement this Plan:

1) Safety—The main purpose of this Plan is to provide for safe bicycle and pedestrian travel throughout the City.
2) Accessibility—Another valuable purpose of this Plan is to provide people an alternative mode of transportation to the automobile. Non motorized transportation facilities should be considered part of the transportation system providing

bicycle and pedestrian access between homes, schools, employment centers and shopping.

3) Physical Fitness—Walking and biking trails promote a healthy lifestyle. Obesity causes numerous health concerns. The addition of pathways and bike routes to our transportation system will help reduce those risks.
4) Recreational—Walking and biking trails provide relaxing recreational opportunities to bicyclists, walkers, joggers, sightseers, and nature lovers. Today, it is difficult for people to find time to break away from daily routines. Local and convenient parks and trails therefore have become more important in providing opportunities of which people can more readily take advantage.

5) Air Quality—The inclusion of non motorized transportation facilities can help reduce air pollutants. The Treasure Valley is designated as a non-attainment area. Offering non-motorized forms of transportation will improve the valley's air quality.
6) Sense of Place—Non motorized transportation facilities help complete a dynamic transportation system. These facilities bring people together and elicit a sense of community pride.
7) Tourism—The system should connect to adjacent cities and attract visitors to spend their time and money in Caldwell.
8) Aesthetics—Pathways also provide an aesthetic improvement to the area by enhancing the community's image. Pathways and bike routes may also increase property values of nearby homes and businesses.

Principles of Non Motorized Transportation Development

The development of a city-wide pathway and bike route system is based on the following three (3) factors:

1) Continuity – Facilities should be continuous and interconnected. While this may seem obvious, many facilities in urban settings often end abruptly and do not connect to others. The relationship between continuity and pathway use is direct. It is crucial that the facilities are fully connected to make a meaningful impact. Disjointed systems, no matter how aesthetic, will not be effective.

2) Popular Destinations – Facilities should be located along corridors that assume maximum use by the intended user group. The system must connect to facilities that the intended user would frequent such as open spaces, parks, shopping, employment centers and civic attractions.

3) Safety Perceptions – We should create a system of non motorized transportation facilities that meet the needs of a diverse population. Safety on the network should be given the highest priority. The network should avoid crossing major arterials and steep grades and should be patrolled by law enforcement, preferably on bikes. Those portions of the network anticipated to have night usage should include sufficient lighting for safety and security. The network should be designed for year-round use and, when allowable, make attempts to integrate cyclists, pedestrians and other activities.

Glossary of Terms

The following definitions shall apply solely to this Plan:

1) AASHTO – American Association of State Highway and Transportation Officials.
2) Bicycle – A vehicle having two tandem wheels propelled solely by human power upon which any person or persons may ride.
3) Bicycle Facilities – A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling including parking facilities, all bikeways, and shared roadways not specifically designed for bicycle use.
4) Bicycle Lane – A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.
5) Bike Route – A designated segment of a transportation system that is the preferred route for bicycle travel. Any road, path, or way open to bicycle travel regardless of whether such facilities are designated for the preferential use of bicycles or are to be shared with other transportation modes.

6) Grade Separation – Vertical separation of travelways through use of a structure so that traffic crosses without interference such as a pedestrian overpass or tunnel.
7) Highway – A general term denoting a public right way for purposes of vehicular travel, including the entire area within the right-of-way. Idaho Code Section 40-109 reads, "Roads, streets, alleys, and bridges laid out or established for the public or dedicated to the public.
8) Linear Park—An off-road facility where public access, recreation, destination linkages, and the movement of people are maximized to the fullest. A linear park is substantially longer than it is wide. Linear parks contain a wide range of public services.

9) MUTCD – Manual on Uniform Traffic Control Devises is approved by the Federal Highway Administration as a national standard for placement and selection of all traffic control devices on or adjacent to all highways open to public travel.
10) Multiple-Use Pathway – A pathway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way.

11) Pavement Markings – Painting of applied line(s) placed on any pavement surface for regulating, guiding, or warning traffic.
12) Pedestrian – A person whose mode of transportation is on foot. A person "walking a bicycle" becomes a pedestrian.
13) Public Pathway – A multiple-use pathway owned by a public entity.
14) Right-of-Way - A general term denoting land or property (or interest therein), usually in a strip, acquired for or devoted to transportation purposes.
14) Roadway – The portion of the highway for vehicle use, including bicycles.

15) Shared Use Path – A type of bike route where bicyclists share the roadway with motor vehicles.
16) Shoulder – A portion of a highway contiguous to the roadway that is primarily for use by pedestrians, bicyclists, and emergency use of stopped vehicles.
17) Sidewalk – The portion of a highway or street designated for preferential or exclusive use by pedestrians.
18) Trail – See multiple-use pathway or linear park.
19) Vehicle – Any device in, upon, or by which any person or property is or may be transported upon a public highway and includes vehicles that are self-propelled or powered by any means.

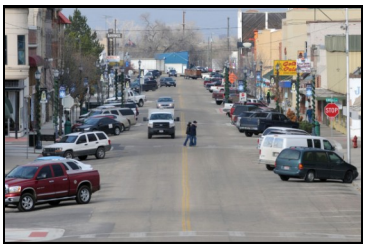
2. Inventory

EXISTING CENTERS OF PUBLIC GATHERING

This section lists popular destination points that should be connected to the proposed non motorized transportation system. Planning staff selected a list of targeted institutions, business centers and schools which need access to the proposed system. A map of the places of public gathering is shown on page 14 as Figure 1.

Downtown Caldwell

Located along the banks of Indian Creek, downtown Caldwell is undergoing a transformation. When developed, the pathway system will originate in downtown Caldwell, extend throughout the city and connect to other cities in the Treasure Valley. Caldwell City Hall, the Caldwell Public Library, and the Canyon County Courthouse are located in downtown Caldwell.



Above: Main Street, Downtown Caldwell.

Below: Treasure Valley Community College.

Colleges

Caldwell is home to two colleges:

1) College of Idaho – The College of Idaho is a private institution located 10 blocks southeast of downtown Caldwell. The campus should be connected to downtown Caldwell (Indian Creek Corridor) and the YMCA.
2) Treasure Valley Community College – Treasure Valley Community College has relocated their campus to downtown Caldwell. It is imperative to connect the college to the system.

Health Clubs

Caldwell has two major health clubs/physical fitness facilities:

1) Caldwell YMCA—Located on the west side of Indiana Avenue, the YMCA building is near Brothers Park and Caldwell High School.
2) Idaho Athletic Club—Located in Sky Ranch Commercial Subdivision, just off of Smeed Parkway and near Highway 20/26.

Hospitals

Caldwell has one hospital.

1) West Valley Medical Center – Located south of Fairview Golf Course, the medical center is one of Caldwell's biggest employers and should be linked to the pathway system and all surrounding residential neighborhoods and professional offices.

Public Schools

Caldwell is home to two major public school districts.

Top: Treasure Valley YMCA.

Above: West Valley Medical Center.

Below: Caldwell High School.

1) Caldwell School District – Currently has six elementary schools, two middle schools, and two high schools. They recently built two new elementary schools. The names and addresses of the schools can be found in Table 1 on the following page.

Table 1. Caldwell School District, School Sites	
SCHOOL	ADDRESS
Caldwell High School	2401 S. Indiana Ave.
Canyon Springs High School	516 N. 11th Ave.
Jefferson Middle School	3311 S. 10th Ave.
Syringa Middle School	1100 Willow Ave.
Caldwell Freshman Academy	1500 Fillmore Ave.
Lincoln Elementary School	1200 Grant St.
Lewis & Clark Elementary School	1102 Laster St.
Sacajawea Elementary School	1710 N. Illinois Ave.
Van Buren Elementary School	3115 Marble Front Rd.
Washington Elementary School	2918 Washington Ave.
Wilson Elementary School	400 E. Linden St.

Above: Van Buren Elementary School.

Below: Vallivue High School graduation ceremony.

2) Vallivue School District—As demonstrated in Table 2., Vallivue School District currently has three elementary schools, two middle schools and one high school in Caldwell's city limits.

Table 2. Vallivue School District, School Sites	
SCHOOL	ADDRESS
Vallivue High School	1407 Homedale Rd.
Vallivue Academy High School	6123 Timbre Dr.
Vallivue Middle School	16412 S. 10th Ave.
Sage Valley Middle School	18070 Santa Ana Ave.
Central Canyon Elementary School	16437 Florida Ave.
Desert Springs Elementary School	18178 Santa Ana Ave.
Lakeview Elementary School	12873 Cirrus Dr.

Charter Schools

Caldwell has three charter schools in city limits:

1. Vision Charter School—Located on the city's east side, this school is in the Valluvue school district and they recently built a new school building on Ward Lane, just a short distance south of Highway 20/26.
2. Thomas Jefferson Charter School—Located in Sky Ranch Commercial Park, this school was built in the early 2000's and enrolls children residing in the Caldwell School District.
3. Heritage Community Charter School—Located near the YMCA on Ustick Road, this charter school draws children from the Caldwell School District.

Above: Heritage Community Charter School.

Below: Gem State Academy.

Private Schools

Caldwell has at least three private schools within our Area of City Impact:

1. Gem State Academy—Provides high school education to 9th through 12th graders at the corner of Karcher Road (Hwy. 55) and Montana Avenue.
2. Seventh Day Adventist Elementary School—Provides pre-K to 8th grade education at the corner of Linden Street and Wisconsin Avenue.
3. Centennial Baptist School—Located at 3610 East Ustick Road (corner of Ustick and Lake), this school provides education services to pre-K through 12th grade students.

Caldwell Parks

The City of Caldwell has an extensive park system. Staff has conducted an inventory analysis of each park. The inventory analysis includes the park's name and acreage. Table 3 shown below summarizes the park inventory analysis. The non motorized transportation system must link these parks to the areas of the City they serve.

Table 3. City Parks, Acreage Inventory	
Regional Parks	
Brothers Park	33.82
Caldwell Event's Center	18.91
Griffith's Park	29.94
Mallard Park	29.55
Skyview Park	25.50
Whittenberger Park	15.68
TOTAL	**153.40**
Community Parks	
Curtis Park	20.14
Greenbelt Park	1.50
Indian Creek Park	5.89
Luby Park	22.18
Memorial Park	21.50
Rotary Pond Park	33.60
Ustick Park	15.05
TOTAL	**119.86**
Neighborhood Parks	
Jaycee Park	3.03
Sebree Park	5.12
Serenity Park	1.76
Water Tower Park	2.50
TOTAL	**12.41**
GRAND TOTAL	**285.67**

Above: Mallard Park

Below: Curtis Park

Bottom: Sebree Park.

Top: Boise River Silver Bridge.

Above: Caldwell Common Commercial Complex.

Below: Simplot Stadium at the Fairgrounds.

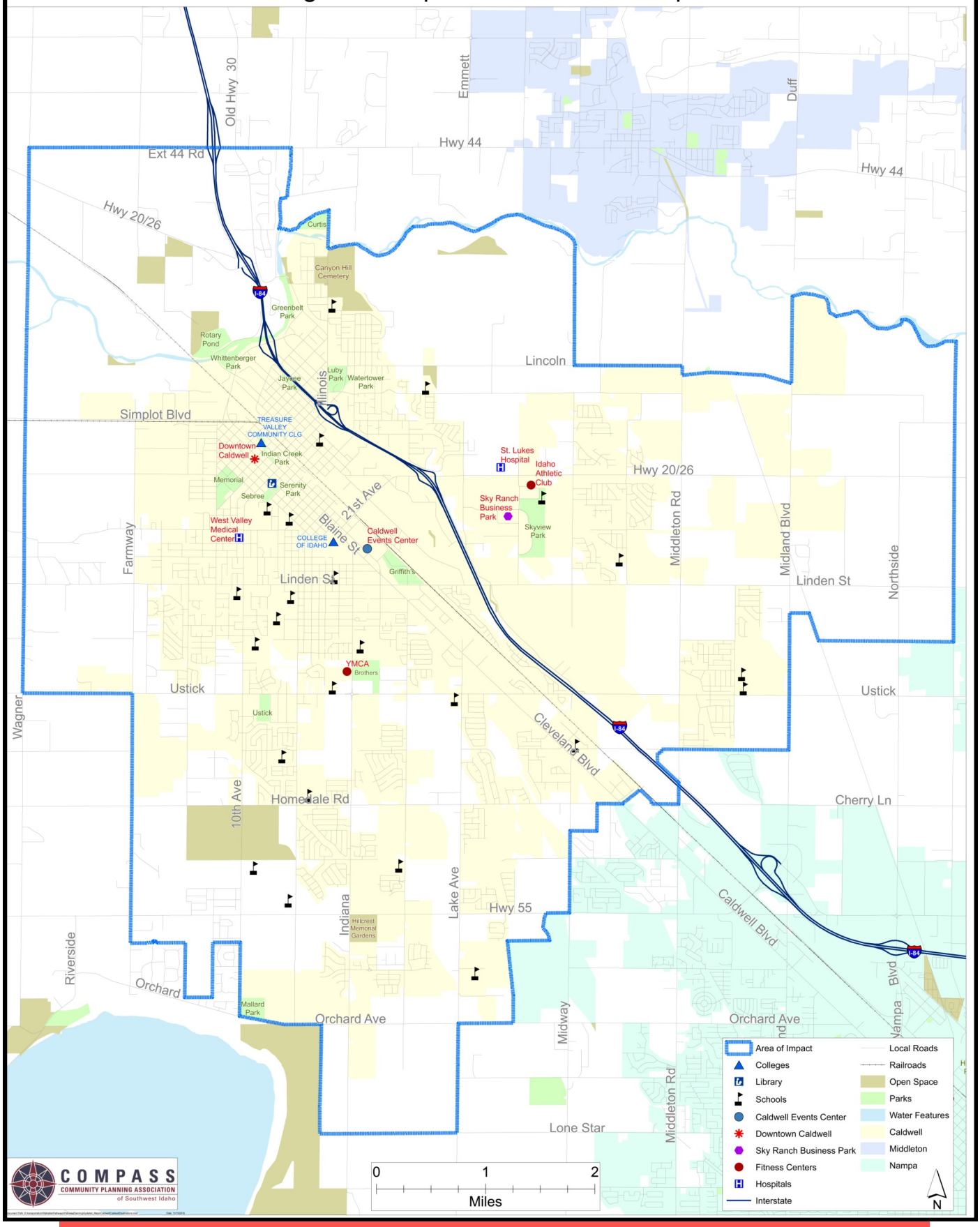
Bottom: Snake River Valley wine region.

Other Areas of Public Interest

This Plan recommends making walking and cycling safer for Caldwell residents so they can safely access the following facilities and regions:

1) Boise River – Located on the north side of Caldwell, the river is the home to Caldwell's greenbelt system.
2) Lake Lowell – Located on the south side of Caldwell, the lake is a primary summertime attraction for Caldwell residents.
3) Cleveland Blvd. Retail – Many of Caldwell's largest retailers are located along this busy street. Unfortunately, some segments of this street do not have sidewalks.
4) Sky Ranch Business Center – This is Caldwell's newest commercial park. Located east of I-84 at exit 29, this site is expected to attract small and large retailers and businesses.
5) Canyon County Fairgrounds – Currently located on Blaine Street near the College of Idaho, this facility attracts large gatherings of people during the summer months.
6) Adjacent Communities—This plan should make every effort to connect our system to planned and existing systems in Nampa, Middleton, Greenleaf and other cities in the Treasure Valley.
7) Wine Region—Connecting our system to the wine region in Sunny Slope (west of Caldwell) will help enhance tourism and visitor spending in Caldwell.

Figure 1: Popular Destinations Map



EXISTING BICYCLE AND PEDESTRIAN INVENTORY

Public Pathways

Caldwell has a small, but growing network of publicly owned pathways, mostly located within city parks or along waterways. The public pathway system, at nearly seven miles in length, does not provide adequate connectivity from residential neighborhoods to commercial neighborhoods and public services. Table 4 below computes the total mileage of the current (2017) pathway system:

1) Indian Creek – Downtown Caldwell in an area generally between 10th Avenue and 3rd Avenue.
2) Griffiths Park – Paved pathway along the Wilson Drain.
3) Brothers Park – Paved pathway around Brother's Park.
4) Greenbelt – Paved recreational trail along the Boise River.
5) Rotary Pond Park – Paved recreation trail around a pond.
6) Panther Pathway—Paved pathway behind Syringa Middle School and Washington Elementary School.
7) YMCA Pathway—Connects Illinois Avenue to the YMCA.
8) Lake Lowell Pathway—Paved pathway connecting the YMCA Pathway to Ustick Road.

Above: Indian Creek Pathway, Downtown Caldwell.

Below: Boise River Greenbelt.

Table 4. Existing Pathways Mileage Chart

PATHWAY	MILEAGE
Indian Creek	0.54
Griffiths Park	0.31
Brothers Park	0.98
Centennial Greenbelt	2.75
Rotary Pond Park	1.02
Panther Pathway	0.75
YMCA Pathway	0.22
Lake Lowell Pathway	0.39
TOTAL	**6.96**

Existing Subdivision Pathways

In 2004, Caldwell's landscaping ordinance was amended to require the installation of pathways in residential subdivisions. It should be noted that the pathways listed below are not typically open to the general public. They are *privately owned and maintained* and in most cases only for the use of residents and their guests of the subdivision.

Above: Aerial photo of Dakota Crossing Subdivision (Wilson Drain on west side).

1) Canyon View Estates—Paved micro-pathways providing connectivity with the subdivision. There is no pathway along the Caldwell Canal.
2) Dakota Crossing Subdivision—Un-kept gravel pathway (paved pathway was not required) along the east side of the Wilson Drain starting at the south end of the subdivision and ending at the north end of the subdivision. No connection to Fieldcrest Subdivision.
3) Fieldcrest Subdivision—Paved micro-pathways providing connectivity with the subdivision. There is no pathway along the Caldwell Canal.
4) Montecito Park Subdivision—Paved pathway along the Canyon Hill Lateral between Aviation Drive and Central Park Court.
5) Newbury Subdivision—Paved pathway along the west side of the Phyllis Canal starting at Airport Avenue and ending at West Ustick Road.
6) Quail Ridge Subdivision—Paved pathway along the west side of the Deer Flat Canal starting at the northwest end of the subdivision and ending at Moreno Drive.
7) Pheasant Run Subdivision—Paved 8-foot wide ADA accessible pathway along the full length of the Solomon Drain.
8) Sawgrass Village Subdivision—Paved pathways along Phyllis Canal.

9) Sienna Hills Subdivision—Un-kept gravel pathway along the east side of the Deer Flat Canal that starts at the north edge of the subdivision and ends at Cirrus Drive.
10) Whitney Springs Subdivision—Paved pathway along the east side of the Solomon Drain starting at Ustick Road and ending at Blue Springs Street. This pathway will continue along the Solomon Drain in phases 2 & 3.
11) Willow Falls Subdivision—Concrete pathway connecting the subdivision to the commercial properties on 10th Avenue.
12) Windsor Creek Subdivision—Un-kept gravel pathway along west side of Caldwell Canal.
13) Woodgate Subdivision—Paved pathway along the east side of the Noble Drain starting in the subdivision just east of Ward Road and ending on the southeast end of the subdivision.

Proposed Subdivision Pathways

The following pathways are planned for development but have not been constructed. Much like the pathways listed above, it should be noted that the future pathways listed below will be *privately owned and maintained* once they are built.

1) Castle Peak Subdivision—Phase No. 3 will have a 6-foot wide ADA accessible paved pathway along the entire length of the Noble Drain and a pedestrian bridge constructed across the Noble Drain to connect phase No. 2 with phase No. 3.
2) Cedar Crossing Subdivision—Phase No. 2 and Phase No. 3 will have an 8-foot wide ADA accessible pathway along the Phyllis Canal.
3) Cedar Crossing East Subdivision—Will have an 8-foot wide paved ADA accessible pathway along the Phyllis Canal.
4) Eagle Rock Subdivision—Will have an 8-foot wide ADA accessible paved pathway along the Lower Five Mile Drain west of the railroad tracks.

5) Golden View Subdivision—Will have an 8-foot wide paved ADA accessible pathway along both sides of the Solomon Slough Drain.
6) Mandalay Ranch—Will have an 8-foot wide paved ADA accessible pathway along the Mason Creek Drain.
7) Peregrine Estates Subdivision—Will have an 8-foot wide paved ADA accessible pathway along the Phyllis Canal and the Embankment Drain.
8) Spruce Crossing Subdivision—Will have an 8-foot wide paved ADA accessible pathway meandering through the subdivision from the north end to the south end.

Existing Bicycle Lanes

Several Caldwell streets have dedicated bicycle lanes. They are marked with paint and identified with signage. Table 5 on the following page lists the mileage of each bike lane. Listed below are the roads that currently contain a functional bicycle lane:

Above: Bike lane on Linden Street.

1) Linden Street—Several segments of Linden Street contain a bike lane on one or both sides of the road.
2) 10th Avenue—A bike lane is on the east side of 10th Avenue between Logan Street and Linden Street heading northbound.
3) Montana Avenue—Several segments of Montana Avenue have bike lanes on one or both sides of the street.
4) 21st Avenue—Has a bike lane on both sides of the road between Chicago Avenue and I-84.
5) Highway 20/26—Has bi-directional bikes lanes continuing from 21st Avenue at Interstate 84 to Aviation Way.
6) Cleveland Blvd.—ITD has designated bike lanes on both sides of Cleveland Blvd. (I-84 Business) between Linden Street and Nampa city limits.
7) Homedale Rd—Has bi-directional bike lanes between Montana Avenue and Indiana Avenue.

Table 5. Existing Bike Lane Mileage Chart		
STREET NAME	DISTANCE	LANE MILES
Linden Street (Eastbound only)	1.50	1.50
10th Avenue (Northbound only)	0.50	0.50
Montana Avenue (Southbound only)	0.40	0.40
Montana Avenue (Bi-Directional)	0.75	1.50
21st Avenue (Bi-Directional)	0.44	0.88
Hwy. 20/26 (Bi-Directional)	0.50	1.00
Cleveland Blvd. (Bi-Directional)	2.95	5.90
Homedale Rd. (Bi-Directional)	0.40	0.80
TOTAL	7.44	12.48

Existing Bicycle Routes

Since adopting the *Pathways and Bike Routes Master Plan* in 2010, Caldwell has constructed one major cross-town bike route — Bike Route #1. This route connects Canyon Hill to the Treasure Valley YMCA, is five miles long, and features shared roadways and two pathways (Panther Pathway and YMCA Pathway).

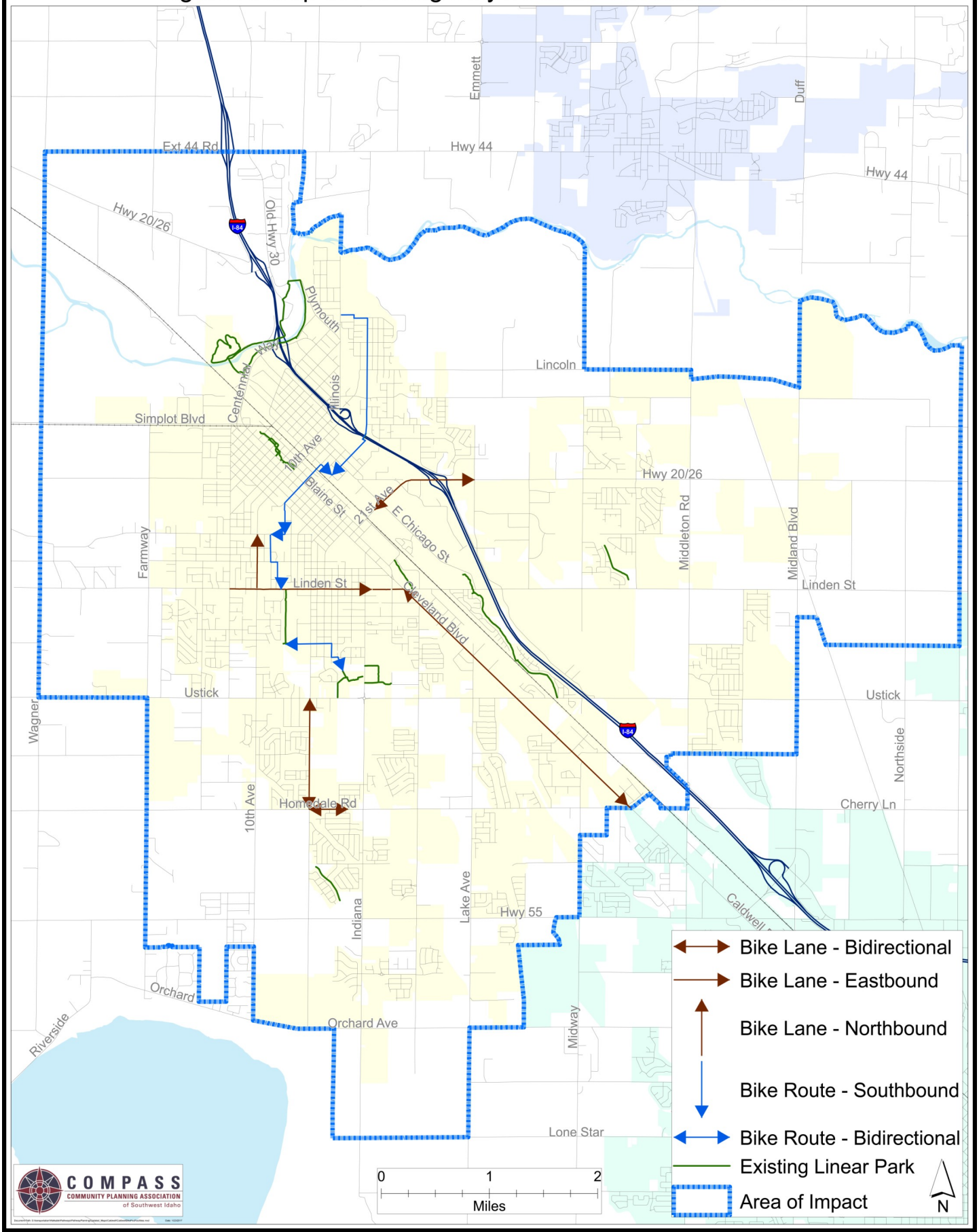
Existing Facilities Map

A map showing all existing pathways, public and private, bike lanes and bike routes is available to view on the following page.

Above: Way finding signage for Bike Route #1.

Left: Mayor Nancolas with Olympic gold medalist Kristin Armstrong and members of the Caldwell Police Department.

Figure 2: Map of Existing Bicycle and Pedestrian Facilities



3. Design Standards

PEDESTRIAN AND BICYCLE FACILITIES

Bicycles are legally classified as vehicles and can be ridden on all public roadways in Idaho. Therefore, bicycle facilities must be designed to allow bicyclists to ride in a manner consistent with motor vehicle operation. There are five (5) basic types of facilities that accommodate bicycle and pedestrian travel: shared roadways, sidewalks, bike lanes, detached pathways, and multi-use pathways.

Shared Roadway

A facility where cyclists and motorists share the same travel lanes. Shared facilities are common on city street systems and roads with limited right-of-way. It is considered to be an acceptable solution when there is inadequate width to provide bicycle lanes or shoulder bikeways. Shared lanes are also ideal on roads with on-street parking and on local streets with low traffic volumes.

Desired Width: Approximately 14-feet of lane width on urban streets, 12 feet on a rural street.

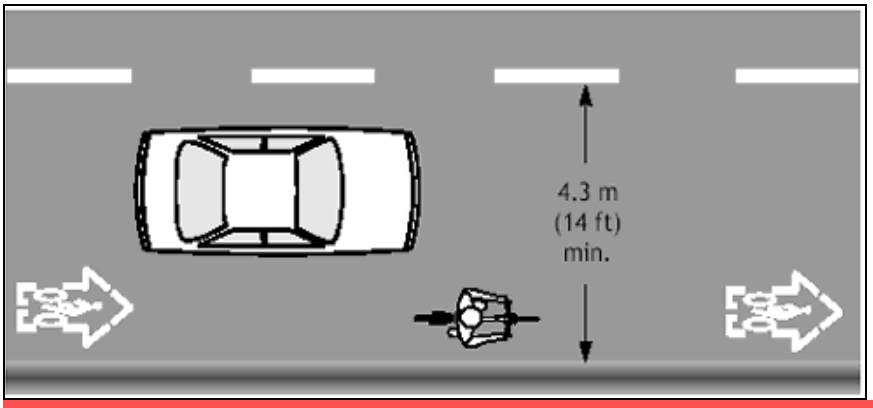
Road Classifications: Local streets, rural streets, collector streets.

Infrastructure: Sharrows, bike route signs, and way-finding signs.

Above: Bike route and way-finding signs.

Below: Sharrow (Bike and Chevron Marking).

Below Left: Federal Highway Administration's typical design for shared roadways, including "bike in house" sharrow pavement markings.



Sidewalks

A facility located within the public right-of-way and adjacent to a street where pedestrians walk. Bicyclists should not be allowed to ride on sidewalks. A sidewalk can be attached or detached to the curb.

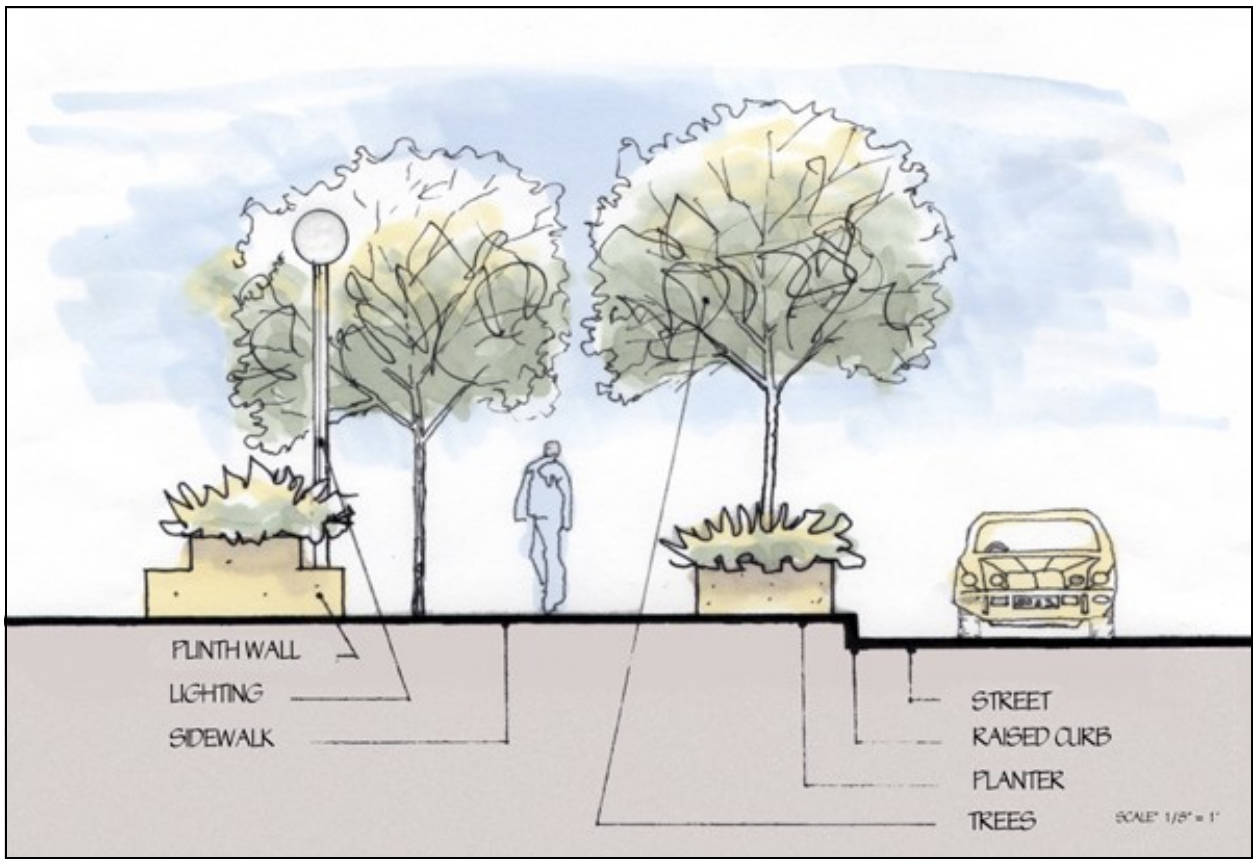
Desired Width: Approximately 5-6 feet wide. 8-12 wide in downtown Caldwell.

Road Classifications: Local streets, collector streets, minor arterial streets, major arterial streets.

Infrastructure: Concrete or asphalt (concrete is preferred). On major roadways the installation of a guard railing barrier separating motorized traffic and pedestrians is advised.

Above: Sidewalk on Marble Front Road.

Below: General cross-section of a detached sidewalk, including and landscaping.



Bike Lanes

A facility where pavement markings on roadway shoulders provide a suitable area for bicycling on roads with higher traffic volumes. Bicycle lanes accommodate one-way traffic. Roadways shoulder for bikeways should not be wider than 5-feet because it may be misinterpreted by a motorist as a parking lane.

Desired Width: Approximately 3-5 feet wide.

Road Classifications: Collector streets, minor arterial streets.

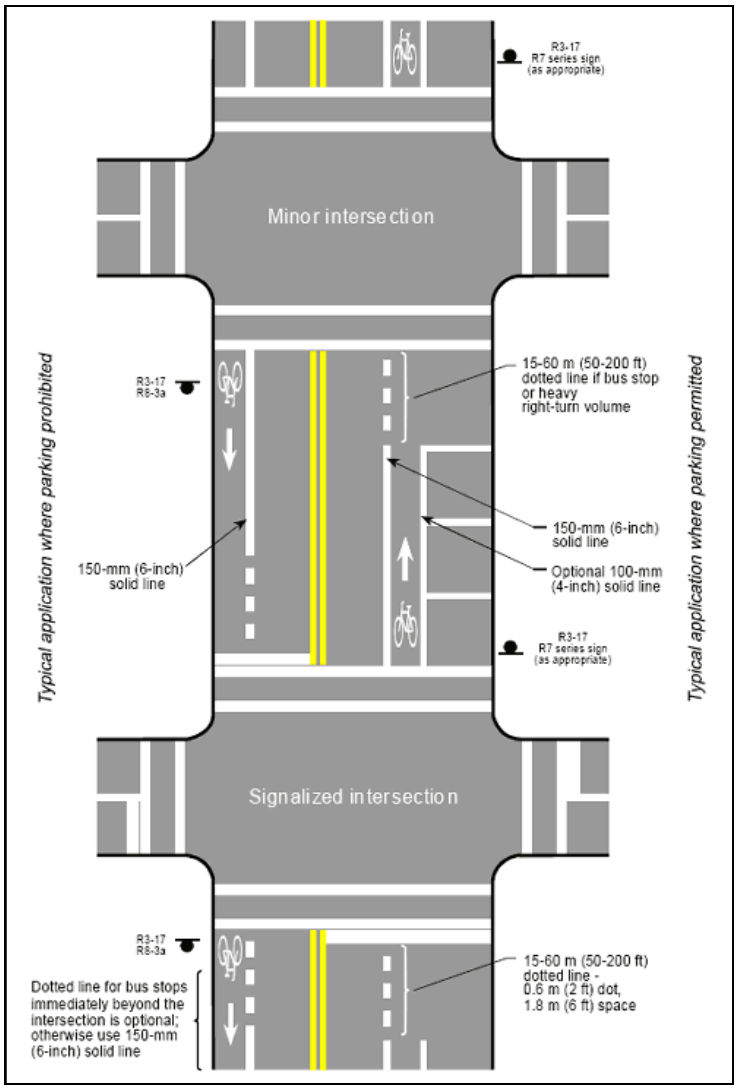
Infrastructure: Paint, pavement markings, bike lane signs, no-parking signs, way-finding signs.

Above: Pavement markings for bike lanes.

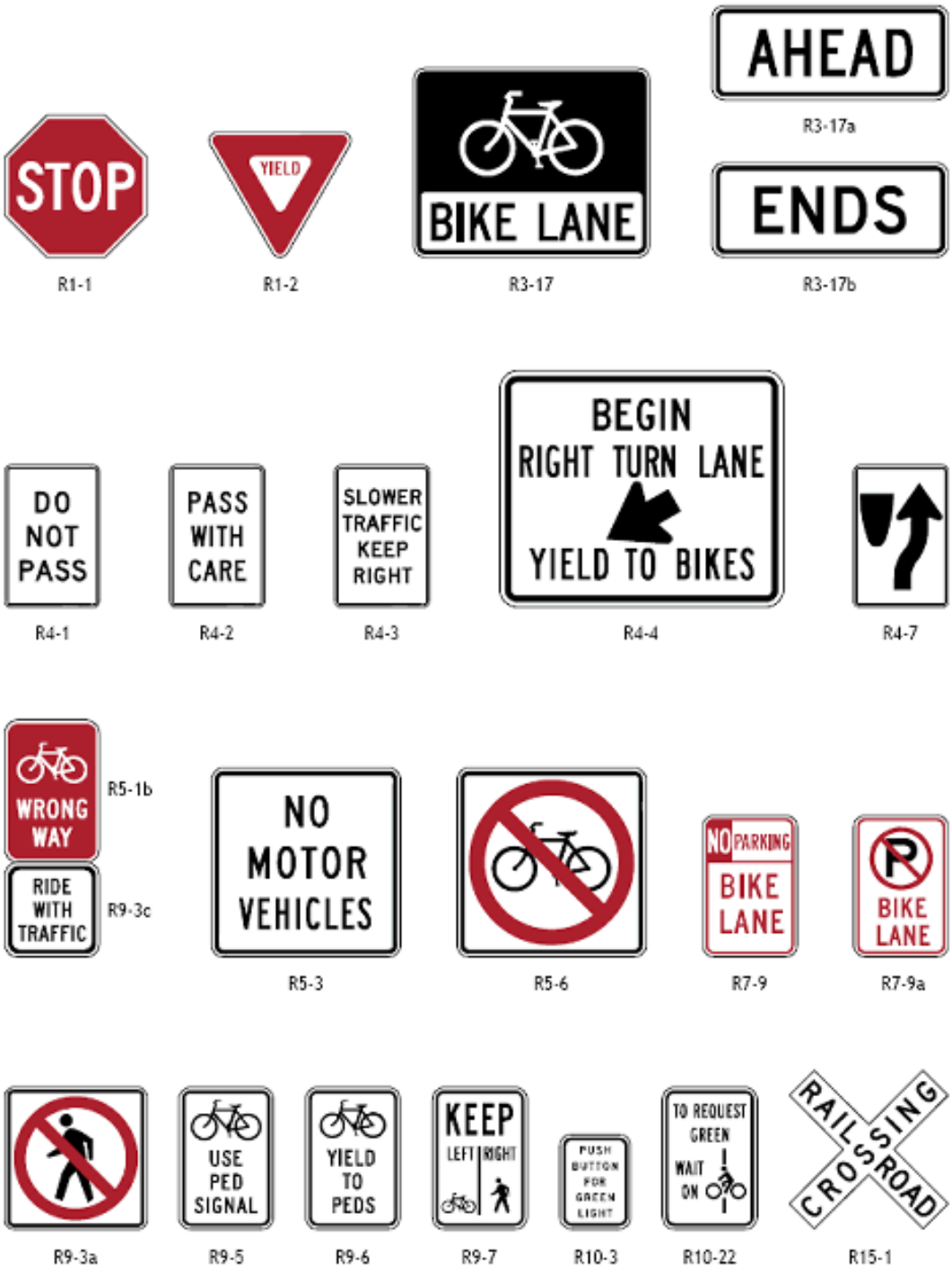
Below: Typical signs used for bike lane users.

Right Federal Highway Administration's typical design for bike lanes.

Next Page: Regulatory signs for bike lanes.



Regulatory Signs for Bicycle Lanes.



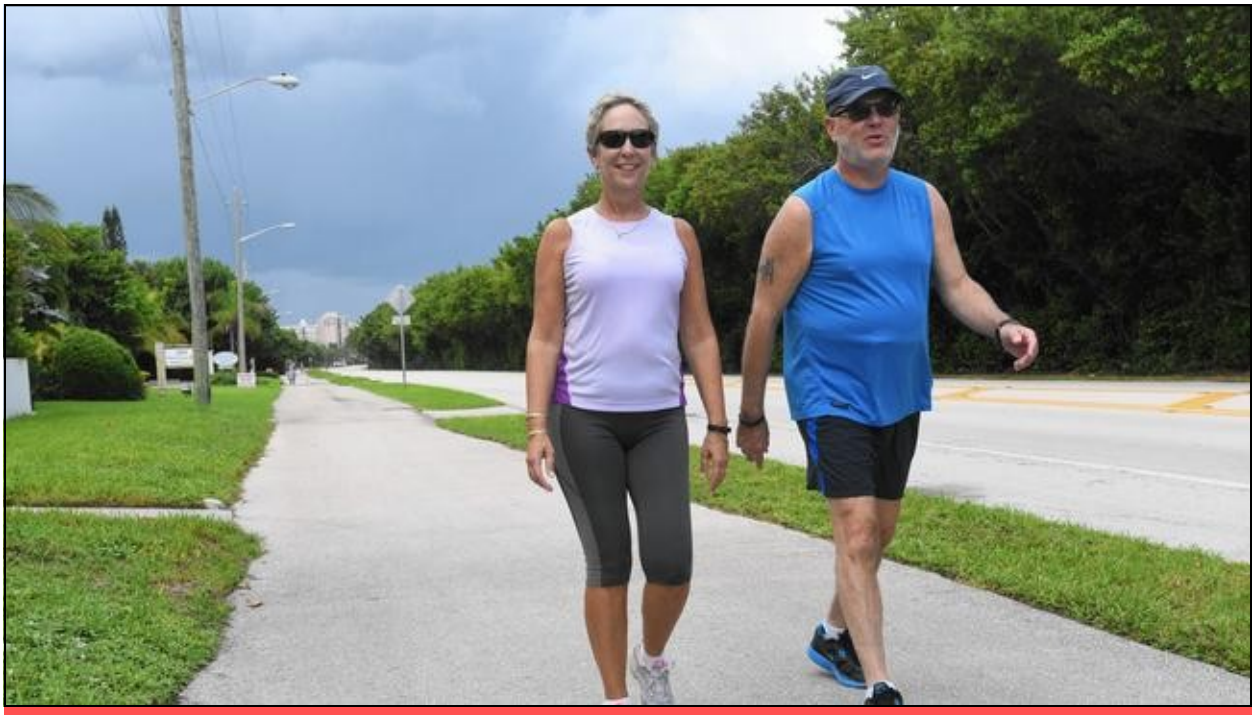
Detached Pathways

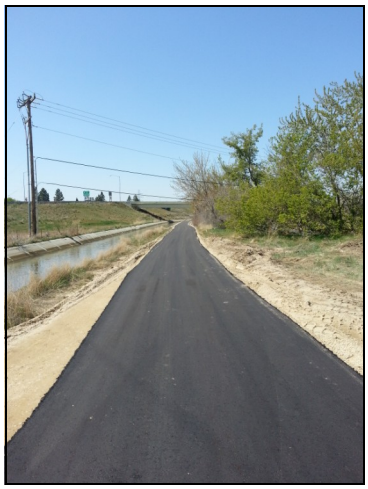
A roadway facility that is within public right-of-way, but is mostly detached from the street because vehicle speed and volume is too high for bike lanes. Detached pathways have an asphalt or concrete surface. It is possible to acquire land via eminent domain for a detached pathway in the state of Idaho as long as it is adjacent to a public roadway.

Desired Width: Approximately 8-12 feet wide.

Road Classifications: Minor arterial streets, major arterial streets.

Infrastructure: Bikes yield to pedestrian signs, bike route signs, no-parking signs, way-finding signs.





Linear Parks

An off-road facility where public access, recreation, destination linkages, and the movement of people is maximized to the fullest. A linear park is substantially longer than it is wide. Linear parks may or may not be paved, contain a full variety of landscaping options, and provide a wide range of public services. A linear park may contain an abandoned railroad corridor or highway right-of-way and could be along a river, creek, canal or ditch.

Desired Width: Approximately 15-100 feet wide or possibly greater with a trail or path width between 8-16 feet wide or greater if necessary.

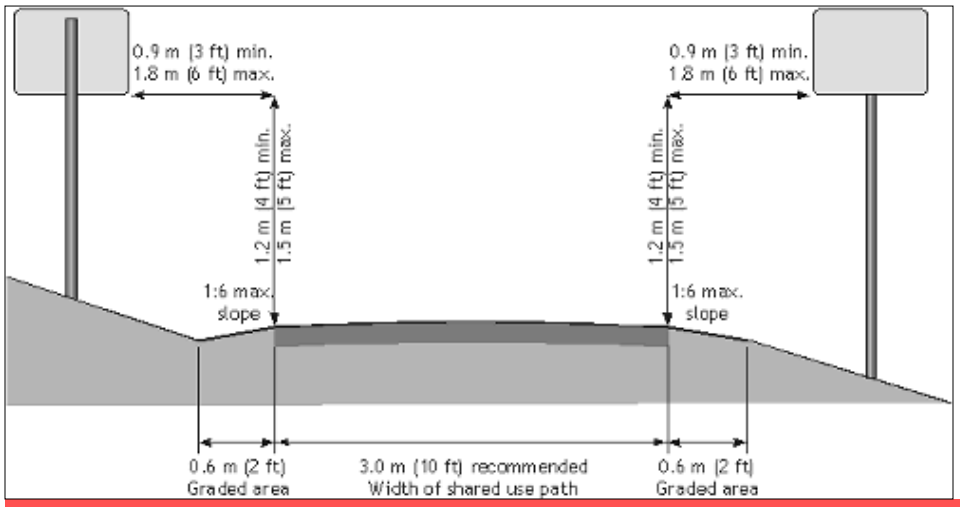
Road Classifications: None.

Infrastructure: Bikes yield to pedestrian signs, bike route signs, way-finding signs, playground equipment, lights, benches, picnic areas, fitness course, restrooms, drinking fountains, frisbee golf, bike repair stations, emergency telecommunication systems, trash cans, kiosks/gazebos, and bike racks.

Above: Boise River Greenbelt Linear Park.

Right: Indian Creek Linear Park, Downtown Caldwell.

Below: Federal Highway Administration's typical cross-section for linear parks.



AMENITIES SERVING PATHWAY FACILITIES

The types of facilities our pathways and linear parks will need – and their placement along a pathway or within a park – depends on several factors: the setting and proposed uses of the pathway, the pathway's intensity of use, the level of service or maintenance that the facilities need, and the utility or infrastructure requirements of the facilities. Whatever the location, user groups, and desired activities along the pathway, we must plan for pathway facilities before we build a system.

Pathway amenities should be grouped together as much as possible. Grouping them together makes them recognizable from a distance, promotes community gathering, saves space along the pathway's edge, and minimizes construction costs and visual disturbances of the landscape. Existing public land, such as schools, parks, the airport, and public facilities, should be utilized as much as possible for this purpose.

The following text demonstrates a range of options for the design and placement of facilities along a pathway or linear park. The components, configurations, and dimensions are not absolutes – they should only serve as guidelines.

Restrooms

Restrooms need utility connections for running water and sewage and they require considerable maintenance and service. The most ideal location for a restroom along the pathway system is within a city park. The number of stalls will depend on the expected level of pathway usage. Restrooms should be visually buffered and screened from residential uses and picnic areas. Restroom facilities must be built to ADA standards. Provisions should be made to securing the facility during overnight hours.

Drinking Fountains

Fountains also require access to water utilities and disposal lines. Drinking fountains should be installed next to a restroom to maximize utility access and improvements. In locations where there is no access to water, the City should consider providing bottled water dispensers or drink vending machines, and/or post signs on the system informing users that they should bring their own water.

Benches

Benches should be located where they offer a good view or shelter from the sun. As a rule, benches should be placed at least every 500-1,000 feet along the system. In some areas, two benches facing each other would be an excellent way of promoting community gathering. Benches should highlight the pathway's variety, taking advantage of both sunlight and shade. Benches should be comfortable, durable, and resistant to vandalism.

Picnic Areas

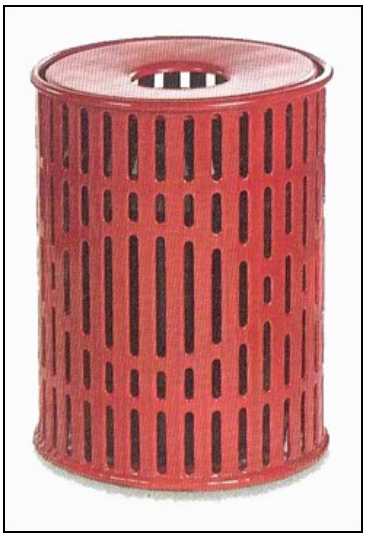
Picnic areas should be located where they provide for maximum enjoyment and comfort for users. Just like with restroom facilities, picnic areas should utilize existing public land. Rest areas and interpretive exhibits should be clustered to facilitate maintenance. Picnic areas should include picnic tables, tree canopies, benches, drinking fountains, trash receptacles, and cooking facilities.

Bicycle Racks

At the very least, bicycle racks should be located near picnic areas and restrooms facilities. Bike racks placed further than 50-feet away from a destination encourages bicyclists to seek out the nearest fence post, utility pole, sign, bench, or tree instead.

Trash Receptacles

To avoid littering on the pathway and linear park system, trash receptacles should be placed near every bench, picnic area, restroom facility, and bike rack.



Fitness Courses

Fitness courses, also known as exercise courses and obstacle courses, are popular additions to linear parks. A fitness course consists of a circuit or loop divided at intervals by stations, each equipped with apparatus and instructions for specific exercises.

Lighting

Illumination of the public pathway system may be desirable in some neighborhoods. Schools, parks, and areas that may be perceived as unsafe should be illuminated. Great care should be taken to direct illumination away from residential properties. The City should consider using solar powered light sources.

Call Boxes

Call boxes should be considered in areas of the City with poor cellular phone coverage. Call boxes bring a sense of security to a secluded area.

Landscaping

Wherever practical, a pathway should provide vegetative buffers for interpretation, habitat views, scenic vistas, and/or shade for user comfort. Trees adjacent to a pathway should remain undisturbed unless there is a sight-line issue or unless an opportunity for restoration or enhancement arises due to the changes in adjacent land uses or for other reasons to be evaluated as necessary. Additional trees should be planted to provide shade for pathway use, particularly at rest areas and interpretive areas. The City Forester should review all landscaping plans prior to trail or pathway construction.

Mileage Markers and Signage

Signs play an important role in pathway design. They give directions and offer needed information along pathways, as well as providing safety tips. Pathways and linear parks are recreational assets and transportation corridors, and therefore recognizable markers should be adopted for use on the linear park system.

Emergency Access

All pathways should be designed to allow access to emergency vehicles and maintenance equipment.

Public Safety

Barricades, bollards, signs, and police presence should be used to minimize illegal uses and activities. Public safety agencies should review pathway plans before construction consummates.

Tool Stations

Another helpful amenity for cyclists is a tool station where simple repairs can be made to a bicycle. Tool stations should be pared with restroom facilities.

Map Boards

Map boards provide directional guidance to facility users. Map boards should be placed at the beginning points of every linear park and at helpful points in-between. The map boards should contain the location of all amenities such as restrooms, picnic areas, tool stations, etc. Map board can also provide information on future linear park projects.

4. The Plan

FUTURE PLANS FOR CONSIDERATION

This chapter is intended to give an overview of how the system will look in the future. Numerous facilities are proposed and will need to be considered when roadways are built or widened and properties are developed. Tips for bringing these projects to fruition can be found in Chapter 5, Implementation.

Bike Lanes

Bike lanes are an important part of the overall system. When planned properly, a bike lane established on a public street provides a reasonably safe route for bicyclists and interfaces with the entire system. The cost of developing bike lanes depends on the width of the existing road. City policy requires all new collector and arterial roadways to be built with bike lanes into their infrastructure.

This Plan supports the development of bike lanes on 45 different arterial and collector roads. The following roadways, listed by functional classification and direction, should be improved with bike lanes:

Minor Arterials—North and South:

1) Wagner Road—Simplot Blvd. to Ustick Road.
2) Paynter Avenue—Simplot Road to Kimball Street.
3) Kimball Avenue—Paynter Avenue to Ustick Road.
4) 10th Avenue—I-84 to Ustick Road.
5) Illinois Avenue—Plymouth Street to I-84.
6) Indiana Avenue—Cleveland Blvd. to Lone Star Road.

Above: Kimball Avenue at Ash Street.

Minor Arterials—North and South (Continued):

8) Lake Avenue—Cleveland Blvd. to Lone Star Road.
9) Aviation Way—Boise River to Linden Street.
10) Smeed Parkway—Highway 20/26 to Linden Street.
11) Midland Blvd.—Lincoln Road to Area of Impact.
12) Northside Blvd.—Lincoln Road to Laster Lane.

Minor Arterials—East and West:

1) Lincoln Road—Indiana Avenue to Madison Road.
2) Linden Street—Farmway Road to Aviation Way.
3) Linden Street—Smeed Parkway to Madison Road.
4) Homedale Road—Farmway Road to Cleveland Blvd.

Minor Arterials—Diagonal Streets:

1) Plymouth Street—Illinois Street to Highway 44.
2) Chicago Street—Centennial Way to Linden Street.

Above: Linden Street at Ray Avenue

Below: Illinois Avenue at Rochester Street.

Collector Roads—North and South:

1) Airport Avenue—Linden Street to Karcher Road.
2) Montana Avenue—Logan Street to Orchard Avenue.
3) River Road—Plymouth Street to Channel Lane.
4) Illinois Avenue—Plymouth Street to Boise River.
5) Indiana Avenue—Terrace Drive to Hillcrest Lane.
6) Florida Avenue—Cleveland Blvd. to Lone Star Road.
7) Midway Road—Cleveland Blvd. to City of Nampa.
8) Smeed Parkway—Boise River to Highway 20/26.
9) KCID Road—Boise River to Linden Street.
10) Ward Lane—Lincoln Road to Ustick Road.
11) Santa Ana Avenue—Lincoln Road to Laster Lane.
12) Knott Lane—Boise River to Laster Lane.
13) Madison Road—Boise River to Laster Lane.

Collector Roads—East and West:

1) Marble Front Road—Illinois Avenue to Smeed Parkway.
2) Laurel Street—Wagner Road to Paynter Avenue.
3) Skyway Street—Aviation Way to Madison Road.
4) Logan Street—Wagner Road to Montana Avenue.
5) Linden Street—Wagner Road to Farmway Road.
6) Spruce Street—Ward Lane to Madison Road.
7) Laster Lane—Farmway Road to Indian Creek.
8) Laster Lane—Middleton Road to Midland Blvd.
9) Moss Street—Farmway Road to Midway Road.
10) Cirrus Drive—10th Avenue to Nampa City Limits.
11) Smith Avenue—Indiana Avenue to Lake Avenue.

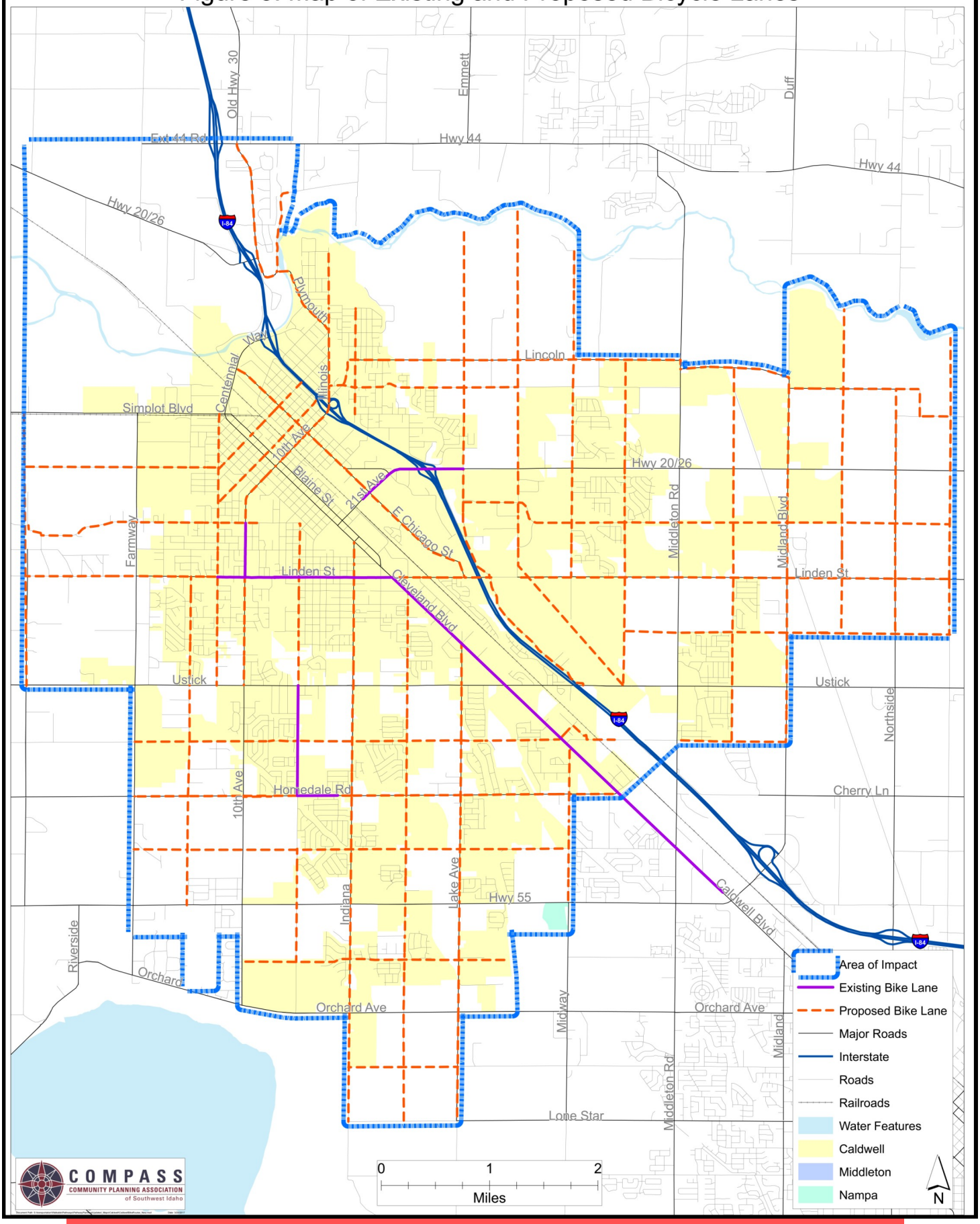
Above: Marble Front Road on Canyon Hill.

Below: Kimball Avenue at Arlington Avenue.

Collector Roads—Diagonal Roads:

1) 5th Avenue—Paynter Avenue to I-84.
2) Kimball Street—Paynter Avenue to I-84.
3) Aviation Way—Linden Street to Ustick Road.
4) Smeed Parkway—Linden Street to Ustick Road.

Figure 3: Map of Existing and Proposed Bicycle Lanes



Detached Pathways

Above: Example of a detached pathway.

Below: 10th Avenue south of Ustick Road is an excellent location for a detached pathway.

For the purposes of this Plan, detached pathways should be utilized on principal arterials and in some cases on minor arterials. In most instances, additional right-of-way must be acquired. It is imperative to have some separation between the pathway and the roadway or a protective barrier should be constructed. Pathways should be installed on both sides of the road if ample right-of-way is available. The following eight (8) roadways are designated by this Plan to have detached pathways:

Expressways:

1) Highway 20/26—Aviation Way to Madison Road.

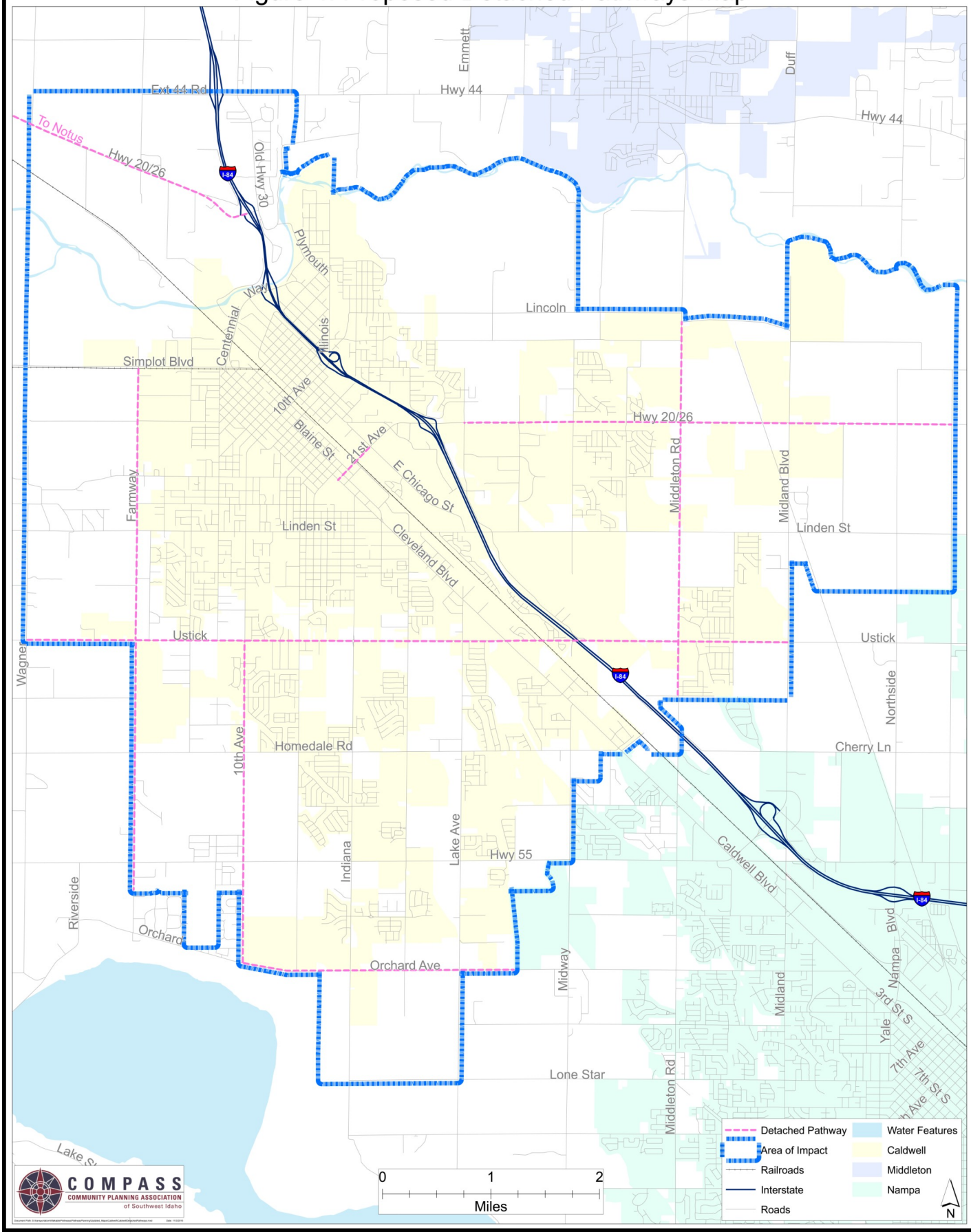
Principal Arterials:

1) Highway 20/26—I-84 (Exit 26) to Area of Impact.
2) Farmway Road—Highway 19 to Highway 55.
3) Ustick Road—Wagner Road to Midland Blvd.
4) Middleton Road—Lincoln Road to Laster Lane.
5) 21st Avenue—Cleveland Blvd. to Chicago Street.

Minor Arterials:

1) 10th Avenue—Ustick Road to Orchard Avenue.
2) Orchard Avenue—10th Avenue to Nampa City Limits.

Figure 4: Proposed Detached Pathways Map



Linear Parks

Linear parks are the "arterial highway" of the bicycle and pedestrian system. They carry the highest volume of cyclists and pedestrians and provide connectivity to activity zones, adjacent cities and regional pathway and bike route systems. Safety improvements should be made to street intersections when a linear park crosses a high volume street.

The city currently has about four miles of linear parks. This Plan proposes over 31 miles of new publicly owned linear parks located in the following eight (8) corridors. Figure 5. on page 39 details identifies the location of each proposed corridor.

Above: A Caldwell police officer patrolling Rotary Pond Park at the Caldwell Greenbelt.

Below: Caldwell greenbelt pathway at Curtis Park.

Bottom: Panther Pathway at Linden Street. This pathway was constructed in 2009.

1) Indian Creek Corridor (4.86 miles) — This corridor provides a connection between the Boise River greenbelt and the City of Nampa. This corridor is an extension of the existing downtown pathway system along Indian Creek. It should be the hallmark of Caldwell's pathway system.
2) Boise River Greenbelt Corridor (10.81 miles)—This corridor connects Caldwell to Boise and the Snake River. This project is the vision of the Foundation for Ada and Canyon County Trails (FACTS).
3) Lake Lowell Corridor (3.47 miles)—This corridor provides a connection between the Treasure Valley Family YMCA, Lake Lowell, and the Deer Flat National Wildlife Refuge. A grade separation would need to be built at Highway 55.
4) Panther Pathway Corridor (1.34 miles)—A portion of this pathway was built in 2009 behind Syringa Middle School. This Plan calls for extending the pathway behind Jefferson Middle School to 10th Avenue via the Dixie Drain.

Above: An example of the type of pathway that will be constructed in Caldwell.

Below: Master Plan for Tri-City Corridor, which is a long-term rails-to-trails project.

5) Cougar Pathway Corridor (4.13 miles)—A portion of this pathway is completed behind Caldwell High School. This Plan calls for extending the pathway westerly to Wisconsin Avenue along the Caldwell Low Line Canal and easterly along the Caldwell Low Line Canal, thence southerly on a quarter section line between Florida Avenue and Lake Avenue.

6) North Nampa Corridor (1.06 miles)—This relatively short pathway is proposed along I-84 to connect Caldwell and the north side of Nampa. This pathway will help reduce pedestrian traffic on Middleton Road and Ustick Road.

7) Mason Creek Corridor (7.31 miles)—This expansive corridor runs from the Boise River to the Union Pacific Spur Line (Tri-City Corridor). This corridor also has a branch that takes pedestrians to Van Buren Elementary School, Highway 20/26, and Smeed Parkway.

8) Tri-City Corridor (2.50 miles)—This corridor utilizes land adjacent to railroad right-of-way owned by Union Pacific. It connects Middleton, Caldwell, and Nampa; hence the name tri-city.

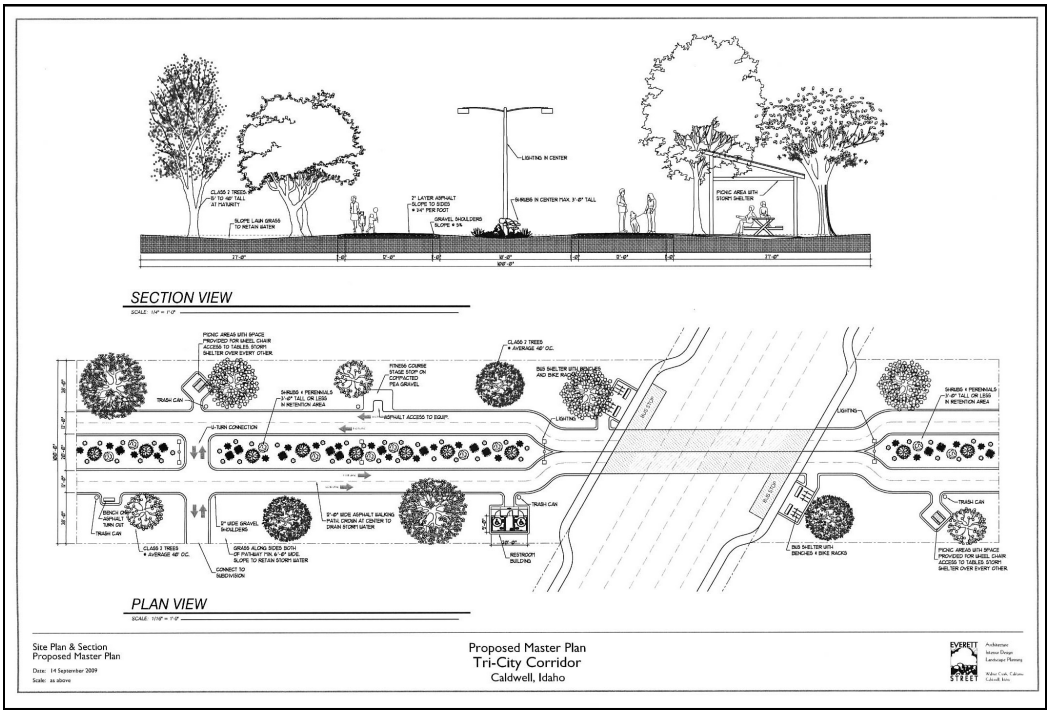
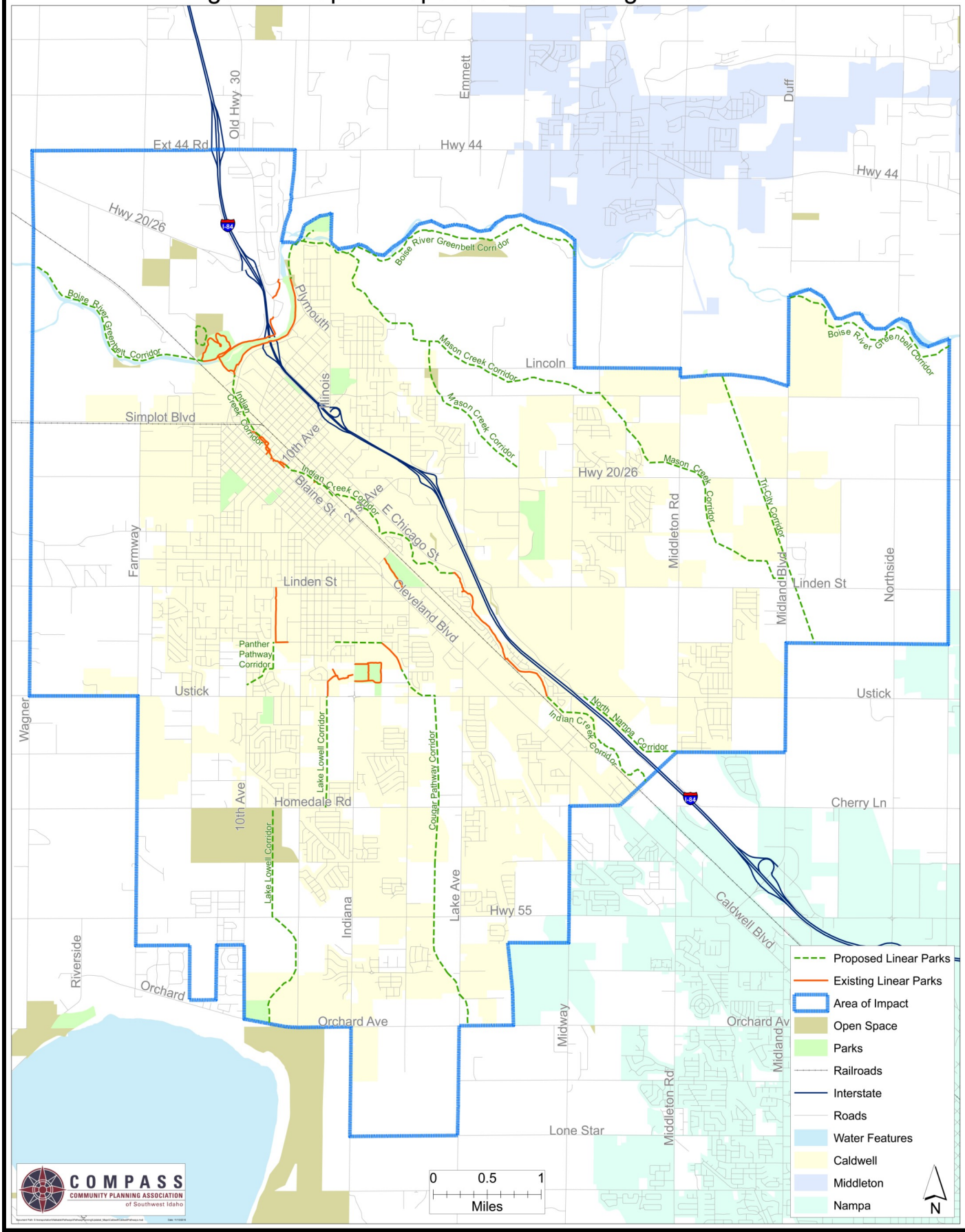


Figure 5: Map of Proposed and Existing Linear Parks



Regional Bike Routes

The Caldwell Pathways and Bike Routes Committee worked with leaders of nearby communities, highway district officials, and cycling groups to come up with corridors that connect Caldwell to other cities in the Treasure Valley. The committee selected roads with lower traffic volumes, wherever possible, that can easily be converted into a regional bike route. This Plan recommends the following corridors:

1) Middleton/Boise River North—Starting at the Boise River Bridge on old Highway 30, this route takes cyclists up River Road and Channel Road to Highway 44 into Middleton.
2) Boise River South/Middleton Spur—This spur route utilizes Middleton Road and connects Highway 44 to Lincoln Road. It provides connectivity to the Boise River North route and the Boise River South route.
3) Northeast Path/Boise River South—This route provides connectivity into Ada County. Starting at Caldwell city limits, it travels eastbound down Lincoln Road and then continues easterly along Joplin Road.
4) Wine Region—Starting in the southern most edge of the city, this route goes west on Orchard Road, southwest on Riverside Road, west on Lowell Road, north on Plum Road, east on Upper Pleasant Ridge Road, and north on Top Road until it reaches Greenleaf and the Westside bike route. This route runs through the Sunny Slope wine region.
5) Westside/Greenleaf—This bike route takes cyclists westerly out of Caldwell on Logan Street. The route links up with Lower Pleasant Ridge Road and takes cyclists to the Wine Region route and the City of Greenleaf.

Above: Pathway south of Middleton.

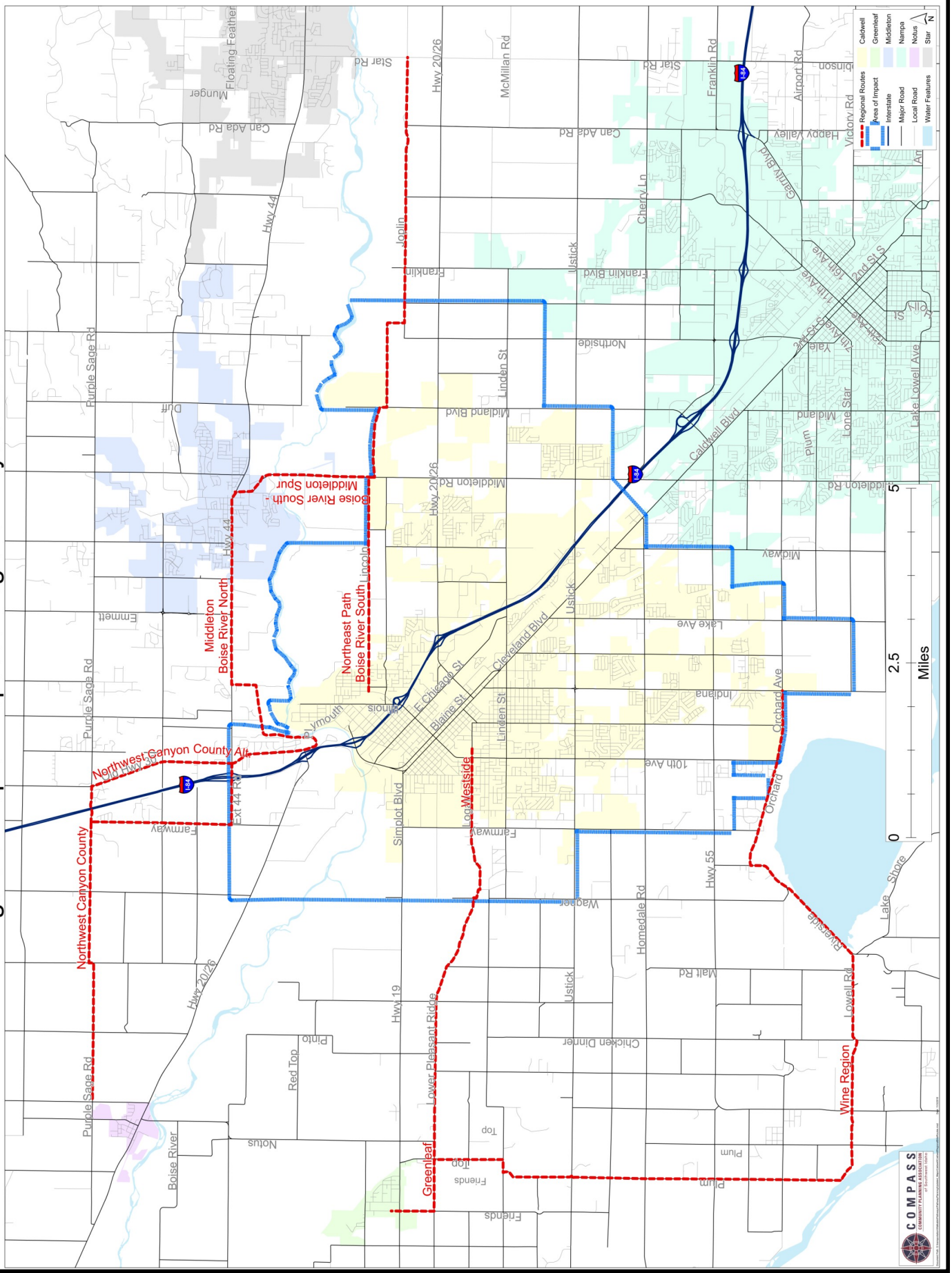
Below: Rural roadway running through the wine region.

6) Northwest Canyon County—Starting at the Boise River Bridge on old Highway 30, this route takes cyclist up Old Highway 30, goes west down Highway 44, goes north up Farmway Road and goes west down Purple Sage Road. This route also has an alternate route that keeps cyclists on Old Highway 30 until it reaches Purple Sage Road.

Right: Lake Lowell.

Below: Criterion races are popular is Boise. Caldwell can host this type of event when our network is more substantial.

Figure 6: Map of Proposed Regional Bicycle Routes



Inner-City Bike Routes

Bike routes can help Caldwell residents reach nearby destinations and services. In 2010, a five mile long bike route (Bike Route #1) was built connecting residents on Canyon Hill to the YMCA. This Plan calls for five (5) more bike routes to be built within city limits. These routes will be exclusively designed as shared roadways that will direct users via way-finding signage and sharrows. The inner-city bike routes shall consist of the following options:

1. Bike Route #2—I-84 to West Valley Medical Center. This route utilizes 9th Avenue and Fairview Avenue.
2. Bike Route #3—Downtown Caldwell to Heritage Community Charter School. This route utilizes Dearborn Street, 20th Avenue, College Avenue,. This route will link up with Bike Route #1.
3. Bike Route #4—Downtown Caldwell to the College of Idaho. Utilizes Arthur Street and 20th Avenue.
4. Bike Route #5—West side to Panther Pathway. This route utilizes Beech Street, Arlington Avenue, Fircrest Avenue, and Spruce Street until it meets up with Bike Route #1 at Panther Pride Pathway.
5. Bike Route #6—Begins at Bike Route #1 and goes eastbound on Hillcrest, turns north on Georgia Avenue and terminates at Lincoln Street.

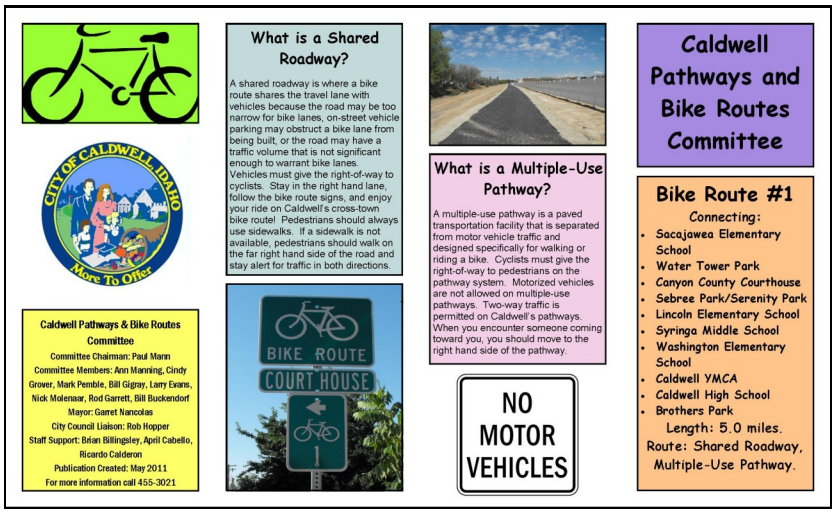
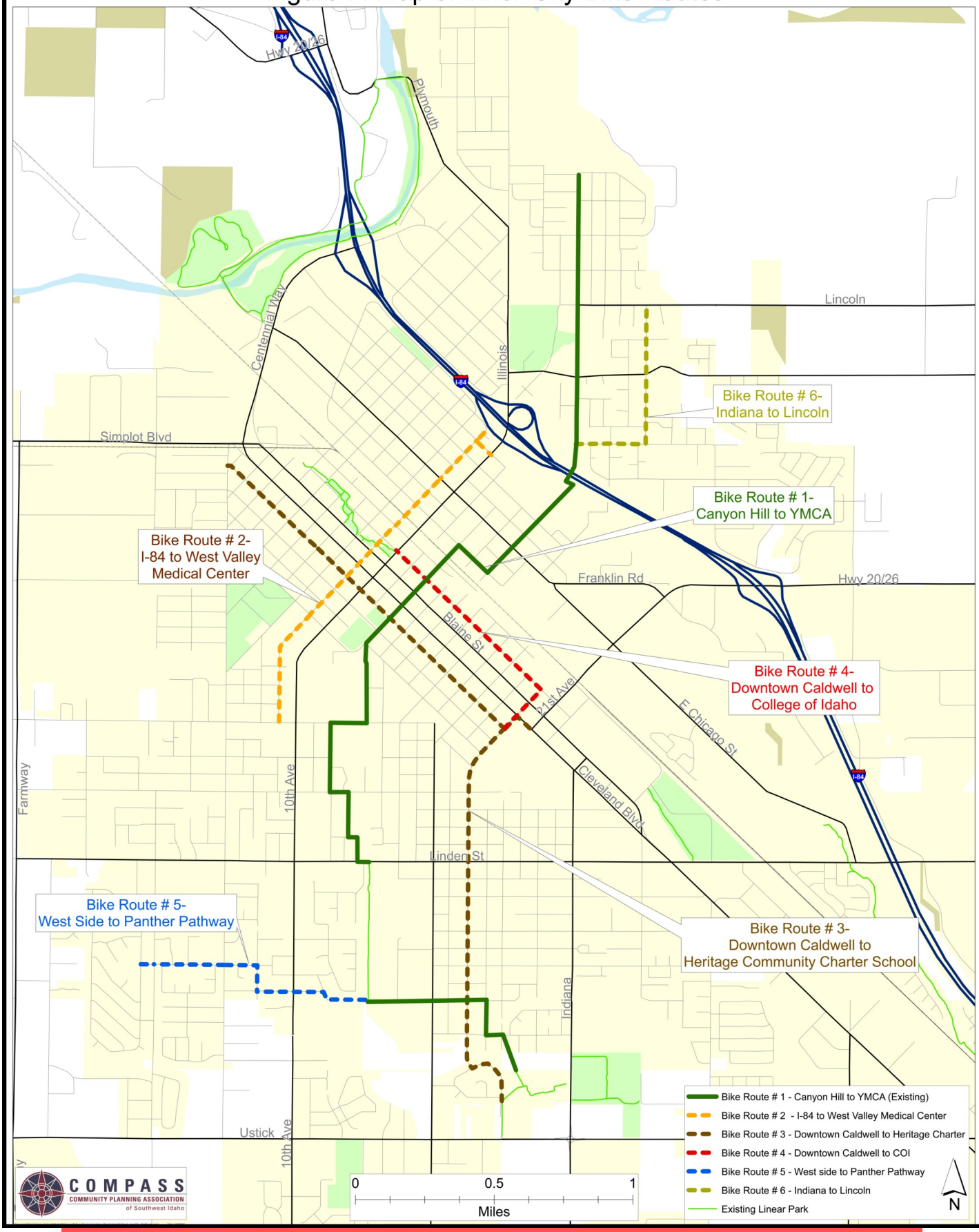


Figure 7: Map of Inner-City Bike Routes



Sidewalks

Caldwell's sidewalk system is sporadic and in need of many improvements. Downtown Caldwell and nearby neighborhoods have a decent sidewalk system that is in need of upgrading. The city didn't started requiring new developments to install sidewalks until the 1990's. Neighborhoods that were developed between World War II and the 1990's have very few sidewalks.

This Plan recognizes the need for sidewalk improvements and recommends that the city focus on building and upgrading sidewalks on classified roads. These roads are routes that children take to school and adults take to public transportation. This Plan recommends short-term and long-term sidewalk needs. Short term needs have the highest priority and long-term needs should take the second-highest priority.

Above: Kimball Street between Paytner and Ustick is perhaps one of the worst neighborhoods for sidewalk connectivity.

Below: Linden Street between Indiana and Farmway Road is in need of extensive sidewalk improvements.

Below Right: Montana Avenue between Linden and Ustick is the highest priority location for a safe routes to school project in Caldwell.

Short-Term Sidewalk Projects (in no particular order):

1) Illinois Avenue—Savannah Street to I-84.
2) Kimball Avenue—Railroad to Paynter Avenue.
3) Kimball Avenue—Paynter Avenue to Linden Street.
4) Linden Street—Farmway Road to 10th Avenue.
5) Linden Street—10th Avenue to Indiana Avenue.
6) 10th Avenue—Logan Street to Linden Street.
7) 10th Avenue—Linden Street to Ustick Road.
8) Montana Avenue—Logan Street to Linden Street.
9) Montana Avenue—Linden Street to Spruce Street.
10) Montana Avenue—Spruce Street to Ustick Road.

Long-Term Sidewalk Projects (in no particular order):

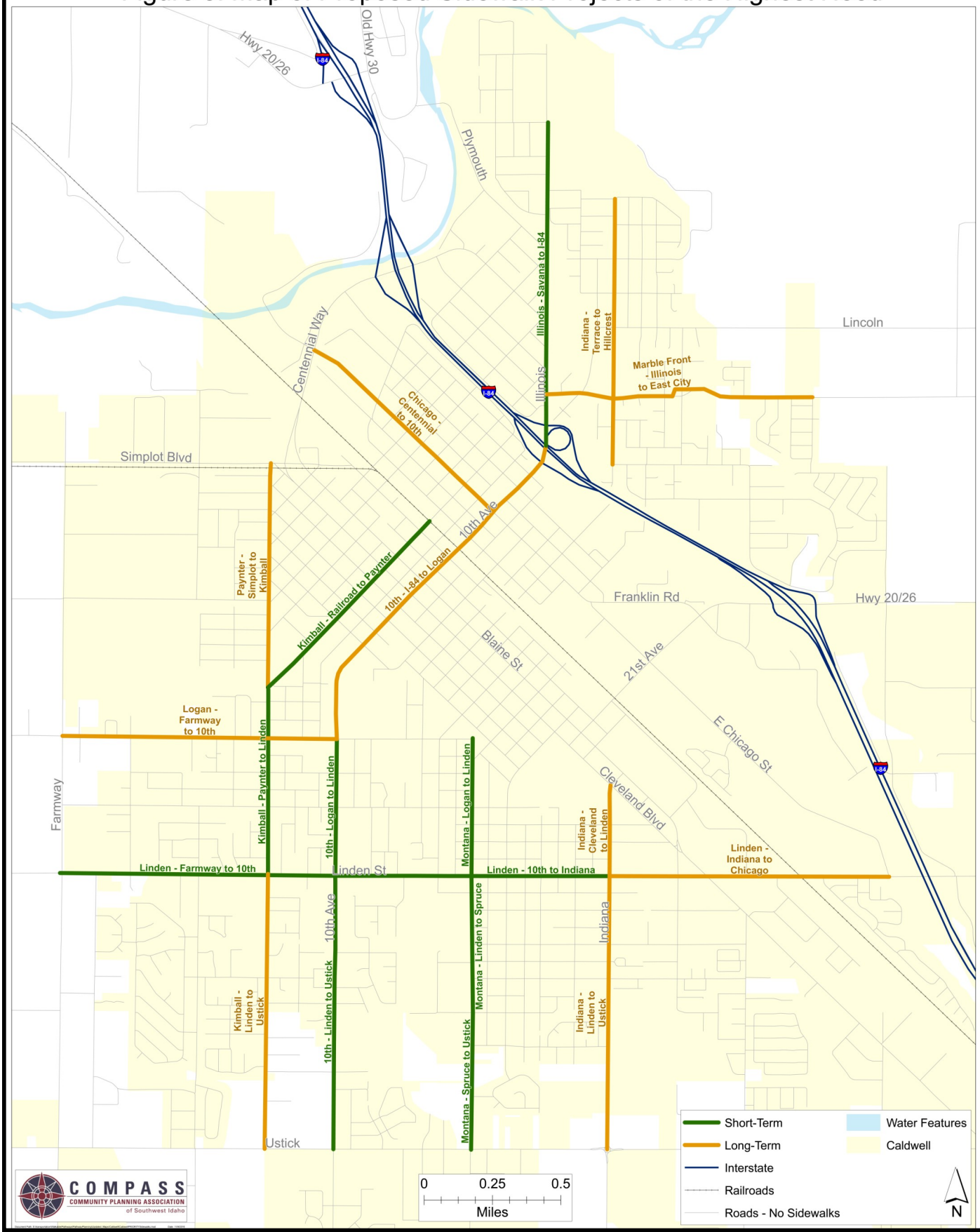
1) Indiana Avenue—Terrace Drive to Hillcrest Lane.
2) Marble Front Road—Illinois Avenue to Van Buren Elementary School.
3) Chicago Avenue—Centennial Way to 10th Avenue.
4) 10th Avenue—I-84 to Logan Street.
5) Paynter Avenue—Simplot Road to Kimball Avenue.
6) Logan Street—Farmway Road to 10th Avenue.
7) Linden Street—Indiana Avenue to Chicago Street.
8) Kimball Avenue—Linden Street to Ustick Road.
9) Indiana Avenue—Cleveland Blvd. to Linden Street.
10) Indiana Avenue—Linden Street to Ustick Road.

Above: Chicago Avenue connects a low income neighborhood to an area with commerce and jobs. Better sidewalks and street lighting is needed on this street.

Below: Indiana Avenue connects a residential neighborhood to Cleveland Blvd., Caldwell High School and the YMCA. This street has an incomplete sidewalk system.

Bottom: Marble Front Road provides access to Van Buren Elementary School. The sidewalk system on this road, especially on Canyon Hill, is not finished. A complete sidewalk would provide safe passage for students and reduce safety bussing services for the school district.

Figure 8: Map of Proposed Sidewalk Projects of the Highest Need



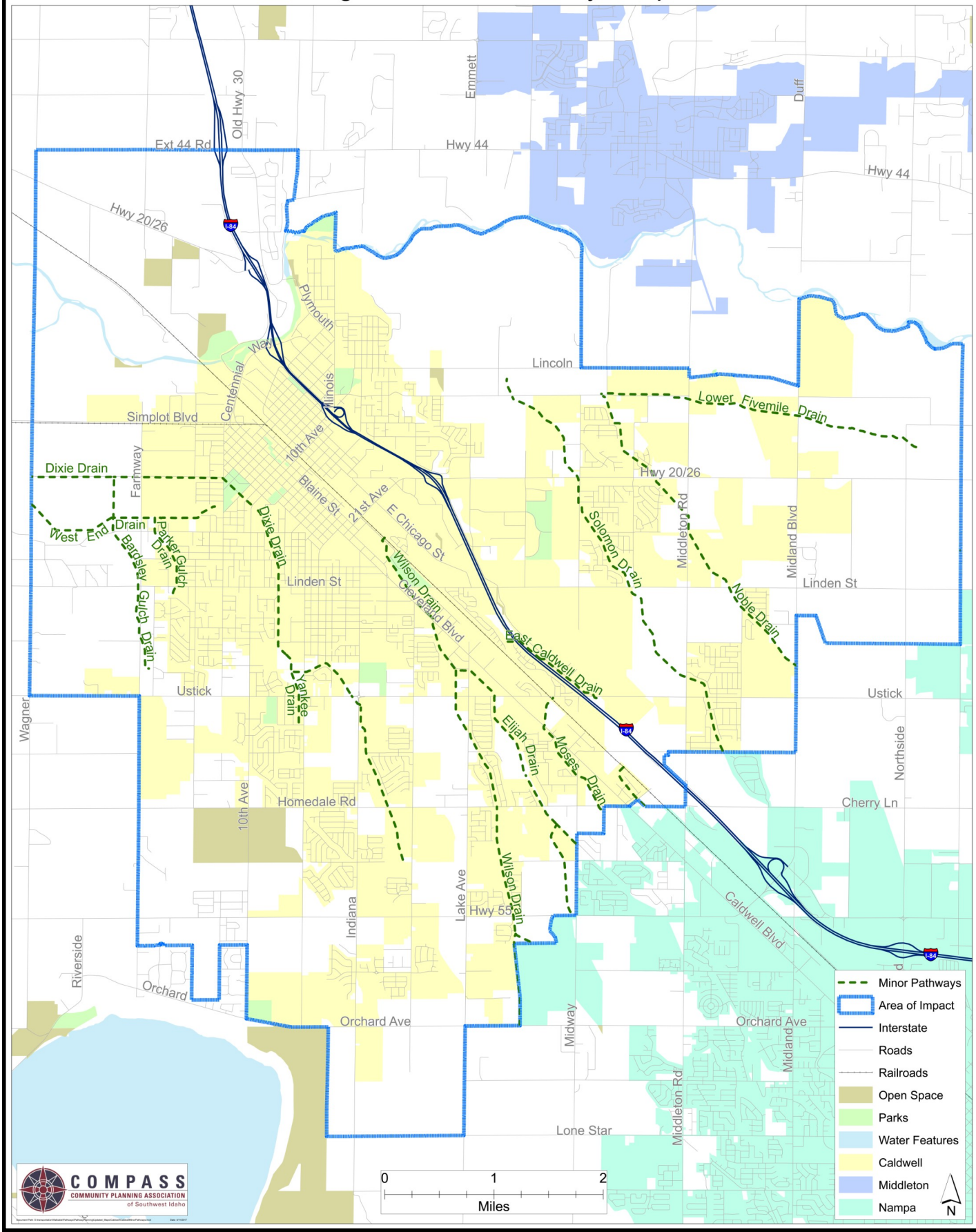
Irrigation Pathways

Caldwell's area of city impact has several important drainage facilities that are used to circulate water emanating from the treasure valley's man-made irrigation system. The city is currently in the process, in cooperation with Pioneer Irrigation District, of taking title to several of these drainage facilities via Title Transfer from the US Bureau of Reclamation. Once these facilities come into City ownership, pathways may be considered along these routes in a manner consistent Title Transfer Stipulations and Caldwell and Pioneer's Drain Transfer Agreement made a part hereof by this reference. The pathways will be minor in nature and will help connect neighborhoods together. They will also help to improve and preserve access to the drain facilities for the purpose of operating and maintaining the drains.

In some instances, these pathways do not need to be paved or can be used as a trail until funds become available to pave a route. Paved pathways should be between 8-10 feet wide. Careful consideration should be taken to keep the public, especially children, away from water. This Plan recommends developing a pathway system along the following drainage facilities:

1) Lower Five Mile Drain.
2) Noble Drain.
3) Solomon Drain.
4) East Caldwell Drain.
5) Moses Drain.
6) Elijah Drain.
7) Wilson Drain.
8) Dixie Drain.
9) Yankee Drain.
10) Parker Gulch Drain.
11) Bardsley Gulch Drain.
12) West End Drain.

Figure 9: Minor Pathways Map



5. Implementation

RECOMMENDATIONS FOR DEVELOPMENT STANDARDS

This Plan facilitates and promotes the public health, safety, and welfare in the continued development of the City's bicycle, pedestrian, and park system. The City Council should consider adopting development regulations to implement this plan. By adopting and implementing effective pathway development regulations, the City will have the tools and techniques to build the system in a cost effective and systematic way by requiring developers adjacent to a pathway or bike route to dedicate land and/or build the system. The basic characteristics of a model ordinance are outlined below:

General Purpose

The linear park and detached pathway requirements are intended to:

1) Provide safe routes for pedestrians and cyclists.
2) Increase recreational opportunities within the community and connect these opportunities to the pathway and bike route system.
3) Increase public access to the Boise River, Lake Lowell and Indian Creek corridors, public facilities, and neighboring cities.
4) Help create a pleasant urban environment.
5) Provide consistent standards for pathway development.

Dedication and Construction of Linear Parks/Pathways as a Condition of Development Approval (Residential and Mixed-Use Zones)

The following standards and criteria related to linear park dedication and/or construction when it is required as a condition of approval in a residential or mixed use zone:

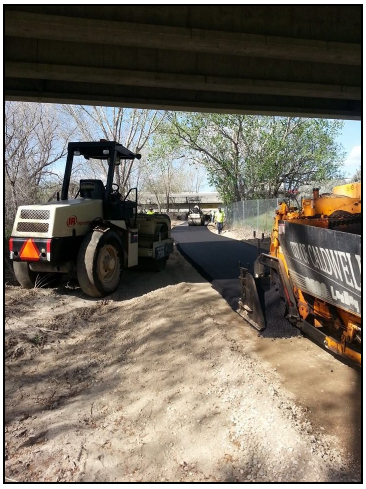
1) On any land use application involving the subdivision of land, right-of-way for public pathways or linear parks shall be designated on the final plat.
2) All other land use applications not involving the subdivision of land, but where the dedication of land for a pathway is required, shall designate an easement to the City prohibiting development from taking place within the easement and providing for public pathway construction, maintenance, and use.
3) The construction of the public pathway in all residential and mixed use zones is required in any instance where the subdivision of land involving the creation of a street is taking place. Construction of the pathway may be delayed until after final plat approval subject to the applicant filing security of performance in accordance with City's subdivision ordinance policy. The Planning & Zoning Director shall decide if construction is required when a building permit is issued.

4) Short-plat subdivisions and the construction of non-residential uses (churches, schools, etc.) shall dedicate right-of-way or an easement for public pathways but shall not be required to construct the pathways within the easement. The construction of a public pathway may be required by the Planning & Zoning Commission or the City Council as a condition of development approval.

5) Table 6. below identifies situations which require land dedication and/or public pathway/linear park construction in all residential and mixed-use zoning districts:

Table 6. Linear Park/Pathway Requirements – Residential/Mixed-Use Zones		
Situation	**Dedication of Right-of-Way or Easement**	**Construction of Pathway**
Annexation	REQUIRED	MAY BE REQUIRED
Rezone	REQUIRED	MAY BE REQUIRED
Subdivision Plat	REQUIRED	REQUIRED
PUD Plat	REQUIRED	REQUIRED
Short Plat	REQUIRED	NOT REQUIRED
Special Use Permit/PUD	REQUIRED	MAY BE REQUIRED
Building Permit	REQUIRED	DIRECTOR DECISION
Change in Use/Occupancy	NOT REQUIRED	NOT REQUIRED
Certificate of Compliance	NOT REQUIRED	NOT REQUIRED
Home Occupation	NOT REQUIRED	NOT REQUIRED

Dedication and Construction of Linear Parks/Pathways as a Condition of Development Approval (Commercial, Industrial, and Institutional Zones)



The following standards and criteria related to linear park/ pathway dedication and/or construction when it is required as a condition of approval in any commercial, industrial, or institutional zoning district:

1) On any land use application involving the subdivision of land, right-of-way for public pathways shall be designated on the final plat.

2) All other land use applications not involving the subdivision of land, but where the dedication of land is required, shall designate an easement to the City prohibiting development from taking place within the easement and providing for public pathway construction, maintenance, and use.
3) The construction of a public pathway in all non-residential zones is required in any instance where construction is taking place. In instances where construction of the pathway is required, the construction may be delayed until after final plat approval or issuance of a temporary occupancy permit subject to the applicant filing security of performance in accordance with City's subdivision ordinance policy.
4) Table 7 below identifies situations where land dedication and/or public pathway construction may be required in all commercial, industrial, and institutional (non-residential) zoning districts:

Table 7. Linear Park/Pathway Requirements – Non-Residential Zones

Situation	Dedication of Right-of-Way or Easement	Construction of Pathway
Annexation	REQUIRED	NOT REQUIRED
Rezone	REQUIRED	NOT REQUIRED
Subdivision Plat	REQUIRED	REQUIRED
PUD Plat	REQUIRED	REQUIRED
Short Plat	REQUIRED	REQUIRED
Special Use Permit/PUD	REQUIRED	REQUIRED
Building Permit	REQUIRED	REQUIRED
Change in Use/Occupancy	NOT REQUIRED	NOT REQUIRED
Certificate of Compliance	REQUIRED	NOT REQUIRED
Home Occupation	NOT REQUIRED	NOT REQUIRED

Pathway Standards

The construction of a linear park or pathway by a land developer must meet AASHTO standards for pathway development as determined by the City Engineer.

1) Width – Public pathways must be designed in accordance with the Americans with Disabilities Act and accommodate people with varying levels of disabilities. The recommended pathway width is 8-12 feet wide, but in instances where the width of available land is constrained or low usage is expected, a five (5) foot wide pathway would be acceptable. If pathways are built using federal funding, then federal guidelines will establish the width of the pathway. In areas where irrigation water is available, a 6-foot wide grass shoulder should be placed on both sides of the pathway.

2) Surface – Asphalt pathways should be developed with a minimum depth of a two (2) inch bituminous concrete surface course and six (6) inch aggregate base course set on top of geotextile fabric for ground stabilization. Concrete pathways should be built with a minimum depth of four (4) inches of concrete on top of four (4) inches of aggregate base course. All disturbed construction areas should be covered with a minimum of four inches of topsoil to get good germination of seed.

3) Connectivity – Newly established subdivisions, land uses, and businesses shall be connected to the pathway system. The location(s) where a connection is made to the pathway will be approved by city staff during a roundtable (pre-application) meeting.
4) Signage – Signage should be provided for general visitor information and to foster an appreciation of the natural and cultural features along pathways and linear parks. Uniform signage should follow MUTCD requirements in

the following informational levels:

A. Interpretive Exhibits – Descriptions or stories regarding geographical features, historic sites, natural areas, etc.

B. Way-finding Signs – Point areas of interest and services within and beyond the corridor including service areas such as rest areas, bus stops, restaurants, medical services, and public facilities.

C. Regulatory Signs – Site rules, operating hours, activities permitted, trail etiquette, warnings of congested areas or hazards ahead.

D. Directional Signage – Park and pathway names, mileage markers, location maps, street names.

Wherever possible, graphic logos should be developed to provide an identification of the city's pathway system. The image will be suitable for trail markers, mileage markers, and way-finding signs.

Facility Acceptance

The City will assume maintenance and control of the linear park or pathway corridor only upon dedication and the City's acceptance for maintenance, similar to its responsibilities for other publically maintained highways. The acceptance of a dedication and the acceptance of a linear park for maintenance should be established by City Council order and is recommended when:

1) The applicant requests that the City assume the responsibility.
2) The linear park lies within the easement or right-of-way granted to the City for the construction of the pathway.
3) The linear park has been constructed to the City's standards.

Other Recommended Changes to Policy

City Code Section No. 12-17-03(2) should be revised to state that all improvements in a public right-of-way shall be consistent with the guidelines established in the 2040 Caldwell Bicycle and Pedestrian Master Plan.

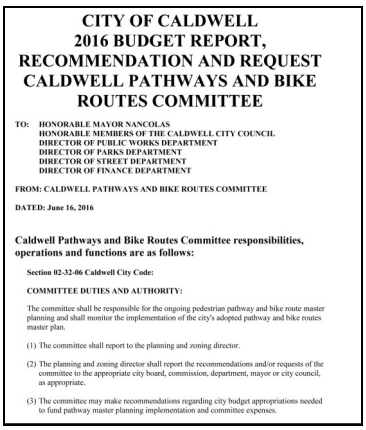
In addition, the Subdivision Ordinance should be amended to require construction of the necessary facilities. The Landscaping Ordinance should be updated to require low-maintenance dry landscaping to reduce the burden on city parks staff.

PATHWAY MAINTENANCE

The City's Parks Department and Street Department are primarily responsible for the maintenance and care of the pathway and bike route system. The Parks Department will handle landscaping maintenance along the pathway system. Both departments will handle patching and resurfacing the pathways as well as removing snow and ice from the pathways in the winter months. The Street Department will also install signage and establish bike lanes on city streets.

In addition to City services, the City should encourage volunteers to become pathway host/rangers and assist with interpretation, maintenance, and policing. Courtesy patrols and adopt-a-trail programs should be established to offer opportunities for organized clubs, church groups, and schools to help maintain a safe and clean pathway system. Funding must be secured to prevent to spread of noxious weeds on the pathway system. Weeds can undermine the appearance of the system and cause punctured bicycle tires. Specific and routine care will be needed to prevent puncture vine, poison hemlock, perennial pepper weed, Canadian and scotch thistle from ruining an aesthetically pleasing pathway corridor.

BUDGETING



CITY OF CALDWELL
2016 BUDGET REPORT,
RECOMMENDATION AND REQUEST
CALDWELL PATHWAYS AND BIKE ROUTES COMMITTEE

TO: HONORABLE MAYOR NANCOLAS
HONORABLE MEMBERS OF THE CALDWELL CITY COUNCIL
DIRECTOR OF PUBLIC WORKS DEPARTMENT
DIRECTOR OF PARKS DEPARTMENT
DIRECTOR OF STREET DEPARTMENT
DIRECTOR OF FINANCE DEPARTMENT

FROM: CALDWELL PATHWAYS AND BIKE ROUTES COMMITTEE

DATED: June 16, 2016

Caldwell Pathways and Bike Routes Committee responsibilities, operations and functions are as follows:

Section 02-32-06 Caldwell City Code:

COMMITTEE DUTIES AND AUTHORITY:

The committee shall be responsible for the ongoing pedestrian pathway and bike route master planning and shall monitor the implementation of the city's adopted pathway and bike routes master plan.

(1) The committee shall report to the planning and zoning director.

(2) The planning and zoning director shall report the recommendations and/or requests of the committee to the appropriate city board, commission, department, mayor or city council, as appropriate.

(3) The committee may make recommendations regarding city budget appropriations needed to fund pathway master planning implementation and committee expenses.

The City Council should prepare a yearly budget for the capital development of the pathway and bike route system along with the continual maintenance of public pathways which have been accepted by the City for perpetual maintenance.

Anytime the City repairs or widens a road where a bike route is proposed, the City should include the necessary facilities into the construction project. In addition, any time the City chip-seals a road, it should consider adding bike lanes if there is enough street width.

FORMATION OF A COMMITTEE

The City Council formed a citizen advisory committee (called the Pathways and Bike Routes Committee) after the adoption of the 2010 plan. This committee is responsible for making budget and policy recommendations to the city council. Keeping the users of the system active in the decision-making process is key to the successful implementation of this plan.

Appendix—Quadrant Maps

Quadrant Maps

The maps in this section (the appendix) comprise all of the existing and proposed facilities listed in this plan. The maps provide a comprehensive view of the location of all facilities by the following geographic quadrants:

Figure 10: NW Quadrant

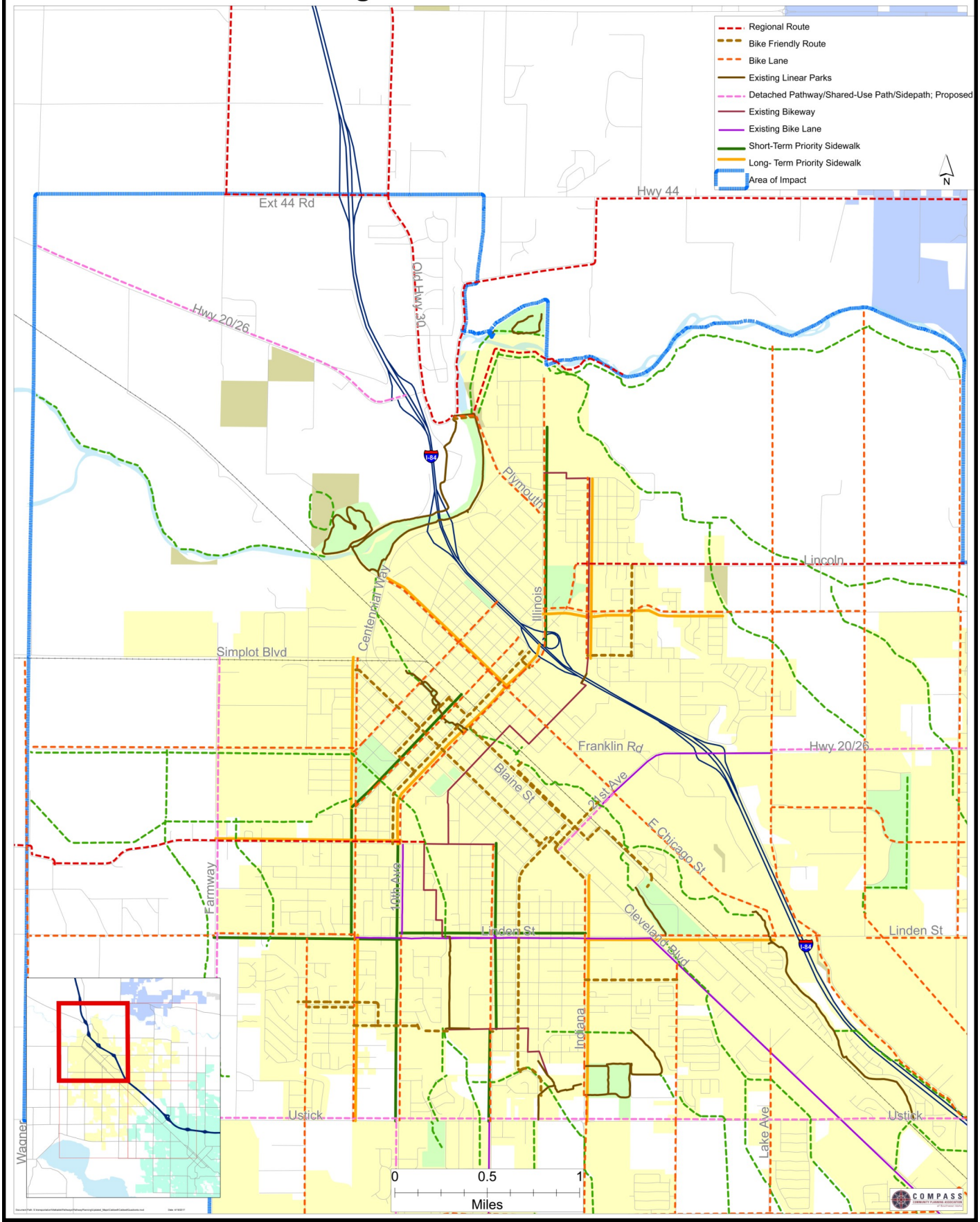


Figure 11: NE Quadrant

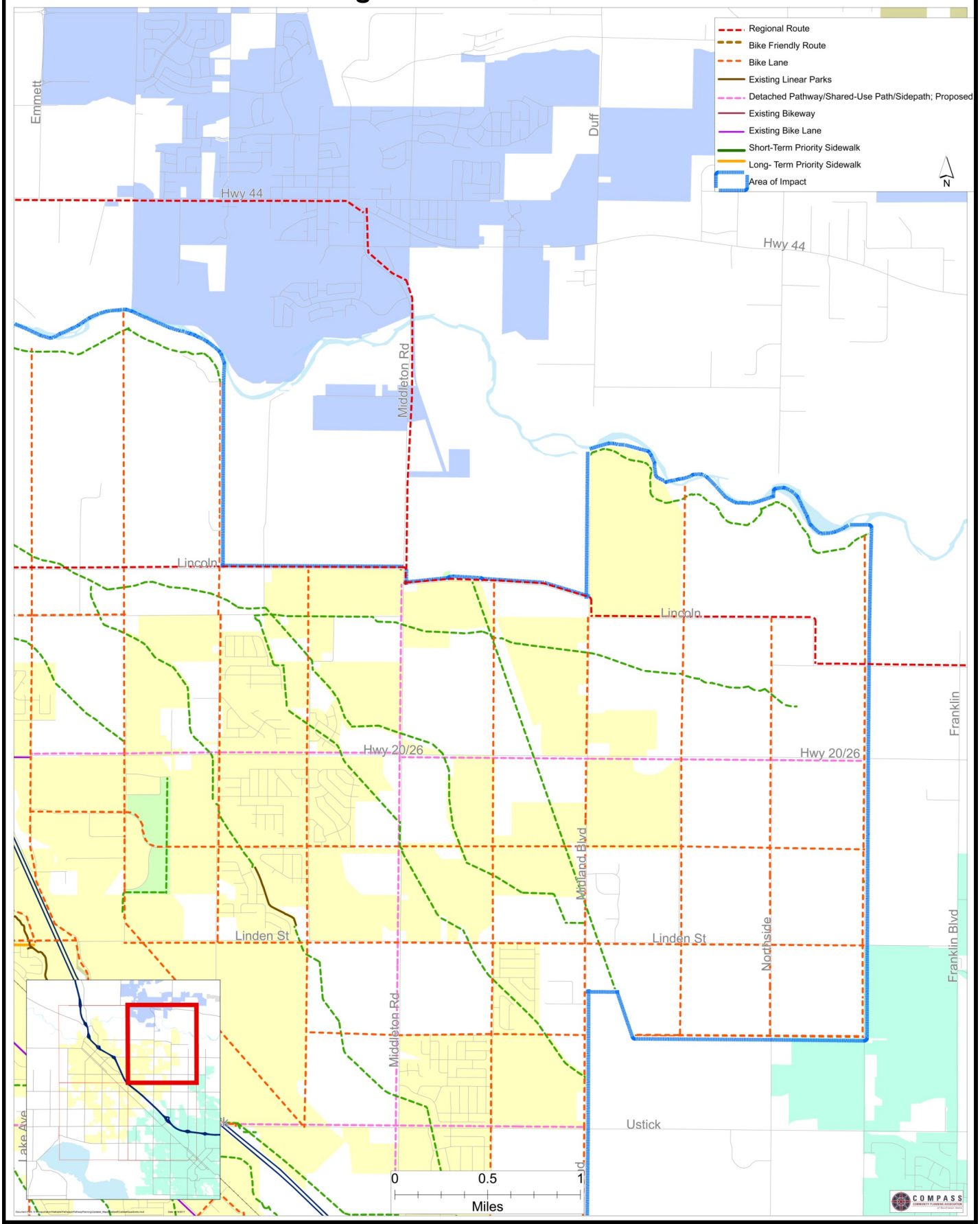


Figure 12: SE Quadrant

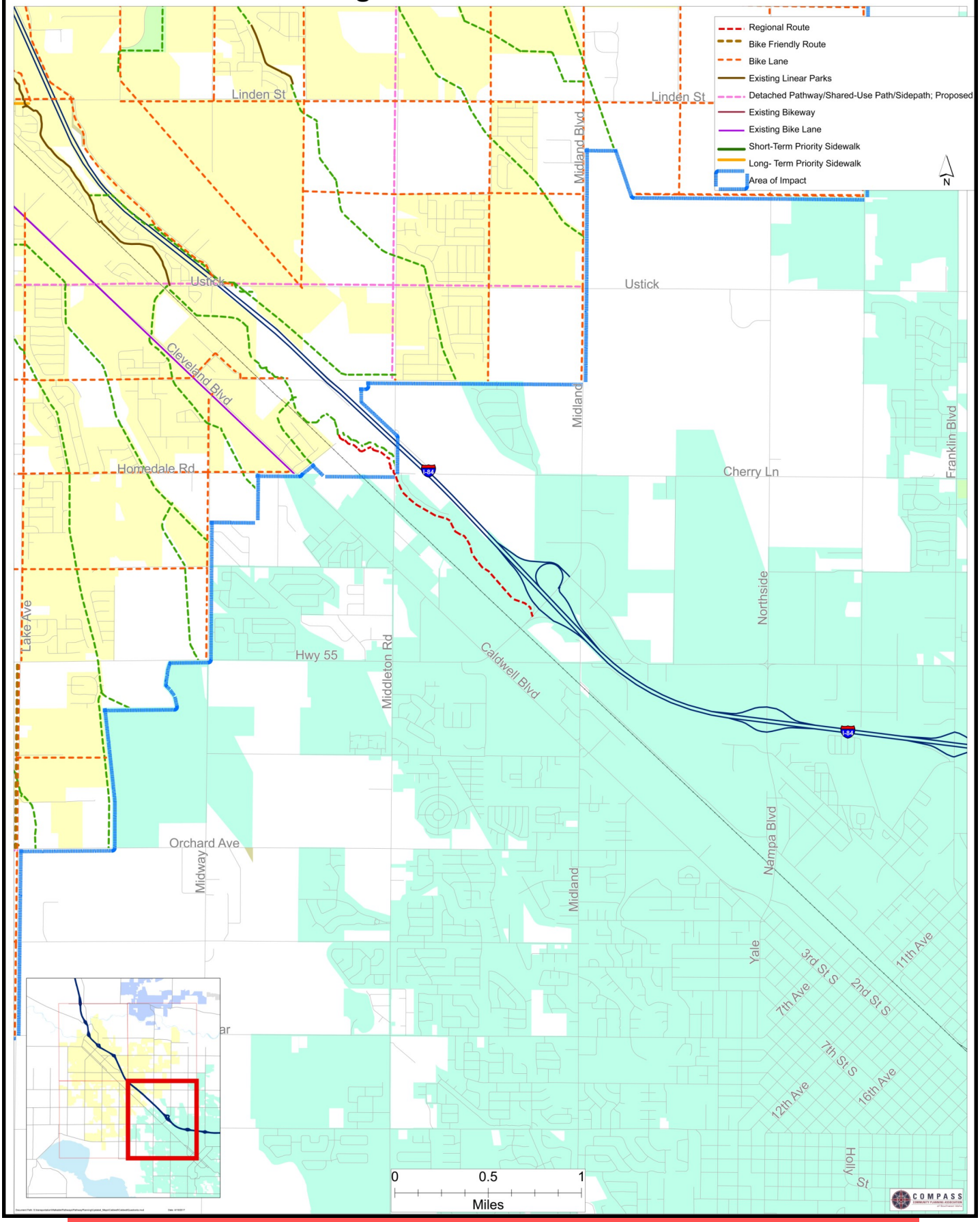


Figure 13: SW Quadrant