

CHAPTER I - INTRODUCTION

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 trails 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 main goal of the City of Caldwell Pathways and Bike Routes Master Plan is to provide enhancements to the City by creating a comprehensive pedestrian and bicycle plan that is based on the principles of continuity and minimal public economic impact while maximizing public accessibility and efficiency-through trail improvements and roadway enhancements.

This goal is accomplished by building a cooperative coalition between developers, transportation officials, planners, engineers, trail 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.

A. MISSION STATEMENT – The city-wide Pathways and Bike Routes 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 existing pathway system should evolve into a 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, Boise River, Lake Lowell and areas of commerce.”

B. METHODOLOGY

- 1. Guidelines** – This 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 20 years into the future, and is a framework for action. Periodically, this Plan should be updated to account for completed projects, growth and unforeseen circumstances that arise after the adoption of this Plan.

The Plan is divided into five chapters. Chapter One sets forth the fundamental 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 sets forth design standards for pathways and bicycle lanes. Chapter Four encompasses research of current corridors and the feasibility of possible new corridors. Lastly, Chapter Five examines the tools needed to implement the Plan.

- 2. Hierarchy of Reasons for this Plan** – The purpose of this plan is to guide the development of future bicycle and pedestrian amenities in the City of Caldwell. This Plan identifies five (5) purposes for the need to adopt and implement this Plan.

- A. Safety – The main purpose of this Plan is to provide for safe bicycle and pedestrian travel throughout the City.

- B. Accessibility – Another purpose of this Plan is to provide people an alternative mode of transportation to the automobile. The pathway and bike route system should be considered part of the

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

- C. 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.
- D. Air Quality – The inclusion of pathways and bicycle lanes can help reduce air pollutants. The Treasure Valley was recently reclassified as a non-attainment area. Promoting non-motorized forms of transportation will improve the valley's air quality.
- E. 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.

3. Principles of Pathway and Bike Route Development – The development of a city-wide pathway system is based on the following three (3) factors:

- A. Continuity – Facilities should be continuous and interconnected. While this may seem obvious, many pathways 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 pathways and bike routes are fully connected to make a meaningful impact. Disjointed systems, no matter how aesthetic, will not be effective.

- B. Potential Uses and Destinations – Pathways and bike routes should be located along corridors that assume maximum use by the intended use group. The system must connect to facilities that the intended user would frequent without the system such as open spaces, parks, shopping, employment centers and civic attractions.

- C. Safety Perceptions – We should create a system of pathways and bike routes 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.

4. Glossary of Terms.

- A. AASHTO – American Association of State Highway and Transportation Officials.

- B. Bicycle – A vehicle having two tandem wheels propelled solely by human power upon which any person or persons may ride.

- C. 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.

- D. 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.

- E. 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.

- F. Grade Separation – Vertical separation of travelways through use of a structure so that traffic crosses without interference such as a pedestrian overpass or tunnel.

- G. 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.

- H. MUTCD – Manual on Uniform Traffic Control Devices 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.

- I. 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.

- J. Pavement Markings – Painting of applied line(s) placed on any pavement surface for regulating, guiding, or warning traffic.

- K. Pedestrian – A person whose mode of transportation is on foot. A person “walking a bicycle” becomes a pedestrian.

- L. Public Pathway – A multiple-use pathway owned by a public entity.

- M. Right-of-Way - A general term denoting land or property (or interest therein), usually in a strip, acquired for or devoted to transportation purposes.

- N. Roadway – The portion of the highway for vehicle use, including bicycles.

- O. Shared Use Path – A type of bike route where bicyclists share the roadway with motor vehicles.

- P. Shoulder – A portion of a highway contiguous to the roadway that is primarily for use by pedestrians, bicyclists, and emergency use of stopped vehicles.

- Q. Sidewalk – The portion of a highway or street designated for preferential or exclusive use by pedestrians.

- R. Trail – See multiple-use pathway.

- S. 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.

CHAPTER II – INVENTORY

A. Existing Centers of Commerce and Public Gathering – This section lists popular destination points that should be connected to the proposed pathway and bike route system. Planning staff gathered a list of targeted institutions, business centers and schools which need access to the proposed system:

1. Downtown Caldwell – Downtown Caldwell, located along the banks of Indian Creek, 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. Downtown Caldwell is home to Caldwell City Hall, the Caldwell Public Library, and the Canyon County Courthouse.

2. Colleges.

A. 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.

B. Treasure Valley Community College – Treasure Valley Community College has a long-term plan to relocate their campus either in the Sky Ranch Business Center or downtown Caldwell.

3. Treasure Valley Family YMCA – Located on the west side of Indiana Avenue, the YMCA building is near Brothers Park and Caldwell High School. The system must link this complex to residential neighborhoods throughout Caldwell.

4. Hospitals.

- A. 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.

- B. St. Luke’s Hospital – St. Luke’s proposes to build a hospital at the intersection of Highway 20/26 and Smeed Parkway. Connecting the proposed medical complex to the pathway system is highly desirable.

5. Schools.

- A. Caldwell School District – Currently has six elementary schools, two middle schools, and two high schools and is in the process of building two new elementary schools in Caldwell.

Table 1. Caldwell School District Information	
School	Address
Caldwell High School	2401 Indiana Avenue
Canyon Springs High School	107 Poplar Street
Jefferson Middle School	3311 S. 10 th Avenue
Syringa Middle School	1100 Willow Avenue
Lincoln Elementary School	1200 Grant Street
Lewis & Clark Elementary School	1102 Laster Street
Sacajawea Elementary School	1710 N. Illinois Avenue
Van Buren Elementary School	516 N. 11 th Avenue
Washington Elementary School	1500 Fillmore Avenue
Wilson Elementary School	400 East Linden Street
New Van Buren School	3115 Marble Front Road
New Washington School	2918 Washington Avenue

- B. Vallivue School District – Currently has three elementary schools, two middle schools, and one high school in Caldwell.

Table 2. Vallivue School Information	
School	Address
Vallivue High School	1407 Homedale Road
Vallivue Middle School	16412 S. 10 th Avenue
Sage Valley Middle School	18070 Santa Anna Avenue
Central Canyon Elementary School	16437 Florida Avenue
Desert Springs Elementary School	18178 Santa Anna Avenue
Lakeview Elementary School	12843 Cirrus Drive

The pathway system must link these schools to the residential neighborhoods they serve.

- 6. Caldwell Parks** – The City of Caldwell has an extensive park system. An inventory of each park has been assembled by planning staff. The inventory analysis includes the park’s name and acreage. Table 3 on the following page summarizes the park inventory analysis. The pathway system must link these parks to the areas of the City they serve. A map of our park system is listed as Figure 1 on page 12.

Table 3. Caldwell City Park System	
REGIONAL PARKS	ACRES
Pipedream or Skyway Park	45.0
Brothers Park	34.0
Griffith Park	30.0
Caldwell Events Center	19.0
Whittenberger Park	15.0
Total Regional Park Acreage	143.00
COMMUNITY PARKS	ACRES
Luby Park	22.18
Curtis Park	20.14
Memorial Park	21.0
Rotary Park	38.91
Ustick Park	15.13
Indian Creek Park – Pathway	5.0
Greenbelt Park – Pathway	1.5
Pioneer Plaza	0.4
Total Community Park Acreage	124.26
NEIGHBORHOOD PARKS	ACRES
CSD Park (planned future park)	9.46
VSD Park (planned future park)	5.0
Sebree Park	5.0
Jaycee Park	3.0
Serenity Park	2.0
Water Tower Park	2.5
Skateboard Park (across from Memorial Park)	0.5
Total Neighborhood Park Acreage	27.46
TOTAL COMBINED PARK ACREAGE	294.72

Source: City Finance Director/Mapping Department, April 2009

Figure 1. Caldwell City Park Map

7. Other Areas of Public Interest.

- A. Boise River – Located on the north side of Caldwell, the river is the home to Caldwell’s greenbelt system.

- B. Lake Lowell – Located south of Caldwell, the lake is a primary summertime attraction for Caldwell residents.

- C. 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.

- D. 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.

- E. Canyon County Fairgrounds – Currently located on Blaine Street near the College of Idaho, this facility attracts large gatherings of people during the summer months.

B. Existing Pathway and Bike Route Inventory.

1. **Public Pathways** – Caldwell has a small, but growing network of publicly owned multiple-use pathways, some located within city parks, and some independent of roads and streets. Currently the public pathway system, at only five miles in length, does not provide adequate connectivity from residential neighborhoods to public facilities and areas of commerce. The following is a current list of public pathways in Caldwell and Table 4 computes the total mileage of the existing system:

- **Indian Creek** – Downtown Caldwell in an area generally between 10th Avenue and 5th Avenue.
- **Griffiths Park** – Along the Wilson Drain.
- **Brothers Park** – Paved pathway around the perimeter of the park.
- **Greenbelt** – Paved recreational trail along the Boise River.
- **Rotary Pond Park** – Paved recreation trail around a pond.

Multiple-Use Pathway	Mileage
Indian Creek	0.27
Griffiths Park	0.31
Brothers Park	0.98
Greenbelt	3.10
Rotary Pond Park	1.02
Total	5.68

2. **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 for use by the general public. They are *privately owned and maintained* and are only for the use of residents of the subdivision and any guests of residents of the subdivision.

- **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.
- **Newbury Subdivision** – Paved pathway along the west side of the Phyllis Canal starting at Airport Avenue and ending at West Ustick Road.
- **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.
- **Pheasant Run Subdivision** – Paved 8-foot wide ADA accessible pathway along the full length of the Solomon Drain.
- **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.
- **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.
- **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.

3. 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.

- **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.

- **Cedar Crossing Subdivision** – Phase No. 2 and Phase No. 3 will have an 8-foot wide ADA accessible pathway along the Phyllis Canal.
- **Cedar Crossing East Subdivision** – Will have an 8-foot wide paved ADA accessible pathway along the Phyllis Canal.
- **Copper Creek Subdivision** – Will have an 8-foot wide ADA accessible pathway along the Bolton Lateral, the Solomon Drain, and the Noble Drain.
- **Eagle Rock Subdivision** – Will have an 8-foot wide ADA accessible paved pathway along the Lower Five Mile Drain west of the railroad tracks.
- **Golden View Subdivision** – Will have an 8-foot wide paved ADA accessible pathway along both sides of the Solomon Slough Drain.
- **Hamilton Estates Subdivision** – Will have an 8-foot wide paved ADA accessible pathway along the entire length of the 25.1 Lateral.
- **Heritage Meadows Subdivision** – Will have an 8-foot wide ADA accessible pathway in an impervious surface the length of the development along the Dixie Drain.
- **Klamath Falls Subdivision** – Will have an 8-foot wide paved ADA accessible pathway along the Wilson Creek Drain / Caldwell Canal Feeder in a common lot outside the irrigation easement.
- **Knightsbridge Subdivision** – Will have an 8-foot wide paved ADA accessible pathway along the Dixie Drain.
- **Mandalay Ranch** - Will have an 8-foot wide paved ADA accessible pathway along the Mason Creek Drain.
- **Peregrine Estates Subdivision** – Will have an 8-foot wide paved ADA accessible pathway along the Phyllis Canal and the Embankment Drain.
- **Sawgrass Village Subdivision** – Will have an 8-foot wide ADA accessible pathway along the Phyllis Canal.
- **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.
- **Windsor Creek Subdivision** – Will have an 8-foot wide ADA accessible pathway in an impervious surface along the Wilson Drain.

4. Existing Bicycle Routes – Caldwell has a handful of roads featuring a designated bike lane. The lanes are marked with paint and identified with signage. The bike routes, however, are not formally named or numbered. Listed below are the roads that currently contain a functional bike lane:

- **Linden Street** – Several segments of Linden Street contain a bike lane on one or both sides of the road. This plan proposes filling in the gaps throughout the remainder of Linden Street.
- **10th Avenue** – A bike lane currently is in place on the east side of 10th Avenue between Logan Street and Linden Street.
- **Illinois Avenue** – A bike lane currently is in place on the east side of Illinois Avenue between Marble Front Road and Plymouth Street.

Pathways and Bicycle Route Map - Figure 2 on the following page identifies the location of all publically owned pathways and bicycle lanes in the City of Caldwell.

Figure 2. Map of Existing Pathways and Bike Routes

CHAPTER III – BICYCLE FACILITY DESIGN STANDARDS

A. Types of 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 three basic types of facilities that accommodate bicycle travel.

1. Shared Roadway – On a shared facility, bicyclists 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.

14-feet of usable lane width is desired in an urban setting, which allows a motor vehicle and a bicycle to operate side by side. The usable width would be from the curb to the center of the road. The roadway would not contain pavement markings. Signage would be used to identify the location of the bike route.

2. Bicycle Lane – Pavement markings on roadway shoulders provide a suitable area for bicycling on roads with higher traffic volumes. Roadway shoulders for bikeways should be 5-feet wide. Bicycle lanes that are wider than 5-feet may be misinterpreted by a motorist as a parking lane. Rumble strips are not recommended for roadway shoulders because they create a rough and inappropriate surface for bicycles.

3. Multiple-Use Pathway – A multiple-use pathway (also known as a trail) is a bicycle facility that is physically separated from motor vehicle

traffic by an open space or barrier, and it may be within the roadway or an independent right-of-way. Separated paths are normally two-way facilities.

Where a separated path must be parallel and adjacent to a roadway, there should be at least a five foot minimum width separating them or a physical barrier of sufficient height (usually 4 feet) should be installed.

The standard width of a separated multiple-use pathway is 10-feet. Pathways should be 12-feet wide in high traffic areas. A minimum two-foot graded area should be maintained adjacent to both sides of the pavement to provide clearance from poles, trees, shrubs, fences, and other obstructions.

Multiple-use paths provide excellent bicycle transportation, especially where the path is truly isolated from motor vehicles, such as along greenways and railroads. Special care must be taken to limit the number of at-grade crossings with arterial streets.

B. Amenities Serving Pathway Facilities – The types of facilities our multiple-use pathways will need – and their placement along the pathway – 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 trail. The components, configurations, and dimensions are not absolutes – they should only serve as guidelines.

- 1. 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 locking and securing the facility during overnight hours.

- 2. Drinking 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 post signs on the system informing users that they should bring their own water.

- 3. Benches** – Locate benches where they offer a good view or shelter from the sun. As a rule, benches should be placed at least every 300 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.

- 4. Picnic Areas** – Locate picnic areas 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.
- 5. Bicycle Racks** – At the very least, bicycle racks should be located in all 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.
- 6. Trash Receptacles** – To avoid littering on the pathway system, trash receptacles should be placed at every bench, picnic area, restroom facility, and bike rack.
- 7. Fitness Courses** – Fitness courses, also known as exercise courses and obstacle courses, are popular additions to multiple-use pathways. A fitness course consists of a circuit or loop divided at intervals by stations, each equipped with apparatus and instructions for specific exercises.
- 8. 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.
- 9. Call Boxes** – Call boxes should be considered in areas of the City with poor cellular phone coverage or isolated from public services. For example, the Boise River Trail would be an ideal location to install call boxes.

- 10. Landscaping** – Wherever practical, the public pathway should provide or enhance 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.

- 11. 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 are transportation corridors, and therefore recognizable transportation signs should be adopted for use on the pathway system.

- 12. Emergency Access** – All pathways should be designed to allow access to emergency and maintenance equipment. Barricades, bollards, signs, and police presence should be used to minimize illegal uses and activities.

CHAPTER IV – THE PLAN

A. Multiple-Use Pathways – Multiple-use pathways 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 trail systems. They should not run along a major public highway. Safety improvements should be made to street intersections when a pathway crosses a high volume street.

This Plan proposes approximately 23 miles of new public pathways located in the following eight (8) transportation corridors:

- 1) Indian Creek Corridor: Connects the Boise River (greenbelt to downtown Caldwell. This corridor is an extension of the existing downtown pathway system along Indian Creek.
- 2) YMCA Corridor: Connects downtown Caldwell to the Treasure Valley Family YMCA. This corridor is currently under construction using Federal stimulus funding.
- 3) Lake Lowell Corridor: Connects the Treasure Valley Family YMCA to Lake Lowell.
- 4) Boise River Corridor: Connects Caldwell to Boise and Parma. The Boise River Trails Coalition is working on this project.
- 5) Tri-City Corridor: Connects Caldwell to Nampa and Middleton by utilizing railroad right-of-way currently owned by Union Pacific. This right-of-way should be purchased by Caldwell, Nampa, and Middleton if Union Pacific shuts down this rail line.

- 6) Airport Corridor: Provides a recreational pathway around the Caldwell Industrial Airport.

- 7) Greenbelt Corridor: Provides a recreational pathway along the Boise River. The greenbelt was developed in the 1970's and 1980's. There are two additions to the greenbelt that are proposed in this Plan.

- 8) East Indian Creek Corridor: Provides a recreational pathway along Indian Creek between Linden Street and Ustick Road.

Table 5. Proposed Pathways Features

	Length	Surface	Width	Public Facilities	Connectivity	Landscape
Indian Creek Corridor	1.50 miles	Concrete	10 feet	City Hall, Whittenberger Park, Rotary Pond Park.	Bike Routes #1, #2, #5, & #32. YMCA Corridor, Greenbelt Corridor.	Landscaping Plan.
YMCA Corridor	2.85 miles	Asphalt	10 feet	Caldwell Library, Sebree Park, Lincoln School, Syringa School, Washington School, YMCA, Caldwell High School, Brothers Park.	Bike Routes #3, #7, #9, #10, #23, & #24. Indian Creek Corridor, Lake Lowell Corridor.	Completed.
Lake Lowell Corridor	4.10 miles	Asphalt	10 feet	YMCA, JV Park, Vallivue High School, Vallivue Middle School, Gem State Academy, Future Library (L-2), Future Vallivue School (V-4 & V-5), Future Regional Park (R-1).	Bike Routes #11, #12, #13, #14. YMCA Corridor.	Landscaping Plan.
Boise River Corridor	9.15 miles	Asphalt or Natural	12 feet	Rotary Pond Park, Whittenberger Park, Curtis Park, Greenbelt Park.	Bike Routes #16, #19, #20, & #27. Greenbelt Corridor, Indian Creek Corridor.	Natural.
Tri-City Corridor	7.00 miles (2.5 miles - Caldwell)	Asphalt	12 feet	Future Regional Park (R-2), Future Community Park (C-8), Future Vallivue Schools (V-10, V-11, & V-12).	Bike Routes #4, #15, & #21.	Landscaping Plan.
Airport Corridor	3.00 miles	Asphalt	8 feet	Caldwell Industrial Airport.	Bike Routes #11, #15, #16, #17, #27, & #30.	Landscaping Plan.
Greenbelt Corridor	4.05 miles	Asphalt	5-8 feet	Curtis Park, Whittenberger Park, Rotary Pond Park	Greenbelt Corridor, Indian Creek Corridor.	Natural.
E. Indian Creek Corridor	1.35 miles	Asphalt	5-8 feet	None.	Bike Routes #11 & #23.	Natural.

Figure 3. Proposed Pathways Map

B. Bike Routes – Bike routes are an important part of the overall non-motorized system. When planned properly, a bike route established on a public street provides a reasonably safe route for bicyclists and interfaces with the entire system. Bike routes are relatively inexpensive to establish.

There are two types of on-road bike routes. The first type is a marked bicycle lane where a lane is painted along the edge of a roadway and signage is installed to help bicyclists find their way through the route.

The second type is a shared roadway where the route shares the travel lane with vehicles because either the road is too narrow for a bicycle lane or the street has vehicular parking that interferes with bicycle traffic. Signage is utilized to help the user follow the route.

This plan supports the development of 32 bike routes (approximately 85 miles in total length) that serve all neighborhoods of the city. Most routes share a roadway with automobiles, however some routes are diverted off-road as a multiple-use pathway. For the purpose of identifying each route, all bike routes are assigned an identification number and are highlighted on the route map (Figure 4) on page 41.

Bike Route #1 – Indiana Path. Beginning at the intersection of 14th Avenue and Indian Creek (the location of an existing pedestrian bridge), this shared roadway follows 14th Avenue northeasterly and utilizes an existing pedestrian crosswalk over Interstate 84. After crossing the bridge, the path goes northbound on Indiana Avenue to Terrace Drive where it turns west, then north on Ohio Street, then west on Taft Street until it terminates at Illinois Avenue.

- *Public Facilities Served: Sacajawea Elementary School.*
- *Connectivity: Indian Creek Corridor, Bike Routes #4, #5, & #29.*

Bike Route #2 – Fairview Path. This path should be a *shared roadway* starting on 9th Avenue near Interstate 84. The route runs down 9th Avenue, turns west onto Main Street and then north through downtown Caldwell on 7th Avenue. At Grant Street, the route turns east where it goes back to 9th Avenue (near Fairview Golf Course) and turns south onto Fairview Avenue where it terminates at Logan Street (Bike Route #7).

- *Public Facilities Served: Downtown Caldwell, Fairview Golf Course, West Valley Medical Center.*
- *Connectivity: Indian Creek Corridor, Bike Routes #3, #7, & #29.*

Bike Route #3 – Dearborn Path. This route provides connectivity from the College of Idaho to downtown Caldwell. It travels down Dearborn Street as a *shared roadway*. On 20th Avenue, the path travels one block down Blaine Avenue to provide connectivity to Bike Route #6.

- *Public Facilities Served: College of Idaho, Downtown Caldwell.*
- *Connectivity: YMCA Corridor, Bike Routes #2 & #6.*

Bike Route #4 – Northeast Path. The route begins at Illinois Avenue (Bike Route #29) and heads east on Marble Front Road where it eventually meanders northward to Lincoln Avenue and it travels to the eastern edge of the Area of Impact boundary. The City should consider designating the segment west of Georgia Avenue as a marked bicycle lane. The remainder of the route should be a *shared roadway*.

- *Public Facilities Served: Van Buren Grade School, Caldwell School District Park, Future Vallivue School (V-11).*
- *Connectivity: Bike Routes #1, #16, #17, #18, #19, #27, & #29.*

Bike Route #5 – Griffith’s Park Path. Beginning at the intersection of 14th Avenue and Indian Creek, this route travels one block southwest on 14th Avenue and then turns southeasterly on Arthur Street until it comes to an end at 22nd Avenue (Canyon County Fairgrounds). The route turns towards the railroad tracks and then heads southeast on Stock Trail Road until it reaches Griffith’s Parkway. The path turns on Griffith’s Parkway and travels until it reaches Linden Street (Griffith’s Park). This plan recommends that improvements be made at 21st Avenue to help facilitate pedestrians crossing the street. This route is recommended as a shared roadway.

- *Public Facilities Served: City of Caldwell Events Center, Canyon County Fairgrounds, Griffith Park.*
- *Connectivity: Indian Creek Corridor, Bike Routes #1, #6, & #23.*

Bike Route #6 – College of Idaho Path. Starting at the intersection of Arthur Avenue & 21st Avenue (Bike Route #5), the route follows 21st Avenue to Blaine Street. The route utilizes a detached sidewalk along Blaine, goes through the “Hat”, and turns southerly on to Indiana Avenue. On Indiana, the route should be designated as a marked bicycle lane wherever possible. The route terminates at Ustick Road (Bike Route #11).

- *Public Facilities Served: College of Idaho, Caldwell High School, Treasure Valley YMCA, Brothers Park.*
- *Connectivity: YMCA Corridor, Bike Routes #3, #5, #10, #11, & #23.*

Bike Route #7 – Westside Path. Originating at the intersection of Logan Street and Ray Avenue (YMCA Corridor), the route goes westbound on Logan Street to the far western edge of the Area of City Impact. This route should be a shared roadway.

- *Public Facilities Served: West Valley Medical Center, Future Caldwell School (C-3), Future Caldwell Community Park.*
- *Connectivity: YMCA Corridor, Bike Routes #2, #8, & #20.*

Bike Route #8 – Southwest Path. Commencing at the intersection of Sunset Avenue and Logan Street (Bike Route #7), this route runs southerly on Sunset to Ash Street, westerly to Airport Avenue, and then heads southerly down Airport Avenue to Moss Street (Bike Route #13). Portions of this path may be wide enough to accommodate a marked bicycle lane. But the undeveloped segments of this route should be a shared roadway.

- *Public Facilities Served: Future Caldwell School (C-2), Future Vallivue School (V-4).*
- *Connectivity: Bike Routes #7, #9, #11, #12, #13, & #23.*

Bike Route #9 – Spruce Street Path. Beginning at the intersection of Beech Street and Airport Avenue (Bike Route #8), this path travels east on Beech Street until it reaches Arlington Avenue. The path turns south on Arlington to Spruce Street where it turns east and travels to Fircrest Avenue and thence to Spruce Street until it terminates at Washington Avenue (YMCA Corridor). The entire route should be a shared roadway.

- *Public Facilities Served: Jefferson Middle School.*
- *Connectivity: YMCA Corridor, Bike Routes #8 & #22.*

Bike Route #10 – Caldwell High School Path. Starting at Florida Avenue (Bike Route #28), this is an *multiple-use pathway* that runs near the Low Line Canal and then follows the northern boundary of Caldwell High School until it reaches Indiana Avenue. The trail crosses Indiana and follows the canal through property owned by a homeowner's association. This route terminates at the YMCA Corridor; it also has a secondary path along the high school's southern boundary providing connectivity to Brothers Park from Florida Avenue.

- *Public Facilities Served: Brothers Park, Caldwell High School.*
- *Connectivity: YMCA Corridor, Bike Routes #6 & #28.*

Bike Route #11 – Ustick Path. Starting at the western boundary of the Area of Impact, this marked bicycle lane runs easterly past Interstate 84 where it terminates at Ward Lane (Bike Route #17). This road is programmed to be widened; a *bicycle lane* should be implemented into the widening plans.

- *Public Facilities Served: Ustick Park, Future Caldwell Police Station (P-2).*
- *Connectivity: Lake Lowell Corridor, Bike Routes #6, #8, #17, #20, #22, #26, & #28.*

Bike Route #12 – Laster Path. This route runs down Laster Street from Bear Lane (Bike Route #7) to Midland Road. This would be a marked *bicycle lane*. Much of the route is undeveloped at this time.

- *Public Facilities Served: Lewis & Clark Elementary, Future Caldwell School (C-2), Future Caldwell Community Park (C-6).*
- *Connectivity: Lake Lowell Corridor, Bike Routes, Bike Routes #8, #26, & #28.*

Bike Route #13 – Moss Path. This route begins at Bear Lane (Bike Route #8) and runs easterly to Midway Road. This route is planned as a marked bicycle lane.

- *Public Facilities Served: Future Vallivue Schools (V-3, V-4, V-6, V-7, V-8), Future Caldwell Library (L-2), Future Caldwell Community Parks (C-4 & C-5).*
- *Connectivity: Lake Lowell Corridor, Bike Routes #8, #26, & #28.*

Bike Route #14 – Cirrus Path. This route begins at the Lake Lowell Corridor near Montana Avenue and travels eastbound on Cirrus Lane to Nampa's city limits. This route will be planned as a marked bicycle lane.

- *Public Facilities Served: Lakeview Elementary, Future Vallivue School (V-5).*
- *Connectivity: Lake Lowell Corridor, Bike Route #28.*

Bike Route #15 – East Spruce Path. Beginning at the east boundary of the Caldwell Industrial Airport, Spruce Street would be designated as a marked bicycle lane to the far eastern limits of the Area of Impact.

- *Public Facilities Served: Caldwell Airport, East Canyon Elementary, Future Vallivue School (V-14).*
- *Connectivity: Tri-City Corridor, Airport Corridor, Bike Routes #17, #18, & #19.*

Bike Route #16 – Smeed Path. This route follows Smeed Parkway and connects Linden Street (Bike Route #23) to Marble Front Road (Bike Route #4). The portions of Smeed Parkway that are fully improved should have a marked *bicycle lane*; the unimproved segments should be utilized as a *shared roadway* until the road is widened.

- *Public Facilities Served: Thomas Jefferson Charter School, Caldwell Airport, Idaho Athletic Club, Pipedream Park, Future Treasure Valley Community College, Future Caldwell Library (L-3).*
- *Connectivity: Airport Corridor, Bike Routes #4, #21, & #23.*

Bike Route #17 – Ward Path. Starting at Marble Front Road (Bike Route #4), this route runs northerly along Ward Lane to Laster Lane (Bike Route #30). The route will be planned as a marked *bicycle lane*.

- *Public Facilities Served: Vision Charter School, Future Vallivue School (V-9).*
- *Connectivity: Airport Corridor, Bike Routes #4, #15, #21, & #30.*

Bike Route #18 – Santa Ana Path. Starting at Lincoln Street (Bike Route #4), this planned bicycle lane heads southerly on Santa Ana Avenue to Laster Lane (Bike Route #30) extended. The route should be planned as a marked *bicycle lane*.

- *Public Facilities Served: Sage Valley Middle School, Desert Springs Elementary School, Future Vallivue Schools (V-10, V-11).*
- *Connectivity: Tri-City Corridor, Bike Routes #4, #15, #21, & #30.*

Bike Route #19 – Knot Path. Also starting at Lincoln Road (Bike Route #4), this planned bicycle lane utilizes Knot Lane and extends southerly to Spruce Street (Bike Route #15) extended. The route should be planned as a marked bicycle lane.

- *Public Facilities Served: Future Vallivue Schools (V-12, V-13).*
- *Connectivity: Bike Routes #4, #15, & #21.*

Bike Route #20 – Riverside Path. Beginning at the Boise River, this route is planned to travel along Riverside Road extended through Caldwell area of impact as a marked bicycle lane.

- *Public Facilities Served: Future Caldwell Schools (C-1, C-3).*
- *Connectivity: Boise River Corridor, Bike Routes #7 and #11.*

Bike Route #21 – Skyway Path. Starting at Sky Ranch Business Park on Skyway Street, this route runs easterly to the area of impact boundary. This route is planned as a marked bicycle lane in Sky Ranch Business Park. However, the path should be designated as a shared roadway in the residential subdivisions east of Sky Ranch. Some segments of Smeed Parkway have detached sidewalks which may be utilized as a bike path.

- *Public Facilities Served: Pipedream Park, Future Canyon County Fairgrounds (F-1), Future Vallivue Schools (V-9, V-12, V-13), Future Caldwell Community Park (C-2).*
- *Connectivity: Tri-City Corridor, Bike Routes #16, #17, #18, #19, & #27.*

Bike Route #22 – Jefferson Loop. Starting at Montana Avenue (Bike Route #23), this path travels westerly on Palrang Drive, then northerly on Oregon Avenue. This route then goes off-road through Ustick Park as a multiple-use pathway and then crosses Ustick Road and continues northerly on Ray Avenue. The route goes off road again through Jefferson Middle School where it meets up with Bike Route #9 at Spruce Street. The on-road portions of this route should be utilized as a shared roadway.

- *Public Facilities Served: Ustick Park, Jefferson Middle School.*
- *Connectivity: Bike Routes #9, #11, & #26.*

Bike Route #23 – Linden Path. Some segments of Linden Street have a bicycle lane. The route would fill in the gaps without a marked bicycle lane. This plan also supports the extension of this route easterly from Griffith's Park to the Caldwell Industrial Airport.

- *Public Facilities Served: Wilson Elementary, Syringa Middle School, Griffith Park, Caldwell Airport.*
- *Connectivity: YMCA Corridor, Airport Corridor, Bike Routes #5, #6, #8, #16, #27, & #28.*

Bike Route #24 – West YMCA Path. Starting at the YMCA, this route runs westerly through the YMCA complex as a multiple-use pathway to Montana Manor Subdivision where it becomes a shared roadway on Helena Drive until it terminates at Montana Avenue (Bike Route #26).

- *Public Facilities Served: Treasure Valley YMCA, Future Caldwell Community Park.*
- *Connectivity: YMCA Corridor, Lake Lowell Corridor, Bike Route #26.*

Bike Route #25 – 21st Avenue Path. This path serves the east side of Caldwell by placing a *bicycle lane* on 21st Avenue between Aviation Way (Bike Route #27 and Blaine Street (Bike Route # 3). It utilizes an existing bicycle lane on the new remodeled exit 29 at Interstate 84.

- *Public Facilities Served: College of Idaho.*
- *Connectivity: Bike Routes #3, #5, and #27.*

Bike Route #26 – Montana Path. This path runs along Montana Avenue from Spruce Street to Moss Lane. This route is planned as a marked *bicycle lane* on the east side of the road.

- *Public Facilities Served: Vallivue High School, Lewis & Clark Elementary.*
- *Connectivity: YMCA Corridor, Lake Lowell Corridor, Bike Routes #11, #12, #13, #24.*

Bike Route #27 – Aviation Path. Aviation Way can easily be converted into a *shared roadway* connecting Marble Front Road (Bike Route #4) to Ustick Road (Bike Route #11). For safety reasons, the area near the Highway 20/26 intersection may need to be designated as a marked *bicycle lane*.

- *Public Facilities Served: Caldwell Airport.*
- *Connectivity: Bike Routes #4, #11, #21, & #23.*

Bike Route #28 – Florida Path. Starting at Linden Street, the route begins on Arthur Street as a *shared roadway* until it reaches 34th Avenue. When signalization takes place at the intersection of 34th Avenue and Cleveland Blvd., pedestrian enhancements should be installed. From this point, the route follows Florida Avenue southbound throughout the length of the city to Lone Star Road as a marked *bicycle lane*.

- *Public Facilities Served: Cen. Canyon Elem., Vallivue School (V-6).*
- *Connectivity: Bike Routes #10, #11, #12, #13, #14, & #23.*

Bike Route #29 – Illinois Path. Utilizing an existing bike lane on Illinois Avenue between Marble Front Road and Plymouth Street, this path is proposed to be extended northerly up canyon hill to Sacajawea Elementary School and Canyon Hill Cemetery and southerly beyond I-84 where it turns westerly on Freeport Avenue and terminates at 9th Avenue (Bike Route #2). The route should be a marked *bicycle lane*.

- *Public Facilities Served: Sacajawea Elementary School.*
- *Connectivity: Boise River Trail, Bike Routes #1, #2 & #4.*

Bike Route #30 – East Laster Path. Starting at I-84, the route runs east on Laster Lane to Midland Road as a marked *bicycle lane*.

- *Public Facilities Served: None.*
- *Connectivity: Airport Corridor, Bike Routes #17 & #18.*

Bike Route #31 – Smith Path. This path serves the far south side of Caldwell. Starting at Indiana Avenue on Smith Street, the route runs east to Lake Avenue as a marked *bicycle lane*.

- *Public Facilities Served: None.*
- *Connectivity: Airport Corridor, Bike Route #28.*

Bike Route #32 – Courthouse Path. This path provides connectivity to the Canyon County Courthouse. The path begins on 12th Avenue at Dearborn Street (Bike Route #3) and it travels northerly to Denver Street (VanBuren Grade School). On Denver Street, the path turns east and terminates at 14th Avenue (Bike Route #1). The entire path should be labeled as a *shared roadway*.

- *Public Facilities Served: Canyon County Courthouse, old VanBuren Grade School.*
- *Connectivity: Indian Creek Corridor, Bike Routes #1 and #3.*

Figure 4. Proposed Bike Routes Map

Table 6. Pathway Corridor and Bike Route Mileage Table				
Corridor/Route	Shared Roadway	Bicycle Lane	Multiple-Use Pathway	Total Distance (in miles)
Indian Creek Corridor			1.42	1.42
YMCA Corridor	1.90		0.95	2.85
Lake Lowell Corridor		0.50	3.60	4.10
Boise River Corridor			9.15	9.15
Tri-City Corridor			2.57	2.57
Airport Corridor			3.05	3.05
Greenbelt Corridor			4.05	4.05
E. Indian Creek Corridor			1.36	1.36
Bike Route #1	1.95			1.95
Bike Route #2	1.68			1.68
Bike Route #3	1.08			1.08
Bike Route #4		6.15		6.15
Bike Route #5	1.21		0.19	1.40
Bike Route #6		1.33	0.21	1.54
Bike Route #7	1.50	1.06		2.56
Bike Route #8	0.62	2.52		3.14
Bike Route #9	0.88			0.88
Bike Route #10	0.13		1.06	1.19
Bike Route #11		5.63		5.63
Bike Route #12		3.45		3.45
Bike Route #13		4.53		4.53
Bike Route #14		1.97		1.97
Bike Route #15		3.92		3.92
Bike Route #16		3.35		3.35
Bike Route #17		3.08		3.08
Bike Route #18		3.44		3.44
Bike Route #19		2.99		2.99
Bike Route #20		3.56		3.56
Bike Route #21		4.61		4.61
Bike Route #22	0.59		0.58	1.17
Bike Route #23		3.14		3.14
Bike Route #24	0.29			0.29
Bike Route #25		1.38		1.38
Bike Route #26		3.02		3.02
Bike Route #27	1.36	3.37		4.73
Bike Route #28	0.28	4.36		4.64
Bike Route #29	0.13	1.28	0.21	1.62
Bike Route #30		1.31		1.31
Bike Route #31		1.00		1.00
Bike Route #32	0.70			0.70
TOTAL	14.30	70.95	28.40	113.65

C. Intersection Improvements – The following intersections have been identified by the Advisory Committee as needing certain capital and/or signage improvements in order to coordinate the street system with the recommended network of bike routes. The Committee identified the following 33 intersections as needing work in order to facilitate a safe bicycle network.

Farmway Rd.

- Logan Street
- Ustick Road

10th Avenue

- Logan Street
- Spruce Street
- Ustick Road
- Laster Street
- Moss Street

Indiana Avenue

- Linden Street
- Fair Oaks Avenue
- YMCA Trail

Florida Avenue

- Cleveland Blvd.
- Ustick Road
- Karcher Road

Middleton Road

- Lincoln Road
- Skyway Street
- Spruce Drive
- Laster Street

Logan Street

- Fairview Avenue

Midland Road

- Skyway Street
- Spruce Street

Highway 20/26

- Smeed Pkwy.
- Ward Road
- Santa Anna Lane
- Tri-City Trail
- Knott Lane

Ustick Road

- Jefferson Loop (Ustick Park)
- Lake Lowell Trail
- Florida Avenue
- Cleveland Blvd.

Karcher Road

- Lake Lowell Trail

Blaine/Cleveland

- 21st Avenue

21st Avenue

- Arthur Street

Linden Street

- Cleveland Blvd.

CHAPTER V – IMPLEMENTATION

A. Recommendations for provisions in regulatory development

standards – This plan facilitates and promotes the public health, safety, and welfare in the continued development of the City’s bicycle and pedestrian 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:

1. General Purpose – The public pathway requirements are intended to:

- A. Provide safe routes for pedestrians and cyclists.
- B. Increase recreational opportunities within the community and connect these opportunities to the pathway and bike route system.
- C. Increase public access to the Boise River, Lake Lowell and Indian Creek corridors, public facilities, and neighboring cities.
- D. Help create a pleasant urban environment.
- E. Provide consistent standards for pathway development.

2. Dedication and Construction of Public Pathways as a Condition of Development Approval (Residential and Mixed-Use Zoning Districts) – The following standards and criteria related to pathway dedication and/or construction when it is required as a condition of approval:

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

- B. 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.

- C. 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.

- D. Short-plat subdivisions and the construction of non-residential uses (churches, schools, etc.) shall dedicate easements 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.

- E. Table 6 on the following page identifies which situations require land dedication and/or public pathway construction in all residential and mixed-use zoning districts:

Table 6. Pathway Requirements – Residential/Mixed-Use Districts		
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	NOT REQUIRED
Special Use Permit/PUD	REQUIRED	NOT REQUIRED
Building Permit	REQUIRED	NOT REQUIRED
Change in Use	REQUIRED	NOT REQUIRED
Change in Occupancy	NOT REQUIRED	NOT REQUIRED
Certificate of Compliance	REQUIRED	NOT REQUIRED
Home Occupation	NOT REQUIRED	NOT REQUIRED

3. Dedication and Construction of Public Pathways as a Condition of Development Approval (Commercial, Industrial, and Institutional Zoning Districts) – The following standards and criteria related to pathway dedication and/or construction when it is required as a condition of approval:

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

C. The construction of a public pathway in all non-residential zones is required in any instance where construction is taking place. For example, major construction activities normally do not take place during annexation, rezone, change of occupancy, certificate of compliance, or a home occupation. 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.

D. 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. Pathway Requirements – Non-Residential Districts		
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	REQUIRED	REQUIRED
Change in Occupancy	NOT REQUIRED	NOT REQUIRED
Certificate of Compliance	REQUIRED	NOT REQUIRED
Home Occupation	NOT REQUIRED	NOT REQUIRED

4. Pathway Standards – The construction of the public pathway by a land developer must meet AASHTO standards for pathway development as determined by the City Engineer.

A. Width. Public pathways must be designed in accordance with the Americans with Disabilities Act and accommodate people with varying levels of disabilities. It is recommended that paved pathways be built with an asphalt or concrete surface with a minimum width of 8-feet with a grass shoulder on each side with a minimum width of 6-feet. The recommended pathway width is 10-12 feet wide, but in instances where the width of available land is constrained, an 8 foot wide pathway would be acceptable.

B. 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.

C. Connectivity. Newly established subdivisions, land uses, and changes in land use shall be connected to the pathway system. The location(s) where a connection to the pathway shall be sited will be approved by city staff during a roundtable meeting.

D. Signage. Signage should be provided for general visitor information and to foster an appreciation of the natural and cultural features along pathways. Uniform signage should follow MUTCD requirements in the following informational levels:

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

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

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

- Directional Signage – Trail 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 wayfinding signs.

5. Pathway Acceptance – The City will assume maintenance and control of the public pathway 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 public pathway for maintenance should be established by City Council order and is recommended when:

- A. The applicant requests that the City assume the responsibility.

- B. The multiple-use pathway lies within the easement or right-of-way granted to the City for the construction of the trail.

C. The multiple-use pathway has been constructed to the City's standards.

B. Recommended Changes to the City's Infrastructure Policy – The City's Engineering Department recommends that City Code Section No. 12-17-03(2) be revised to state that all improvements in a public right-of-way shall be consistent with the guidelines established in the Pathways Master Plan.

C. Pathway Maintenance – The City's Parks and Recreation Department and Streets Department are primarily responsible for the maintenance and care of the pathway and bike route system. The Parks Department will handle grass cutting and landscaping maintenance along the pathway system. The Street Department will handle patching and resurfacing the pathways as well as removing snow and ice from the pathways in the winter months. The Streets 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.

D. Budgeting – The City Council should prepare a yearly budget for the 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.

E. Formation of a Committee – The City Council should form a citizen advisory committee that would make recommendations on proposed improvements to the pathways and bike routes system. The Committee should be formally organized through the City Code. The Planning and Zoning Department should be in charge of scheduling and hosting meetings. Representatives of the City’s Engineering, Streets, Police, Fire, and Parks Departments along with the local and State Highway Districts should be invited to participate in the committee meetings. The committee will work with local and state highway authorities to provide safe road crossings and develop a signalized crosswalk or overpass/underpass where roadways are expanded or where pathway crossings become dangerous.