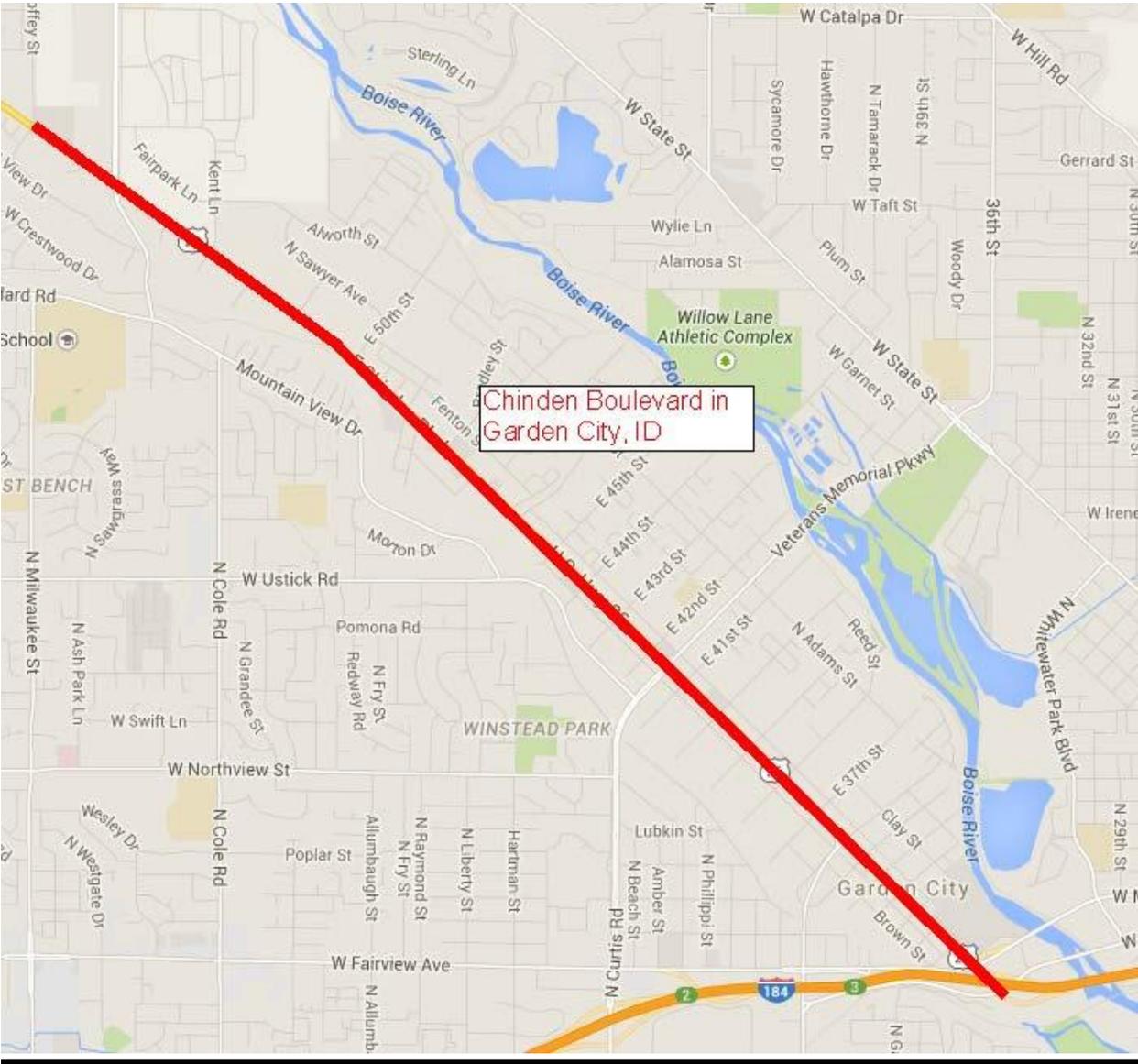


# Bike and Pedestrian Assessment Report

## for

### Chinden Boulevard in Garden City, ID

May 11 - 12, 2015



## **Background**

FHWA Idaho Division led a team of Federal, State and local partners to plan and deliver a bike and pedestrian assessment on Chinden Boulevard in Garden City, Idaho, May 11 – 12, 2015. The assessment was part of the National Bike and Pedestrian Safety Initiative announced by US DOT Secretary Anthony Foxx in September 2014. Secretary Foxx tasked US DOT agencies to lead one bike and pedestrian assessment in each state with the goal to identify common barriers and issues that affect the mobility of bike and pedestrians and to gain a better understanding of the state of the bicycle and pedestrian networks around the country. The team, led by FHWA Idaho Division, worked with partners to identify a location, develop the assessment protocol, and identify and invite people to participate on the team. Below is a list of the individuals who participated in the first stage of planning the assessment:

## **Planning Team**

Lori Porreca - Community Planner, FHWA Idaho Division  
Lance Johnson - Safety and Traffic Program Manager, FHWA Idaho Division  
Brent Jennings - Highway Safety Manager, Idaho Transportation Department (ITD) Headquarters  
Deanna Smith - Project Manager, Idaho Smart Growth  
John Moffat - Region 10 Administrator, NHTSA  
Jeremy Borrego - Transportation Program Specialist, Region 10, FTA  
Shirley Wise - Regional Program Manager Region 10, NHTSA  
Richard York - Division Administrator, Federal Motor Carriers Safety Administration (FMCSA) Idaho  
Susan Law - Planning Team Leader, Western Federal Lands Highway Division (WFL), FHWA  
Seth Uhlenkott - Officer, Idaho State Police  
Cynthia Gibson - Executive Director, Idaho Walk Bike Alliance

On May 11, the team met to begin the assessment with several presentations by key stakeholders and agencies that have some vested interest in the corridor. The list of individuals below provided background presentations for the group:

## **Presenters and Topics**

Lori Porreca - Introduction  
Jenah Thornborrow - Garden City Planning and Economic Development  
Brooke Green - Ada County Highway District (ACHD) Plans for Adjoining Roadways  
Carl Miller and Tom Laws - COMPASS Planning Efforts on Chinden; Regional Bike/Pedestrian Planning  
Margaret Havey - Valley Ride Transit User Data and Plans  
Cynthia Gibson - Idaho Walk/Bike Alliance User/Advocate Perspective  
Brent Jennings - ITD Crash and Safety Data  
Amy Revis and Amy Schroeder - ITD Future Plans for the Corridor

Following the morning presentations, the group separated into three teams to go into the field to assess the corridor and surrounding area. The participants in each of the three teams are listed below:

## **Walk Team**

Elaine Clegg, Idaho Smart Growth, Walk Team Lead  
Pete Hartman, FHWA Idaho Division  
Mark Wasdhal, ITD District 3  
Brian Shea, ITD Headquarters

Annabeth Elliot, Garden City Resident and Bicycle Rider/Walker Advocate  
Richard York, FMSCA Idaho  
Lori Porreca, FHWA Idaho Division

### **Bike Team**

Deanna Smith, Idaho Smart Growth, Bike Team Lead  
Bill Mullane, Garden City Resident and Parks Committee Member, Bicycle Rider/Walker Advocate  
Tom Laws, COMPASS  
Margaret Havey, VRT  
Marcus Orton, Treasure Valley Safe Routes to School  
Gary Segers, Idaho Walk Bike Alliance  
Josh Saak, ACHD  
Kevin Ebersole, ITD District 3

### **Vehicular Team**

Lance Johnson, FHWA Idaho Division, Vehicle Team Co-Lead  
Brent Jennings, ITD Safety, Headquarters, Vehicle Team Co-Lead  
Kelly Campbell, ITD Safety Headquarters  
Ross Oyen, ACHD  
Mike Shine, ITD District 3  
Carl Miller, COMPASS  
Kevin Kuther, LHTAC

### **Chinden Boulevard, Garden City, Idaho**

Chinden Boulevard is one of two state highways that run east/west in the Boise Metro area connecting communities in the northwest of the valley to the southeast of the valley. Several large employers (such as Hewlett-Packard) are located on the corridor or points that connect to the corridor. Chinden Boulevard is heavily congested during peak commuting hours. In addition, Chinden Boulevard is the “Main Street” of Garden City. Garden City has been encouraging new businesses to open, to move to or start-up along the corridor. There are several new small retailers, wineries, breweries, art galleries and studios, music venues, a hotel, and some light manufacturing businesses that have opened along Chinden Boulevard in the last five to ten years. Many of these new businesses are trying to attract customers who walk and bike to their business. In addition, Fred Meyer, the only full service grocery and apparel store within the corridor, is located on this part of Chinden Boulevard. There is one elementary school and a very active Boys and Girls Club in the neighborhood. Many of the children cross Chinden Boulevard regularly to go between home, school and the Boys and Girls Club. There is also a home for seniors (many with disabilities) that travel across Chinden Boulevard regularly to go to the Fred Meyer or to use the Valley Regional Transit bus system that has several stops along the corridor.

In addition to safety concerns on Chinden Boulevard, the teams assessed the quality of connectivity for bicyclists and pedestrians in Garden City. Although Chinden Boulevard was the focus of the assessment, the teams also assessed adjacent roadways, access to the Greenbelt and to other destinations. While Chinden Boulevard is under the jurisdiction of ITD, the adjoining roadways, the Greenbelt, etc. are under the jurisdictions of ACHD, Garden City, and others. It will require the coordination of one or more of these agencies to address some of the recommendations in this report.

Each field assessment team followed a unique route. The Vehicle Team was responsible for (US-20/26) from Coffey Street to West Fairview Avenue. This route is under the jurisdiction of the ITD with ACHD operating the traffic signal system. The Vehicle Team drove from the east-end terminus of the corridor at the intersections of Main Street/I-184/Chinden Boulevard to the west-end during morning peak hour from 6 a.m. - 9 a.m. The Team stopped at each intersection along the route to assess the safety for bikes and pedestrians and to focus more specifically on the interaction between motor vehicles and bike and pedestrians. The Vehicle Team focused on the following intersections:

- Main Street/Garden Street Intersection
- Orchard Street/36<sup>th</sup> Street
- Veterans Memorial Parkway (VMP)/Curtis Road
- E. 50<sup>th</sup> Street
- Kent Lane/Fred Meyer
- Glenwood Street
- Coffey Street

The Walk Team started at the eastern end of Chinden Boulevard and walked towards the western end making a short detour loop onto several neighborhood streets that are heavily used by pedestrians in the community. The adjoining roadways that the Walk Team observed are under the jurisdiction of ACHD. The Walk Team focused on the quality of the walking experience and issues and obstacles that create barriers for pedestrians along the corridor. Their starting point was The Riverside Hotel, and they walked westward stopping at the following points:

- Chinden and 36<sup>th</sup>/Orchard Streets, Northside
- Chinden/Chevron Station (38<sup>th</sup>)
- Neighborhood Loop (38<sup>th</sup>/Adams/39<sup>th</sup>)
- Chinden and VMP
- Chinden/39<sup>th</sup> Street
- Chinden/North Ada Rescue
- Chinden/36<sup>th</sup> Southside
- Osage Street
- Stockton Street
- 44<sup>th</sup>/Chinden, Northside
- 50<sup>th</sup>/Chinden, Northside
- Kent Lane/Chinden, Northside

The Bike Team started at the western end of Chinden Boulevard and rode to the east following a circuitous route to look at many of the connecting local roads, the parallel local streets that can and do serve currently as part of the bike network, connections to the Greenbelt (the regional pathway system that runs along the Boise River and serves as a major alternative transportation arterial for the Boise Metro area), and through most of the intersections on Chinden Boulevard. All of the roadways in the assessment area other than Chinden Boulevard and Glenwood, North of Chinden Blvd., are under the jurisdiction of the ACHD. The Greenbelt is under the jurisdiction of Garden City and the Foundation for Ada Canyon Trail Systems (FACTS). The bike team had two main foci: looking at connectivity of the bike network and issues of safety for bike users in and around the corridor. The bike team stopped at the following points:

- Glenwood Street and Marigold Street
- Glenwood Street and Chinden Boulevard
- Chinden Boulevard and Kent Lane
- 50<sup>th</sup> Street and Chinden Boulevard
- Alworth Street/52<sup>nd</sup> Street/Greenbelt
- Assessment
- 48<sup>th</sup> Street and Adams Street
- 43<sup>rd</sup> Street and Ustick Road
- Curtis Road and Chinden Boulevard
- VMP and Greenbelt
- Adams Street and 37<sup>th</sup> Street
- Assessment
- 36<sup>th</sup> Street/Chinden Boulevard/Orchard Street
- Greenbelt and Main Street

- Chinden Boulevard and The Riverside Hotel
- Osage Street

## Crash Data

The Idaho Transportation Department prepared a ten-year (2004-2013) summary of the motor vehicle crashes involving pedestrians/bicyclists on the corridor. This information is included in the appendix. It should be noted that in 2011 an additional description for bike crashes was added to Idaho's Crash Report to include riding against traffic.

## Chinden Corridor Recommendations

All three teams agreed upon some general recommendations for the corridor and adjacent roads and pathways. First, the teams recommended that ITD and partnering organizations take advantage of the upcoming mill and inlay project that will be occurring on Chinden Boulevard in FY16 or FY17 (already programmed but may move up a year for construction) to address many of the safety and connectivity issues that came up. In particular, the teams suggested the following:

- Restripe Chinden Boulevard and narrow travel lanes to 11 feet.
- Use additional space to add bike lanes along both sides of Chinden Boulevard. Recommend 5 - 6 foot bike lanes on both sides of Chinden Boulevard. At a minimum, stripe a wider shoulder to provide refuge for bicyclists and pedestrians (if space is not available).
- Construct crossings near 31<sup>st</sup> - 33<sup>rd</sup>, near 38<sup>th</sup> - 39<sup>th</sup> and near 43<sup>rd</sup> Streets. Explore:
  - Mid-block crossings with concrete pad and fences, Rectangular Rapid Flashing Beacons, pavement markings and signs.
  - HAWK (High-Intensity Activated crossWALK beacon) signals with ramps pavement markings and signage.
  - Full traffic signal providing vehicle access.
- Explore implementing lower speed limits traveling from VMP to the east.
- Explore traffic calming for Chinden Boulevard to encourage safe 35 MPH travel.
- Construct continuation of pathway on the East side of Glenwood Street as a shoulder pathway or sidewalk.
- Construction sidewalk along the North and South sides of Chinden Blvd. from Glenwood past Kent Lane connecting to the bus stops. Adjust the light/pedestrian crossing at Kent Lane/Fred Meyer as a safety project.
- Adjust/lengthen light cycle for pedestrians along full corridor to improve their level of service. The highest priority is the light cycle at Fred Meyer. This is the only grocery store in the corridor. Most residents of Garden City frequent the Fred Meyer. Many employees of Fred Meyer walk to work. Also, there is a nearby senior citizen home. Many seniors and people with disabilities cross at this light on foot or in a wheelchair or motorized cart.
- Align pedestrian crossing signals, curb ramps and crosswalks so that they are accessible and logical.
- Improve and add wayfinding signage along entire corridor and adjacent streets; especially highlighting connections to the Greenbelt as well as other key destinations and routes.
- Create a safer north side walking space from 44<sup>th</sup> Street to the west. Explore possibility of adding a combination of extruded curb, shoulder, sidewalk walkway from 44<sup>th</sup> Street west to Glenwood Street on the north side of Chinden Boulevard (similar to the pathway on State Street).

- Consider installing medians on Chinden Boulevard with turn lanes in the median where necessary. The center turn lane currently runs the entire length of the corridor, but it is not needed and it decreases safety for bicyclists and pedestrians. Medians can also double as green space for storm water drainage.
- Review value of all free rights and remove unnecessary ones.

### **Responsibilities (other than ITD) for Implementation/Opportunities for Partnership**

#### **ACHD:**

- Partner with ITD on 50<sup>th</sup> Street pedestrian connection from existing sidewalks.
- Connect Adams Street between 37<sup>th</sup> and 36<sup>th</sup> Streets with a bike and pedestrian facility as soon as possible. This is a missing link in the bike and pedestrian network and would serve as a major connection to the Greenbelt.
- Explore bike lanes instead of a two-way left turn lane on Alworth Street; implement at next overlay or seal.
- Adopt the Garden City Livable Streets Plan.

#### **Ada County:**

- Examine pedestrian issues that come up around time period of heavy use of fairgrounds (summer and fall).
- Develop pathway along front of Lady Bird Park parallel to Chinden Boulevard and on the bridge on Kent Lane

#### **Ada County, Garden City and FACTS:**

- There are several points of access to the Greenbelt from local roads in Garden City that have barriers, are not well signed, and are not ADA compliant. Fix all the issues around the points of access to the Greenbelt.
- Develop MOU or other agreement to clarify maintenance and operational responsibilities along this multi-jurisdictional section of the Greenbelt (where the Greenbelt crosses the river by traversing the island just east of the racetrack and west of N. Plantation Drive) (i.e., repair, plowing, and clean-up).
- Bridge the Greenbelt gap at 52<sup>nd</sup> Street

#### **Garden City:**

- Begin enforcing restrictions on sidewalk obstructions on all roadways and sidewalks in Garden City.
- Implement clean-up strategies on all roadways and sidewalks in Garden City.
- Explore possibility of a pathway along the canal bank on the south side of Chinden Boulevard from 50<sup>th</sup> Street. Connect this into the Greenbelt at The Riverside Hotel.
- Add Garden City to ACHD bike map.
- Implement wayfinding/bike network signage and improve Greenbelt connections to the street network so the connections are clear and accessible for bicycles and pedestrians.
- Add lighting to Greenbelt for safer night travel.

## Site Specific Recommendations

### Main Street/N. Garden Street Intersection



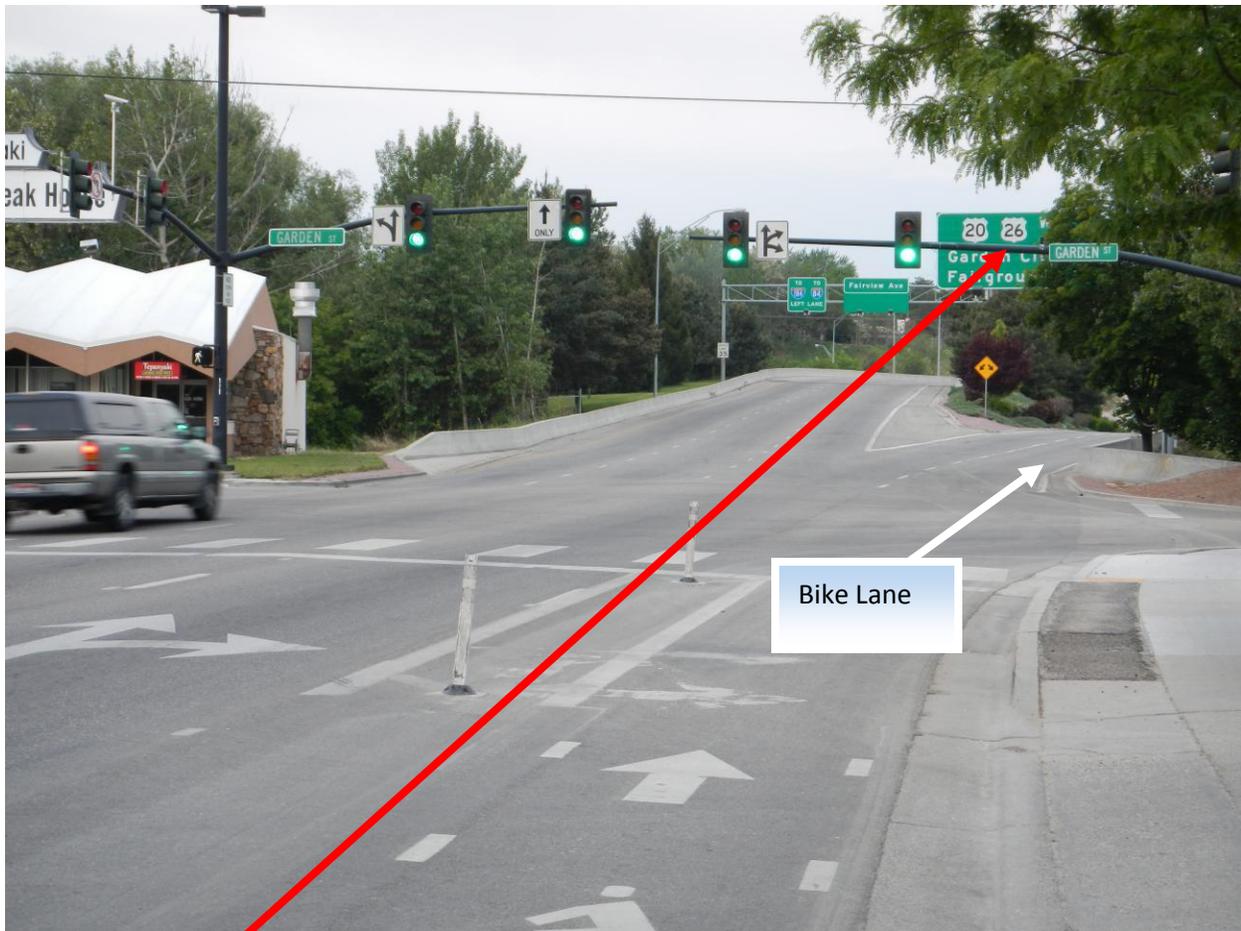
1. Replace the BIKE ROUTE sign on Main St. with a wayfinding sign directing cyclist to the Greenbelt, Chinden Boulevard and Fairview Avenue. Remove the BIKE LANE ENDS sign.



2. On Garden Street, replace BIKE ROUTE signs with wayfinding signs.
3. In general, add wayfinding signage for bike and pedestrians along Chinden Boulevard and on adjacent roads to key destinations like the Greenbelt.



4. Close the Main Street access to Joe's Crab Shack and utilize the Garden Street Access.
5. In general, there are too many access points along Chinden Boulevard and many are unused. Close unused access points to consolidate access.



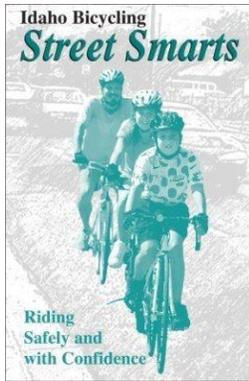
6. A. For cyclists entering west bound Fairview Avenue, create a bike phase or install a bike signal face, as shown above, with the required Bicycle Signal sign. Note: Interim Approval is required from FHWA to use the bike signal face.
- B. Extend bike lane markings from Main Street to Fairview Avenue.
- C. Include signal detection for bikes.
- D. Chinden Boulevard on ramp (as shown) - Use the right lane as a bike lane and retain the left on-ramp lane as a general purpose lane.



7. The Team witnessed numerous riders violating markings/signing: riding contrary to lane use (counter flow). This is because there is no decent way to head northeast or left towards Boise from this location. Recommend converting this short segment of separated bike lane (between Whitewater Park Boulevard and ending just past here) to a two-way cycle-track. This conveys cyclists to Whitewater Park Boulevard where they can safely cross and access the bike lane on Fairview Avenue.



8. On Main Street, make a curb cut at the end of the concrete barrier to allow cyclists to enter and exit bike lane.
9. A curb cut is also needed to access the North side Greenbelt from Main Street.



10. Good practice: ITD published the Street Smarts guide

11. Good illumination at intersection. It could be better by adding a luminaire on southeast corner (near car lot).

### Chinden Boulevard and The Riverside Hotel



1. Smooth the paved asphalt sidewalk adjacent to concrete section (roto-mill-fill) from approximately The Riverside Hotel to 44<sup>th</sup> Street. Repair or smooth all curb ramp access at intersections.
2. Create landscape strip to buffer pedestrians from motor vehicles and as green space for infiltration. Short term: Add potted trees on the outside concrete sidewalk section.
3. Consider wayfinding signage to Osage Street for cyclists who prefer to not ride on Chinden Boulevard.

## Orchard Street/36<sup>th</sup> Street Intersection



1. Good practice: Use continental style crosswalk markings on side streets.



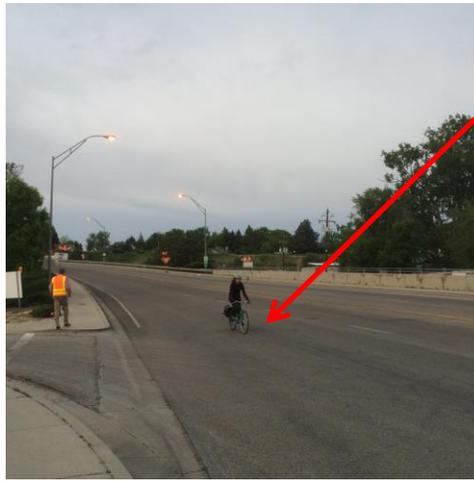
2. General comment for corridor: Use continental style crosswalk markings, similar to those used by ACHD on the side streets.
3. Retime light at 36<sup>th</sup> Street/Orchard Street and Chinden Boulevard to allow more crossing time for pedestrians



4. To improve visibility, move the existing crosswalk to the west, and install MUTCD compliant pedestrian crossing signs and advance warning signs. Replace the BIKE ROUTE sign with a wayfinding sign.



5. Replace marked island with bike lane if installing bike lanes the entire length of the corridor.



6. As the prior two photos show, the marked shoulder on north bound Orchard Street ends before the right turn lane. As the next photo shows, there are bike lanes on the north side of the intersection. Provide bike lane continuity by adding a bike lane on the southeast side of Orchard Street and remove the free right turn northbound on Orchard Street.



7. Replace the existing Orchard Street guide sign with an Intersection Warning sign with a street name plaque.



- 8. At bus stops, improve signing including additional bus route information. Add benches.
- 9. Long term general comment: To improve safety at intersections, remove free running right turn lanes.



- 10. To improve sight distance, remove the utility trailer on the east side of Orchard Street.



- 11. General comment for corridor: Add bike lanes between through lanes and right turn lanes.



12. Refresh deteriorated pavement markings.

13. Good practice: Good roadway illumination on urban section of corridor.

#### **Veterans Memorial Parkway (VMP) Intersection**



1. The shoulders approaching VMP are very narrow; investigate narrowing lanes to accommodate bike lanes.



2. Good practice: Green paint used to designate bike lanes on north bound Curtis Road.



3. Good practice: Well executed bike lanes on Curtis Road.



4. Good practice: SHARE the ROAD sign and wayfinding sign north bound on Curtis Road.



5. Add wayfinding signing to indicate that the sidewalk on the east side of VMP is a bike lane.
6. Improve signage on VMP to indicate how to transition to the Greenbelt.



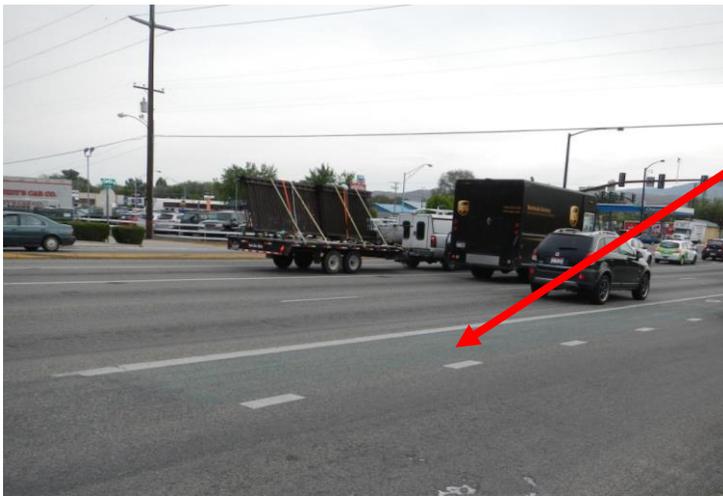
7. Relocate mailbox in sidewalk.
8. In general, remove obstructions in the sidewalk from The Riverside Hotel to 44<sup>th</sup> Street.



9. Add ADA features at each corner of intersection.



10. Good practice: Wayfinding/network signs on Curtis Road.



11. Refresh green paint on Curtis Road bike lane

12. Good practice: Good roadway illumination at intersection and along corridor.

### E. 50<sup>th</sup> Street Intersection

1. Few crashes in the segment from 43<sup>rd</sup> Street to E. 50<sup>th</sup> Street due to limited access to bench and little residential development.
2. Illumination limited in this rural segment. Recommend increasing illumination as development occurs.



3. As the prior five photos show, existing sidewalks should be extended and connected to the crosswalks and to any extruded curb shoulder walkways that may be added.
4. Remove the obstructions.



5. The pedestrian push button on the northwest side on intersection should be raised to meet ADA standards.



6. Add ADA features at existing pedestrian crossings.



7. Long term: Control or consolidate business accesses in the rural section.

## Kent Lane/Fred Meyer Intersection



1. As the prior two photos show, ADA features need to be added at this intersection. This is a heavily used crossing. Create sidewalk or safe pathway for pedestrians using this crossing.
2. Develop a pathway along the front of Lady Bird Park parallel to Chinden Boulevard and add a bridge on Kent Lane leading to the Fairgrounds.



3. As the prior two photos show, the bus pads should be connected to sidewalks. The bus signs should indicate the days and times of operation.
4. Retime light at Kent Lane and Chinden Boulevard to allow more time for pedestrian crossing.

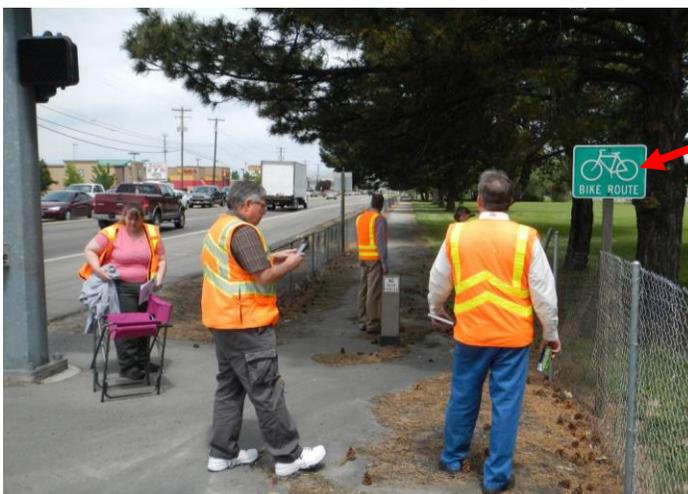
## Glenwood Street Intersection



1. Add Pedestrian Crossing signs and advance warning signs for crosswalks in free-running rights.
2. Retime light at Glenwood Street and Chinden Boulevard to allow more time for pedestrian crossing.



3. As the prior two photos show, bike lanes should be constructed southbound on Glenwood Street.



4. On the path west of Expo Idaho, replace existing BIKE ROUTE signing with wayfinding signage.
5. This pathway needs better maintenance. The corner needs protection from turning vehicular movements. Currently there is no barrier and the turning radius is too wide so vehicles turn right at

fairly high turning speeds. Consider removing right turn and adding a bulbout to make waiting pedestrians and bicyclists more visible. Currently pedestrians stay out of the sight triangle due to pavement encroachment onto pathway and thus are not seen.



6. Replace crosswalk markings on Chinden Boulevard with continental style markings.





7. As the prior three photos show, bike lanes should be provided between the right turn lanes and the through lanes.



8. Provide ADA accessible features at all corners of the intersection.



9. The sign prohibiting pedestrians on the southeast side of Glenwood Street should be moved closer to the intersection; additional signing/guidance for pedestrians should be installed.
10. Remove right turn lane.

**Marigold and Glenwood Streets**



1. Improve signage to show Greenbelt access is under the bridge.
2. Connection to pathway on the southeast corner needs improvement.

## Osage and Stockton Streets



1. Explore using Osage and Stockton Streets as a bike and pedestrian dominated routes off of Chinden Boulevard. Enhance lighting along these routes. Restrict through traffic, sign access points.

## Adams Street



1. Adams Street is the only street that offers a nearly through connection other than Chinden Boulevard. Consider making Adams Street a centerpiece of the bike network in Garden City. Eliminate the center lane on Adams Street and add buffered bike lanes. Note: Adams Street

currently ends at 37<sup>th</sup> Street. Cyclists must find alternative route to get through the remainder of Garden City. Connect Adams Street to 36<sup>th</sup> Street and the Greenbelt Bridge in the future and add safe routes back to Chinden Boulevard to complete the network. Connect 36<sup>th</sup> and 37<sup>th</sup> Street on Adams Street.

2. Retime light at Adams Street and VMP to allow more time for pedestrian crossing.

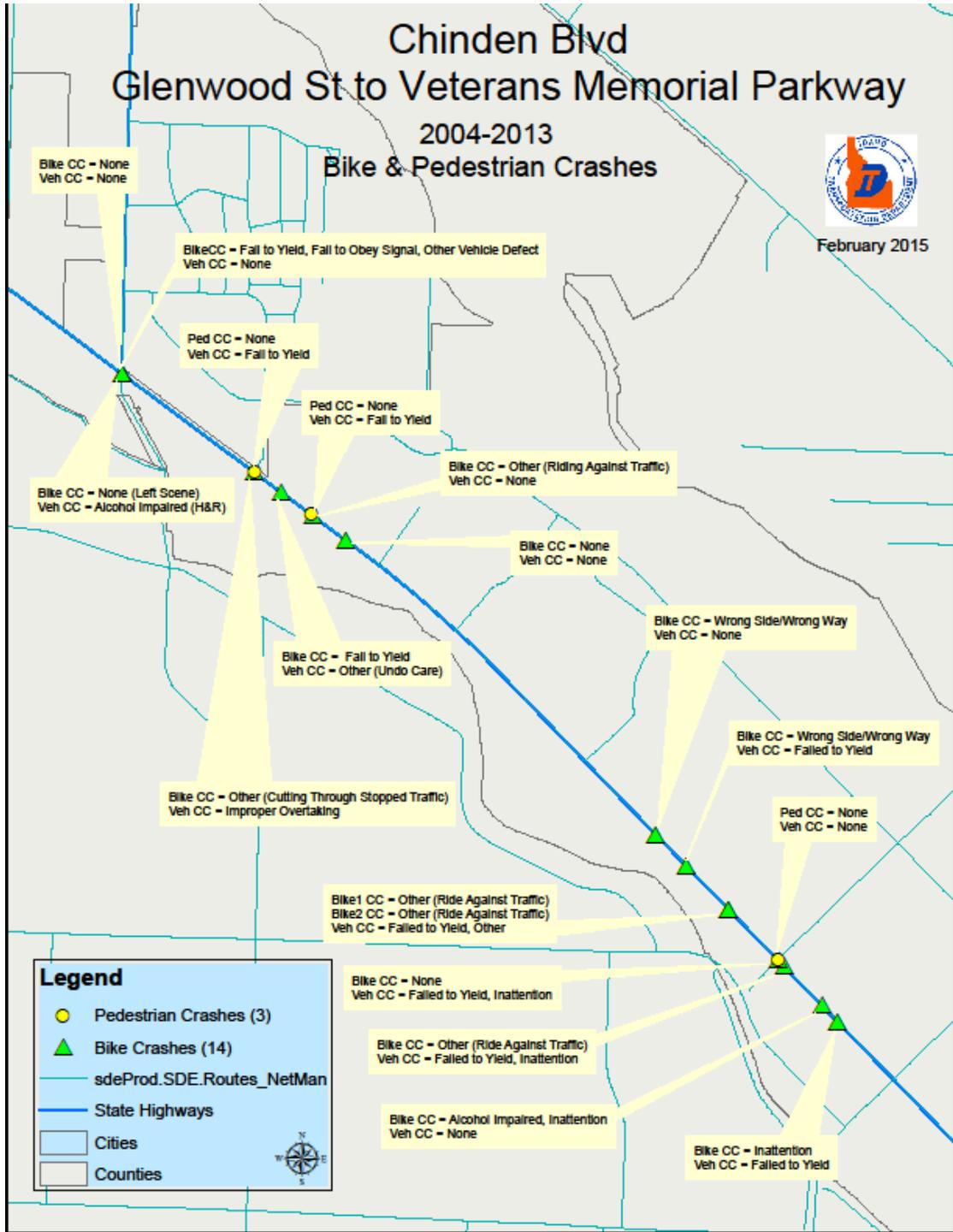
## Next Steps

As outlined above, this report documents and concludes the work of the bike and pedestrian assessment teams. The next step in the assessment process is a formal response from the ITD, ACHD, Garden City, Ada County, and FACTS to the Team. It should summarize the responses to the recommendations described in this report within 60 days. The response can be sent to Lori Porreca, FHWA Idaho Division. Email is the preferred response tool ([lori.porreca@dot.gov](mailto:lori.porreca@dot.gov)). Ms. Porreca will distribute it to the other Team members.

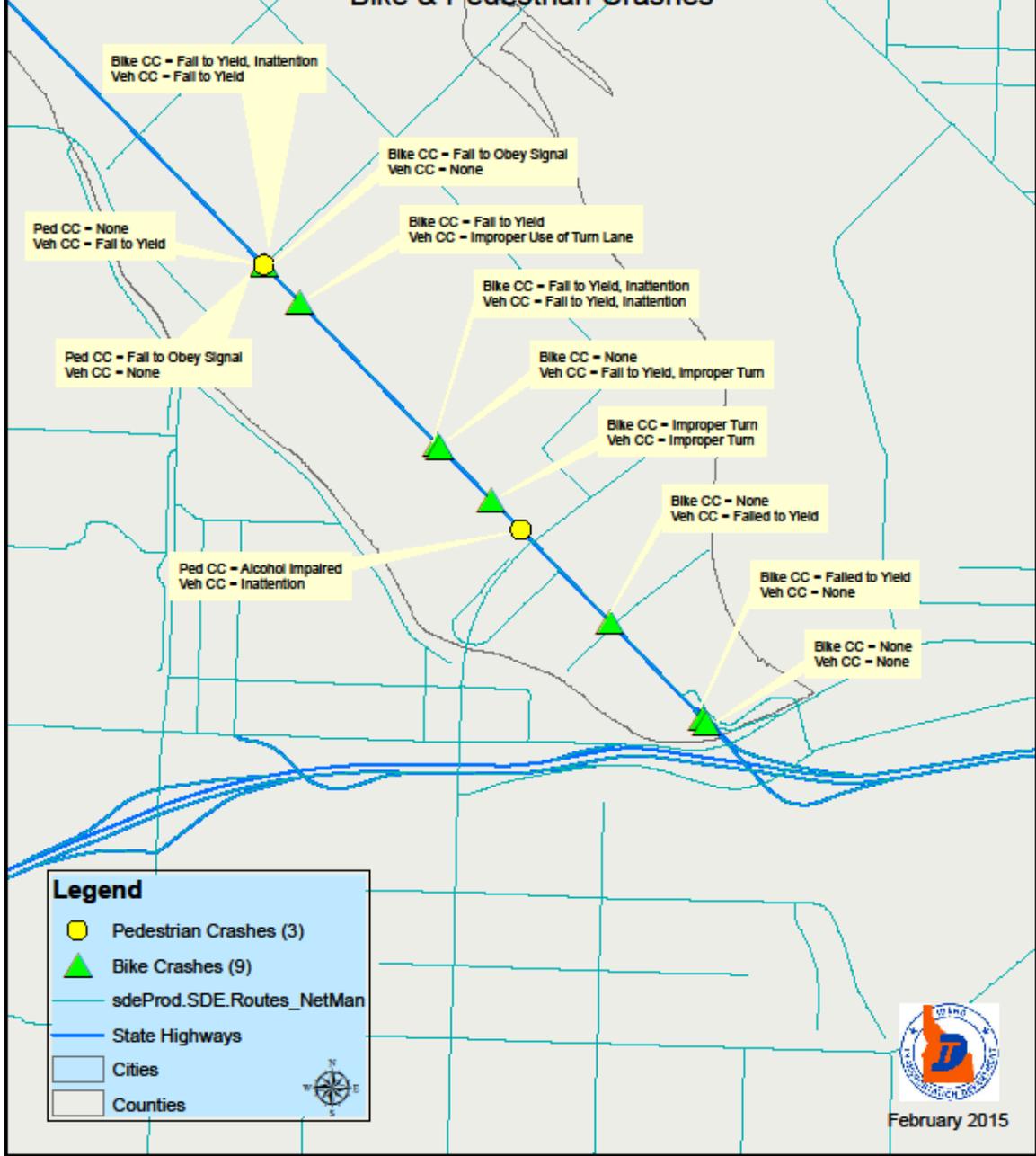
The Team hopes that ITD, ACHD and Garden City find the recommendations helpful in addressing bike and pedestrian safety and connectivity issues on Chinden Boulevard and connecting roadways.

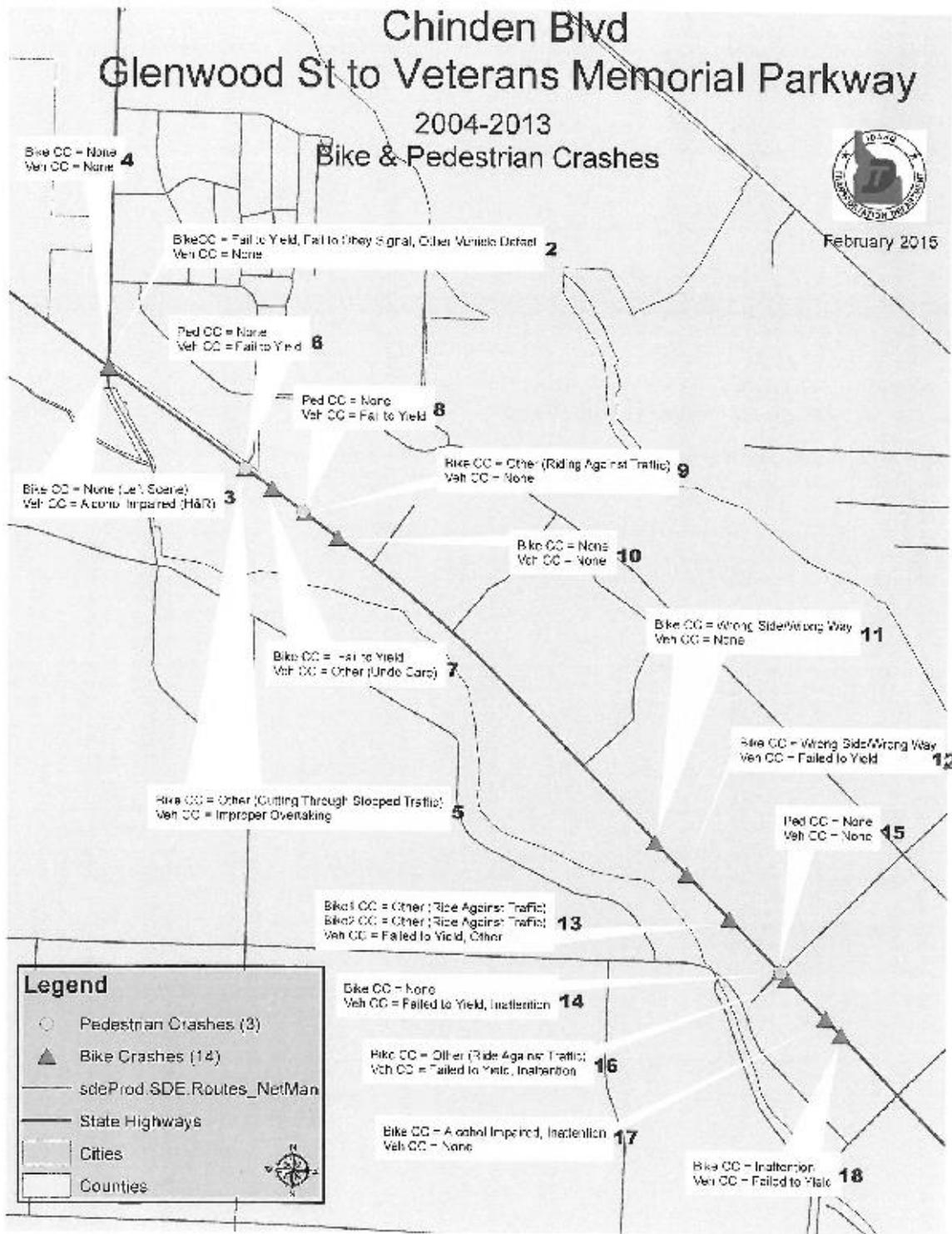
# Appendix

## Crash Maps of Chinden Boulevard

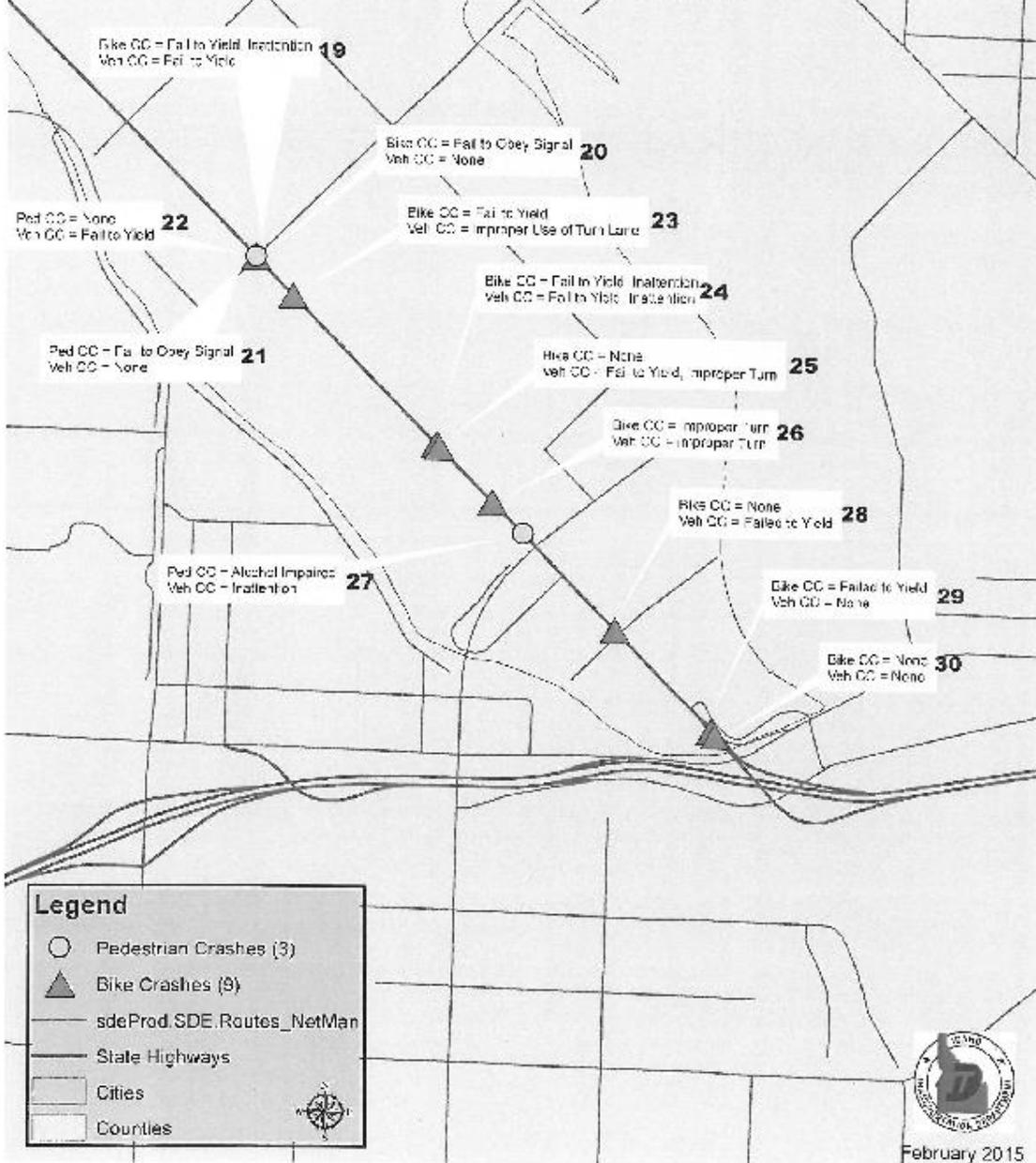


# Chinden Blvd Veterans Parkway to Main St 2004-2013 Bike & Pedestrian Crashes





# Chinden Blvd Veterans Parkway to Main St 2004-2013 Bike & Pedestrian Crashes



## **Bike/Pedestrian Crash Report Narratives (report numbers are shown on first two Crash Maps)**

Serial #11C307263 (not on map)-Initial Incident: On 11/22/2011 at approximately 1330 hours, I was dispatched to a reported vehicle vs. bicycle injury crash at the intersection of Coffey Street and Chinden Blvd. When I arrived on scene I observed an individual, identified as Benjamin L. Holsinger, leaning up against the stop sign on the southeast corner of the intersection. Ada County Paramedics were on scene and looking at a bruise on Holsinger's left shin. Holsinger stated to paramedics that he was fine and did not need any medical attention. Contact with Bruce W. Young: Young stated he was the other party involved in the crash. He said he was driving his vehicle (a white, 2007, Toyota, 4runner, 1AVN140) northbound on Coffey. He stopped at the intersection of Coffey and Chinden and then began to make a right turn onto Chinden. Young said that as he was making the turn, he ran into Holsinger who was riding his bicycle westbound in the eastbound emergency lane. He said he looked both ways before starting the turn but did not see Holsinger. Young said he was traveling at approximately 3 miles per hour at the time of the crash. I could not see any damage to the front of Young's vehicle. I observed no skids or other marks on the road. Contact with Benjamin Holsinger: Holsinger's statement was consistent with Young's. He said he thought Young's vehicle was stopped before he started to cross the intersection, but then the vehicle hit him. I observed a small bruise and bump on Holsinger's left shin. He said he was not injured and did not need any medical attention. I could see no damage to Holsinger's bicycle. Contact with Dennis Talbot: Talbot said he was driving eastbound on Chinden and witnessed the crash. His statements were consistent with both Young's and Holsinger's. Disposition: I warned Young about paying more attention when making a turn. I warned Holsinger that he needed to ride his bicycle with the flow of traffic. Young and Holsinger exchanged information and Young gave Holsinger a ride from the scene.

1. Serial #07C174583-On July 21, 2007 at approximately 1532 hrs, Garden City Police Officers were dispatched Code Three (lights and sirens) to an injury crash involving a juvenile. Contact with Nichols, Skiler H - Unit 1 Operator: Upon our arrival, I contacted the juvenile, Skiler H Nichols (verbally identified), who advised that he was not significantly injured. I further learned that Nichols was the operator of Unit 1, a bicycle. Nichols advised he was traveling southbound on the path in Lady Bird Park, and had proceeded into the roadway without stopping prior. Nichols stated that the crosswalk signal had the steady red hand signal prohibiting pedestrian movement into the crosswalk. Nichols stated that his bicycle did not have working brakes. Contact with Ojukwu, Dawn F - Driver Unit 2: The driver of Unit 2, Dawn F Ojukwu (identified by Georgia Driver's License), stated that she was stopped at the intersection for the red light. Ojukwu said that she had been preparing to turn right on red, and had looked to the north, without seeing Nichols. Ojukwu proceeded to start her turn, and was warned by her passenger of Unit 1's entry into the intersection. Ojukwu noted that the pedestrian crossing signal was red. Contact with Biroshak, Michelle M - Unit 2 Passenger: The front passenger in Unit 2, Michelle M Biroshak (identified by Georgia Driver's License), stated that Nichols "came flying out" from the sidewalk without stopping. Contact with Evans, Robert R - Witness: An uninvolved witness to the crash, Robert R Evans (identified by Idaho Driver's License), stated that he was proceeding northbound through the intersection on a green light. Evans said that he was in the inside lane,

and observed the bicyclist enter the road, as Unit 2 was proceeding to start its turn on red. Evans told me that the bicycle slid under the car, prior to contact with Unit 2. Disposition: Medics responded and evaluated Nichols. Nichols was not transported from the scene. Nichols Failed to Yield to traffic presenting an immediate hazard prior to entering the roadway, Failed to Obey the Pedestrian Control Device, and was operating his bicycle without brakes. However, due to his age, no citations were issued. Nichols mother, Christina Nichols responded to the scene and took custody of Nichols there. All parties were subsequently released from the scene. NO FURTHER

2. Serial #04C086181-On December 4, 2004, at approximately 1053hrs, Boise City Police Bench Units were dispatched Code Three (lights and sirens) to an Injury Crash at Chinden Blvd and Five Mile Road. Boise City had given an Estimated Time of Arrival (ETA) of approximately six minutes. The intersection of Chinden and Five Mile is just outside Garden City limits, and I had an ETA of approximately two minutes. I advised Boise City Primary that I could assist, and responded Code Three. Officer Brumbaugh also responded Code Three. While en route, Garden City units were advised of a Hit and Run Crash at Glenwood and Chinden. The suspect vehicle was a purple passenger car (with no plates) traveling westbound on Chinden. Ada County Dispatch advised that the suspect vehicle in the Hit and Run Crash matched the description, of one of the vehicles involved in the crash I was currently responding to. Officer Brumbaugh later advised me while he was responding to the hit and run he was passing through the area of Glenwood and Chinden. Officer Brumbaugh said he had observed a bicyclist traveling eastbound against traffic in front of Lady Bird Park. A Hispanic male was walking a bicycle. The subject appeared to be uninjured, so Officer Brumbaugh continued to the injury crash. It should be noted the victim left the scene, and was not identified. However the witness (JG Daines Jr. filled out a witness statement). Dispatch further advised that one of the vehicles (later identified as the suspect vehicle: purple 1998 Chevrolet Cavalier) involved in the Injury Crash had gone over the hill, down onto Joplin Rd. (See Boise DR# 438-827) Upon my arrival a number of people approached me, stating they had witnessed the accident, and the suspects (Later identified as Rick Dee Oliver) reckless driving. I provided them with witness statement forms, which they filled out and returned to me. One of the witnesses (Kay Haley) stated she was in her vehicle at the traffic light (Chinden/Garrett) when she was struck by Oliver's vehicle. Haley explained she was on Chinden in the outside lane facing westbound, while stopped at a red light. Haley stated that Oliver drove by her in the outside shoulder of Chinden traveling westbound and side swiped her vehicle (Red 2001 VW Bug #1AF5048). Haley estimated Oliver to be traveling approximately 90 mph. Haley said Oliver went through the red light. Oliver continued to travel westbound. Haley did not appear to be injured and did not request paramedics. Officer Brumbaugh advised me he asked Oliver about the traffic crashes that had occurred: the reported Injury Crash (Boise DR# 438-827), the Hit and Run Crash involving the bicyclist (Garden City DR# 2004-4590) and another Hit and Run Crash at Garrett and Chinden (Garden City DR# 2004-4590). Officer Brumbaugh informed me Oliver told him that he had not struck any other vehicles. Oliver stated that he

drove off the road, as he was heading up the hill due to another vehicle cutting him off. Oliver later stated he remembered the bicyclist, but that he had not hit him. Oliver's recollections were vague and inconsistent. Oliver had difficulty explaining where he had been coming from, or how he arrived at his present location. Oliver's impaired memory was also evident during Field Sobriety Tests (FSTs) later in the contact (See DR# 2004-4592). Officer Brumbaugh placed Oliver under arrest and transported him to the Ada County Jail, where he was booked in for Driving Under the Influence, and Leaving the Scene of an Accident. No further.

3. Serial #13C358992-On November 10th, 2013, at approximately 2201 hours, Garden City Officers were dispatched to a hit and run accident in the area of Glenwood Street and Chinden Boulevard, Garden City, Idaho. Dispatch text for the call stated there was a bicyclist hit by a taxi cab and the taxi cab drove off. The rider of the bicycle was refusing EMS. I arrived on scene and located the bicycle rider who was identified as David Gloria riding his bike at the intersection of Glenwood Street and Marigold Street. (Note: I located Gloria approximately 1/2 mile from the scene of the crash.) I asked Gloria if he was involved in the crash. Gloria said he was not involved in the crash and then changed his story and said he had lied to me and was involved in the crash. Gloria stated he was traveling north on Glenwood Street when at a high rate of speed when he crossed Chinden Boulevard in the cross walk and hit the Taxi. Gloria said he told the driver of the taxi he was not injured and rode away from the scene. Gloria said his right elbow was scratched and his left knee was possibly bruised. Gloria refused needing any medical treatment. Gloria was riding a Gary Fisher red and black mountain bike. I did not observe any damage to the bicycle. While I was talking with Gloria, Ada County Deputy Hale, located the Taxi involved in the crash and stopped it in the area of Chinden Boulevard and Cloverdale Road. I made contact with the driver of the Taxi (Boise City Taxi Number 5). The driver of the taxi was identified as William Johnson. Johnson stated he was stopped in the west bound lane of travel on Chinden Boulevard at Glenwood Street for a red light, when the bicycle hit his vehicle in the driver's side rear door. Johnson said after the bicycle hit him the rider of the bicycle got up off of the ground and walked away from him. Johnson stated he yelled at the bicyclist to see if he was injured and the bicyclist did not answer him. Johnson said a passerby (unknown name) stopped to help him. Johnson said the passerby spoke with the bicycle rider and told him he was not injured and did not need anything. Johnson stated he drove away from the scene. Johnson said he was not injured in the crash. I observed a small dent in the rear driver's side door of the vehicle. The vehicle was a green, 2006, Ford Crown Victoria, bearing the Idaho license plate number 1A4E151. I was unable to take photographs of the damage to the taxi or the injuries to Gloria. After talking with Gloria and Johnson, I find Gloria at fault for the crash. I did not issue any citations for this incident. No further.
4. Serial #05C109986-On the listed date/time I received a report of a bicycle/vehicle collision in front of the US Bank (5312 Chinden). (I was out on a separate vehicle collision on Chinden east of Kent when a pedestrian notified me of the additional incident) I responded to the area and located a male subject (later identified by Idaho driver's license as Jonathan Meyers) laying on his back near a Chevy truck (Unit 1). I noted Meyers was bleeding from his head, and was

unresponsive. He was being tended to by several witnesses/bystanders to the incident. I requested EMS respond code 3 (lights/sirens). I also noted a bicycle lying on the side of the road in front of the truck. The bicycle was damaged heavily on the front end. I looked at unit 1 and noted damage to the left front fender, and saw the windshield was caved in on the driver side near the A-post. I noted hair mixed with the glass in the windshield in the damaged portion. EMS arrived and began treating Meyers. He began to regain consciousness, but was still lethargic and confused about where he was. EMS transported Meyers to Saint Alphonsus Hospital. I spoke with the driver of unit 1 (Les Robinson, Idaho driver's license). Robinson explained that he was traveling west on Chinden. Traffic was stopped, and he needed to turn on Kent. Robinson thought the shoulder of the road (separated by a solid white line) could be used as a turn lane so he began driving down it. Robinson thought he entered the road near the edge of the US Bank property near a telephone pole (measured to be approximately 57 feet from the rear of his vehicles current location). Robinson said he was traveling in the shoulder at approximately 20 mph when the bicycle suddenly came north across Chinden, apparently weaving through stopped traffic. Robinson said he did not see the bicycle until it appeared from in front of a tow truck, directly in his path. Robinson was able to slightly steer to the north, and applied the brakes but could not avoid the collision. No skid marks were located in relation to this collision. Robinson said the bicyclist hit the front driver's side corner of his vehicle, and then struck his windshield. Robinson said he was wearing a seatbelt, and was uninjured. Interviews with witnesses: Several witnesses stopped and provided me with the same information as Robinson. Of the witnesses was off duty Boise PD Officer Andy Johnson who witnessed unit 1 pull into the shoulder of the road, and begin driving. Officer Johnson visually estimated that Robinson was traveling between 20-25 mph on the shoulder when the collision occurred. Officer Johnson also saw the bicyclist who was riding north across traffic, attempting to cross Chinden. The bicyclist was going in between vehicles. (It should be noted that all traffic was at a standstill due the the additional collision further west). These statements, as well as Robinson was consistent with the other witnesses present (see listed names). Detective Furniss photographed the scene, later releasing the photo disk to me which I booked into evidence. I also collected the damaged bicycle, as well as several misc. belongings that Meyers had apparently had in his possession. (these items were later released to Jeremy Meyers at the request of Jonathan Meyers). I next responded to Saint Alphonsus where I was eventually able to speak with Meyers. I noted bruising on his chest, arms, and face. Meyers' mother (Lola Brown) was present who advised he was going to require several stitches on injuries to his face. I spoke with Meyers who initially did not remember the accident. As I began speaking with him he remembered riding his bike near Fred Meyers, and going between the cars. Meyers said he remembers popping out and seeing the truck coming at him, but doesn't remember anything further. I later spoke with Lola who advised that Meyers had suffered a break in his right wrist, a concussion, as well as several bruises/scrapes. He did not have any life threatening injuries. Disposition: I issued Robinson infraction citation #154832 for Failing to Use Designated Traffic Lane. NOTHING FURTHER

5. Serial #12C333237-Traffic Collision Report Unit #1: 1994 Buick Lesabre Idaho license plate #1A5H517 Driver: Elaine T. Sanchez Passenger: Astria L. Morris Pedestrian: Sandra K. Oakes Initial Call: On November 30,2012, at 1741 hours, I was dispatched, code 3 (lights and siren), to the intersection of Kent and Chinden for a vehicle versus pedestrian collision. When I arrived on scene, I saw a person lying on the pavement in the westbound inside lane, a woman standing over her in medical scrubs, multiple people standing in the roadway, and two vehicles pulled off to the right side of the road. I made contact with the female in medical scrubs who identified herself as a registered nurse. She was assisting the female victim and I then identified the others involved. Contact with Elaine T. Sanchez: I made contact with the female driver of Unit #1, identified as Elaine Sanchez by her Idaho driver's license. Elaine said she was the first vehicle stopped at the traffic light on Kent at Chinden, intending to turn right onto Chinden. She said she got the green light and watched the westbound traffic on Chinden to make sure there was no one running the red light. She said she never saw the pedestrian, later identified as Sandra Oakes, in the crosswalk. She began to make her turn into the westbound inside lane of travel and then hit Sandra. Elaine said she did not see Sandra's "little light", referring to a handheld flashlight. She also said she was traveling approximately 5 to 10 miles per hour when the collision occurred. I was not able to see any damage to Unit #1. Elaine was not exactly sure where she hit Sandra with her car. Contact with Russell O'Brien: I made contact with a male identified as Russell O'Brien who witnessed the collision. Russell said he was behind Unit #1 at the stop light on Kent. He said he saw Sandra at the crosswalk waiting to cross Chinden. He said Sandra got the "walk" signal and began to cross and made it almost to the second lane, referring to the inside lane, before Unit #1 turned and struck her. He also mentioned all of the windows in Unit #1 seemed "fogged over" and that he attempted to honk his horn before the collision occurred in an attempt to get one of the parties to see the other. Contact with Penny Schwartz: Officer Lythgoe made contact with a female identified as Penny Schwartz. Penny said she saw a car turn right onto Chinden from Kent onto Chinden. She said it was raining and dark and she saw something go up and then roll across the ground. She said it took a moment to realize it was a person. She said she is an RN and so she got out and went over to assess Sandra. She stayed with Sandra until EMS arrived. Ada County Paramedics arrived and transported Sandra to St. Alphonsus Medical Center. Contact with Sandra K. Oakes: Officer Gordon made contact with Sandra at St. Al's. He spoke with Sandra about the collision and was told that she was waiting to cross Chinden at the light to go to Fred Meyer's. She said she had the "walk" signal and began to cross in the crosswalk and was then hit by Unit #1. She complained of chest pain, pain in her right side, lower back pain, and pain in her left ankle. Elaine's contact and insurance information was given to Sandra at the hospital. I contacted St. Al's by telephone on December 1, 2012 and was told that Sandra was treated and released for her injuries. Disposition: Elaine was issued an infraction citation for failure to yield to pedestrian, citation #216045. No further.
6. Serial #09C243354-ASSIGNMENT: On August 31, 2009, Garden City Police units responded to this injury collision, arriving on scene at 1000 hours. All times, and speeds are approximate. INITIAL CONTACT WITH INVOLVED PARTIES: Garden City Police Officer Durbin was first on scene, the following is his statement. When I arrived on scene I observed a female identified as Jesusa

D. Carr (verbally) lying on the ground approximately twenty feet behind a utility truck. There was a bicycle lodged under the utility truck's front passenger tire. Carr was being tended to by an unidentified white male. The male had placed an orange towel over her and a roll of paper towels underneath her head. Carr's right arm had a large flesh wound approximately eight inches long. I asked Carr how she was feeling and she stated that her back and leg were hurting. I notified Ada County Dispatch of Carr's condition for the paramedics that were responding to the scene. I then made contact with the following witnesses; Donald Ellis, Karen Eamon, Jana Calbert and Carr's ex-husband Daniel Dekan. I gave these individuals witness statements to fill out and sign. See witness statements for details. Based on the statements of the witnesses, Carr, and the driver of the truck Dusty Ketchum, I was told that Carr and Dekan were leaving the US Bank parking lot. The pair were turning left (east) out of the parking lot on their bicycles. Ketchum was leaving the "Wagon Works" parking lot (east of US Bank on Chinden near Kent) traveling west. Ketchum was looking to the east, at oncoming traffic when he struck Carr with the utility truck. Carr advised me that Dekan had gone in front of her, passing the truck. He then told her, "I don't think he sees you." She stated that she acknowledged Dekan and knew that Ketchum did not see her. Carr advised that is when the truck struck her and she was run over by the passenger side of the vehicle. She stated the truck ran over her back, legs and arm. The witnesses on the scene corroborated this statement. Carr was transported to Saint Alphonsus where she was listed in "serious condition" by the charge nurse, "Debbie." I responded to the hospital and made contact with the charge nurse (Debbie) and Carr. When I was at the hospital Carr gave me her verbal statement (listed above). Carr's bicycle was seized at the scene as Evidence and transported to the Garden City Police Department. Officer Goodman took photographs at the scene. The photos were downloaded onto the "P" drive. This report was handed over to Officer Paoli for follow-up investigation and disposition. At the time of this report no one else was injured as a result of this collision. ADDITIONAL INFORMATION: On August 31, 2009 Sgt Brannan asked me assist in the completion of this collision investigation. RECONTACT WITH CARR: On August 31, 2009 I spoke to Carr on the phone. I asked her about her injuries. Carr said she had no broken bones. I asked Carr to explain to me what happened at the scene. Carr said she was exiting the US Bank driveway. She heard Dekan tell her the truck driver doesn't see her. She then was struck by the truck. Carr said she doesn't remember anything else. DYNAMICS OF COLLISION: Driver-2 (Ketchum) was exiting the Wagon Works driveway after making a delivery. Ketchum said he looked in both directions, East and West on Chinden Blvd, and then proceeded West bound when flagged on by Witness-(Ellis) who was in the West bound number-2 lane of Chinden Blvd waiting for Ketchum to leave so Ellis could enter the driveway for US Bank. Ketchum felt a thump and then stopped, thinking he hit a mail box, finding the bicycle and the rider under his truck. Cyclist-1 (Carr) was exiting the driveway of US Bank. Carr was going to proceed East on the North shoulder of Chinden Blvd. She said she did not see the truck West bound entering Chinden Blvd from the driveway East of the driveway she was in, until she was in front of the truck. She tried to get off her bike but was caught by the bumper and ran over. Carr crawled out from under the truck and was tended to by people and officers at the scene until EMS arrived. CAUSE: Cyclist-1 (Carr) caused this collision by not yielding to traffic when exiting a driveway. Driver-2 (Ketchum ) contributed to this collision by not operating a

vehicle with due care and caution. The cause was established by statements and physical evidence at the scene. RECOMMENDATIONS: Cyclist-1-(Carr) to be summoned by Garden City Prosecutors Office for 49-714 (2) ride with due care and caution, 49-717(1) Position on Highway, and 49-642 failure to yield when exiting a driveway.

7. Serial #11C288605-Initial Call: On January 29, 2011 at approximately 1206 hours, Sergeant Brannan and I were dispatched to the area of 53rd/Chinden in reference to a hit and run that had just occurred. We were advised by Ada Dispatch that a pedestrian was injured when he was struck by a green Ford pick-up that had fled the scene. When we arrived on scene we made contact with the victim, Christopher Miklos. Contact with Christopher Miklos: Miklos stated he was walking north crossing Chinden at the intersection of 53rd. He said he checked for traffic before entering the roadway, but did not see any. He said as he was crossing the east bound lanes, he was suddenly clipped by a green Ford pick-up. He said when the vehicle clipped him he fell to the ground. He had scrapes to his right elbow and forearm and was complaining of pain in his right shin. Miklos was subsequently transported to St. Alphonsus by Ada County Paramedics (M23) for further treatment of his injuries. Miklos stated the vehicle stopped momentarily, the driver asked him if he was okay and then the vehicle continued east on Chinden. Miklos said the truck was a newer model light green Ford. He was unsure if it had a regular cab or extended cab. Miklos said he thought the truck was possibly an F-350 but was not positive. He said the truck was pulling a trailer that was made out of expanded metal. The trailer was loaded with furniture and had a sign on the side advertising an unknown landscaping company. Miklos was unable to give me any further information about the vehicle. Miklos stated the driver was a male in his forties (unknown further description) and the passenger was a female (unknown further description). Additional Information: Ada County Dispatch broadcast an Attempt to Locate for the vehicle, but as of this time the vehicle has not been located. When I was dispatched to the scene, I was at 36th/Chinden and travelled west towards the scene. I did not pass the vehicle during my response to the scene. Disposition: This case will be closed inactive pending further suspect information.
8. Serial #08C211201-ASSIGNMENT: On September 9, 2008, Garden City Police units responded to this collision, arriving on scene at 1712 hours. All times, speeds, and measurements are approximate. CONTACT WITH DRIVERS: Both drivers were contacted at the scene and identified by their statements. Driver-1 (Campbell) was being attended to by Paramedics. He refused transport stating he was ok. Driver-2 (Marshall) stated at the time of this report he had no injuries as a result of this collision. Driver-1 (Campbell) said he was riding his bike East bound on the North shoulder of Chinden Blvd. Campbell did not see vehicle-2 (Ford) until they collided. Driver-2 (Marshall) said he was starting to exit the driveway at 5260 Chinden Blvd. Marshall was traveling South bound waiting to proceed West on Chinden Blvd. Marshall said he looked both directions twice before starting and then was struck by cyclist Campbell. CAUSE: Cyclist Campbell caused this collision by driving East bound on the North shoulder of Chinden Blvd. CITATION: Campbell was issued citation #175040 for 49-717 riding on wrong side of roadway.

9. Serial #05C120666-Unit 1 was traveling southbound on the Maverick Store Parking lot traveling towards Chinden. Unit #2 was traveling eastbound on the shoulder of Chinden roadway against on coming traffic. Unit 2 had another bicyclist traveling in front of her (approximately two bike lengths) in the same direction. As Unit 1 approached the edge of Chinden, the other bicyclist traveling with Unit 2 (James Jones) said he had to swerve to miss hitting Unit 1. Jones said he swerved to the left and went around the back end of the unit. Unit 2 continued traveling eastbound and collided with the passenger rear area of Unit 1. This collision caused Unit 2 rider to lose her balance and she was thrown from the bike. Unit 2 rider had minor bruises and scrapes to her left leg (knee area) from the accident. Moyer said she had recent surgery done on her left ankle having pins/screws placed into the ankle. Jones, Patterson, and Moyer said Unit 1 driver (Cunningham) got out of the vehicle and asked Moyer if she was okay. After checking on Moyer, Cunningham believed she was okay, so he momentarily left the area to a nearby business to take care of some business. Ada County Paramedics arrived on scene and evaluated Moyer's injuries. Moyer refused transport to the hospital by the ambulance. Moyer was up and walking around but had a visible limp to her walk. Shortly afterward, Cunningham returned to the scene and met with me in the parking lot. Cunningham said he was going to turn right (west) onto Chinden from the parking lot. While approaching and watching for on coming traffic, Moyer hit the rear area of his pickup with her bicycle. Cunningham said he asked her if she was okay and then momentarily left the area returning shortly afterward. Cunningham briefly talked to Moyer and then provided me with his paperwork for the accident.
10. Serial #11C297993-DRIVER #1: MICHAEL E BEERY DOB 12-12-1989 VEHICLE #1: BICYCLE DAMAGE: NONE INJURY: SORE ELBOW AND LEG DIRECTION: EASTBOUND CHINDEN ON THE WESTBOUND LANE CITATION: BICYCLE: POSITION ON HIGHWAY DRIVER #2: EUGENE L. RHOADS DOB 09-25-1951 VEHICLE #2: 1988 CHEVY TRUCK YG22 DAMAGE: NONE INJURY: NONE DIRECTION: PULLING OUT OF CHINDEN MOTOR INN TRAVELING SOUTHBOUND ATTEMPTING TO TURN WESTBOUND ONTO CHINDEN CITATION: NO PROOF INSURANCE WITNESS: DOMINIC O. NILO DOB 02-11-1962 OFFICERS: J. THORNDYKE A. LYTHGOE E. PAOLI - PUBLIC SAFETY AID WEATHER: 80 DEGREES, SUNNY, DRY ROADS On July 19, 2011 at approximately 1035 hours, I was traveling in the #1 lane on Chinden eastbound when I observed a bicyclist on the north side of the roadway traveling against traffic in the 4600 block of Chinden. The bicyclist side swiped opposite direction a 1988 Chevy truck that was pulling out of the Chinden Motor Inn. Due to the bicyclist being thrown from the bicycle I advised Ada County Dispatch to have Paramedics en route to check for injuries. Officer Lythgoe and Public Safety Aid Paoli arrived on scene a short time later to assist with traffic control. The driver of the Chevy truck was identified by his Idaho Driver's License as Eugene L. Rhoads. Rhoads told me that he was attempting to turn westbound onto Chinden after stopping prior to entering the roadway when the bicyclist rode into his passenger side front bumper. The bicyclist was obstructed by a large bush located at the entrance. There was no damage to the truck. Rhoads was not injured and was wearing a seat belt. The operator of the bicyclist was identified as Michael E. Beery by his Idaho Driver's License. Beery told me that he did not see the truck until the last minute. Beery was not wearing a helmet and was checked out by Ada County Paramedics and not transported. The witness was

identified as Dominic O. Nilo. Nilo told me that he observed the accident and the bicyclist was riding on the wrong side of the road. Nilo did tell me he observed the truck stop prior to entering the roadway. Rhoads was issued a citation for No Proof of Insurance. Beery was issued a citation for Bicycle: Position of Highway, which caused the accident.

- 11.** Serial #12C328011-Traffic Collision Report Unit #1: 1999 Jeep Wrangler Idaho license plate #1AVJ576 Driver: Roger W. Gunn Unit #2: Bicycle Rider: Larry A. Bronson Initial Call: On September 29, 2012, at 1245 hours, officers were dispatched code 3 (lights and siren) to the area of Chinden and E. 46th for a vehicle versus bicycle crash. When I arrived on scene, I noticed a blue Jeep wrangler stopped at the intersection, unoccupied. I also noticed two bicycles lying on the ground and two people sitting off to the side of the bicycles. I was not able to tell immediately who the injured bicycle rider was. Contact with Larry A. Bronson: I made contact with the male rider of Unit #2 identified as Larry A. Bronson by his Idaho driver's license. Larry said he and his friend, Jose M. Telleria, were riding their bicycles eastbound on Chinden on the right shoulder of the westbound lanes. He said Jose was following him and they were approaching the intersection of E. 46th. He told me he thought he had made eye contact with the driver of Unit #1 and then attempted to go through the intersection. He said as he began to go through the intersection he was hit from the left by Unit #1. He said his bicycle ended up underneath Unit #2. Larry sustained minor scratches in the crash. The Boise Fire Department and Ada County Paramedics responded and treated Larry at the scene. Larry refused to be transported. Approximate damage to Larry's bicycle is \$200 to the front wheel. Larry and Jose contacted Jose's wife to transport them from the scene. Contact with Roger W. Gunn: I made contact with the male driver of Unit #1 identified as Roger W. Gunn by his Idaho driver's license. Roger said he was traveling southbound on E. 46th and stopped at the stop sign. He said he intended to turn right onto Chinden to travel westbound. He said after he stopped, he looked left to see if there was any traffic preventing him from making the right turn. He said he did not look right after he stopped at the stop sign. Roger said he never saw Larry or Jose on the shoulder of the road. I was not able to see any damage to Unit #1 as a result of the crash. Roger drove his vehicle from the scene. Based on my investigation, it was determined both individuals were at fault for the accident, as Unit #2 was riding his bicycle on the wrong side of the road and Unit #1 failed to yield. Neither one was cited for being at fault for the accident, as they were both at fault. An exchange of information was completed and both individuals were advised this report will be routed to the prosecuting attorney's office for review. This collision report will be routed to the Garden City Prosecuting Attorney's Office for further review and disposition. No further.
- 12.** Serial #08C202691-On May 19, 2008 at approximately 1132 hours, Officers were dispatched code 3 (lights and sirens) to an injury accident at E 45th ST and Chinden Blvd. It should be noted, all vehicles and bicycles were moved prior to Police arrival. The driver of Unit 1, was identified as Danica Panic, by an Idaho driver's license. Panic stated she was traveling southbound on E 45th St and preparing to turn right, westbound, Chinden. Panic said she looked to her left, to make sure traffic was clear and she began to pull out onto Chinden when she struck Unit 2 and 3.

Panic stated they ran into her and she did not hit them. She also said both bicyclists came out of no where when she began to turn. Panic was issued citation #177945 for failure to yield to pedestrians. The bicyclist, Unit 2, was identified as Richard Doten, by an Idaho identification card. Doten stated he was traveling eastbound on Chinden on the side of the road by the westbound lanes, when he began to cross E 45th St. Doten said he was half way across E 45th when he the rear tire to his bicycle was struck by Unit 1 traveling southbound. The impact caused Doten to fall of his bicycle and land in the northbound lane of E 45th St. Doten stated after he was hit by Unit 1, the driver continued southbound and hit his friend, Unit 3, Donita Boardman. Doten stated when Unit 1 hit Unit 3, Boardman was knocked off her bike and onto the hood of Unit 1. Unit 1 continued to turn onto westbound Chinden and Boardman fell off the hood of the car approximately 30 feet west of E 45th St. Doten stated Unit 1 then came to a complete stop in the middle of westbound Chinden. Doten was issued citation #177946 for riding on the wrong side of the road. Code Enforcement Officer Paoli spoke with witnesses and followed the Ambulance to St. Al's and spoke with Unit 3, Boardman. See his supplemental for more information. SUPPLEMENTAL: I responded to assist with the investigation. I spoke with two witnesses at the scene and the following is a summary of there statements. WITNESS STATEMENTS: Paul Bradley was traveling West bound on Chinden Blvd in the number-1 lane. Bradley saw the two bicyclist traveling East bound on the North shoulder of Chinden Blvd, with the male rider in front of the female rider, approaching the intersection of E. 45th St. Bradley saw the green Saturn South bound on E. 45th approaching Chinden Blvd. Bradley said the Saturn did not stop and hit the male rider knocking him down. The Saturn continued and hit the female rider causing her to roll onto the hood of the Saturn then onto the ground. The Saturn continued turning right and then stopped in the West bound number-1 lane about 40 feet from the intersection. Teresa Bradley was in the right front seat of Paul Bradley's vehicle. Teresa concurred with Paul Bradley's statement. BICYCLIST UNIT -3: Injuries to Boardman. Boardman had a scrape to the right knee and complaint of pain to the chest and knees. Donita Boardman was contacted at St Alphonsus hospital and the following is a summary of her statement. Boardman said she was East bound on North side of Chinden Blvd riding her bicycle following Richard on his bicycle. Richard entered the intersection of E. 45th when the green Saturn hit the rear tire of Richard's bicycle causing him and the bike to fall to the ground. Then the Saturn continued and collided with Boardman's bicycle causing it to fall to the ground and Boardman to land on the hood of the Saturn and then roll off the right side of the car to the ground. Boardman said the Saturn never stopped at the stop limit line and continued turning right until it came to a stop in the number-1 lane West bound on Chinden Blvd. Boardman was issued citation #175020 for riding on the wrong side of the road 49-630

13. Serial #05C123591-Unit #1 was traveling westbound on Chinden making a right (north) turn onto East 44th Street. Unit #2 (Bicyclist) was traveling westbound on the shoulder of the roadway of Chinden riding with the flow of traffic. Unit #1 turned right and Unit #2 collided with the right rear area of Unit #1. The collision caused Unit #2 to be thrown from the bicycle. Unit #1 continued northbound on East 44th failing to stop at the scene of the accident. Unit #1 was located and driver interviewed at a later time. See report narrative for further details. Unit #2

rider was transported to the hospital and was later released with minor abrasions to the elbows and knees. On 12/16/2005 Code Enforcement Officer's (GCPD) Paoli and Boatman contacted the Military Police at Gowen Field Boise, ID. They took photos of Unit #1 and collected typed statements from the Military Police (see statement's for further). No further.

- 14.** Serial #06C136172-Initial: I was dispatched to E. 44th Street and Chinden Blvd. reference a vehicle/pedestrian accident. Further information from Ada Dispatch advised: A Taxi hit the calling party, Sabrina Carmack in a wheelchair. The calling party is not injured but chair is damaged and she wants to see an Officer. The calling party refused Paramedics. Contact with Sabrina Carmack: I met with Carmack at E. 44th and Chinden Blvd. Carmack told me she was traveling east on the north side of Chinden Blvd. in her motorized wheelchair. Carmack stated she started to cross E. 44th Street when she was struck by a person driving a Bronco Taxi. Carmack stated the Taxi struck her with the front portion of the taxi and moved her approximately 4 feet. I did not notice any visible signs of injury. Carmack stated the Taxi driver did not hit her intentionally. She stated he was on the phone and looking to the east and she was directly in front of him. Carmack told me she was more "shook" then anything, but that her wheelchair was damaged. I asked Carmack if she was going to work things out with the Taxi Company. Carmack stated she was going to call the Taxi Company because she knew how busy the police department was. 2nd Contact with Carmack: At 8:03 p.m. I received a call from Ada Dispatch advising of a Hit & Run Accident that occurred at E. 44th Street / Chinden Blvd. but the victim was at 4678 Chinden Blvd. #11. Further information from Ada Dispatch advised the Calling Party, Sandy Hug, told Ada Dispatch that her friend Sabrina Carmack was hit by a taxi cab while in the crosswalk. I responded to 4678 Chinden Blvd #11 and met with Carmack as she was being loaded into an Ambulance. Carmack told me after she settled down, her left leg began to hurt and that she was having pain in her back. When I asked Carmack to tell me what occurred earlier, Carmack told me she was traveling eastbound on Chinden Blvd. on the north side of the road. She stated as she was crossing E. 44th Street she was struck by a Bronco Taxi #39. Carmack told me when she returned to her residence, 4678 Chinden Blvd. #11 she called Bronco Taxi to get further information about the Taxi Company's Insurance and the driver quit speaking English. Carmack was transported to Saint Luke's Hospital by Ada County Paramedics. Contact with Branko Kuzeta: I returned to the Garden City Police Station to make contact with Bronco Taxi. At the Police Station I was met by Branko Kuzeta who was the Taxi driver for Bronco Taxi. Kuzeta was in the accompaniment of his son. Kuzeta was driving a different Taxi then the one he was in at the time of the accident. Kuzeta stated he was at the intersection of E. 44th Street and Chinden Blvd. and Carmack his Taxi. Kuzeta stated Carmack said her wheelchair was broken. Kuzeta stated Carmack's son arrived and tested the wheelchair and said everything was fine. He stated the son told him the chair was fine and so was Carmack. Kuzeta stated after he left he received a call from someone telling him Carmack was complaining of her leg being injured. Kuzeta stated he does not know what happened. I asked Kuzeta why he did not wait for the police to arrive. He stated Carmack told him she was okay. I told Kuzeta he needed to get the Taxi he was driving and return to the Police Station and bring with him, his proof of insurance and registration. Kuzeta agreed. 2nd Contact with Kuzeta: At or about 9:30 p.m. Kuzeta returned

to the Garden City Police Station with Taxi number 39. I inspected the front of the Taxi but did not notice any obvious damage. I did note there were several scrape marks on the front bumper but nothing that would distinguish where contact was made with Carmack's wheelchair. Photographs were taken of the Taxi. Kuzeta further explained to me that he did not hit Carmack but that she ran into him. He stated he was waiting on E. 44th Street getting ready to turn west onto Chinden Blvd. Kuzeta stated the traffic on Chinden Blvd. was heavy and he was looking to his left. He stated after the accident Carmack told him that her wheelchair was broken and that he needed to pay for the damages. Kuzeta stated both he and Carmack called their son's to the accident scene. He stated Carmack's son tested the chair and told him it was okay. He stated Carmack also told him she was okay that she would stick around and wait for the police and that he did not need to wait. Kuzeta's son stated he helped Carmack walk to her son's car and asked her again if she was okay and she replied she was. 3rd Contact with Carmack: At my request, Carmack returned to the Garden City Police Department to allow me to photograph her wheelchair. Carmack told me the hospital checked her and told her she did not have any broken bones but that she would have bruising. Carmack's son unloaded his mother's wheelchair for me to photograph. While I was photographing the wheelchair, I noticed light blue paint transfer on the left side of the chair. The color of the paint transfer is the same color as that on the front of the Bronco Taxi. Because both parties agreed to settle this on their own, no citations were issued. A copy of this report will be forwarded to the Garden City Prosecutor for review. All conversations were recorded on digital recordings: DM201789 / 790 / 791 / 793 / 797. The photos were taken by digital media and the photo disk is logged into evidence at Garden City Police Department. No further.

15. Serial #04C072444-On July 8, 2004 at approximately 1040 hrs, Garden City officers were dispatched Code Three to an Injury Crash at the Cobby's Restaurant in the 4300 block of Chinden. Dispatch advised that the crash was between a bicyclist and motor vehicle. Officer Patterson arrived on scene and advised that there were no injuries, canceling paramedics and downgrading my response. Officer Patterson advised me that the driver of Unit 1, Deborah Lynn Simpson (identified by Idaho Driver's License), was turning out of the parking lot, and had been watching westbound traffic. Simpson told Officer Patterson that she did not see Unit 2 approaching. The bicyclist, Dustin R Harris (verbally identified), stated that he was eastbound on the westbound shoulder, when he collided with Unit 1. I issued Simpson citation number 150659 for Failure to Yield to Pedestrian/Bicyclist. I issued Harris citation number 150660 for Bicycle Using Improper Position on Highway. Harris stated that he was sore, but refused medical attention. NO FURTHER
16. Serial #05C098493-Unit #1 was traveling eastbound on the north side of Chinden, approaching E. 43rd. Unit #2 was stopped at the intersection of E. 43rd and Chinden, for the stop sign. Unit #2 looked both directions before pulling west onto Chinden. When Unit #2 pulled onto Chinden from E. 43rd, Unit #2 was struck by Unit #1. Unit #1 stated that he did not see Unit #2 pulling out into traffic and ran into Unit #2 with his bicycle. Paramedics arrived on scene and assessed Unit #1 for injuries. He denied any medical attention. No citations were issued. No further.

- 17.** Serial #12C330726-Traffic Collision Report Unit #1: 2004 Ford F-150 Idaho license plate #1AYR087 Driver: Richard A. Kollman Unit #2: Black Cinnelli 24 Speed Bicycle Rider: Michael K. Treadway Initial Call: On November 7, 2012, at 1122 hours, I was dispatched code 3 (lights and siren) to the area of E. 43rd and Chinden for a vehicle versus bicycle crash. Dispatch advised that the crash occurred at the parking lot of the State Liquor Store located at 4248 Chinden. When I arrived, I noticed a male lying on the ground with his bicycle off to his right side. I noticed another male kneeling beside the fallen male assisting him and two other males standing off to the north. Contact with Richard A. Kollmar: I made contact with the male driver of Unit #1 identified as Richard Kollmar by his Idaho driver's license. Richard said he was traveling west on Chinden to go to the liquor store. He said he did not see the bicyclist riding on the right sidewalk and pulled into the parking lot. He said he pulled in and parked in front of the store and did not know he had been involved in a crash. He said he was told by a witness that he was hit by the bicyclist. I walked over to the vehicle and was able to see scuff marks, and one minor scratch, in the dust on the right rear passenger side portion of his truck bed. The scuff marks were located right by the passenger side rear tail light. There were no other scuff marks or dents located on his vehicle where the bicycle may have hit the truck. Contact with William Rockhold: I made contact with a witness identified as William Rockhold. William said he was stopped in traffic, facing eastbound, waiting to turn into the liquor store parking lot. He said he watched as Unit #1 pulled into the parking lot and also saw the bicyclist traveling westbound. William said there was plenty of room, based on what he could see, for the bicyclist to stop. He said "the man on the bicycle apparently didn't see truck turning & ran into the right rear side of pick-up." Contact with Michael K. Treadway: After being treated and released by the Ada County Paramedics, I made contact with the rider of the bicycle identified as Michael Treadway by his Idaho identification card. Michael said he was traveling west on the sidewalk and Unit #1 pulled in front of him. He said he slammed on his brakes but was not able to stop before hitting the truck bed. He then fell to the ground and hit the back of his head on the concrete, which caused a laceration needing stitches. He also complained of scrapes on his elbow. Michael refused to be transported to the hospital. I asked Michael if he saw Unit #1 pull into the parking lot and he said "yeah because he pulled right in front of me." I asked him if he had enough time to stop and that is when he said he slammed on his brakes. I was not able to see any significant damage to Michael's bicycle. Michael walked his bicycle from the scene. Additional Information: PSA Paoli responded and photographed the scene. The photos were downloaded to the P-drive. Richard was cited and released for failure to provide proof of insurance, citation #215250, due to the card he provided being expired from August of 2012. This report will be routed to the Garden City Prosecuting Attorney's Office for review and disposition. No further.
- 18.** Serial #06C143920-Initial Call: On August 15, 2006 at approximately 1412 hrs, I was dispatched to an Injury Crash Report at St Alphonsus Regional Medical Center (St Als). The call advised that Aaron Murphy was hit by a vehicle while on a bike at approximately 1400 hrs. The call advised that the crash had occurred at Chinden and Curtis and that Murphy had information on the other party. Contact with Murphy, Aaron M: I responded to St Als where I met with Murphy. Murphy stated that he was on his way to work. Murphy said that he was leaving the Jackson's

Shell Station (4124 Chinden Blvd), and attempted to use the crosswalk to cross Chinden Blvd southbound. Murphy stated that he observed that the traffic signal for southbound traffic on Veterans Memorial Parkway (VMP)/Curtis Rd was green. Murphy told me that he rode his bicycle up the the inclined portion of the southwest corner of the parking lot, crossed the sidewalk and entered the crosswalk. Murphy told me that he did not observe the pedestrian crossing signal and did not know what stage it was in when he entered the crosswalk. Murphy said that upon entering the crosswalk, a newer white car that was preparing to turn right on red, struck him. Murphy stated that the driver of Unit 2, stopped, offered aid, and in fact transported him to work. The driver of Unit 2 also provided Murphy with a business card with her name and contact information. Murphy said that he was unaware of any injuries at the time of the incident, but that now that his adrenaline rush had ended, he was feeling sore on numerous locations on his body. Murphy said that he had responded to St Als and called the police at the behest of his wife and his mother. Contact with Williams, Marsha K: I telephoned the driver of Unit 2, Marsha K Williams (verbally identified). Williams stated that she was stopped in traffic on Chinden Blvd, preparing to turn north onto VMP. Williams stated that she had checked the sidewalk areas for pedestrians, and was moving forward to see around a stopped vehicle in the westbound lanes of Chinden. Williams explained that she was moving forward in order to see northbound traffic on Curtis Rd with the intention of making a Right on Red turn. Williams said that when she moved forward, she struck Unit 1. Williams said that at the time of the crash she had no idea where Unit 1 had come from, but later deduced that it had come from the parking lot of the Jackson's Shell. Williams stated she did not know what the status of the pedestrian crossing signal was at the time of the collision, but that it was solid red when she exited the vehicle to check on Murphy. Contact with Bergey, Coreena "Cori" M: I also spoke with Williams' passenger, Coreena "Cori" M Bergey (verbally identified). Bergey confirmed that they had been stopped at the light, preparing to turn right onto VMP. Bergey also stated that she did not know where Unit 1 had come from, and did not see it prior to the collision. Scene Geography: The Jackson's Shell Station parking lot is below street level at its southwest corner. There is a steep asphalt slope that rises from the parking lot to the sidewalk. The rise is approximately two feet from the parking lot to sidewalk edge. Disposition: Murphy's statements show that he left the curb area in a sudden manner while Unit 2 was in close enough proximity to constitute a hazard to him. This is evidenced by Murphy's path of travel directly from the parking lot, up the incline, across the sidewalk and into the crosswalk. Murphy did this without noting the pedestrian signal governing movements in the crosswalk or stopping to evaluate the hazard presented by Unit 2. Therefore this report is being forwarded to the Garden City Prosecutor's Office for review and final disposition with recommendation that a summons to be issued to Murphy for Violation of Pedestrian Right-of-Way in Crosswalks (IC 49-702(2)). NO FURTHER

19. Serial #04C064463-McCoy was riding his bicycle south on Veteran's Memorial Parkway on the sidewalk against traffic. Wall was stopped westbound on Chinden Boulevard at Veteran's Memorial Parkway preparing to turn right on a red light. McCoy approached the intersection and, seeing a green traffic light for southbound traffic on Veteran's Memorial crossing Chinden Boulevard, McCoy rode into the intersection outside the crosswalk. The crossing light for the

crosswalk was a solid red. Wall started to turn right and McCoy stated he thought Wall would stop once Wall saw him. Wall did not see McCoy and struck the bicycle with the right front fender of the car. McCoy was knocked down and the bicycle was run over.

- 20.** Serial #13C344100-Traffic Collision Report Unit #1 (Pedestrian): Katherine V. Workman Unit #2: 1999 Dodge Durango Idaho license plate #1A6S594 Driver: Kevin L. Weir Initial Call: On March 26, 2013, at 1554 hours, officers were dispatched code 3 (lights and siren) to the intersection of Chinden and Veteran's Memorial Parkway for a vehicle versus pedestrian collision. Officer Domeny arrived on scene and could see a female under the front portion of Unit #2. Officer Domeny secured the scene and waited for the Ada County Paramedics to arrive to treat the female. Contact with Kevin L. Weir: I made contact with the male driver of Unit #2, identified as Kevin L. Weir by his Idaho driver's license. Kevin said he was stopped at the red light on Chinden facing eastbound, waiting to turn north onto Veteran's Memorial Parkway. He said there was a large truck stopped in the eastbound lanes to the right of his vehicle and he was not able to see anything to the right of him. He said the light turned green for him to proceed and he began moving forward and then he saw Katherine directly in front of him and did not have time to stop before hitting her. After he hit Katherine, Kevin got out of his vehicle and went to help her. Kevin was later investigated for being under the influence of intoxicating substances. It was determined he was not under the influence. The only damage to Unit #2, that I was able to see, was a small white scuff mark on the bug shield that was mounted on the hood of the vehicle. Contact with Caleb C. Evenson: I made contact with the driver of the vehicle directly behind Unit #2, identified as Caleb Evenson. Caleb said he was stopped behind Unit #2 waiting to turn north onto Veterans Memorial Parkway. He also said there was a large truck stopped to the right that obstructed his view of any pedestrians in the cross walk. The turn signal turned green and as they started to proceed, the "victim appeared very quickly from the south , running in the cross walk." He said that he really didn't see the victim until she was being hit by Unit #2. He said the victim "rode" the hood of Unit #2 approximately 5-10 feet before falling to the ground. He said the driver of Unit #2 stopped immediately after realizing he had struck the victim. He got out of his vehicle to help and called 911, as he and another witness held the victim's hand and calmed her. He said that she never lost consciousness and complained of pain in her leg and the back of her head. Paramedics arrived on scene and transported Katherine to St. Alphonsus Regional Medical Center in Boise. Officer Domeny made contact with Katherine at the hospital. Refer to Officer Domeny's supplemental report. Deputy Chief Allen made contact with two other witnesses at the scene who identified themselves as Carl Wilson and Dave Mullins. Officers were trying to control traffic in the intersection and did not have time to get statements from Carl or Dave. I have attempted to make contact with both witnesses by telephone and was unable to reach either of them. Contact with Katherine V. Workman: On March 27, 2013, at approximately 1045 hours, I made contact with Katherine at the hospital. She was admitted after being treated for her injuries at the Emergency Room. I asked Katherine if she remembered what happened and she said she didn't remember all of the details. She said she remembered all of the traffic was stopped and she began to walk across Chinden to get to a friend who was waiting for her at the Gem Stop Convenience Store. I asked her if she remembered if the "don't walk" signal was

showing for the cross walk and she said it was. She said she saw the "don't walk" signal but saw that all traffic was stopped and she decided to cross. Katherine suffered two broken bones above her right ankle and a bump on the back her head from hitting the ground as a result of the crash. Officer Lythgoe photographed the scene and the photos were downloaded to the P-Drive at the Garden City Police Department. Supplemental report from Officer Domeny: On March 26, 2013 at approximately 1554 hours, I responded to a vehicle versus pedestrian collision. Officer Ellsworth is the primary unit for this incident. I was the first officer to arrive and observed a female, identified later as Katherine Workman, lying in the middle of the intersection in front of a white Dodge Durango with Idaho tags 1A6S594. I observed a small amount of blood on the asphalt near the back of Workman's head. There was a white scuff mark on the bug shield of the Durango, no other damage was observed to the vehicle. I spoke with Workman who advised she had pain in her right leg along with her back and head. Ada County Paramedics arrived on location and transported Workman to St Alphonsus. The driver of the white Durango was identified by an Idaho driver's license as Kevin Weir. Weir advised he had been traveling eastbound on Chinden Blvd and stopped for a traffic light at Veterans Memorial Parkway (VMP) preparing to turn north. There were no cars in front of his vehicle waiting for the light. There was a large semi truck and trailer next to him, also preparing to turn north onto VMP. According to Weir the traffic control light turned green allowing vehicles to turn northbound. As he started moving a female ran in front of his vehicle and was struck. Weir estimated his speed at five miles per hour. Officer Ellsworth spoke with Weir further, see Officer Ellsworth's report for further. I marked the front tires of the vehicle using orange spray paint. I also marked the position where Workman's head had contact with the asphalt. After the roadway was cleared I responded to St Alphonsus to check on Workman. I met with her in trauma room #1. I identified myself to her and advised I had been the first responding officer to the scene. She stated she was walking to work at the Gem Stop located on the northwest corner of VMP and Chinden Blvd. Workman originally stated she was in the crosswalk and walking fast to make the light when she was struck by the Durango. I advised her of witnesses' statements about the protected turn light being green and a large semi truck that started moving forward nearly striking her before being she was hit by the Durango in the middle of the intersection. I asked if her avoiding the semi truck was the reason that she was no longer in the crosswalk but rather in the intersection. She stated she did not mean to mislead me and yes this was the reason she was in the middle of the intersection. She stated she was in a lot of pain and couldn't remember the incident very well. Workman stated she was advised by the emergency room physician that her right ankle might be fractured and she was in need of a CT scan to ensure there were no other unseen injuries. End of supplement. This report will be routed to the Garden City Prosecuting Attorney's Office for review and charges. No further.

21. Serial #13C357513-Unit #1 (Torrey) was northbound on Curtis in the right only turn lane for Eastbound onto Chinden. She stopped for a red light, and seconds later she said the light turned green. She looked to the left for any eastbound on coming traffic, and then she proceeded to making her right turn. She collided with Unit #2 (Pedestrian- Urbieta-Magana) who was in the crosswalk, walking his bicycle northbound from the southside of Chinden going to the northside.

Unit #2 (Pedestrian-Urbieta-Magana) said he rode his bicycle northbound on the sidewalk of Curtis to Chinden. He stopped and got off his bicycle so he could walk his bicycle in the crosswalk to the northside of Chinden. Urbieta-Magana said the white pedestrian signal changed indicating that he could start crossing. He started into the crosswalk and was hit by Unit #1. Urbieta-Magana was checked by the Ada County Paramedics for injuries, but he was not transported. Unit #1 (Torrey) said she was not injured and did not request medical attention. Witness: Zane Reid reported to dispatch that the green car hit the bicyclist and the crosswalk was lit for him (Urbieta-Magana) to cross. Unit #1 (Torrey) was cited for failing to yield to a pedestrian in a crosswalk, and failure to provide proof of insurance. No further.

- 22.** Serial #07C178399-ASSIGNMENT; On July 17, 2007, Garden City Police units responded to this injury accident, arriving on scene at 1704 hours. All times and speeds are approximate. Measurements were taken with a laser technologies laser. CONTACT WITH DRIVER-2 (ESTEP): Driver-2 (Estep) was located at the scene and identified by her Alaska drivers license and statement. Estep stated she was West bound on Chinden Blvd in the number-1 lane stopped behind traffic ahead of her. Estep stated she entered the center left turn lane to continue West bound to the left turn pocket for South bound Curtis Rd, (471 feet from the area of impact to the limit line of the turn pocket). Estep stated as she entered the left turn lane she traveled about 40 feet when bicyclist-1 (Pringle) came into the turn lane, headed South bound from between two West bound vehicles that were stopped in the number-1 lane, and they collided. Estep said Pringle flew off his bike and onto her vehicle smashing the windshield and damaging the sunroof, and then landed on the ground. BICYCLIST-1 (Pringle): Pringle was unconscious at the scene and was transported to the hospital. Pringle never regained conscious and was never interviewed. EVIDENCE: Blood was drawn from Estep, with her permission, to be analyzed for possible impairment due to severity of injuries to Pringle. INJURIES: Driver-2 (Estep) stated she had no injuries as a result of this accident at the time of this report. Bicyclist-1 (Pringle) sustained major head and torso injuries. Pringle succumbed to the injuries on July 28, 2007 at 1643 hours. RN Taylor and another RN on 5 South pronounced Pringle. Taylor contacted Dr. Clifford, Pringle's admitting doctor, on July 28, 2007 at 1657 hrs to advise him of the death. WITNESS STATEMENTS: I contacted Thomas Roorda by phone and the following is his statement. Roorda was West bound on Chinden Blvd. Roorda was in a raised pick-up which gave him a good view of the accident, over the vehicles ahead of him. Roorda stated he saw the bicyclist (Pringle) emerge, headed South across Chinden Blvd, from between the stopped vehicles headed West bound on Chinden Blvd in the number-1 & 2 lanes, as the bicyclist entered the center left turn lane, Roorda saw the Toyota enter the center turn lane traveling West bound and they collided, sending the bicyclist flying into the air and onto the ground beside the car. Roorda doesn't think the bicyclist looked to the left before entering the turn lane. I contacted Mike Barker Boise Police Officer by phone. Barker told me he was West bound on Chinden Blvd in the number-1 lane about four cars behind vehicle-2 (Toyota). Barker saw the bicyclist crossing Chinden Blvd South bound between stopped traffic in the West bound number 1 & 2 lanes. Barker saw vehicle-2 (Toyota) enter the left turn lane, start to proceed West bound and then collide with the bicyclist causing the bicyclist and the bike to fly into the air and then hit the ground. I

contacted Kelly Pringle at the hospital. Kelly told me she had just got off work at Jak's Refinishing Center located at 4057 Chinden Blvd. Kelly was standing on the South sidewalk watching her husband Darrell Pringle crossing Chinden Blvd. Kelly then saw vehicle-2 (Toyota) enter the left turn lane, travel about 4 car lengths and then saw the Toyota and the bicyclist collide. Kelly saw her husband fly up in the air and then land on the ground. SCENE: Chinden Blvd is an East/ West Street with two East bound and two West bound lanes of travel. The lanes are divided by a center left turn lane. At the time of this collision all lane markings were in good working order. For additional scene information see attached factual diagram and legend. WEATHER: I called the National Weather service to find out what the weather conditions were at the time of the accident. The temperature was 97 degrees, daylight, skies clear wind calm. PHOTOGRAPHS: Officer Lythgoe took digital photograph at the scene. See attached copies of the photographs CAUSE: Bicyclist-1 (Pringle) caused this collision by violating vehicle codes 49-704 (3) Crossing at other than crosswalk between intersections. 49-642 failure to yield to through traffic. 49-714 (2) Traffic laws apply to persons on bicycles, operator shall exercise due care. Contributory: Driver-2 (Estep) contributed to this collision by driving in the left turn lane, violating 49-637(3) designated lane use. DISPOSITION: Send this completed report to the Ada County Prosecutors Office for review and or complaint.

**23.** Serial #06C150953-Vehicle #1 was crossing Chinden Blvd from the southside W. 38th St to Northside E. 38th St. When Vehicle #1 drove by the stopped traffic onto E. 38th it struck a bicyclist with it's right front bumper which had just left the sidewalk from the eastside of E. 38th St. The bicycle was westbound on the sidewalk on Chinden in the 3700blk when it left the sidewalk and was struck by vehicle #1 on the roadway on E. 38th St. The driver of vehicle #1 stated that she was on the southside of Chinden on W. 38th St waiting to cross Chinden to go Northbound onto E. 38th St. Traffic was backed up in the westbound lanes of Chinden due to an earlier accident. The drivers of the vehicles waived the driver of vehicle #1 through so she proceeded across Chinden and entered onto E. 38th when a bicyclist came off of the sidewalk and she could not stop in time to avoid colliding with the bicycle. The driver of vehicle #1 said that there was a big white truck to her right that blocked her view. The rider of the bicycle said that she was westbound on the sidewalk on Chinden in the 3700blk when she saw that traffic was backed up. As she approached the intersection of E. 38th and Chinden she looked to make sure it was clear. She did not see any traffic coming, so she then proceeded off the sidewalk into the intersection and was struck by vehicle #1. This impact caused her to roll over the top of vehicle #1 and land on her upper body and head. The bicyclist was transported to St. Alphonsus for a minor head abrasion by Ada County Paramedics. Due to the nature of this incident neither driver was issued citations. No further.

**24.** Serial #11C304542-Other: = Garden City Public Works Vehicle DRIVER#1: AMBER A MCLEOD DOB 09-24-1983 VEHICLE #1: 1998 CHEVY ASTRO C8222 DAMAGE: MINOR DAMAGE PASSENGER SIDE REAR DIRECTION: CENTER TURN LANE WESTBOUND ATTEMPTING TO TURN NORTHBOUND ONTO E. 38TH ST. INJURY: NONE DRIVER #2: JAMES D SOKOLOSKI DOB 04-05-1988 VEHICLE #2: PEDAL CYCLE SCOTT X70 BLACK/RED SERIAL #: H5M41745 DAMAGE: MODERATE DAMAGE TO

HANDLEBARS AND FRONT TIRE/RIM DIRECTION: WESTBOUND ON ROADWAY IN INTERSECTION BOUNDARIES INJURY: RIGHT EAR BLEEDING, RIGHT EYE SWOLLEN, RIGHT LEG MINOR SCRAPES OFFICERS: SGT TAYLOR J THORNDYKE E ELLSWORTH PSA E PAOLI WEATHER: 50 DEGREES, DRY ROADWAY, SUNNY INITIAL CALL: On October 12, 2011, at approximately 0824 hours, Garden City Police Officers were dispatched to a two vehicle accident with injuries at the intersection of Chinden and E. 38th St. INITIAL CONTACT: I arrived on scene and observed a pedal cyclist on the sidewalk with blood coming from his right ear. Ada County Paramedics and Boise City Fire Department arrived on scene a short time later to attend to the injuries. There was also a Garden City Public Works vehicle parked on the side of the roadway of E. 38th St. that was involved. The male pedal cyclist (#2) was identified as James D. Sokoloski by his Idaho Identification Card. Sokoloski told me he exited the convenience store at 3780 Chinden from the sidewalk attempting to ride his pedal cycle into the pedal cycle lane westbound on Chinden. As Sokoloski entered the intersection of E. 38th St. and Chinden he observed a white 1998 Chevrolet Astro make a right turn from the center turn lane onto E. 38th St. from Chinden. Sokoloski could not avoid the Chevrolet Van causing the accident and throwing him from his pedal cycle. Sokoloski was not wearing a helmet at time of accident. The female driver of the Garden City Public Works vehicle (#1) was identified as Amber A. Mcleod by her Idaho Driver's License. Mcleod told me that she was in the center turn lane on Chinden traveling westbound when she approached the intersection of E. 38th St. Mcleod decided at this point to turn right onto E. 38th St. crossing over two lanes of traffic onto E. 38th St. when she made an illegal turning movement colliding with Sokoloski in the intersection boundaries. Mcleod was not injured in the accident and was wearing a seatbelt. Mcleod's vehicle sustained minor damage to the passenger side rear quarter panel. The damage did not require a tow due to damage. Sokoloski's pedal cycle sustained moderate damage to the front end including the handle bars and front tire/rim. DISPOSITION: Based on the statements made by the involved parties my investigation determined that Mcleod was at fault for the accident for Turning From Wrong Lane 49-644(3) and Fail to Yield Pedestrian/Bicyclist 49-702. I am requesting prosecutor review for possible charges against Mcleod for being at fault for the accident.

25. Serial #13C359021-Traffic Accident DR#2013-03386 Involved:. Daisy W Briggs DOB: 06/18/1948 OLN-ID- ZB188844J Larry E Robinson DOB: 11/11/1957 OLN-ID-ZE340469C Initial Contact: On November 16, 2013 at approximately 1544 hours, Officer Domeny and I were dispatched to a vehicle vs bicycle crash at 36th St. and Chinden. I arrived at approximately 1548 hours and noticed a person (later identified as Daisy W Briggs) in a pink coat sitting down on the sidewalk. I also saw a man (later identified as Larry E Robinson) and a woman (later identified as Beverly S Hopkins) standing next to Daisy. There was a pink bike next to Daisy; and the bike's rear tire was bent and the handlebars were bent. I asked Daisy if she was okay and she said her legs were sore. I advised him that EMS was on their way and they would help him as soon as they arrived. Larry was standing next to Daisy and said he was the driver of the vehicle that struck him. Beverly told me that she was a witness to the accident. At this time EMS arrived on scene. Officer Domeny interviewed Beverly while I interviewed Larry. Officer Ogorman took pictures of the scene. Interview with Larry Robinson: Larry handed me his driver's license and explained he

was driving westbound on Chinden in the turning lane. He said he was trying to turn north onto E 37th Street. Larry said he saw Daisy riding his bike on the right hand side of the road. He said before he knew it Daisy turned into his lane. He said he slammed on the brakes, trying to avoid hitting Daisy. Daisy was in the center of his lane when his vehicle struck his rear bike tire. I could clearly see a skid mark on the road where it appeared Larry tried to stop prior to hitting Daisy. Interview with Beverly Hopkins: Officer Domeny interviewed Beverly who said she saw the wreck happen. She told Officer Domeny it looked like Daisy turned into the lane as if she was going to cross Chinden Blvd. just prior to Larry hitting him. Beverly gave her information to Officer Domeny and cleared the scene. Interview with Daisy Briggs: I went to St. Alphonsus Medical Hospital to talk to Daisy. Daisy said he heard the trucks brakes and then was hit from behind. He said he was going to Wal-Mart from his house. He said he was trying to turn into the bike lane when he was hit. He said he did not use a hand signal when turning into the lane. Disposition: I cited Daisy with Failure to Use Hand Signal while riding his bicycle.

- 26.** Serial #12C334290-On December 22, 2012 at approximately 2333 hours, I was dispatched to a hit and run accident with injuries involving a pedestrian in the 3600 block of W. Chinden Blvd. Upon arriving on scene I located a white male who was later identified by a Washington State driver's license as Herman Doyle lying in the center turn lane. Doyle was bleeding from his head and mouth and I observed a compound fracture of his left leg/ankle. Doyle was unable to answer questions and a strong odor of alcohol was coming from his person. Doyle was lying between the center turn lane and lane #1 eastbound. Contact with John Watson: I contacted a white male who was verbally identified as John Watson. Watson told me he saw Doyle crossing Chinden Blvd northbound outside of the crosswalk west of Orchard Street. Doyle was about to walk into the center turn lane when he was struck on his left side and spinning him around. Watson told me the Vehicle 1 did not slow or attempt to swerve to avoid hitting Doyle. After hitting Doyle the vehicle slowed then continued eastbound on Chinden Blvd. Contact with Christian Rivera: I contacted a white male who was verbally identified as Christian Rivera. Rivera told me he was driving westbound on Chinden Blvd when he saw Doyle crossing northbound on Chinden Blvd. Rivera saw a 4 door vehicle hit Doyle as he neared the middle of the road. Rivera did not see where the vehicle had gone after hitting Doyle. Contact with Curtis Bailey: I contacted a white male who was verbally identified as Curtis Bailey. Bailey told me he was walking westbound on the south side of Chinden Blvd when he heard Doyle get hit by the vehicle. Bailey turned and saw Doyle falling to the ground. Bailey saw one vehicle on the road and saw the vehicle pull into the West River Inn motel parking lot. Bailey saw the same vehicle leave the parking lot of the West River Inn and travel south on Orchard Street as police were arriving on scene. Contact with Tina Langer: I contacted a white female who was verbally identified as Tina Langer. Langer told me she was walking with Bailey when she heard a loud noise and turned to see Doyle in the air. Langer saw a burgundy or maroon car with tinted windows keep going and turn into the West River Inn motel parking lot. Langer saw the vehicle leave the West River Inn parking lot and travel south on Orchard Street as the first police officer arrived on scene. Sergeant Goodman took photos of the accident scene and later downloaded them to the "P" drive at the Garden City Police Department. A maroon in color driver side mirror

left at the scene from the striking vehicle was placed into evidence at the Garden City Police Department. I responded to the West River Inn and viewed the surveillance video of the parking lot. On the video a 4 door vehicle missing a driver side mirror is observed entering the parking lot and parking. The driver a white male tall with a skinny build is observed exiting the vehicle and heading north towards Chinden Blvd on foot. The male is then observed walking around his vehicle then entering the driver side door and driving the vehicle out of the parking lot. Doyle was transported to St. Al's Hospital and admitted due to his injuries. The driver of the vehicle involved in the accident fled the scene and failed to identify himself or render aid. Other: UnitfldEventFirstHarmful = Ped hit and run Other: UnitfldEventMostHarmful = Ped hit and run

- 27.** Serial #13C359059-Crash Report Vehicle 1: Bronze, 2003 Saturn Vue, Idaho plate 1A8R315  
Bicycle 2: Mountain Bike On December 6, 2013, at about 1502 hours, officers were dispatched to an injury collision in the 3300 block of Chinden, Garden City. Details of the call stated a bronze SUV and a bicyclist were involved. Detective Thorndyke arrived and saw a bronze Saturn parked in the VFW parking lot at W 33rd and Chinden. Directly in front of the Saturn, a mountain bike was leaning against the stop sign. Detective Thorndyke made contact with the parties involved and requested medical assistance for a complaint of injury made by the bicyclist. I arrived and made contact with the driver of vehicle 1, Kim Kirkham. He told me that he had just left the Wells Fargo Bank at 3301 Chinden and made a left turn into the center turn lane at 33rd and Chinden. Kirkham said the westbound traffic was heavy so he stopped in the center turn lane to wait for traffic to clear. He said he was then hit in the front end by a bicyclist that was traveling in the center turn lane. Kirkham said he did not see the bicyclist prior to making the turn. Kirkham showed me the damage to his vehicle. I saw scratch marks on the top of his hood. Kirkham said he thinks the marks were made by the bicycle's handlebars as the bicyclist flipped over the hood of his vehicle. I made contact with the bicyclist, Naw Chit. Chit does not speak English and his friend, Dah Bu, arrived to act as a translator. Chit told me that he was riding his bicycle eastbound on Chinden and entered the center turn lane to make a left turn onto E 33rd. He said as he was traveling to the intersection, vehicle 1 entered the center turn lane. Chit tried to swerve away from vehicle 1 but was unable to and he collided with the front end of vehicle 1. The front wheel to his bicycle was bent due to the collision. Chit complained of pain to his right knee and right arm. Chit was treated at the scene by Ada County Paramedics. PSA Paoli spoke with a witness to the collision, Brent Berg. Berg said he was traveling westbound in the inside travel lane of Chinden when he saw vehicle 1 make a left turn into the center turn lane. He said he saw vehicle 1 collide with the bicyclist but he did not see the bicyclist prior to the collision. Kirkham was issued a citation for Failure to Yield-Left Turn. He maintained possession of his vehicle. Chit maintained possession of his bicycle. No further.
- 28.** Serial #10C269557-DRIVER #1: LOGAN M HAMBLETON VEHICLE #1: COPPER BMX SUPERX BICYCLE CITATION: BICYCLE-DUE CARE AND CAUTION-49-714 DRIVER #2: RAJESH KANAPARTI VEHICLE#2: YELLOW 2006 YAMAHA CYCLE WITNESS: CARL ABRAMS-TRAVELING EASTBOUND MIDDLE LANE JUSTIN LAVELLE-TURNING LEFT OUT OF DRIVEWAY OF 2943 WEATHER: 65 DEGREES, CLEAR, DRY ROADWAYS OFFICERS: SERGEANT TAYLOR J. THORNDYKE BOISE POLICE

DEPARTMENT-C.STAMBAUGH BOISE POLICE DEPARTMENT-C. WIGINGTON INITIAL CALL: On July 13, 2010 at approximately 0817 hours, Boise Police Officers were dispatched to a injury accident on Chinden near Fairview. Sergeant Taylor was also en route for traffic control. I arrived a short time later after the initial officers arrived. INITIAL CONTACT: I spoke with BPD Officer Wigington who told me that there were two witnesses who witnessed the accident. Carl Abrams was in the middle lane traveling eastbound when he noticed the bicyclist traveling southbound crossing over the eastbound lanes of travel. Justin Lavelle was exiting from 2943 Chinden attempting to travel eastbound onto Chinden when he also noticed the bicyclist traveling southbound crossing over the eastbound lanes of travel. It should be noted that there are no crosswalks in that area. The male adult driver of the motorcycle involved in the accident was identified as Rajesh Kanaparti by his Idaho Driver's License. Kanaparti told me that he was traveling in the #3 (outside lane) when he saw the bicyclist traveling southbound crossing Chinden in the 2900 block. Kanaparti told me that he tried to stop but at 35 mph he did not have time to stop. Kanaparti skidded his rear tire and collided with the bicyclist causing Kanaparti to eject from his motorcycle. Kanaparti was wearing a helmet and only suffered minor abrasions. The male adult operating the bicycle was identified as Logan M. Hambleton verbally. Hambleton told me that he was traveling southbound crossing traffic and thought he had enough time but did not. Hambleton told me that his brakes are not the best so he did not have time to stop prior to colliding with Kanaparti's motorcycle. Hambleton told me that he thought there was a crosswalk there but saw that there was not. Hambleton was not wearing a helmet and only suffered minor abrasions. Hambleton was ejected from the bicycle landing on the sidewalk. Hambleton's bicycle suffered severe damage to the front end. Hambleton's estimated damage exceeds \$50. Kanaparti's motorcycle suffered moderate damage to the left side. Kanaparti's estimated damage exceeds \$2000.00. Kanaparti's motorcycle did not need towed. Ada County Paramedics and Boise City Fire Department arrived on scene to check out both Hambleton and Kanaparti. Both individuals declined medical treatment and were released on scene. Hambleton was cited for Due Care Caution-Bicycle 49-714. Kanaparti was not cited.

29. 4Serial #04C068163-The driver of unit 2 advised that he was traveling westbound on Chinden. He stated that he was traveling in the inside lane. He stated that he stopped for a red light at the intersection of E. 36th. The driver said that after the traffic signal turned green he proceeded westbound. When he had moved to the west side of the intersection a young girl rode her bicycle out in front him. He told me that the girl was riding northbound on Orchard. He said it appeared that she was trying to beat traffic as she crossed the street. He said the girl appeared to be about 11 years of age. He stated that he was traveling less than ten miles per hour when his truck made contact with the bicycle. The girl was knocked to the ground. She immediately got back on her bicycle and continued northbound. The driver of unit 2 said he tried to tell the girl to stay at the scene, but she kept riding away. Sergeant Blount and Officer Goodman performed an area check for the young girl with negative results. The first witness I spoke with was Richard Potter. Richard advised that he was traveling westbound in the outside lane of traffic on Chinden. He advised that when the traffic signal turned green he was right next to unit 2. He told me that they were the first vehicle stopped at the light. He said that as they

proceeded forward he saw a young girl ride her bicycle out in front of unit 2. Richard advised that he saw the girl fall to the ground. He said she immediately got back up and rode her bicycle northbound on E. 36th. The second witness to the incident was Janis Lafluer. Janis advised that she was traveling westbound on Chinden directly behind unit 2. She said that the traffic signal had turned green and westbound traffic started moving. Janis said that as unit 2 crossed the intersection a young girl rode her bicycle out in front him. She saw the girl fall to the ground and then get back up and ride northbound on E. 36th. She said she yelled to the girl to stop but she continued riding. Janis said that unit 2 was traveling under ten miles per hour when it made contact with the bicycle. The driver of unit 2, and both witnesses did not think the girl was injured. All parties involved except the operator of the bicycle refused medical attention. Officers were unable to locate unit 1 at the time of this report. Nothing further.