## Bike Lane Survey

Respondents: 353 displayed, 358 total  
Status: Closed  
Launched Date: 06/27/2014  
Closed Date: 07/11/2014

1. Did you encounter the bike lanes downtown?

<table>
<thead>
<tr>
<th>Response</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>326</td>
<td>91%</td>
</tr>
<tr>
<td>No</td>
<td>33</td>
<td>9%</td>
</tr>
</tbody>
</table>

Total Respondents: 358

2. How do you commute to work? If you commute by more than one way, please mark all that apply:

<table>
<thead>
<tr>
<th>Mode</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car</td>
<td>273</td>
<td>93%</td>
</tr>
<tr>
<td>Carpool/Vanpool</td>
<td>21</td>
<td>7%</td>
</tr>
<tr>
<td>Bus</td>
<td>10</td>
<td>3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>63</td>
<td>21%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>10</td>
<td>3%</td>
</tr>
</tbody>
</table>

Total Respondents: 294  
(skipped this question): 64

3. Did you feel safety or awareness was improved by having the separation between cyclists and cars?

<table>
<thead>
<tr>
<th>Response</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>117</td>
<td>40%</td>
</tr>
<tr>
<td>No</td>
<td>178</td>
<td>61%</td>
</tr>
</tbody>
</table>

Total Respondents: 293  
(skipped this question): 65

4. As a driver, was navigating along the lanes in your car easy to understand?

<table>
<thead>
<tr>
<th>Response</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>104</td>
<td>35%</td>
</tr>
<tr>
<td>No</td>
<td>185</td>
<td>63%</td>
</tr>
<tr>
<td>Not Applicable</td>
<td>5</td>
<td>2%</td>
</tr>
</tbody>
</table>

Total Respondents: 293  
(skipped this question): 65

5. As a cyclist, was navigating the lanes on your bike easy to understand?

<table>
<thead>
<tr>
<th>Response</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
</table>

http://survey/PrintOverview.aspx?SurveyID=86Ktmm1K
### Survey Results

#### 6. Do you feel like the bike lanes caused any traffic impedements?

<table>
<thead>
<tr>
<th>Response</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>213</td>
<td>73%</td>
</tr>
<tr>
<td>No</td>
<td>80</td>
<td>27%</td>
</tr>
<tr>
<td>Total Respondents</td>
<td>293</td>
<td></td>
</tr>
<tr>
<td>(skipped this question)</td>
<td>65</td>
<td></td>
</tr>
</tbody>
</table>

#### 7. Overall, did you like, dislike, feel neutral, or feel there could be improvements to enhance the bike lanes?

<table>
<thead>
<tr>
<th>Response</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Like</td>
<td>42</td>
<td>14%</td>
</tr>
<tr>
<td>Dislike</td>
<td>159</td>
<td>54%</td>
</tr>
<tr>
<td>Neutral</td>
<td>24</td>
<td>8%</td>
</tr>
<tr>
<td>Improvements could be made</td>
<td>84</td>
<td>29%</td>
</tr>
<tr>
<td>(see question 7)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Respondents</td>
<td>293</td>
<td></td>
</tr>
<tr>
<td>(skipped this question)</td>
<td>65</td>
<td></td>
</tr>
</tbody>
</table>

#### 8. Which improvements or suggestions might you find useful?

<table>
<thead>
<tr>
<th>Response</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>No improvements needed.</td>
<td>22</td>
<td>8%</td>
</tr>
<tr>
<td>More advanced education/notification for drivers and cyclists about the lanes.</td>
<td>80</td>
<td>27%</td>
</tr>
<tr>
<td>Longer than 30 days to test the bike lanes.</td>
<td>71</td>
<td>24%</td>
</tr>
<tr>
<td>Clearer definition of bike lanes on the road.</td>
<td>38</td>
<td>13%</td>
</tr>
<tr>
<td>Keeping main streets for vehicles and using less congested streets for bike lanes.</td>
<td>182</td>
<td>62%</td>
</tr>
<tr>
<td>Other, please specify</td>
<td>74</td>
<td>25%</td>
</tr>
<tr>
<td>Total Respondents</td>
<td>293</td>
<td></td>
</tr>
<tr>
<td>(skipped this question)</td>
<td>65</td>
<td></td>
</tr>
</tbody>
</table>

#### 9. What would you like to see, if anything, as a new project downtown?

Total Respondents 111
10. Which office or department do you work for?

<table>
<thead>
<tr>
<th>Office/Department</th>
<th>Response Total</th>
<th>Response Percent</th>
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</thead>
<tbody>
<tr>
<td>Clerk/Auditor/Recorder</td>
<td>38</td>
<td>13%</td>
</tr>
<tr>
<td>Sheriff's Office</td>
<td>54</td>
<td>18%</td>
</tr>
<tr>
<td>Treasurer</td>
<td>4</td>
<td>1%</td>
</tr>
<tr>
<td>Assessor</td>
<td>11</td>
<td>4%</td>
</tr>
<tr>
<td>Prosecutor</td>
<td>39</td>
<td>13%</td>
</tr>
<tr>
<td>Juvenile</td>
<td>20</td>
<td>7%</td>
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<tr>
<td>Operations</td>
<td>12</td>
<td>4%</td>
</tr>
<tr>
<td>Coroner</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Information Technology</td>
<td>14</td>
<td>5%</td>
</tr>
<tr>
<td>Development Services</td>
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<td>3%</td>
</tr>
<tr>
<td>Department of Administration</td>
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<td>5%</td>
</tr>
<tr>
<td>Public Defender</td>
<td>16</td>
<td>5%</td>
</tr>
<tr>
<td>EMS</td>
<td>15</td>
<td>5%</td>
</tr>
<tr>
<td>Parks</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Weed/Pest/Mosquito Abatement</td>
<td>4</td>
<td>1%</td>
</tr>
<tr>
<td>Indigent Services</td>
<td>8</td>
<td>3%</td>
</tr>
<tr>
<td>Trial Court Administrator</td>
<td>30</td>
<td>10%</td>
</tr>
<tr>
<td>Emergency Management</td>
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<td>1%</td>
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<tr>
<td>Solid Waste</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Western Idaho Fair/Expo Idaho</td>
<td>1</td>
<td>0%</td>
</tr>
</tbody>
</table>

Total Respondents 293

(skipped this question) 65

11. At which location do you work?

<table>
<thead>
<tr>
<th>Location</th>
<th>Response Total</th>
<th>Response Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courthouse/Courthouse Campus</td>
<td>200</td>
<td>66%</td>
</tr>
<tr>
<td>Public Safety Building/Jail</td>
<td>51</td>
<td>17%</td>
</tr>
<tr>
<td>Benjamin</td>
<td>28</td>
<td>10%</td>
</tr>
<tr>
<td>Denton</td>
<td>16</td>
<td>5%</td>
</tr>
<tr>
<td>WPM</td>
<td>3</td>
<td>1%</td>
</tr>
<tr>
<td>Barber Park</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Coroner</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Solid Waste</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Expo Idaho</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>FAC/ESS</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>DMV</td>
<td>0</td>
<td>0%</td>
</tr>
</tbody>
</table>

Total Respondents 293

(skipped this question) 65
Bike Lane Survey

Respondents: 358
Launch Date: 06/27/2014  
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8. Which improvements or suggestions might you find useful?

1. BIKES ARE NOT CARS, THEY SHOULD BE ON THE SIDEWALK & RESPECT THOSE WALKING ON THE SIDEWALK
2. Please permanently eliminate this idiotic bike lane idea for good!
3. Do not try to replace parking spaces, just put in the lanes
4. abandoning this idiotic idea altogether
5. Policing of cyclists who ignore traffic rules
6. Better parking-spot strategy
7. Don't hide the bike lanes behind street side parked cars, Dangerous for all, especially pedestrians and cyclists.
8. Teach the cyclists the rules of the road and some manners
9. If going to add special spots on roads for bicycles then they need to pay fees to maintain them and use the same rules of the road

Bad idea bad outcome. Boise is not Portland and there are not enough bicyclists downtown to cause disruption to motorists. Far more cars are downtown versus bike riders and I'm sure the majority of money spend downtown is from people who arrived there in a car. Even with these buffered lanes bicyclists continued to ride on sidewalks and in the traffic. I think the majority of the alterations between bicycles and cars are not in the downtown area. There needs to be education to bicyclists because many problems between bikes and cars are caused by the bicyclists not following the rules. They think they can ride how they want and not in the safest manner. Keep the bike lanes as they were before the buffered lanes happened.

11. NONE OF THE ABOVE. KEEP THE STREETS THE WAY THEY ARE NOW!!!
12. separation with lane markings only (which I believe was the long-term plan)
13. Street parking seemed like a mess, pushed farther out into traffic.
14. More education to motorists and cyclists about laws
15. Go back to the way it was before the bike lane fiasco.
16. Clear designation between street parking and bike lane. The parking situation needs improved.
17. The bike lanes made it difficult to see where the parallel parking spots were.
18. The lanes started and stopped and changed from buffered to unbuffered in confusing ways that I felt were unsafe. I would prefer to see a standard bike lane that is consistent for the whole road and takes up less room than the buffered,
19. A media campaign about how bicyclists get "doored" by drivers not looking for cyclists.
20. leave things as they are
21. Cyclists should have to license and register bikes
22. For example Bannock street bike lanes don't connect to other routes. They dead end at 13th and 6th (very narrow east of 6th)
23. Biggest dislike was parker cars between lanes - bad visibility in those areas and bikes coming out to turn were hard to anticipate early enough.
24. I think it would be nice to have a couple of streets dedicated to bikes only
25. Painted lanes rather than buffer areas; Push bike lines onto wider streets outside of downtown.
26. the use of Green on the bike lanes stand out more and makes cars aware what those lanes are for
27. Having bikes behind the parked cars is dangerous. You have the right of way and are blocked so people turning can't see you.
28. I think bike lanes should remain with the road, not inside of street parking (between parked cars and the curb). I felt the white pylons (because there were so many) added confusion to both drivers and cyclists.
29. Even though it was a shorter learning period, they were still confusing. Perhaps it was cost, but I feel painted bike lanes makes for a more clearly marked lane rather than having pylons everywhere in addition to making downtown look cluttered with pylons.
30. The bike lanes would be fine if they were used by bicyclist. They still ride in motor traffic lanes, they don't stop for red lights and some are still on the sidewalk.

http://survey/ResultsText.aspx?ItemID=23502&ItemNumber=88&SurveyID=86KLmm1K&Type=Other&ItemTypeID=4&DisplayHeader=Yes
31. Do not impede traffic with bikes.

There could have been some adjust of the bicycle lanes. For example, the bike lanes on Main Street switched from one side of the road to the other on the west side of downtown. The bike lanes should have been continuously on one side of the road. Also, I didn’t really think that the bike lanes didn’t need to be on Idaho Street east of 5th Street as that area doesn’t have as much traffic as the central downtown core near 8th Street and the land use east of 5th Street is more mixed use with some residential. I would have rather seen the parking remain on both sides of Idaho Street east of 5th Street. It is nice to have that parking during the weekend or evenings when events are taking place. It makes it easier if I don’t have to drive in the downtown core for parking. This past Saturday morning the downtown core was congested with multiple events taking place. I also find it a little ironic that one of the City of Boise’s complaints about the proposed roundabout at 3rd & Bannock is a loss of parking when there was a bigger loss of parking due to the bike lane on Idaho Street between 2nd and 4th Streets.

32. Clearer instructions on how to use bike lanes (i.e., when making a right/left turn on one way when bike lanes are on wrong side opposite side)

If using main roads like the ones tested, could it be possible to not dedicate an entire car width lane to the bike lane. Bikes are not as wide as cars so I don’t understand why they required such a huge space for this project. Cutting an entire lane for motor vehicles was honestly the biggest inconvenience with the project. I never saw more than one bike in the lane at a time and that bike only takes up about 1/4 of the huge lane.

33. Keep main streets for bike lanes and using lesser congested streets for vehicles

The green boxes were a bit difficult to get used to--cars and bikers could use more education re: proper use.

34. No bike lanes at all

35. Remove them. Parking out in the street is not safe.

36. Have bikes follow the same laws as a motor vehicle

37. Ending the selfish, special interest bike lane fiasco entirely

38. Not sure if improvements would help, depends on what those are. Should not have to educate on how to use them, if it isn’t obvious there’s a problem, because you can’t educate everyone in the community, and what about visitors.

39. I believe the bike lanes that were previously used were adequate and worked well for the motorist and the limited amount of bikers that used them.

40. Making downtown more car friendly, not bike-friendly.

41. Parking lane as a buffer should be eliminated in favor of the white posts in the road

42. Remove bike lanes

43. No weird bike lanes.

44. Main down to 2 lanes was challenging. The communication leading up to the opening (lack thereof) made for guaranteed lack of success for cyclists.

45. I liked having a buffer, it made me less stressed when passing a bike.

46. The fact that cyclist do not follow the same rules than others (red lights, stop signs...) that makes it extremely dangerous for all parties. Everybody must follow the same rules.

47. Education, Education, Education

48. No parked cars separating bike lanes; for best visibility, separation should be “candles” or painted stripes only

Bike lanes were too wide, using an entire traffic lane and many times were impeded from view by on street parking obscuring visibility of cyclists and pedestrians to motorists and vice versa. Buffered bike lanes are a good idea, but on street parking should not be allowed close to intersections where bikes, cars, and pedestrians are all trying to see one another so that there is not accident.

49. Unsui

50. DELETE BIKE LANE ALL TOGETHER!!!!

51. Remove the parking spaces, I was nearly hit by doors several times.

52. Leave as is

The lane were too wide and the parking of the vehicles made it unsafe for the bicyclists. If the bike lanes weren’t as wide then I think it would be better all around and safer.

53. Block vehicle traffic in downtown core and supporting streets to pedestrian/bike traffic

54. Expanded bike lanes to roads all over the city. Downtown is bike friendly there are many roads around town that need the bike lanes more than downtown

55. Move lanes to side and not have them in between lanes at lights

56. Educate/enforce existing bike laws

The downtown core should be a place for short term commercial traffic, not people commuting through downtown to other destinations. Because we want to encourage vehicles to park and leave and because drivers are naturally distracted by many things in that type of a shopping area, bicycles should stay on the sidewalk and should be going slowly. This will allow them to easily access shops etc., like pedestrians and motorists. People who want to travel quickly to other destinations - either by vehicle or by bike - should be routed around the downtown core.

57. Adding more bike lanes throughout the city

58. Get rid of one way grid

It is still dark during the morning hours during the month of May. Less people on bicycles in May. Bad
weather can contribute to less bicycles although that was not the case for this year. Confusion for me: I was in the right lane of street next to the bike lane, I had to spend more time looking over my shoulder (in dawn/darkness hour) looking to see if there was a bicycle approaching behind my car. The cars behind my car were in a big hurry and did not like the idea that I took extra time to get around the corner after the light turned green for me to turn. I could not turn right after stopping at a red light because the double white line before the crosswalk was so far back which was to hold the bicycles in the green area; I did not get to experience this situation. I could not see past the cars stopped at the same red light to the left, Capitol Blvd and Myrtle. Instructions for this new process were not easy to find. I do not have the internet nor do I subscribe to the Statesmen. I did learn about this project through the news on television. As a county employee, I did receive an e-mail with instructions, this was the only means of instructions that I encountered for directions.

don't buffer the bike lane with cars! It makes cyclists not visible to drivers. If a cyclist wants to ride on the roads downtown they should learn to feel comfortable in traffic, where they can see others and others can see them. Riding on sidewalks is allowed downtown for those people not comfortable in traffic. Make wider (and more) bike lanes and don't buffer them with cars!

67. Extensive cyclist education. People ride on the wrong side of the street and don't pay attention. Better enforcement of bike light requirements at night.

68. do NOT have bike lanes on Capitol Blvd as were done in the trial period.

69. I saw a cyclist almost get hit because they were in their lane and didn't look to see if a car was turning right.

70. The reflective markers make the street very busy and distracting to drivers.

71. at intersection it is hard to see on comming traffic when turning

72. It was to confusing and with that a accident waiting to happen.

73. Bikes pay no money to be on the roads as soon as the start paying their fair share I will feel better about sharing the road.

74. see question 9
9. (a) What would you like to see, if anything, as a new project downtown?

1. A WALKWAY BRIDGE OVER FRONT STREET CONNECTING BODD TO THE GROVE. A WALKWAY BRIDGE OVER MAIN ST CONNECTING 8TH STREET TO THE GROVE. A WALKWAY BRIDGE OVER MYRTLE AT 8TH ST.

   Instead of candles, maybe concrete curbing? Such a controversial issue right now.

2. Maybe instead of taking the roadway from motorist, sidewalks could be modified for bike only - since no one walks anywhere any more? Make pedestrians suffer instead of bicyclists.

3. Timed stoplights & better, smoother traffic flow for motor vehicles... NOT bicycles!

4. Bike lanes on myrtle and a front, bike lanes on Americanna blvd. no traffic on 8th street between main and bannock (delivery only)

   I like the bike lane idea. Some bicyclists forget that they are neither a car nor a pedestrian, and switch back and forth so fast that it is helpful to have a lane specifically for them (e.g. the guys who work for Jimmy John's seem to be trying to get run over at times), I actually saw a bicyclist and a driver yelling and screaming at each other the other day, and I think that could be avoided with bike lanes.

   I really, really want to see bike lanes, preferably buffered. I have had so many close-encounters with cars that did not see me while commuting by bike, and these encounters were virtually eliminated by the buffered bike lanes. Additionally, when driving, it is so much less convenient to have bikers impeding on the car lanes. Separating the bike lanes made the traffic flow better and protected the safety of the bikers.

   I think that the bike lanes are good. However, they were too large, and hidden in many cases by parked cars. It was very hard for all parties to see each other with the system that was tested in May. It is important for bikes to be visible, and there needs to be education and strict enforcement of traffic laws for bicyclists. Many time cyclists abuse the law by not yielding, speeding on sidewalks, riding across crosswalks at full speed, darting across lanes, etc. In this last ACHD experiment pedestrians and cyclists were virtually invisible to traffic trying to turn across the bike lanes. Seemed like this project was designed to fail.

   As a project I would like to see is a valley wide transportation solution utilizing our rail lines, rather than renting a bunch of vans out for people to congest our already small and congested parking structures in the downtown area.

   Just a heads up. I work in the courthouse, but I am not a county employee. Feel free to disregard my feedback if you think it inappropriate for me to comment.

   More police presence to watch for and ticket jaywalkers, inattentive bicyclists and drivers who fail to yield to pedestrians in crosswalks. These are all a constant danger that I witness daily on my commute to and from work. I was nearly run down by an SUV less than a month ago by a man who did not stop even though I was 1/2 way into the crosswalk on the West side of the Courthouse. Maybe some flashing crosswalk lights are in order as this is a heavily traversed location. These would be extremely helpful in winter months too when light is scarce during travel times.

9. None

11. I would like to see a better education program for cyclists to learn the current laws in place. I feel as if a lot of cyclists do not obey traffic laws because they do not think they apply to them. Educating cyclists about what is expected of them and giving safety courses for both vehicles and cyclists would definitely help in the long run.

12. The projected project for the underground bus depot is enough. Traffic will be impeded with that project along.

13. An open air flea market would be great!

14. bus routes running later, better secure bicycle parking and shared bike program

15. Bike lanes everywhere to make our city a viable bicycle commuter city. We need a safe, usable bicycle infrastructure all over the valley.

   collaborative effort with the bicycle community to come up with a plan. I heard lots of complaints from drivers that they were unclear as to how to navigate intersections, parking, etc. As a cyclist, I prefer to be on the side streets. I don't have any desire to commute on the main city streets. I only ride them if I have a specific destination in that area that I need to reach. Even then I avoid the busy streets as much as possible.

   A downtown trolley system that would make several stops from one end of downtown to the other. (Memphis has a trolley system that is fun to ride and very functional) you could have parking at 4 locations (east, west, north and south of downtown) this would allow drivers depending from what direction they were coming from to park and ride to their downtown destination.

   Education on legal way to ride a bike (single file in bike lane, assume you are a vehicle and follow traffic laws, drive the correct direction, etc.)

   Education to motorists regarding cyclists (if a cyclist is waiting at a stop sign to cross there is no need to stop unless they are walking their bike in a crosswalk, 3 ft for passing, etc.)

19. Time the stoplights better!

Let's lead the pack for western cities... transit systems trolleys/light rail and pedestrian friendly areas that
20. cordon off traffic on the weekends...such as the obvious 8th street corridor and beyond, we are getting there. I lived in Europe and the huge walk Platz areas draw thousands of happy people to them with many outdoor vendors. They work wonders for the cities. when you consider front and myrtle street only utilize all the lanes for a very brief amount of time and for a short distance during rush hour it seems silly to have that many lanes that bottle neck on the connector anyway. Boise is one of the best cities I've lived in if not the best and I've lived all over the country. also speed limits in all downtown city areas: the grid area in the north end and should be 25mph.. except myrtle and front. I've seen entirely too many close calls on 15th Harrison and Hav's, especially during the school year. It makes no sense on the narrow streets that area mile long to go any faster than that. otherwise keep up the great work... thanks

Something. But I'd like to know why bicyclists are being given preferential treatment. Good for them that they like to bike but how many receive a ticket for riding right on the bike lane line or weaving over in front of traffic just trying to give THEM the right of way. Why is it up to the auto driver to stay 3 feet away from the bikes. Why can't they be more courteous and stay 3 feet away from my vehicle?? You're never going to be able to mix the two satisfactorily. And why is downtown Boise, where there's so much traffic, being targeted for this program?? If a bicyclist is riding downtown, ha/she get there from somewhere else, so why only worry about the downtown street surfaces?? Better still... keep bicyclists where they belong - in bike parks. I hear Eagle has a good one!!

21. I don't know if this qualifies as a project, but I would like to see additional and more affordable residential space downtown (apartments, condos, etc.)

22. A more pedestrian/bicycle friendly area overall.

23. Nothing downtown. I'd like to bike lanes on other streets in Boise. South Cole Road, specifically.

24. A commuter train or light rail system that connects Canyon County and Ada County, as well as the downtown area. I'd like to see a train go along the existing railroad tracks in town, with adjacent parking lots for commuters. It would be great to exit the train near the Sheriff's Office, near the Courthouse, the airport, and other destinations around town. The Utah TRAX system is designed well.

25. I loved having the bike lanes and felt very safe riding my bicycle while we were in place. Otherwise, I get on the side walks because I worry that cars will not give me enough room and may strike me even if it's just with their side mirrors

26. lanes as described above.

27. I think overall the traffic flow downtown is good. The lanes of traffic were designed to keep the traffic flowing in a safe and timely manner taking away a lane of traffic for cyclists brings us back to congestion for vehicles.

28. No new projects.I am glad ACHD took down the buffered bike lanes.

29. No bike lanes!

30. The temporary lanes seemed like they were on the wrong side of the street. Accessing them from the south (via the greenbelt) forced me to cross in front of 3 lanes of traffic to get into the lane. As I am obviously aware, motor vehicle vs. bicycle accidents haven't resulted in any fatalities (that I'm aware of) in the downtown area. I can't speak for non-fatal injuries. Also education for cyclists on how to ride safely downtown would help as well. Cycling rules of the road seem to not be very well understood by most recreational cyclists.

31. None.

32. The next lane project should consist of more clearly defined bike lanes, i.e. painted green lanes to differentiate. More education for cyclists/drivers about rules of the road. More notification, giving the example of the Wicked commercials or St. Jude Dream home we heard about repeatedly.

33. The bike lanes were too wide, I do not see a reason the bike lane should be as big as it was. Taking out an entire lane of traffic causes more traffic congestion. This makes it less safe for both traffic and bikes. Why not take out parking on one side of the street.

34. Bike lanes are worth pursuing - Bikes are best off the sidewalk but also out of the main traffic lanes for those not adequately skilled in proper riding amid vehicles. Unskilled riders and more so the riders that disregard the laws and rules of the road are the biggest problem. Ideally we would eventually have bike lanes with adequate room alongside the vehicle lanes without sacrificing the visibility by having parked cars or large barriers in between, and a public education effort to promote adherence to better roadsharing practices by all of us.

35. Tax breaks for businesses that relocate downtown. More residential housing units, and thus more grocery stores/basic service stores.

36. Mass transit system that actually works for people. The current bus routes are not efficient.

37. No bicycle projects at all. Is there any data that shows the number of bicycles that actually used the bike lane. If not, why was there not a count taken.

38. Stop the one-way grid.

39. Education for bicyclist. They still disobey the traffic laws as they apply to them, ride on the sidewalks, etc.

40. N/A:

A blend of test areas: one major street such as Warm Springs Capitol (but NOT near a bridge or other construction); one major east-west street such as Main or State; two major north-south streets (one N-S and one E-W) away from the major street areas, such as 13th or Jefferson; and at least one neighborhood street in the North End or in the Warm Springs area, like Washington or the Hyde Park vicinity. That way ACHD can capture a wide range of feedback over a three to four month period, from drivers, cyclists, and pedestrians/residents. You can also study the impact of the lanes on the variety of road types (low to mid to high density car/truck usage). This would equip ACHD to address concerns from all stakeholders with validated, strong, and objective data.

41. It would be nice if those people who bike would follow thier laws or rules that set up for them... they were just extremely rude and I felt they thought they owned the road.

42. I think the bike lanes were/are a great idea, but more research and testing should have been done prior to implementing the bike lanes to ensure both vehicle and bike traffic could flow at optimum speed. It just seems that the project wasn't made to succeed. I get the sense these questionnaire have more of an impact on the project outcome than the studies and research done by experienced and educated professionals. Recreation, BIKEING to name one form, creates over 13% of Idaho's GDP and receives NO federal or state funding. Idaho needs to utilize its natural resources and recreation is it's biggest resource, not farming and ranching, but sadly it's the farmers and ranchers making the decisions. Just as a side note
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- farmers and ranchers receive TEN’S OF MILLIONS annually in subsidies from the federal government and they ONLY make up around 6% of Idaho’s GDP. Seems like a no brainer, huh? By making the downtown biker friendly you’ll attract more tourists.

45. I have mostly walked to work I do notice the bikes do use the sidewalks a lot many times in one way opposing situations.

46. I would like to see the bike lanes re-installed.

Bike lanes are a crucial part of planning for any vibrant city. I would like to see a new bike lane project. It may take time to see what works with this city but a working bike lane system is of highest importance to me, both as a citizen and as an Ada county employee.

48. Close 8th street between Bannock and Main completely to ALL motorized traffic and make it pedestrian/cyclist only.

49. more education for drivers about cyclists, and more education for cyclists on how to ride in traffic/how to use bike lanes appropriately.

50. MORE bike lanes!

51. Do not put bikes in the path of congested lanes - it doesn’t make sense. Find less congested, alternative routes for bikes. Not Main, Capitol, Front, or Myrtle.

I would like a general avoidance of major intersections. The greenbelt is a perfect example of a commute traffic that avoids major intersections all along the way. Bike lanes near university and capital, or broadway and front should be avoided. We shouldn’t encourage bicyclist to come closer to danger.

52. The problem I had with the bike lanes downtown is I felt uneasy riding behind a wall of cars. On one hand, you didn’t have to worry about a car pulling out of a parking spot and hitting you, but I was unsure if cars turning left at the intersections could see me on my bicycle behind all the parked cars.

Plus, do the bike lanes really need to be that wide?

53. Real bike lanes everywhere. They make me feel more comfortable as a driver; and with added safety, I might even start riding MY bicycle!

54. Improved parking for handicapped

55. Improve vehicle traffic flow

56. less bicycles on roads meant for cars...

57. none

Do you mean a bike project? I like the idea of safe cycling, but I’m just not sure if bikes belong on the road with cars, and the huge marked buffered bike lanes may have drawn more attention to the bike lanes, but I do NOT think they were necessarily safer, I fear the confusion they cause for motorists can be more likely to cause accidents than to help, plus we do not need even more congestion downtown. It makes me not want to go visit downtown when it's challenging to get around downtown and find parking as it is, and I want to park curbside, not in between the road and a bike lane - that seems less safe for people getting out of their cars.

58. I would like to see a walking mall around the capitol like other states have.

59. better timed traffic lights

60. Nothing.

62. Nothing

I realize that Boise is nowhere near the size of cities such as Portland or Seattle, but much needs to be done to look toward the future, by starting to create an infrastructure that provides easy access to downtown and other areas. One study suggests that by 2040, the population of the Treasure Valley will exceed 1 million. I just returned from Portland, and their TriMet system is impressive, easy to use, and very reasonable, greatly reducing automobile traffic into the downtown area. Has any consideration been given to looking at a light rail system between Nampa/Caldwell, Meridian, Boise, Eagle, and the Airport?

63. TriMet is a great solution for everyone, including cyclists, as they can bring their bicycles onboard and take them to a designated station and go from there. Obviously, the infrastructure would need to be developed in cycles - perhaps the first being a line from the Airport to Downtown - with additional lines added as budget allows. This seems a much better idea (and would have many more passengers) than the proposed "trolley" downtown. Too much of a focus is being given to trying to improve traffic downtown (by adding lanes, roundabouts, etc.) instead of taking practical steps to reduce the amount of automobile traffic downtown. If there was an easy way to get downtown without having to drive, I know I would use it!

64. less bikes

I would like to see some focus away from Downtown. Many of us commute to out lying area's and suffer from way less bike awareness. Downtown is pretty bike friendly and aware, we need to expand bike lanes to busy roads without easy access to the greenbelt so more of us bike commuters feel safe to ride to work =.

65. The clear addition of bike lane on the surface of existing streets as is current practice.

66. Making downtown driver friendly...not forcing use of parking garages, for example, by requiring adequate parking for new retail.

68. Electric trolley/light rail system to get around downtown like Portland has

Continue dialogue and brainstorming solutions. There are options that will work better, I bike commute 3-4 days per week approximately 40 weeks of the year and I loved having the buffered bike lane after I got down the hill from the train depot.

69. I like the buffered lanes, it made me more comfortable when passing bikes. I didn’t have to worry about giving them enough room. I also didn’t have to slow way down to follow a bike.

70. More bicycle lanes is a great idea, but parking outside of the lanes was confusing and caused more visual impairment of bicyclists exiting between cars. The size of the lanes in addition to parked cars caused gridlock leaving drivers no room to pull out of the way for emergency vehicles. Overall, I found driving code 3 more hazardous with the lanes

71. Functional bike lanes.
I would love to see a city where everybody plays by the same rules. If I drive a car at night and the lights are off, he or she would get pulled over. This should also happen to bikers and cyclists.

Bike lanes are great, but do we really have the numbers to warrant them? For that reason, maybe on less traveled side streets. Do NOT like bikes on sidewalks (duh, they're called "walks"). Change is hard, but over time people adjust.

NOT the trolley unless it is more than a amusement ride and actually can take people to and from Eagle, Kuna and Canyon County

More permanent bike lanes!! My only criticism of the trial lanes was the use of parked cars to separate the bike lanes, and the DISCONTINUITY of the bike lanes. The existence of parked cars as a separation made the bike lane feel very safe; however, it decreased visibility for both drivers and cyclists, which is not good.

Better to separate the bike lanes with candles, or a painted buffer strip, so both drivers and cyclists can see each other at all times. EDUCATION of drivers is also essential, so they understand what all the painted areas and symbols mean. Also, as a cyclist, it was both discouraging and frustrating to be riding in a bike lane that suddenly ended for no apparent reason, or suddenly shifted dramatically to the right or left. Continuity of the lanes is important if cyclists are to feel comfortable using them.

I'd like to see the drivers of the City Buses take a course in being more courteous to other drivers and stop moving out into traffic and cutting other drivers off!!!

Bike lanes were too wide, using an entire traffic lane and many times were impeded from view by on street parking obscuring visibility of cyclists and pedestrians to motorists and vice versa. Buffered bike lanes are a good idea, but on street parking should not be allowed close to intersections where bikes, cars, and pedestrians are all trying to see one another so that there is not accident. The buffered bike lanes could have been a great thing, but there needs to be some alterations to ensure safe travel for all.

Give it a "fair" test.

n/a

GET RID OF THE BIKE LANES, AS MORE TRAFFIC HITS DOWNTOWN LESS LANES FOR CARS. WHAT A MESS.

Close 8th street to regular traffic between Main and Bannock. Either keep parking curbside and have a double buffer, or permanently remove parking. More buffered bike lanes, on front, myrtle, 5th, 4th and 3rd. Buffered bike lane on 15th, 16, and up Americana blvd.

Lanes were unnecessarily big and the areas where they put parking to the outside of the bike lane, such as on parts of Main St. were dangerous. My wife was nearly hit by a bicyclist while exiting her vehicle.

Clearer indication of car and bike lanes and more enforcement of bike road violations.

Better parking

fewer one-way streets

Still think there should be some type of a rail system from one end of town to the other, meaning from Nampa to Downtown and back. There are no enough buses for this route. I have heard this many times from those that would like to take alternative transportation but cannot count on what is currently available or the time it takes to get where there are is too long.

More bike lanes!

MORE OPEN PARKING AREAS FOR VISITORS. A PREPAID PARKING PASS USEABLE FOR ALL PARKING GARAGES.

Nothing, expend awareness to parts out side of downtown. People live and work away from the central hub of the city. It would be nice to see some projects taking place outside of the easy hub

Public transit - better bus system, train, etc.

It was fine the way it was, the main problem is there is little to no bike enforcement. The bicyclists wont go out of their way to do something safe when they can just ride wherever they want to make it easier on them. They ride against traffic when it is easier and create hazards. Why would they go out of their way to use the bike boxes when they can stay on the other side of the road and make a quick turn. The main problem is that Boise wants to be known as bike friendly so heaven forbid they enforce bike laws!

Continued improvement in public transportation to include regular and available access in and out of downtown, extend bus service hours to main destinations (like events, games, etc); downtown urban car rental (like Uber or we car); commuter train along I-84 and from airport to downtown

I have answered this questionnaire 3 times. What did you not understand from the first 2?

Leave downtown alone. It is already hostile to small business and too expensive to go down for events and park. Stop trying to reinvent the wheel.

Undecided

education

Get rid of the green boxes. Out of towners and most locals have no idea what they are. Get rid of the special treatment for cyclists where they are allowed to run red lights and stop signs. Make them follow the same rules of the road that all vehicles are supposed to follow. If right turn situations exist, cyclists should not be able to pass a vehicle that is making a right turn, on the right. I.e. Capitol and Myrtle.

By no improvements - I mean leave it alone and quit spending money on it! Something that will be useful in the future would be a subway system and ACHD could put their bike lane down there!

nothing

more green space/parks

I really like the idea of dedicated bike or pedestrian zones downtown. Downtown is the heart of our city and needs to accommodate both the flow of car traffic to other areas of town (i.e. access to the Connector) and access within to let people spend money there. Growing up here, I have seen the terrible decline of Downtown Boise and more recent renewal. I remember how large department stores like Sears and the Bon left and local businesses couldn't keep foot traffic to stay afloat. Developing a framework around

http://surveyResultsText.aspx?ItemID=23503&ItemNumber=9&SurveyID=86KImK&type=Text&ItemTypeID=6&DisplayHeader=Yes
Survey Results -- Details

Downtown that allows parking nearby and travel in at little or no cost to the public would be great. If I have to pay too much to park I am going to buy a lot less. Safe, affordable, public transportation would be great. If street cars won't work, try a subway system.

Bike lanes a VERY BAD idea on Capitol Blvd when there is a bike bridge on the old bridge next to 9th St. so close by. Been commuting on Capitol Blvd for 30 yrs- observed average of 1.5 bikers each WEEK each way, which did NOT CHANGE at all during the 4 week trial period. There was a reason why there are 3 and 4 lanes on Capitol Blvd just for vehicle needs. This is the entrance to the city from the airport and the Interstate. The 4 week trial added to commute time and added aggravation and congestion particularly near intersection of Capitol and University. This feels like it is being driven by an activist group (bikers) and an activist City of Boise with an agenda to do something politically correct but not practical in any sense at least on Capitol Blvd.

105. This needs to be tested for a longer period.

106. The reflective markers are distracting to drivers and it makes it nearly impossible to park emergency vehicles with out shutting down traffic and causing road closures or delays.

107. Free parking for more than an hour downtown.

108. Dismount zone for bikes

109. The lanes caused grid lock, during heavy hours of traffic that prevented emergency vehicle access. The combination of parked cars and the bike lane left drivers no place to pull over for emergency vehicles. And bicyclist exiting between parked cars created an increased accident risk.

110. No more money wasted on bike lanes.

The bicycle turn boxes for left hand turns crossing lanes of traffic seemed to place the rider at risk. The placement of the bike lane might be better placed between the parked cars and the sidewalk. More thought should be considered on how bikes will cross traffic when turning corners. Overall, the bike lane project is great and Boise needs it.