Our Mission: We drive quality transportation for all Ada County...Anytime, Anywhere!
“Address the completion of a safe, viable bicycle network for cyclists of all comfort levels, providing option routes to and from the Boise city core. This network is intended to support commuting, shopping and recreational riding in harmony with all road users and in accordance with the law.”
“Hope” is not a strategy
The Stakeholders Recommend

Alternative number...
Issues we need to solve

- Education
- Parking...bicycle parking, too
- Congestion?
- Loading Zones
- Target audience: gotta share the road
- Maintenance
- Laws: Idaho Bike Laws, riding on sidewalks
- Sequencing of improvements
- Affordability...must fit in budget
Since we met last

Boise, CCDC, DBA, Kittelson, ACHD built 3 alternatives
Meetings: 22 and 30 July
Sequencing of downtown projects is critical
Transit remains in the conversation
  Temporary bus parking in front of city hall?
  Transit center is a major condition change since DBIP adoption
Core construction will affect downtown
CCDC & ACHD work together on improvements
Parking
  Floating car parking may be part of the solution
  Bike parking: need a place to put them!
  ADA parking considerations
ACHD surveyed Capitol, Idaho and Main
  We will review that survey today
DBIP 2014 bid award tomorrow, 6 Aug
Paint Treatments

- Sharrow
- Buffered
- Buffered
‘Light’ Protected Bike Lanes
‘Hard’ Protected Bike Lanes

Source: Kittelson & Associates, Inc.

Source: NACTO Urban Bikeway Design Guide
• Address the completion of a safe, viable bicycle network for cyclists of all comfort levels, providing option routes to and from the Boise city core. This network is intended to support commuting, shopping and recreational riding in harmony with all road users and in accordance with the law.

• Best connections TO places and THROUGH downtown
  • Current plan insufficient to provide for widest range of comfort levels
Boise “to” the core

Downtown Bike Paths - Connectivity

Legend:
- Highway Bike Routes
- Bike Lanes
- Through Bike Ways
- Multi Use Trails
- Neighborhood Bike Routes
- Trails
- Pathway Routes (City Limit)
- Paved Greenbelt Path
- Natural Greenbelt Path
- Proposed Greenbelt Path
- Pedestrian Way Paths
- River to River Trail
- Major Water Features
- Major Fitness Parks
- Ada County Parks
- Ada County City Parks
- Ada County Trails
- Ada County Parks

Existing - Needed

Created by the Comprehensive Planning Team: Boise PDZ
July 25, 2014
City of Boise Community Planning
Boise, Idaho 83702
www.boiseparks.org/BoisePDZ/Pages/Map.aspx
Review Capitol Blvd Survey
Why Capitol?

- Other routes don’t meet objectives
  - 9\textsuperscript{th} – Heavy turning conflicts
  - 8\textsuperscript{th} – Grove Plaza
  - 5\textsuperscript{th}/6\textsuperscript{th} – bike lanes may not work
    - Parking and streetscape conflicts
    - Possible two-way conversion
  - Others too far from core
Working w/ CCDC

Example of CCDC plans for Capitol Blvd
Why Main/Idaho?

- Other routes don’t meet objectives
- Jefferson
  - Potential loss of east end connection
  - Parking conflicts
  - Not where key destinations are (only provides for THROUGH traffic)
- Bannock/Grove
  - Not complete east–west connections
  - Lack of currently protected crossings
## Potential Alternatives

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DBIP Amended PLUS

- A
- B
- C

Disadvantages
DBIP

Committed to Service

ACHD

GREAT SEAL OF THE STATE OF IDAHO

2014
2015
2016
2017
2018

DBIP Work

Two-Way Maintenance

2014
2015
2016
2017
2018

2018
DBIP

DOWNTOWN BICYCLE NETWORK
Downtown Boise Implementation Plan

Source: ACHD GIS Database, ACHD Five-Year Work Plan, ITD Projects, CCDC Downtown Boise Two-Way Conversion Study, CCDC Streetscape Project Listings
• Schedule delays will happen, costs will go up
• Main St overlay pushed to 2016
• 5th/6th are (remain) a one-way couplet
• Jefferson becomes 2-way in phases: bike lanes added
• Bannock is un-buffered, un-protected bike lane route
• Capitol Blvd…ACHD overlays Front to Jefferson this year
  • Bike lanes already included, some remnants of Pilot Project
  • Start a bike lane north of the bridge [Consider?]
  • Float parking at City Hall & 1 block north [Consider?]
    • If we do this: relocate 2 ADA spots at City Hall
• Confirm bus stop locations, deconflictions
• Redesign transitions at intersections
• Accelerate 15th, Bannock to Fort?
• Study boundary extend (Capitol to Royal, 15th to Fort)?
DBIP – Pros/Cons

Pros
• Already adopted
• Improves existing conditions
• Least expensive alternative
• Most car lanes intact
• Includes some Pilot Project
• Capitol improved this year

Considerations
• Limited through-core traffic
• Least bike route structure
• Some parking loss
• Little bike traffic protection
• Bikes still on sidewalks
DBIP Amended

DOWNTOWN BICYCLE NETWORK
Downtown Boise Implementation Plan
DBIP Amended

- Develop bicycle route structure w/ DBIP changes
- Capitol Blvd: add protected 2 way cycle track CC–River
- Main: Buffered, right side, innovate 9th–Capitol
- Idaho: Buffered, in segments w/ room to change later
- Jefferson: no bike lanes, relief valve for Front & Idaho

Important elements
- Signal timing…speed limits through town
- Maintenance
- Deliveries/loading zones
- Parking losses for cars, establish parking for bikes
- Bike boxes and other street markings
- City ordnance change: get bikes off sidewalks
- Education: early, sustained
Pros
• Affordable…paint
• Develops bike structure
• Enhances bike safety
• North–south connection BSU
• Gets bike off sidewalks
• Reduces car speeds safely
• Solves delivery conflicts
• Little loss of parking
• Maintainable

Considerations
• Little bike physical protection
• Cars cross lanes to park
• More expensive than DBIP
• Takes a car travel lane
• Parking & delivery challenges
• Substantial education process
DBIP Amended “Plus”

- Develop bicycle route structure w/ DBIP changes
- Capitol Blvd: add buffered 2 way cycle track CC–River
- Main: **PROTECTED**, right side, innovate 9th–Capitol
- Idaho: **PROTECTED**
- Jefferson: no bike lanes, relief valve for Front & Idaho

**Important elements**
- Signal timing…speed limits through town
- **Bike signals** at intersections
- Maintenance
- Deliveries/loading zones: *Establish new timing/locations*
- Parking losses for cars, establish parking for bikes
- **Accessible parking affected throughout town: needs solution**
- Bike boxes and other street markings
- City ordnance change: get bikes off sidewalks
- Education: early, sustained
DBIP Amended “Plus” Pros/Cons

Pros
- Mission accomplishment
- Bikers feel protected
- Better route structure
- Bikes off sidewalks
- Sight triangle = bike park
- City gets “sense of place”
- City supports

Considerations
- Costs for protection scheme
- Costs for maintenance
- Removes more lanes
- Congestion increase perceived
- Signal timing challenging
- Enforcement burden higher
- More parking losses likely
  - ADA parking impact, too
- Approval problematic
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# Objectives reviewed

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Loading Zones
Dates, adjusted r2

- 25 June…Stakeholder’s Work session
  - Stage set, tasks assigned
- 15 July…homework, strawman alternatives
  - 5 August…Polish recommendations
  - 26 August…recommend 1 of 3 alternatives
- 11 September?…Joint Session, Boise/ACHD
  - Elected officials meeting
The Stakeholders Recommend

- Alternative number...
Next Steps

- Tuesday 26 August: ACHD Commission
  - Provide Stakeholder Recommendation
- Thursday 11 September: Joint Meeting
  - Boise City Council and ACHD Commission
- ~29 September week: Overlay Capitol
  - If approved, alter bike lane configuration, Front to Jefferson

Comments or questions?

Our Mission: We drive quality transportation for all Ada County...Anytime, Anywhere!
Education

- **Applies to:**
  - ALL alternatives (varying levels)
    - Optional for DBIP
- **Issues:**
  - Comprehension of new facilities
  - General rules of the road knowledge
- **Possible Solutions:**
  - Multimedia approach
    - See previous presentation from 7/15
    - Will require detailed plan
Parking

- Applies to:
  - DBIP Amended+

- Issues/Possible Solutions:
  - Accessible Parking
    - Relocate or design to accommodate
  - Meter Access
    - Education
  - Timed Zone Comprehension
    - Education
    - Signage

- Issues/Possible Solutions:
  - Loss of spaces
    - Identify alternative locations – discuss with businesses/advertise to visitors
  - Determine if acceptable
Applies to:
- DBIP Amended & DBIP Amended+

Issue:
- Removing a travel lane increases congestion

Possible Solutions:
- Provide turn lanes at key intersections on Jefferson
- *Decide if increase in travel time is acceptable*
Loading/Delivery Zones

- **Applies to:**
  - ALL alternatives (varying levels)

- **Issues:**
  - Knowledge of where loading zones are/if they are sufficient
  - Delivery vehicles use third lane on Main/Idaho
  - Constrained alley access

- **Possible Solutions:**
  - Comprehensive loading zone/delivery plan
  - Improved alley access
Maintenance

• Applies to:
  • DBIP Amended+

• Issues/Possible Solutions:
  • ACHD sweepers can’t fit between curb and barrier
    • Specialized equipment
  • Snow clearance
    • Truck with plow blade
    • Sidewalk/path clearing equipment
Applies to:
- DBIP Amended, DBIP Amended +

Issues:
- Bikes on the sidewalks
- Parked cars must be 18” from the curb

Possible Solution:
- Change city code
- Enforce new and existing codes
Transit Stops/MMC Area

- Applies to:
  - DBIP Amended & DBIP Amended+
    - If lane on south side of Main

- Issues:
  - Interaction with buses leaving multimodal center
  - Transit vehicles need access to curb

- Possible Solutions:
  - Mixing area
  - Exclusive transit vehicle signal phasing
  - Raised bus stop islands
Affordability

- Conventional bike lanes: $600–$1,200/block
- Parking Protected bike lanes:
  - Barrier-Protected bike lanes1: $1,500–$18,000/block
  - Barrier-Protected bike lanes2: $11,000–$45,000/block
- Color treatments: $1–$10/square foot
Sight Distance

- Applies to:
  - DBIP Amended+

- Issue:
  - Sight distance was limited by floating parking at driveways

- Possible Solution:
  - Remove additional parking spaces to increase sight triangles
Intersections

- Applies to:
  - DBIP Amended & DBIP Amended+

- Issue:
  - How do we improve comfort and bicyclist visibility at intersections?

- Possible Solutions:
  - Bike signals with a leading phase
  - Bike lane markings through intersection
  - Mixing zones (+ only)
  - Remove additional parking space (+ only)
Fire Access

• Applies to:
  • DBIP Amended+

• Issue:
  • Fire vehicle access was not ideal in a couple locations during pilot project

• Possible Solution:
  • Engage fire department during project design
Buffered Bike Lanes

Images: Kittelson & Associates, Inc.
Buffered Bike Lanes

Source: City of Denver