Stakeholder Group Meeting #4 – Meeting Notes

Downtown Boise Implementation Plan – Boise Bicycle Lanes

August 12, 2014 1:30 – 3:30 PM

Ada County Highway District, Auditorium

INTRODUCTION (DAVE WALLACE - ACHD)

- Dave Wallace provided an overview of the meeting’s agenda and purpose
  - There will be only a short presentation, so the bulk of the time will be discussion
  - Need to understand what’s important to this group
- See sign-in sheet for list of attendees...all Stakeholder groups were represented
- Jimmy Hallyburton, Jeff Jacobs, Karen Sander and the City of Boise all e-mailed principles in advance

ALTERNATIVE CONCEPTS (NICK FOSTER – KITTELSON & ASSOCIATES)

- Nick presented concepts for how each of the three alternatives might look on Capitol Boulevard
  - These are not firm design plans, just concepts to show what is generally possible
- DBIP
  - A painted buffered bike lane would fit within the cross-section proposed by the CCDC streetscape plans for Capitol from the Boise River to Main Street
    - Some lane narrowing would probably need to occur, but the number of motor vehicle lanes would remain unchanged
    - Lanes would not need to be narrowed to less than 11’, which is a standard width in Ada County
  - Protected bike lanes, with floating parking as the buffer, from Main Street to Bannock Street
- DBIP Amended
  - A two-way protected bike lane with a wide buffer, potentially with planters in it, would fit within the cross-section proposed by the CCDC streetscape plans for Capitol from the Boise River to River Street
    - The bike lane would extend south across the river to where Royal Boulevard is planned to connect to Capitol
    - The planter buffer could be replaced by a floating parking buffer, but this would require modifying the CCDC streetscape plans and such parking protection in this location is unlikely to be supported by the ACHD Commission
    - A travel lane would need to be removed to accommodate the two-way lane and its buffer space
      - This would continue the existing three-lane section further north to River Street, north of which it would become four lanes as it is today
      - With the addition of physical protection in this section, something would need to be done to accommodate a transit stop at River Street:
The stop could be moved to the (north) far-side where there would only be a painted buffer.
An island could be constructed in the buffer that would provide an adequate landing area for boarding/alighting passengers.

- **DBIP Amended Plus**
  - The section from Royal Boulevard (extended) to River Street remains the same as it was under DBIP Amended.
  - The section from River Street to Main Street would be similar, but there would be some type of physical barrier in the buffer area:
    - There are a number of options that could work for this, in addition to the candle sticks that were used in the pilot project.
    - The physical barrier would need to be ended far enough in advance of the Front and Myrtle intersections in order to allow buses to stop against the curb.
  - The section from Main Street to Bannock Street would be the same as under the other two alternatives.

- **The CCDC streetscape project was discussed further**
  - As it stands now, the plan would create a consistent, symmetrical cross-section for the length of Capitol from the Boise River to Front Street with wide sidewalks and landscaped planter strips.
  - The City’s priority is to provide the most walkable and bike-able street possible (and sees the two as compatible), so there is flexibility in the width of the proposed cross-section if a better environment for bicycles and pedestrians could be provided with further in-road treatments (e.g., expanded buffer space, parking). The city assured the Stakeholders that the bicycle situation is currently a higher priority than the proposed aesthetic improvements.

- **Nick presented a brief visual look at what the alternatives might look like on Idaho and Main Streets**
  - DBIP – shared lane markings
  - DBIP Amended – Painted buffered bike lanes
  - DBIP Amended Plus – Protected bike lanes (likely with floating parking)

**PRINCIPLES DISCUSSION (ALL)...KEY PRINCIPLES ARE UNDERLINED**

- **Dave read Jeff Jacobs’ and Jimmy Hallyburton’s e-mails**
- **EDUCATION and safety awareness is central to all alternatives, and must include:**
  - Early public information about what will be done, where, and how to navigate.
  - Emphasis on existing, long-standing laws and ordinances, and any that change.
- **City of Boise presented the principles from their e-mail, which are generally**
  - Enhancing connections to the core from surrounding neighborhoods.
  - Protected bike lanes using floating parking are the preferred treatment for Capitol, Main, and Idaho.
  - Buffered lanes are acceptable where parking is not feasible.
  - Reducing vehicle speeds throughout downtown to enhance walkability, bicycle comfort, and safety.
- **Traffic calming is important**
- **Having a single continuous design is preferable for one Stakeholder**
  - May not be feasible due to constraints.
  - Having a northbound lane curbside on Capitol the whole way is consistent.
• A well designed mixing zone on Capitol at Main (the right turn shared with bikes in the Pilot Project) is important
• Gardner generally agrees with the City’s principles
• Main and Idaho need to serve surrounding businesses and transit vehicles and riders
• Viable east-west routes include
  o Main
  o Idaho
  o Bannock
  o Jefferson
  o The Greenbelt
• Travel lanes should be narrowed to eleven feet to provide additional space for bike lanes, said one Stakeholder. ACHD engineers agree that an 11 foot lane width is nominal.
• Transit stops need to be considered
  o Floating parking limits sight distance
  o Islands or bike-mountable bulb-outs are preferred
    ▪ VRT could be a funding partner for these, but their participating brings federal requirements
  o No issues with paint buffered lanes or moving the River Street stop on Capitol far-side
• This isn’t just about bike lanes, it’s about creating a more livable environment and that’s how it should be presented, said one Stakeholder
• Dave read an e-mail from Kären Sander, Executive Director for the Downtown Boise Association, which included the following:
  o Support for a robust bike system
  o Parking is a big deal, especially for areas not near a parking garage
  o Businesses need to be educated about any projects that come from this
  o Consider deliveries
  o Consider ADA parking
  o Narrow lanes, rather than remove them, when possible, to provide bike lanes
  o Aesthetics are important
  o Avoid, or at least consider design treatments around, parking garage driveways
• Main and Idaho may have to move forward with shared lane markings until:
  o Full impacts of the 2 years’ Gardner and underground bus station builds are seen
  o Two-way conversions and other planned road maintenance in the core are complete
• Boise Bike Share wants the most comfortable system possible for its users
  o Generally agrees with City’s principles
  o Connectivity in all directions could be improved
• Treasure Valley Cycling Alliance and Safe Routes to School program prefer the Amended Plus option with lots of education and slower motor vehicle speeds
• Use these principles to frame the discussion with the Commission

NEXT STEPS (DAVE WALLACE – ACHD)
• The Commission meeting where this will be discussed is now set for September 3rd
• The stakeholder group will not be reconvened
• The feedback from this group will be framed into a solution for the Commission
  o Intent is to meet the mission statement while maintaining flexibility
• The group does not have a consensus on what the recommended solution should be
  o Any recommendation to the Commission will have this as a caveat
• Stakeholders will see the recommendation package before it goes to the ACHD Commission
  o It’s expected that not all members of the Stakeholder group will be satisfied