Boise Bike Routing Request for Approval

Decision Briefing

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

- **ACHD Mission**: “We drive quality transportation for all Ada County...Anytime, Anywhere!”

- **Stakeholder Mission** “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.”

*Adopted DBIP names basic bike network, plans for future*
Bike Network
Existing & Planned

<table>
<thead>
<tr>
<th>Recommended Improvements</th>
<th>Existing Bike Facilities</th>
<th>Other</th>
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<tbody>
<tr>
<td>Bike Lane</td>
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<td>Bike Route/Shared Route</td>
<td>Bike Route/Shared</td>
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<td>Contraflow Bike Lane</td>
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<td>Improve Existing Bike Lane</td>
<td>Multi-Use Path</td>
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<td>Convert to Shared Route</td>
<td>Planned Connection</td>
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<td>Shared Space</td>
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<td>Study Area</td>
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Main, Idaho & Capitol are ALL in the plan
  - Capitol: bike lane Boise River to Grove, shared to Jefferson
  - Main, Idaho: “bike route/shared route” 16th to Broadway
Main St overlay pushed to 2016 (per adopted budget)
  - 5th/6th are (remain) a one-way couplet
Jefferson becomes 2-way in phases: bike lanes added
  - Bannock retains un-buffered, un-protected bike lane
  - Capitol Blvd…ACHD overlays Front to Jefferson this year
Also in 2014: Two-way conversions…signal/sign changes, too
  - 3rd, 4th, 11th: Main to State
  - 12th Front to State, plus maintenance work
  - Jefferson, 1st to 5th
Recommend: DBIP Amendment

- Develop bicycle route structure per DBIP basic guide
- Capitol Blvd: Add buffered lane with 2014 Overlay
- Capitol Blvd: Protected 2 way track BSU to River St 2015
- Main: Review as construction proceeds
- Idaho: Review as construction proceeds
- Important elements
  - Education: early, sustained
  - Signal timing, enforce speed limits through town
  - Maintenance
  - Deliveries/loading zones
  - Bike boxes and other street markings per best practices
  - City ordnance change: get bikes off sidewalks
- Add/accelerate 15th, Bannock to Fort
Paint Treatments

- Sharrow
- Buffered

Images: Kittelson & Associates, Inc.
Protected Bike Lanes

Source: Kittelson & Associates, Inc.

Source: NACTO Urban Bikeway Design Guide

Source: Kittelson & Associates, Inc.
Capitol Blvd Overlay 2014: Front St to Jefferson St
Overlay Front to Jefferson
Begins 15 October 2014

2014 DBI – CAPITOL BOULEVARD BIKE LANES
ALTERNATIVE 5 – BUFFERED BIKE LANE WITH BUS LANE
OVERVIEW
Buffered bikes
Capitol: Front to Grove
Buffered bikes
Capitol: Grove to Main
Bus Parking w/ buffered bikes at City Hall
Buffered bikes
Capitol: Idaho to Jefferson

2014 DBI – CAPITOL BOULEVARD BIKE LANES
ALTERNATIVE 5 – BUFFERED BIKE LANE WITH BUS LANE
IDAHO STREET TO BANNOCK STREET DETAIL

LEGEND

TYPICAL ROADWAY SECTION – SOUTH END

TYPICAL ROADWAY SECTION – NORTH END

EXISTING SIDEWALK
8’ PARKING LANE
15’ VEHICLE LANE
11’ VEHICLE LANE
11’ BUFFERED BIKE LANE
1.5’ PARKING LANE
1.5’ BUFFERED BIKE LANE
EXISTING SIDEWALK

EXISTING SIDEWALK
13.5’ VEHICLE LANE
16.0’ VEHICLE LANE
16.0’ BUFFERED BIKE LANE
3’ 6’ EXISTING SIDEWALK
Capitol Blvd Cycle Track 2015: South of River to River Street
Proposal for Capitol Blvd
Starting south of Boise River
Proposal for Capitol Blvd: 2-way cycle track to River St
Proposal for Capitol Blvd
Buffered bike lane to Front St
Recommend: DBIP Amendment

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- Important elements
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  - Bike boxes and other street markings per best practices
  - City ordinance change: get bikes off sidewalks
- Add/accelerate 15th, Bannock to Fort
Bike and Car Counts

Before BBL Treatment  
During BBL Treatment  
After BBL Treatment

Capitol N/O River  
Capitol N/O Front

% of Bikes  
% of Vehicles
Crossing Boise River

- **Garden Street extension railroad trestle**: connects to bench and north side greenbelt
  - indirect connection into downtown
- **Americana Boulevard**: to bench & west downtown, north & south side greenbelt
  - bike lanes end south of Ann Morrison/Kathryn Albertson Park entrance
- **Pioneer Footbridge**: connects north & south side greenbelt & Pioneer Pathway
  - no direct connection to the bench or street network south of the river
- **9th Street bridge**: one-way southbound connecting downtown to the bench
  - currently no bike facilities, 4.5’ partitioned sidewalk on west side
- **8th Street footbridge**: connects 8th Street bikeway & greenbelt north & south of river
  - requires traversing an underpass on south side
- **Capitol Blvd bridge**: one-way northbound connecting bench to downtown
  - currently no bike facilities, raised 6’ sidewalk on both sides
- **Friendship Bridge**: connects north side & south side greenbelt, central BSU campus, and 3rd Street corridor via Julia Davis Park
  - no direct connection to bench
- **Broadway Bridge**: connects east downtown with south Boise,
  - bike lanes to be built with bridge replacement/expansion
ACHD Commission approve:

- Install buffered bike lanes per staff description with 2014 Capitol Blvd Overlay Front–Jefferson
- Plan 2-way Cycle Track from south of Boise River to River Street, for construction by Summer 2015
- Continue single buffered bike lane to Front from River St
Summary

- Overlay striping decision required
- Stakeholder recommendation = compromise
- Idaho law says bikes may ride any road
- Bike traffic will grow—make it safe for all users
- Staff will be back to review Main and Idaho

Comments or questions?

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Backup
Bike routing treatment costs

- Conventional bike lanes: $600–$1,200/block
- Parking Protected bike lanes: Paint plus cars
- Barrier-Protected bike lanes1: $1,500–$18,000/block
- Barrier-Protected bike lanes2: $11,000–$45,000/block
- Color treatments: $1–$10/square foot
Downtown Loading Zones
Pros

- North–south connection BSU
  - Campus expanding downtown
- Affordable…paint & planters
  - City pays for planters?
- Develops bike structure
- Enhances bike safety
- Helps get bikes off sidewalks
- Reduces car speeds safely
- Reduces delivery conflicts
- Little loss of parking
- Maintainable

Considerations

- Substantial education process
- Some bike physical protection
- Planter care & feeding
- Cars cross lanes to park
- Added expense, but not much
- Parking & delivery challenges
Why Capitol/Main/Idaho/?

- Best connections TO places and THROUGH downtown
  - DBIP includes these routes, but details incomplete
- Capitol: other incomplete north–south connections
  - 9th – Heavy turning conflicts
  - 8th – Grove Plaza
  - 5th/6th – bike lanes may not work
    - Parking and streetscape conflicts
    - Possible two-way conversion
  - Others too far from core
- Main and Idaho: complete W–E 16th St to Broadway
  - Jefferson
    - Potential loss of east end connection
    - Parking conflicts
  - Bannock/Grove
    - Not complete east–west connections
    - Lack of currently protected crossings
Dates

- Underway: 2014 DBIP

- 2015 (delayed): Main St
  - Capitol to Broadway was 2014, delayed to 2015 (Funds)
  - Draft IFYWP: 2017, due to Gardner construction
  - 2017: 10th to Capitol segment stays in 2017
    - No planned maintenance west of 10th on Main

- 2015 (proposed delay): Idaho St
  - 15th–12th 2015 in adopted DBIP: Capitol to Broadway
  - Added in draft 2015 IFYWP: 16th–15th, 12th–9th
  - Staff suggests delay all Idaho @ least to 2016 (evaluate)
Stakeholder Principles, Preferences, Priorities

- **Education & Safety awareness key to all options**
- **City of Boise**
  - Enhancing connections to the core from surrounding areas
  - Protecting bike lanes: w/ cars preferred, buffered acceptable
  - Reducing downtown bicycle speeds/traffic calming
- **North–south connectivity essential (BSU and others)**
- **Main/Idaho need to serve surrounding businesses**
  - Also: transit vehicles and riders
- **Travel lanes could be narrowed, Consider transit stops**
- **Downtown Businesses**
  - Parking is a big deal
  - Consider deliveries, ADA parking
  - Narrow lanes are OK; avoid parking garages w/ bike lanes
- “Share” Main/Idaho until construction is more mature
Issues
Stakeholders addressed

- Education
- Parking...bicycle parking, too
- Congestion
- North–south connection with BSU
- Loading Zones/Deliveries
- Accessibility
- Intersections
- Maintenance
- Transit: stops, routing
- Sight distances
- Laws: Idaho Bike Laws, riding on sidewalks
- Sequencing, DBIP maintenance, Gardner
- Affordability...must fit in budget
What we learned

- Dedicated bike lanes are operationally feasible
- Congestion is NOT a hostage to bike lane addition
- We HAVE the capacity to accommodate bikes and cars
  - We have the room on Capitol to make these changes
  - Technical experts (science): we can accommodate
  - Changes will be aesthetically pleasing
- There IS a need for safe bicycle routes to/thru town
- All users equally guilty of ignoring the rules
- DBIP Amendment Recommendation:
  - Preserves lane configuration on Capitol
  - Calms traffic, as desired by Boise City

EDUCATION IS NEEDED BY EVERYONE