April 14, 2015

TO: Commissioners, Director and Deputy Directors

FROM: Ryan Head, Planning Supervisor

SUBJECT: Downtown Boise Bike Lane Update – Stakeholder Recommendation and Next Steps

Staff Report for April 22, 2015 Pre-Commission Meeting – Information Briefing

Executive Summary
At the September 24, 2014 Commission meeting, the Commission approved installation of a buffered bike lane on a portion of Capitol Boulevard and directed staff to continue to work with the Downtown Bike Lane Stakeholder Committee to identify a recommendation for the remaining portion of Capitol Boulevard, Main Street, and Idaho Street. The purpose of this briefing is to update the Commission on activities and discussion that has occurred on the subject since that time.

Capitol Boulevard Bike Lane – Work Completed
In late October 2014, Capitol Boulevard was overlaid from Front Street to Jefferson Street as part of scheduled maintenance activities included in the Downtown Boise Implementation Plan. The Commission-approved buffered bike lane was installed in part at this time. Due to inclement weather, some components of the striping were delayed until March 2015. Additionally in March, a buffered bike lane was installed between River Street and Front Street.

Stakeholder Update
In January 2015, the Downtown Bike Lane Stakeholder Committee met to discuss a recommendation for bike lanes on the remaining portion of Capitol Boulevard. At that meeting, they considered a two-way cycle track proposal that had been identified during previous efforts. While mildly supportive of the idea, the group showed strong support for a one-way northbound bike lane if a southbound bike facility could be developed on a parallel route. A subgroup was identified to explore and develop potential options for bike facilities on Capitol (and a southbound alternative), Main, and Idaho for the groups further consideration. Subgroups were also identified to work on education/outreach and freight/parking.

On April 1, 2015, the Stakeholder Committee met to review the work of the alternatives subgroup. After brief presentation on each of the alternatives, the Committee was asked to vote on the alternative recommendation they supported at a conceptual level. The results of that voting are found in Attachment 1. The individual ballots of Committee members are also included in that attachment.
Next Steps
Improvements to the Downtown Boise bike lane network is a part of maintenance, streetscape and one-way to two-way conversion activities occurring as planned in the Downtown Boise Implementation Plan. During the work session, staff will present a phased approach for further exploration of the recommendations of the Stakeholder Committee.

Attachment(s):
- Attachment 1 - Downtown Bike Lane Stakeholder Recommendation

CC: Project File, Planning and Projects Files, Central File
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Summary
Prepared April 2, 2015

Executive Summary
On April 1, 2015, a meeting was held of the ACHD Downtown Bike Lane Stakeholder Committee. The purpose of the meeting was stated to establish a recommendation to the ACHD Commission regarding bike facility alternatives on Main Street, Idaho Street, and Capitol Boulevard (and a southbound alternative). Committee members reviewed a presentation summarizing options identified by the Alternatives Subgroup (a subgroup of the Committee) and the pros and cons of each alternative. The Committee was then asked to make recommendations at the concept level at to the type of facility they would support on the roadways identified.

The following is a summary of the voting which took place. In total, 22 ballots were cast by Committee members. A specific tally of votes for each option is not provided as it would over simplify detail provided in the votes cast. Rather, provided below is a summary of the understood intent and themes as they appeared throughout the different ballots. For detailed information as to what was indicated by individual Committee members, please see the attached ballots.

In general, there was no clear overall consensus (defined as general agreement) had by all Committee members on the type of treatment recommended for each of the roadways. That said, a simple majority opinion as to the priority facility type can be extracted from the ballots cast. With the exception of a few dissenting votes, a clear majority recommends some type of dedicated facility be installed on the identified roadways (excepting 8th Street as one was not recommended). Given the lack of overall consensus, it is understood that it is the Committee’s generalized recommendation that ACHD evaluate opportunities for the installation of dedicated facilities where possible, with the majority opinion serving as the primary target for evaluation during the design phase.

Capitol Boulevard Recommendation
For Capitol Boulevard, Royal Boulevard to River Street, the simple majority opinion favors use of a protected bike lane with transit islands.

Summary of additional considerations received regarding the majority opinion:
- Install protected bike lanes on all of Capitol, not just the segment identified.
- Consider phasing improvements installing a buffered lane without transit islands to match what exists in the near term. Long term, transition to protected lanes with transit islands for all of Capitol.
- Evaluate opportunities with completion of the Main Street Station and City Hall Plaza renovation and the subsequent changes to the bus staging area in front of City Hall.
- Partnership potential with CCDC on hardscape improvements.
- Lower the speed limit.
- Use bike signals for heavy turn areas.
- Inconsistency with facilities to the north is not a barrier, but an opportunity for more protected facilities in the future.
- Extra protection over the bridge will encourage more use.
- If parking is used at the buffer, proper signage is needed.
- Protected should be the default condition with design exception using buffered where buffered is not practical.
- Four lanes are not needed on the bridge. Most traffic exiting BSU moves left as soon as possible.
- A protected lane (w/parking) would calm traffic, increase bicyclist comfort, and make Capitol more walkable.
- Both buffered and protected are desired. Use whatever works.
- Transit center will have future impact.
- Narrow travel lanes to slow traffic and increase safety.
- Protected lanes in this area would not impact fire access.
- Look at facilities for getting on and off the Greenbelt to make this connection as safe and efficient as possible.

Summary of other comments received:
- Multi-use facilities at 8th Street and in Julia Davis Park provide adequate river crossings.
- Don’t design for BSU event traffic.
- Consider a 2-way cycle track Bannock to BSU in the future.
- Providing for safe bicycle travel on Capitol Boulevard is essential.
- Whether 4- or 3-lanes over the bridge, allow use of full width to support emergency services and overall flow. Explore options for bridge expansion.
- Respect BSU’s wishes, but recognize public will want bike access.
- Paint will help freight delivers know where bike will travel definitively.
- Boise State would be interested in buffered bike lanes if no traffic lanes are lost.

Southbound Alternative Recommendation
For southbound facilities, the simple majority opinion favors enhancing the 8th Street shared lanes and installing a dedicated facility on 9th Street. Of those recommending 9th Street, multiple comments were made to explore facilities on either side of the street.

Summary of additional considerations received regarding the 9th Street facility:
- Use buffered facilities in the loading areas for the Grove and Knitting Factory.
- West side facilities would require transit islands as it is used by many bus routes.
- Consider lane diet before removing parking.
- Slow auto speeds on 9th Street between Main and State.
- Consider signage to direct traffic to use 11th/12th Streets to get to the connector once conversions complete.
- Conflicts with loading, parking, and traffic should be heavily considered and outreach done before any decision is made.
- Needs bicycle accommodations as it is a primary route south out of downtown.
- Concern with the loss of on-street parking and loading. Removing these will diminish the appeal of 9th Street.
- Use bike specific signals at Front with prohibited turns on red.
- Use parking to protect bike lane.
- A dedicated facility is needed to complete a “basic bike network”.

Page 2 of 3
- Consider time allotments for freight.

Summary of other comments received:
- Focus on 8th and 11th Streets.
- Fix the 8th Street bridge.
- Fix sharrows on 8th Street.
- Add a cycle track on 8th from Bannock to Fort.
- Include a “bike lane” (designated space for bikes) through the Grove.

**Main & Idaho Recommendation**
For Main & Idaho, the simple majority opinion supported a right-side facility, either buffered or protected. Just over half of votes cast recommended a protected lane with transit islands.

Summary of additional considerations received regarding the majority opinion:
- How does a bike lane complement or distract from a downtown circulator on Main?
- Use buffered lanes when protected will not work.
- City of Boise will work out details of combining loading zones and Fire Department access zones. Will also work on park strategy.
- If removing a lane, use the option that will encourage the most use.
- Reduce speed limits.
- Do not allow parking near intersections.
- Use shared lanes between 6th and 9th due to limited space.
- Restore as much on-street parking to Idaho when the transit mall is removed.
- Partnership potential with CCDC on hardscape improvements.
- Right-side facilities need transit islands.

Summary of other comments received:
- Support on Main, not sure bike facilities needed on Idaho.
- The loss of more parking than proposed in the Downtown Boise Implementation Plan will have an unacceptable impact on properties and businesses.
- Buffered would have the least impact on parking, loading zones and be more supported.
- Buffered lanes would be maintained more easily.

**Other General Comments**
- Reducing speed limits would go a long way to make all roads inviting to interested but concerned bicyclists.
- Consider narrowing lanes to calm traffic.
- Educate the community so they are prepared before installing improvements.
- Needs an outreach plan.
- Safety needs to be the primary concern.
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Karen Sande
Stakeholder Organization: Downtown Boise Area

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - Current configuration
   - Buffered bike lane – Circle one: With transit islands / Without transit islands
   - Protected bike lane with transit islands
   - Other (Please describe):
     *Long term-protected lanes should be considered. For now to be consistent, add the buffered lane from Caesar Chavez to River St. to match w/ existing buffered lane.

Additional considerations:
Consider the development of City Hall Plaza and location of bus stops in future.

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - Current configuration
   - 8th Street shared lane enhanced
   - 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - Both 8th Street shared and 9th Street dedicated lanes
   - Other (Please describe):
     West side of 9th St should be considered – long term, loading & traffic impact.
     Consider lane diets before removing parking. Consider signore on 11th & 2nd to direct traffic to the connector.

Additional considerations:
The conflict w/ loading, parking, and traffic on 9th St should be heavily considered before any decision is made and vetted carefully w/ property owners and users.

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - □ Current configuration
   - □ Right side protected lanes with transit islands
   - □ Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - □ Left side protected lanes
   - □ Left side buffered lanes
   - □ Other (Please describe):

Additional considerations:
Buffered has the least impact on pay-up, parking zones etc and will most likely have the support of the broader teacher community.

Please provide any additional comments below:

For the casual rider I believe that the existing lanes on Barnack & Washington provide an alternate location to ride E-W. We are also very concerned with the maintenance of protected lanes and believe that buffered lanes would be maintained more easily.
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Matt Edmond
Stakeholder Organization: CCDC

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [x] Protected bike lane with transit islands
   - [ ] Other (Please describe):

Additional considerations:
CCDC is willing to discuss partnering on hardscape improvements

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [x] 8th Street shared lane enhanced
   - [ ] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [ ] Both 8th Street shared and 9th Street dedicated lanes
   - [ ] Other (Please describe):

Additional considerations:
While I'm skeptical of the apocalyptic traffic projections, I don't think a high-comfort bike lane can be achieved without significant costs. We should focus on 8th & 11th.

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   □ Current configuration
   X Right side protected lanes with transit islands
   □ Right side buffered lanes – Circle one: With transit islands / Without transit islands
   □ Left side protected lanes
   □ Left side buffered lanes
   □ Other (Please describe):

   Additional considerations:
   CDC would like to explore partnering for hardscape improvements

   Please provide any additional comments below:
   CDC/IDA are working on a wayfinding plan for downtown; a determination on Main/Idaho will significantly impact bike routes/signs.
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Jeff Jacobs
Stakeholder Organization: Foot Dynamics

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [x] Protected bike lane with transit islands
   - [ ] Other (Please describe):

   Additional considerations:
   [Handwritten note: Capitol is a unique roadway providing essential travel into downtown. Accommodations for safe bicycle travel is essential.]

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [ ] 8th Street shared lane enhanced
   - [ ] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [x] Both 8th Street shared and 9th Street dedicated lanes
   - [ ] Other (Please describe):

   Additional considerations:
   [Handwritten note: 9th Street is a primary route south out of downtown and needs to have accommodations for bicycle traffic regardless of 8th St.]

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   □ Current configuration
   □ Right side protected lanes with transit islands
   ✫ Right side buffered lanes – Circle one: With transit islands / Without transit islands
   □ Left side protected lanes
   □ Left side buffered lanes
   ✫ Other (Please describe):

   Additional considerations:

   Please provide any additional comments below:
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Geoheyre Worde
Stakeholder Organization: Goodhue Company

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [x] Protected bike lane with transit islands
   - [ ] Other (Please describe):
     __________________________
     Shared Lane / Sharrow turning Bridge

Additional considerations:
There are adequate River crossing facilities at 8th street, dedicated multi-use facilities at 9th Street and Davis Park. Those serve the casual rider.

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [x] 8th Street shared lane enhanced
   - [ ] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [ ] Both 8th Street shared and 9th Street dedicated lanes
   - [ ] Other (Please describe):
     __________________________

Additional considerations:
We remain concerned with the loss of on street parking and loading on 4th Street North of Main Street. Shifting Bikes to the East side is also lessens the sidewalk. 

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - Current configuration
   - Right side protected lanes with transit islands
   - Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - Left side protected lanes
   - Left side buffered lanes
   - Other (Please describe):

   There is not enough room between 6th and 8th for dedicated facilities. We support shared lanes for these segments with significant marking outside of transit area, but these right hand lanes are likely the most accessible.

   Additional considerations:

   As much on street parking as possible must be restored to Idaho where transit mall is relocated.

Please provide any additional comments below:

Protected bike lanes will result in too many lost on street parking spaces. There needs to be a balance of bikes, parking, loading, and traffic.

To lose any more on street spaces than are anticipated by DBTP will have an unacceptable impact on downtown properties and business.
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Lisa Brady
Stakeholder Organization: TVCA (Treasure Valley Cycling Alliance)

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [X] Protected bike lane with transit islands
   - [ ] Other (Please describe):
     [ ] Bike path - 2-way Cycle track from Bannock to BSU - connect to Federal
     [ ] Bicycle route \\
     [ ] Build a System!

Additional considerations:
Consider designing the ENTIRE Road this way, USE Bike Signals for heavy turn areas
Consider 2-way cycle track for both S bound traffic - All the way from Bannock, 30 mph Design
Stop designing for BSU Event traffic Design

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [ ] 8th Street shared lane enhanced
   - [X] 9th Street dedicated lane, eastside – Circle one: Buffered / Protected
   - [ ] Both 8th Street shared and 9th Street dedicated lanes
   - [ ] Other (Please describe):
     [ ] Utilize Bike Specific Signals & Front Street & prohibit all turns on Red (like in PDX)
     [ ] Also enhance 8th Street: Fix the sharrows - the bike lane is an awful piece to ride.

Additional considerations:
Fix the Bridge for the 8th Street connection - this is NOT a good facility for cyclists. Please study use of bike specific light usage on heavy traffic corridors, look & why people are driving (where they come from, what alternatives are available?)

Concerns: No thought to delay to pedestrians or cyclists
(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - [ ] Current configuration
   - [x] Right side protected lanes with transit islands
   - [ ] Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - [ ] Left side protected lanes
   - [ ] Left side buffered lanes
   - [ ] Other (Please describe):
     - If not protected, then buffered. Also, use bike specific signals to control traffic.

Additional considerations:
- Reduce speed limits. Don't allow parking near intersections to increase visibility.
- Left side lanes are not intuitive, they do not encourage riders.
- Overall, I'm open to what makes sense.

Please provide any additional comments below:
- Let's design the entire road - all of Capitol, Canada, 2 way track.
- Bike Specific Signals
- Lower the speed limits in downtown core.
- * Limit size/time of delivery trucks (what do they do in NYC?)

"Brave" is not a word that should enter the vocabulary in any transportation meeting, ever. The road should be designed to accommodate all road users.

If you want 8th street to be used, then design it correctly. Poor placement of new roundabout horrible signal @ River/8th. Rapid Beacon does not work. Fix the braking.


* Sadly, disallowing the conversation on some of the small details may not encourage participation or creativity from people who do not work at the pro level.

* Interested but concerned needs to include disabilities that don't allow a person to drive or ride in a bus.
Downtown Bike Lane Stakeholder Committee

Stakeholder Recommendation Ballot

April 1, 2015

Stakeholder Name: Craig Grover

Stakeholder Organization: City of Boise

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [x] Protected bike lane with transit islands
   - [ ] Other (Please describe):

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   Additional considerations:

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2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [x] 8th Street shared lane enhanced
   - [x] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [x] Both 8th Street shared and 9th Street dedicated lanes
   - [x] Other (Please describe):

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   Additional considerations:

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(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - [ ] Current configuration
   - [x] Right side protected lanes with transit islands
   - [ ] Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - [ ] Left side protected lanes
   - [ ] Left side buffered lanes
   - [ ] Other (Please describe):


Additional considerations:

[Handwritten note: Parking discussion w/ larger group of business perspectives regarding loading & unloading trucks]

Please provide any additional comments below:
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Margaret Haucy
Stakeholder Organization: Valley Regional Transit

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - Current configuration
   - Buffered bike lane – Circle one: With transit islands / Without transit islands
   - Protected bike lane with transit islands
   - Other (Please describe):

   Additional considerations:

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - Current configuration
   - 8th Street shared lane enhanced
   - 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - Both 8th Street shared and 9th Street dedicated lanes
   - Other (Please describe):

   Additional considerations:

   Protected but buffered in the loading areas for the grove and knitting factory

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - [ ] Current configuration
   - [ ] Right side protected lanes with transit islands
   - [ ] Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - [ ] Left side protected lanes
   - [ ] Left side buffered lanes
   - [ ] Other (Please describe):

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   Additional considerations:

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   Please provide any additional comments below:

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Stakeholder Name: Jimmy Hulbert
Stakeholder Organization: Boise Bicycle Project

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   
   - ☐ Current configuration
   - ☐ Buffered bike lane – Circle one: With transit islands / Without transit islands
   - X ☐ Protected bike lane with transit islands
   - ☐ Other (Please describe):

   "I don't see the consistency as a barrier. I think this gives better options for more protected in the future. Bridges can be an extra concern for riders, especially with the high curb cut on the bridge. The extra protection would encourage more use, and a safe way to move from the given bike onto Capital Blvd. If the goal is to get more people riding safely, this is the best alternative."

   Additional considerations: 

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   
   - ☐ Current configuration
   - ☐ 8th Street shared lane enhanced
   - ☐ 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - ☐ Both 8th Street shared and 9th Street dedicated lanes
   - ☐ Other (Please describe):

   "I don't think we should limit 9th to the East Side of the road if you enhance both 8th & 9th, then 8th becomes your route that connects you to Downtown and 9th is your south bound route."

   Additional considerations: 

   "I think there are less safety issues by putting a bike lane on the west side of 9th. (Other than the 9th-Front intersection) and this side of the road should be expanded more. I'm not sure if an E. side street bike lane is the best option but all options on 9th should be explored more."

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)

- Current configuration
- Right side protected lanes with transit islands
- Right side buffered lanes – Circle one: With transit islands / Without transit islands
- Left side protected lanes
- Left side buffered lanes
- Other (Please describe):

Additional considerations:
If we were going to remove a lane, we want to make sure we were accommodating as many people to use it as possible. Protected lanes will be the option.

Please provide any additional comments below:

- That gets the most people to ride. There are visibility issues with protected lanes, but these issues can be addressed with better design (like bike priority at the end of the street/ending into the intersection).

With all of these options, safety has to be the primary concern. How can we make the roadway safer and for ALL types of road users?

I would restate that a 9th & 8th street combination for Southbound/Downtown community would be best, but I think we need to keep the right/west side of 9th as an option. This would need to be designed if the front 9th intersection is the main concern. I believe there are design options that could be examined/considered.
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Jake Hosland
Stakeholder Organization: Valley Regional Transit

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [x] Protected bike lane with transit islands
   - [ ] Other (Please describe):

   Additional considerations:

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [ ] 8th Street shared lane enhanced
   - [ ] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [x] Both 8th Street shared and 9th Street dedicated lanes
   - [ ] Other (Please describe):

   Additional considerations:

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - [ ] Current configuration
   - [x] Right side protected lanes with transit islands
   - [ ] Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - [ ] Left side protected lanes
   - [ ] Left side buffered lanes
   - [ ] Other (Please describe):

   __________________________________________________________
   __________________________________________________________

Additional considerations:

Please provide any additional comments below:

My perspective for Main and Idaho could go several ways. The only option that I have major concerns with is the right side option without transit islands. This option to me is the greatest way to put some paint down to solve a concern, but it also provides the least amount of true value to a quality network. With this option the value of the buffer or protection disappears, and riders and bus drivers alike are left with conflicts at every other block for up to half a block. But then on the left or invest in them correctly if you put them on the right and keep in mind that right side lanes are very difficult to survive to a happy medium at 8am to 6pm on Main or the new transit center.
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Tyler Johnson
Stakeholder Organization: City of Boise

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [x] Protected bike lane with transit islands
   - [ ] Other (Please describe):

Additional considerations:
Protected bike lanes have added benefits but proper signage needs to be installed if parking is to be used as the buffer; citizens were confused in the trial in this area.

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [ ] 8th Street shared lane enhanced
   - [ ] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [x] Both 8th Street shared and 9th Street dedicated lanes see comments
   - [ ] Other (Please describe):

Additional considerations:
If 9th street is explored, the loading zones need to be considered. Several of them are used at all times of the day. Additional consideration should be made for 8th and 9th. 9th Street may not be a great option but w/more into it could be.

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - Current configuration
   - Right side protected lanes with transit islands
   - Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - Left side protected lanes
   - Left side buffered lanes
   - Other (Please describe):

Additional considerations:
loading zones need to be considered when the bike lane is on the right.

Please provide any additional comments below:

Businesses heavily rely on available on-street parking. Removing any parking will have negative impacts in any location. "Floating" protected parking spaces were problematic for visitors to downtown and would need better wayfinding to pay at a meter or to designate time limitations.
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name:  Darek Flute
Stakeholder Organization: City of Boise

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   □ Current configuration
   □ Buffered bike lane – Circle one: With transit islands / Without transit islands
   X️ Protected bike lane with transit islands
   □ Other (Please describe):
   [Handwritten: Would like to see a protected facility for entire length of Capitol]

   Additional considerations:
   [Handwritten: Protected should be the default condtion w/design exceptions for bufferd where protected is not practical]

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   □ Current configuration
   □ 8th Street shared lane enhanced
   □ 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   X️ Both 8th Street shared and 9th Street dedicated lanes
   □ Other (Please describe):
   [Handwritten: Use parked to Protect the bike lane on 9th]
   [Handwritten: keep 8th at 55 with the addition of a cycle track from Barrow to Fort]

   Additional considerations:

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)

- [ ] Current configuration
- [x] Right side protected lanes with transit islands
- [ ] Right side buffered lanes – Circle one: With transit islands / Without transit islands
- [ ] Left side protected lanes
- [ ] Left side buffered lanes
- [ ] Other (Please describe):

Additional considerations:

______________________________________________________________

______________________________________________________________

Please provide any additional comments below:

*Need a comprehensive Parking & Freight Strategy Plan as well - City will work on this
*Need an outreach plan for all options
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: George C. Knight
Stakeholder Organization: ACHD Bike Advisory Committee

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - Current configuration
   - Buffered bike lane - Circle one: With transit islands / Without transit islands
   - Protected bike lane with transit islands
   - Other (Please describe):

   _____________________________________________________________
   _____________________________________________________________
   Additional considerations:
   Four lanes are not needed or bridge. Most traffic exiting BSU will move left asap.

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - Current configuration
   - 8th Street shared lane enhanced
   - 9th Street dedicated lane, east side - Circle one: Buffered / Protected
   - Both 8th Street shared and 9th Street dedicated lanes
   - Other (Please describe):
     9th Street dedicated lane west side should be considered. One way to reduce V/C ratio is by getting people out of their cars, or by moving traffic to another street.

   Additional considerations:
   9th Street should favor people using facilities along 9th Street or crossing at Boise River. It is favorable people turning at Front is wrong-headed.
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   □ Current configuration
   □ Right side protected lanes with transit islands
   ✗ Right side buffered lanes – Circle one: With transit islands / Without transit islands
   □ Left side protected lanes
   □ Left side buffered lanes
   □ Other (Please describe):

   Additional considerations:

   Please provide any additional comments below:
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Karen Gallagher
Stakeholder Organization: City of Boise

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [x] Protected bike lane with transit islands
   - [ ] Other (Please describe):

   Additional considerations:
   Would like to implement protected lane (w/ parking) entire length to calm traffic, increase bicyclist comfort, and make Capitol Blvd a more-walkable street.

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [ ] 8th Street shared lane enhanced
   - [ ] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [x] Both 8th Street shared and 9th Street dedicated lanes
   - [ ] Other (Please describe):

   Additional considerations:
   Would like to take a closer look at bike lanes on 9th St., recognizing that there are other choices for vehicles to reach the Connector (Main/Parma) and other tradeoffs (parking, landscaping) need additional detailed reviews.
   A dedicated, southbound bike lane is needed to complete a basic network.

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - Current configuration
   - Right side protected lanes with transit islands
   - Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - Left side protected lanes
   - Left side buffered lanes
   - Other (Please describe):

   Additional considerations:
   - Will work out the details of combining loading zones & select Fire Dept access zones.

Please provide any additional comments below:
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Dan Scoe
Stakeholder Organization: Hayden Beverage Co.

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands
   - [ ] Protected bike lane with transit islands
   - [ ] Other (Please describe):
     - Bridge 4 lanes full width or 3 lanes full width
     - 3 lanes means concerns for emergency services and overall flow
     - Width to allow safety margin is critical

Additional considerations:
- Suggest no change on the bridge, explore options and...time line for bridge expansion.

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [ ] 8th Street shared lane enhanced
   - [ ] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [ ] Both 8th Street shared and 9th Street dedicated lanes
   - [ ] Other (Please describe):
     - Curb side, loading zone, removing parking are needing further discussion

Additional considerations:

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - [ ] Current configuration
   - [ ] Right side protected lanes with transit islands
   - [ ] Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - [ ] Left side protected lanes
   - [ ] Left side buffered lanes
   - [x] Other (Please describe):

   Additional considerations:
   - What is capacity of traffic removing a traffic lane? If close to or over capacity, I am concerned it will remove business and social options. Needs further work. Thank you, not done yet.

Please provide any additional comments below:
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
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Stakeholder Name: Marcus Cotton
Stakeholder Organization: Safe Routes to School Program

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - □ Current configuration
   - X Buffered bike lane – Circle one: With transit islands □ Without transit islands
   - □ Protected bike lane with transit islands
   - □ Other (Please describe):

   Both buffered and protected are desired, whatever works best going forward.

   Additional considerations:

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - □ Current configuration
   - □ 8th Street shared lane enhanced
   - □ 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - X Both 8th Street shared and 9th Street dedicated lanes  
      (west side buses on 9th)
   - □ Other (Please describe):

   Additional considerations:
   If this affects traffic, we need to look into
   Bus Rapid Transit and other alternatives. This will be interesting going forward.

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)

☐ Current configuration
☐ Right side protected lanes with transit islands
☒ Right side buffered lanes – Circle one: With transit islands / Without transit islands
☐ Left side protected lanes
☐ Left side buffered lanes
☐ Other (Please describe):

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Additional considerations:
I am all for protected lanes if we can come up with a good design. The buffered lanes would seem to be easiest at this point.

Please provide any additional comments below:

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on all of these, buffered when protected won’t work.
we will come up with something good.
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Dan Balluff
Stakeholder Organization: 

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - □ Current configuration
   - □ Buffered bike lane – Circle one: With transit islands / Without transit islands
   - □ Protected bike lane with transit islands
   - □ Other (Please describe):

   Long term would prefer protected for family egress/ingress from bench + greenbelt.

   Additional considerations:
   Transit center will have future impact.

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - □ Current configuration
   - □ 8th Street shared lane enhanced
   - □ 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - □ Both 8th Street shared and 9th Street dedicated lanes
   - □ Other (Please describe):

   Short term - Utilize 8th Street but keep exploring 9th Street on west side since it is more of a direct S. Boise path for commuting and access to bench area. 9th could be used for path if lanes narrowed.

   Additional considerations:
   Slow 9th Street before between State + Main
   Encourage use of other streets to connect to 9th + Myrtle
   9th is way to fast at N side of RTIV.

   (Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   □ Current configuration
   □ Right side protected lanes with transit islands
   X Right side buffered lanes – Circle one: With transit islands / Without transit islands
   □ Left side protected lanes
   □ Left side buffered lanes
   □ Other (Please describe):

   * If appropriate or less impactful, use left side on streets & as necessary. Consistency is important, however people will adapt. 

   Additional considerations:
   Casual users tend to use northern east/west streets like Bannock versus Main as they access DTV for dining/recreation.

Please provide any additional comments below:

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Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Cynthia Gibbons
Stakeholder Organization: Idaho Walk Bike Alliance

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - Current configuration
   - Buffered bike lane – Circle one: With transit islands / Without transit islands
   - Protected bike lane with transit islands
   - Other (Please describe):

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - Current configuration
   - 8th Street shared lane enhanced
   - 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - Both 8th Street shared and 9th Street dedicated lanes
   - Other (Please describe):

   Additional considerations:
   Narrow travel lanes motorists won't feel the difference but will slow down to increase everyone's safety.

   Additional considerations:
   8th Street - Multiple alternatives need to be ruled out before final decision, details matter on this street.

   (Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   □ Current configuration
   □ Right side protected lanes with transit islands
   □ Right side buffered lanes – Circle one: With transit islands / Without transit islands
   □ Left side protected lanes
   □ Left side buffered lanes
   □ Other (Please describe):

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   Additional considerations:
   [Handwritten text: Motorists would welcome the same facility we had during the pilot project. They had one month to adjust, which they did, so this would get the least amount of pushback.]

   Please provide any additional comments below:
   [Handwritten text: What do we do this time? Educate the community so they are prepared for the improvements.]
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: 
Stakeholder Organization: 

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - □ Current configuration
   - □ Buffered bike lane – Circle one: With transit islands / Without transit islands
   - X Protected bike lane with transit islands
   - □ Other (Please describe):

   Additional considerations:
   
   [Handwritten note: "Area shown has limited impact on fire access."]

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - □ Current configuration
   - □ 8th Street shared lane enhanced
   - □ 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - X Both 8th Street shared and 9th Street dedicated lanes
   - □ Other (Please describe):

   Additional considerations:
   
   [Handwritten note: "8th Street seems like current alternative with further review of 9th Street"]

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   - ☐ Current configuration
   - ☑ Right side protected lanes with transit islands
   - ☐ Right side buffered lanes – Circle one: With transit islands / Without transit islands
   - ☐ Left side protected lanes
   - ☐ Left side buffered lanes
   - ☐ Other (Please describe):

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   Additional considerations:
   Any design could work. We will review detail designs to ensure fire access is maintained.

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   Please provide any additional comments below:
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Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Julie Pipal
Stakeholder Organization: Idaho Trucking Assoc.

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   □ Current configuration
   □ Buffered bike lane – Circle one: With transit islands / Without transit islands
   □ Protected bike lane with transit islands
   □ Other (Please describe):

   Respect BSVs wishes but recognize public will want bike access. Part will help freight deliveries know where bikes will travel definitively.

   Additional considerations:

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   □ Current configuration
   □ 8th Street shared lane enhanced
   □ 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   □ Both 8th Street shared and 9th Street dedicated lanes
   □ Other (Please describe):

   You could make some adjustments to 9th by creating a lane for bikes. Commuters use 8th. Consider time allotments for freight. As commuting riders should behave like cars on 9th.

   Additional considerations:

   Removing freight and parking diminish appeal of 9th for businesses; it will become a hodgepodge of just a street to drive on; a way to get somewhere else.

   (Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   □ Current configuration
   □ Right side protected lanes with transit islands
   □ Right side buffered lanes – Circle one: With transit islands / Without transit islands
   □ Left side protected lanes
   □ Left side buffered lanes
   □ Other (Please describe):

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   _____________________________________________________________

   Additional considerations:
   (Handwritten: Right side of certainty is provided. A bigger discussion should be held, however.)

   Please provide any additional comments below:

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Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Dave Fotsch
Stakeholder Organization: Boise GreenBike

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [x] Protected bike lane with transit islands
   - [ ] Other (Please describe):

   Additional considerations:

   One-way north bike traffic only. Consistent with rest of cycle track north of River

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [ ] 8th Street shared lane enhanced
   - [ ] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [x] Both 8th Street shared and 9th Street dedicated lanes
   - [ ] Other (Please describe):
     - Would like to see consideration of west-side alternatives.

   Additional considerations:

   There are a lot of problems w/ 8th St largely created by the breaking up of the grid pattern of streets downtown, leaving few N/S alternatives. Personally I'm not a fan of mixing pedestrian & bike traffic on 8th @ Grove Plz. Bike but it seems inevitable that some traffic will choose 8th.

   (Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)

- Current configuration
- Right side protected lanes with transit islands
- Right side buffered lanes - Circle one: [ ] With transit islands / [ ] Without transit islands
- Left side protected lanes
- Left side buffered lanes
- Other (Please describe):

Additional considerations:

Again because the downtown grid is interrupted there are few choices for E/W corridors through downtown. Idaho and Main are pretty much it to transit clean through downtown.

Please provide any additional comments below:

Due consideration that I haven't seen in any of the documents is reducing speed limits. I think that factor would make all roads more inviting to interested but concerned bike riders.

Would also like to see more consideration if narrowing traffic lanes as a means to calming traffic & making roads w/ bike lanes more attractive to casual riders.
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Nicole Nimmons
Stakeholder Organization: Boise State University

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - [ ] Current configuration
   - [ ] Buffered bike lane – Circle one: With transit islands / Without transit islands
   - [ ] Protected bike lane with transit islands
   - [ ] Other (Please describe):

Additional considerations:
Boise State would be interested in a buffered bike lane if no traffic lanes are lost. Knowing ACHD is completing a review for Ped/Bike safety we believe there may additional ways to provide a bike way with use of the large sidewalk.

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - [ ] Current configuration
   - [ ] 8th Street shared lane enhanced
   - [ ] 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - [ ] Both 8th Street shared and 9th Street dedicated lanes
   - [ ] Other (Please describe):

Additional considerations:
Boise State would like to see additional drawings connecting this route to Royal Blvd extension.

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)
   □ Current configuration
   □ Right side protected lanes with transit islands
   □ Right side buffered lanes – Circle one: With transit islands / Without transit islands
   □ Left side protected lanes
   □ Left side buffered lanes
   □ Other (Please describe):

   Additional considerations:
   How does the bike lane complement or detract from a downtown circulator on this street (Main St)?

   Please provide any additional comments below:

   Once Royal Blvd extension plans are complete and proper measuring of lanes on the bridge have been done, Boise State would be interested and support a bike lane as long as no traffic lanes are removed.

   It would be beneficial for the stakeholder group to see a comprehensive plan that includes current ACHD projects:
   1) Downtown bike lane project
   2) Royal Blvd
   3) Ped/Bike safety enhancement
   4) Circulator/rail (I understand a circulator has been discussed for 16+ years, however with the current push this project should be considered)
Downtown Bike Lane Stakeholder Committee
Stakeholder Recommendation Ballot
April 1, 2015

Stakeholder Name: Deanna Smith
Stakeholder Organization: Idaho Smart Growth

1. Which bike facility concept do you support for Capitol Boulevard? (Select one)
   - □ Current configuration
   - □ Buffered bike lane – Circle one: With transit islands / Without transit islands
   - □ Protected bike lane with transit islands
   - □ Other (Please describe):
     - We also should look @ roadway facilities on S off the greenbelt to make this connection as efficient & safe as possible. Given the option of the 4th St. bridge in such close proximity, we should facilitate these users prefer this route.

   Additional considerations:

2. Which bike facility concept do you support as a southbound alternative? (Select one)
   - □ Current configuration
   - □ 8th Street shared lane enhanced
   - □ 9th Street dedicated lane, east side – Circle one: Buffered / Protected
   - □ Both 8th Street shared and 9th Street dedicated lanes
   - □ Other (Please describe):
     - Include bike lane within Grove per taskforce conversation signage on 9th @ Grove entrance & Broad to let users know they can exit to 9th when loading zone is occupied.

   Additional considerations:

8th Street should be a first phase with 9th as a second future option as changes occur over time and continue to see if both 11th & 9th can adequately provide south.

(Voting continues on back)
3. Which bike facility concept do you support for Main and Idaho? (Select one)

- Current configuration
- Right side protected lanes with transit islands
- Right side buffered lanes – Circle one: With transit islands / Without transit islands
- Left side protected lanes
- Left side buffered lanes
- Other (Please describe):

I support this design for 6th Main. I am still not convinced bike lanes are necessary on Idaho.

Additional considerations:

I recommend moving forward with design options for Main and complete Jefferson conversion. I also suggest that options should consider increasing sidewalk space for pedestrians on Idaho.

Please provide any additional comments below:

It seems we need to decide whether we want to pursue a more distributive approach or prioritize a corridor approach. If we, for instance, we made changes to 9th to accommodate people on bikes, that impacted people in cars - especially at 8th and 10th - right? I’d encourage/support some discussion back to 10th & 13th to 11th & 13th or 10th & 13th or 11th & 13th, or should we continue to emphasize that as very much a car priority corridor? It would provide well for north-south options for people on bikes on 10th, 11th & 13th?