June 9, 2016

TO: Commission, Director, and Deputy Directors

FROM: Rodney Ashby, AICP – Sr Project Manager

SUBJECT: Capitol Blvd Concept Evaluation

Staff Report for July 13, 2016 Commission Meeting

Executive Summary

As directed by the Commission on March 2, 2016, the project team developed concept designs for both Alternative 2 – One-Way Protected Bike Lanes (Attachment 1), and Alternative 3 – Shared Use Paths (Attachment 2). As directed, we have also analyzed the impacts of both scenarios and developed cost estimates for each (Attachment 3).

Facts & Findings

After further analysis, both Alternative 2 and Alternative 3 remain viable alternatives with unique impacts to property/existing facilities, to motor vehicle drivers, and to the project cost.

Property/Existing Facilities

Alternative 2 – One Way Protected Bike Lanes, has minimal impacts to properties along the corridor, but will require removal of the center raised median and replacement of the median to the west to provide adequate room on the east side of the road for the bike lane. Alternative 3 – Shared Use Paths, has greater impact on property and existing facilities. This alternative will likely impact parking for Papa Joe’s restaurant on the southwest corner of Capitol and Ann Morrison Park Dr. It will also require expansion of the culvert at the Bubb Canal and retaining walls where grade differences are significant.

Motor Vehicle Drivers

Alternative 2 – One Way Protected Bike Lanes, eliminates one vehicle travel lane on the west side in order to gain space for the protected bike lanes. Alternative 3 – Shared Use Paths, has essentially no impact to vehicular travel through the corridor.

Cost

Alternative 2 – One Way Protected Bike Lanes: $1.1M – $1.7M. Significant costs are attributed to the need to remove the raised center median and replace it in a position to the west, in order to provide additional space for the bike lane to the east.
Alternative 3 – Shared Use Paths: $1.9M - $2.4M. Significant costs are attributed to the need for retaining walls and the extension of the culvert at the Bubb Canal.

**Fiscal Implications**

A breakdown of cost estimates for the two alternatives the Commission directed staff to pursue are outlined in Attachment 3. There is currently no funding programmed for implementation of this project.

**Policy Implications**

The project was approved by the ACHD Commission as part of the FY16 budget and the *2016-2020 Integrated Five Year Work Plan*, adopted October 28, 2015. Programming the implementation of the project will need to occur after a final alternative has been selected.

Attachment(s):
Attachment 1 – Alternative 2, One-Way Protected Bike Lanes Concept
Attachment 2 – Alternative 3, Shared-Use Paths Concept
Attachment 3 – Cost Estimates
5 FOOT BIKE LANE WITH 3 FOOT BUFFER BETWEEN ROYAL BLVD AND ISLAND AVE

ROYAL BLVD EXTENSION TO BE COMPLETED IN SUMMER 2016

5 FOOT BIKE LANE WITH 3 - 5 FOOT BUFFER BETWEEN ROYAL BLVD AND ISLAND AVE

SIGNALIZED CROSSING AT ISLAND AVE

LEGEND
- Reconfigured Median
- Landscaping
- New Pavement

One-Way Protected Bike Lane Concept
Capitol Boulevard - Royal Boulevard to Island Avenue
Boise, Idaho

Figure 1
5 FOOT BIKE LANE WITH 3 FOOT BUFFER BETWEEN UNIVERSITY DR AND BOISE AVE

LANDSCAPED MEDIAN

4 FOOT BIKE LANE WITH 2 FOOT BUFFER BETWEEN UNIVERSITY DR AND BOISE AVE

RAISED CROSSING AT BOISE AVE

Legend:
- Reconfigured Median
- Landscaping

One-Way Protected Bike Lane Concept
Capitol Boulevard - University Drive to Boise Avenue
Boise, Idaho

Figure 3
One-Way Protected Bike Lane Concept
Capitol Boulevard - Boise Avenue to Crescent Rim Drive
Boise, Idaho
One-Way Protected Bike Lane Concept
Capitol Boulevard - Crescent Rim Dr to Rose Hill Street
Boise, Idaho

LEGEND
Reconfigured Median
Landscaping

5 FOOT BIKE LANE WITH 3 FOOT BUFFER BETWEEN EASTOVER TERRACE AND ROSE HILL ST

4.5 FOOT BIKE LANE WITH 2 FOOT BUFFER BETWEEN FEDERAL WAY AND ROSE HILL ST
12 FOOT WIDE SHARED USE PATH WITH 2 FOOT LANDSCAPE BUFFER BETWEEN ROYAL BLVD AND ISLAND AVE

ROYAL BLVD EXTENSION TO BE COMPLETED IN SUMMER 2016

17 FOOT WIDE SHARED USE PATH BETWEEN ROYAL BLVD AND ISLAND AVE

LEGEND
- Shared Use Path
- Stamped/Colored Concrete
- Landscape Buffer
- Reconfigured Median

Shared-Use Path Concept
Capitol Boulevard - Royal Boulevard to Island Avenue
Boise, Idaho

Figure 1
Bridge structure widening for implementation of shared use path.

14 foot wide shared use path with 2 foot buffer between Ann Morrison Park Dr and Yale St.

Potential raised crosswalk at Yale St.

15 foot shared use path between University Dr and Federal Way.

Raised crosswalk at Boise Ave.

Legend:
- Shared Use Path
- Stamped/Colored Concrete
- Landscape Buffer
- Reconfigured Median

Shared-Use Path Concept
Capitol Boulevard - University Drive to Boise Avenue
Boise, Idaho

Figure 3
14 FOOT SHARED USE PATH WITH 2 FOOT BUFFER BETWEEN YALE ST AND CRESCENT RIM DR

15 FOOT SHARED USE PATH BETWEEN UNIVERSITY DR AND FEDERAL WAY

RAISED CROSSING AT CRESCENT RIM DR

RETAINING WALL FOR IMPLEMENTATION OF SHARED USE PATH

LEGEND
- Shared Use Path
- Stamped/Colored Concrete
- Landscape Buffer
- Reconfigured Median

Shared-Use Path Concept
Capitol Boulevard - Boise Avenue to Crescent Rim Drive
Boise, Idaho
14 FOOT SHARED USE PATH FROM CRESCENT RIM DR TO EASTOVER TERRACE

SIGNALIZED CROSSING AT FEDERAL WAY

EASTOVER TERRACE

CAPITOL BLVD

8.5 FOOT SHARED USE PATH BETWEEN FEDERAL WAY AND ROSE HILL ST

10 FOOT SHARED USE PATH BETWEEN EASTOVER TERRACE AND ROSE HILL ST

LEGEND

- Shared Use Path
- Stamped/Colored Concrete
- Landscape Buffer
- Raised Median

Shared-Use Path Concept
Capitol Boulevard - Crescent Rim Drive to Rose Hill Street
Boise, Idaho

Figure 5

May 2016
### Attachment 3 - Cost Estimates

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<thead>
<tr>
<th>Element</th>
<th>One-Way Protected Bike Lanes</th>
<th>Shared-Use Paths</th>
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<td>Island Avenue Crossing</td>
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<td>$1,925,000 - $2,425,000</td>
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<sup>1</sup>High end of range includes realigned Crescent Rim Drive  
<sup>2</sup>Includes ROW estimate