Our Mission: We Drive Quality Transportation for all Ada County - Anytime, Anywhere!
Pilot Project Concept

- A small scale preliminary study conducted in order to evaluate feasibility, time, cost, adverse events, and size in attempt to predict an appropriate sample size and improve upon the study design prior to performance of a full-scale research / acquisition project.

- Used to provide proof that a system has potential to succeed on a full-scale basis.

- Are used as they are less expensive than full experiments.

- Defined life span.
Buffered Bike Lane Demonstration Project Summary

- **The Why – Boise asked**
  - Boise’s CCDC hired planner Jeff Speck to recommend pedestrian/bicycle changes to Boise; his report was late for the ACHD FY14 planning cycle, but some of his changes were budgeted nonetheless.
  - ACHD is hosting this pilot project to evaluate these potential changes recommended by the study Boise sponsored. The study recommended permanently converting travel lanes to bike lanes in the downtown core.

- **The What – Begin on or about 1 May for at least 30 days to operationally replicate the 100,000 foot concept (fly before you buy) at ground level BEFORE committing big dollars.**

- **The How – Engage the public — assess how well the new road configuration works such as utilization of the bike lanes and peak hour travel times along the affected corridors — engage business.**
Buffered Bike Lane Demonstration Project Summary

- Stakeholders
  - Downtown Boise Association
  - Boise City Police / Fire Departments
  - Boise City Leadership / Staff
  - Boise City Chamber of Commerce
  - VRT
  - ACHD
  - ACHD Bicycle Advisory Committee
  - Ada County Leadership
  - The Public – multiple outreach opportunities to include ACHD’s largest survey and TELLUS participation ever
Buffered Bike Lane Demonstration Project Update
Vehicle count methodology review
- Capitol south and north of the river, north of Front
- Main east of 16th, east of 13th, east of 9th, west of 5th, west of Broadway
- Idaho west of Broadway, east of 5th, east of 9th, east of 13th, east of 15th

Bike count methodology review
- Capitol and River, Capitol and Main, Capitol and Idaho
- Main and 3rd, 5th, 9th, 13th, 16th, and Broadway/Ave B and Warm Springs
- Idaho and 3rd, 5th, 8th, 9th, 13th, 16th
## Buffered Bike Lane Demonstration Project Update

### Downtown Bicycle Counts

<table>
<thead>
<tr>
<th>Street/Location</th>
<th>Before Pilot Project Bicycle Counts</th>
<th>During Pilot Project Bicycle Counts</th>
<th>Bike/Vehicle Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>In Street</td>
<td>On Sidewalk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
</tr>
<tr>
<td>Capitol &amp; River</td>
<td>11</td>
<td>45</td>
<td>14</td>
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<tr>
<td>Capitol &amp; Main</td>
<td>13</td>
<td>30</td>
<td>24</td>
</tr>
<tr>
<td>Capitol &amp; Idaho</td>
<td>7</td>
<td>16</td>
<td>10</td>
</tr>
<tr>
<td>Main &amp; 16th</td>
<td>4</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Main &amp; 13th</td>
<td>10</td>
<td>14</td>
<td>7</td>
</tr>
<tr>
<td>Main &amp; 9th</td>
<td>5</td>
<td>16</td>
<td>2</td>
</tr>
<tr>
<td>Main &amp; 5th</td>
<td>6</td>
<td>21</td>
<td>10</td>
</tr>
<tr>
<td>Main &amp; 3rd</td>
<td>2</td>
<td>12</td>
<td>5</td>
</tr>
<tr>
<td>Main &amp; Broadway</td>
<td>6</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>Idaho &amp; 3rd</td>
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<td>7</td>
<td>0</td>
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<tr>
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<td>11</td>
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</tr>
<tr>
<td>Idaho &amp; 13th</td>
<td>2</td>
<td>14</td>
<td>6</td>
</tr>
<tr>
<td>Idaho &amp; 16th</td>
<td>0</td>
<td>6</td>
<td>1</td>
</tr>
</tbody>
</table>

**AM = 2-hour traffic counts from 7:00-9:00am**  **PM = 2-hour traffic counts from 4:00-6:00pm**  
**Bike/Vehicle Percentage = the ratio of bikes in street (PM 2-hours) divided by vehicles (PM 2-hours) during the Pilot Project**
Buffered Bike Lane Demonstration Project Update

Bicycle trends through Pilot Project

<table>
<thead>
<tr>
<th>Location</th>
<th>In street</th>
<th></th>
<th>On Sidewalk</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
<td>PM</td>
</tr>
<tr>
<td>Capitol</td>
<td>↑</td>
<td>↓</td>
<td></td>
<td>↑</td>
</tr>
<tr>
<td>Main</td>
<td>↓</td>
<td>↓</td>
<td>↓</td>
<td>↑</td>
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<tr>
<td>Idaho</td>
<td>↑</td>
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<td>↑</td>
<td>↑</td>
</tr>
</tbody>
</table>
Buffered Bike Lane Demonstration Project Update
Downtown Vehicle Counts

<table>
<thead>
<tr>
<th>Street/Location</th>
<th>Before Pilot Project Vehicle Counts</th>
<th>During Pilot Project Vehicle Counts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>ADT</td>
<td>AM</td>
</tr>
<tr>
<td>Capitol s/o River</td>
<td>20957</td>
<td>2137</td>
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<tr>
<td>Capitol n/o River</td>
<td>18810</td>
<td>2058</td>
</tr>
<tr>
<td>Capitol n/o Front</td>
<td>9728</td>
<td>1262</td>
</tr>
<tr>
<td>Main e/o 16th</td>
<td>8376</td>
<td>1769</td>
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<tr>
<td>Main e/o 13th</td>
<td>9164</td>
<td>1556</td>
</tr>
<tr>
<td>Main e/o 9th</td>
<td>9372</td>
<td>1631</td>
</tr>
<tr>
<td>Main w/o 5th</td>
<td>9638</td>
<td>1213</td>
</tr>
<tr>
<td>Main w/o Brdway</td>
<td>7591</td>
<td>688</td>
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<td>Idaho w/o Brdway</td>
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</tr>
<tr>
<td>Idaho e/o 5th</td>
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<td>543</td>
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<tr>
<td>Idaho e/o 9th</td>
<td>10556</td>
<td>658</td>
</tr>
<tr>
<td>Idaho e/o 13th</td>
<td>6571</td>
<td>366</td>
</tr>
<tr>
<td>Idaho e/o 15th</td>
<td>6835</td>
<td>425</td>
</tr>
</tbody>
</table>

**ADT** = average daily traffic (24-hour period)  
**AM** = 2-hour traffic counts from 7:00-9:00am  
**PM** = 2-hour traffic counts from 4:00-6:00pm  
Assumption: 2-hour volume = single peak hour x 1.75  
s/o = south of  
(a) = counts will be completed May 23  
(b) initial counts will be completed May 21
ACHI Observations

- Change is hard...

- Amazingly Polarizing and in some instances, heated and hostile – very little middle ground

- Hard push by some to move immediately from a demonstration project to permanent, full implementation – not the intent of the Pilot Project
ACHD Observations:

- We have seen a significant increase in bicycle traffic on the three pilot roads (664 to 1,263) but not a game-changing shift for how people get to and from downtown Boise.

- Vehicle to bike project traffic usage – still at @ 97% / 3% -- no change
  - Small number of bikes using this for commuting, appears more are using this for recreational – growing number after 7 PM
  - Bikes are not significantly moving off the sidewalks
  - Minimal bike traffic from 9 AM to 4 PM

- No “huge” spike in congestion in the morning / evening peak times, however...

- White candlesticks do work to delineate bike lanes but do not work as well to mark parking, driveways, and transition areas – growing concern for safety.
ACHD Observations

- Parking concerns continue on Main between 4th and 5th and Capitol... no change
- We have not noticed a decrease in vehicle speeds – no change
- “No turn on red” is largely being unheeded or unobserved by drivers – no change
Buffered Bike Lane Demonstration Project Summary

- Boise City Leadership Perspectives:
  - “Greatest thing I’ve experienced as a bike rider by far”
  - Support retaining what we’ve started in the pilot
  - Recommend keeping new lanes intact for several more months
  - “Roadwork is not a popularity contest”
Buffered Bike Lane Demonstration Project Summary

- **Bicycle Community Perspectives:**
  - Extend the life of this project
  - Great first steps – other roads should be considered
  - Overwhelmingly in favor of retaining the buffered bike lanes
  - Noted observable changes in behavior
  - “Because the project is visually complex, it has encouraged both bicyclists and motorists to operate their machines more attentively”
  - Walkers seem more comfortable in their environment, and make more use of the sidewalk benches

  - “BAC members unanimously acknowledge that the bike lane pilot project is a bold and progressive project. We wish to thank ACHD, and the ACHD Commission, for their support”
The Public’s Perspective

- ACHD 2014 Public Open House – 600 attendees – 2/3rd support
- As of 2 June – 11,179 survey responses -- 55% No / 45% Yes – no change
- 1200+ TELLUS – better than 2 to 1 against -- no change

Common customer themes
- Increased congestion
- Bike registration fees (bikes are getting a free ride)
- Bikes not following the rules of the road – need same rules not different ones
- Attitude – both sides see each other as “wrong and arrogant”
- Drivers hate the lanes...for the most part cyclists like / tolerate the lanes
- Parking / loading zone challenges
- Bikes NOT USING the dedicated bike lanes
- Buffered bike lanes seen as not safe – visibility
- The bike lanes are not attractive
Buffered Bike Lane Demonstration Project Summary

- **Downtown Business Perspective:**
  - Of the 40 businesses surveyed, majority are against or neutral – no change
  - Pilot project has caused uncertainty – a wait and see perspective
  - Re-examine parking / loading zones
  - Some street vendors indicate they are losing customers (bikes on sidewalks)
  - Unsure / undecided as to the benefits of buffered bike lanes vs. traditional

- **VRT Perspective**
  - Drivers have noticed a delay of 3 to 5 minutes during peak hours completing routes through downtown Boise
  - Requests that the pilot project end on Main and Idaho when the Gardner projects begin (mid-June)
Boise Bicycle Patrol Unit Perspective:

- Buffered bike lanes and green bike boxes are well marked but many are confused with staging and timing.

- The mix of car traffic, bus traffic, and bicycle traffic is inherently dangerous on Idaho Street with no buffered bike lanes.
Buffered Bike Lane Demonstration Project Summary

- May 12, 2014 Boise Bicycle Patrol Unit Perspective:
  - Buffered bike lanes can obscure bicyclists – although there are no reported accidents in the pilot project, bike lanes appear to increase confusion and decrease safety – all users appear uncomfortable
  - Noted increased congestion
  - Noted delivery trucks were staging in one of the remaining lanes which closed the roadway down to one lane – weekend parking in bike lanes...
  - If the pilot project is adopted, strong recommendation would be for more signage and cross hatched painting of closed lanes
  - Capitol’s buffered bike lane is very confusing and conflicts with Boise City Code 10-11-01 which states that a parked vehicle can’t be more than 18 inches from the curb
May 12, 2014 Boise Bicycle Patrol Unit Perspective:

- Bike lanes already exist on both sides of Bannock for East/West traffic. It is the Bicycle Patrol Unit’s observation that most traffic issues involving bicycles are North/South. The ultimate solution should include a longer North/South corridor.

- Buffered Bike Lanes have current codes and laws governing and protecting the users – Bike Boxes have no current protection under the law or laws governing the use of Bike Boxes.

- “The Bicycle Patrol Unit has the above reservations about the Pilot Project but continues to support creative but pragmatic traffic enhancement projects”
Buffered Bike Lane Demonstration Project Summary

- Proposed Long Range Considerations:
  - Need to answer the question “what long term problem are we trying to solve and does the demonstration project offer insights?”
  - Need to answer the question “why protected bike lanes, why not just enhanced (traditional) bike lanes on the road way?”
    - ROI for the taxpayer
    - May need to consider sacrificing parking verses sacrificing travel lanes for permanent bike lanes
    - Winter...Maintenance...
    - City code regarding bikes on sidewalks
  - Although the City is the lead on accessible downtown parking, if the Commission decides to move forward with buffered bike lanes, accessible parking space locations must be a focus item
  - Need to consider / assess growth projections for 10 – 20 years regarding implementation, congestion, etc.
    - ROI for the taxpayer --- COST SHARE?
Conclusions

- 100,000 foot concept was not operationally executable without major adjustments
- No major increase in congestion on Capitol, Main, and Idaho
- Although we have seen significant increase in bicycle traffic, it is not a game changer
- No significant decrease in bicycle sidewalk traffic
- Apparent misunderstanding of the rules of the road by drivers and bicyclists
- Other options may need to be considered
RECOMMENDATION

- Complete the pilot project as originally advertised and begin exit strategies to reconfigure Capitol, Main, and Idaho
  - Attained the insights the pilot project was intended to achieve
  - Broadway Bridge construction
  - Capitol overlay project
  - Gardner Company transit construction


- Continue, in collaboration with the Stakeholders group and the public, to plan / evaluate through August 2014 what future facilities may be needed to improve bike lane operations in order to build the right system, in the right locations, with the right safeguards including:
  - Buffered bike lanes
  - Enhanced regular bike lanes – delineated with more lane paint and fewer markers
  - A combination of the above
  - No lanes, emphasize other routes
If you think about it, our 436,000 customers only need two things from ACHD:

Someone they can trust...

Someone they can count on...

Our Mission: We Drive Quality Transportation for all Ada County-Anytime, Anywhere!