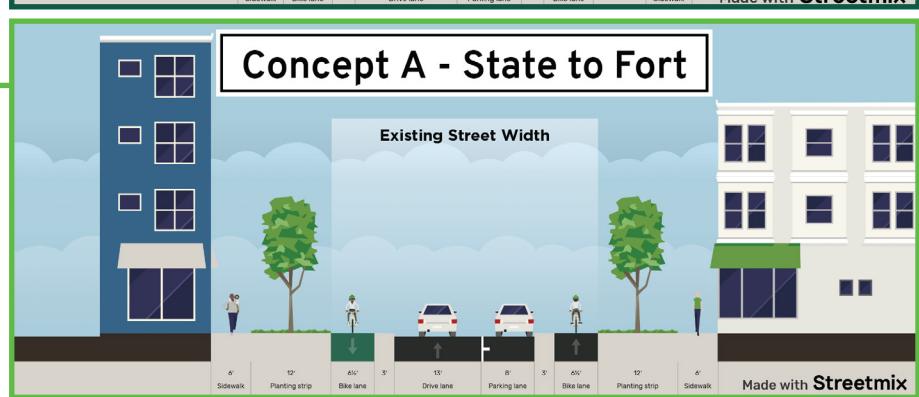
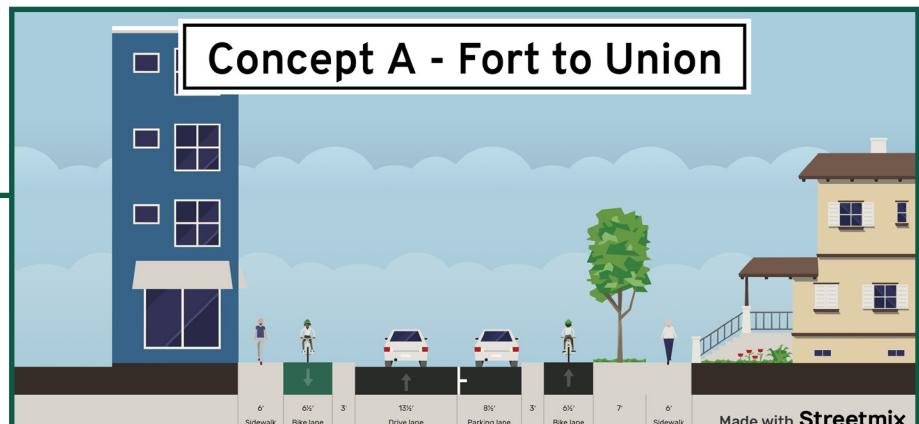


8TH STREET: FRANKLIN TO UNION RECOMMENDED CONCEPT



78%
of respondents would support building this concept.



CCDC'S STATE STREET TO FRANKLIN STREET PROJECT

Capital City Development Corporation (CCDC) initiated a similar project covering 8th Street from State Street to Franklin Street. Together, these two projects will complete the connection from downtown into the North End neighborhood. ACHD and CCDC have worked collaboratively on these projects to coordinate public outreach efforts and ensure the preferred concepts are similar. ACHD and CCDC will continue to coordinate efforts as these projects progress.

PROJECT DESCRIPTION

The Ada County Highway District (ACHD) prepared a concept design to improve multi-modal transportation along 8th Street from Franklin Street to Union Street. The concept includes raised bike lanes on both sides of 8th Street from Franklin Street to Union Street. The design will reduce 8th Street from two northbound motor vehicle travel lanes to one northbound motor vehicle travel lane. The design will also maintain on-street parking on one side of 8th Street from Franklin Street to Union Street.

Overall, the concept will:

- Improve levels of comfort and safety for people walking and biking by providing:
 - Dedicated space for people biking on 8th Street
 - Additional buffer space for people walking on the east side of 8th Street
 - Shortening the crossing of 8th Street to one lane of motor vehicle traffic
- Improve safety performance for all people by slowing motor vehicle speeds along 8th Street.
- Maintain existing street trees and other landscaping.

8TH STREET VS. 9TH STREET

We received around ten comments requesting that 9th Street be treated as the preferred southbound bike route. The project team chose to provide for southbound bike travel on 8th Street because: **1)** It connects to existing facilities south of State Street, while 9th Street does not. **2)** 8th Street provides a complete connection to more destinations and has fewer conflicts with turning vehicles in downtown. **3)** 8th Street has been previously identified in plans, while 9th Street has not. This decision does not preclude future projects on 9th Street. ACHD is actively working with neighbors to increase safety on 9th Street in the North End.

WHY 8TH STREET

8th Street is an important north-south roadway in Boise, providing a direct connection from Boise's North End neighborhood to Downtown Boise, the Boise Greenbelt, and Boise State University. It was originally identified as a future bikeway in ACHD's Roadways to Bikeways Master Plan (2009) and confirmed in ACHD's North Boise Neighborhood Bicycle and Pedestrian Plan in 2016. ACHD, the City of Boise, and Capital City Development Corporation (CCDC) have worked together to make 8th Street a low-stress biking route from State Street to the Greenbelt and this project will complete that effort into the North End neighborhood.

CONCEPT DEVELOPMENT PROCESS

The figure below illustrates the concept development process. The project team evaluated multiple alternatives to meet the project's goal of enhancing safety and comfort for people using 8th Street. Three concepts were presented to the public. Feedback from the public and stakeholders resulted in the selection of the final concept.

TASK	OCT	NOV	DEC	JAN	FEB	MAR	APR
DATA COLLECTION & ANALYSIS							
PROPERTY OWNER OUTREACH							
CONCEPT DEVELOPMENT & REVIEW							
PUBLIC INVOLVEMENT & STAKEHOLDER OUTREACH							
DRAFT FINAL CONCEPT FOR ADOPTION							
ACHD ADOPTION							
FINAL CONCEPT							

OUTREACH

The 8th Street: Franklin to Union concept development process engaged with surrounding property owners, neighborhood residents, and the general public. The project team regularly engaged an advisory team consisting of ACHD, CCDC, and City of Boise representatives. The resulting concept is a direct outcome of the responses we heard to these efforts.

Public outreach was conducted simultaneously with CCDC's 8th Street: State to Franklin project and public comments were collected through the following means:

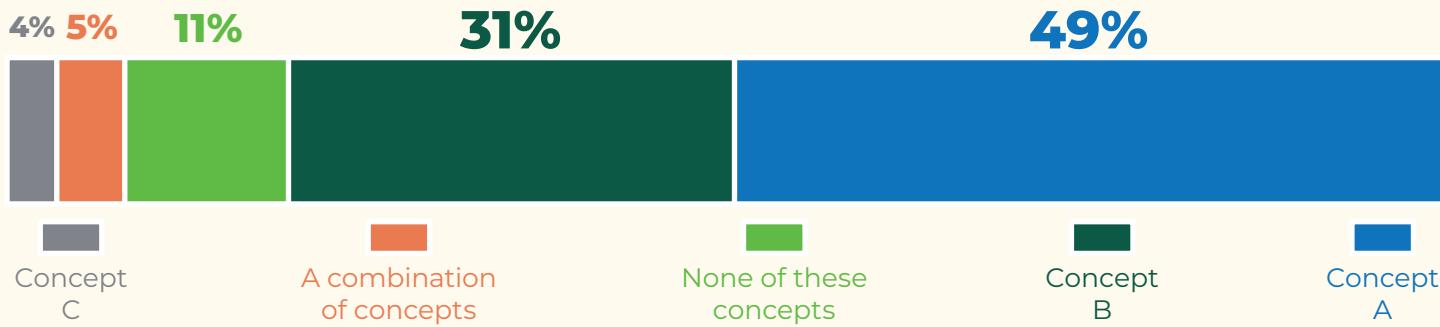
- Stakeholder meetings with 8th Street property owners (8 individual meetings)
- Two live virtual public involvement meetings (25 attendees total)
- Online open house and surveys (149 responses with 72% of the respondents living in the neighborhood)
- 623 visits to the project webpage



Appendix A contains the full public outreach summary.

In addition to public outreach, the project team presented to ACHD's Bicycle Advisory Committee (BAC) and Boise City Council twice each. City Council and the BAC both supported Concept A being moved forward.

WHICH CONCEPT WOULD YOU PREFER TO SEE CONSTRUCTED?



CONCEPT A CHANGES IN RESPONSE TO PUBLIC FEEDBACK

The original version of Concept A maintained on-street parking on both sides of 8th Street between Fort Street and Union Street. To do this, it had a painted northbound bike lane instead of a raised northbound bike lane. Most respondents (i.e., 53%) to the project survey indicated this was a concern to them. In response to this, and in recognition of the raised northbound bike lane providing a consistent treatment for the whole project and a higher level of separation for people biking, ACHD and City of Boise staff recommended that the raised northbound bike lane continue for the length of the project. This will require removing on-street parking from one side of 8th Street between Fort Street and Union Street. City Council and ACHD's BAC both supported this modification.

Appendix B contains the alternative concept drawings