

**STATE STREET,
8TH TO 14TH**
CONCEPT DESIGN



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**Final Report
JULY 2024**



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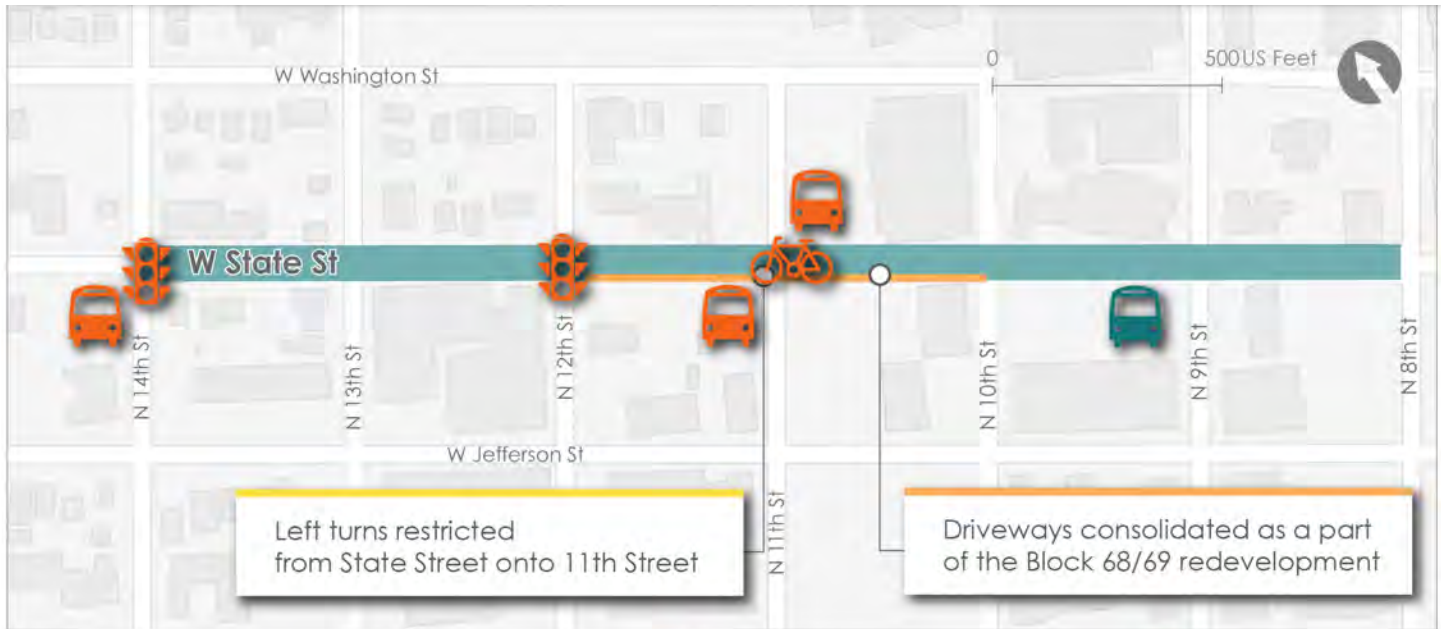
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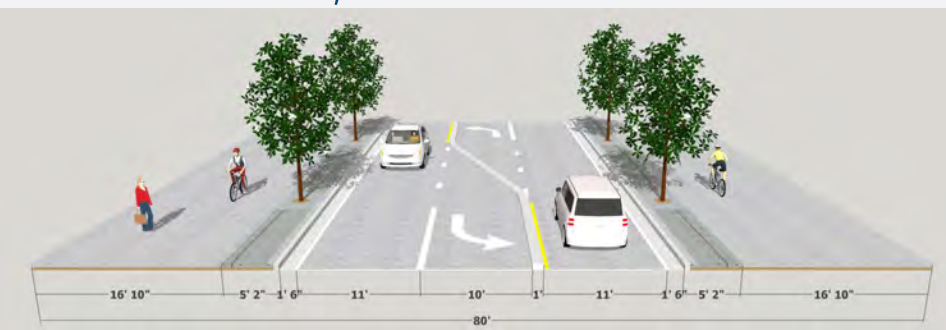
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STATE STREET, 8TH TO 14TH CONCEPT DESIGN RECOMMENDED CONCEPT



- Study Area
- New Traffic Signal for Protected Crossings
- Bus Stop with Queue Jump
- Protected Intersection Features
- Relocate Bus Stop to 9th Street (between State and Jefferson)
- CORRIDOR-WIDE TREATMENTS**
- Leading pedestrian intervals and Accessible Pedestrian Signals (APS)
- Accessibility upgrades
- Left-turn lanes with protected left-turn phasing
- Bulb-outs on minor street approaches where feasible
- Accesses Restricted To Right-In / Right Out Only Between Intersections
- 25 MPH Speed Limit

CONCEPT B OPTION 1, 3-LANES WITH SHARED-USE PATH



PROJECT DESCRIPTION

The Ada County Highway District (ACHD) led a concept study for State Street from 8th Street to 14th Street to improve safety and function for all users, and correct current pavement, drainage and accessibility issues. The concept design includes wide shared-use pathways on both sides of State Street for people walking and biking, one vehicle travel lane in each direction, and a center turn lane to accommodate left-turns to and from State Street. The concept study included close collaboration with an Inter-Agency Team (City of Boise, Capital City Development Corporation (CCDC), and Valley Regional Transit (VRT)) and a robust public and stakeholder engagement process.

The concept will:

- Correct current pavement, drainage, and accessibility issues
- Improve comfort and safety for people walking and biking by providing wide share-use pathways, increased buffer space, and shorter crossing distances
- Improve safety of all users by: adding additional signalized intersections at 12th and 14th Streets, consolidating access points, shorter crossing distances, adding leading pedestrian intervals to signal timing, providing protected left-turn phasing for vehicle turns, improving lighting and signal viability, providing dedicated space for people walking and biking, and slowing vehicle travel speeds through design
- Implement special considerations for transit operations including queue jump lanes and transit signal priority
- Integrate with existing and planned land uses and redevelopment
- Implement the above details within the existing right-of-way
- Implement the project coordinated with the adjacent State Street construction

WHY STATE STREET

State Street is an important east-west connection from downtown Boise to northwest Boise, Eagle, and other western areas in Ada County. In this specific corridor, it provides access to various activity generators, such as the downtown Boise YMCA, Boise High School, and multiple other businesses and churches. State Street also connects those wishing to move from downtown Boise to the uses and residential areas north of State Street via walking and biking.

CONCEPT DEVELOPMENT PROCESS

The concept development process is illustrated below. Multiple concept alternatives were developed and evaluated to meet the project's objectives. There were two rounds of public engagement; multiple interactions with property and business owners along the corridor; a dedicated field visit with ACHD ADA, Bicycle, and Pedestrian Advisory Committees; and an adoption hearing featuring public testimony. Feedback from the public, property and business owners along the corridor, committees, and the IAT shaped the refinement and selection of the final concept.

TASK	2023	2024		
	Fall	Winter	Spring	Summer
Data Collection, analysis, and outreach				
Initial Concept Development & Review				
Public Involvement & Stakeholder Outreach #1				
Final Concept Development & Review				
Public Involvement & Stakeholder Outreach #2				
Final Concept Presented for Adoption				
ACHD Adoption				
Final Concept				

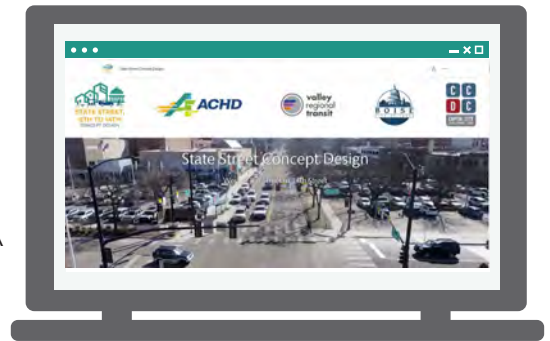
OUTREACH

The State Street 8th St to 14th St Concept Study process engaged with surrounding property owners, neighborhood residents, and the general public. The project team regularly engaged an inter-agency team consisting of ACHD, City of Boise, VRT, and CCDC representatives. The resulting concept is a direct outcome of the responses we heard from these efforts.

The public survey for the project was advertised through mailers, emails, traditional media and social media, door to door outreach, over 200 conversations at the YMCA and the North End Neighborhood Association (NENA) mobility summit. There was also direct outreach to multiple community partners including State of Idaho Capitol Commission and St Lukes.

Public comment was received through the following means:

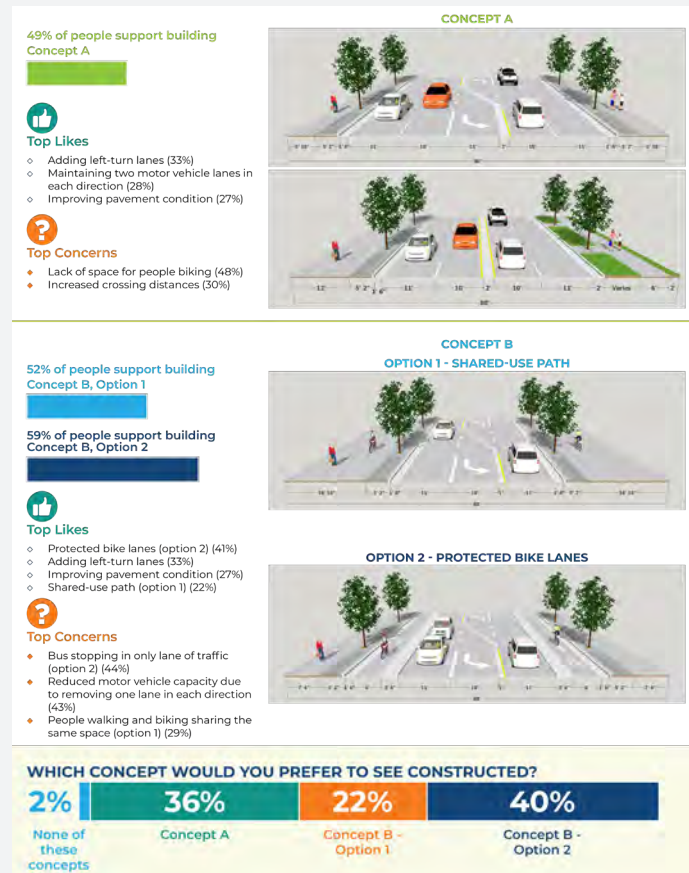
- 4,000+ mailers & 2,000+ e-mails
- Online survey with 1,592 responses and 3,600 page views
- Sandwich boards, newspaper ads, social media
- Radio/tv interviews
- Door-to-door business outreach & 200+ conversations at YMCA
- Feedback from community partners – NENA/Downtown Boise Neighborhood Association (DBNA)/Collister Neighborhood Association, Capitol Commission, St Lukes, Boise High/Boise School District, Boise Chamber, Boise VA, & more
- Presentations to VRT Executive Board & Boise City Council
- 8 business/property owner meetings
- All-ACHD advisory committees open house



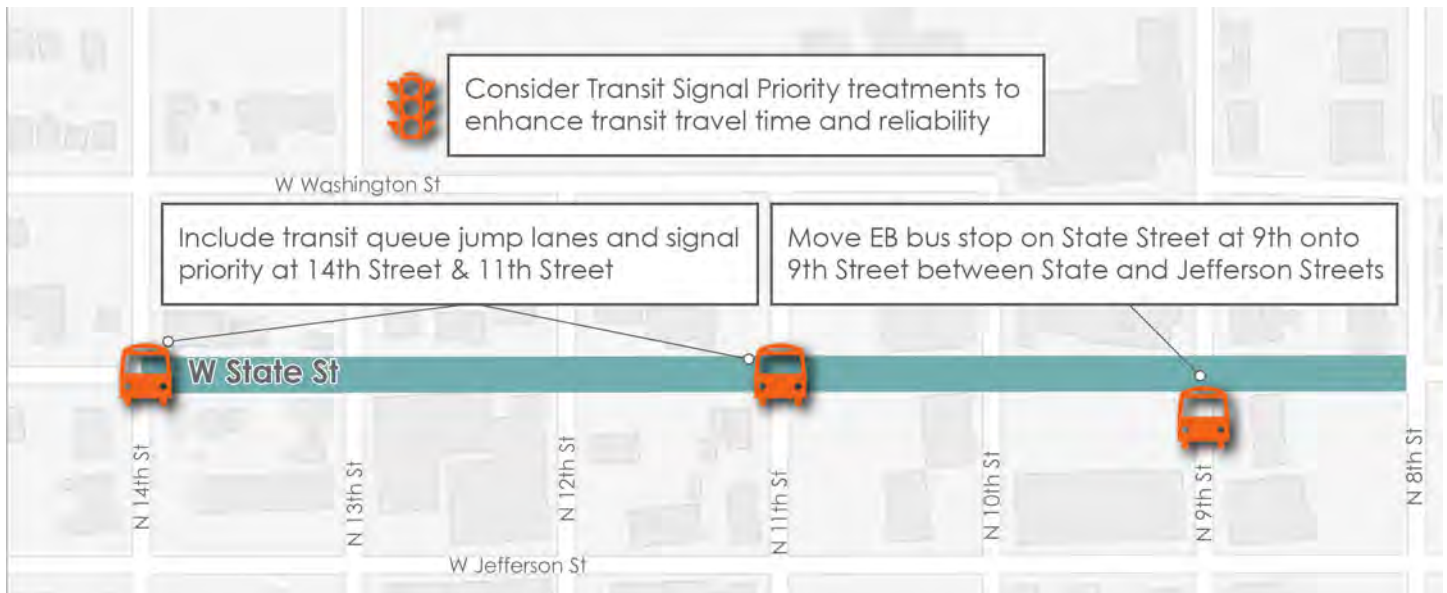
OUTREACH #1 SUMMARY



OUTREACH #2 SUMMARY



SPECIAL CONSIDERATIONS FOR TRANSIT



IMPLEMENTATION CONSIDERATIONS

The final design will need to consider:

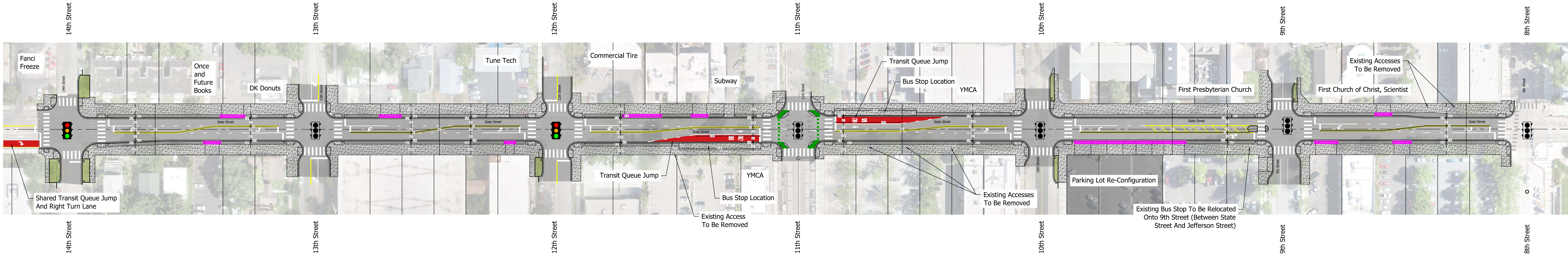
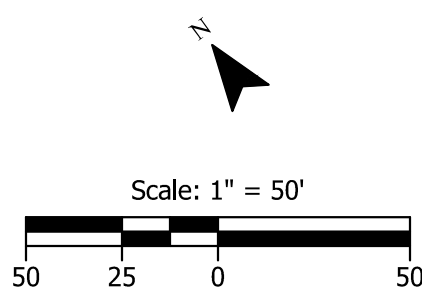
- Stormwater drainage
- Detailed bus stop design (per VRT's Bus Stop Location & Transit Amenities Development Guidelines and Bus Stop Typology Study)
- The special considerations for transit per page 5
- Grading of driveway intersections with shared use path (slopes)
- Roadway grading to provide ADA compliant cross-slopes
- ADA compliant ramp design
- Potential access consolidation on appropriate parcel to limit shared-use path crossings
- Pathway widths/landscape widths may change during design depending on the streetscape selected
- Crossing treatments for shared use path crossings of remaining accesses
- The potential to add a small number of on-street parking spaces on the north side of State Street just west of 8th Street
- A potential bulb out on the NW corner of State Street/14th Street into the WB travel lane to mitigate any additional R/W if needed for the new signal
- The potential for a protected intersection on the south side of 10th Street to coordinate with the existing bike lanes on 10th Street

ESTIMATED COST

Item	Cost
Design/Engineering	\$1,350,000
Construction	\$13,500,000
Contingency	\$2,200,000
Total	\$17,050,000

Appendix A

Recommended Concept Roll Plot



Appendix B

Existing Conditions Analysis

EXISTING CONDITIONS SUMMARY

State Street (8th Street to 14 Street) serves as a gateway to Downtown for commuters and visitors, as well as a hub of activity for students, churchgoers, and the YMCA. This project is intended to improve the safety and function of State Street for all users, including rehabilitating the existing pavement and improving drainage and accessibility issues.

Existing conditions were inventoried and analyzed in the fall of 2023. This documents key findings from that analysis.

SAFETY

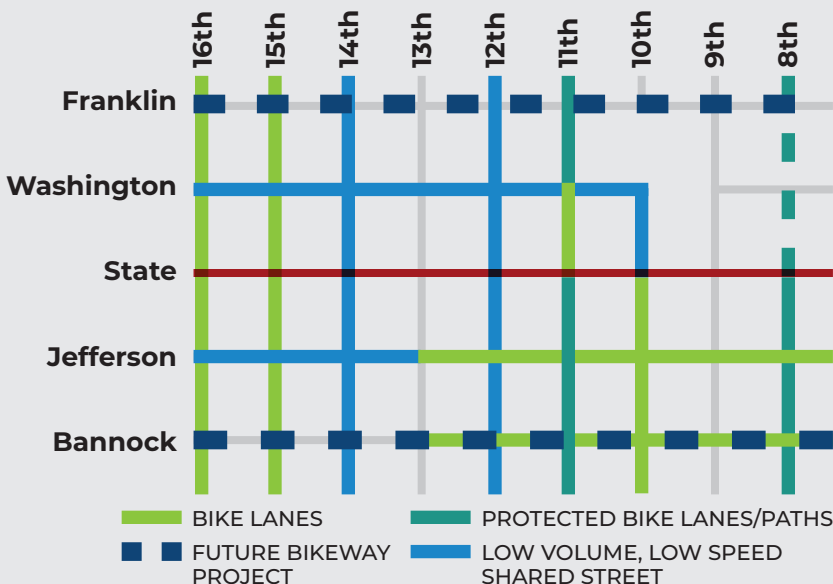


*Crash data is from 2018-2022. This does not include the four pedestrian crashes (one fatal) at 11th Street in 2023. ACHD has since installed leading pedestrian intervals and flashing overhead signs at this intersection.

The most common crash types were angle and turning, which are often associated with running red lights or trying to turn left without enough gap.



WALKING AND BIKING CONDITIONS



 **Crossing at unsignalized intersections (12th and 14th Streets) is difficult.**

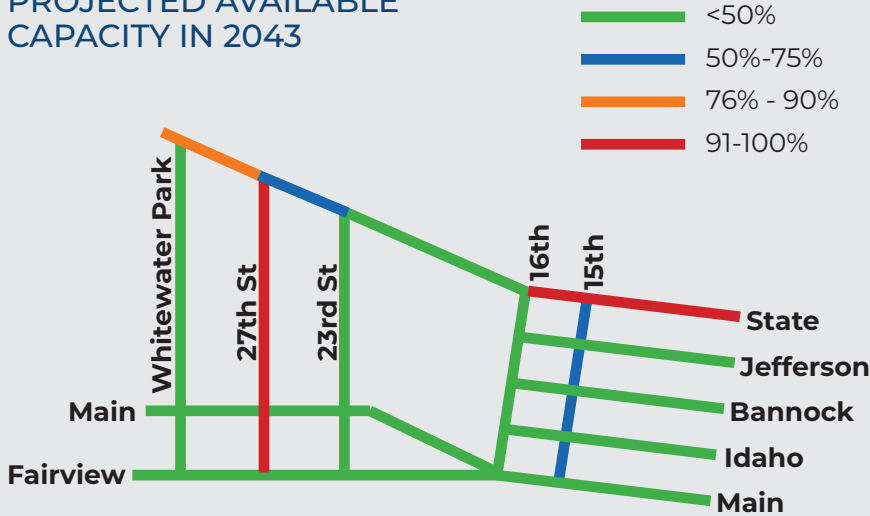
 **There are non-compliant curb ramps.**

 **Pedestrian LTS is 2-4.**
• Some sections have limited buffer space.

 **Bicycle LTS is 4.**
• There is no dedicated space for people to bike.
• There are multiple parallel routes, including two low-stress bikeways, with lower motor vehicle speeds and volumes (see map)

MOTOR VEHICLE OPERATIONS (EXISTING AND FUTURE)

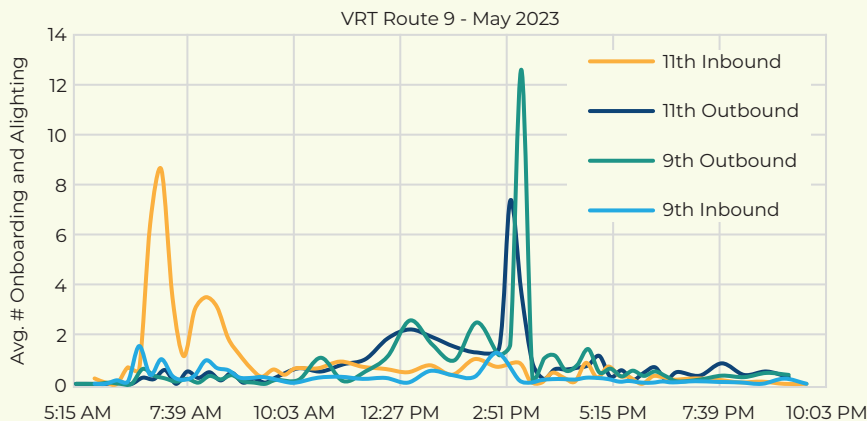
PROJECTED AVAILABLE CAPACITY IN 2043



State Street Findings:

- Most intersections operate within ACHD's target thresholds in the AM and PM peak hours today. Exceptions include:
 - » 11th Street (Eastbound AM)
 - » 12th and 14th Streets (unsignalized)
- Most intersections will not operate within ACHD's target thresholds in the peak hours in the year 2043, except at the 9th Street intersection.
- Queues sometimes exceed block lengths in peak directions during the peak hours.
- There is available capacity in the surrounding grid network.

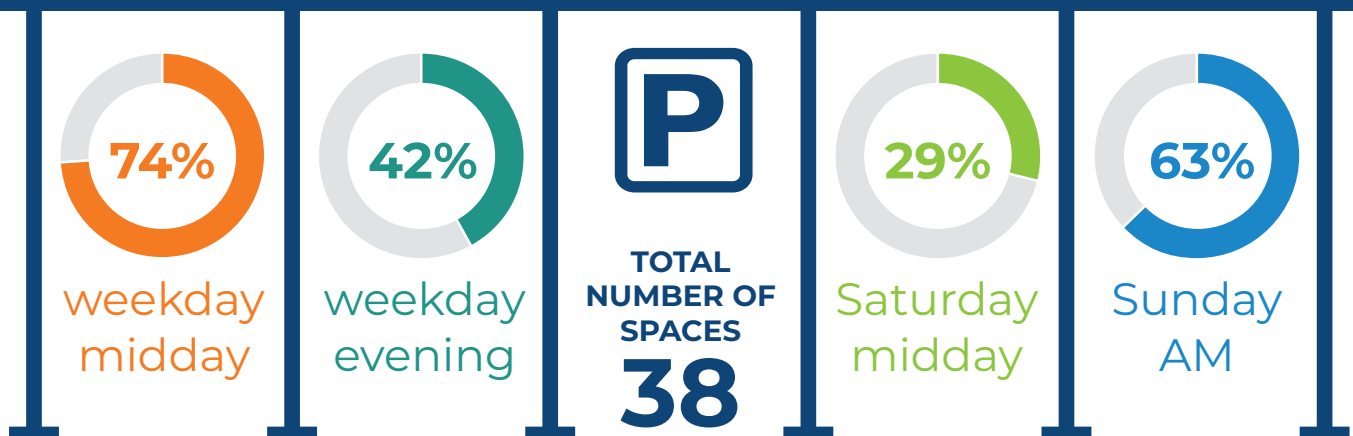
TRANSIT



Valley Regional Transit (VRT) operates Route 9 - State Street, within the study area, with two stops at 11th Street and 9th Street. State Street is VRT's highest ridership route at 166,304 riders per year.

Per data provided by VRT for May 2023, peak ridership on Route 9 corresponds with periods approximately 40 minutes before and after Boise High School's typical operating hours (7:45 AM to 3:07 PM).

ON STREET PARKING



*With the upcoming Block 68 Redevelopment Project, a new CCDC ParkBOI public parking garage with joint ownership and shared public use will be built

Technical Memo #1

December 6, 2023

Project# 29336

To: Tom Laws, AICP – Planning Manager
Aaron Williams – Sr. Transportation Planner
Ada County Highway District (ACHD)

From: Chase Fuquay, PE, Matthew Hagen, Sarah Arjona, Nick Foster, AICP, RSP₁, and Sonia Daleiden, PE,
PTOE

RE: State Street, West of 8th Street/14th Street Concept Design
Existing and Future Conditions Inventory and Analysis

INTRODUCTION

The Ada County Highway District (ACHD) has initiated a project to reconstruct State Street from 14th Street to 8th Street in downtown Boise. The project is focused on remediating pavement conditions and drainage issues, while also improving safety along the corridor, especially for people walking and biking across State Street.

Technical Memorandum #1 summarizes existing plans, projects, and existing and future no-build conditions along this corridor. It describes walking and biking conditions, motor vehicle volumes and operations, a parking inventory and analysis, and crash history. The information contained in this memorandum will be used in developing alternative conceptual designs for this section of State Street.

Project Context

As shown in Figure 1, the study section of State Street lies along the northern border of downtown Boise, separating Downtown from the North End neighborhood. In this area, State Street serves as a gateway to Downtown for commuters and visitors coming from the northwest, as well as a hub of activity for students, churchgoers, and those accessing the other uses in the immediate surrounding area, including the YMCA.

CCDC and ACHD are in the process of constructing the 11th Street Bikeway, which will provide a low-stress biking connection from the Boise River Greenbelt to the North End neighborhood and Camels Back Park. This project will intersect that bikeway at the intersection of State Street and 11th Street.

This area of State Street is home to three Valley Regional Transit (VRT) bus routes (routes 9, 10, and 16). Route 9 – State Street is considered a premium transit corridor by VRT and the City of Boise. Routes 10 and 16 cross the study corridor at 9th Street.

Surrounding land-uses are a mix of office space, retail, residential, churches, and the YMCA. Many of the properties in the study area have direct access to State Street and on-site surface parking.

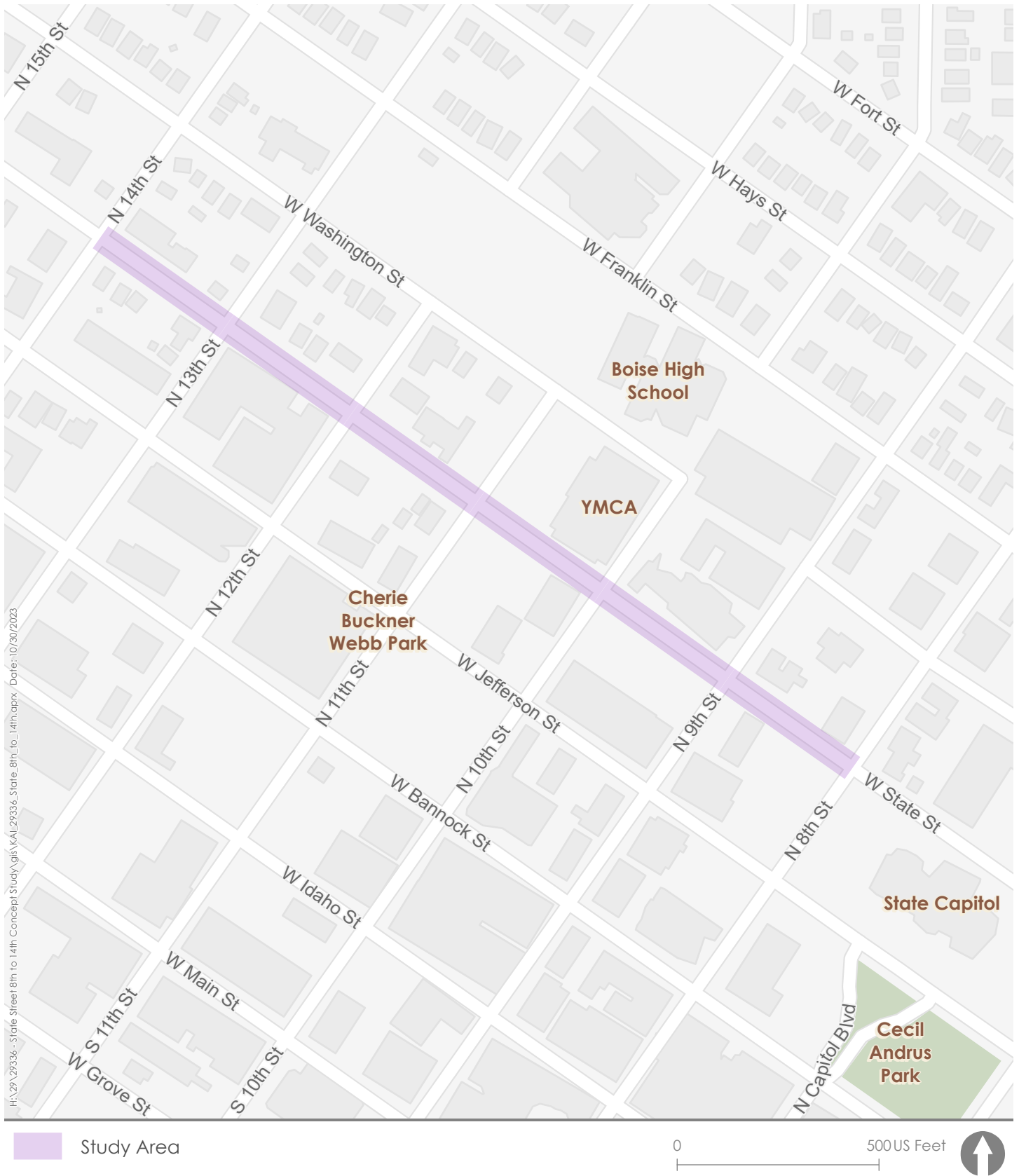


Figure 1

Document Review Summary

The project team reviewed existing plans from ACHD, CCDC, VRT, the City of Boise, and development proposals to understand what is already planned or proposed for the corridor. This section summarizes relevant findings from this review.

Agency Plans & Programs Review

This section summarizes the plans and programs of partner agencies relevant to the project area.

ACHD Downtown Boise Implementation Plan (DBIP, 2020)

ACHD completed a design for the study area as part of the 2020 DBIP project (ACHD Project No. 519044). This previous project included full-depth replacement of existing pavement, drainage improvements, streetscape enhancements, and enhanced pedestrian crossings at the unsignalized 14th Street and 12th Street intersections of State Street.

ACHD Livable Streets Performance Measures

The ACHD Commission adopted the Livable Streets Performance Measures in June 2021 (Reference 1). This document provides methods to gauge the experience of the transportation system's various users, including people walking, biking, and driving. The method for vehicular Level of Service (LOS) is based on peak hour traffic volumes and infrastructure. Bicycle Level of Traffic Stress (BLTS) is based on roadway and bike lane infrastructure, and Pedestrian Level of Traffic Stress (PLTS) is based on roadway and sidewalk infrastructure.

ACHD Roadways to Bikeways Plan

The ACHD Commission adopted the Roadways to Bikeways 2018 Addendum in February 2018 (Reference 2). This addendum serves as ACHD's current bicycle master plan. It does not identify this section of State Street being a part of the Regional Bike Network. It does identify parallel routes, including Franklin Street (shared street), Jefferson Street (bike lanes), and Bannock Street (bike lanes). However, based on conversations with ACHD staff, the Livable Streets Performance Measures guidance described previously should be evaluated when reviewing the pedestrian and bicycle needs of a corridor.

ACHD Integrated Five Year Work Plan (2024-2028)

The ACHD Commission adopted the 2024-2028 Integrated Five-Year Work Plan (IFYWP) in September 2023 (Reference 3). The design of the project emerging from this concept is planned for 2024-25 and construction for 2025-26. Nearby projects include:

- 9th Street, Bannock Street / State Street - road surface rehabilitation (2025-26 construction).
- State St 8th Street / 4th Street - road surface rehabilitation (2024 construction).
- Franklin Street Bikeway, Resseguie Street / Bannock Street - wayfinding and bikeway signage, enhanced crossings, a connection through Fort Boise, and roadway markings (future year construction).
- Bannock Street Bikeway (West Phase) Whitewater Park Blvd / Ave C - wayfinding and bikeway signage and roadway markings (future year construction).

ACHD North Boise Neighborhood Bicycle & Pedestrian Plan

The ACHD Commission adopted the North Boise Neighborhood Bicycle and Pedestrian Plan in September 2016 (Reference 4). The Plan proposes one project on State Street, an enhanced crossing (e.g., bulb-outs, refuge, beacons, signal) at the 14th Street/State Street intersection.

Boise Pathways Master Plan

The Boise City Council adopted the Boise Pathways Master Plan on February 1, 2022 (Reference 5). The plan identifies over 100 new pathway miles for the city of Boise. Within Appendix D of the Plan, State Street is shown as a potential sidepath opportunity. Sidepaths, as defined in the Plan, are “pathways that run adjacent to a roadway, typically within the right-of-way.”

City of Boise Transportation Action Plan

The City of Boise Transportation Action Plan (TAP) identifies Mobility Moves as high-level initiatives to advance the City's mobility (Reference 6). The following Moves are relevant to the concept design of State Street:

- Move 1: Safety For All - focused on adding pedestrian and bicycle intersection safety improvements, protected bike lanes, implementing automobile lane width reduction, access management, and traffic calming strategies.
- Move 2: Walk and Bike to the Store - focused on adding pedestrian improvements within ¼ mile of activity centers and creating pedestrian friendly environments within activity centers. Move 2 also prioritizes “all ages” bikeways, providing secure bike parking at activity centers, and implementing traffic calming and access management within walksheds of activity centers.
- Move 3: All Ages Bike Network – construct new bicycle infrastructure to “all ages” standard and create a network of traffic-calmed bicycle boulevards. Move 3 also aims to improve intersection treatments for people biking to support an all-ages experience.
- Move 4: Active Routes to School – enable students and their parents to arrive to school by foot or bicycle. Move 4 also aims to improve crossings and intersections on arterials within ½ mile walking distance of schools.
- Move 6: Three Best-in-Class Transit Routes – focus investment on improving frequency and quality of a select number of model routes. State Street (VRT Route #9) is listed as a Premium Service Route.

VRT Transportation Development Plan (2023-2027)

The Valley Regional Transit Transportation Development Plan, 2023-2027 (TDP, Reference 7) was adopted in October 2022 and is the five-year work plan for the regional public transportation system. The projects listed in the TDP are based on conceptual proposals from VRT ValleyConnect 2.0 (VC 2.0, Reference 8). Per VC 2.0, Route 9 – State Street is designated as a Premium route with a weekday frequency of 15-minute peak hour service (5:15 AM to 9:45 AM, 2:45 PM to 6:45 PM) and 30-minute midday and evening service. It also has 30-minute Saturday service (7:45 AM to 8:45 PM). Route 9 has the highest annual ridership of any of VRT's routes (166,304 riders per year). The TDP and VC 2.0 list the following projects for Route 9:

- FR-008-0-S: Midday Service Enhancements – This project would add 8 more hours of 15-minute service each weekday. The date for this project has not been specified.
- FR-012-1-S: Sunday Service Enhancements – This project would provide approximately 12 hours of 30-minute service on Sundays on the State Street corridor. The date for this project has not been specified.

Development Plans & Applications

Two significant development projects are planned for the corridor. The largest is a major re-development of the YMCA and the properties south of State Street from 12th Street to 10th Street. It will include relocating the YMCA across State Street as part of a larger mixed-use development featuring housing, retail, and other commercial development. The proposed new YMCA has completed Design Review with the City of Boise.

The other project will redevelop the property in the northwest corner of the 8th Street / State Street intersection. No plans have been submitted for approval for this project yet.

The project team is coordinating with the development teams for both projects to ensure consistency and communication on potential frontage improvements in the project area.

TRANSPORTATION SYSTEM OVERVIEW

State Street is a two-way, four-lane arterial that serves as a major east-west connection from downtown Boise to northwest Boise, Eagle, and the surrounding area. It also provides access to adjacent commercial, institutional, and recreational properties. There is limited on-street parking on State Street, however the side streets have on-street parking (typically time-restricted, with some having special residential or school permit designation). Sidewalks are present on both sides of the street, but no dedicated bicycle facilities are present. Study intersections for this project include:

- 14th Street / State Street
- 13th Street / State Street
- 12th Street / State Street
- 11th Street / State Street
- 10th Street / State Street
- 9th Street / State Street

Valley Regional Transit maintains four bus stops on this section of State Street, with two stops (one inbound and one outbound) at 11th Street and 9th Street. The stops at 11th Street both include a bench and shelter and serve Route 9 exclusively. The outbound stop at 9th Street includes a bench, and neither of the 9th Street stops have a shelter. Routes 10 and 16 also cross the study area at 9th Street, but do not have a stop on State Street.



Existing Outbound Bus Stop at 11th Street/State Street

Table 1 describes the characteristics of this section of State Street and its intersecting roadways within the project vicinity.

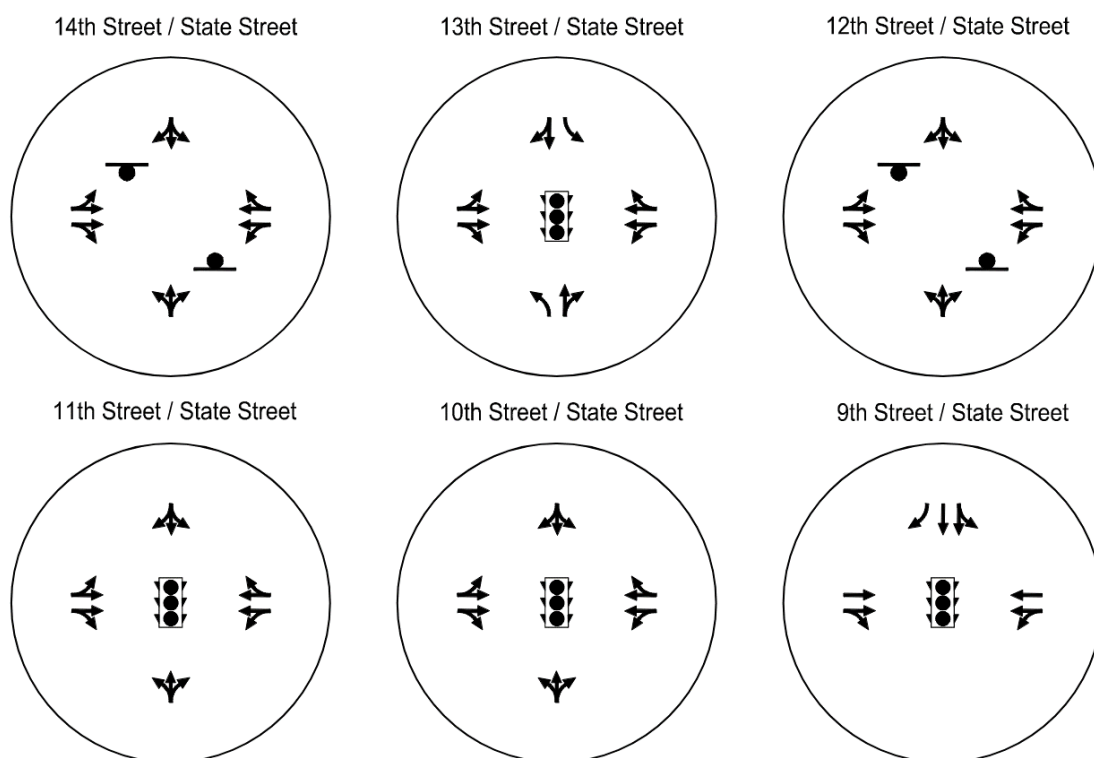
Table 1. Project Area Roadway Characteristics

Roadway	Lanes	Functional Classification	Posted Speed Limit	Sidewalk Presence	Bicycle Facility Presence	On-Street Parking
State Street	4	Arterial	30	Yes	No	Yes (N Side)
14 th Street	2	Collector	20*	Yes	No	Yes
13 th Street	2	Collector	25	Yes	No	Yes
12 th Street	2	Collector	20*	Yes	No	Yes
11 th Street	2	Collector	20*	Yes	Yes	Yes
10 th Street	2	Collector	20*	Yes	Yes	Yes
9 th Street	3	Arterial	25	Yes	No	Yes

*Assumed Prima Facie Speed Limits per City of Boise Code (Reference 9)

Figure 2 displays the existing lane configurations and intersection control for the study intersections. The 14th Street and 12th Street intersections are stop-controlled on the minor approaches, while all other intersections are signalized. There are marked crosswalks across most intersection approaches (the northern approach at the 14th Street / State Street intersection is the only exception).

Figure 2. Study Intersections Lane Configurations



The northern approach at 9th Street and State Street is depicted as having a dedicated southbound right-turn lane, although technically it is a bus stop. However, a turn lane is used in the analysis as the bus lane is typically open, and drivers use the space as a de facto turning lane in the field. This approach was confirmed with ACHD staff.

Figure 3 displays the pedestrian, bicycle, transit, and roadway facilities.

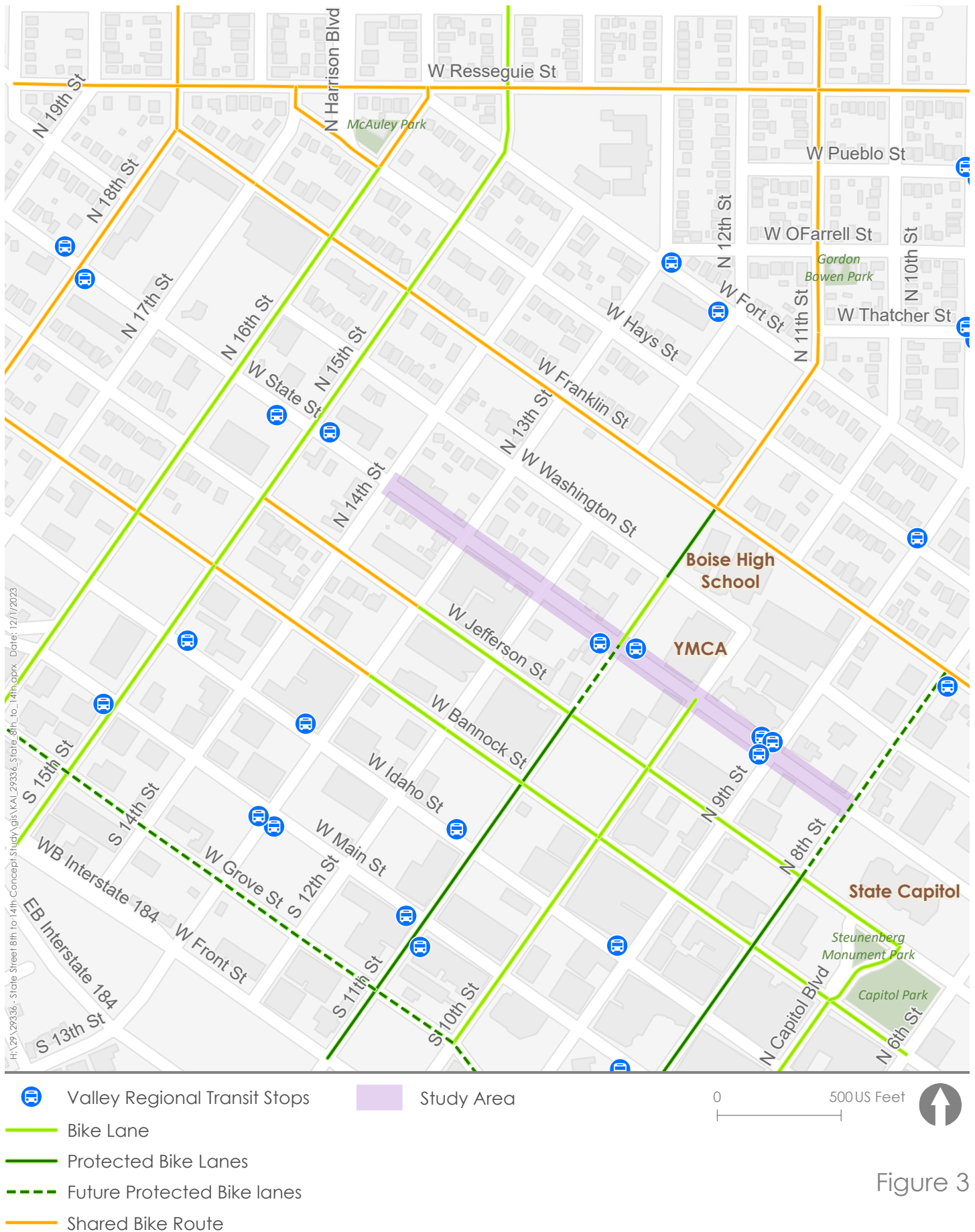


Figure 3

Multimodal Transportation Infrastructure State Street from 8th to 14th - Boise, ID

EXISTING CONDITIONS EVALUATION

This section describes the analyses performed to evaluate the existing conditions of the project area, including pedestrian and bicycle level of traffic stress, vehicular operations, vehicular parking, crash data, and transit ridership.

Performance Measurement

In accordance with ACHD's Livable Streets Performance Measures, this memorandum evaluates existing transportation system performance at intersections and along segments by utilizing multimodal performance measures:

- Pedestrian Level of Traffic Stress (PLTS)
- Bicycle Level of Traffic Stress (BLTS)
- Vehicular Level of Service (LOS), Volume-to-Capacity ratio (V/C), and Delay

The PLTS and BLTS analyses are performed in accordance with the methodologies outlined in ACHD's Livable Streets Performance Measures guide.

The intersection operational analysis (LOS, V/C ratio, Delay) was performed using the *Highway Capacity Manual (HCM) 6th Edition* (Reference 10) and *2000 Edition* (Reference 11) procedures within Synchro 11 software, and in accordance with the methodologies stated in Section 7106.6 of the *ACHD Policy Manual* (Reference 12). ACHD desires operations of LOS 'E' or better on arterials and LOS 'D' or better on collectors, with the overall intersection V/C ratio of 0.90 or better and 1.00 or better for individual lane groups. The performance measures of LOS, V/C ratio, and Delay are based on the peak 15-minutes of the peak hour and therefore, conditions are likely better during other times of the day.

Pedestrian & Bicycle Level of Traffic Stress Analysis

The level of traffic stress methodology used was taken from ACHD's *Livable Streets Performance Measures* publication.

Pedestrian Level of Traffic Stress (PLTS)

Pedestrian Level of Traffic Stress (PLTS) was calculated along State Street between 8th Street and 14th Street for roadway segments and intersections. Segments were evaluated based on sidewalk presence, sidewalk buffer, and sidewalk width and condition. Intersections were evaluated based on speed limit, traffic control type, and number of lanes of each approach while using the link with the worse PLTS, unless otherwise noted.

Sidewalks are complete along State Street from 8th Street to 14th Street on both sides. State Street has four travel lanes with a posted speed limit of 30 miles per hour (MPH) within the study limits. The buffer along each segment ranges between roughly 5 feet to 14 feet (including on-street parking). The sidewalks are at least 6 feet wide and in good condition. This results in a PLTS of 2 and 3 for most of the segments, with one segment at PLTS 4 from 13th Street to 12th Street, where the buffer is less than 5 feet. The PLTS along the corridor could be improved by increasing the sidewalk buffer, by reducing access points, or by adding street trees to segments without them.

The intersections range between PLTS 1 – PLTS 3 depending on the presence and accessibility of ramps and pushbuttons and a leading pedestrian interval (LPI). The 11th Street intersection has an LPI and accessible pushbuttons and ramps thus resulting in PLTS 1. The PLTS for the 14th Street and 12th Street intersections are categorized as LTS 3 due to 85th percentile speeds recorded at 33 MPH from a speed study conducted by ACHD in June 2016 at 12th Street / State Street (Appendix A). The PLTS could be improved at other signalized intersections by adding accessible pushbuttons and/or an LPI and improving lighting.

Bicycle Level of Traffic Stress (BLTS)

Bicycle Level of Traffic Stress (BLTS) was also calculated along State Street between 8th Street and 14th Street for roadway segments and intersections. Segments were evaluated based on type of bicycle facility, number of lanes, posted speed limit, and average daily traffic. Only crossings of State Street at unsignalized intersections were evaluated for BLTS. These intersections were evaluated based on the number of lanes crossed and the 85th-percentile speed measured on State Street near 12th Street. The original BLTS methodology (Reference 13), as well as ACHD's methodology, for signalized intersections is primarily focused on intersections with right-turn lanes and bike lanes. *None of the signalized intersections in the study area have right-turn lanes and bike lanes on the same approach, so the crossing BLTS is assumed to be the same as the segment BLTS through these intersections.*

There is no dedicated bicycle infrastructure along State Street, so this corridor is classified as a mixed traffic section. State Street has four motor vehicle lanes, a posted speed of 30 MPH (and an observed 85th-percentile speed of 33 MPH in one location), and an average daily traffic volume ranging from 12,700 to 17,000 vehicles per day. This results in a BLTS of 4 for the segments included in the study. The segment BLTS could be improved by the introduction of separated bicycle infrastructure.

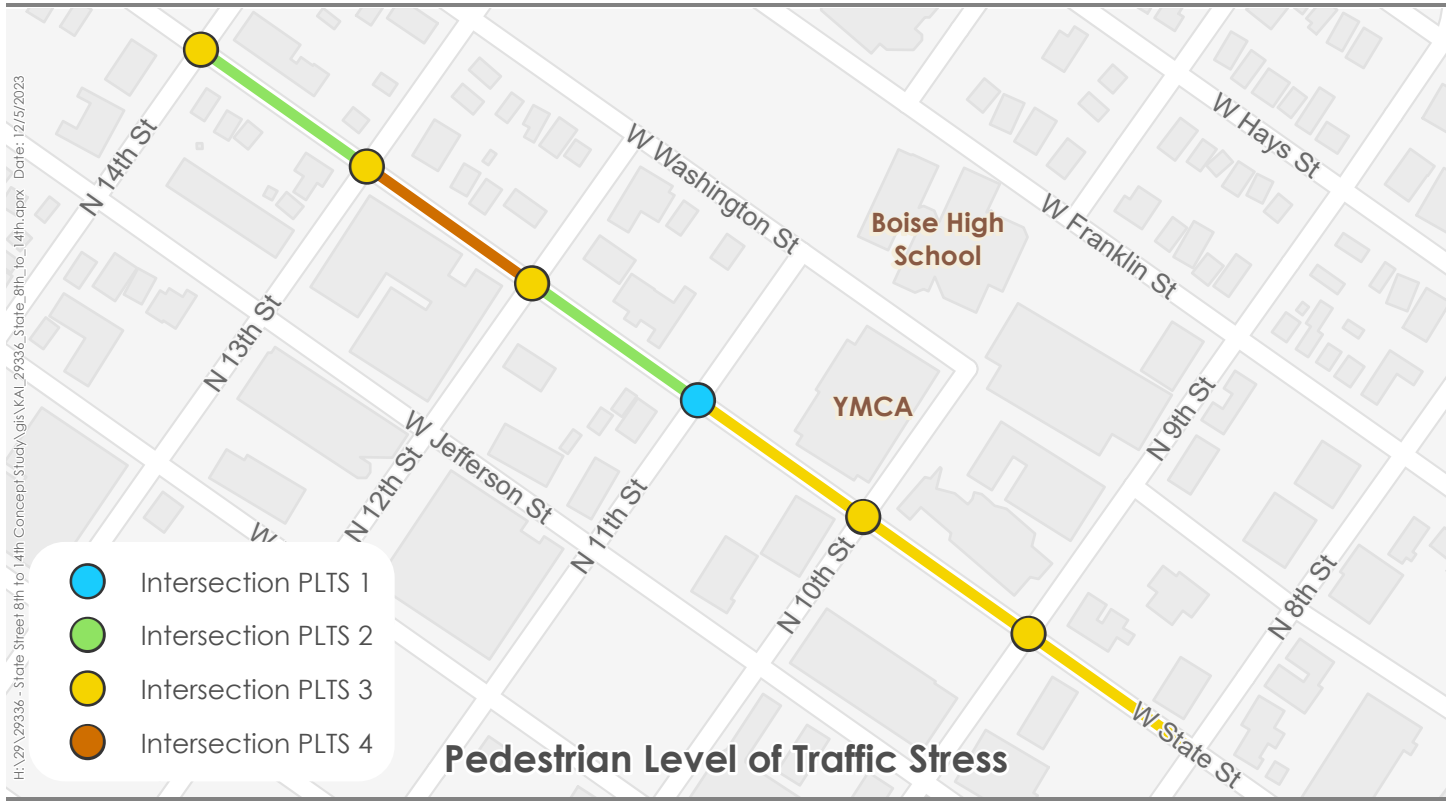
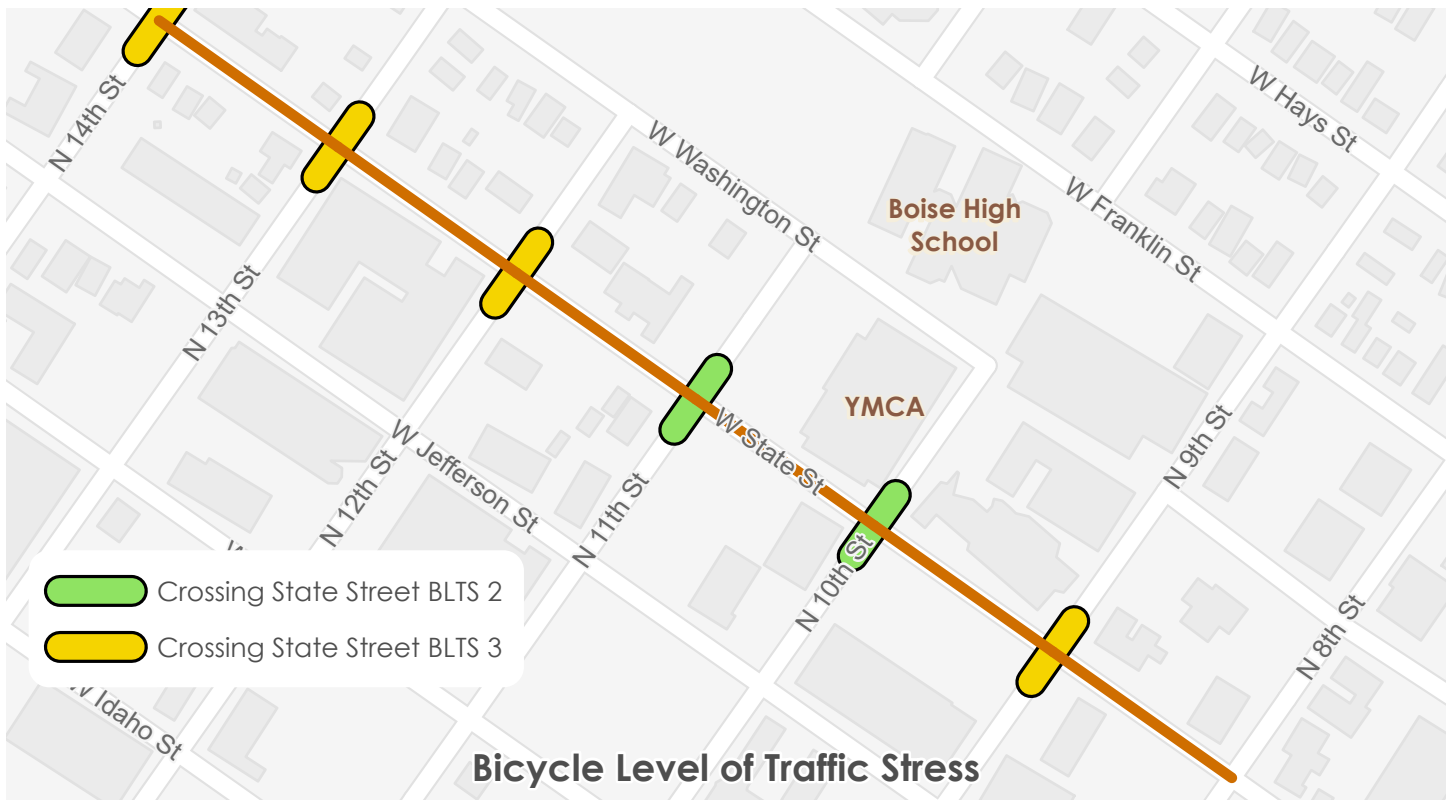
The crossings of State Street at the two unsignalized study intersections result in a BLTS of 3. This is based on crossing four lanes with an 85th percentile speed of 33 MPH, which is taken from a speed study conducted by ACHD in June of 2016 at 12th Street / State Street (Appendix A). These crossings could be improved through enhancements (e.g., beacons, median refuge islands), signalization, and/or traffic calming.

The crossings of State Street at the signalized study intersections are based on the BLTS of the approaching streets since there are no bike lanes. This results in a BLTS of 3 for 13th Street and 9th Street and a BLTS of 2 for 11th Street and 10th Street. The BLTS on 13th Street and 9th Street could be improved by dedicated bicycle infrastructure.



Segment BLTS 4, Segment PLTS 2

Figure 4 illustrates the PLTS and BLTS results.



- Segment LTS 1
- Segment LTS 2
- Segment LTS 3
- Segment LTS 4



Figure 4

Motor Vehicular Operations Analysis

Existing motor vehicle traffic operations were analyzed at the study intersections. This section outlines data collection and methodology for establishing existing traffic volumes (motor vehicle, bicycle, and pedestrian) and subsequent motor vehicle operations analysis as outlined in the Performance Measurement section.

Traffic Volumes

The existing conditions analysis includes peak hour and daily traffic volumes.

Peak Hour Volumes

Turning movement counts including vehicles, bicycles, and pedestrians were collected at the six study intersections in August 2023. They were also collected at several other intersections along Jefferson Street, Washington Street, and farther extents along State Street to properly seed the VISSIM microsimulation network. *Appendix B contains the turning movement data for the study intersections.*

10th Street was closed between Jefferson Street and State Street when the counts were collected. The project team considered alternative collection dates; however, by the time 10th Street was re-opened, State Street would have been closed from 4th Street to 2nd Street and 9th Street closed south of Jefferson Street. If counts had been collected before 10th Street closed, school would not have yet been in session. The project team obtained tube counts collected in 2018 for 10th Street from ACHD to help develop turning movement volumes at the 10th Street / State Street intersection. The turning volume proportions were modeled similarly to the 11th Street intersection as it is the closest similar street. *Appendix C contains the historical tube counts provided by ACHD.*

Microsimulation analysis (provided in a separate memorandum) requires that volumes be exactly balanced between intersections on State Street. For a more conservative analysis, the project team balanced to the highest volumes between adjacent intersections. Most of the balancing adjustments resulted in less than a 10% change in total entering volume compared to the raw traffic count data.

Figure 5 and Figure 6 display the weekday AM and PM motor vehicle volumes use in the existing conditions analysis. *Note that the volumes between these intersections may not balance exactly as the project team collected counts at driveways in between some intersections. These driveways are included in the microsimulation analysis, but not in the intersection analyses described in this section.*

Figure 5. Existing Motor Vehicle Volumes - Weekday AM Peak Hour

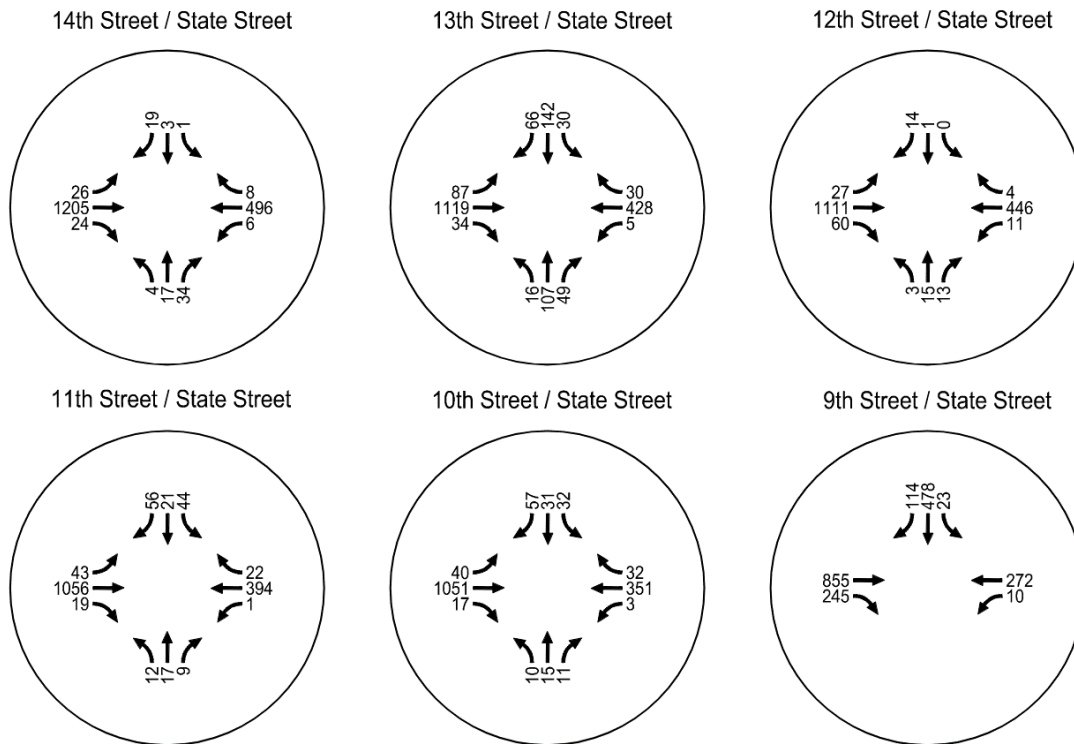
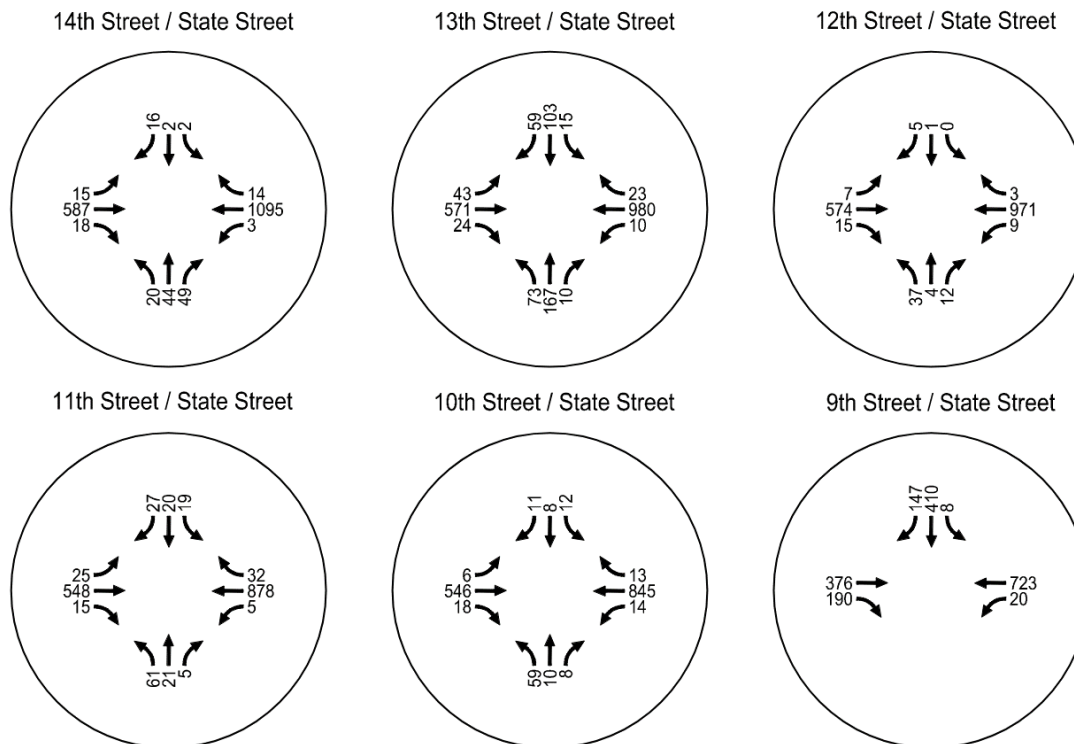


Figure 6. Existing Motor Vehicle Volumes - Weekday PM Peak Hour



Daily Volumes

The project team evaluated daily volumes along select corridors that could be alternative routes for people driving on State Street. This is in anticipation of evaluating a future scenario in which State Street may be constrained in the study area (e.g., a three-lane section).

ACHD provided recent (2022-2023) 24-hour tube counts for Whitewater Park Boulevard, 10th Street, 23rd Street, Bannock Street, Idaho Street, Jefferson Street, Main Street and State Street (Appendix C). On August 17th, 2023, the project team collected 24-hour tube counts on 27th Street and Fairview Avenue (Appendix D). Figure 7 depicts the daily traffic volumes taken from these tube counts.

Figure 7. Daily Traffic Volumes - Surrounding Network



Motor Vehicles Operations Analysis

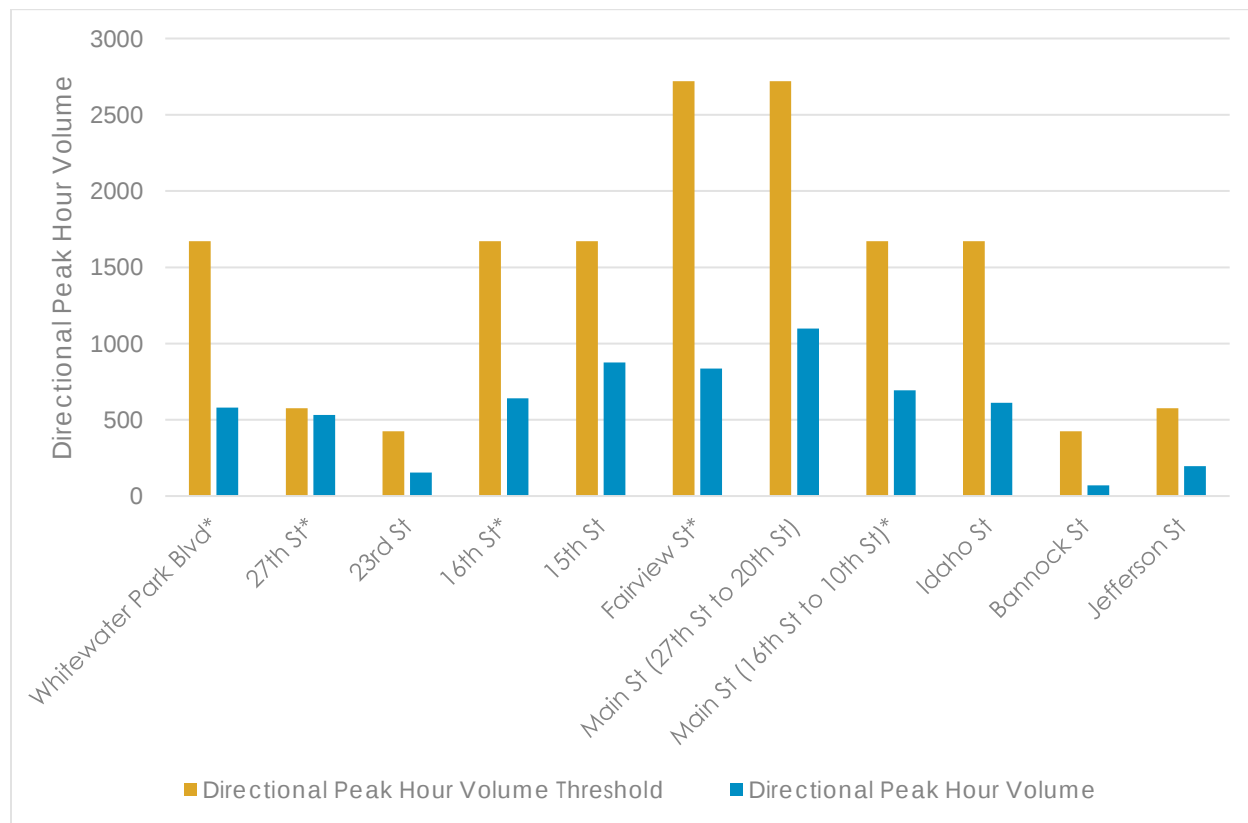
This section outlines a planning-level capacity evaluation and motor vehicle traffic operations and queuing results.

Planning-Level Capacity Evaluation

Anticipating that changes to State Street could result in traffic diverting to other streets that will be part of the alternatives analysis, the project team assessed available capacity on roadway segments that are alternate routes to State Street. This was completed using ACHD's Level of Service Planning Thresholds for Roadway Segments as described in Table 2 of section 7106.4.1 in ACHD's Policy Manual. These thresholds are based on directional peak hour volumes; therefore, the highest directional peak hour volume from the daily volumes described above were used for analysis.

Figure 8 depicts the roadway's peak hour directional volume compared against their respective volume threshold. The threshold is determined by functional class and number of lanes. The functional class for each roadway is as shown in the *2040 Functional Classification Map for Ada County & Canyon County* (Reference 14).

Figure 8. ACHD Level of Service Planning Thresholds for Alternate Routes – Existing Conditions



*AM direction peak hour volume

All alternative routes analyzed meet their respective ACHD directional peak hour volume thresholds. Most of the segments have significant capacity remaining until they reach their threshold (e.g., Whitewater Park Blvd, 16th St, 15th St, Fairview St, Main St, Idaho St, Bannock St, Jefferson St).

Highway Capacity Manual (HCM)-Based Operations Analysis

The intersection operational analysis was performed using the *Highway Capacity Manual (HCM) 6th Edition* (Reference 10) and *2000 Edition* (Reference 11) procedures within Synchro 11 software for the six study intersections. The *HCM 2000 Edition* was used to analyze the intersection of 11th Street and State Street due to the method of implementing the existing LPI in Synchro does not allow for the *HCM 6th Edition*.

Table 2 presents the traffic operation results for each intersection and its corresponding lane groups during existing weekday AM and PM peak hours. *Appendix E contains the synchro worksheets for existing conditions.*

Table 2. Existing Intersection Operations - Weekday AM & PM Peak Hour

Intersection		Intersection Control	Overall Intersection (Weekday AM / PM Peak Hour)			Lane Group	Lane Group AM Peak Hour			Lane Group PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
1	14 th Street / State Street	Two-Way Stop-Controlled	-	-	-	NBLTR	1.13	F	232.3	1.34	F	279.8
						EBLTR	0.03	A	9.3	0.03	B	11.7
						WBLTR	0.02	B	12.3	0.01	A	9.1
						SBLTR	0.24	E	37.4	0.48	F	132.5
2	13 th Street / State Street	Signalized	0.88 / 0.64	C / B	21.9 / 10.3	EBLT	0.85	C	24.4	0.48	B	12.1
						EBTR	0.80	B	18.9	0.51	B	13.0
						WBLT	0.38	B	17.6	0.63	A	3.3
						WBTR	0.40	B	18.1	0.67	A	4.4
						NBL	0.11	C	27.6	0.25	C	23.8
						NBTR	0.54	C	24.7	0.40	C	20.4
						SBL	0.16	C	25.8	0.05	C	21.6
3	12 th Street / State Street	Two-Way Stop-Controlled	-	-	-	SBTR	0.69	C	29.6	0.36	B	19.9
						NBLTR	0.56	F	92.3	0.62	F	67.8
						EBLTR	0.03	A	8.8	0.01	B	10.9
						WBLTR	0.03	B	11.9	0.01	A	9.0
4	11 th Street / State Street*	Signalized	0.82 / 0.64	C / C	25.2 / 22.2	SBLTR	0.05	C	15.1	0.05	C	20.6
						EBLTR	1.01	C	28.9	0.59	C	31.3
						WBLTR	0.47	B	10.6	0.86	B	15.6
						NBLTR	0.15	C	21.0	0.43	C	27.6
5	10 th Street / State Street	Signalized	0.69 / 0.52	A / A	9.1 / 6.2	SBLTR	0.76	D	42.5	0.22	C	22.9
						EBLT	0.66	A	9.5	0.35	A	9.1
						EBTR	0.69	A	9.8	0.37	A	9.3
						WBLT	0.30	A	0.7	0.52	A	2.0
						WBTR	0.32	A	1.0	0.55	A	2.5
						NBLTR	0.14	B	19.1	0.22	C	20.2
6	9 th Street / State Street	Signalized	0.75 / 0.55	B / B	17.3 / 14.8	SBLTR	0.49	C	24.5	0.09	B	18.7
						EBT	0.74	B	14.8	0.39	B	11.1
						EBTR	0.75	B	15.0	0.39	B	11.3
						WBLT	0.24	A	8.5	0.50	B	12.7
						WBT	0.24	A	8.7	0.53	B	13.5
						SBLT	0.69	C	27.3	0.46	C	21.3
						SBT	0.63	C	25.4	0.42	C	20.7
						SBR	0.35	B	19.8	0.36	C	20.1

Bolded, italicized, and shaded results exceed ACHD targets

* State Street/11th Street contains a Leading Pedestrian Interval, so HCM 2000 results are reported.

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound, L – Left, T – Through, R – Right

Most study intersections currently operate within ACHD's targets in the weekday AM and PM peak periods, except for:

- 14th Street / State Street
 - The northbound left-through-right lane group is over capacity (V/C > 1.00) in the weekday AM and PM peak hour. The southbound left-through-right lane group is under capacity, however experiences LOS F in the weekday PM peak hour.

- 12th Street / State Street
 - The northbound left-through-right lane group is under capacity, however experiences LOS F in the weekday AM and PM peak hour.
- 11th Street / State Street
 - The eastbound lane group is at capacity in the AM peak hour, however, does meet ACHD LOS targets.

The results for the two unsignalized intersections (14th Street, 12th Street) may be more conservative than actual conditions as the methodology may not accurately consider the gaps in traffic that occur on State Street due to the coordinated signals creating platoons of vehicles. This platooning would allow for drivers on the minor street approaches to find gaps and operate under capacity during peak hours. The results for 11th Street are shown with the *HCM 2000 Edition* results due to the methodology used to implement the LPI in Synchro 11. The eastbound lane group, although shown as being at capacity, is still estimated to operate at LOS C for that lane group, and the entire intersection, in the AM and PM peak hours.

Queue Analysis

Using the weekday AM and PM volumes outlined previously, estimated 95th percentile queue lengths were approximated using Synchro 11 software. Table 3 summarizes the estimated 95th percentile queues for all State Street approaches at the study intersections.

Table 3. Existing Conditions 95th Percentile Queue Lengths

Intersection	Movement	Capacity (ft)	Queue (ft) (AM/PM)
14 th Street / State Street	WBT	300	25 / 25
	EBT	300	25 / 25
13 th Street / State Street	WBT	300	125 / 100
	EBT	300	425 / 150
12 th Street / State Street	WBT	300	25 / 25
	EBT	300	25 / 25
11 th Street / State Street	WBT	300	75 / 150
	EBT	300	325 / 225
10 th Street / State Street	WBT	300	75 / 50
	EBT	300	25 / 25
9 th Street / State Street	WBT	300	50 / 125
	EBT	300	25 / 100

***Bolded** queues exceed segment capacity

The estimated 95th-percentile queue on the following approaches are estimated to exceed at least one block length during peak conditions:

- 13th Street / State Street – Eastbound approach during the weekday AM peak hour.
- 11th Street / State Street – Eastbound approach during the weekday AM peak hour.

The queues described in Table 3 are generally consistent with field observations. In addition, field observations indicate queues sometimes stack from 9th Street to 11th Street in the eastbound direction in the weekday AM peak hour. This stacking appears to be related to the demand for right-turns from State Street onto 9th Street.

Vehicle Parking Analysis

The project team inventoried the existing on-street vehicle parking in the project area and collected utilization data during the midday and evening peak hours on a typical mid-weekday, as well as on a typical mid-day Saturday and Sunday. The Sunday data was collected during religious services hosted by First Presbyterian Church and First Church of Christ, Scientist.

Along State Street, there is permitted parking (Special Parking District (S.P.D) Permit Zone #1) from 13th Street to 12th Street and 11th Street to 9th Street, only along the northern block face. S.P.D. Permit Zone #1 is for area residents, not Boise High Students. In addition, there is limited 15-minute parking from 14th Street to 13th Street and unregulated parking from 9th Street to 8th Street, also only along the north block face.

There is a mix of S.P.D. Permit Zone #1 and #2, regulated, and unregulated parking along the blocks of side streets immediately adjacent to State Street. Capacity for unmarked spaces is estimated using an assumption that each space occupies 20 feet of curb length.

Table 4 describes the parking capacity and utilization for all time periods.

Table 4. Parking Capacity and Utilization

Street	Block	Capacity (# of spaces)	Weekday 12PM (% Utilized)	Weekday 5PM (% Utilized)	Saturday 12PM (% Utilized)	Sunday 10AM (% Utilized)
State Street	14 th to 13 th	3	0%	0%	0%	33%
	13 th to 12 th	5	100%	60%	20%	0%
	12 th to 11 th	0	-	-	-	-
	11 th to 10 th	12	58%	67%	17%	75%
	10 th to 9 th	11	82%	9%	18%	82%
	9 th to 8 th	7	100%	57%	86%	71%
14 th Street	Jefferson to State	14	93%	57%	29%	0%
	State to Washington	9	56%	22%	56%	11%
13 th Street	Jefferson to State	18	50%	22%	17%	11%
	State to Washington	11	55%	18%	27%	45%
12 th Street	Jefferson to State	14	43%	14%	36%	14%
	State to Washington	18	89%	72%	44%	61%
11 th Street	Jefferson to State	18	67%	61%	50%	17%
10 th Street	Jefferson to State	20	45%	80%	100%	35%
	State to Washington	11	100%	91%	18%	55%
9 th Street	Jefferson to State	15	100%	87%	100%	60%
	State to Washington	8	100%	63%	38%	0%
Overall		194	71%	53%	45%	36%

There are a total of 194 on-street parking spaces in the study area, 38 of which are on State Street (20%). The remaining 80% of the on-street parking inventory is located on the side streets. Generally, parking utilization is highest in the weekday 12PM period (71%), followed by the weekday 5PM period (53%), and Saturday 12PM period (45%), with the lowest utilization coming at the Sunday 10AM period (36%). During the weekday 12PM period, when the parking utilization is highest, there is still capacity in the system. Although some block faces are full during that time, there is still available on-street parking, especially as you move further west and away from the downtown core.

Figure 9 displays the parking capacity during the weekday peak hours, Saturday mid-day, and Sunday AM period. Figures 10 and 11 display parking utilization in the weekday peak hours and weekend time periods, respectively. *Appendix F contains the parking data.*

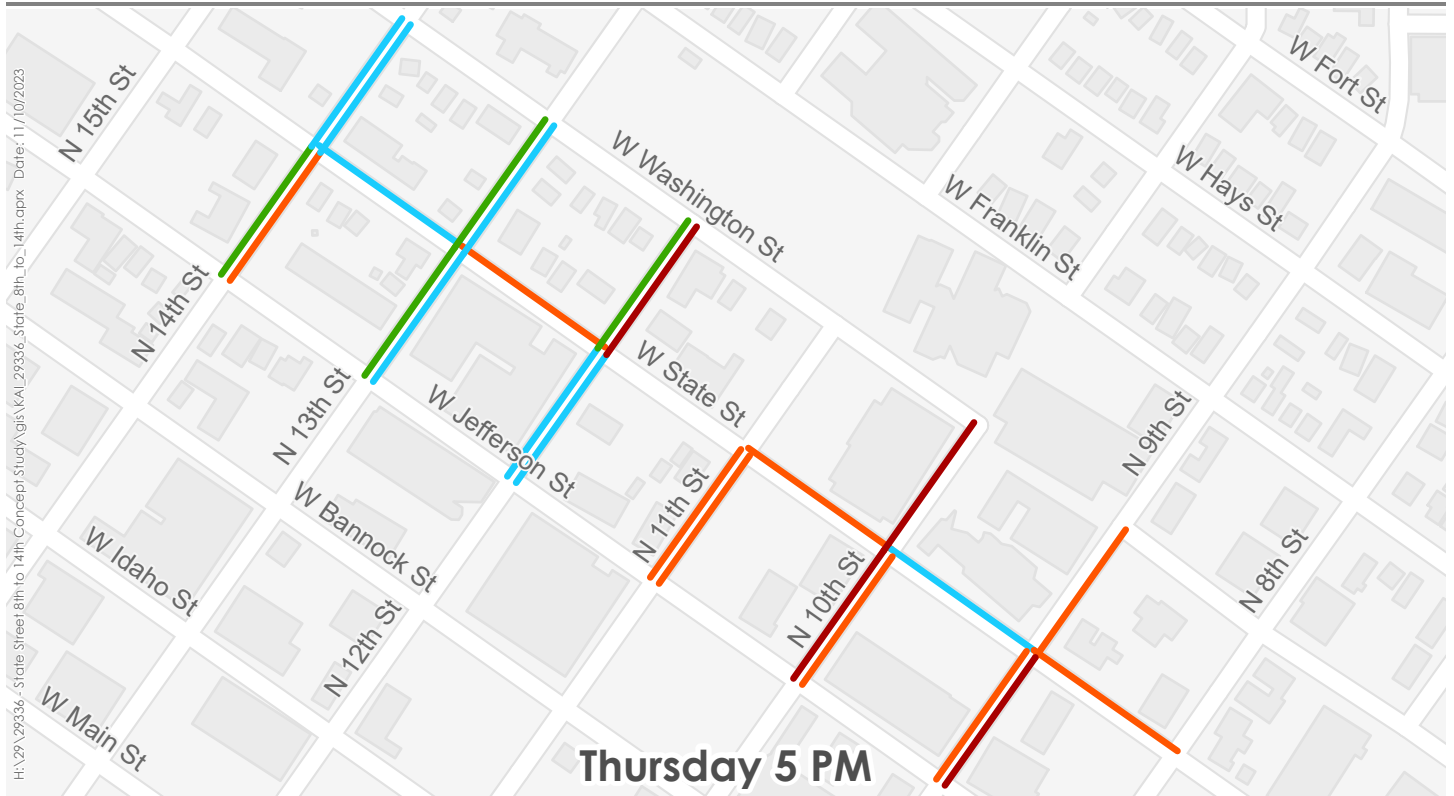
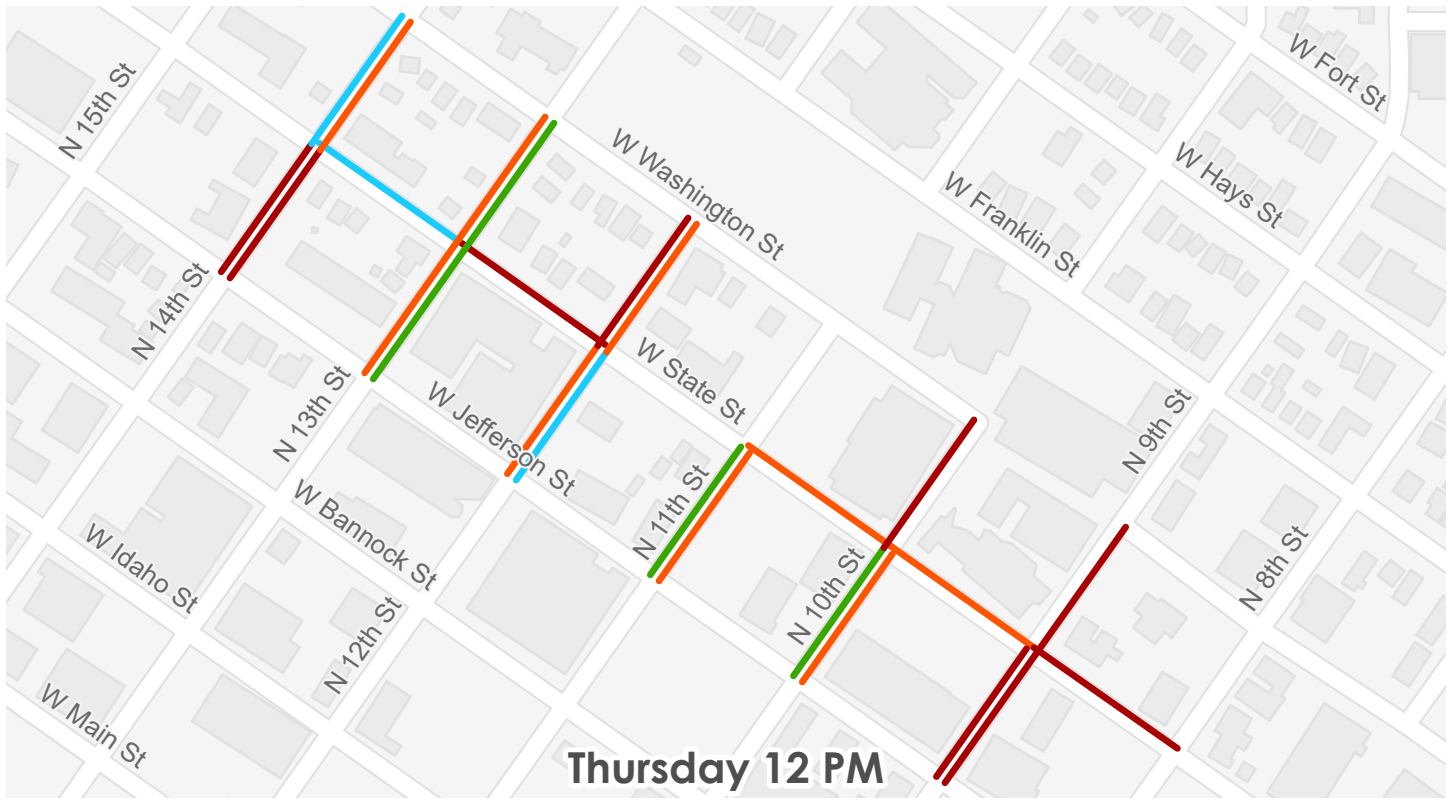


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- No Parking Restrictions
- 15 Minute Parking
- SPD Zone Permit 1
- SPD Zone Permit 2



Figure 9

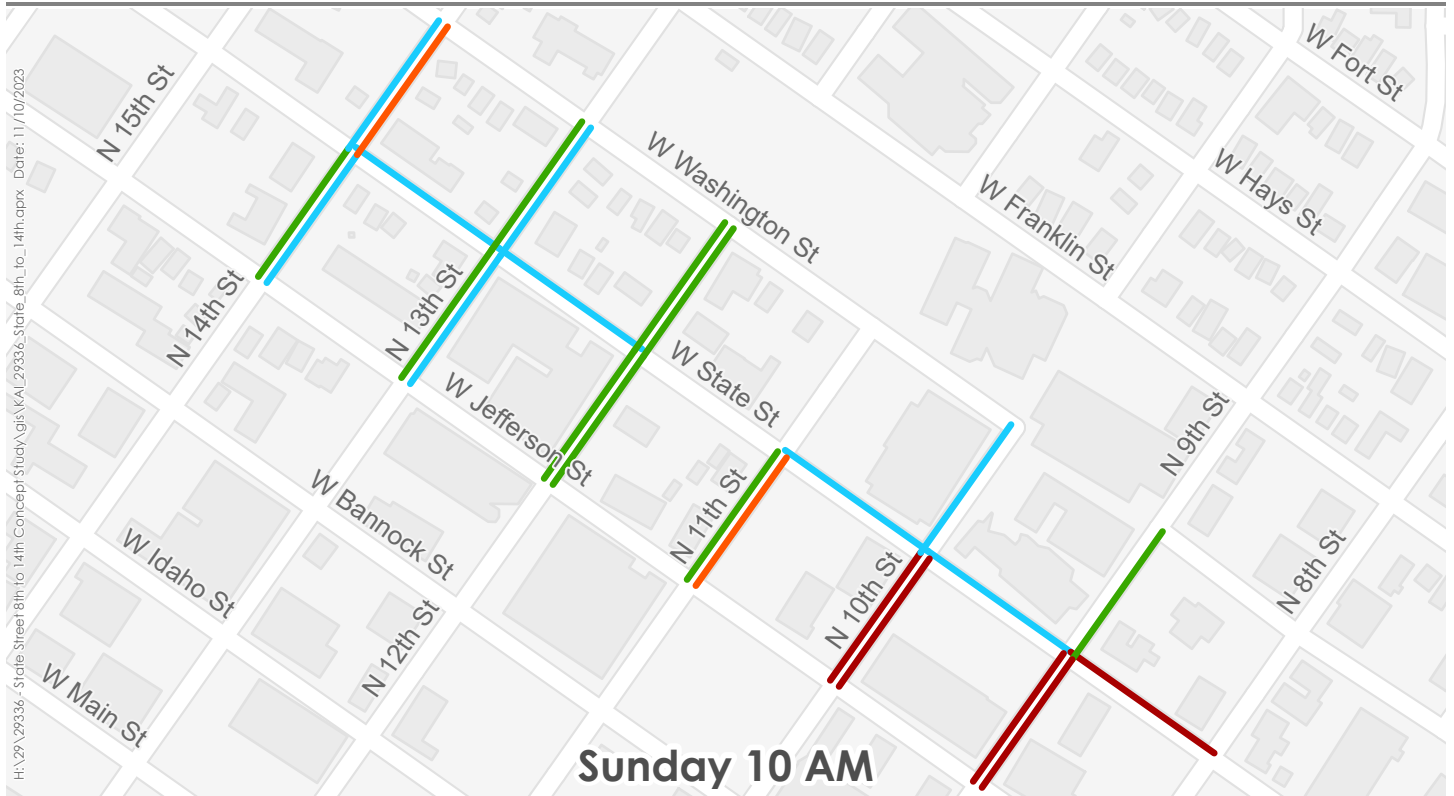


Parking Occupancy

- 0% - 25%
- >25% - 50%
- >50% - 85%
- >85% - 100%



Figure 10



Parking Occupancy

- 0% - 25%
- >25% - 50%
- >50% - 85%
- >85% - 100%



Figure 11

Safety Analysis

The project team reviewed crash data from the Idaho Transportation Department (ITD) for the most recent five-year period for which data was available, 2018-2022. Table 6 delineates the total crashes by type and severity and study corridor crash rates. *Appendix G includes the summary of crash data.*

Table 5. Crash Type & Severity by Intersection & Segment (2018-2022)

Intersection / Segment	Crash Type							Total Crashes	Severity			Crash Rate
	Rear End	Side Swipe	Head on Turning	Same Direction Turning	Angle	Pedestrian	Other		Property Damage Only	Injury	Fatality	
9 th Street / State Street	5	5	7	3	14	0	1	35	25	10	0	0.99 / mev ¹
10 th Street / State Street	2	1	1	0	1	1	0	6	5	1	0	0.21 / mev ¹
11 th Street / State Street	0	0	1	0	0	2	1	4	2	2	0	0.13 / mev ¹
12 th Street / State Street	3	0	0	0	5	0	0	8	5	3	0	0.26 / mev ¹
13 th Street / State Street	6	1	9	0	24	0	1	41	26	15	0	1.08 / mev ¹
14 th Street / State Street	0	0	0	0	8	0	0	8	5	3	0	0.24 / mev ¹
Intersection Totals	16	7	18	3	52	3	3	102	68	34	0	N/A
State Street – 8 th to 14 th	4	3	1	0	2	0	0	10	8	2	0	0.76 / mvm ²

¹mev = million entering vehicles

²mvm = million vehicle miles

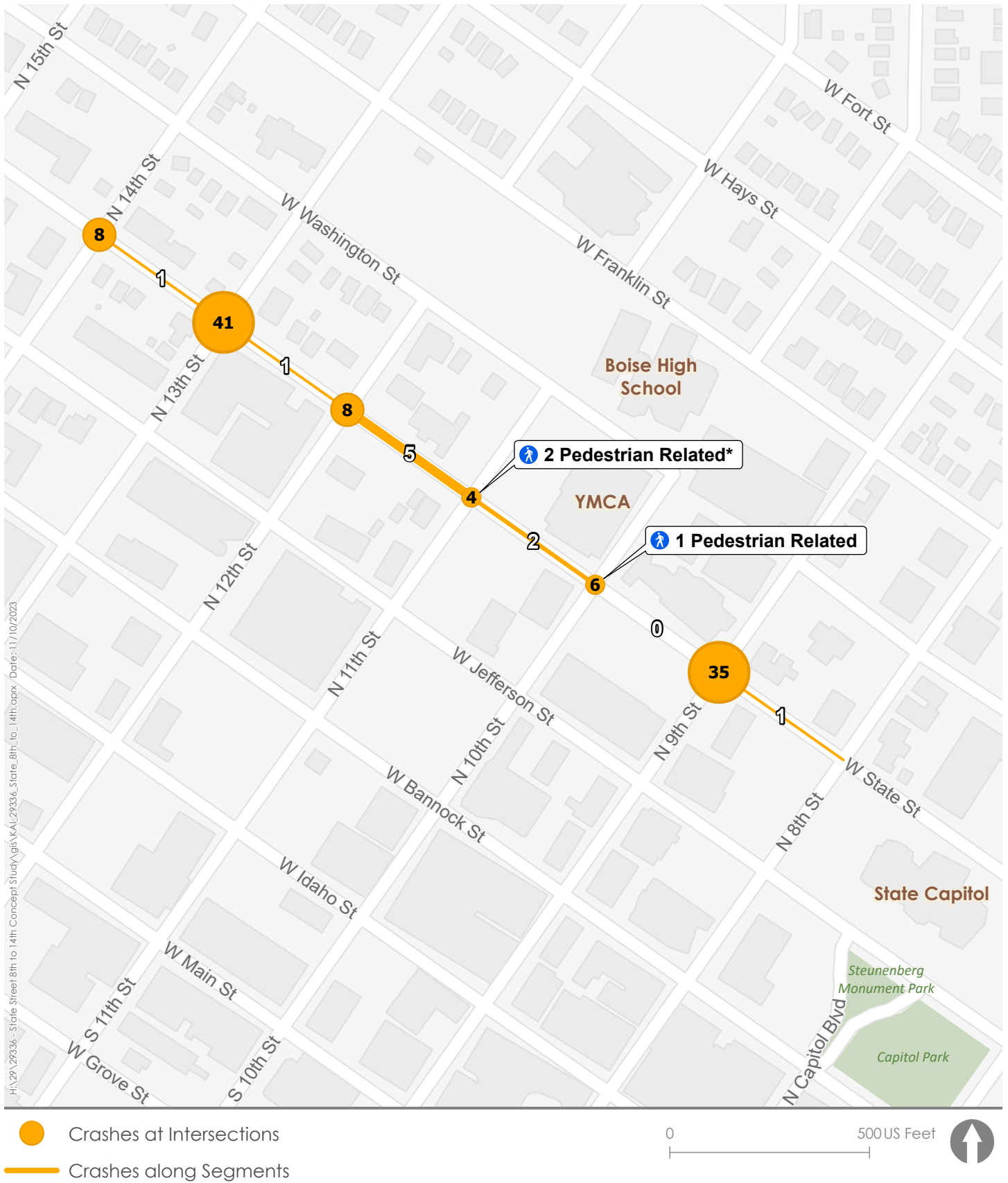
Most crashes (68%) resulted in property damage only, while the remaining 32% of crashes resulted in an injury. There were no reported fatalities during the study period. The most common type of crash is angle crashes, followed by turning crashes.

The 13th Street / State Street intersection has the highest crash rate. 41 crashes occurred at this intersection over the 5-year analysis period (i.e., 8.2 crashes per year). Of these crashes, 58% were angle crashes. In most angle crashes, the cited party was driving either east or west along State Street and was noted to have failed to obey the traffic signal.

The 9th Street / State Street intersection has the second highest crash rate. 35 crashes occurred at this intersection over the 5-year analysis period (i.e., 7 crashes per year). Of these crashes, 40% were angle crashes. The cited party in angle crashes are split between drivers on State Street and 9th Street.

Half of the reported segment crashes on State Street in the study area occurred between 12th Street and 11th Street. Of these, 2 were angle-turning, 2 were sideswipes, and 1 was a rear end. Lane widths on this block are narrower than the rest of the corridor, and there are 5 driveway accesses on the block.

Figure 12 summarizes the crashes at each intersection, as well as individual segments on State Street.



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*In 2023, 4 pedestrian related crashes occurred at 11th St / State St, including one fatality.

Figure 12

11th Street / State Street

There were three pedestrian crashes reported between 2018 and 2022, two of which occurred at the intersection of 11th Street / State Street. There were no reported fatalities, but all pedestrian crashes resulted in an injury.

The crash data reviewed for this memo is of the most recent complete five years, and therefore does not include 2023 crash data. The Idaho Statesman reports that there have been four pedestrian crashes at 11th Street / State Street in 2023, including one fatality and three injuries requiring medical treatment (Reference 15).



11th Street / State Street – Looking South

In response to the recent crash activity, ACHD has made modifications to reduce the potential for crashes involving people walking across State Street. These changes include a leading pedestrian interval (LPI) and an overhead R10-15 sign ("Turning Vehicles Yield to Peds") on each signal pole mast arm. The LPI allows pedestrians to get a five second 'head start' on turning traffic. The overhead R10-15 sign has LED lights that flash when the pedestrian pushbutton is used. As a result of these changes, use of the pedestrian pushbuttons is required at this intersection to activate the "Walk" signal indication. This is different than the other intersections along State Street and from most in downtown Boise that have fixed walk indications each cycle.

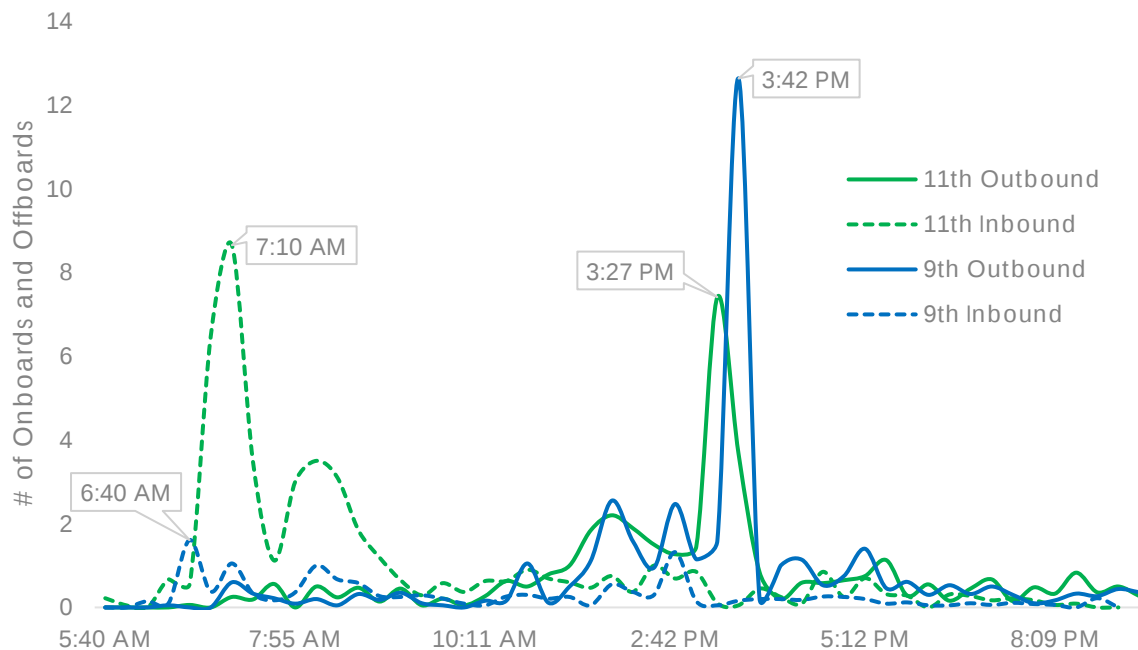
Transit Ridership

Valley Regional Transit (VRT) operates Route 9 – State Street, within the study area. Routes 10 and 16 also operate within the study area, however, do not run along State Street and therefore were not analyzed in this memo.

There are two existing stops at 11th Street / State Street and two existing stops at 9th Street / State Street, with both intersections having an inbound (to the east) and outbound (to the west) stop. On weekdays, Route 9 – State Street operates at 15-minute headways from 5:15 AM – 10:00 AM and 3:00 PM – 7:30 PM, and at 30-minute headways at other times throughout the day.

As noted before, VRT experiences their highest ridership of any route at 166,304 riders per year on Route 9. VRT provided weekday ridership data for these stops for May 2023. *Appendix H contains the transit ridership data provided by VRT.* Figure 13 shows the average ridership data throughout a typical weekday in the month of May 2023.

Figure 13. Transit Ridership Summary (May 2023)



Peak transit ridership activity corresponds with the periods approximately 40 minutes before and after Boise High School's typical operating hours (7:45 AM to 3:07 PM). This includes approximately 11 people using the two inbound stops at their respective peaks in the morning and 20 people using the two outbound stops at their respective peaks in the afternoon.

FUTURE CONDITIONS EVALUATION

This section describes the analysis performed to evaluate the future, no-build, conditions of the project area, specifically regarding motor vehicle operations.

Performance Measurement

Performance measurements for future, no-build conditions motor vehicle operations are the same as the performance measures used for evaluating existing conditions.

Pedestrian & Bicycle Level of Traffic Stress Analysis

The future conditions level of traffic stress was the same methodology as the existing analysis. The PLTS and BLTS analysis did not change with the future conditions. The only change that occurred between the existing and future conditions was the volume growth along the corridor. This growth did not affect the LTS evaluation.

Motor Vehicular Operations Analysis

This future analysis uses a 20-year horizon of 2043 and a no-build scenario. Typically, a future condition would not be analyzed as a part of a downtown traffic study due to the existing buildout of the surrounding area and tight grid roadway network. However, State Street is a regional route for commuters and the center of upcoming re-development, therefore a future conditions analysis is appropriate.

Traffic Volumes

The future conditions analysis included looking at peak hour and daily traffic volumes.

Peak Hour Volumes

The existing peak hour counts shown in Figures 5 and 6 were grown at a rate of 0.4% per year for 20 years up to the future year of 2043. This 0.4% growth rate was taken from the adopted network managed by the Community Planning Association of Southwest Idaho (COMPASS). This resulted in a growth factor of 1.08 that was applied to all volumes, including pedestrian and bicycle turning movement volumes. A review of the Automatic Traffic Recorder (ATR) #200 at the intersection of 23rd Street / State Street shows that traffic volumes along State Street have been flat over the past 10 to 15 years and were generally higher in the 1990s than in the following decades. *Appendix I includes the COMPASS model run for the project.*

Future demographic data obtained from COMPASS does not fully account for the imminent YMCA / Block 68/69 re-development, specifically, only 10% residential portion of the development is accounted for. Therefore, the project team reviewed the traffic study prepared for the development and estimated the trip generation for 90% of the residential units proposed. These trips were applied to the roadway network per the previous traffic study's proposed trip distribution. It was estimated by the project team that 90% of the traffic would use 10th Street, and 5% would use 11th Street and 12th Street each. *Appendix J includes the site plan, trip generation, and trip distribution prepared for the YMCA / Block 68/69 redevelopment. Appendix K includes a trip assignment figure for the development trips applied in future conditions.*

Figure 14 and Figure 15 display the projected year 2043 (no-build) motor vehicle volumes for the weekday AM and PM peak periods.

Figure 14. 2043 No-Build Motor Vehicle Volumes - Weekday AM Peak Hour

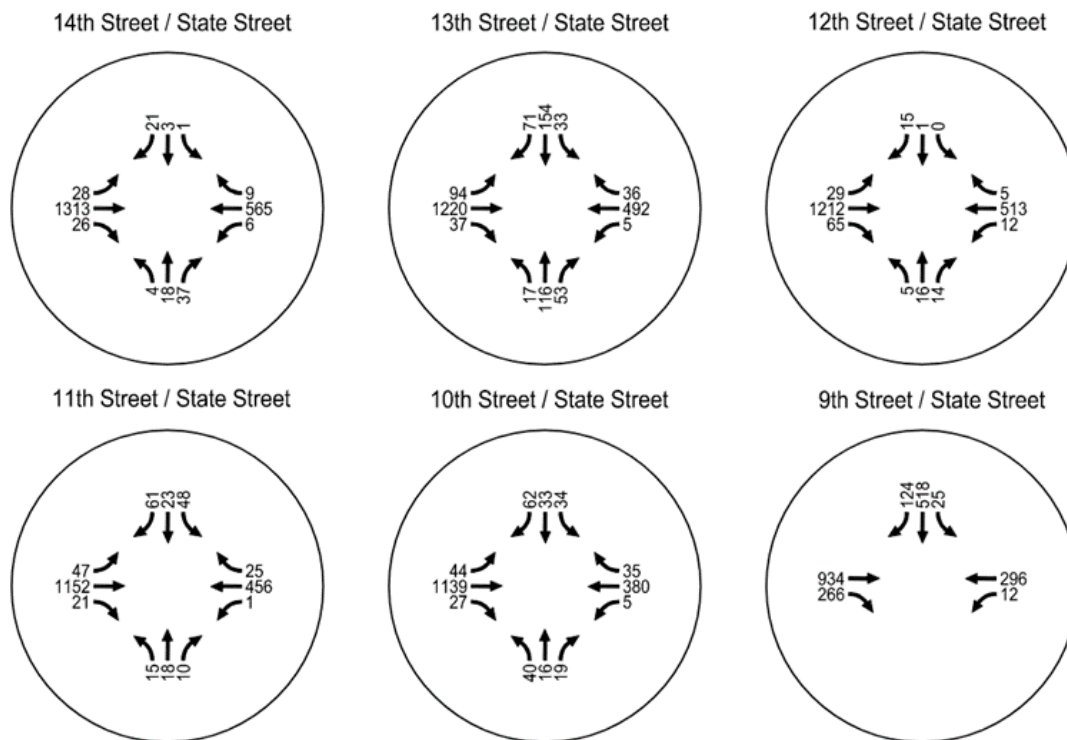
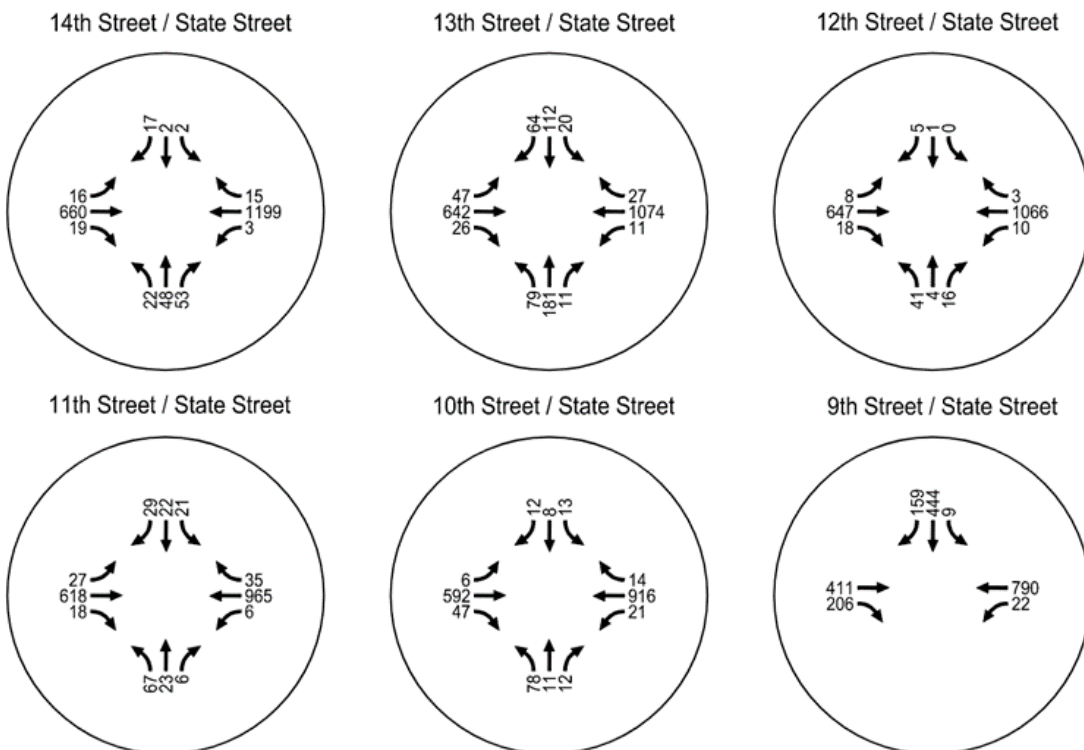


Figure 15. 2043 No-Build Motor Vehicle Volumes - Weekday AM Peak Hour



Daily Volumes

The daily volumes for the future (no-build) conditions were grown by the growth rate of 0.4%, that was assumed for the peak hour volumes, for 20 years to the year 2043. No rerouting of volumes occurred in this scenario. Figure 16 depicts the future estimated daily traffic volumes.

Figure 16. Future Estimated Daily Volumes



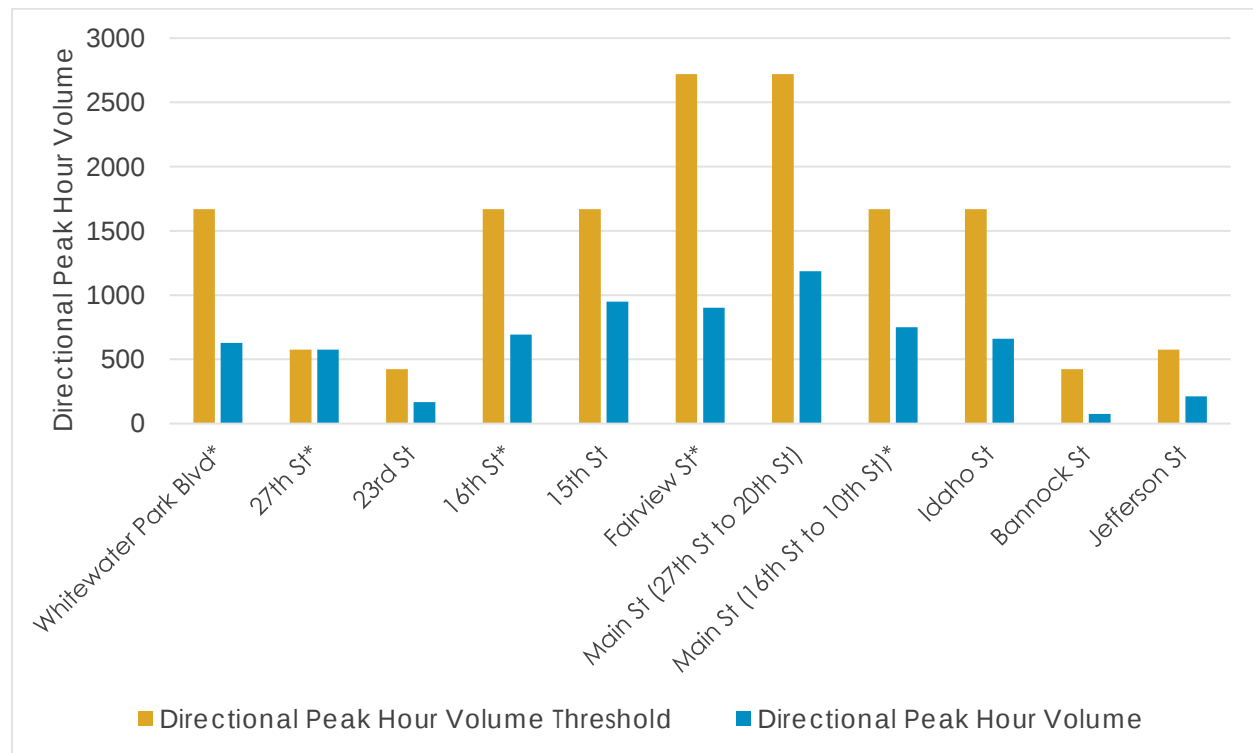
Motor Vehicles Operations Analysis

Planning-Level Capacity Evaluation

Similar to existing conditions, the project team assessed roadway segments that are alternative routes to State Street as shown in Figure 16 against ACHD's Level of Service Planning Thresholds for Roadway Segments as described in Table 2 of section 7106.4.1 in ACHD's Policy Manual. These thresholds are based on directional peak hour volumes, therefore the highest directional peak hour volume from the daily volumes described above were used for analysis.

Figure 17 depicts the roadway's projected peak hour directional volume compared against their respective volume threshold. The threshold is determined by functional class and number of lanes. The functional class for each roadway is as shown in the *2040 Functional Classification Map for Ada County & Canyon County* (Reference 14).

Figure 17. ACHD Level of Service Planning Thresholds for Alternate Routes - 2043 (No-Build) Conditions



*AM direction peak hour volume

As in existing conditions, all alternative route roadway segments analyzed meet their respective ACHD directional peak hour volume thresholds. Most of the segments have significant capacity remaining until they reach their threshold (e.g., Whitewater Park Blvd, 16th St, 15th St, Fairview St, Main St, Idaho St, Bannock St, Jefferson, St).

Highway Capacity Manual (HCM) – Based Operations Analysis

Similar to the existing conditions analysis, the intersection operational analysis was performed using the *Highway Capacity Manual (HCM) 6th Edition* (Reference 10) and *2000 Edition* (Reference 11) procedures within Synchro 11 software for the six study intersections. The *HCM 2000 Edition* was used to analyze the intersection of 11th Street and State Street due to the method of implementing the existing LPI in Synchro does not allow for the *HCM 6th Edition*. Per ACHD standards, the peak hour factor for each intersection was raised to 0.90 (if it was not already over 0.90).

Table 6 presents the traffic operation results for each intersection and its corresponding lane groups during existing weekday AM and PM peak hours. *Appendix L contains the synchro worksheets for year 2043 conditions.*

Table 6. Year 2043 (No-Build) Intersection Operations - Weekday AM & PM Peak Hour

Intersection		Intersection Control	Overall Intersection (Weekday AM / PM Peak Hour)			Lane Group	Lane Group AM Peak Hour			Lane Group PM Peak Hour		
			V/C	LOS	Delay		V/C	LOS	Delay	V/C	LOS	Delay
1	14 th Street / State Street	Two-Way Stop-Controlled	-	-	-	NBLTR	0.85	F	156.3	1.57	F	>300.0
						EBLTR	0.03	A	8.9	0.04	B	12.2
						WBLTR	0.02	B	13.0	0.01	A	9.2
						SBLTR	0.16	D	29.9	0.06*	B*	14.2*
2	13 th Street / State Street	Signalized	0.90 / 0.69	C / B	24.4 / 10.9	EBLT	0.91	C	30.0	0.50	B	12.1
						EBRT	0.88	C	24.8	0.53	B	13.0
						WBLT	0.32	B	16.5	0.71	A	3.3
						WBTR	0.34	B	16.9	0.75	A	4.4
						NBL	0.07	C	25.1	0.25	C	23.8
						NBTR	0.43	C	22.5	0.39	C	20.4
						SBL	0.12	C	23.5	0.06	C	21.6
3	12 th Street / State Street	Two-Way Stop-Controlled	-	-	-	SBTR	0.58	C	25.8	0.38	C	19.9
						NBLTR	0.56	F	107.6	0.56	F	67.3
						EBLTR	0.03	A	8.7	0.02	B	11.2
						WBLTR	0.03	B	12.6	0.01	A	9.2
4	11 th Street / State Street**	Signalized	0.76 / 0.64	D / C	39.2 / 22.8	SBLTR	0.05	C	15.6	0.03	C	22.2
						EBLTR	1.09	D	52.8	0.59	C	31.3
						WBLTR	0.44	B	10.3	0.88	B	16.8
						NBLTR	0.14	C	21.0	0.39	C	26.7
5	10 th Street / State Street	Signalized	0.65 / 0.55	A / A	9.2 / 6.5	SBLTR	0.38	C	25.4	0.19	C	22.5
						EBLT	0.70	B	10.0	0.37	A	9.3
						EBTR	0.74	B	10.4	0.39	A	9.7
						WBLT	0.24	A	0.6	0.55	A	2.2
						WBTR	0.26	A	0.7	0.58	A	2.8
6	9 th Street / State Street	Signalized	0.76 / 0.55	B / B	17.2 / 14.8	NBLTR	0.18	B	19.5	0.23	C	20.4
						SBLTR	0.32	C	21.5	0.08	B	18.6
						EBT	0.79	B	15.6	0.40	B	11.2
						EBTR	0.80	B	16.0	0.40	B	11.4
						WBLT	0.22	A	8.5	0.49	B	12.6
						WBT	0.22	A	8.4	0.52	B	13.3
						SBLT	0.63	C	25.2	0.46	C	21.4
						SBT	0.58	C	23.8	0.42	C	20.8
						SBR	0.33	B	19.3	0.37	C	20.2

Bolded, italicized, and shaded results exceed ACHD targets

* HCM 2000 result

**State Street/11th Street contains a Leading Pedestrian Interval, so HCM 2000 results are reported.

NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound, L – Left, T – Through, R – Right

Generally, the study intersections are projected to operate similarly to existing conditions, with a slight decrease in capacity and increase in delay. The only additional operational deficiency identified beyond those in existing conditions is the eastbound left-turn/through lane group at the 13th Street/State Street intersection is now projected to exceed ACHD's V/C target of 0.90 in weekday AM peak hour.

Queue Analysis

Table 7 summarizes the estimated 95th-percentile queues for all State Street approaches at the study intersections for 2043 no-build conditions.

Table 7. Year 2043 (No-Build) 95th Percentile Queue Lengths

Intersection	Movement	Capacity (ft)	Queue (ft) (AM/PM)
14 th Street / State Street	WBT	300	25 / 25
	EBT	300	25 / 25
13 th Street / State Street	WBT	300	175 / 250
	EBT	300	500 / 200
12 th Street / State Street	WBT	300	25 / 25
	EBT	300	25 / 25
11 th Street / State Street	WBT	300	75 / 350
	EBT	300	325 / 250
10 th Street / State Street	WBT	300	75 / 75
	EBT	300	25 / 25
9 th Street / State Street	WBT	300	50 / 125
	EBT	300	25 / 100

***Bolded** queues exceed segment capacity

Unique to future conditions, the estimated 95th-percentile queue on the eastern approach at 11th Street / State Street is estimated to exceed one block of queuing capacity during the weekday PM peak hour.

SUMMARY OF FINDINGS

The key findings from the existing and future (no-build) conditions analysis are summarized below.

Existing Conditions

■ Pedestrian Level of Traffic Stress (PLTS)

- Segment PLTS along the corridor is level 2 or 3, except for one section of PLTS 4 along 12th Street due to a buffer less than 5 feet.
- Intersection PLTS is level 1 to 3.
 - o The unsignalized intersections at 14th Street and 12th Street are PLTS 3 due to 85th percentile speeds recorded at 33 MPH.
- PLTS could be improved by increasing sidewalk buffers, reducing access points, adding trees to buffers, improving accessibility, implementing LPI, and/or improving lighting.

■ Bicycle Level of Traffic Stress (BLTS)

- Segment BLTS is level 4 along the corridor.
- Crossing State Street BLTS is level 2 to 3.
- The segment BLTS could be improved by providing separated bicycle infrastructure and the crossing of State Street BLTS could be improved through enhancements (e.g., beacons, median refuge islands), signalization, and/or traffic calming.

■ Motor Vehicle Operations

- All roadway segments analyzed meet their respective ACHD directional peak hour volume thresholds.
Most movements at the study intersections operate within ACHD's targets in the weekday AM and PM peak periods, except for:

- o 14th Street / State Street
 - The northbound left-through-right lane group is over capacity ($V/C > 1.00$) in the weekday AM and PM peak hours.
 - The southbound left-through-right lane group is under capacity, however experiences LOS F in the weekday PM peak hour.
- o 12th Street / State Street
 - The northbound left-through-right lane group is under capacity, however experiences LOS F in the weekday AM and PM peak hours.
- o 11th Street / State Street
 - The eastbound lane group is at capacity in the AM peak hour; however, it does meet ACHD LOS targets.
- The eastern approaches to intersections of 13th Street / State Street and 11th Street / State Street are estimated to generate queues longer than the block length in the weekday AM peak hour. These estimates are consistent with field observations. In addition, field observations indicate queues sometimes stack from 9th Street to 11th Street in the eastbound direction in the weekday AM peak hour. This stacking appears to be related to the demand for right-turns from State Street onto 9th Street.
- The existing vehicular parking analysis showed heavier parking demand toward the city center and during the weekday midday time period.
- The safety analysis evaluated crash history between 2018-2022 for the State Street corridor.
 - About 32% of crashes resulted in an injury.
 - Angle crashes were the most common intersection crash type (i.e., 52 crashes out of 102 total crashes)
 - The 13th Street / State Street and 9th Street / State Street intersections had the greatest number of crashes.
 - In addition to the 2018-2022 crash data received, the 11th Street / State Street intersection has had four pedestrian related crashes in 2023.
 - o In response to these occurrences, ACHD has implemented an LPI and additional overhead signage for drivers to be aware of pedestrians.
- Peak transit ridership occurs at 7:10 AM in the AM period and at 3:45 PM in the PM period. These peaks occur about 40 minutes before and after Boise High School's operating hours.

Future No-Build Conditions

- BLTS and PLTS did not change compared to the existing conditions analysis.
- Generally, the study intersections are projected to operate similarly to existing conditions, with a slight decrease in capacity and increase in delay.
 - The only additional operational deficiency identified beyond those in existing conditions is the eastbound left-turn/through lane group at the 13th Street/State Street intersection is now projected to exceed ACHD's V/C target of 0.90 in weekday AM peak hour.

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Appendix C
Public Comment # 1 Summary

Public comments were collected through the following means:

ONLINE SURVEY
(438 responses)

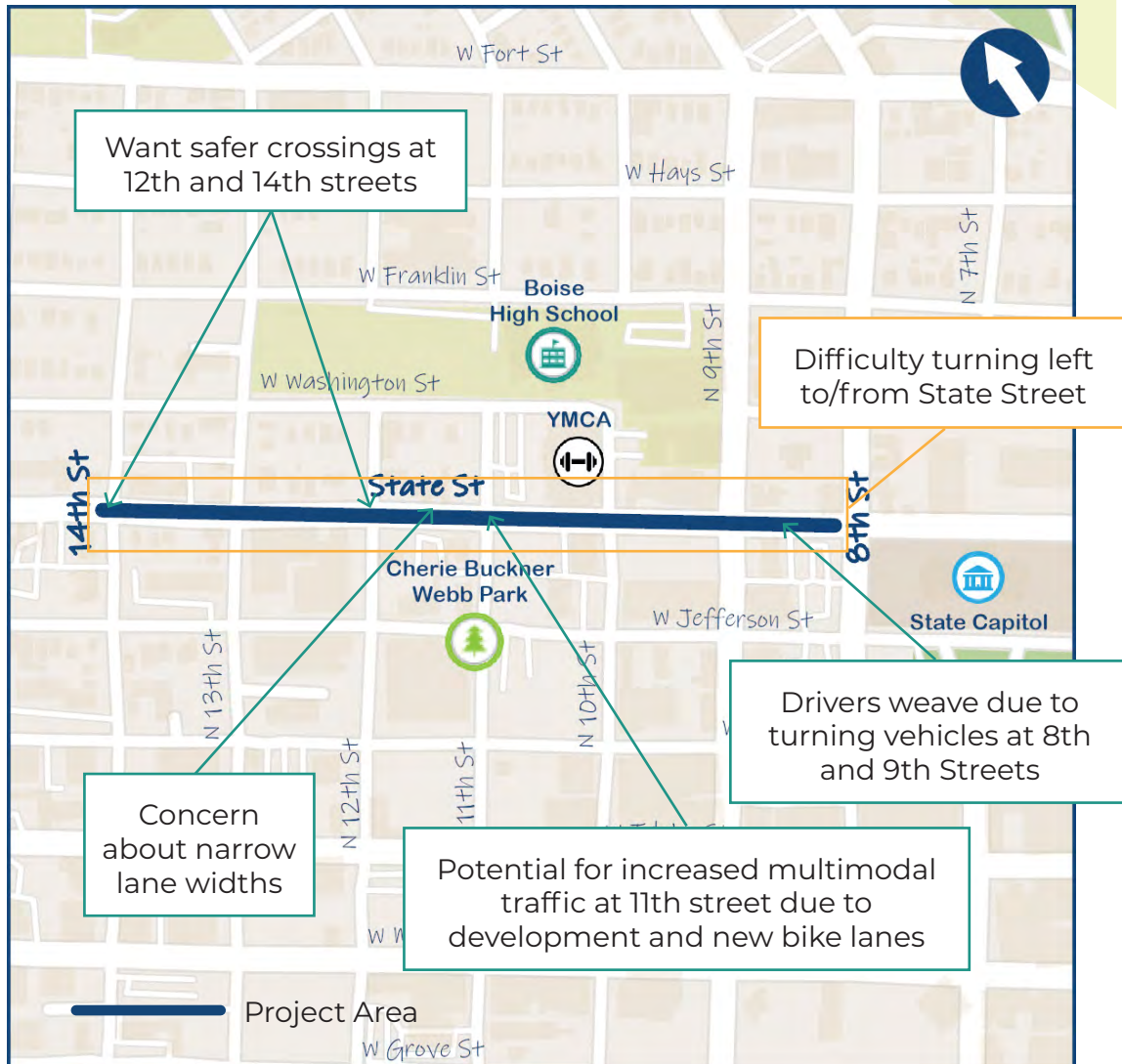
ONLINE COMMENT MAP
(29 comments, 30 replies to comments, and
145 likes of comments)

IN PERSON PROPERTY / BUSINESS OWNER MEETINGS
(7 business/properties representing 6 of 12 block faces)



IN TOTAL
1,900
WEBSITE VISITS

WHAT DID PEOPLE SAY ABOUT STATE STREET?



TOP CONCERNS WITH STATE STREET*

75%

I don't feel safe biking
along the street (323)

58%

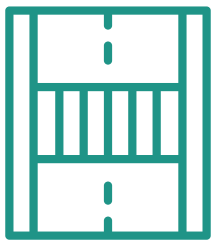
I don't feel safe crossing
the street (250)

55%

I don't feel safe making
a left-turn from State
Street into side streets or
business driveways (238)

**Percentages shown based on 430 responses to this question*

TOP 5 PRIORITIES FOR STATE STREET



1.

Improving
crossings of
State Street for
people walking
and biking

(2.5)*



2.

Providing bike
lanes

(3.5)



3.

Improving
existing
sidewalks

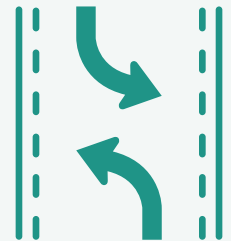
(3.8)



4.

Maintaining
or improving
existing traffic
congestion

(3.9)



5.

Providing a
center left-turn
lane for motor
vehicles

(3.9)

**Number in parentheses represents average rank (out of 8 options)*

BUSINESS/PROPERTY OWNER PRIORITIES

Maintain motor
vehicle access

Improve safety for
people crossing
State Street

Improve safety for
people driving on
State Street

Improve left-turns
onto/from State
Street

MORE INFORMATION

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Appendix D

Refined Alternatives Analysis

Technical Memo #2A

March 18, 2024

Project# 29336

To: Tom Laws, AICP – Planning Manager
Aaron Williams – Sr. Transportation Planner
Ada County Highway District (ACHD)

From: Chase Fuquay, PE, Liz Kaniecki, EIT, Jamie Henson, Nick Foster, AICP, RSP₁, and Sonia Daleiden, PE,
PTOE

RE: State Street, West of 8th Street/14th Street Concept Design
Initial Concept Development and Screening

INTRODUCTION

The Ada County Highway District (ACHD) has initiated a project to reconstruct State Street from 14th Street to 8th Street in downtown Boise. The project is focused on remediating pavement conditions and drainage issues, while also improving safety along the corridor, especially for people walking and biking across State Street. Figure 1 shows the project area.

Technical Memorandum #2 summarizes the steps taken to develop and evaluate six conceptual cross section alternatives for the project corridor, along with potential transit recommendations for each alternative. It concludes with a recommendation for which alternatives to advance for further design, analysis, and public review.

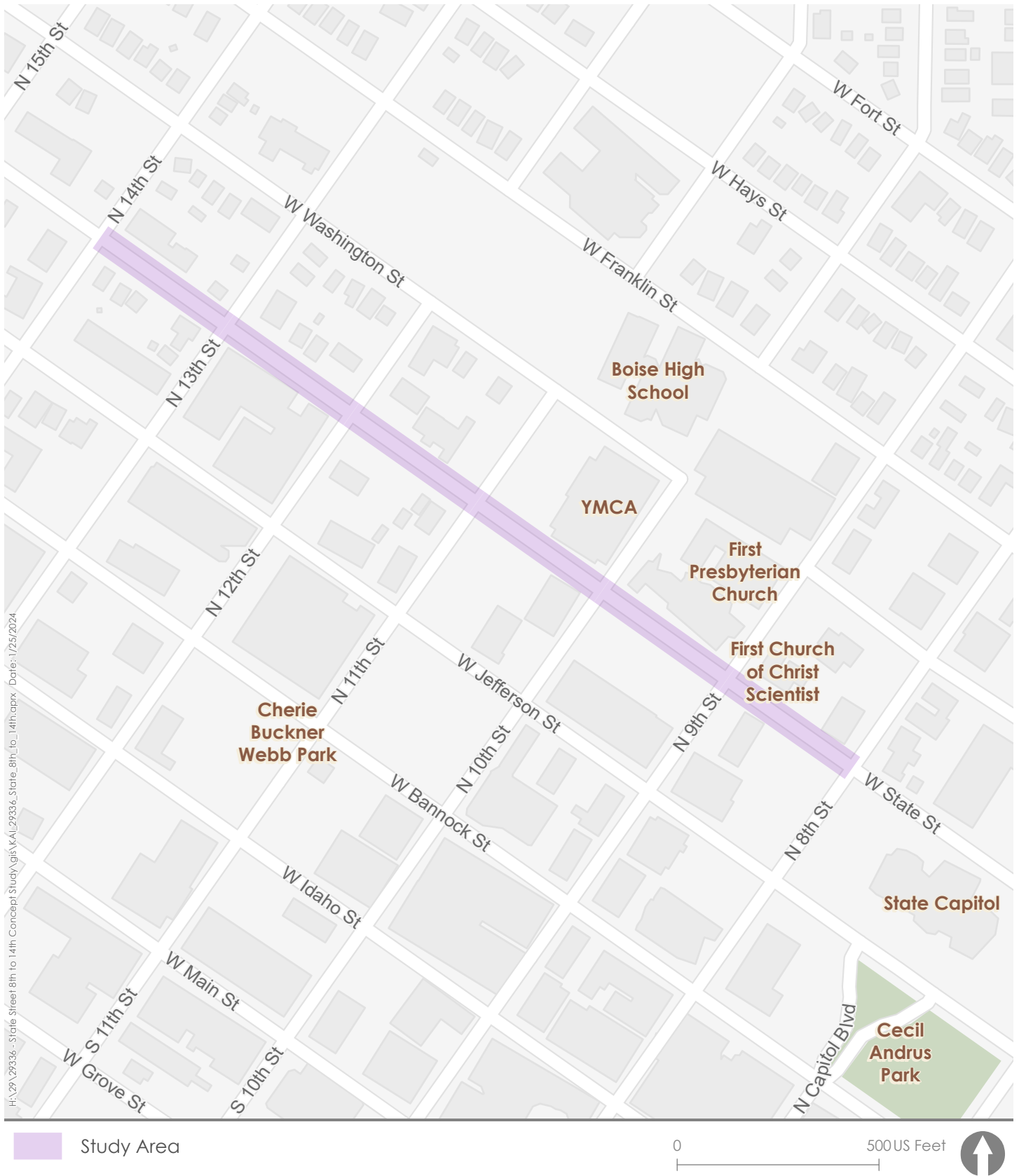


Figure 1

INITIAL CONCEPT DEVELOPMENT

The project team has developed a set of initial concept alternatives based on the relevant project goals and objectives outlined below:

- Safety and function:
 - Rehabilitate pavement and correct drainage issues.
 - Improve multimodal functionality.
 - Improve safety for all users, especially people crossing State Street.
- Land-use
 - Accommodate current & planned land-uses.
 - Stay within existing right-of-way (ROW).

The development of the initial concept alternatives also considered key findings from the existing and future conditions evaluation provided in *Technical Memo #1: Existing and Future Conditions Inventory and Analysis* (Reference 1), as well as the design previously completed for the corridor.

The sections below provide details about what treatments and design elements were considered in the initial alternatives, including transit considerations, and why, or why not, certain elements were carried through to the initial alternative screening.

Transit Considerations and Treatments

The initial alternatives presented later in this memorandum consider cross-sections on State Street ranging from three lanes to five lanes wide. Buses would likely continue to stop in-lane in alternatives with four or more lanes. Buses stopping in-lane on a three-lane section could impede motor vehicle traffic flow more than in the existing four-lane section. Given this, and that State Street is considered a premium transit corridor by the City of Boise and Valley Regional Transit (VRT), the project team has identified potential treatments to improve bus travel time and reliability and to mitigate the effects of transit stops on motor vehicle traffic operations. The treatments are taken from industry best practices, including the District Department of Transportation's (DDOT) *Bus Priority Program Toolbox* (Reference 2) and VRT's *Bus Stop Typology Study – Kit of Parts Design Document* (Reference 3).

The project team proposes the following treatments for consideration:

- In-Lane Stops
- Bus Stop Consolidation
- Far-side Stop Relocation
- Transit Signal Priority (TSP)
- Queue Jumps
- Side Island (Floating Bus Island)

Further details of each treatment are discussed below.

In-Lane Stops

VRT's buses currently stop in-lane on State Street. This could continue in any alternative. As previously noted, in-lane stops in a three-lane section would impede motor vehicle traffic flow more than in existing conditions. This impact could be mitigated by implementing one or more of the other treatments described in this section.

Bus Stop Consolidation

There are two bus stops in each direction on State Street between 8th Street and 14th Street. VRT plans to relocate the current outbound (westbound) stop at 9th Street to east of 8th Street. This will result in there being only one stop in the westbound direction in the study corridor, reducing some of the potential effects of in-lane stops in a three-lane cross-section. Consolidating the two inbound (eastbound) stops to a single location at 11th Street or 9th Street would similarly mitigate the effects of in-lane stops in the eastbound direction.

Far-side Stop Relocation

Far-side stop relocation is applicable to any alternative. VRT is already planning to relocate the inbound stop at 11th Street to the far-side of the intersection in conjunction with the ongoing YMCA/Block 68 development. This treatment may be appropriate in the study area due to the observed queuing during peak hours, which may block buses from reaching near-side stops when traffic is stopped on State Street by the adjacent traffic signal. This treatment may also be effective in improving visibility of people biking in alternatives with bike lanes or shared-use paths when paired with a bus island. Per the DDOT toolbox, near-side to far-side relocation can save an average of 4 to 9 seconds per stop. Far side stops also pair well with transit signal priority (TSP).

Within a three-lane cross-section, this treatment could be paired with a bus pullout. This could allow a bus to pull in and have passengers board and alight while the upstream traffic signal is green for through traffic on State Street and then pull back into the travel lane when the light is red and creates a gap in traffic. This combination of treatments may not be as effective if the queuing from the downstream intersection spills back and blocks the bus from re-entering traffic. A pullout requires more space than an in-lane stop, which could preclude being able to provide separated bike lanes.

A local example of a far-side stop can be found at the 18th Street/State Street intersection (shown in Figure 2).



Figure 2. Far-side Bus Stop Example (18th Street/State Street, Source: Google Earth)

Transit Signal Priority

Transit signal priority (TSP) alters signal timing to reduce bus delay, improve travel speeds, and/or improve reliability. TSP is most effective when paired with far side stop relocation. This treatment can be implemented with any alternative, although the specific goal of the signal timing alteration may vary.

TSP can be implemented in several ways, including green extension and upstream green truncation. Signals on this corridor are part of the fixed-time downtown system, which could affect available implementation options. The use of TSP in the project area would need to be further evaluated to determine which options would be most effective, and feasible, within this system. TSP treatments have not yet been applied in the Treasure Valley.

Queue Jumps

A queue jump consists of a near-side pullout stop and a bus-only signal that gives an early green light allowing the bus to move through the intersection ahead of the queue. This treatment would only be applicable to three-lane cross-sections, due to the available right-of-way.

The pullout is sometimes used as a right-turn lane by motor vehicle traffic, so queue jumps should be considered only where right-turning volumes are relatively low. Otherwise, right-turning vehicles may prevent buses from being able to use the lane. The level of benefit depends also on the queue length, as excessive queue lengths may prevent the bus from accessing the pullout.

A conceptual example of a queue jump is shown in Figure 3. Similar to pullouts, queue jumps could preclude being able to provide separated bike lanes.

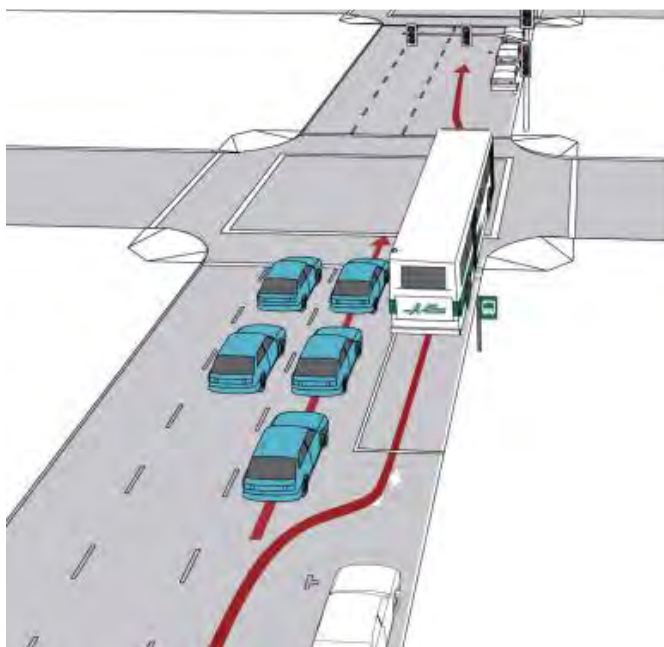


Figure 3. Queue Jump Example (Source: AC Transit)

Side Island

A side island allows for bicycle infrastructure to be placed behind the bus stop, reducing conflict between people biking and buses, and defining points of conflict between people accessing the bus stop and people biking. Due to the available right-of-way, this treatment is only considered with a three-lane cross-section with in-lane stops.

The bus stop infrastructure would be placed on the island, with passengers accessing the sidewalk across the bike lane at one or two locations. of in-lane stops; however, it could be paired with far-side stop relocation and TSP and it provides an enhanced level of service for bus passengers.

Figures 4 and 5 present examples of side islands.

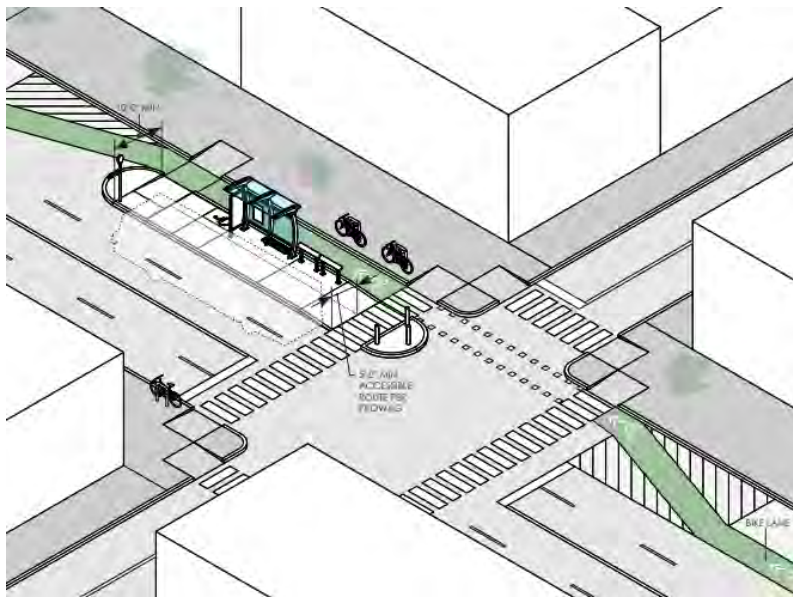


Figure 4. Illustration of a Side Island (Source: Valley Regional Transit)



Figure 5. Side Island on Fairview Avenue (Source: Google Streetview)

Initial Concept Alternatives

The draft alternatives moved past the first level of screening are grouped together based on the number of motor vehicle lanes provided on State Street (i.e., 3, 4, or 5 lanes) with sub-concepts incorporating different elements outside the travel lanes related to walking, biking, streetscape, and on-street parking. Table 1 summarizes the draft concept alternatives.

Table 1. Concept Alternatives

# of Vehicle Lanes	Sub-Concept	Bicycle Treatment	Pedestrian Treatment	On-Street Parking	Streetscape
5	A	Shared-Use Paths		None	Limited Street Trees
	B	None	Sidewalks	None	Street Trees
5/4	A	None	Sidewalks	Existing	Limited Street Trees
3	A	Raised Bike Lanes	Sidewalk	Existing	Street Trees
	B	Shared-Use Paths		None	Street Trees
	C	In-Street Protected Bike Lanes	Sidewalks	None	Street Trees

For each concept, enhanced crossing treatments (e.g., pedestrian hybrid beacon, rapid rectangular flashing beacon) or traffic signals are considered at the currently unsignalized intersections of 12th Street / State Street and 14th Street / State Street.

ACHD is working to install leading pedestrian intervals (LPIs) at all signalized intersections in Ada County. Per the ACHD Leading Pedestrian Interval Implementation Map (Reference 4), all the signalized intersections in the study area are planned to have an LPI. The implementation of LPI in the study area will be analyzed in tandem with the alternatives chosen to advance for further design, analysis, and public review.

The following sections further describe the draft alternatives.

5/4-Lane Alternative (A) – Street Trees and Sidewalk

This alternative is the existing design and is therefore considered the “no-build” alternative. The cross-section between 14th Street and 12th Street includes buffered sidewalks and five travel lanes, two lanes in each direction with a center turn lane. Between 12th Street and 11th Street, the five lanes remain, but the sidewalk becomes ten feet wide with no buffer. South of 11th Street, there is a non-buffered sidewalk and parking on the north side, a buffered sidewalk on the south side, and four travel lanes. Table 2 provides notable benefits and challenges of this alternative. Each cross-section from north to south, with dimensions of each design element, are shown in Figures 6 through 8.

Table 2. 5/4-Lane Alternative (A): Benefits & Challenges

Benefits	Challenges
- Bus stops would only impede one of the two travel lanes in each direction as they do today. - The center turn lane would allow opportunities for protected left turns at signals and for left-turning vehicles to move out of the travel lane. - Existing parking would be maintained.	- Does not improve walking or biking conditions much beyond existing conditions (PLTS and BLTS score is 3 or worse). People biking could use adjacent low stress network. - Desired transit station shelters would not fit within ROW. - Center turn lane increases crossing distance. 5' buffer with street trees may require Silva Cells
Transit Considerations	
- In-lane stops - Possible stop consolidation, far-side stop relocation, and/or TSP	

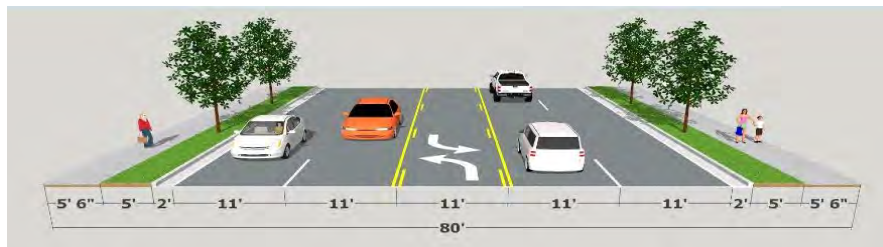


Figure 6. 5/4 Lane Alternative A –Buffered Sidewalk (14th Street to 12th Street)

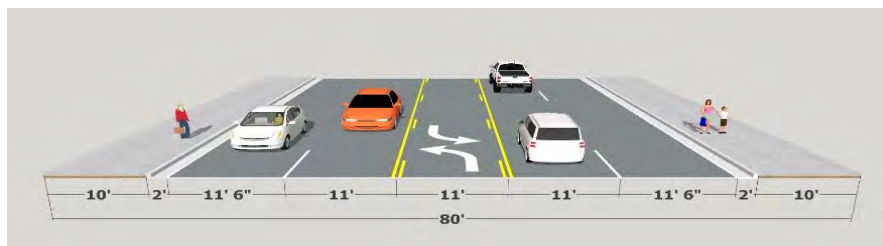


Figure 7. 5/4 Lane Alternative A - Buffered Sidewalk (12th Street to 11th Street)

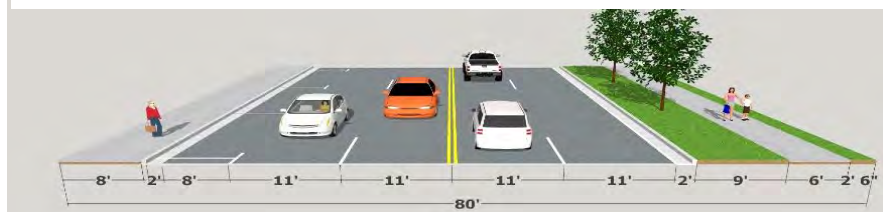


Figure 8. 5/4 Lane Alternative A - 4-Lane Section with Northside Parking (Looking East, 11th Street to 8th Street)



5-Lane Alternative (A) – Shared-Use Paths

This alternative includes shared-use paths on both sides with little buffer space. There are two lanes for motor vehicles in each direction and a center turn lane along most of the corridor. Transit stops would be installed on the respective far-sides of the 11th Street intersection. Table 3 provides notable benefits and challenges of 5-Lane Alternative (A).

Table 3. 5-Lane Alternative (A): Benefits & Challenges

Benefits	Challenges
- Improved biking conditions (BLTS 2 or better). - Bus stops would only impede one of the two travel lanes in each direction as they do today. - The center turn lane would allow opportunities for protected left turns at signals and for left-turning vehicles to move out of the travel lane.	- Does not improve walking conditions (PLTS score is 3 or worse) due to minimal buffer in some areas and having to share space with people biking. - Desired transit station shelters would not fit within ROW. - Existing parking removed. - Center turn lane increases crossing distance. 6' buffer with street trees may require Silva Cells.
Potential Tradeoff	
Center median could be provided instead of the turn lane to reduce conflicts at driveways and create a gateway feel along the corridor.	
Transit Considerations	
- In-lane stops - Possible stop consolidation, far-side stop relocation, and/or TSP	

Figure 9 shows the cross-section with dimensions of each design element between 14th Street and between 10th Street and 9th Street. Due to State Street narrowing east of 8th Street, a 4-lane section is proposed east of 10th Street, as shown in Figure 10.

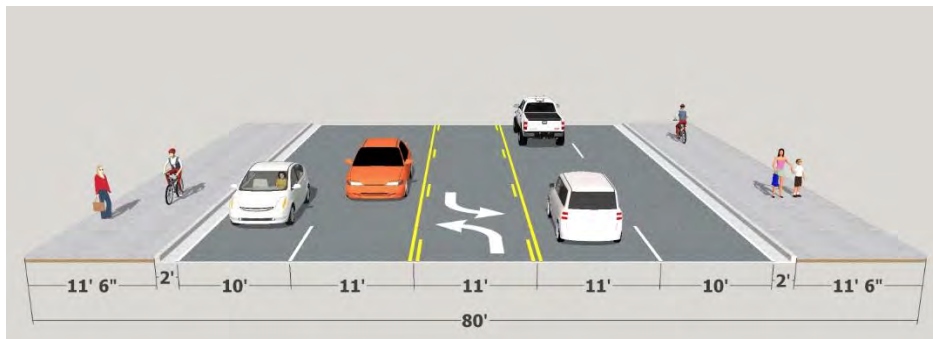


Figure 9. 5-Lane Alternative (A) - Shared-Use Paths

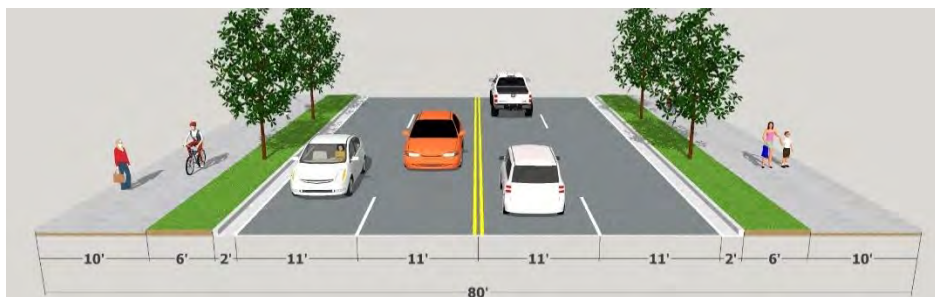


Figure 10. 4-Lane Alternative – Shared-Use Path (East of 10th Street)



5-Lane Alternative (B) – Street Trees and Sidewalk

This alternative includes sidewalks with street trees. There are two lanes for motor vehicles in each direction and a center turn lane along most of the corridor. Table 4 provides benefits and challenges of 5-Lane Alternative (B).

Table 4. 5-Lane Alternative (B): Benefits & Challenges

Benefits	Challenges
- PLTS score is 2 or better. - Bus stops would only impede one of the two travel lanes in each direction as they do today. - A transit station could be incorporated at the 11th Street intersection. - The center turn lane would allow opportunities for protected left turns at signals and for left-turning vehicles to move out of the travel lane.	- BLTS score is 3 or worse. People biking could use adjacent low stress network. - Existing parking removed. - Center turn lane increases crossing distance. 5' buffer with street trees may require Silva Cells.
Potential Tradeoffs	
- Parking could be added in place of 10' buffer space where desired. - Center median could be provided instead of the turn lane to reduce conflicts at driveways and create a gateway feel along the corridor.	
Transit Considerations	
- In-lane stops - Possible stop consolidation, far-side stop relocation, and/or TSP	

Figure 11 shows the cross-section with dimensions of each design element. Due to State Street narrowing east of 8th Street, a 4-lane section is proposed east of 10th Street, as shown in Figure 12.

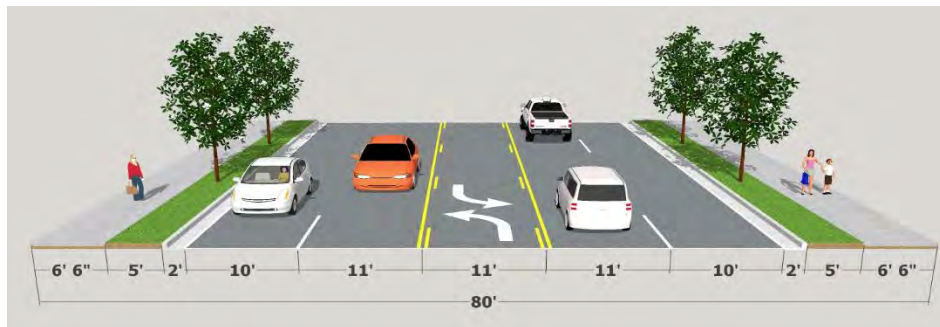


Figure 11. 5-Lane Alternative (B) - Street Trees & Sidewalk

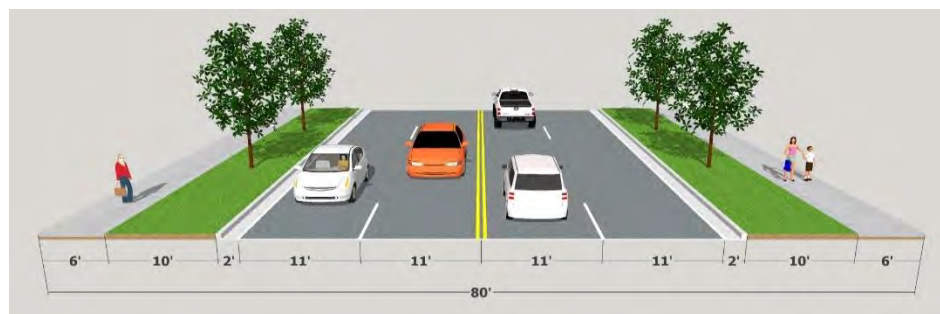


Figure 12. 4-Lane Alternative – Street Trees & Sidewalk (East of 10th Street)



3-Lane Alternative (A) – Raised Bike Lanes w/ Northside Parking

This alternative includes sidewalks, raised bike lanes, and street trees. There is one lane for vehicle traffic in each direction, a center turn lane, and parking on the north side along the corridor. This alternative could include 9'-12' bus station shelters. Table 5 provides the benefits and challenges of 3-Lane Alternative (A).

Table 5. 3-Lane Alternative (A): Benefits & Challenges

Benefits	Challenges
- Improved walking and biking conditions (PLTS and BLTS score is 2 or better). - Existing parking would be maintained; limited parking may be added on the north side. - The center turn lane would allow opportunities for protected left turns at signals and for left-turning vehicles to move out of the travel lane. - Fewer travel lanes decreases crossing distance. - Options for a variety of transit treatments within existing ROW.	- Two through lanes are removed, likely increasing queuing and delay at intersections. The effects will be partially mitigated by traffic rerouting within the surrounding network, which has sufficient capacity - If in-lane bus stops are provided, the stopped bus would impede motor vehicle traffic flow more than it does today. - The narrowing of the roadbed will likely require regrading the road to provide appropriate cross slopes. 5'3" buffer with street trees may require Silva Cells.
Potential Tradeoffs	
- On-street parking could be replaced by more buffer space or wider sidewalks. - Center median could be provided instead of the turn lane to reduce conflicts at driveways and create a gateway feel along the corridor. - Raised bike lanes and sidewalk could be replaced with shared-use paths.	
Transit Considerations	
- In-lane stops with side islands, far-side stop relocation, and/or TSP - Pull-out stop with far-side stop relocation and/or TSP¹ - Stop consolidation - Queue jumps¹	

¹Pull-outs or queue jumps may preclude continuous raised bike lanes.

Figure 13 shows the cross section for the 3-Lane Alternative (A) with dimensions for each design element.

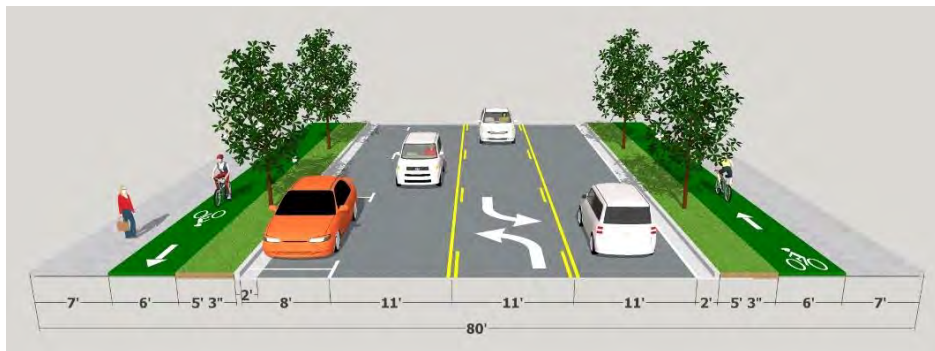


Figure 13. 3-Lane Alternative (A) - Raised Bike Lanes with Northside Parking (Looking East)



3-Lane Alternative (B) – Shared-Use Paths w/ No Parking

This alternative includes shared-use paths with street trees. There is one lane for vehicle traffic in each direction and a center turn lane. This alternative could include 9' to 12' bus station shelters. Table 6 provides the benefits and challenges of 3-Lane Alternative (B).

Table 6. 3-Lane Alternative (B): Benefits & Challenges

Benefits	Challenges
- Improved walking and biking conditions (PLTS and BLTS score is 2 or better). - The center turn lane would allow opportunities for protected left turns at signals and for left-turning vehicles to move out of the travel lane. - Fewer travel lanes decreases crossing distance. - Options for a variety of transit treatments within existing ROW.	- Two through lanes are removed, likely increasing queuing and delay at intersections. The effects will be partially mitigated by traffic rerouting within the surrounding network, which has sufficient capacity - If in-lane bus stops are provided, the stopped bus would impede motor vehicle traffic flow more than it does today. - The narrowing of the roadbed will likely require regrading the road to provide appropriate cross slopes. 7' buffer with street trees may require Silva Cells. - Existing parking is removed. - Having people biking and walking sharing the same space may not be desirable near downtown.
Potential Tradeoffs	
- Center median could be provided instead of the turn lane to reduce conflicts at driveways and create more of a gateway feel along the corridor. - Shared-use path could be replaced with raised bike lanes and sidewalk.	
Transit Considerations	
- In-lane stops with far-side stop relocation and/or TSP - Pull-out stop with far-side stop relocation and/or TSP¹ - Stop consolidation - Queue jumps¹	

¹Pull-outs or queue jumps may preclude continuous separated bicycle space.

Figure 14 shows the cross section for the 3-Lane Alternative (B) with dimensions for each design element.

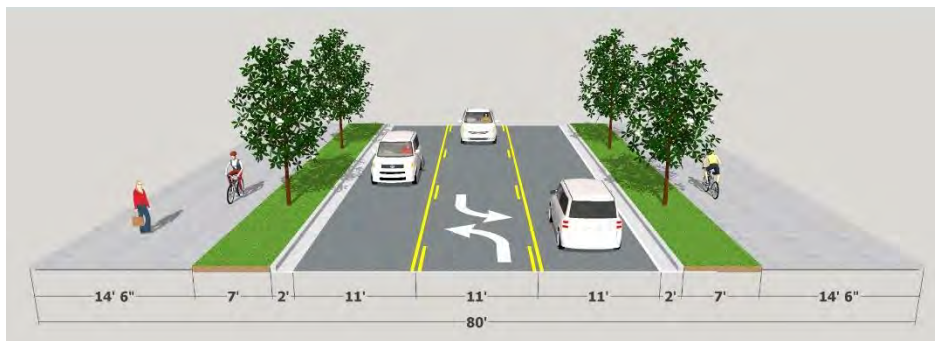


Figure 14. 3-Lane Alternative (B) – Shared-Use Paths with No Parking



3-Lane Alternative (C) – Protected Bike Lanes

This alternative includes sidewalks and on-street protected bike lanes with a buffer space with street trees separating sidewalk from bike lanes on both sides of the corridor. The bike lanes are separated from vehicle traffic by a vertical buffer space (e.g., extruded curb). There is one lane for vehicle traffic in each direction and a center turn lane along the corridor. This alternative could include 9' to 10' bus station shelters. Table 7 provides the benefits and challenges of 3-Lane Alternative (B).

Table 7. 3-Lane Alternative (C): Benefits & Challenges

Benefits	Challenges
- Improved walking and biking conditions (PLTS and BLTS score is 2 or better). - The center turn lane would allow opportunities for protected left turns at signals and for left-turning vehicles to move out of the travel lane. - Fewer travel lanes decreases crossing distance. - Options for a variety of transit treatments within existing ROW.	- Two through lanes are removed, likely increasing queuing and delay at intersections. The effects will be partially mitigated by traffic rerouting within the surrounding network, which has sufficient capacity - If in-lane bus stops are provided, the stopped bus would impede motor vehicle traffic flow more than it does today. - The narrowing of the roadbed will likely require regrading the road to provide appropriate cross slopes. 6' buffer with street trees may require Silva Cells. - Existing parking is removed.
Potential Tradeoffs	
- Center median could be provided instead of the turn lane to reduce conflicts at driveways and create more of a gateway feel along the corridor. - Parking could be added in place of buffer space. - Raised bike lanes could replace on-street protected bike lanes.	
Transit Considerations	
- In-lane stops with side islands, far-side stop relocation, and/or TSP - Pull-out stop with far-side stop relocation and/or TSP¹ - Stop consolidation - Queue jumps¹	

¹Pull-outs or queue jumps may preclude continuous separated bike lanes.

Figure 15 shows the cross section for the 3-Lane Alternative (C) with dimensions for each design element.

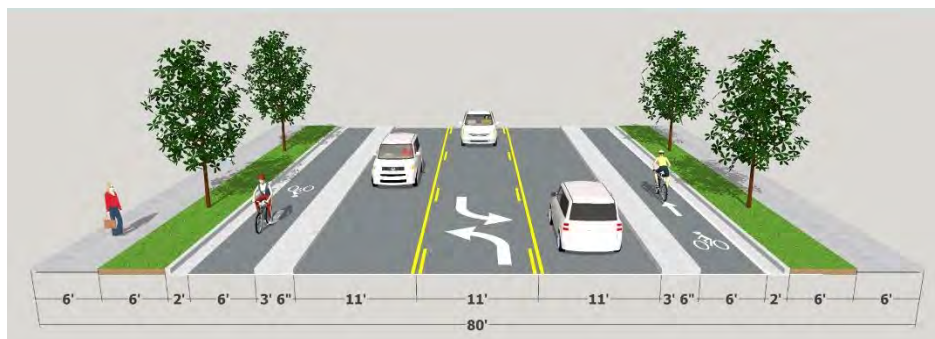
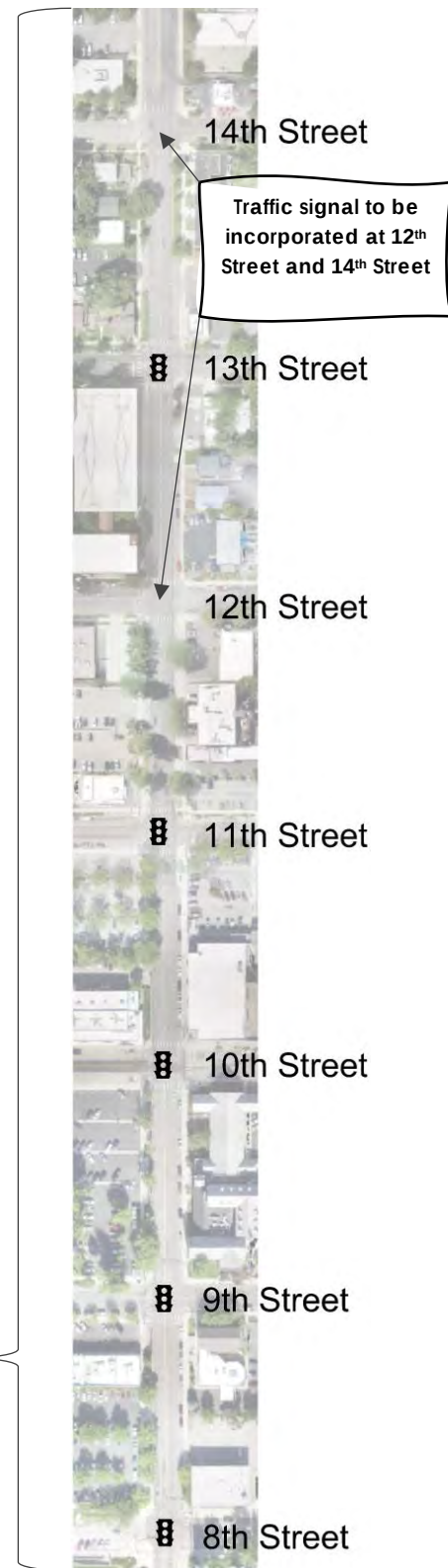


Figure 15. 3-Lane Alternative (C) – Protected Bike Lanes



Transit Stop Cross Section Considerations

The project team assessed the available space behind the curb in each alternative to identify the ability of the alternative to accommodate VRT's desired transit stations, as well as separated walking and biking infrastructure. This section describes potential options for each alternative. There may be flexibility in some of these designs to include a slight shift in the street's centerline.

5-Lane Alternatives (In-Lane) and 3-lane Alternatives (with Pullout or Queue Jump)

These alternatives result in 11.5-feet of space between the back of curb and ROW boundary. This could accommodate a standard bus stop and sidewalk, as shown in Figures 16 (for a five-lane section) and 17 (for a three-lane section). Figure 17 also shows that separated space for people biking cannot be provided if there is a queue jump or pullout in a three-lane section.

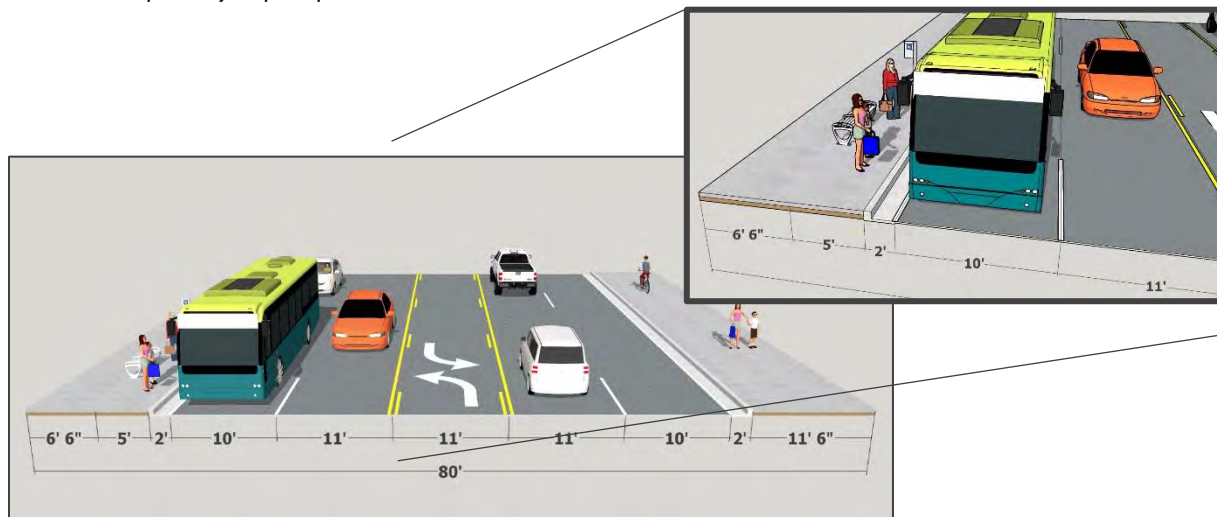


Figure 16. 5-Lane Alternatives: In Lane Stop

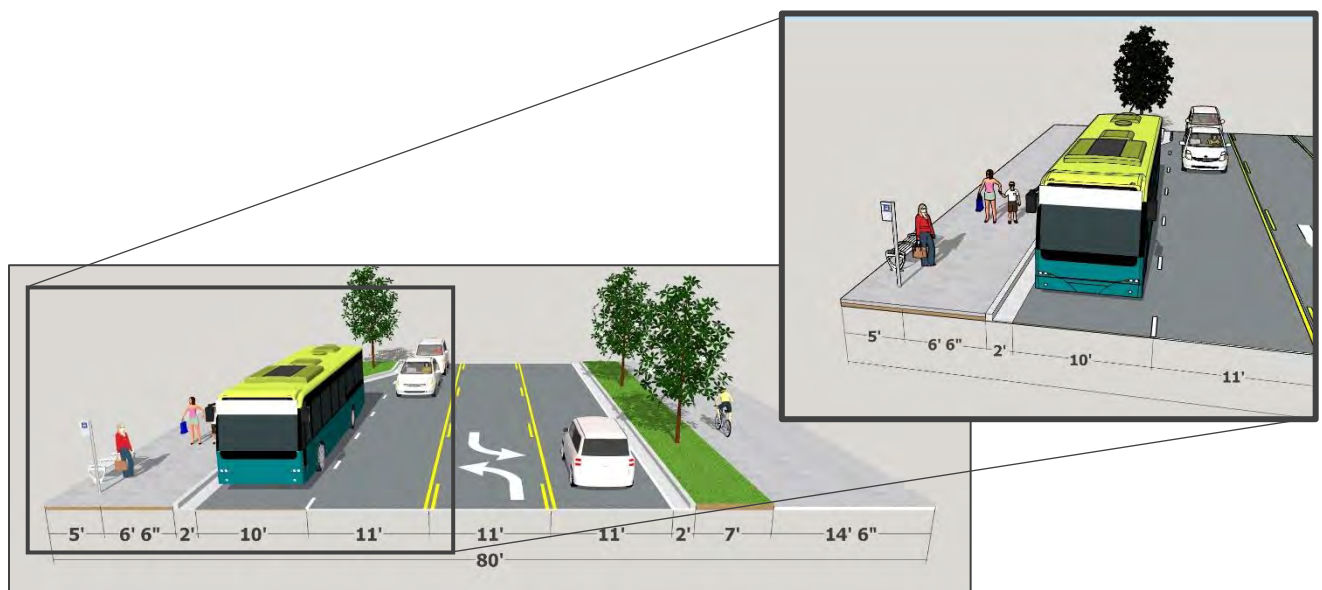


Figure 17. 3-Lane Alternatives: Pullout Stop or Queue Jump (One Side)

5/4 Lane (A) (In-Lane), 3-Lane (A) (Eastbound In-lane)

These alternatives have 17 to 18 feet between the back of curb (or outside travel lane) and ROW boundary in certain locations (e.g., the northside of 3-Lane (A)). This space could accommodate a 9-foot bus stop with an 8 to 9-foot sidewalk or shared-use path. Figure 18 shows 3-Lane (A) with a side island for an in-lane stop.

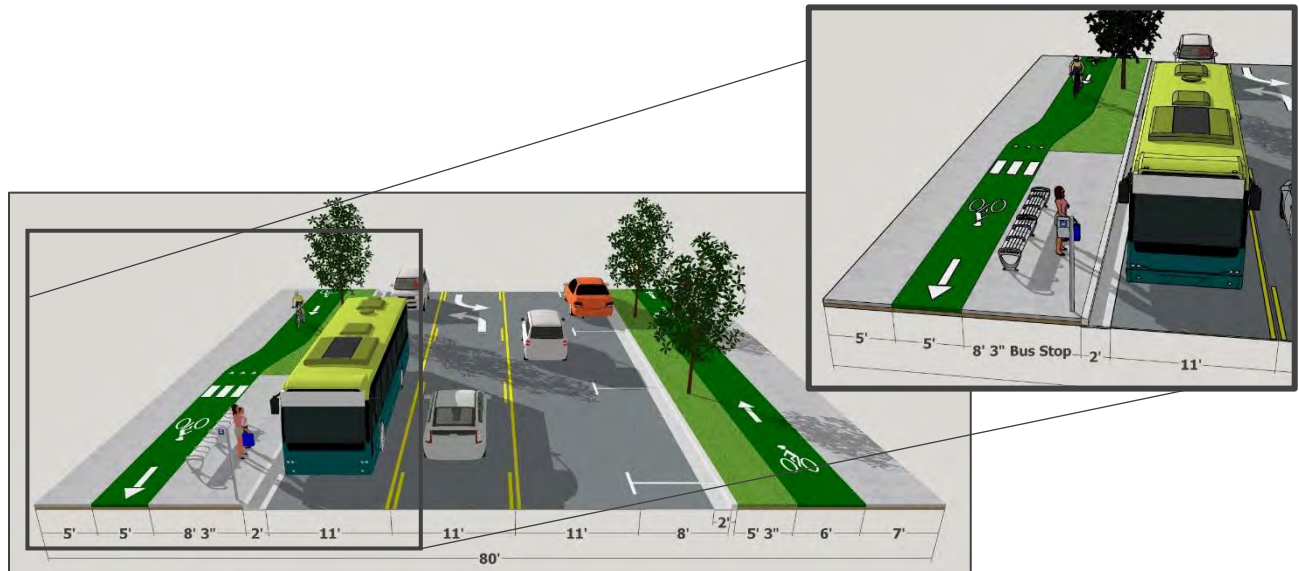


Figure 18. 3-Lane Alternative (A): In-Lane (Looking West)

3-Lane (A) (Westbound In-lane) and 3-Lane (B/C) (In-Lane)

These alternatives have 21.5 to 24.5 feet between the back of curb and ROW boundary. This could allow for VRT's desired transit stations with separated walking and biking infrastructure, as shown in Figure 19. A side island would be incorporated into 3-Lane (C).

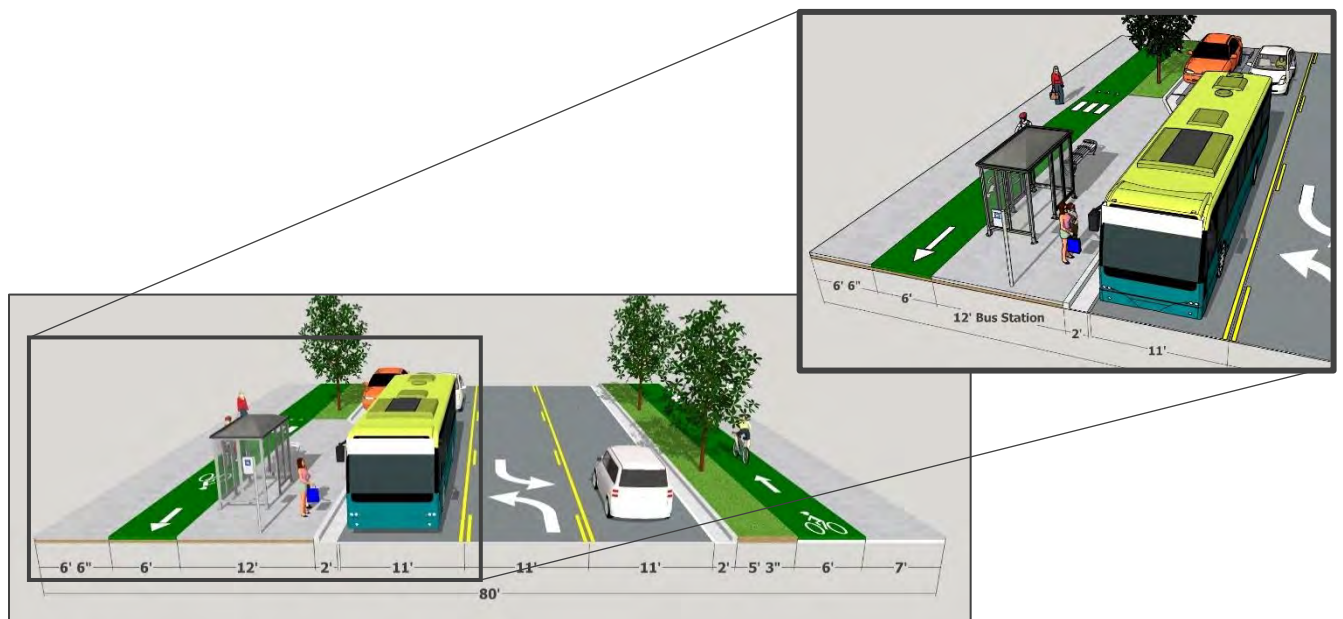


Figure 19. 3-Lane Alternative (A): In-Lane (Looking East)

Treatments Considered and Screened Out

In addition to the concepts presented in the previous section, the project team considered a wide range of potential treatments for the corridor. These treatments were all evaluated at a high-level against the project goals and objectives, right-of-way constraints, public feedback, and the performance measures used in the first technical memorandum. The following treatments were removed from further consideration due to them not meeting one or more project objectives, as described below:

- **Two-Lane Alternatives (No Center Turn Lane):** Providing only one travel lane in each direction without a center turn lane would provide the shortest crossings of State Street; however, the lack of a center turn lane would preclude considering protected left-turns at signals and likely significantly impact motor vehicle operations and queues, access to business driveways, and potentially bus travel time and reliability.
- **Two-way Protected Bike Lanes or Shared-use Path on One Side:** This treatment would force people biking to cross State Street more than having a bike lane on either side and would limit convenient access to properties on the side without the bike lanes/path.
- **Painted Bike Lanes:** This treatment would not provide a low-stress experience for people biking along the corridor and would not ACHD's target of LTS 2 or better.
- **Angled Parking:** Angled parking would require more cross-sectional width than parallel parking would. Although angled parking would potentially allow for more parking spaces than parallel parking, the extra cross-sectional width would preclude other desirable features (e.g., sidewalk buffer space, center turn lane) that were identified as higher priorities in the first round of public outreach.
- **Separated Bike-Bus Lanes or Transit Specific Lanes:** The separated bike-bus lane provides a separate space for buses to stop without impeding vehicle traffic and physically separates people biking from the rest of vehicle traffic. Although this treatment separates people biking from the main vehicle traffic, it does not remove them from conflict with buses, a heavier and larger vehicle. There is not expected to be enough bus traffic to make a transit-specific lane highly utilized and self-enforcing, which would likely result in people driving in them with their personal vehicles.

INITIAL CONCEPT SCREENING

The project team evaluated the concepts against the following criteria:

- **Bicycle LTS:** The Bicycle LTS score is based on ACHD's Livable Streets Performance Measures. ACHD's desired LTS score is 2. The analysis shown is for biking on State Street. There is an adjacent lower stress bicycle network surrounding State Street.
- **Pedestrian LTS:** The Pedestrian LTS score is based on ACHD's Livable Streets Performance Measures. ACHD's desired LTS score is 2.
- **Safety:** Safety was evaluated at a preliminary level for all road users. Considerations included the use of treatments with a proven crash reduction benefit, changes in conflict points, changes in exposure (e.g., crossing length), and separation of modes. Note that some design elements may score well for one user type, while potentially negatively impacting another user type (e.g., center turn lanes provide opportunities for left turning vehicles to wait outside the travel lane but may result in longer crossings for people walking and biking).
- **Motor Vehicle Operations:** Traffic operations are evaluated based on the number of motor vehicle lanes on State Street.
- **Parking:** Parking is based on the number of on-street spaces that will be provided.
- **Transit:** Transit is based on the ability to incorporate VRT's desired level of stop infrastructure and the level of potential impedance to motor vehicle traffic relative to existing conditions.

The initial screening of each initial concept alternative identifies whether the concept improves, maintains, or worsens existing conditions for each criteria listed above. All concepts would improve pedestrian and bicycle crossings as well as side street traffic operations at 12th Street and 14th Street and therefore these items are not provided in the matrix.

Table 8 summarizes the results of the initial concept screening. **Blue** indicates improvement, **orange** indicates worsening, **gray** indicates no change to the criteria performance. Alternatives that are ranked with half-circles indicate screening that may improve performance of one element within the criteria and decrease or have no effort on another element. The abbreviations in the half-circles are described below:

- Safety – Blue indicates improvement of motor vehicle safety by providing opportunity for protected left turns, while orange represents increased crossing distance for pedestrians and people biking.
- Transit – Blue indicates potential for increased quality / depth of transit stop infrastructure, while orange indicates increased impedance to motor vehicle traffic associated with an in-lane stop on a 3-lane section.

Table 8. Initial Concept Screening

Concept Alternative	Bicycle LTS	Pedestrian LTS	Safety	Motor Vehicle Operations	Parking	Transit Operations	Transit Stations
5 Lanes (A) Shared-Use Paths							
5 Lanes (B) Sidewalk							
5/4 Lanes (A) Sidewalk							
3 Lanes (A) Raised Bike Lanes Northside Parking							
3 Lanes (B) Shared-Use Paths							
3 Lanes (C) On-Street Protected Bike Lanes							

¹BLTS decreases to 3 or worse at transit stops.

²People biking would rely on surrounding low-stress bicycle network.

³If queue jumps or far-side pullout with TSP are implemented, transit circle becomes gray and BLTS decreases to 4. People biking would rely on surrounding lower-stress bicycle network.

⁴Blue indicates potential crash reduction benefit of left-turn lanes, while orange represents increased crossing distance for people walking and biking.

⁵This option reduces vehicle capacity on State Street, but motor vehicle traffic has alternate routes with sufficient capacity.

⁶Parking on State Street is limited today and was not identified as a high priority from public comment.

RECOMMENDATIONS

Based on the results of this screening, the project team recommends the following concepts be considered by the IAT for moving forward to the next stage of evaluation and public review. The concepts have been renamed for clarity moving forward:

- Concept A - 5/4-Lanes (A) – Existing Design – 2020 Downtown Boise Implementation – HB 312 (Project no. 519044). This alternative:
 - This design has previously been approved and is serving as the “no-build” alternative.
 - The following modifications will be made to the previous design to meet project objectives:
 - New traffic signals at 12th Street and 14th Street.
 - Move bus stops to far-side of intersection at 11th Street.
 - Remove all parking on State Street.
 - Implement signal timing changes to include LPI, protected left-turn phasing, and progression optimization.
 - Include center median for access management.
- Concept B - 3-Lanes (B) *Modified* – 3-Lane Cross Section with Shared Use Path (with bus pullouts – see Figure 17).
 - This alternative:
 - Prioritizes people walking along and crossing State Street.
 - Removes the potential for stopped buses to impede motor vehicle traffic.
 - Provides dedicated left-turn lanes at all intersections, which allows the opportunity to provide protected left-turns at signals.
 - Provides a center median for access control.
 - Restricts left-turns off of State Street at 11th Street.
 - Decreases the distance for people to cross State Street from existing conditions.
 - It also:
 - Removes a through-lane in each direction along State Street, potentially increasing motor vehicle queuing and delay.
 - The effects will be partially mitigated by traffic rerouting within the surrounding network, which has sufficient capacity.
 - Does not include dedicated bicycle infrastructure.
 - People biking could use the adjacent lower stress network.
 - Removes parking along the corridor.
 - Parking on State Street is limited today and was not identified as a high priority in public comment.
 - Parking could still be provided in sections, if desired.
 - Either queue jumps or far-side pullouts with TSP are proposed (see Figure 17). These treatments decrease to the shared-use path to a minimum of 8 feet.
- Concept C - 3-Lanes (C) – 3-Lane Cross Section with On-Street Protected Bike Lanes.
 - This alternative:
 - Prioritizes people walking and biking along State Street, as well as people crossing State Street.
 - Provides dedicated left-turn lanes at all intersections, which allows the opportunity to provide protected left-turns at signals.
 - Provides a center median for access control.
 - Decreases the distance for people to cross State Street from existing conditions.
 - Minimizes the potential for re-grading required by maintaining or widening the roadbed.
 - It also:
 - Removes a through-lane in each direction along State Street, potentially increasing motor vehicle queuing and delay.

- The effects will be partially mitigated by traffic rerouting within the surrounding network, which has sufficient capacity.
- Removes parking along the corridor.
 - Parking on State Street is limited today and was not identified as a high priority in public comment.
- If in-lane transit stops are provided, far-side relocation with a side island could be implemented to decrease conflict points between buses, people walking, and people biking. TSP could also be implemented to improve transit travel time and/or reliability.
- Pullout stops and queue jumps are possible, however they would introduce conflicts between buses and people biking.

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Technical Memo #2B

May 30, 2024

Project# 29336

To: Tom Laws, AICP – Planning Manager
Cody Homan – Sr. Project Manager
Ada County Highway District (ACHD)

From: Liz Kaniecki, EIT, Matthew Hagen, EIT, Chase Fuquay, PE, Jamie Henson, Nick Foster, AICP, RSP₁, and
Sonia Daleiden, PE, PTOE

RE: State Street, West of 8th Street/14th Street Concept Design
Refined Concept Development and Screening

INTRODUCTION

The Ada County Highway District (ACHD) has initiated a project to reconstruct State Street from 14th Street to 8th Street in downtown Boise. This area is shown in Figure 1. The project is focused on remediating pavement conditions and drainage issues, while also improving safety along the corridor for all users. This Technical Memorandum (TM) builds on the findings of *TM #1 – Existing and Future Conditions Inventory and Analysis (Reference 1)*, and *TM #2A – Initial Concept Development and Screening (Reference 2)*.

The three alternatives recommended by TM #2A for further evaluation are:

- Concept A – 5/4-Lanes with Sidewalks
- Concept B(1) – 3-Lanes with Shared-Use Paths
- Concept B(2) – 3-Lanes with Protected Bike Lanes

This memorandum presents plan-view concept designs and an evaluation of each of these alternatives using the project's performance measures.

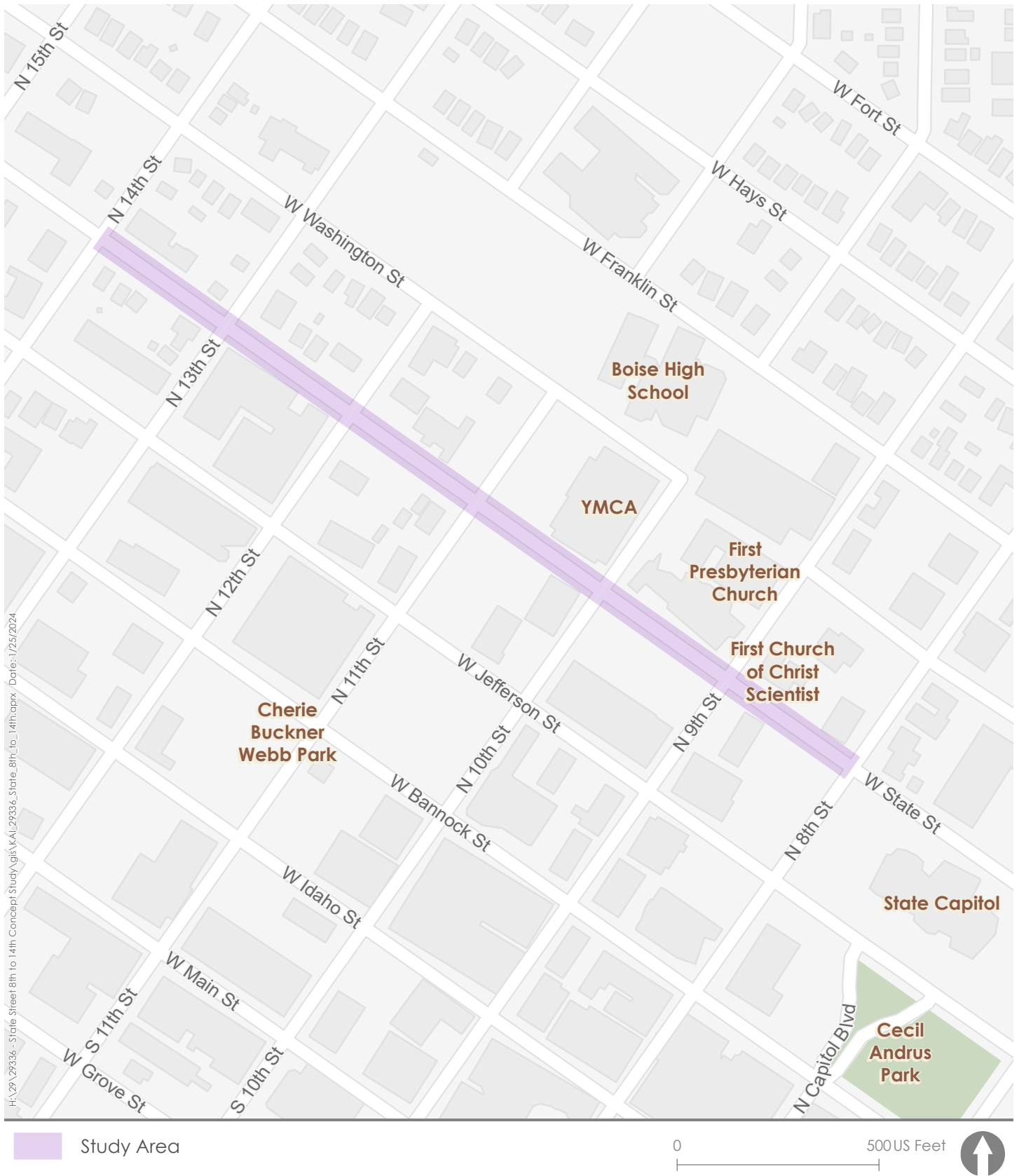


Figure 1

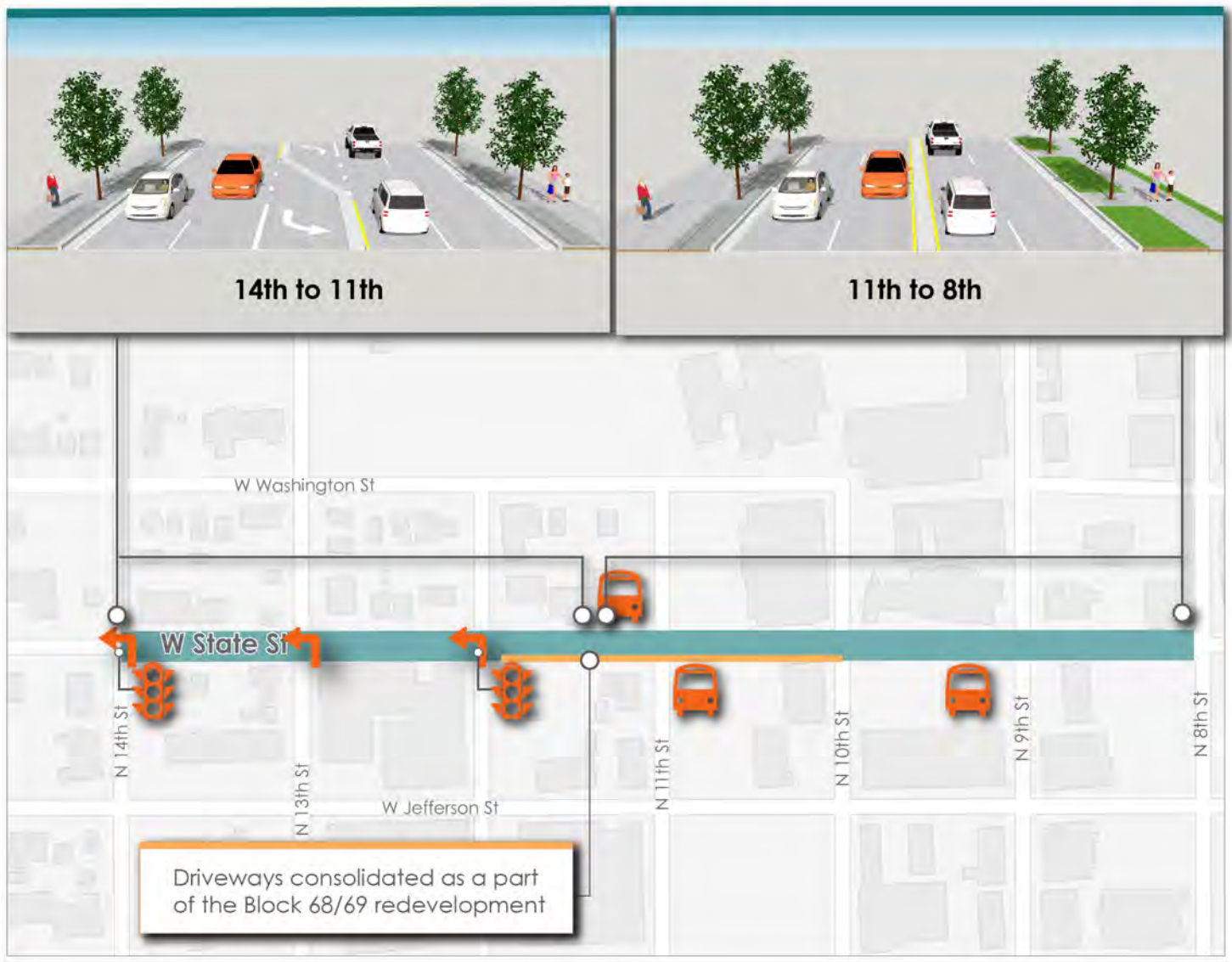
REFINED CONCEPT EVALUATION

The project team developed six draft concepts based on the overall project objectives, feedback received from adjacent property owners and the general public, the existing physical condition of State Street, and available right-of-way (ROW). These concepts were presented to the Interagency Advisory Team (IAT), consisting of ACHD, City of Boise, Capital City Development Corporation (CCDC), and Valley Regional Transit (VRT) staff in December 2023. Out of these draft concepts, the IAT recommended three to move forward for further development and evaluation. The IAT's recommendation also included some refinements to the concepts. *Attachment 'A' includes the three initial cross-sectional designs.*

After initial evaluation, the project team completed a more detailed evaluation of the concepts according to these criteria:

- Motor Vehicle Operations
- Safety
- Pedestrian Level of Traffic Stress
- Bicycle Level of Traffic Stress
- Transit Operations
- On-Street Parking
- Cost

Figure 2 through Figure 4 depict the typical cross-sectional designs and corridor-wide features for the three concepts. *Attachment 'B' includes plan-view conceptual drawings of each concept.*



- Study Area
- New Traffic Signal for Protected Crossings
- In-Lane Bus Stop
- Left-turn lanes with protected left-turn phasing

0 500 US Feet

CORRIDOR-WIDE TREATMENTS

- Leading pedestrian intervals and Accessible Pedestrian Signals (APS)
- Accessibility upgrades
- Consider 25 MPH Speed Limit
- Bulb-outs on minor street approaches where feasible
- Accesses Restricted To Right-In / Right Out Only Between Intersections

Figure 2

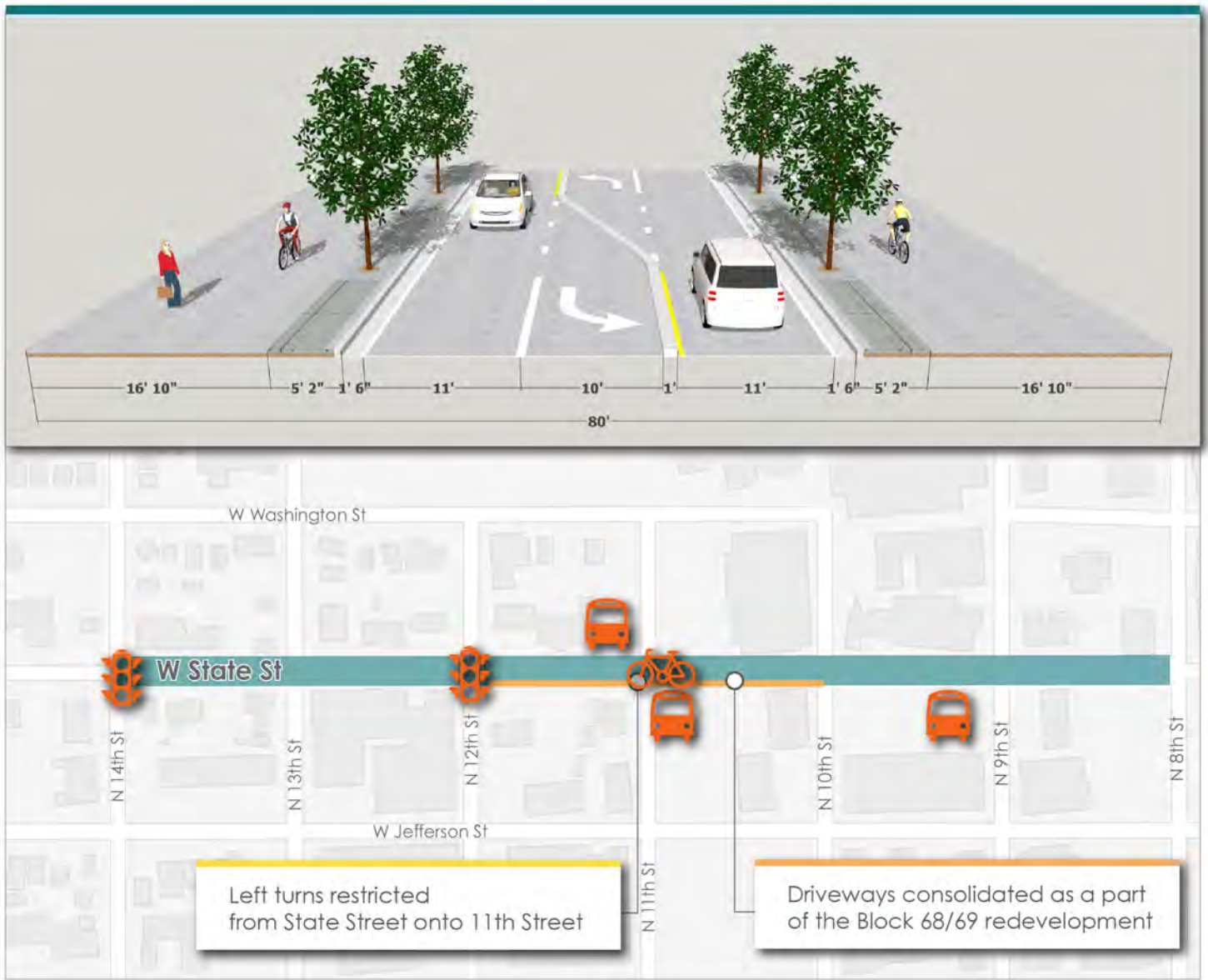


Figure 3



CORRIDOR-WIDE TREATMENTS

- Leading pedestrian intervals and Accessible Pedestrian Signals (APS)
- Accessibility upgrades
- Left-turn lanes with protected left-turn phasing
- Bulb-outs on minor street approaches where feasible
- Accesses Restricted To Right-In / Right Out Only Between Intersections
- Consider 25 MPH Speed Limit

Figure 4

Motor Vehicle Operations

Motor vehicle operations were assessed for the concepts using the following methods:

- AM and PM peak hours analysis
 - Highway Capacity Manual (HCM) based intersection analysis – This is the typical analysis performed for traffic operations studies. It analyzes intersections in isolation and may not account for platooning and other effects of closely spaced and coordinated signals.
 - Microsimulation analysis (VISSIM software) – This analysis models individual users through the network. It provides a better estimation of how interactions between signals, as well as different user types (e.g., buses stopped in traffic), may affect traffic operations than does the HCM analysis. This analysis is focused on movements along State Street and should not be used for estimating queuing along side streets with coordinated signals.
- 24-hour capacity analysis
 - This analysis uses estimated 24-hour volumes and the capacity estimates from the peak hours analyses to forecast how many hours per day may be at capacity.

This section also describes differences in the analysis inputs for each concept, including traffic volumes and signal timing changes, as well as the effect that re-routed traffic volumes may have on adjacent streets.

Operational Differences Between Concepts

Table 1 summarizes the key factors differentiating the operations analysis results between the concepts and the 2043 no-build analysis from TM #1 (Reference 1).

Table 1. Operational Changes between Concepts

Operational Change	Concept A 5/4-Lanes with Sidewalks	Concept B(1) 3-Lanes with Shared Use Path	Concept B(2) 3-Lanes with Protected Bike Lanes
State Street Lanes	Left-turn lanes added at 14 th , 13 th , and 12 th Street intersections	One through lane in each direction replaced by left-turn lanes at intersections	
Intersection Control	Signalized 12 th and 14 th Street intersections		
Leading Pedestrian Interval	Implemented LPI at all crossings at all intersections		
Protected Left Turn Phasing (from State Street)	14 th , 13 th , and 12 th Street intersections	All intersections except for 11 th Street (no left-turns allowed)	All intersections
Volumes	No rerouting	20-30% re-routing to alternate routes with capacity and shift of left-turn volumes from 11 th Street intersection to 10 th and 12 th Street intersections	20-30% re-routing to alternate routes with capacity
Bus Stop Treatment	In-lane	Far side pullout	In-lane

Motor Vehicle Volumes

Concept A uses the 2043 no-build traffic volumes developed in TM #1 (Reference 1) with no changes.

Concept B reduces the number of through lanes on State Street to reduce conflict points and shorten crossing distances, which lowers its motor vehicle capacity. As was shown in TM #1 (Reference 1), State Street is surrounded by a grid network with available peak-hour capacity. Given this, it is expected that if State Street capacity is reduced, some traffic will re-route to these alternate routes. The project team obtained a COMPASS model run replicating State Street as a 3-lane cross-section. The COMPASS model estimates approximately 20-30% of traffic on State Street would re-route in this scenario, with most traffic using a combination of Bannock Street, Jefferson Street, Main Street, and Idaho Street. The project team followed these results, rerouting approximately 20-30% of traffic from State Street, depending on location, when analyzing these concepts.

Signal Timing Changes

All concepts assumed signal timing changes from existing conditions (e.g., LPIs, protected left-turns, removal of left-turns, and new signals).

Leading Pedestrian Interval

According to ACHD staff, ACHD plans to implement LPI on this corridor with pushbutton activation, similar to how the 11th Street intersection currently operates. For the purposes of this analysis, it is assumed the LPI for side street crossings are 3-seconds (similar to most LPIs in downtown), while the crossings of State Street are 5-seconds (similar to the LPI across State Street at 11th Street) to accommodate the longer crossing distance. Due to software limitations, this analysis assumes that the LPI is called in every cycle on each crossing thus representing a conservative analysis.

Per new guidance provided in the recently released *Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition* (Reference 3) the project team has included 7-seconds of Walk time in addition to the LPI and Flash Don't Walk (FDW) time for each pedestrian phase. The intent behind this latest guidance is that this approach will provide the full amount of Walk time needed (outside of the LPI) to vision-impaired pedestrians who rely on the sound of parallel traffic to begin walking and therefore would not likely walk at the start of the LPI. This differs from previous guidance and the current timing of the 11th Street intersection LPI, in which the LPI time is included in the total Walk time. Adding the LPI plus a full Walk time results in less green time being available for through traffic on State Street.

Protected Left-Turns

The concepts provide protected left-turn phasing where left-turn lanes are present. This is in response to the history of, and to prevent future, angle, turning, and pedestrian crashes. This analysis assumes a minimum of 5-seconds of green time for the left-turn phase and that the phase would only be activated when a vehicle is detected in the turn lane. The time required for the protected left-turn will result in less green time available for through movements on State Street without changing the cycle length.

Restricted Left-Turns (Concept B (1))

Concept B (1) restricts left-turns from State Street turning on to 11th Street to accommodate the bus pullouts and shared-use paths. These left-turns were re-routed to the intersections immediately preceding 11th Street (i.e., eastbound left-turns onto 11th Street were re-routed to be eastbound left-turns at 12th Street and westbound left-turns were on to 11th Street were re-routed to be westbound left-turns at 10th Street). Attachment 'C' shows the weekday AM and PM peak hour volumes used for the analysis.

Cycle Length and Coordination

The current AM cycle length is 65 seconds. This is not sufficient to accommodate the changes described above, so *the project team adjusted the AM cycle length to 70 seconds to include all the minimum timings.* Adjusting the State Street corridor cycle length will require either taking the corridor out of coordination with the downtown grid or adjusting the entire downtown grid to 70 seconds in the AM period. The PM cycle length is already 70 seconds, so no cycle length changes were needed during that period. Finally, given the changes above and the addition of new signals, the project team re-optimized offsets along the corridor for progression on State Street in this analysis. This memorandum contains a discussion of the potential effects of a longer cycle length on page 16.

New Traffic Signals

New traffic signals are proposed at the 12th Street/State Street and 14th Street/State Street intersections in all concepts. Although these intersections do not meet the traffic signal warrants outlined in section 4C.01.02 of the MUTCD, they are proposed to increase safety for people driving, walking, and biking across State Street, improve operations of the minor approaches, and manage speeds along the corridor.

Converting these intersections to traffic signals could reduce fatal and injury crashes by approximately 22% (Reference 4). This reduction is expected to come, despite rear-end crashes increasing, from traffic signals reducing angle crashes by about 34% (Reference 5) and, when protected left-turn phasing is provided, left-turn crashes by approximately 77% (Reference 6). The LPI is also expected to provide an approximate 19% decrease in pedestrian related crashes (Reference 7).

The northbound approaches to State Street at 14th Street and 12th Street operate at LOS F during the peak period today. A traffic signal, per the peak hour analysis later in this memo, will improve the LOS of these approaches.

Finally, a speed study conducted by ACHD around the 12th Street/State Street intersection in June 2016 (TM1, Appendix A, Reference 1) shows that the 85th-percentile speed on State Street in this area is 33 miles per hour (mph), which is 3 mph above the posted speed limit of 30 mph. The addition of these traffic signals, in conjunction with signal timing adjustments, could be used to help manage speeds along the corridor, including reducing speeds to 25 mph, which could further reduce the potential for severe crashes.

Peak Hour Analysis

Peak hour motor vehicle operations were analyzed for the 20-year horizon year of 2043 for each concept using the *Highway Capacity Manual (HCM) 2000 Edition* (Reference 8) procedures within Synchro 11 software for the six study intersections. The HCM 2000 methods were used since HCM 6th Edition is not able to analyze the effects of the LPI.

HCM Intersection Level of Service and Capacity Analysis

Table 2 presents the results of the analysis for each concept in terms of which movements do not meet ACHD's performance targets during the weekday AM and PM peak hours. *As noted previously, the results shown below are a conservative analysis that assumes LPI is activated at every crossing every cycle. Further, this is a coordinated system with closely spaced signals and HCM-level analysis will not fully capture the effects of this coordination, also resulting in a more conservative analysis.*

Attachment 'D' contains the full operation tables for each concept for the weekday AM and PM peak hours as well as the corresponding Synchro reports. Since there are many inconsistencies across the

concepts with the analysis results (particularly in the PM peak hour), **bold text** indicates where the concepts differ.

Table 2. Movements Forecast to Not Meet ACHD Performance Targets – Year 2043 Weekday AM and PM Peak Hours

Intersection	Concept A	Concept B(1)	Concept B(2)	Concept A	Concept B(1)	Concept B(2)
	Movements – AM			Movements – PM		
14 th Street / State Street	-	-	-	WBT – v/c > 1	WBT – v/c > 1	Intersection v/c > 0.90, LOS F WBT – v/c > 1
13 th Street / State Street	-	-	Intersection v/c > 0.90	WBT – v/c > 1	Intersection v/c > 0.90 WBT – v/c > 1	Intersection v/c > 0.90, LOS F WBT – v/c > 1
12 th Street / State Street	-	-	-	-	WBT – v/c > 1	WBT – v/c > 1
11 th Street / State Street	-	-	-	WBT – v/c > 1	WBT – v/c > 1	Intersection v/c > 0.90, LOS F WBT – v/c > 1
10 th Street / State Street	-	-	-	WBT – v/c > 1	WBT – v/c > 1	Intersection v/c > 0.90, LOS F WBT – v/c > 1
9 th Street / State Street	-	-	-	-	-	-

v/c – Volume to capacity ratio, LOS – Level of service
EB – Eastbound, WB – Westbound, T – Through

Most movements are expected to meet ACHD performance targets in year 2043 peak hours, except for:

- **AM Peak Hour**
 - Concept B(2) – the 13th Street/State Street intersection is forecast to exceed ACHD's volume-to-capacity (v/c) threshold of 0.90, though it is still expected to have capacity.
- **PM Peak Hour**
 - Concept A – Demand is forecast to exceed capacity for westbound through movements at 14th Street, 13th Street, 11th Street, and 10th Street.
 - Concept B(1) – In addition to the movements noted for Concept A, demand is also forecast to exceed capacity for the westbound through movement at 12th Street. Additionally, the 13th Street/State Street intersection is forecast to exceed ACHD's volume-to-capacity (v/c) threshold of 0.90, though it is still expected to have capacity.
 - Concept B(2) – In addition to the movements and intersection identified for Concept B(1), the 14th Street/State Street, 11th Street/State Street, and 10th Street/State Street are forecast to exceed ACHD's volume-to-capacity (v/c) threshold of 0.90 and operate at LOS F.

All concepts have movements, and sometimes intersections, that are forecast to not meet ACHD's performance targets. Concept B has more intersections and movements that do not meet ACHD's performance targets than does Concept A. Within Concept B, Concept B(2) has more intersections that do not meet ACHD's performance targets than does Concept B(1). This is due to crossings being shorter in Concept B(1) since there are not protected bike lanes to cross, so more green time can be provided to through movements on State Street without lengthening the cycle length.

HCM Queuing Analysis

Estimated 95th-percentile queue lengths were approximated for all concepts using Synchro 11 software.

Table 3 summarizes the estimated 95th-percentile queues for all State Street approaches at the study intersections. *The HCM analysis method doesn't fully capture the coordination, so this analysis is likely conservative. Simulation analyses are being conducted that may provide a more accurate picture of the relative performance.*

Table 3. Estimated Year 2043 95th-Percentile Queue Lengths for Concepts

Intersection	Movement	Capacity (ft) ¹	Queue (ft) (AM/PM) Concept A	Queue (ft) (AM/PM) Concept B(1)	Queue (ft) (AM/PM) Concept B(2)
14 th Street / State Street	EBT	300	600 / 250	925 / 225	925 / 400
	WBT	300	50 / 350	275 / 500	300 / 450
13 th Street / State Street	EBT	300	575 / 250	850 / 400	875 / 475
	WBT	300	200 / 500	325 / 500	400 / 500
12 th Street / State Street	EBT	300	25 / 125	750 / 250	875 / 400
	WBT	300	200 / 350	225 / 425	325 / 400
11 th Street / State Street	EBT	300	50 / 250	750 / 225	825 / 375
	WBT	300	100 / 275	175 / 450	325 / 400
10 th Street / State Street	EBT	300	450 / 100	775 / 350	800 / 400
	WBT	300	100 / 375	275 / 625	275 / 600
9 th Street / State Street	EBT	300	425 / 125	800 / 325	850 / 375
	WBT	300	75 / 300	100 / 375	175 / 425

¹Queue length capacity is shown as the distance to the preceding intersection.

***Bolded** queues exceed segment capacity.

Concept A, which has two lanes for vehicles to queue in, best accommodates the forecast queues. Concept B(2) has the most through movements forecast to exceed the available length between intersections. As noted previously, Concept B(2) has longer crossing times for pedestrians than Concept B(1).

Microsimulation Analysis

A microsimulation model of the existing conditions on State Street from 6th Street to 15th Street was developed and calibrated using PTV Vissim 2022 software, as described in the *Existing Conditions VISSIM Model Calibration* ('calibration memo', Reference 9) prepared by Kittelson in December 2023. Since then, the model has been further developed to evaluate the effects of the concept alternatives. This analysis models individual users through the network. It provides a better estimation of how interactions between signals, as well as different user types (e.g., buses stopped in traffic), may affect traffic operations than does the HCM analysis. This analysis is focused on movements along State Street and should not be used for estimating queuing along side streets with coordinated signals.

Vissim software provides a range of performance measures. One key measure it provides that is not captured in the HCM-based analysis is the estimated travel time to traverse the total network. This memorandum presents the differences in estimated travel time between concepts, as well as the average and maximum simulated queue lengths. *Attachment 'E' contains the detailed microsimulation results.*

Corridor Travel Time

The model reports directional AM and PM peak hour travel time for individual segments as well as for motor vehicles that travel the length of the entire corridor between 6th Street and 15th Street. The model extends beyond the study area boundaries in order to capture how upstream and downstream intersections affect operations within the corridor.

Table 4 summarizes the estimated change in travel time by direction in each peak period when compared to the existing conditions model.

Table 4. Corridor Travel Time Comparison

Scenario	Direction	Additional Travel Time (s) for Total Corridor When Compared to Existing Conditions		
		Concept A 5/4-Lanes with Sidewalk	Concept B(1) 3-Lanes with Shared-Use Path	Concept B(2) 3-Lanes with Protected Bike Lanes
AM Peak Hour	Westbound	128.4	269.2	266.5
	Eastbound	28.6	187.3	247.4
PM Peak Hour	Westbound	530.7	684.2	713.9
	Eastbound	101.7	143.5	168.3

Peak direction of travel shown in **bold**.

Concept A adds the least additional travel time when compared to existing conditions. Compared to Concept A, travel times in the peak direction in Concept B(1) are about 2.6 minutes longer in the AM and PM peak hour. This increase in travel time is forecast to be mostly experienced at either end of the corridor where the lane reduction occurs (i.e. east of 14th Street traveling eastbound or west of 9th Street traveling westbound). Once vehicles pass these points, there is limited additional delay in Concept B(1), indicating that some people turning onto State Street from one of the side streets may not experience much additional delay.

Peak period travel times are about 3 minutes (westbound in PM peak hour) to just over 3.5 minutes longer in Concept B(2) compared to Concept A. The primary driver of increased travel times in this scenario is that it assumes buses stop every 7 minutes in-lane, which blocks the one lane of through traffic. Replacing the in-lane stops with pullouts would reduce travel times. It also has the lowest amount of green time for through movements on State Street.

Microsimulation Queuing Analysis

The model provides average and maximum simulated queue lengths for each concept. In general, it was observed that the maximum simulated queuing of the peak direction movements along State Street (eastbound in the AM, westbound in the PM) would stack back to the nearest upstream intersection in all concepts. Average queues for these movements were observed to be within available storage.

24-Hour Capacity Evaluation

To provide further context for the traffic operations analysis previously presented, a 24-hour capacity evaluation was conducted for the State Street corridor. The evaluation looks beyond the peak hour to assess how much congestion occurs on the corridor over the course of an entire day for each alternative. This methodology is consistent with NCHRP Report 1036: *Roadway Cross-Section Reallocation: A Guide* (Reference 10) and can inform transportation decisions when tradeoffs are inevitable and multiple considerations must be weighed against each other. To complete the 24-hour evaluation, daily volume profiles for the State Street corridor were developed based on the peak hour volumes for each concept as well as a daily volume profile for the corridor developed from recent 24-hour ACHD traffic volume counts. The available capacity for each alternative was estimated from the peak hour capacity analysis for each concept.

Figures 5 through 9 present the results of the 24-hour capacity evaluation. In the graphs, daily volumes by direction for each alternative are plotted across time. The available capacity of the corridor under each

concept is shown by a horizontal line. If the volume profile line is below the capacity line, then that direction of the corridor is projected to be undercapacity for that period. If the volume profile line is above the capacity line, then that direction is projected to be at or over capacity for that period. The total number of hours that each alternative is at or above the line can be summed to get an estimated hours of congestion experienced in each concept over a 24-hour period.

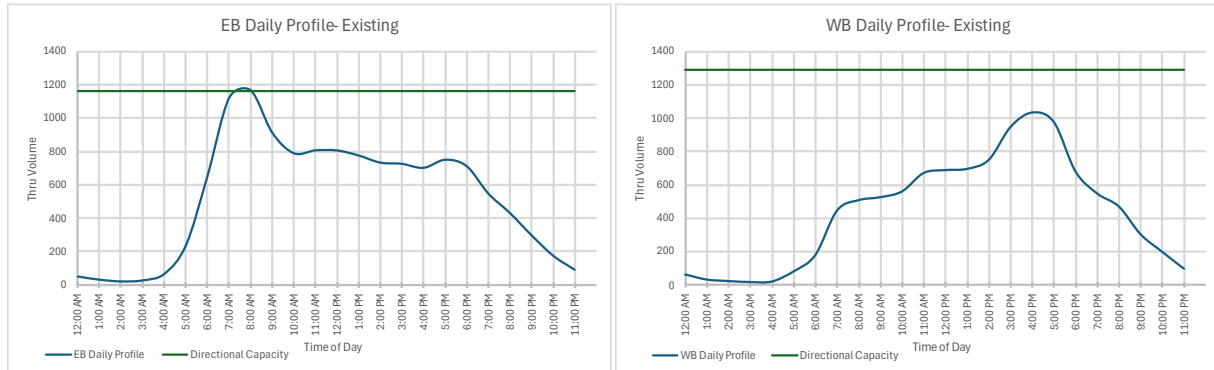


Figure 5. Existing Daily Profiles

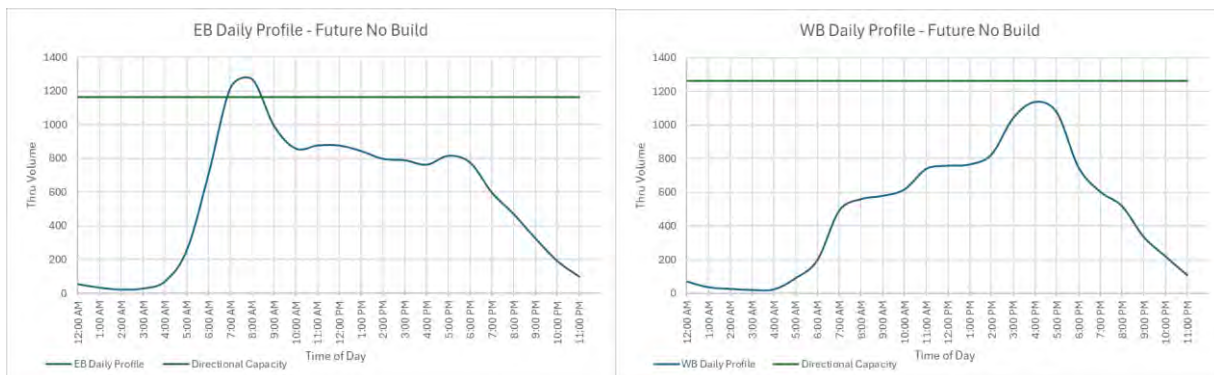


Figure 6. Future No Build (2043) Daily Profiles

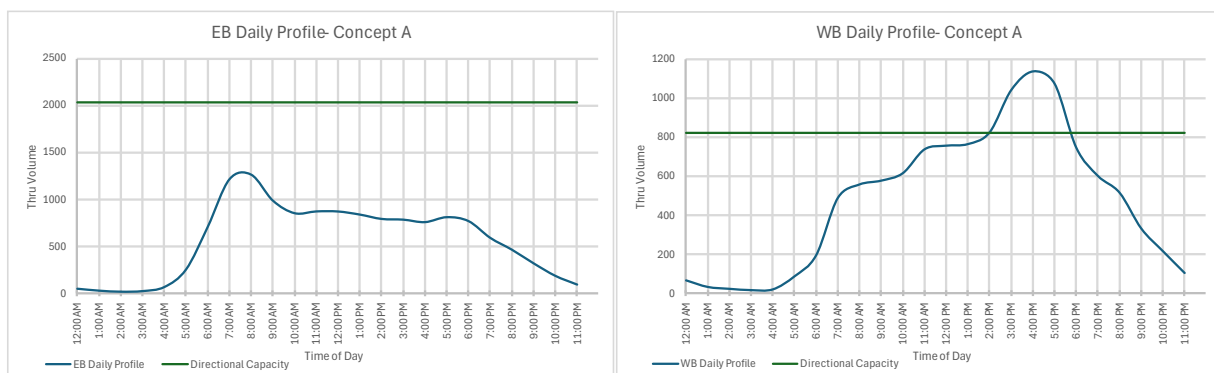


Figure 7. Concept A Daily Profiles

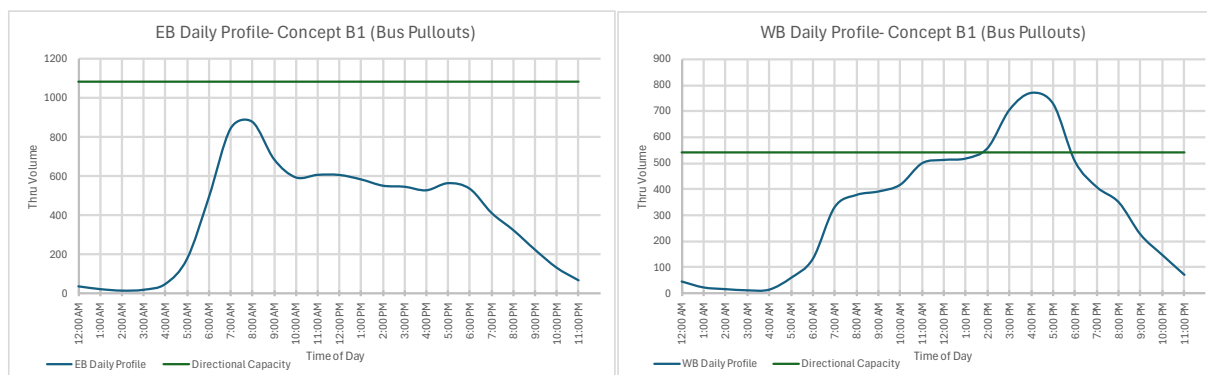


Figure 8. Concept B(1) Daily Profiles

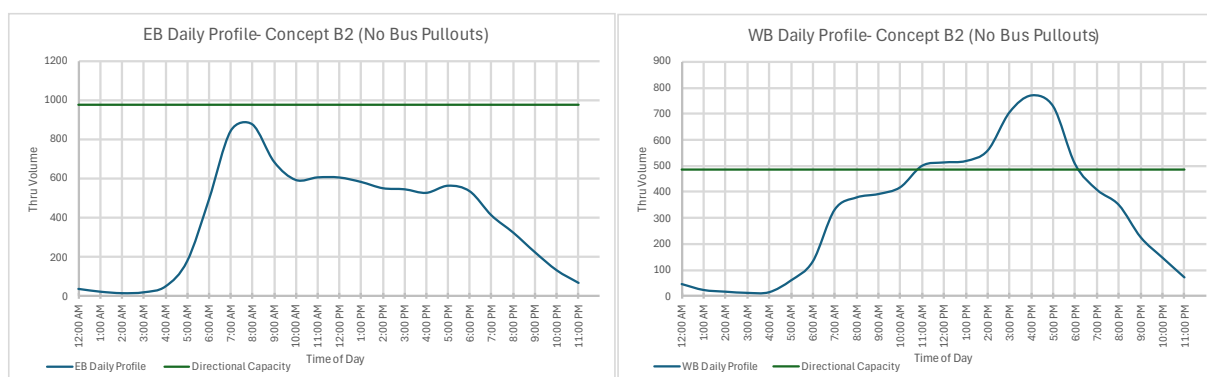


Figure 9. Concept B(2) Daily Profiles

Table 5 below shows the summary of the estimated total number of hours of congestion that the State Street corridor from 14th Street to 8th Street would experience under each alternative.

Table 5. 24-Hour Capacity Evaluation: Hours of Congestion for Each Alternative

Scenario	Hours at or Above Capacity
Existing	1
Future No Build (2043) ¹	1.5
Concept A – 5/4 Lanes with Sidewalk	4
Concept B(1) – 3-Lanes with Shared-use Path	4.5
Concept B(2) – 3-Lanes with Protected Bike Lanes	7

¹Does not include LPI or any other signal timing or infrastructure changes.

From this analysis, the existing and future no build (2043) scenarios are expected to experience 1-2 hours of congestion in the peak direction at some point on the corridor. As LPI, additional signals at 14th Street and 12th Street, protected left-turns, and longer pedestrian crossing timings (aligning with PROWAG and MUTCD guidance, References 3 and 11) are implemented into the future concepts without changing the signal cycle lengths, the number of hours of congestion for the corridor increase. Concept A shows a projected 4 hours of congestion for the corridor, with the increase being related to the aforementioned signal timing changes. Concept B(1) adds an additional 0.5 hours of congestion when compared to Concept A. Concept B(2), shows the highest projected total hours of congestion for the corridor with 7 total hours of congestion projected over a 24-hour period. Note that this result for Concept B(2) assumes 7-minute bus headways for most of the day (7AM to 7PM). VRT has stated that is their planned future service for the corridor. If headways were increased during off peak times during the day, it is likely that the total hours of

congestion for Concept B(2) would decrease depending on the headways and the hours they are implemented.

Effects of Longer Cycle Length

The analyses described in the preceding sections assume that State Street remains coordinated with the downtown signal system on the 70-second cycle length that exists today. This shorter cycle length reduces delay for side streets and for people walking or on bicycles who are crossing at the signals. However, as outlined in the previous sections, additional signal timing changes included to improve safety along the corridor (LPI, longer pedestrian Walk times to meet the latest PROWAG requirements, protected left-turn phases) plus the length of crossing distances across State Street in Concepts A and B(2), limits the amount of green time available for motor vehicle movements along State Street. These changes are the primary drivers of the increased delay reported in the previous section for the alternative concepts.

One way to provide additional capacity for through traffic on State Street, while still maintaining the safety benefits of the proposed signal timing changes, is to increase the cycle lengths for the State Street intersections. The extra time from the longer cycle lengths can be provided to through vehicles on State Street, allowing the signals to process more motor vehicle traffic. Even a slight increase in cycle length (10 seconds) can provide significant improvement to motor vehicle operations.

The project team evaluated peak-hour and 24-hour motor vehicle traffic operations assuming an 80-second cycle length for the State Street intersections. This scenario continues to implement LPI consistent with the previous alternatives, however the LPI time has been included in the minimum Walk time for each crossing instead of decoupling the LPI and Walk time per the new MUTCD guidance as discussed earlier in this memo. As discussed earlier, the de-coupling of LPI and Walk time is to accommodate vision-impaired pedestrians. However, after completing the previous analysis it was discussed with ACHD and outlined that ACHD would install accessible pedestrian signals (APS) in conjunction with LPI so that this extra time would likely not be necessary since the visually impaired person will receive an audible indication that the Walk phase has started at the beginning of the LPI. In total, these changes result in about 13 to 15 more seconds of green time for through vehicles on State Street. The results of this analysis are described below. Since the Walk times in the signal timing were treated differently in the existing cycle length and the 80 second cycle length evaluations, the results are not a direct apples-to-apples comparison. However, they have been reviewed and even if the signal timing was treated the same, the comparative results would still be the same.

Peak Hour Operations

The project team analyzed peak-hour operations using HCM methodologies as previously described. Table 6 presents the movements that do not meet ACHD's performance targets during the weekday AM and PM peak hours under the scenario with an 80 second cycle time for intersections on State Street. *As noted previously, the results shown below are a conservative analysis that assumes LPI is activated at every crossing every cycle. Further, this is a coordinated system with closely spaced signals and HCM-level analysis will not fully capture the effects of this coordination, also resulting in a more conservative analysis.*

Attachment 'D' contains the corresponding Synchro reports for each concept for the weekday AM and PM peak hours with the longer cycle length.

Table 6. Movements Forecast to Not Meet ACHD Performance Targets – Year 2043 Weekday AM and PM Peak Hours – Longer Cycle Length

Intersection	Concept A	Concept B(1)	Concept B(2)	Concept A	Concept B(1)	Concept B(2)
	Movements – AM			Movements – PM		
14 th Street / State Street	-	-	-	-	-	WBT – v/c >1
13 th Street / State Street	-	-	-	-	Intersection v/c > 0.90 WBT – v/c >1	Intersection v/c > 0.90 WBT – v/c >1
12 th Street / State Street	-	-	-	-	-	-
11 th Street / State Street	-	-	-	-	-	WBT – v/c >1
10 th Street / State Street	-	-	-	-	-	WBT – v/c >1
9 th Street / State Street	-	-	-	-	-	-

v/c – Volume to capacity ratio, LOS – Level of service

WB – Westbound, T – Through

Compared to the previous scenarios, with an 80 second cycle length most movements at the intersections are expected to meet ACHD performance targets in year 2043 peak hours, except for:

■ PM Peak Hour

- Concept B(1) – Demand is forecast to exceed capacity for the westbound through movement at 13th Street. Additionally, the 13th Street/State Street intersection is forecast to exceed ACHD's volume-to-capacity (v/c) threshold of 0.90.
- Concept B(2) – In addition to the movements and intersection identified for Concept B(1), the 14th Street/State Street, 11th Street/State Street, and 10th Street/State Street are forecast to exceed ACHD's volume-to-capacity (v/c) threshold of 0.90.

The increased cycle length results in more movements and intersections meeting ACHD's performance targets than was shown in the previous analysis of existing cycle lengths. With the 80 second cycle length, all intersections under Concept A meet ACHD's performance targets and Concept B(1) as only one intersection that does not meet ACHD's performance targets. Concept B(2) has the most movements that do not meet ACHD's performance targets, even with an 80 second cycle length, due to the longer pedestrian crossings with the protected bike lane facilities, thus shorter green time for the through movements.

24-hour Operations

A 24-hour capacity evaluation was also conducted for the concepts with an 80-second cycle length. Figures 10 through 12 present the results of the 24-hour capacity evaluation for the 80 second cycle length. Daily volumes by direction for each alternative are plotted across time. The available capacity of the corridor under each concept is shown by a horizontal line. If the volume profile line is below the capacity line, then that direction of the corridor is projected to be undercapacity for that period. If the volume profile line is above the capacity line, then that direction is projected to be at or over capacity for that period. The total number of hours that each alternative is at or above the line can be summed to get an estimated hours of congestion experienced in each concept over a 24-hour period.

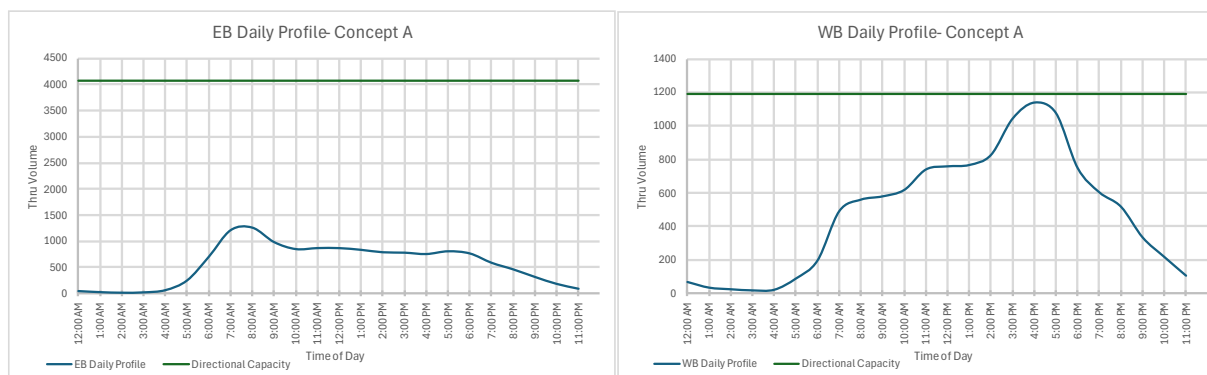


Figure 10. Concept A Daily Profiles

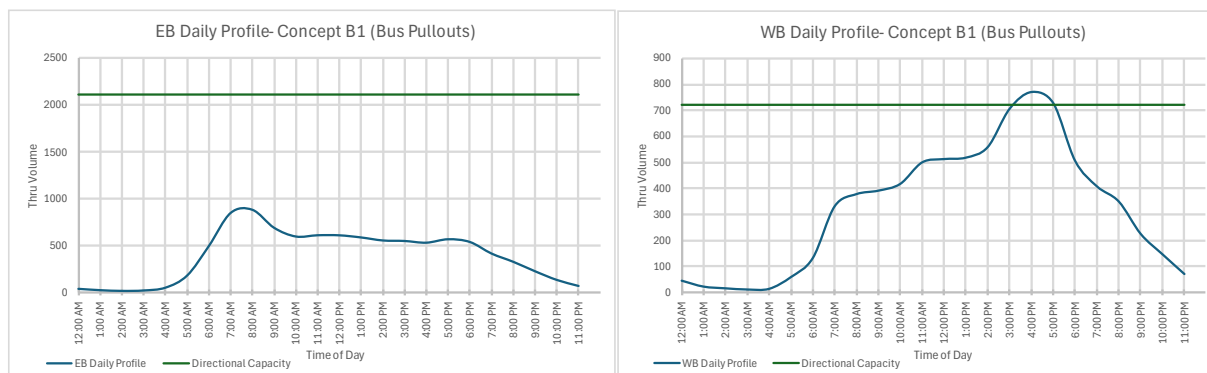


Figure 11. Concept B(1) Daily Profiles

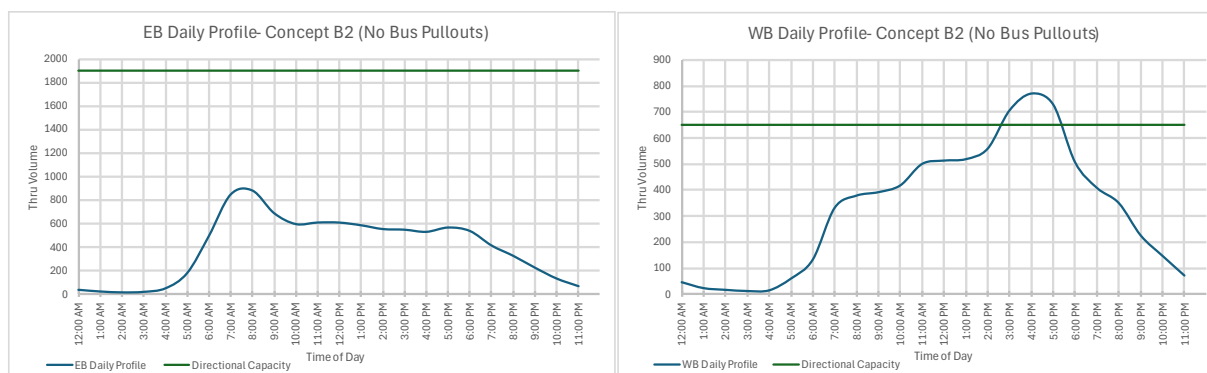


Figure 12. Concept B(2) Daily Profiles

Table 7 summarizes the estimated total number of hours of congestion that the State Street corridor from 14th Street to 8th Street would experience under each alternative with the 80 second cycle length.

Table 7. 24-Hour Capacity Evaluation: Hours of Congestion for Each Alternative (Longer Cycle Length)

Scenario	Hours at or Above Capacity (70 s Existing Cycle)	Hours at or Above Capacity (80 s Cycle Length)
Concept A – 5/4 Lanes with Sidewalk	4	0
Concept B(1) – 3-Lanes with Shared-use Path	4.5	2
Concept B(2) – 3-Lanes with Protected Bike Lanes	7	2.5

This analysis forecasts that the 80 second cycle length results in significantly less congestion throughout the day throughout all of the concepts compared to that with the current 70 second cycle length. Concept A is

forecast to have adequate capacity over the entire 24-hour period. There is estimated to be about 2 hours of congestion under Concept B(1) and 2.5 hours of congestion under Concept B(2).

Implementation Considerations

There are two primary trade-offs to consider when considering whether to increase the cycle lengths:

- Increasing the cycle length will increase the maximum wait time for people crossing State Street by bike, foot, or vehicle, by a maximum of 15 seconds per cycle as it will take longer for the side street phase to come up.
 - The project team recommends starting small (e.g., going from 70 to 80 seconds) with any changes to minimize impacts to other intersection users.
- State Street will need to be taken out of coordination with the rest of the downtown signal system or cycle lengths will need to be increased for the entire downtown core.
 - This could be further considered as part of an upcoming effort to implement LPI at all intersections in downtown. Preliminarily, the project team recommends considering taking State Street out of coordination with the rest of the downtown grid to minimize delays for all users in the downtown core where pedestrian activity is higher and important to the local economy. Further State Street is on the periphery of the downtown system and has different operating characteristics than the other east-west corridors in downtown.

Rerouted Volumes Effects on Adjacent Streets

As noted previously, the Concept B analysis assumes that approximately 20% - 30% of traffic on State Street would re-route onto parallel routes (i.e., Jefferson St., Bannock St., Idaho St., and Main St.) due to the reduced capacity on State Street. The impacts of this rerouting on adjacent streets in regard to their volumes, intersection operations, and the comfort of people walking and biking (i.e., Level of Traffic Stress) was evaluated in order to provide context of the broader implications of the Concept B alternatives.

Roadway Segment Volumes

Table 8 summarizes the projected year 2043 volumes for these parallel routes under the no-build scenario and compares them to ACHD's roadway segment volume thresholds and expected amount of traffic rerouting from State Street.

Table 8. Estimated Year 2043 Peak Hour Volumes vs. Planning Level Thresholds on Parallel Routes

Street	Estimated 2043 No Build Volume (westbound)		Estimated 2043 No Build Volume (eastbound)		ACHD Planning Level Threshold	Potential Available Capacity (westbound)		Potential Available Capacity (eastbound)	
	AM	PM	AM	PM		AM	PM	AM	PM
Main Street	-	-	750	675	1,670	-	-	920	995
Idaho Street	400	650	-	-	1,670	1,270	1,020	-	-
Bannock Street	100	125	50	50	425	325	300	375	375
Jefferson Street	100	200	100	100	575	475	375	475	475
Total Potential Available Capacity						2,070	1,695	1,770	1,845
Total Estimated Diverted Volumes						100	200	375	350

The parallel routes are forecast to have available capacity in the westbound direction of approximately 2,070 vehicles during the AM peak hour and 1,695 vehicles during the PM peak hour. These routes are forecast to have a total available capacity in the eastbound direction of approximately 1,770 vehicles

during the AM peak hour and 1,845 vehicles during the PM peak hour. This indicates that there is enough unused capacity on the nearby routes to accommodate the expected diversion from State Street in Concept B. In all instances, this available capacity is more than four times the expected volumes rerouted from State Street. This indicates that there is more than sufficient capacity on the parallel routes to accommodate any diversion of traffic from State Street and that if traffic diverts from State Street the parallel routes will still remain well below ACHD's planning thresholds for capacity.

Intersection Operations

While there is existing unused capacity in the network as outlined above, this analysis does not consider the effect the re-routed traffic would have on individual intersections on the parallel routes. Potential connecting roads to the parallel routes from State Street are Whitewater Park Boulevard, 27th Street, 23rd Street, 16th Street, and 15th Street. TM #1 showed that most of these routes, at a planning level, have available capacity during peak hours.

The estimated diversion of approximately 375 trips in the eastbound direction and 200 trips in the westbound direction in the AM peak hour and PM peak hour, respectively, would be expected to divert across these routes, making southbound left-turns on to the parallel routes in the AM peak hour and westbound right-turns off the parallel routes in the PM peak hour. These volumes would likely be spread across multiple intersections to minimize the impact at any one location; however, a detailed analysis of these intersections is outside the current scope of this project.

Bicycle and Pedestrian Level of Traffic Stress (BLTS/PLTS)

Bannock Street and Jefferson Street are the preferred east-west biking routes through downtown for many people. ACHD has also invested in improving Jefferson Street for people biking by adding bike lanes from Capitol Boulevard to 13th Street. ACHD is also planning to invest in speed management and other improvements to Bannock Street.

Per ACHD's Livable Streets Performance Measures (Reference 12), the maximum average daily traffic to maintain a minimum BLTS 2 with mixed traffic along a 20 MPH, 2-way street with a centerline (i.e., Bannock Street west of 13th Street and Franklin Street) is 3,000 vehicles per day (VPD). It is 1,500 VPD if the speed limit is 25 MPH (i.e., Jefferson Street west of 13th Street). Table 9 compares these BLTS thresholds to ACHD's most recent counts. Motor vehicle volumes are not factored into the BLTS analysis for streets with bike lanes (i.e., Bannock Street and Jefferson Street east of 13th Street).

Table 9. Parallel Bike Route Motor Vehicle Volumes vs. BLTS 2 Thresholds

Street	Volume (VPD)	BLTS 2 Threshold (VPD)
Jefferson Street (13 th Street-16 th Street)	1,516 (2020) ¹	1,500
Bannock Street (13 th Street-16 th Street)	1,029 (2022) ¹	3,000
Franklin Street (18 th Street to 4 th Street)	1,088 (2020) ²	3,000

¹Counts taken east of 15th Street. Volumes are below 1,000 VPD west of 16th Street on both streets.

²Counts taken east of 16th Street.

Jefferson Street is already on the upper end of the LTS 2 threshold between 13th Street and 16th Street. Any traffic diverting to it would likely increase this section of Jefferson Street to LTS 3. This could potentially be mitigated by lowering the speed limit to 20 MPH and implementing traffic calming to achieve this desired speed and comfort for cyclists.

Due to their lower speed limits and traffic calming on Bannock Street and Franklin Street, each can absorb about 2,000 more vehicles per day before reaching their LTS 2 thresholds. According to ACHD's latest 24-hour count, there are about 18,000 vehicles per day on State Street east of 15th Street. If 30%, the high end of the COMPASS model run estimates, were to divert to other streets, that would result in about 5,400 vehicles per day shifting to parallel routes.

Using this conservative estimate, about 37% of daily re-routed traffic would need to use Franklin Street or Bannock Street for it to meet the BLTS 2 threshold. Given that there are six alternate east-west corridors (i.e., Fort Street, Hays Street, Franklin Street, Jefferson Street, Bannock Street, and the Main Street-Idaho Street couplet) and the results of the COMPASS model runs conducted for TM #1, it is unlikely that one of these two streets would absorb 36% or more of the re-routed traffic.

As such, it can be concluded that the diversion of traffic volumes to parallel routes which may occur from either of the Concept B alternatives will not result in those parallel routes experiencing traffic volumes that align with BLTS lower than 2, except for Jefferson Street. As outlined above, Jefferson Street is already on the upper end of the LTS 2 threshold between 13th Street and 16th Street. Any traffic diverting to it would likely increase this section of Jefferson Street to LTS 3. This could potentially be mitigated by lowering the speed limit to 20 MPH and implementing traffic calming to achieve this desired speed and comfort for cyclists.

Motor Vehicle Operations Summary

Motor vehicle operations will worsen across all concepts when compared to existing conditions. This is mainly due to signal timing and phasing features included in all concept alternatives intended to reduce crashes along the corridor, such as LPI, additional traffic signals, and protected left-turns. Concept A, which maintains two through lanes on State Street, has the greatest capacity and results in the fewest impacts to motor vehicle travel times. Within Concept B, Option 1 provides the most capacity for through motor vehicle traffic on State Street due to its shorter crossing distances and bus pull outs.

Increasing the cycle length during peak hours to 80 seconds can mitigate much of the increase in delay to traffic on State Street by providing more green time for through traffic. The HCM operations analysis estimates that in Concept A all intersections and movements would meet ACHD's performance target during the peak hours with this longer cycle length. The 13th Street intersection, and the westbound through movement at this intersection, are forecast to exceed ACHD's targets in the PM peak hour in Concept B(1). In Concept B(2), this intersection and movement, and the westbound through movement at the 14th Street, 11th Street, and 10th Street intersections are forecast to exceed ACHD's performance target in the weekday PM Peak hour.

Finally, reducing State Street to three lanes will change traffic volumes on other routes. Based on COMPASS model runs, this analysis assumes that approximately 25%-30% of traffic on State Street re-routes to parallel routes. At a planning-level, there is sufficient capacity on these routes to accommodate these re-routed volumes. Related to comfort for people bicycling, Jefferson Street between 13th Street and 16th Street is already at the upper volume threshold for BLTS 2. As a result, any re-routed volume to this section of Jefferson Street is likely to increase it to BLTS 3, which is above ACHD's performance target. This could potentially be mitigated by lowering the speed limit to 20 MPH and implementing traffic calming to achieve this desired speed and comfort for cyclists.

Safety

Technical Memorandum #1 describes the project team's review of the most recent crash data. Most crashes occurred at 13th Street (about 8 crashes per year) or 9th Street (about 7 crashes per year). The most common crash type was angle, followed by crashes involving left-turning vehicles. These crash types are often associated with someone running a red light or attempting a left turn with an insufficient gap.

There were three pedestrian crashes reported in the data, two of which occurred at 11th Street, and all of which resulted in an injury. Although not included in the data, the Idaho Statesman reports that there were also four pedestrian crashes at 11th Street in 2023, including one fatality (Reference 13). In response, ACHD has made recent modifications including implementing a Leading Pedestrian Interval (LPI) and adding overhead R10-15 signs ("Turning Vehicles Yield to Peds") at 11th Street to reduce the potential for crashes.

The concept designs include features that are intended to reduce crash potential and/or severity. Table 10 lists these features and indicates in which concepts they are included. The table also summarizes the expected efficacy of the feature as measured by its documented crash modification factors (CMF), if applicable, as well as which tier in the Federal Highway Administration's (FHWA's) *Safe System Roadway Design Hierarchy* (Reference 14) it would fall into. These tiers categorize treatments based on the degree to which they align with Safe System Approach principles and are:

- Tier 1 – Remove Severe Conflicts
- Tier 2 – Reduce Vehicle Speeds
- Tier 3 – Manage Conflicts in Time
- Tier 4 – Increase Attentiveness and Awareness

Table 10. Safety Features of Each Concept

Treatment ¹	Safe System Tier	Concept A	Concept B(1)	Concept B(2)	Notes	Crash Reduction Potential ²
25 MPH Speed Limit	2					N/A
Protected Bike Lanes/Paths³	1				Concept B(1) has a shared-use path	N/A
Leading Pedestrian Interval	3				-	13%
4-lane to 3-lane Roadway Reconfiguration	1				-	47%
Backplates with Reflective Borders	4				-	15%
Access Management	1				Consider restricting left-turns using a 12" median and consolidating accesses	N/A
Left-turn Lanes with Protected Phasing	1				Concept A only provides at half of intersections	19%⁴
Bulb-outs on Minor Street Approaches	3					N/A
Protected Intersections	2					N/A
New Signals at 12th and 14th	1					42%⁵

Blue checkmarks indicate a partial implementation.

N/A = Safety benefit not able to be quantified for this particular condition.

¹Linked to FHWA or CMF Clearinghouse description, if applicable

²**Bolded** factors were used in the crash rate reduction calculation in Table 11 below.

³Parallel low-stress bikeways are present in the area, including Bannock Street and Franklin Street.

⁴Only includes the additional of new left-turn lanes to an existing signalized intersection.

⁵Includes new signals with new left-turn lanes.

All concepts have multiple proposed treatments to increase safety on the corridor. Concepts B(1) and B(2) have the most Tier 1 treatments as well as the most treatments overall.

Table 11 shows projected estimated crashes per year based on applying the crash reduction factors shown in bold in Table 10 to the current crash history. Only bolded estimates are used since the *Highway Safety Manual* recommends combining no more than three countermeasures in a single site's calculation. Further, several of the treatments shown do not have quantifiable crash reduction factors that are applicable to the State Street context. *Therefore, the results shown below may be conservative and should primarily be used for comparison purposes across concepts.*

Table 11. Estimated Crashes Per Year Adjusted by Crash Modification Factors

Intersection or Segment	Existing Crashes Per Year	Concept A	Concept B(1)	Concept B(2)
		Adjusted Crashes Per Year		
9th Street / State Street	7	6.1	4.9	4.9
10th Street / State Street	1.2	1.0	0.8	0.8
11th Street / State Street	0.8	0.7	0.6	0.6
12th Street / State Street	1.6	0.8	0.8	0.8
13th Street / State Street	8.2	5.8	5.8	5.8
14th Street / State Street	1.6	0.8	0.8	0.8
State Street - 8th to 14th	2	2.0	1.1	1.1

All concepts are projected to reduce crashes. Concepts B(1) and B(2) are projected to reduce crashes by similar amounts. They are estimated to provide greater crash reduction potential than Concept A. This is primarily due to having left-turn lanes with protected phasing at more intersections and reconfiguring the cross-section from four to three lanes.

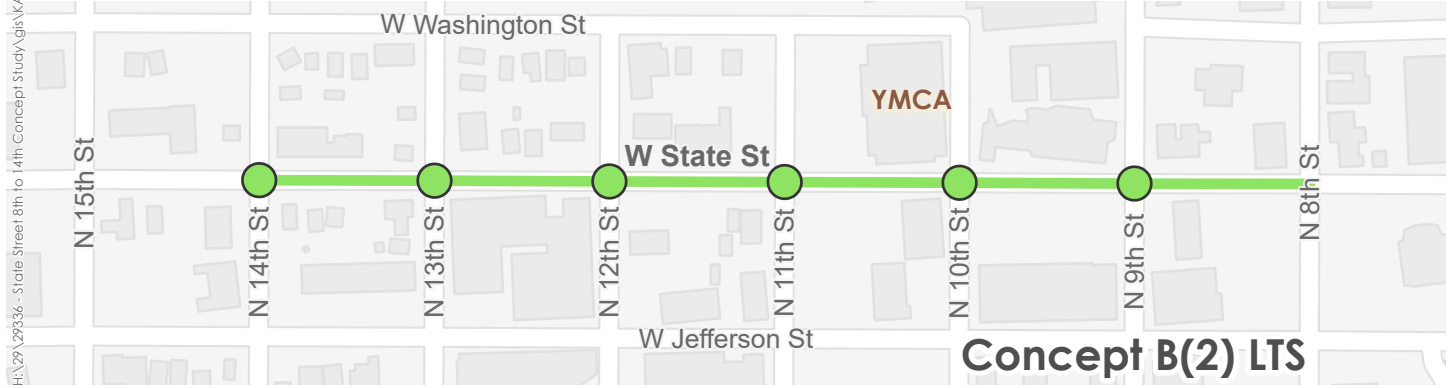
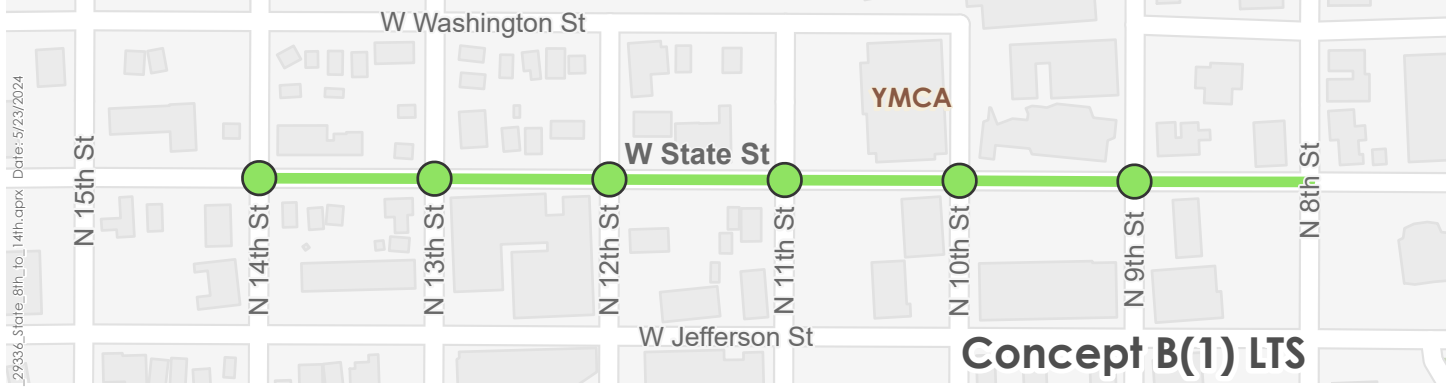
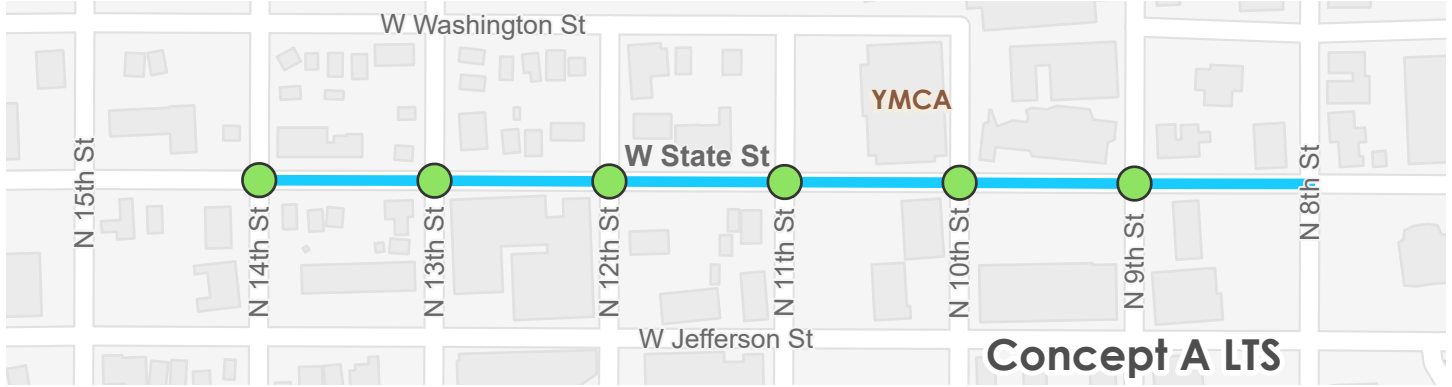
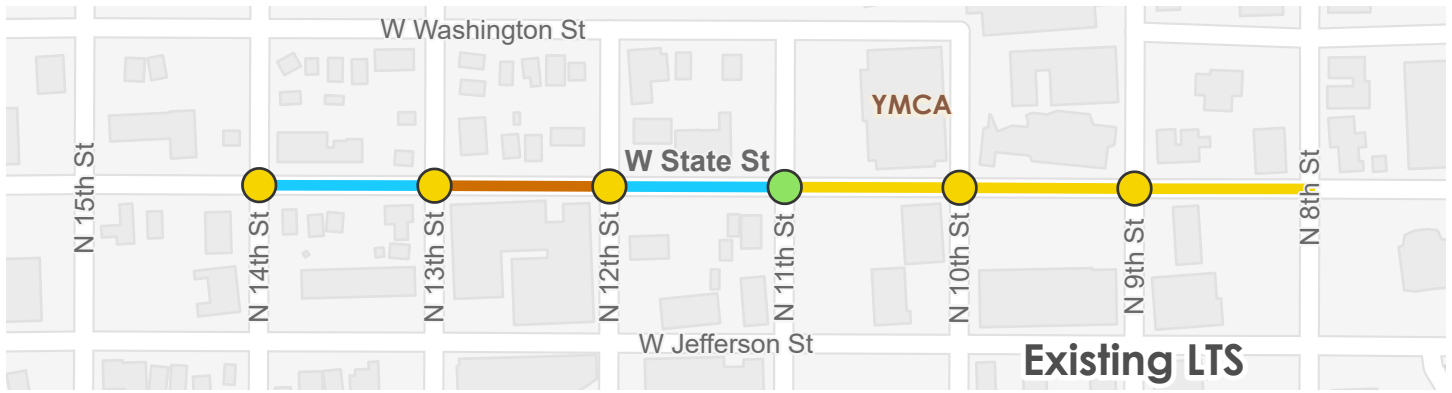
Pedestrian Level of Traffic Stress (PLTS)

Pedestrian Level of Traffic Stress was calculated along State Street between 8th Street and 14th Street for roadway segments and intersections per ACHD's *Livable Streets Performance Measures* (Reference 12). Figure 13 shows a side-by-side comparison of the PLTS results for existing conditions and each concept.

All concepts improve the conditions of sidewalks and maintain a minimum buffer width of six feet. Concept A has a segment PLTS of 2 along the corridor with a buffer space of 5'-10' with street trees. Concept B provides an increased buffer between the sidewalk and the motor vehicle traffic when compared to Concept A and reduces the number of adjacent motor vehicle traffic lanes, resulting in a segment PLTS of 1.

All concepts include installing accessible pedestrian signals (APS), curb ramps, improved lighting, and leading pedestrian intervals where they are not already in place. They also include new traffic signals at 12th Street and 14th Street. The result is PLTS 1 at all intersections in all concepts.

All concepts meet ACHD's desired PLTS of 2 or better, however, Concept A results in PLTS 2 along the corridor segments while Concept B results in PLTS 1 for the entirety of the corridor and intersections.



- | | | | |
|--|----------------|--|---------------------|
| | Segment PLTS 1 | | Intersection PLTS 1 |
| | Segment PLTS 2 | | Intersection PLTS 2 |
| | Segment PLTS 3 | | Intersection PLTS 3 |
| | Segment PLTS 4 | | Intersection PLTS 4 |

0 500 US Feet



Figure 13

Bicycle Level of Traffic Stress (BLTS)

Bicycle Level of Traffic Stress was calculated along State Street between 8th Street and 14th Street for roadway segments and intersections per ACHD's *Livable Streets Performance Measures*. Figure 14 shows a side-by-side comparison of the BLTS results for existing conditions and each concept.

Concept A maintains mixed motor vehicle and bicycle traffic resulting in BLTS 4 along the entire corridor. Concept B adds separated bicycle infrastructure improving the BLTS to 1.

For intersection BLTS, the State Street approaches match their respective segment BLTS. The side street approaches to State Street remain at the existing BLTS 3 for 13th Street and 9th Street, and BLTS 2 at 10th Street in all concepts. The side street approaches at 14th Street and 12th Street improve to BLTS 2 due to the signalization of these intersections in all concepts. The southern approach at 11th Street improves to BLTS 1 in all concepts due to the completion of a protected bikeway by a separate project. The BLTS for 11th Street increases to 1 in Concept B(2) due to a fully protected intersection.

Concept A does not achieve ACHD's desired BLTS of 2 or better. However, there are multiple existing or planned parallel low-stress bike connections (i.e., Bannock Street, Franklin Street) in the immediate vicinity of this project.

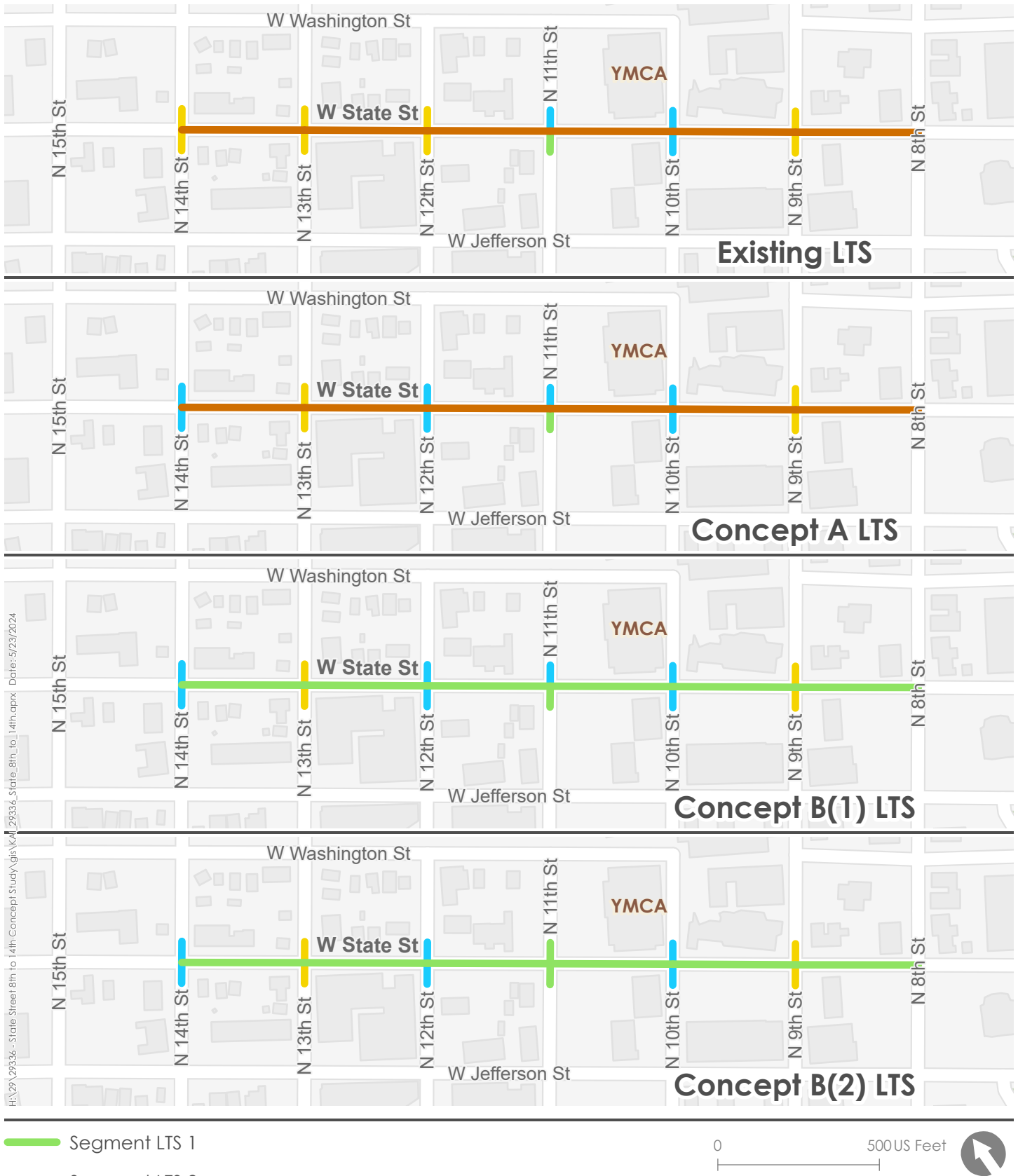


Figure 14

Transit

Per VRT direction, all concepts include moving the bus stops at 11th Street to the far side of the intersection, moving the outbound (westbound) 9th Street stop to east of 8th Street, and retaining the existing inbound (eastbound) 9th Street stop where it is. The concepts differ in how they treat the bus stops within the study extents. Buses are assumed to arrive at 7-minutes headways in this analysis per VRT future plans.

In addition, VRT has expressed a desire for premium stops per VRT's *Bus Stop Typology Study – Kit of Parts Design Document* (Reference 15), anticipating future bus rapid transit (BRT) on the corridor.

Concept A

In Concept A, buses would stop in-lane (in the outside travel lane) as they do today. This concept maintains two through lanes in each direction for motor vehicles, allowing motor vehicles to maneuver around buses stopped in lane if desired.

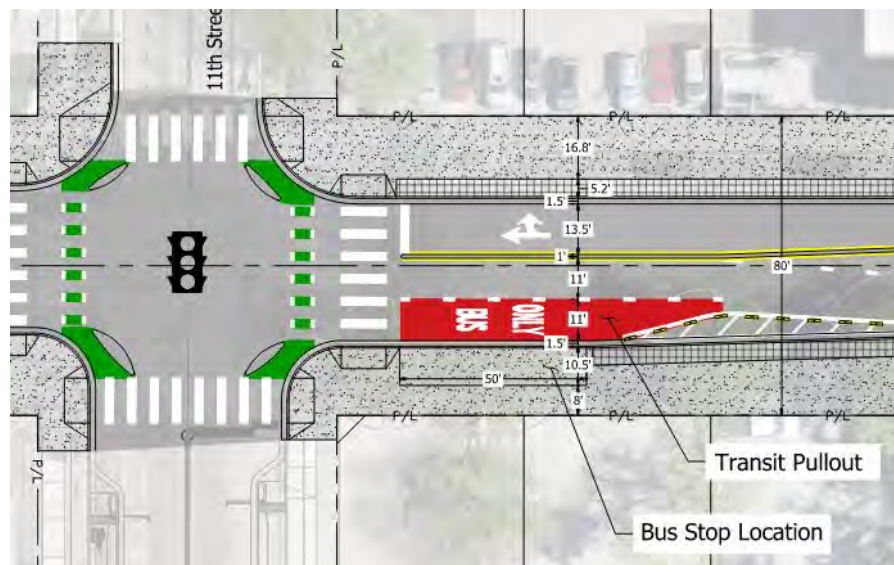
This represents the most desirable treatment for VRT operations, as it provides the most capacity and allows the buses to board and alight without having to re-enter the flow of traffic. However, it may not be possible to obtain the full Premium stop within the existing right-of-way.

Concept B

Concept B removes a motor vehicle travel lane, leaving one lane in each direction. Concept B(1) includes a far side bus pullout, shown in Figure 15, to allow the bus to travel through the intersection and pull out of the general travel lane to board and alight and re-enter the general travel lane. In this scenario, the bus does not block motor vehicle traffic while stopped.

Figure 15. Concept B(1) Bus Stop (11th Street Inbound)

The project team initially recommended near-side queue jumps to allow buses to pull out of motor vehicle traffic to board and alight and to re-enter the general traffic flow using an exclusive transit phase. VRT staff requested that the project team instead consider far-side pullouts due to concerns that right-turning vehicles may try to turn in front of buses in the queue jump. It may be more difficult for buses to re-enter the general traffic flow from far-side pullouts during peak periods if queues stack back across the pullout. To help mitigate this concern, ACHD and VRT could investigate adding a feature to the upstream signal where a bus in the far-side pullout can trigger an extended all-red time to better allow for an opportunity to re-enter traffic.



Microsimulation results indicate that buses should generally be able to find gaps in traffic to re-enter the travel lane when the upstream signal is red for State Street through movements.

In this concept, the pullout does limit the width of the shared-use path to 8-feet for the duration of the pullout, which could create some conflicts between people walking and biking.

Figure 16 shows that Concept B(2) has the buses stop in the general travel lane. This allows the bus to not have to re-enter the general traffic flow. However, as noted in the Motor Vehicle Operations section, it does lead to increased delay for motor vehicles, as they do not have the opportunity to maneuver around buses stopped in the lane.

This station is designed to allow the protected bike lane to continue behind the station, resulting in a continuous low-stress connection for people biking.

Far-side pullouts could also be implemented in Concept B(2). In this concept due to space constraints, people on bikes would share the bus lane for the duration of the pullout. This could create a higher-stress situation for people biking, but it would be for a limited length of the corridor.

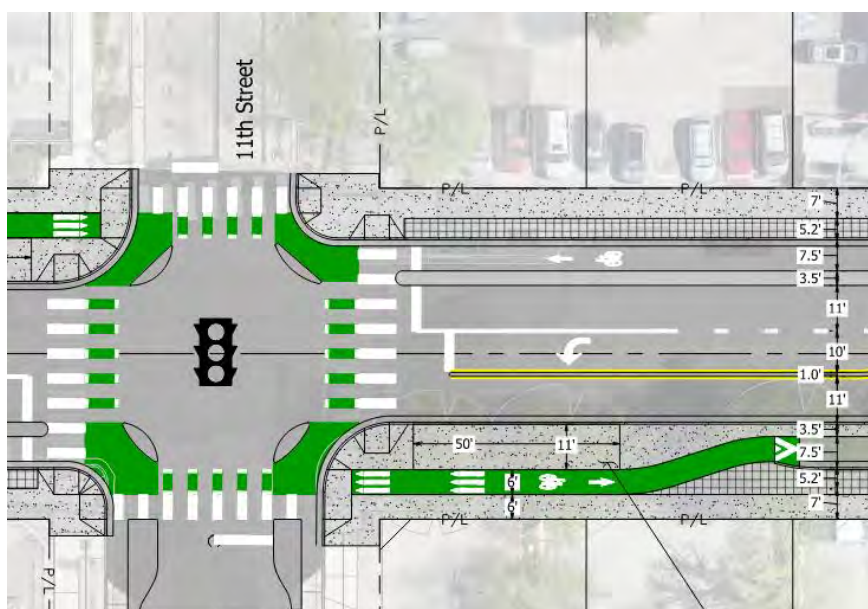


Figure 16. Concept B(2) Bus Stop (11th Street Inbound)

Bus Corridor Travel Time

In addition to bus stop type and size considerations, the microsimulation model described earlier also reports the total travel time through the corridor for buses for each concept. Table 12 summarizes the estimated change in travel time by direction in each peak period when compared to the existing conditions model.

Table 12. Bus Corridor Travel Time Comparison

Scenario	Direction of Travel	Additional Bus Travel Time (s) for Total Corridor When Compared to Existing Conditions		
		Concept A 5/4-Lanes with Sidewalk	Concept B(1) 3-Lanes with Shared-Use Path	Concept B(2) 3-Lanes with Protected Bike Lanes
AM Peak Hour	Westbound	110.2	278.0	215.9
	Eastbound	31.2	136.0	147.8
PM Peak Hour	Westbound	534.4	653.2	661.6
	Eastbound	63.6	73.81	68.8

Peak direction of travel shown in **bold**.

Concept A adds the least additional travel time when compared to existing conditions. Compared to Concept A, travel times in the peak direction in Concept B(1) are about 1.75 to 2.0 minutes longer in the AM and PM peak hour. Travel times are only about 10 seconds longer in the peak direction in Concept B(2) than in Concept B(1) for buses. This is different than for general motor vehicle traffic since much of the extra delay in Concept B(2) was related to buses stopping in-lane.

On-Street Parking

There is a total of 38 existing on street parking spaces on State Street in the project area, all on the northern block face. Providing bike lanes, improving safety, providing left-turn lanes, and improving sidewalks were all identified as higher priorities than maintaining on-street parking by the public and business/property owners in outreach conducted in the fall of 2023. Therefore, all concepts remove on-street parking. The space is used for additional buffer space and left-turn lanes in Concept A and to provide space for people biking, widened buffers, and left-turn lanes at intersections in Concept B.

On-street parking could be added on one side if desired, at the expense of the buffer space.

The upcoming YMCA/Block 68 Catalytic Redevelopment project includes a new public parking garage, which could help offset the loss of on-street parking.

Cost Estimates

Table 13 presents planning-level cost estimates for the concept designs. These estimates are preliminary and subject to change as the preferred concept is advanced through final design. *Attachment 'F' contains more detailed cost-estimate sheets.*

Table 13. Cost Estimates Summary

	Concept A 5/4-Lanes with Sidewalks	Concept B(1) 3-Lanes with Shared- Use Path	Concept B(2) 3-Lanes with Protected Bike Lanes
Materials and Construction (Excludes Streetscape)	\$8.2M	\$9.5M	\$8.9M
Materials and Construction (Streetscape Only)	\$2.3M	\$4.0M	\$4.0M
Design Engineering & Construction Management	\$1.0M	\$1.4M	\$1.3M
Contingency (15%)	\$1.7M	\$2.2M	\$2.1M
Total	\$13.2M	\$17.1M	\$16.3M

As seen in Table 13 above, Concept A is estimated to be the most cost effective as it only rebuilds the block faces from 14th Street to 12th Street, and the northern block faces from 12th Street to 8th Street, whereas Concept B would rebuild all block faces along the corridor from 14th Street to 8th Street. Concept B(1) has the more expensive estimate compared to Concept B(2) largely due to increased excavation and utility relocation costs associated with narrowing the roadway section from the existing condition.

Evaluation Summary

The proposed concepts all repair identified pavement and drainage deficiencies, which were the original objectives of the project. Further, all concepts improve the safety of the corridor through the following:

- LPI
- Protected left-turns (when turn lanes are provided)
- New signals at 12th Street and 14th Street
 - These signals also bring the potential for slower speeds through signal progression.
- Accessibility upgrades

Concept B provides the most safety features, including:

- Fewer conflict points due to fewer lanes (Both options)
- Potential for slower speeds than Concept A (Both options)
- Dedicated space for people biking (Both options). However:
 - There are parallel routes to State Street and until future projects come in, bike facilities on State Street will not connect to further routes on the west end of the project.
 - The re-routed traffic will likely result in LTS 3 on Jefferson Street from 13th Street to 16th Street.
- Shorter crossing distances (Option 1).

With respect to motor vehicle operations, most intersections are not expected to meet ACHD's performance targets during the peak hour, unless the cycle lengths are increased. The following summarizes key findings from the motor vehicle operations analysis:

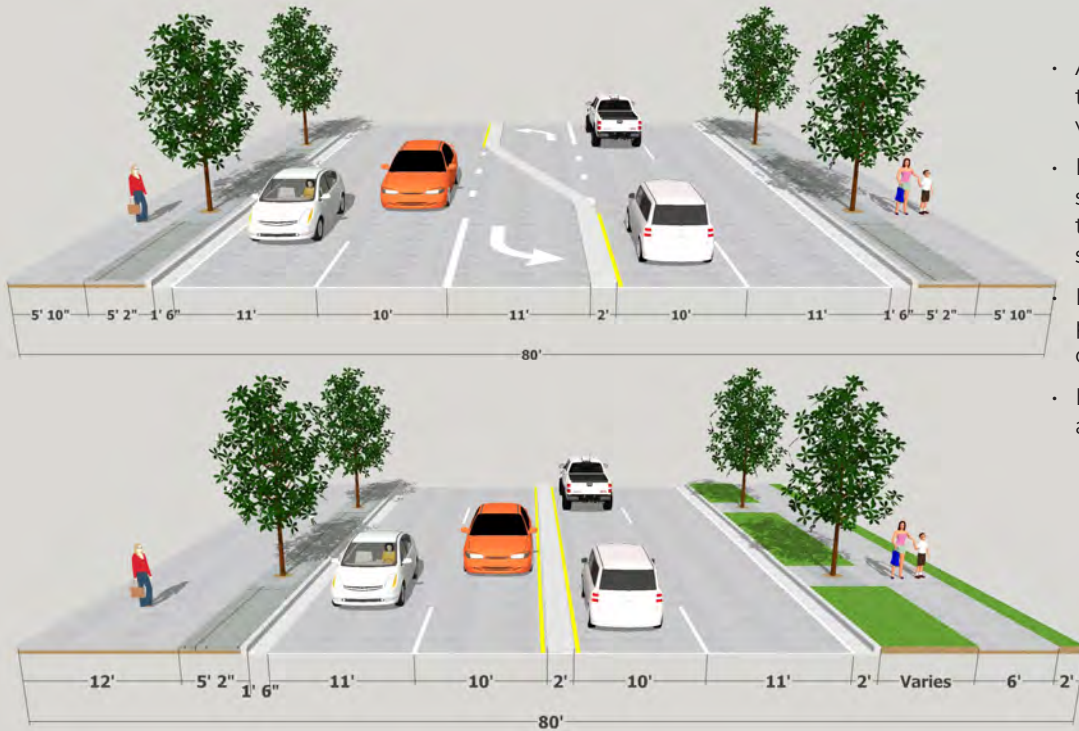
- Concept A has most capacity for motor vehicles.
 - The peak direction is forecast to be at or over capacity for about 4 hours/day, compared to 4.5 hours/day for Concept B(1) and 7 hours/day for B(2).
 - Peak hour travel times will be noticeably different across concepts (see below)
- Under Concept B, Option 1 has the most motor vehicle capacity on State Street due to its shorter crossing distances and bus pullouts. This analysis estimates that:
 - B(1) results in approximately 2.6 minutes additional travel time from 15th Street to 6th Street compared to Concept A in the peak hours in the peak direction.
 - B(2) results in about 3.1 to 3.6 minutes additional travel time from 15th Street to 6th Street compared to Concept A in the peak hours in the peak direction.
- Increasing the cycle length on State Street to 80 seconds could mitigate much of the increased delay from the signal timing changes, as noted below:
 - Concept A:
 - o All intersections and movements are forecast to meet ACHD's performance targets and the 24-hour analysis estimates no hours at or above capacity.
 - Concept B:
 - o Under Option 1:
 - All but one intersection and movement during the PM peak hour meet ACHD's performance targets.
 - The 24-hour analysis estimates there would be about 2 hours where part of State Street is at or above capacity.
 - o Under Option 2:

- The westbound through movement would not meet ACHD's performance target at most intersections during the weekday PM peak hour.
- The 24-hour analysis estimates there would be about 2.5 hours where part of State Street is at or above capacity.

The following illustrations show the tradeoffs for the three concepts.

CONCEPT A

5/4 Lanes with Sidewalks



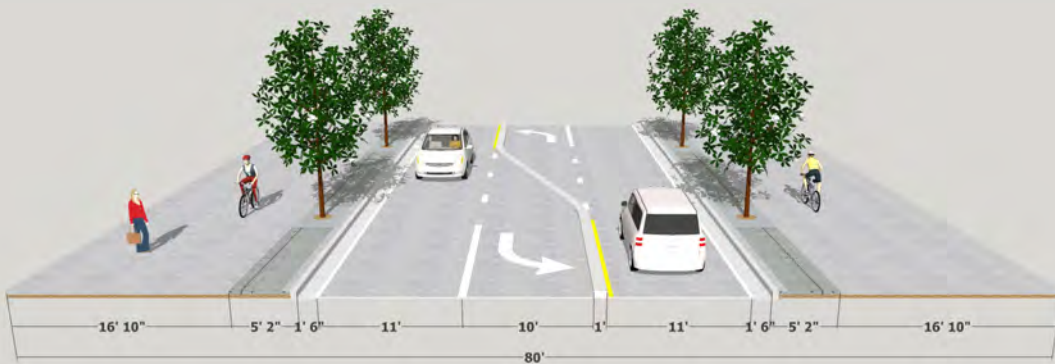
- Accommodates the most motor vehicle capacity
- Increases buffer space between the road and sidewalk
- Rehabilitates pavement and corrects drainage
- Improves accessibility



- Does not provide separate bicycle facilities
- Greatest crossing distance of State Street
- No left-turn lane at most intersections

CONCEPT B (1)

3-Lanes with Shared-use Paths



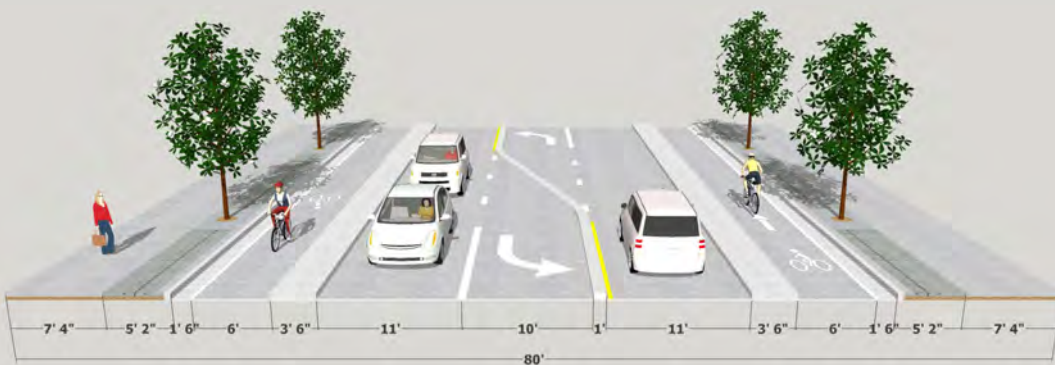
- Space for people walking and biking with buffer from the road
- Left-turn lanes at intersections to reduce crash potential
- Rehabilitates pavement and corrects drainage
- Improves accessibility



- Reduced motor vehicle capacity on State Street (additional capacity available on other adjacent routes)
- People walking and biking share the same space

CONCEPT B (2)

3-Lanes with Protected Bike Lanes

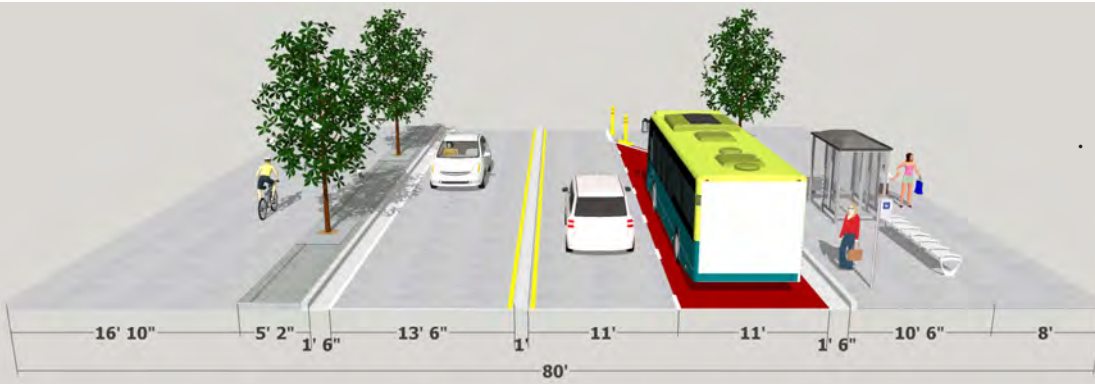


- Separate dedicated space for people walking and biking
- Left-turn lanes at intersections to reduce crash potential
- Rehabilitates pavement and corrects drainage



- Reduced motor vehicle capacity on State Street (additional capacity available on other adjacent routes)

Bus Pull Out option



- Buses will not block traffic when boarding/alighting



- People biking may have to share space with buses or people walking for the length of the pullout

	CONCEPT A 5/4 Lanes with Sidewalks	CONCEPT B (1) 3-Lanes with Shared-use Paths	CONCEPT B (2) 3-Lanes with Protected Bike Lanes
PAVEMENT AND DRAINAGE REPAIR			
STATE STREET CROSSINGS			
BICYCLE COMFORT & SAFETY			
PEDESTRIAN COMFORT & SAFETY			
MOTOR VEHICLE CAPACITY			
BUS RELIABILITY			
MOTOR VEHICLE SAFETY			
COST	\$13.2M	\$17.1M	\$16.3M

*Bus reliability will vary pending on if a bus pullout is provided or not

**When compared to Concept A, the removal of a travel lane results in 2 to 3-1/2 minutes of additional travel time between 6th Street and 15th Street depending on if a bus pullout is provided or not

PERFORMANCE COMPARED TO EXISTING CONDITIONS

POSITIVE

 NEGATIVE

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2. Kittelson & Associates, Inc. *Technical Memo #2A: Initial Concept Development and Screening*. 18 March 2024.
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https://www.valleyregionaltransit.org/wp-content/uploads/2022/11/BST_KitOfParts.pdf. November 2022.

ATTACHMENTS

- A. Initial Cross Section Designs
- B. Plan-View Conceptual Drawings
- C. Weekday AM and PM Peak Hour Volumes
- D. Concept Synchro Worksheets and Tables
- E. Microsimulation Worksheets and Tables
- F. Cost Estimate Sheets

Appendix E
Public Comment #2 Summary

IN TOTAL **1,154 PEOPLE** RESPONDED TO THE SURVEY WITH **3,600 WEBSITE VISITS**

Survey was advertised through:

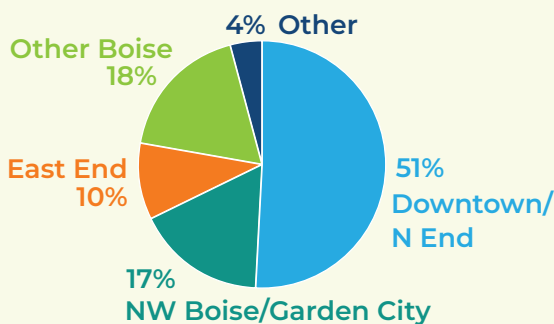
- ◆ 4,000+ mailers
- ◆ 2,000+ e-mails
- ◆ Sandwich board signs along the corridor
- ◆ Newspaper ads
- ◆ Interviews - Radio and TV
- ◆ Social media - ACHD and partner agencies
- ◆ Door to door outreach to adjacent businesses
- ◆ 200+ conversations at the YMCA
- ◆ NENA mobility summit
- ◆ Direct outreach to multiple community partners, including: Capitol Commission, St Lukes, Boise High/BSD, NENA and DBNA, DBA, Boise Chamber, Boise VA, Boise Bicycle Project, and other businesses and churches along the corridor.

Feedback was obtained through:

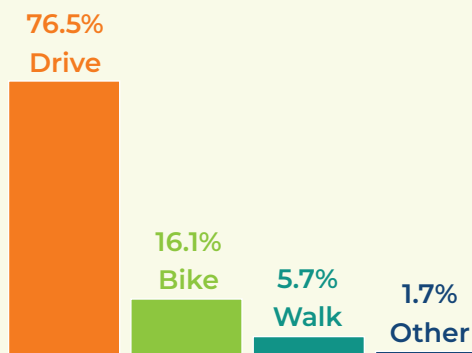
- ◆ Online survey
- ◆ VRT Executive Board
- ◆ Boise City Council
- ◆ 4 Business / Property Owner Meetings, including 1 with YMCA development
- ◆ All ACHD Advisory Committee Open House
- ◆ Collister Neighborhood Association Transportation Panel Meeting



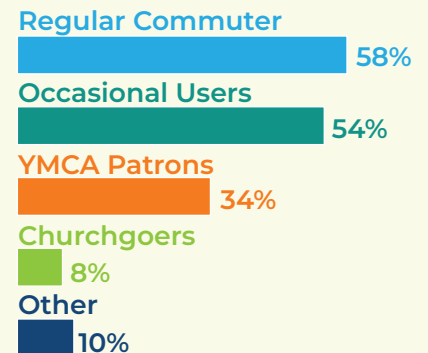
WHO TOOK THE SURVEY?



% of responses by Zip Code



% of responses by primary mode of transportation



Use of State Street

MORE INFORMATION

Tom Laws, ACHD
Cody Homan
projects@achdidaho.org
(208) 387-6100
engage.achdidaho.org/state-8-14

49% of people support building Concept A



Top Likes

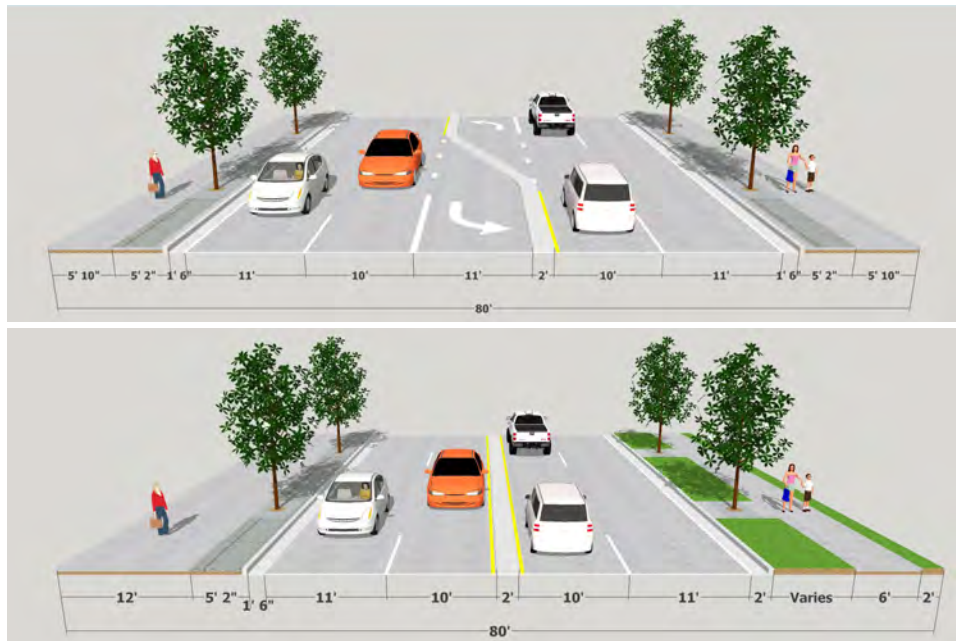
- ◇ Adding left-turn lanes (33%)
- ◇ Maintaining two motor vehicle lanes in each direction (28%)
- ◇ Improving pavement condition (27%)



Top Concerns

- ◆ Lack of space for people biking (48%)
- ◆ Increased crossing distances (30%)

CONCEPT A



52% of people support building Concept B, Option 1

59% of people support building Concept B, Option 2



Top Likes

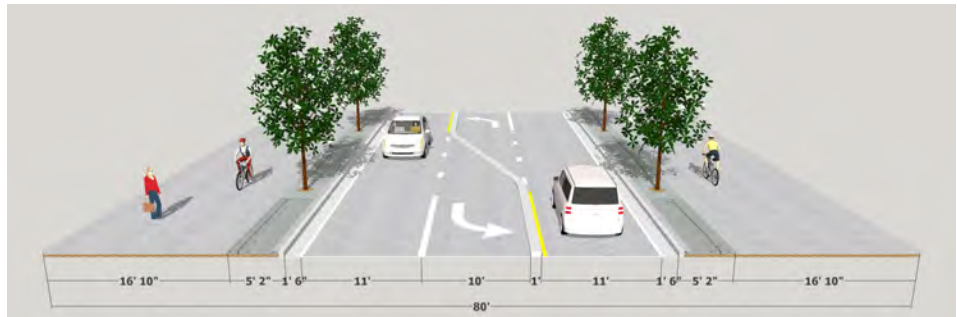
- ◇ Protected bike lanes (option 2) (41%)
- ◇ Adding left-turn lanes (33%)
- ◇ Improving pavement condition (27%)
- ◇ Shared-use path (option 1) (22%)



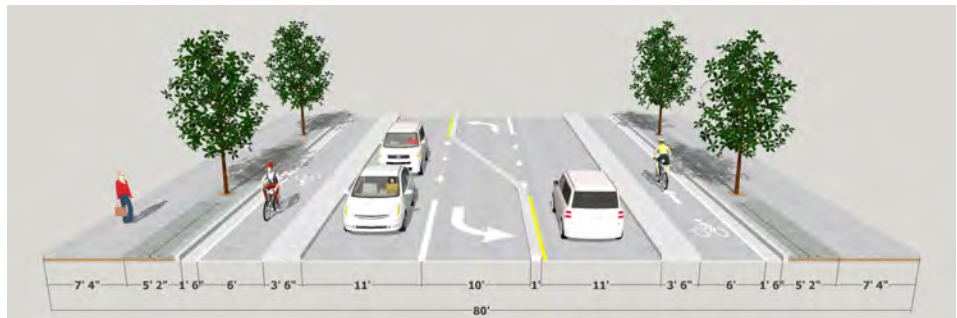
Top Concerns

- ◆ Bus stopping in only lane of traffic (option 2) (44%)
- ◆ Reduced motor vehicle capacity due to removing one lane in each direction (43%)
- ◆ People walking and biking sharing the same space (option 1) (29%)

OPTION 1 - SHARED-USE PATH



OPTION 2 - PROTECTED BIKE LANES



WHICH CONCEPT WOULD YOU PREFER TO SEE CONSTRUCTED?

2%

None of these concepts

36%

Concept A

22%

Concept B - Option 1

40%

Concept B - Option 2

Appendix F
Public Comment #2 Response Report



May 2024 Alternatives Survey

SURVEY RESPONSE REPORT

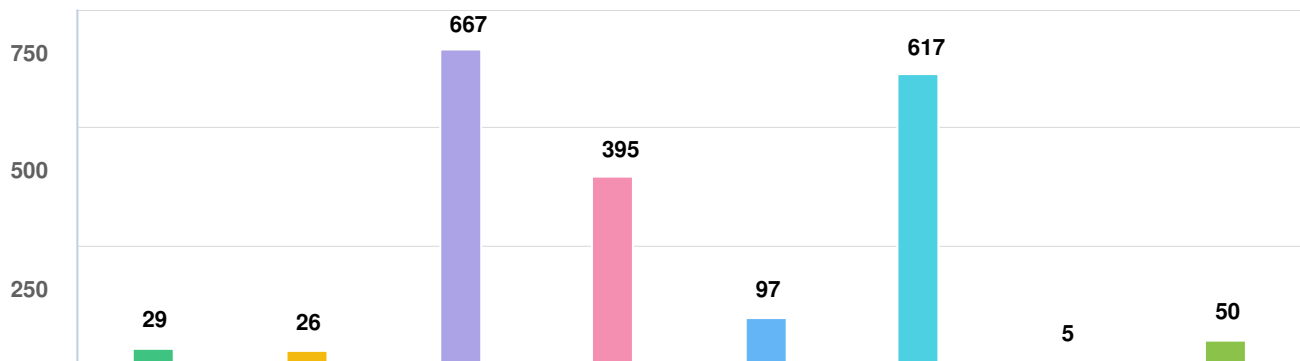
08 May 2024 - 24 May 2024

PROJECT NAME:

State Street, West of 8th Street to 14th Street Concept Design



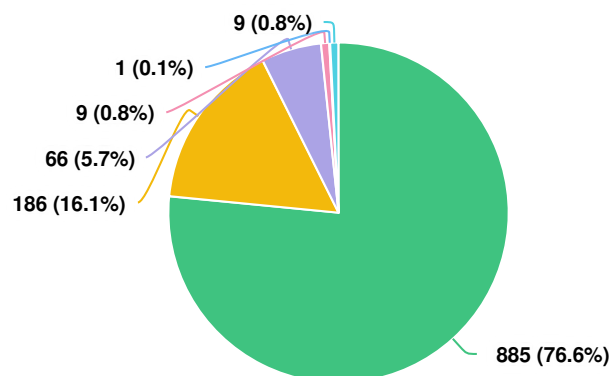
SURVEY QUESTIONS

Q1 Which of the following descriptions applies to you? (Select all that apply)

Question options

- I live on this section of State Street. ● I own or manage a business or property on this section of State Street.
- I regularly commute on this section of State Street for work or school. ● I use this section of State Street to get to the YMCA.
- I use this section of State Street to get to church. ● I occasionally use this section of State Street to get where I am going.
- None of these apply to me. ● Other (please specify)

Optional question (1154 response(s), 3 skipped)

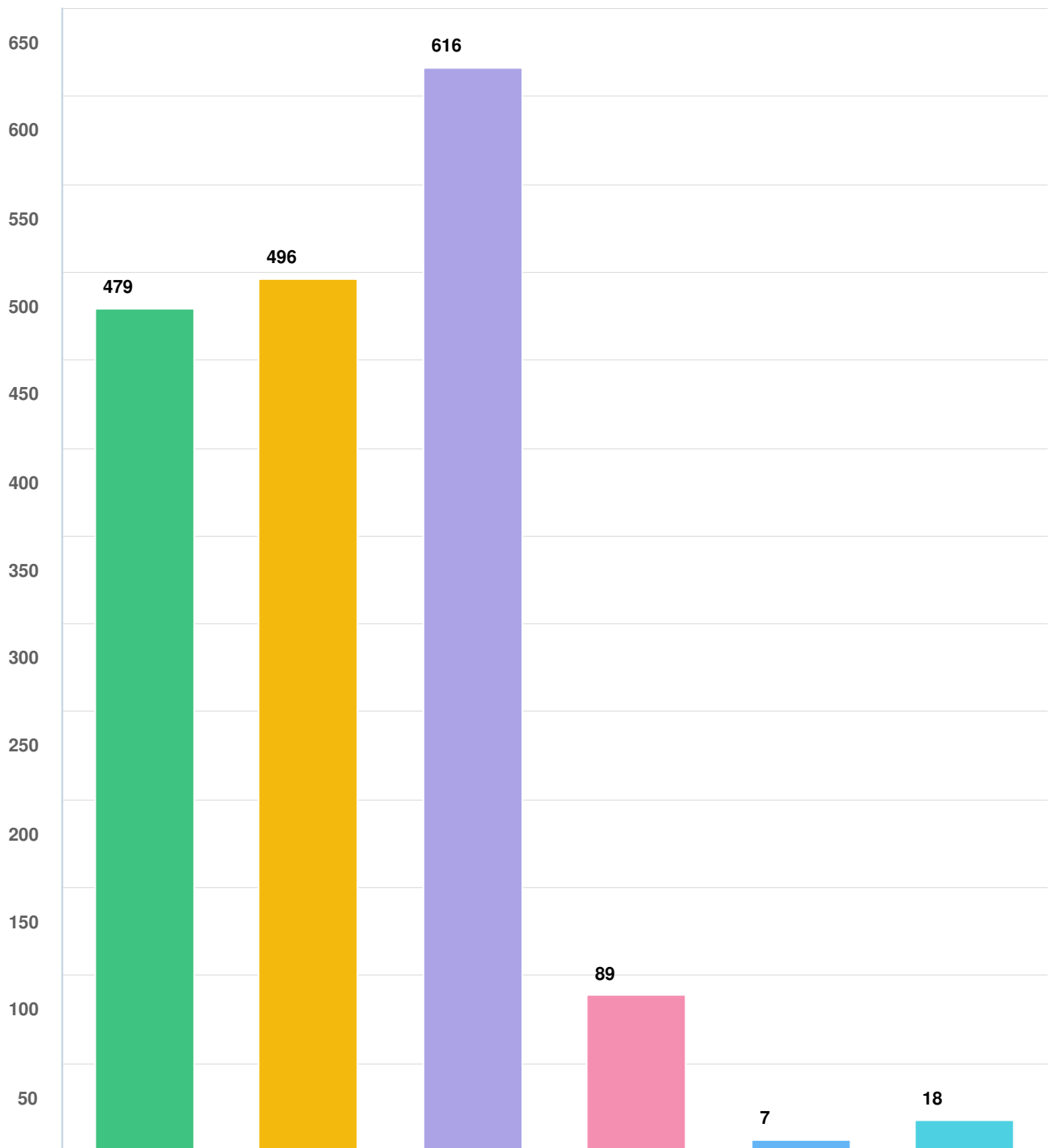
Question type: Checkbox Question

Q2 What is your primary mode of transportation on this section of State Street?

Question options

- Drive (car, truck, motorcycle) ● Bike ● Walk ● Bus ● I do not use this section of State Street
- Other (please specify)

Optional question (1154 response(s), 3 skipped)

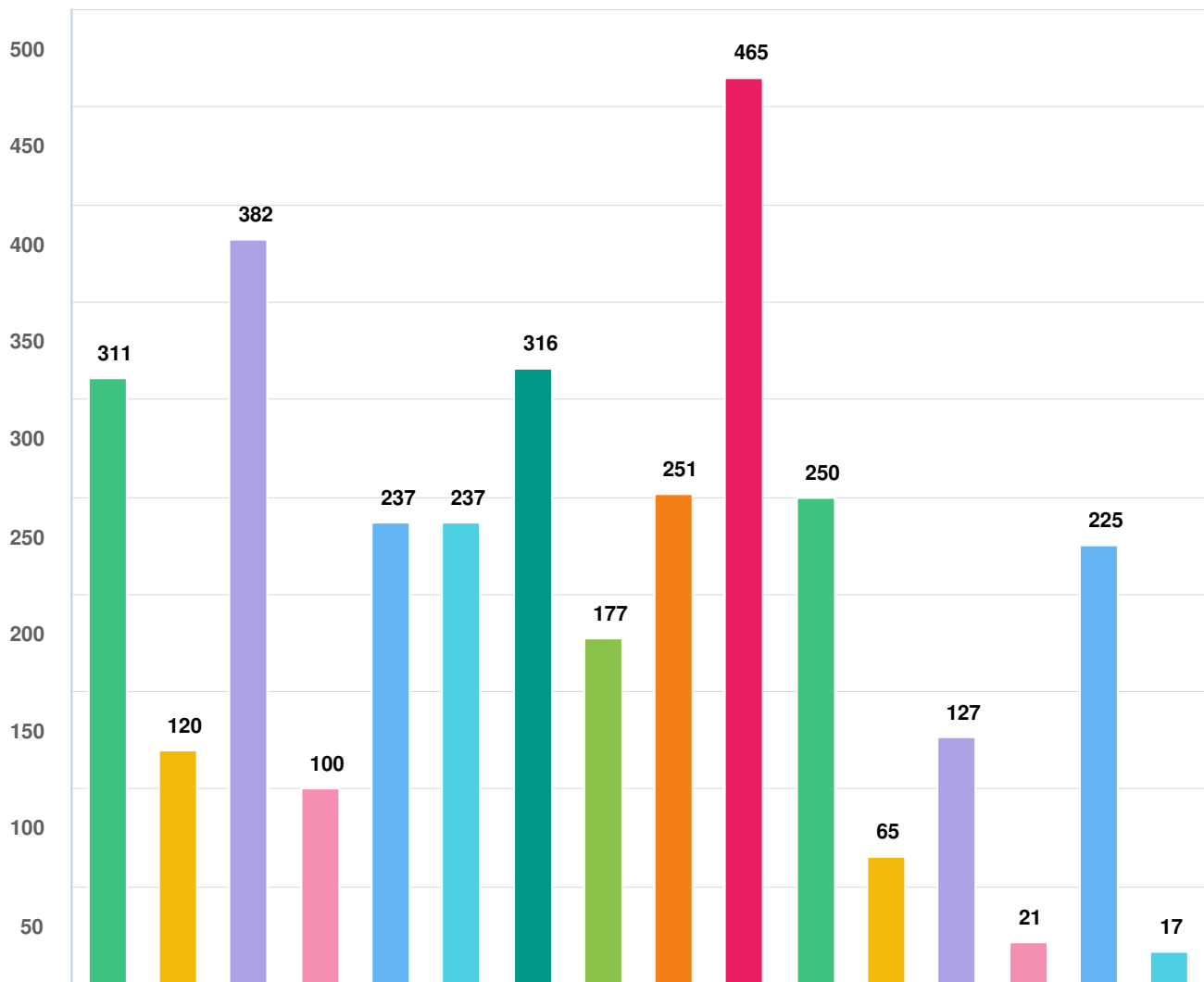
Question type: Radio Button Question

Q3 What other mode(s) of transportation do you currently use on State Street? (Select all that apply)**Question options**

- ☒ Drive (car, truck, motorcycle) ☒ Bike ☒ Walk ☒ Bus ☒ I do not use this section of State Street ☒ Other (please specify)

Optional question (1056 response(s), 101 skipped)

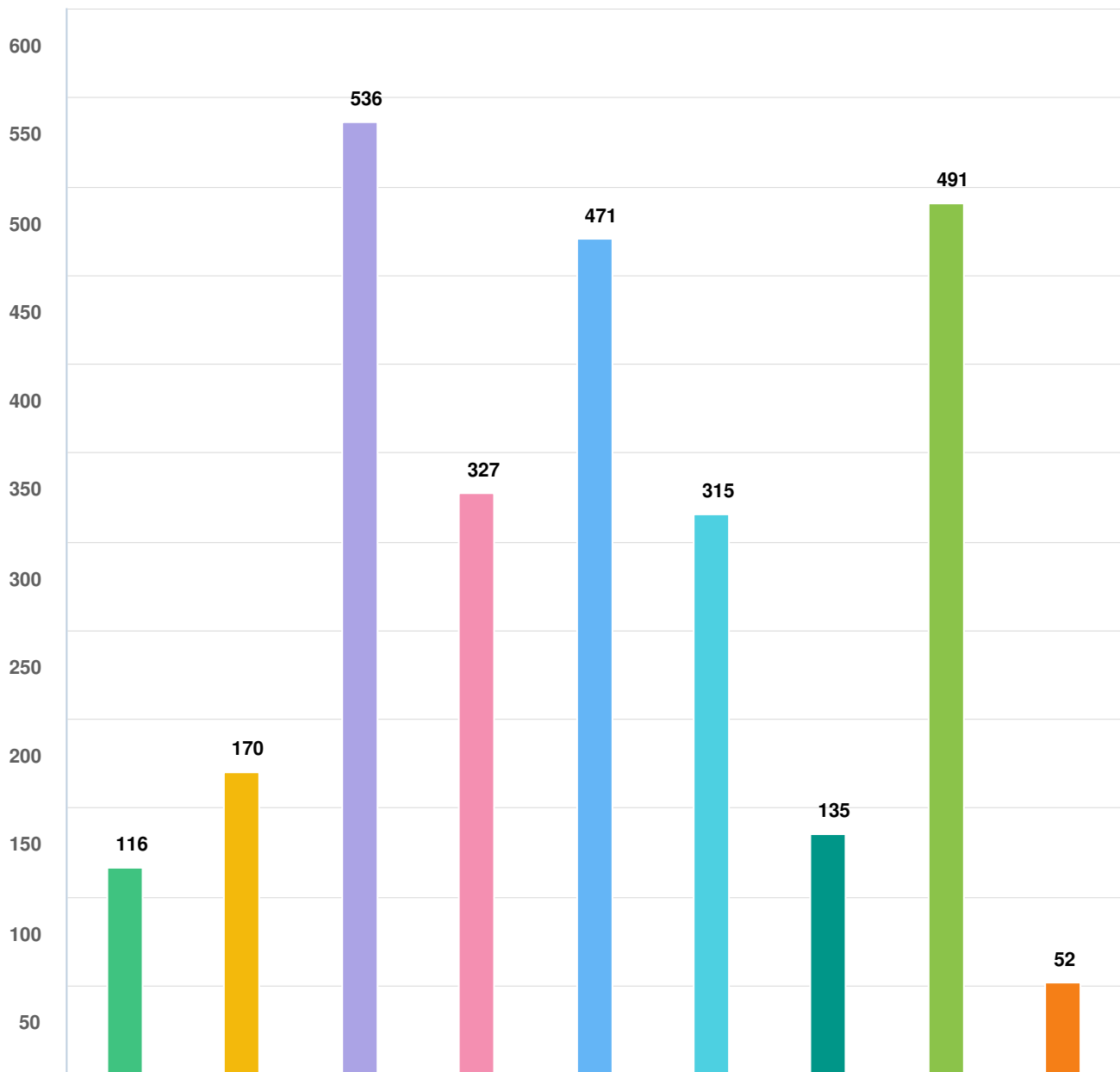
Question type: Checkbox Question

Q4 What features of the concepts do you like? (Select up to three)

Question options

- Improving pavement conditions (Both concepts)
- Fixing drainage issues (Both concepts)
- Adding left-turn lanes (Both concepts)
- Improving accessibility for people using mobility devices and visually impaired people (Both concepts)
- Reducing left-turning conflicts on State Street by providing center medians (Both concepts)
- Providing protected left-turns (i.e., green arrow indications) from State Street onto side streets.
- Maintaining two motor vehicle lanes in each direction (Concept A)
- Shortening crossings (by removing motor vehicle lanes) (Concept B)
- Shared use path (Concept B, Option 1)
- Protected bike lanes (Concept B, Option 2)
- Adding islands at intersections to protect people walking and biking from turning vehicles. (Concept B)
- New traffic signals at 14th and 12th Streets (Both concepts)
- Leading pedestrian intervals at all signals (Both concepts)
- Curb extensions across side streets (Both concepts)
- Wider and improved streetscape (street trees, tree grates, lights) (Both concepts)
- Other (please specify)

Optional question (1147 response(s), 10 skipped)

Question type: Checkbox Question

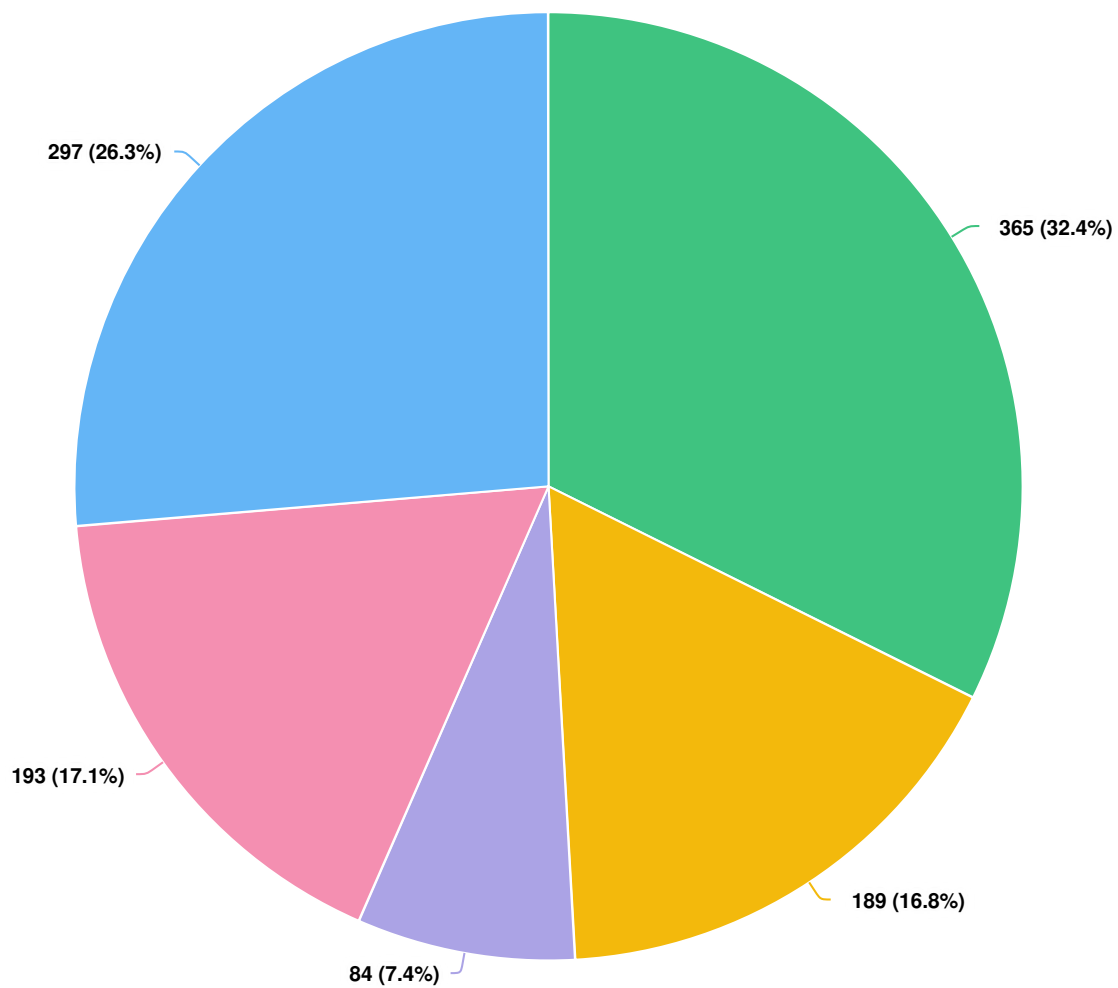
Q5 What concerns about the concepts do you have? (Select up to three)

Question options

- Loss of on-street parking (Both concepts)
- Not being able to turn left into/out of driveways on State Street due to the center median (Both concepts)
- Lack of space for people biking (Concept A) ● Increased crossing distances (Concept A)
- Reduced motor vehicle capacity due to removing one motor vehicle lane in each direction (Concept B)
- People walking and biking sharing the same space in shared-use paths (Concept B, Option 1)
- Not being able to turn left on to 11th Street from State Street (Concept B, Option 1)
- Bus stopping in only lane of traffic (Concept B, Option 2) ● Other (please specify)

Optional question (1107 response(s), 50 skipped)

Question type: Checkbox Question

Q6 Would you support building Concept A - 5/4-Lanes with Sidewalk? (Choose one)



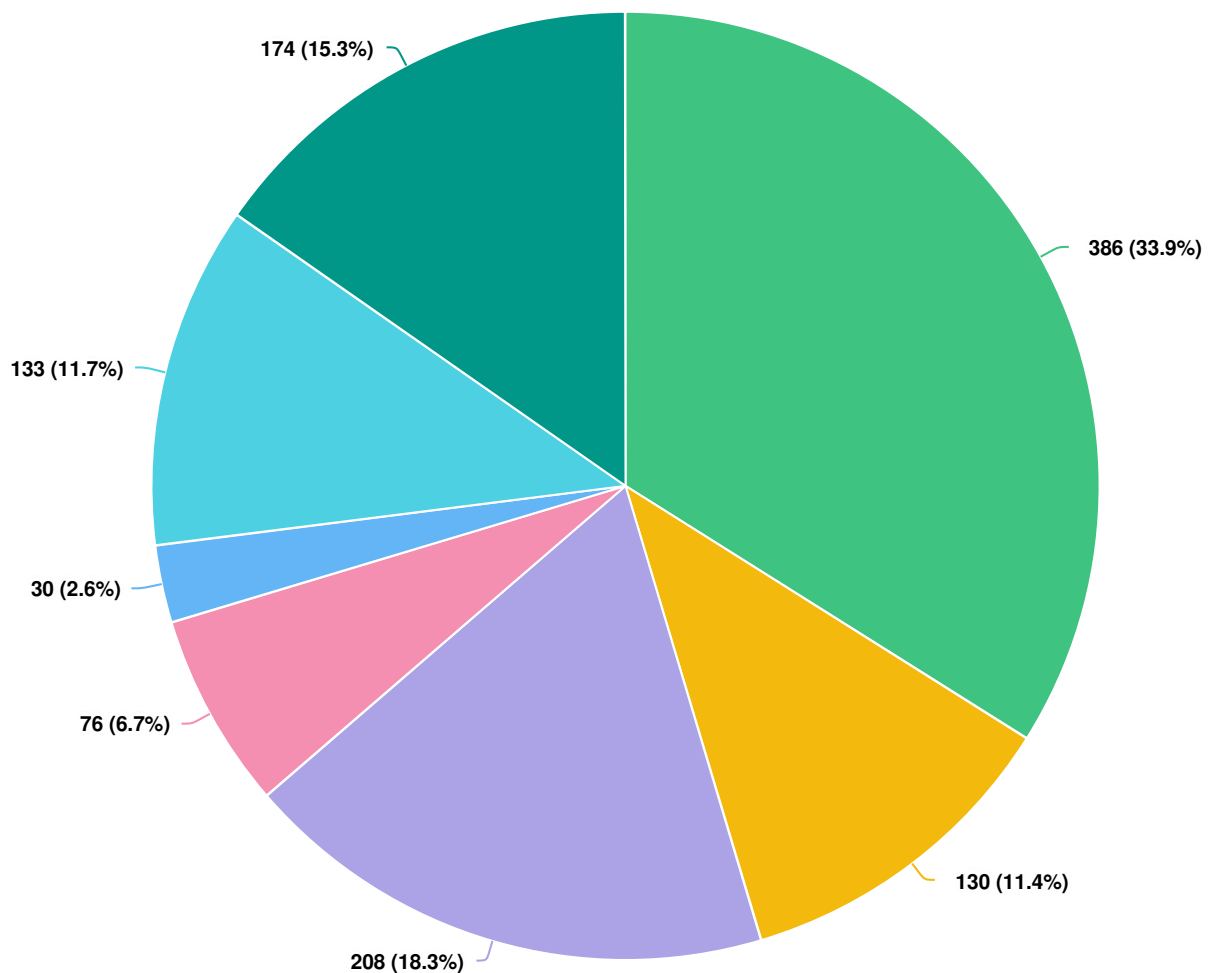
Question options

● Yes, definitely ● Possibly ● Unsure ● Probably not ● Definitely not

Optional question (1126 response(s), 31 skipped)

Question type: Radio Button Question

Q7 Would you support building Concept B - 3-Lanes? (Choose one)

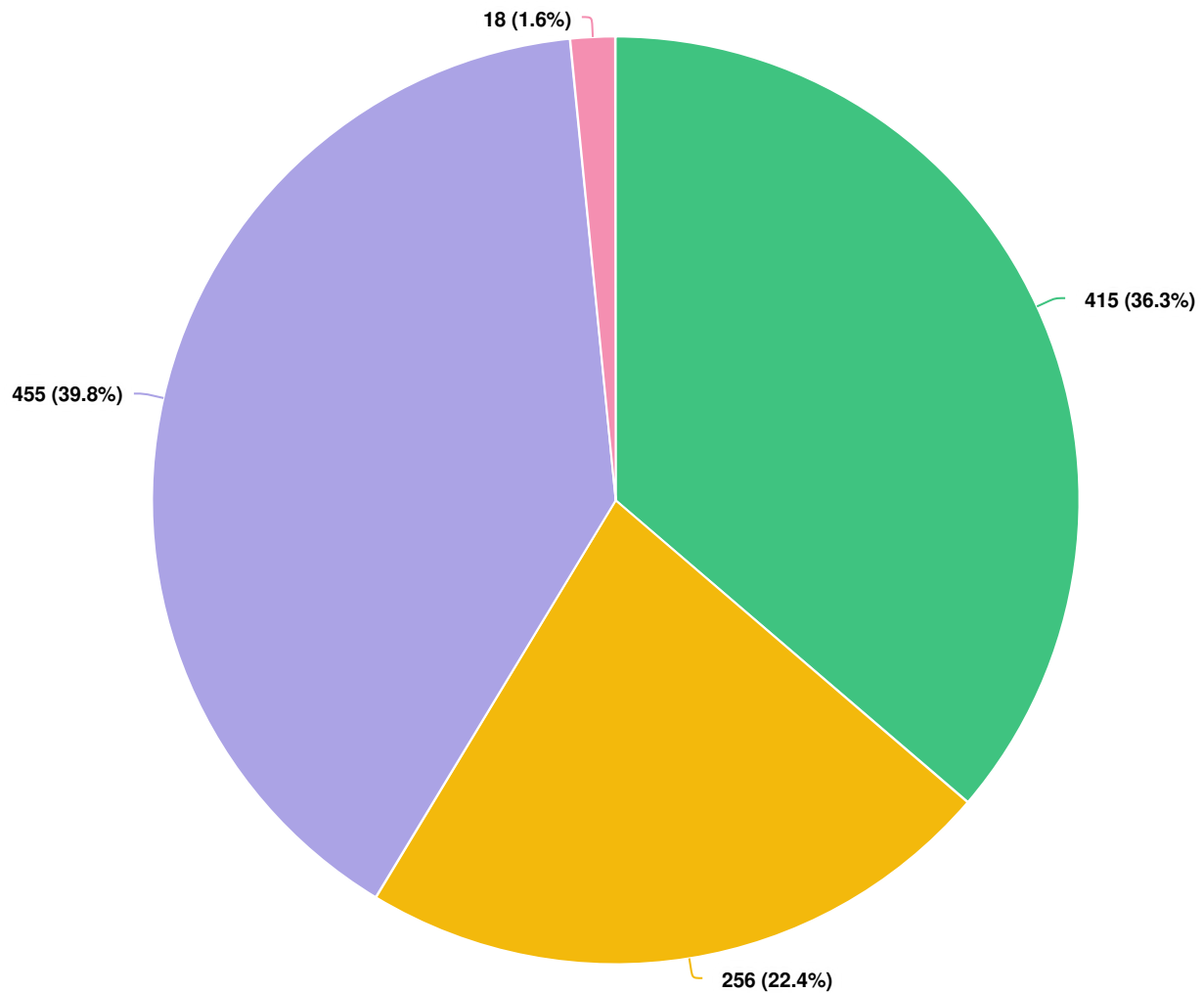


Question options

- Yes, either option ● Yes, but only Option 1 (Shared-use Path) ● Yes, but only Option 2 (Protected Bike Lanes)
- Possibly ● Unsure ● Probably not ● Definitely not

Optional question (1135 response(s), 22 skipped)
Question type: Radio Button Question

Q8 Which concept would you prefer to see constructed (Choose one)



Question options

- Concept A - 5/4-Lanes with Sidewalk
- Concept B, Option 1 - 3-Lanes with Shared-use Path
- Concept B, Option 2 - 3-Lanes with Protected Bike Lanes
- None of these concepts (please explain what you would prefer to see done)

Optional question (1142 response(s), 15 skipped)
Question type: Radio Button Question

Q9 | Do you have any final thoughts about the concepts that you would like to share with ACHD and the project team?

Screen Name Redacted

5/08/2024 04:44 PM

As much as I love bike lanes and walking paths, State Street is mostly used by commuters in cars. Maybe bike lanes and walking paths could be on less vehicle heavy roads.

Screen Name Redacted

5/08/2024 05:03 PM

Thank you for soliciting feedback even if I know it will be ignored.

Screen Name Redacted

5/08/2024 05:08 PM

As much as I would like to see more space for bikes, any restriction of capacity for motor vehicles on State Street, in my opinion, would constrict the traffic flow on this busy east/west artery.

Screen Name Redacted

5/08/2024 05:29 PM

I favor Concept B, Option 2 because I believe it sets the standard for the fact that more people will be living accessing the project area. From State Street/8th Street, State Street goes to one land in each direction. That is a given. Encouraging more traffic to "peel-off" into downtown, or the North End (with protected left turn lanes) is logical. Having protected bike lanes, and a sidewalk, will enhance the fact that people are living in the area and traversing through the area. I live in the North End, and go to the YMCA and access downtown on foot, bike and vehicle. Good luck with your planning.

Screen Name Redacted

5/08/2024 06:06 PM

Bikes have plenty of options besides State St to get around efficiently. State should focus on autos and pedestrians.

Screen Name Redacted

5/08/2024 06:29 PM

5 lanes is ridiculous due to the amount of people walking and biking across this area. How many more deaths are ok?

Screen Name Redacted

5/08/2024 06:44 PM

It boils down to: This is a huge commuter street. Boise has an East-West issue. I am hesitant to lose a lane. We for sure need designated left turn lanes if possible. I am usually for improving bike lanes on roads, but any sane cyclist knows to avoid State St. and Jefferson is right there. Is it worth it to add a bike lane for only a few blocks? I am open to all ideas and know that nothing will be perfect. Good luck lol

Screen Name Redacted

5/08/2024 06:53 PM

People are getting hit by cars over and over again.

Screen Name Redacted 5/08/2024 07:17 PM	I cycle other than on State st! Common sense is to find alternative cycling rather than bike on state st!
Screen Name Redacted 5/08/2024 07:33 PM	Traffic on State is heavier going West in the afternoons, so that may be taken into consideration when considering traffic volume/lanes/design. I rarely bike on State St since Bannock offers a safer, calmer and better alternative already
Screen Name Redacted 5/08/2024 07:46 PM	When parts of State Street need to be closed, make sure there are easy alternative routes available. State St and 8th St was closed when part of 9th Street was still closed and it made it difficult to get past it when coming from some areas of the North End.
Screen Name Redacted 5/08/2024 08:16 PM	Don't forget that responses may indicate the reality of the status quo, which is a traffic choked and dangerous road for motorists pedestrians bikers and everyone. And so currently bikers and pedestrians avoid the area, and may be less likely to have a direct experience. If we build infrastructure for these people, we will create the use that is currently lacking.
Screen Name Redacted 5/09/2024 07:14 AM	I want safer bike/pedestrian CROSSINGS of State, but honestly no design would make State St. feel safe to bike East-West. I DO feel safe cycling on Hays, Franklin, Jefferson, Bannock. But if State St. is reduced to 3 lanes lots of that traffic congestion will move on to these routes, possibly making them feel just as unsafe as State St. currently. The concept of separating cycling and car traffic is best served by keeping alternate East-West roads as preferred cycling routes with less traffic, not just having a bike lane on State b/c you still have potential hazards and conflicts at every intersection-- worse for bikes than for pedestrians that are slow moving and more visible.
Screen Name Redacted 5/09/2024 08:28 AM	This is the best survey and video explaining the options that I've seen with any of your projects. Keep up the good work and improving citizen interaction!
Screen Name Redacted 5/09/2024 08:37 AM	Concept A is the only real choice for a real need to allow motor vehicles to move into and out of Boise.
Screen Name Redacted 5/09/2024 08:47 AM	No one needs to bike ON state street, Jefferson and Washington are there for that.

Screen Name Redacted

5/09/2024 09:08 AM

This all seems pretty excessive but Concept A seems the most reasonable for the area. I live in the northend and bike/walk everywhere outside of commuting, but Concept B doesn't make sense. There is no connecting bike lane on either side of the project and parallel roads are much better bike routes anyway. Concept B looks like it would be the next Curtis Rd disaster. The backups it would cause would be unreal, especially if the bus stops traffic. I think your safety comparison is not taking into account the unsafe situation induced by Concept B with perpetually delayed and frustrated drivers.

Screen Name Redacted

5/09/2024 09:19 AM

leveling the man-hole covers with proper concrete ring

Screen Name Redacted

5/09/2024 09:37 AM

Stop ruining our streets. I know you think this is more safety oriented, but these "improvements" haven't gotten more bicyclists to ride in the safe zones. They still ride down the middle of the street, often times against traffic. Focus more on biker safety and less on wasting money on fake improvements.

Screen Name Redacted

5/09/2024 09:42 AM

State street down to 25th street needs a complete overhaul.

Screen Name Redacted

5/09/2024 09:43 AM

Bike access is more than adequate now

Screen Name Redacted

5/09/2024 09:56 AM

I like the trees. State Street looks terrible in general, so any landscaping is better.

Screen Name Redacted

5/09/2024 10:04 AM

My family and I live very close to State Street (10th & Grove Street) and we often (12 to 14 times per week) cross the intersection as both a pedestrian and bicycle at 10th and State. Improving the safety of all users of the right-of-way needs to be considered. Option A does not provide equality for all users of this public space. I like Concept B, Option 2 the most - but I do have reservations if the bus stop will impeded the flow of traffic while it picks up passengers.

Screen Name Redacted

5/09/2024 10:28 AM

We are NOT a community of walkers and bikers and likely will not ever reach a point where that is the majority of our transportation. Please DO NOT remove any more lanes of travel for drivers. The entire surrounding area of Boise is becoming incredibly congested due to poor infrastructure designs and not taking into consideration that more housing and buildings means more cars. Particularly when the asinine decision to not demand builders provide adequate parking

for their multistory buildings!

Screen Name Redacted

5/09/2024 10:31 AM

Islands at 11th/State appear to restrict vehicle turning movements - projecting traffic elsewhere and likely farther into the downtown core increasing congestion ; do these alternatives allow for future rail in this corridor? in other words, what are we losing in that regard when selecting any of these alternatives? ; VRT should have pull out as to not stop traffic in direction of travel ; as a pedestrian, I look to vehicular lights before crossing to ensure traffic is flowing as intended for a safe crossing - does the leading pedestrian interval really improve safety? I see State St as a primary transit corridor for shared-use (bus and hopefully some day rail, SOV), I think bike traffic should be promoted to use parallel corridors for safer commuting / recreation. That said, wider furnishing zones / streetscapes and shared-use paths should be implemented given many if not all intersections will become confluence points for connectivity to access mass transit.

Screen Name Redacted

5/09/2024 10:38 AM

Fix and widen the roads county wide!!!

Screen Name Redacted

5/09/2024 10:50 AM

Thanks, I like the wide sidewalks and four lanes.

Screen Name Redacted

5/09/2024 11:18 AM

Need to plan for RTV lane

Screen Name Redacted

5/09/2024 11:22 AM

If safety is one of the main goals of this project, then Concept B-2 provides the most safety to different types of users. While drivers tend to be loudest, I hope that there is deep consideration for other types of users since this section of State has resulted in a lot of injuries and deaths due to car crashes. Getting cars to slow down is SO crucial to building a multi-modal road and the concept B designs are truly promoting that while Concept A is basically keeping the status quo for drivers and wouldn't likely result in slower, safer driving.

Screen Name Redacted

5/09/2024 11:32 AM

Because there is no "beltway" in Boise and with increased residential and commercial building on State Street and because it is also HY 44 and is a major thoroughfare, it needs to be able to handle increased vehicle volume as the highest priority.

Screen Name Redacted

5/09/2024 12:01 PM

We need to make the area easier for bikes and pedestrians to make it possible to drive less and use alternative ways to move around the

city.

Screen Name Redacted

5/09/2024 12:16 PM

Bicycles must be given consideration. It is dsngorous to pedestrians to mix bicycles and scooters on sidewalks with walkers. The city is irresponsible on this issue.

Screen Name Redacted

5/09/2024 12:25 PM

Safe Active transportation is the most important factor for me. I am a mother of 3, our family regularly frequents the YMCA via State Street. We currently drive because there are no protected bike lanes. Our preferred mode of travel as a family is bikes. Please invest in the protected bike lanes!!!

Screen Name Redacted

5/09/2024 12:27 PM

This is fantastic!!! Perhaps the infrastructure separating the cars and bikes could include vegetation rather than just concrete, to reduce high temperatures and improve management of water runoff.

Screen Name Redacted

5/09/2024 12:28 PM

See my comment above. I note with interest that you do not list the 5 priorities according to rank, but rather I presume, in the order of the planners preferences. One has to look at the ranking to notice that. Why not rank the priority of public feedback in a more honest way, with the highest ranking as the first priority, which is to ease congestion. The way you share the informaiton leaves the impression that biking and pedestrian access is the highest ranking according to public input as they are ranked 1 and 2, while the numbers show the opposite, that congestion mitigation is the highest priority of the public according to ranking. This is more than a little misleading, dare I say dishonest?

Screen Name Redacted

5/09/2024 12:50 PM

It's important to provide protected bike lanes for people to feel comfortable commuting. Currently, State St is unusable as a person who uses a bike to commute at times downtown, but protected bike lanes provide obvious proof of where cars/bikes/pedestrians are safest.

Screen Name Redacted

5/09/2024 01:19 PM

State Street is a state highway and the section in consideration is the corridor into and out of downtown Boise and is vital to the health of downtown and moving traffic. Reduction of lanes would be detrimental to the health of downtown as far as bringing people into an out of the downtown Boise.

Screen Name Redacted

Anything you can do to slow traffic through this highly pedestrian-

5/09/2024 01:34 PM

ized/bikable area is very important.

Screen Name Redacted

5/09/2024 01:38 PM

Any other option besides Option A makes absolutely no sense. Even though it would add turning lanes, they would get backed up so fast out into the one remaining lane and then ultimately back up traffic for blocks.

Screen Name Redacted

5/09/2024 01:40 PM

More vehicle traffic lanes

Screen Name Redacted

5/09/2024 01:45 PM

I'm a big proponent of one-way streets in a downtown grid. By eliminating one-way streets we've put more pressure on major streets like State Street. Traffic moves much better, lights can be timed, no left turn conflicts and is safer for bicyclists. We need to revert back to more one-way streets downtown, not less!

Screen Name Redacted

5/09/2024 01:48 PM

Please prioritize safety for pedestrians and cyclists. We don't need it to be easier for cars to drive on this section of State Street - we need to make it more attractive to use alternative modes of transportation and decrease car traffic overall. Protected bike lanes are essential! Please go with Option B2.

Screen Name Redacted

5/09/2024 01:49 PM

I love seeing options that consider redistributing the Right of Way for EVERYONE, not just motor vehicle users. I live Downtown and bike along the State Street corridor frequently but currently avoid State Street at all costs because it is not ped/bike friendly. I will bike on Jefferson instead, but at some point I have to cross State Street to travel north. I think Option B would be a huge improvement and does the best job of balancing the vehicle constraints (adding left turn lanes) while also providing space for peds and bikers. I prefer the protected bike lanes so I know I can move quickly down the corridor and not have to compete with peds for space or worry about running into them when I'm commuting.

Screen Name Redacted

5/09/2024 01:52 PM

Very much looking forward to having a better experience on State with concept B.

Screen Name Redacted

5/09/2024 01:59 PM

Why widen the road when safety of pedestrians, cyclists, and motorists is a primary goal of these redo of State Street? Reducing motor vehicle traffic and slowing vehicles down is the way to increase safety.

Screen Name Redacted

5/09/2024 01:59 PM

Does anyone consider creating safe routes for pedestrians and/or cyclists that are NOT parallel to unhealthy exhaust from all the car traffic?

Screen Name Redacted

5/09/2024 02:00 PM

5th street, Fort Street intersection. Way too busy for people who live on Hays street there. Hays is residential but people just tear in and out of the veterans to get to a 5/6 th street.

Screen Name Redacted

5/09/2024 02:02 PM

Reduction in motor vehicle lanes is going to be poorly received by the public at large. Bicycling needs to be encouraged on Jefferson and Washington and not on state street (this is true today, and it also reflects the streets I use when bicycling this area/route) Without expansion of the right of way trying to maintain the traffic lanes AND add bike lanes is problematic.

Screen Name Redacted

5/09/2024 02:02 PM

Three lanes is not a functional option for State St. Surrounding streets do not possess sufficient connectivity and capacity to accommodate diverted trips that would have used State St. No information provided on how the transition from five to three lanes is to function - a through travel lane has to drop somewhere.

Screen Name Redacted

5/09/2024 02:05 PM

Thanks for asking for the feedback of the community.

Screen Name Redacted

5/09/2024 02:14 PM

Build for the future. The Treasure Valley will only get more vehicles as it grows. Consider volume of vehicles and commute times.

Screen Name Redacted

5/09/2024 02:15 PM

Concept A brings all the charm of an Eagle Road or Fairview Ave to the North End. Concept 2A invites bike/pedestrian conflict and (when one accounts for the obstacle course created with street trees/lamp posts and the like) it really doesn't widen the sidewalk appreciably. Concept 2B is the ideal approach to this section of State Street.

Screen Name Redacted

5/09/2024 02:18 PM

Must keep traffic moving. Rush hour is pathetic. Need better traffic light consistency to keep traffic moving.

Screen Name Redacted

5/09/2024 02:33 PM

More bike and pedestrian friendly development will make downtown a much more peaceful, safer place to spend time. State street from 8th westward has never been a good place to walk, bike or generally be as evidenced by several recent pedestrian/vehicle incidents. I

sincerely hope Concept B, either option is selected!

Screen Name Redacted

5/09/2024 02:36 PM

Please do not reduce any lanes! With the growth and amount of traffic, reducing lanes makes traffic back up and creates more aggression on our already congested roads. Removing lanes on 27th, Shoreline, 13th, and Emerald have all been nightmares where traffic gets backed up and was poor decision making when it comes to growth and shaping our infrastructure to meet the demands of the growth/traffic.

Screen Name Redacted

5/09/2024 02:37 PM

Concept B option 1 fits best with a downtown plan focusing on pedestrians and transit. More lanes would just invite more cars. However, either plan would require a large increase in bus capacity to be successful.

Screen Name Redacted

5/09/2024 02:38 PM

I love bikes, people riding bikes, the great improvements made by ACHD for bike traffic. However to keep biking safe, and other traffic flowing, a good plan involves streets focused on motor traffic flow and others on bikes. State St should maximize motor vehicle traffic, year-round with easy access to exits and make turns to the side streets. Adding the improvements to a 5/4 lane option is best for all. Motor vehicle traffic is concentrated freeing up traffic for bikes on less traveled "side streets". The sidewalk and lighting/streetscape improvements add a welcome consistency to Downtown Boise, especially for pedestrians. All modes benefit from Concept A.

Screen Name Redacted

5/09/2024 02:43 PM

We need lanes, not bike lanes and I'm a biker saying that. I work my own business downtown and I need parking and easy driving access to downtown for them to continue seeing me for their needs. If concept B or C happens, I will have to move my business elsewhere or potentially lose all my clients already complaining about the Hellish conditions they are fighting to get here.

Screen Name Redacted

5/09/2024 02:45 PM

I am wary of closing roads such as State St without a plan for emergency vehicles. Even a few minutes delay could result in bad outcomes.

Screen Name Redacted

5/09/2024 02:45 PM

I wish there was an alternative route for buses. There have been so many near misses because other drivers are so impatient and will cut off others in order to get around the bus traffic. Also, the lanes are too narrow!

Screen Name Redacted 5/09/2024 02:53 PM	I frequently use State Street to access groceries, pharmacy, medical provider, and dry cleaners. I rarely see bicycles and, if I were riding a bicycle I would avoid all the traffic, including buses, on State Street by using another route. Washington Street between 13th and 15th is rarely used by vehicles, never mind by bicyclists. If bicyclists can use 11th through Boise High, why can't they use Washington through Boise High in an east-west direction?
Screen Name Redacted 5/09/2024 02:56 PM	No
Screen Name Redacted 5/09/2024 03:06 PM	Thanks for asking.
Screen Name Redacted 5/09/2024 03:09 PM	The card says nothing about changing the signals so that left turning is limited to a designated time (I didn't have time to read full website explanation). But I really think the majority of accidents probably could be reduced by giving a designated time to turn left instead of needing to watch for oncoming traffic, pedestrians, bikers, any and all of these being complicated by shadow or glare from the sun angle, obstruction by light boxes, etc. Please consider fixing a system that causes deaths by only allowing a left turn at intersections when the green arrow is illuminated.
Screen Name Redacted 5/09/2024 03:31 PM	It is hard enough to get downtown as it is without reducing traffic flow. It will make people not want to come downtown if what you're planning is so very restrictive with options B and C.
Screen Name Redacted 5/09/2024 03:31 PM	In my opinion, concept A provides both increased safety as well as keeps traffic moving. Those of us who ride bikes (I often do in the summer) can pop over to a parallel side street. I would love to see bike lanes and improved markings on the streets parallel to State Street for this reason.
Screen Name Redacted 5/09/2024 03:32 PM	State street is one of the main arteries for motor vehicle traffic into downtown Boise. Bicycle and pedestrian traffic should be discouraged on State St. not given priority. Focus on decongestion of current traffic levels and additional parking for the new developments happening in this area.
Screen Name Redacted 5/09/2024 03:34 PM	My main concern is being able to get home. I work at the VA and live on the west side of Boise. I seriously have a hard time getting home

because of all the construction that is being done. If you close off 14th for construction, you close off the route that I can use. A 25 minute drive home took me an hour the other day due to this mess and all the traffic.

Screen Name Redacted

5/09/2024 03:34 PM

I would love to make boise more bikeable however in this case adding bike lanes I believe would significant increase vehicle congestion

Screen Name Redacted

5/09/2024 03:38 PM

Is it possible to eliminate bicycle traffic from certain sections of roadway (bicycles would need to take alternative roadways) to avoid traffic congestion, enhance vehicle flow, and to avoid bicycle safety issues?

Screen Name Redacted

5/09/2024 03:52 PM

The protected bike path combined with the bus stops at the intersection of Main & 27th, actually blocks care turning right from being able to see the bikers who are in the bike lane behind the bus stop! This is so dangerous and I hate turning right here. you can't see the bikers in your review mirror because the "protected" bike lane is outside the mirrors view

Screen Name Redacted

5/09/2024 03:53 PM

Right turn lanes can also help with traffic flow and can see modifying Concept A to include them at some intersections.

Screen Name Redacted

5/09/2024 03:55 PM

I think cyclists are more likely to use Jefferson St. than State so I don't think improvements including separate bikes lanes are the most impactful.

Screen Name Redacted

5/09/2024 04:07 PM

It would be nice if only ONE project downtown was worked on at a time. Finish one project before another is started. It seems like all of downtown is torn up and there's nowhere to park, really hard to get anywhere and causing a lot of frustration.

Screen Name Redacted

5/09/2024 04:10 PM

Center median curbs are very problematic for emergency responders and re-routing around in traffic crash sites. Please limit median curbing. This does not improve flow and creates much more U-turn congestion and collision risk. I am a former ada county paramedic.

Screen Name Redacted

5/09/2024 04:17 PM

Thank you for improving State Street! Adding bike lanes would be great but I would be good with B-1 as well. No more added car

capacity - this is the wring direction for the future of sustainability!

Screen Name Redacted

5/09/2024 04:20 PM

I currently will not bike on State street because it is very uncomfortable. With protected bike lanes, I would be willing to bike on this road. I strongly prefer concept B to concept A, but either one is an improvement. The left turning lanes are very much needed to improve traffic flow, and protected left turns, at least at high traffic times will be a significant improvement to keeping traffic moving. I prefer separating bike and pedestrian traffic. Without the protected bike lanes bikes will continue to compete with pedestrians in the shared sidewalk space and will continue to travel against traffic on sidewalks which is more dangerous and uncomfortable for bikers and drivers, particularly when drivers are focused on making right on red turns onto state street and bikes come up quickly from a direction that drivers are paying less attention to. If there are no protected bike lanes on State, I would continue to use alternative routes on Jefferson and Bannock rather than share space with pedestrians on the mixed use/sidewalk. I think that option should be encouraged if either concept A or B1 are chosen. 2 lanes plus turning lanes should be more than sufficient capacity at most times of the day, and I believe would only be noticeable during rush hour and event traffic. I live off of 8th street in 83702 and travel on state or across State frequently (5+ times per week, but not for regular commuting) by foot, bike and car. I use Les Bois Veterinary, Ada Vision, Albertsons, and Relax Massage/UPS store in this area of state regularly.

Screen Name Redacted

5/09/2024 04:22 PM

Just a note about the bike lanes. I have commuted on this road for 20 years, to and from work. I have witnessed drivers completely disregard the safety of others because they are in a hurry or it's inconvenient for them. That behavior isn't going to change. Putting a bike lane in the street area would put bikers at a higher risk. Also, vehicles swerve towards the other lane to go around bikers, which also imposes a risk to vehicles in the other lane. State Street is way too busy.

Screen Name Redacted

5/09/2024 04:26 PM

Please do not prioritize bicyclists over the volume of traffic that must use State Street every day.

Screen Name Redacted

5/09/2024 04:30 PM

I think both of the B options will make the road safer and turn the street into a part of downtown, rather than boundary of it. As a regular (4 days per week) bike commuter through this area, I do not imagine the bike infrastructure ever being good enough to draw me into this road when I could use the less busy Jefferson, Franklin, Washington, or Bannock instead. The shared use path is a good compromise for

those who will need to use state for a block or two (Boise High students especially). Also, since the two-lane bottleneck already occurs a few blocks away, I don't see option B having much of an impact of traffic flow.

Screen Name Redacted

5/09/2024 04:33 PM

It would be really nice to have the left turn lanes added. A concern I have is if there is a concrete barrier/median strip that won't allow you to cross the roads. Also, State St. is so heavily used that I fear if we make it a 3 lane road with bus stops, traffic will be backed up even more so. Thanks!

Screen Name Redacted

5/09/2024 04:50 PM

Downtown is very congested and traffic will be worse if car lanes are decreased.

Screen Name Redacted

5/09/2024 04:51 PM

B1 looks nice nice. For the bus stops moved to the far side of intersections, I assume the bus will have signal priority?

Screen Name Redacted

5/09/2024 04:52 PM

A little confusing for us old people

Screen Name Redacted

5/09/2024 04:56 PM

Please stop closing so many streets at once. I work in a clinic at the VA and this not only makes my many out of town patients, but it causes anxiety to the folks who live more rurally.

Screen Name Redacted

5/09/2024 05:09 PM

I am a dedicated bike commuter. I do not use State for biking, I use it when I need to drive. I feel that it is often traffic congested. Both Jefferson and Franklin offer safe cross town biking options. I feel that State should continue to focus on providing a cross town car option and let the other streets focus on bike options. I like Concept A for this reason.

Screen Name Redacted

5/09/2024 05:21 PM

How do the islands change the flow of bike traffic on 11th? It seems like I will have to turn/swerve to get around them which I don't love, especially in slick/wet/icy conditions. Also, in the separate bike/sidewalk option, will snow be cleared from the bike lanes? Year round safety and considering winter conditions is important to me as I commute by bike year round in all weather.

Screen Name Redacted

5/09/2024 05:40 PM

State street is a major traffic artery. Must maintain 4 lanes

Screen Name Redacted 5/09/2024 05:51 PM	I don't ever bike on State Street because it's too dangerous. I ride my bike everywhere just not on State Street.
Screen Name Redacted 5/09/2024 06:48 PM	Improvements in pedestrian and cycling access and safety are most important for me.
Screen Name Redacted 5/09/2024 07:04 PM	Cutting state street down to one lane before 9th will cause major traffic backups. It already does now since most have to be in the right lane anyways to turn right or pass through since the left lane forces a left turn.
Screen Name Redacted 5/09/2024 07:25 PM	Thank you for putting thought into these options, seeking feedback from Boiseans, and providing good descriptions and comparisons for all concepts.
Screen Name Redacted 5/09/2024 07:32 PM	Do not make it any harder to get across downtown Boise. You can make more pedestrian-only areas like 8th Street, but there needs to be at least one quick way to get from one side of town to the other.
Screen Name Redacted 5/09/2024 08:24 PM	Motor transportation is key. If this stretch of roadway is reduced to a single lane in each direction Boise growth is not supported. Stay ahead of the growth curve.....make this roadway 5 lanes....Concept A! For those bike riders, make a parallel street accommodating for bikers.....keep bikers off this thoroughfare.
Screen Name Redacted 5/09/2024 08:25 PM	Bikes could use sidewalks in Concept A, or be directed to use less busy Jefferson and Washington.
Screen Name Redacted 5/09/2024 09:02 PM	Please use common sense with a vision for the future. As Boise becomes more populated we will definitely need two lanes going each way for safety as well as with public services(ie: fire responses, PD responses, and public transit). Most cyclists use the back streets in order to get around and not have the possibility of being hit on a main arterial.
Screen Name Redacted 5/09/2024 09:26 PM	State Street is a major thoroughfare, and there are also many businesses along the corridor. It is also used by many pedestrians and bicyclists due to the location of Boise High and the YMCA. I think the best solution is to manage traffic with left turn signals while increasing pedestrian and bicyclist safety.

Screen Name Redacted

5/09/2024 09:34 PM

Love the idea of dedicated bike lanes, but willing to bike on adjacent streets in order to maintain vehicle traffic capacity on State Street.

Screen Name Redacted

5/09/2024 09:37 PM

This section of State Street will be getting a lot more traffic as the area is redeveloped. This is not and should not be a bike corridor. I also bike and there are many other routes that bypass state street. This is a very important motor vehicle corridor, with that in mind, the focus should be on safely moving a lot of vehicles through here.

Screen Name Redacted

5/09/2024 09:53 PM

I choose alternative parallel streets for riding my bike, such as Jefferson, since State Street is so busy. Creating bike lanes in Concept B isn't worth the trade-off of reduced motor vehicle activity.

Screen Name Redacted

5/09/2024 10:36 PM

More traffic lanes!

Screen Name Redacted

5/09/2024 10:55 PM

I bike a lot. Never on State Street. Two adjacent streets — Jefferson and Bannock — are good and safe bike routes (could be improved). Reducing vehicle capacity on State will push cars to Jefferson and Bannock, making them worse places to bike. Keep State mainly for cars, but increase and improve the walk/bike crossings.

Screen Name Redacted

5/10/2024 12:22 AM

I'm happy to see the protected bike lane. The work done on 11th street is fantastic. I've noticed families, even young ones, and people really enjoying themselves in it which is a really good sign! Anytime a bike lane is actually protected it can actually get used and is an actual justification of using the space. Other painted bike lanes downtown are mostly used as chaotic turn lanes for vehicles in a hurry.

Screen Name Redacted

5/10/2024 05:55 AM

Appreciate the p process of involving public opinion. Bikes and pedestrians can use the sidewalk option a. Safely. increased population requires keeping 4 lanes, especially if bus service increases.

Screen Name Redacted

5/10/2024 06:00 AM

too much green removed. add bushes or other plant options not concrete jungle. keep kids on sidewalks away from cars speeding down road

Screen Name Redacted

Thanks for the opportunity to comment on these proposals. Wlth

5/10/2024 06:42 AM

Boise High, the Y and the bike corridor on 11th, this part of downtown is busy with a lot of non-car traffic. Both options for concept B prioritize making it safer for all non-motorized users and I don't think it will impact motor traffic negatively compared to today (people turning left, buses, etc.).

Screen Name Redacted

5/10/2024 06:50 AM

the buss is very annoying to traffic when it stops. Please add buss pickup area so it doesn't block traffic.

Screen Name Redacted

5/10/2024 07:17 AM

100x too much money is thrown at the few bikers.

Screen Name Redacted

5/10/2024 07:43 AM

Protecting pedestrians and cyclists must be a high priority as they are the most vulnerable users and this section of state street has high usage for both pedestrians and cyclists.

Screen Name Redacted

5/10/2024 07:46 AM

Project A would be less expensive and resolve most of the issues I see in my morning commute the the VA hospital.

Screen Name Redacted

5/10/2024 07:52 AM

I am a bike commuter and really appreciate protected bike lanes. Thank you.

Screen Name Redacted

5/10/2024 08:29 AM

I live in the neighborhood and have children that primarily bike around town. I would love for them and myself to feel safe around state street and I feel this would be an amazing solution.

Screen Name Redacted

5/10/2024 08:34 AM

You use the term "bike lanes," but remember that a protected lane would serve ALL-wheeled travel, including the many new types of e-vehicles, including bikes, boards, and scooters. Some of these new devices are marginally appropriate for the green belt. A protected lane on the street will give them a better place to go.

Screen Name Redacted

5/10/2024 08:37 AM

This is a false choice. State is a major artery through town. Any plan REDUCING traffic lanes is a non-starter. This is especially true given the fact that traffic will increase dramatically with the Block 68 project, which is a decent project. What is crazy about these plans is removing the parking between 8th and 11th and gaining NOTHING in return - widened sidewalks and lanes?! You can do way better than this. Also, adding traffic lights to the already traffic stifling ones that are there is ridiculous. I have to wonder if anyone at ACHD actually ever drives on State Street. We would be much better off having State

Street be the beginning of our light rail system, if we dare to dream. Traffic is only going to increase in this area, and option B, while it has some good points, cannot be seriously considered as it will turn State into a parking lot - cars trying to get through but unable due to congestion.

Screen Name Redacted

5/10/2024 08:40 AM

Is the center median really necessary? Drivers should be able to navigate the road without a physical barrier. The turn lane will provide extra space as needed without traffic being blocked by physical medians. Would be more cost effective.

Screen Name Redacted

5/10/2024 08:41 AM

I regularly bike and walk across state street, but not on state street. I don't believe state street needs to be a bike corridor as good alternatives exist both north and south of state street. I believe state street needs to be primarily a vehicle corridor as it is really the only option to move traffic east and west in the north part of downtown. I think Concept A accomplishes these goals while improving overall safety of pedestrians and bike riders that have to interact with state street.

Screen Name Redacted

5/10/2024 08:45 AM

B2 is tops! And way more interesting as design and experience too.

Screen Name Redacted

5/10/2024 08:52 AM

If theres no bike path or shared they end up in the road and Id rather them not

Screen Name Redacted

5/10/2024 09:03 AM

I foresee considerable back-up with traffic and significant issues if this area were reduced to 1 lane, especially if/when that one lane might be blocked by a bus (Option B2).

Screen Name Redacted

5/10/2024 09:09 AM

My only concerns are making sure commuter traffic is improved and not hindered as that is the main use of this section of State Street. Bikes and buses should not impede or slow down traffic if they share the roads with motor vehicles. Pedestrian should have appropriate walkways. If shared with bicyclists, maybe there should be a designated bike lane/section on the walkways shared with pedestrians which in turn, would mean wider sidewalks to accomodate such a thing.

Screen Name Redacted

5/10/2024 09:23 AM

I would like to believe that shared walking/biking paths would work, but I think that there would be safety issues as well as conflicts between walkers and bikers.

Screen Name Redacted

5/10/2024 09:26 AM

I am a proponent of Concept B-1. I use VRT on this section as well as walk/bike across State at 10th, 11th, and 12th regularly for work and to use YMCA. Crossing State is very scary at the moment, it is clear something needs to change. Option A would do nothing in my opinion to make that street safer and I worry that I or my family will be the next ones to be hit.

Screen Name Redacted

5/10/2024 09:43 AM

State street is a mess/dangerous & needs to be fixed. Thank you for working on this project.

Screen Name Redacted

5/10/2024 09:45 AM

This section of State Street is very dangerous for cyclists and pedestrians. Adding protected bicycle lanes would be the safest option for pedestrians and cyclists.

Screen Name Redacted

5/10/2024 09:47 AM

This is a major artery for traffic. If you eliminate lanes of through traffic I feel you will considerably increase congestion along the corridor.

Screen Name Redacted

5/10/2024 09:49 AM

I like that option B-1 has a dedicated area for the bus to pull out. This is going to be critical for keeping traffic moving through.

Screen Name Redacted

5/10/2024 10:06 AM

I would much prefer to see street parking retained with bulb-outs to improve pedestrian safety. In some places where parking is removed, the sidewalk is already wider than average. I am also deeply concerned about reduced travel time with concept B due to a reduction of lanes.

Screen Name Redacted

5/10/2024 10:06 AM

Shared use paths end up with conflicts between aggressive bike riders, e-bikes, scooters and pedestrians trying to share the same space. I hate to see more traffic lanes eliminated downtown. Those who drive there seldom find it extremely frustrating to figure out how to navigate the ever changing seemingly random road closures and traffic direction changes. Restricting traffic on yet another downtown street gives drivers fewer options when you randomly close yet another downtown street for unspecified reasons.

Screen Name Redacted

5/10/2024 10:20 AM

I work at the VA as an operator and the corner intersection on hays 5th and fort our veterans get in a wreck there all the time. I would say keep state and 5th to fort the same for the veterans access to not be

changed. We will lose them as patients due to the construction and it is hard to get them back after causing such a distress to disabled veterans with no notifications of construction

Screen Name Redacted

5/10/2024 10:36 AM

If traffic and parking continue to get worse because of the reduction of traffic lanes and the obvious result of traffic jams and increased congestion I will begin shopping in Meridian and abandon downtown Boise. All of the construction and reduction of traffic capacity by eliminating travel lanes will kill downtown business. I strongly believe that all of these changes for the worse are already hurting downtown business. Making it pretty does not increase efficiency.

Screen Name Redacted

5/10/2024 10:36 AM

I'm all for bike lanes and adding them whenever possible, but biking anywhere on State street doesnt make sense when we have a good bike lane one block over on Jefferson or two blocks on Bannock. I would like to see Jefferson or Bannock bike lanes improved, but a dedicated bike lane on State is not worth the extra cost.

Screen Name Redacted

5/10/2024 10:40 AM

I fully support making our downtown core more accessible to walking and biking even at the cost of reducing vehicle traffic.

Screen Name Redacted

5/10/2024 10:56 AM

Managing traffic during construction. Y'all have a track record of poor planning and communication. I imagine this won't be a short project so making it less painful for downtown commuters would be ideal.

Screen Name Redacted

5/10/2024 11:04 AM

In lieu of bike lanes on State St, why not make Jefferson a Bike Thru-way like 11th? Could go from St. Luke's all the way to the river/greenbelt.

Screen Name Redacted

5/10/2024 11:08 AM

Though this is a high foot traffic area I do think that motor vehicles should take priority due to the poximity of hospitals to this section of state st.

Screen Name Redacted

5/10/2024 11:11 AM

We love what you did for 11th street and would love to see that expanded

Screen Name Redacted

5/10/2024 11:17 AM

protected bike lanes and left turns are ideal, traffic reduction on concept B gives me pause, as State St is such a major car traffic corridor. Providing bike lanes will increase safety but I don't think it would markedly reduce drivers. Tough decision, best of luck!

Screen Name Redacted
5/10/2024 11:18 AM

I drive State St. all the time and 6 months of the year there isn't much walking or biking traffic but always a ton of traffic trying to navigate. Left turn lanes would help a lot and prevent accidents of impatient drivers trying to serve around them.

Screen Name Redacted
5/10/2024 11:20 AM

Need to keep up with infrastructure and car capacity on roads to reduce bottlenecks/traffic.

Screen Name Redacted
5/10/2024 11:21 AM

People in Boise are used to sharing pathways on the Greenbelt. This just moves that interaction to State Street. I don't see that being a problem. It doesn't appear that any of the options solve the problem of turning left on 8th street. I really don't like the design for 8th street between the Episcopal Cathedral and the Carnegie Library.

Screen Name Redacted
5/10/2024 11:44 AM

State street is always really busy- especially with cars. Reducing lanes will be a mess and have traffic backed up for miles.

Screen Name Redacted
5/10/2024 11:48 AM

I believe that reducing motor vehicle capacity in this section of State St. is essential. State St. is the bridge between the North End neighborhood and downtown, both of which should have a focus on slowing vehicle traffic to make way for safe walking and biking. I think having protected bike lanes is safer for not only bikers, but pedestrians and vehicle drivers as well.

Screen Name Redacted
5/10/2024 12:18 PM

Would there be any way to proceed with Concept B, Option 2 without the only lane being blocked by bus stops? Perhaps bikes and pedestrians using a shared space for that short stretch only?

Screen Name Redacted
5/10/2024 12:28 PM

make sure there is a contingency plan for traffic diverted off of State Street!!!!

Screen Name Redacted
5/10/2024 12:38 PM

This should have been done decades ago

Screen Name Redacted
5/10/2024 12:44 PM

Safest concept is A

Screen Name Redacted
5/10/2024 02:12 PM

Restricting a left-hand turn into my building is ridiculous. I don't understand the need to restrict. I guarantee you people will still make

the turn illegally. Access is important and people will not go to the next intersection and have to come in the back way to the building. Please consider the 5/4 lane option with the ability to have a turn lane to go either left or right into the businesses that have been on this street for decades.

Screen Name Redacted

5/10/2024 02:14 PM

There only needs to be protected bike lane on one side. It could be 2 way preserving traffic lanes and providing a bike route.

Screen Name Redacted

5/10/2024 02:48 PM

Adding safe biking infrastructure helps reduce traffic on the road. I am much more inclined to bike to work if there is a safe route.

Screen Name Redacted

5/10/2024 02:55 PM

Traffic is bad enough downtown without a loss of lanes for cars. More people drive than bike there

Screen Name Redacted

5/10/2024 02:55 PM

Very supportive of Bikes and Peds but need to keep vehicle traffic flowing.

Screen Name Redacted

5/10/2024 02:57 PM

The bus only lane is great because it will not block traffic during the busiest times of the day. However, the other thing I noticed is on Concept B, Option 2 there is a bike lane on the sidewalk just behind the bus stop. I am unsure how many feet a bus stop has to be from the curb, but on Concept B, option 1 would it be possible to move the bus stop a little bit closer to the curb to open space for there to still be a bike lane behind the stop on the shared-use path?

Screen Name Redacted

5/10/2024 03:09 PM

There are nice bike lanes on Jefferson (1 block parallel) that go a long way - I commute and ride >3,000 commuter miles a year - i would NOT put bike lanes on State and encourage bike traffic to use that while encouraging more car traffic on state. Jefferson is relatively low trafficked. I would also make the crossing at 11th and State the same for pedestrian and cyclists. There have been a number of close calls and hits there this year.

Screen Name Redacted

5/10/2024 03:17 PM

I still think they are going to be much safer roads to bike on than State Street and we should encourage that rather than trying to get bicycle traffic onto such a busy street for cars.

Screen Name Redacted

5/10/2024 03:35 PM

You can make it work for everyone. Providing options that allow easier movement are better than restricting the ways that people can

use the space.

Screen Name Redacted

5/10/2024 05:13 PM

An overhead crossing like the one on Overland would be worth consideration, especially near the Y and Boise High.

Screen Name Redacted

5/10/2024 06:09 PM

Bikes are a superior form of transportation for many trips. Lots of people express interest in biking more if it was safe. It's not currently safe. I've been hit by a car and spent a year learning to walk again. So many people have been hit by cars in Boise. If we have a safe place to bike, we'll bike. I personally would rarely drive if I felt safe traveling by bike in Boise. This reduces pollution and congestion. It's just not safe yet. Also, to be practical, it has to be connected. If I have part of a route that's safe, but still have to risk my life to complete the route, I'm more likely to drive even though I'd much rather bike.

Screen Name Redacted

5/10/2024 06:22 PM

I really dislike the idea of city buses blocking the only lane of traffic on state street. During rush hour traffic this will result in a large back up of traffic and unnecessary car pollution. From the pictures, it seems like you could change the bus stop construction by allowing the bus to pull into a pull off area by removing the current seating area and bumping the seating area back onto the sidewalk region.

Screen Name Redacted

5/10/2024 06:51 PM

Ya'll do a great job keeping my street plowed and sanded in winter, I trust you.

Screen Name Redacted

5/10/2024 06:59 PM

Concern with bike lanes is where they begin/end - would like it if it will go the extent of state , but if it will begin/end with 8-14, prefer shared use path. Less and slower cars is always a preference as a family with multiple children who cross this street regularly

Screen Name Redacted

5/10/2024 07:31 PM

I live in boise and utilize biking to get around with my family. We need to do more to protect those that bike or walk. There have been a number of car vs bike accidents this year. Those that drive are typically the ones that come from out of town.. those that bike are the ones that live in the community and pay taxes. I would like to see more done to protect those that do not drive, most of the time adding bike lanes only slows down cars a minimal amount, while if those lanes are not installed you risk death for those that have to traverse this area via bike or foot.

Screen Name Redacted

I really like the use of trees as a living bollard separating vehicular

5/10/2024 07:32 PM

traffic from those riding/walking. If there was space for busses to pull off at stops that would be an added Benefit. Whatever you do please don't provide space for cars to side swipe bikes as is the case at Capital and Main Street.

Screen Name Redacted

5/10/2024 07:37 PM

If the lanes were more than minimally protected, I'd prefer option B2. This is a significant improvement but we also need these safer stretches of road to connect to other safe stretches. Bikes are an excellent, efficient and clean form of transport. It's faster to go somewhere by bike. And many of us do go long distances, not just a few blocks. Our bike system needs to be connected and continuous. I challenge ACHD leaders to commute by bike and see what it's like. I think they will find that it's rewarding and often terrifying.

Screen Name Redacted

5/10/2024 08:03 PM

Do NOT reduce the lanes on State street - this is one of the ONLY main thoroughfares for people north of the city. Not sure why time was even wasted considering reducing the lanes! If you continue to widen state street further west where do you think all this traffic will go? Diving State street during rush hour is already a nightmare....and the worst part is when you start to reach this section of it.

Screen Name Redacted

5/10/2024 09:56 PM

I'm an avid biker but bannock is such a good east-west bike commute route that I don't think State street needs any bike-oriented improvements at this section. It always baffles me that designers assume that streets parallel to each other both need to be bike friendly. As a person who both drives and bikes, I think that's a waste of precious space. It's very easy for us cyclists to use bike-friendly side streets and go through neighborhoods, and I would rather keep main arterials more car-friendly to reduce traffic congestion (as long as there's an alternative parallel nearby streets for bikes to be on, which there absolutely is for this section of state street).

Screen Name Redacted

5/10/2024 10:43 PM

Removing the flow and ability of traffic, seems counter intuitive, if you want the population to go downtown and support local businesses. Making it more difficult to commute and get around downtown is going to push people away. It already hard enough to try and get around. The cities passive aggressive way of trying to get cars out of downtown is ridiculous. If you don't want cars downtown, stop building parking garages. As someone who rides bikes the new additions the city has made will only cause more accidents between cars and bicycles. It doesn't take an engineer to figure that out. Look at the abomination of an intersection at 27th and main. If you're turning right onto 27th from main going north you can't see a bicycle, because an idiot designed that. Plus the amount of rubber you see on

the curbs of those bus stops on main that are never used just goes to show how stupid they are.

Screen Name Redacted

5/10/2024 11:39 PM

The buffered bike lane (Option B2) is the most forward-thinking for walk- and bike-ability and connectivity from residential areas into downtown.

Screen Name Redacted

5/11/2024 02:03 AM

Please prioritize a walkable and bikeable city center, supporting quality of life those that live and work here.

Screen Name Redacted

5/11/2024 07:03 AM

Walking or riding my bike is a no-go on State St. as it is currently designed. I love the protected bike lanes and sharrows (sp?) that have been installed in the downtown corridor - I feel much safer riding and am more inclined to ride my bike since they have been completed. Too many streets and neighborhoods are designed with cars in mind, making it more congested and more dangerous for pedestrians and children going to school. Encouraging walking/biking and creating safe conditions for those activities will help with lower car pollution, increasing physical activity options and contributing to a healthier community.

Screen Name Redacted

5/11/2024 08:51 AM

Please consider concept B to increase pedestrian safety and maximize safety in our growing city!

Screen Name Redacted

5/11/2024 08:57 AM

As someone who drives and bikes I am really excited at the possibility of making State street safer for cyclists. As a driver I don't want to hit anyone and as a biker I don't want to be hit

Screen Name Redacted

5/11/2024 09:01 AM

1. Please make/ keep it possible to turn into the YMCA. Currently, that means making a left turn onto 11th from State Street. I don't know how the construction timeline meshes between the changes on State and the new YMCA, but ease of access from State is important. 2. As a wheelchair user with a ramp van, I request that parking accessibility be made a priority in ADA considerations. Make van parking spaces legal for use only by appropriately placarded vans and not other vehicles. Because parking is unmonitored and laws unenforced, I am frequently unable to park and have to return home without using or shopping in the intended area. I can't spend my money if I can't park in a space that allows me to get in and out of my van. This requires room to extend the ramp and have room for the chair at the end in order to get on or off the ramp as the situation requires. Calling the police for infractions or waiting for the unauthorized parker to return is

not a reasonable option. Can you imagine having to wait an hour or more every time you need to get out for any reason?

Screen Name Redacted

5/11/2024 09:22 AM

It's an artery. Keep it moving. If we want to reasonably envision the future we should fully note that busses need their own pull outs for safety. Not just traffic flow. When busses take lanes to stop cars zip around them; even with a double line. If you're co side g a raised median to prevent this it'll turn State into Eagle Rd- where its damn near impossible to get into businesses or driveways from opposing lanes; thus creating an environment of frequent u-turns.

Screen Name Redacted

5/11/2024 09:37 AM

Your illustrations/explanations are poor. For the Concept B versions, how do you mitigate seven blocks of restricted car travel? What's the big picture for State Street? Pedestrians and cyclists are always in danger in this town, because very few drivers bother to look when turning. Also, as a mobility-challenged, disabled person who uses a walker or other device, it is unnerving having cyclists flying by you on the sidewalk.

Screen Name Redacted

5/11/2024 10:01 AM

State St is a main thoroughfare. We cannot afford to reduce car traffic throughput on State. Increasing car capacity on State will reduce traffic in other, more residential areas

Screen Name Redacted

5/11/2024 10:38 AM

I walk and bike through this area on my commute. I STRONGLY support keeping as many lanes for cars as possible, as I can use the side streets on my bike and walk. Forcing cars off of state street is going to make my commute more dangerous.

Screen Name Redacted

5/11/2024 01:42 PM

I strongly support keeping a minimum of two lanes in each direction as provided in concept A. Boise is growing way too fast and there has been too little consideration for providing roadways to accommodate the increased vehicular traffic present throughout the city and surroundings. We don't need to provide fewer traffic lanes on major streets as that makes everybody's travel more difficult and unsafe.

Screen Name Redacted

5/11/2024 02:14 PM

More lanes never seems to solve traffic. I'm not excited at the prospect of increasing transient car storage.

Screen Name Redacted

5/11/2024 03:14 PM

I understand that reduced capacity will be a concern with option B but I'm strongly in favor of making downtown (especially near the high school and YMCA) more pedestrian and bike friendly. These efforts

are what world class cities should be doing. Thank you.

Screen Name Redacted

5/11/2024 04:46 PM

It would be very nice if the construction on streets was scheduled better, so that it wouldn't gridlock all access to businesses downtown by doing all the construction at the exact same time, effectively blocking access to local businesses that are already struggling to recover from lockdown. It would be a real shame to see all of the charm of our downtown be lost to national corporate chain restaurants and stores because the locals got pushed out due to inaccessibility

Screen Name Redacted

5/11/2024 07:05 PM

I would support a double-decker design. It's past time to worry about spending money.

Screen Name Redacted

5/11/2024 07:16 PM

With the growing population we need added traffic lanes.

Screen Name Redacted

5/11/2024 09:42 PM

Fire and police access would be increased. Flow of traffic would be enhanced.

Screen Name Redacted

5/11/2024 09:56 PM

Considerations of car traffic moving into adjacent neighborhoods should be evaluated as these roads have heavy school foot traffic on a daily basis

Screen Name Redacted

5/12/2024 07:55 AM

PLEASE make state street more pedestrian/biker friendly!

Screen Name Redacted

5/12/2024 07:57 AM

I would choose Concept B option 2 but only if there is enough room to pass other cyclists. I believe that would require too much space and not be worth it. I appreciate the move to encourage more biking and as a cyclist would appreciate more covered bike parking space throughout the city.

Screen Name Redacted

5/12/2024 08:02 AM

I tend to avoid State street for many reasons related to traffic. Also, I commute on my bike whenever possible, having a bike lane on State street would be a HUGE waste of funds. It's rare to see anyone using that busy street. Most bike commuters use Franklin or the other designated bike streets instead of taking a gamble and riding on State. Please have a city official ride a bike on state street with traffic, it's terrifying and should be discouraged.

Screen Name Redacted

5/12/2024 08:58 AM

Safety for both motor vehicles, Bicycles and pedestrians. A bottle neck of cars. Fire and police department response time.

Screen Name Redacted

5/12/2024 09:49 AM

The B concepts are great! It's currently so difficult to cross and move along State. Doing either B concept will be great for safety and for property values and the local tax base. I prefer a multi-use path but the 11th st intersection looks easier to navigate. The current 11th st bike path at sidewalk grade works really well, but add better intersections. Please set the money on fire rather than rebuilding it to concept A.

Screen Name Redacted

5/12/2024 10:33 AM

I like that Boise streets are becoming much more bike friendly, but I see State St as a major corridor for cars. Bikes could easily use streets parallel to State and then cross State when they are close to their final destination.

Screen Name Redacted

5/12/2024 10:43 AM

Given the number of kids from Boise High, the YMCA, and local daycares/schools, I really think our priority here should be biker/pedestrian safety. Vehicles can take other routes and park elsewhere. As a resident of the north end, I think left turn lanes will improve traffic flow, reduce collisions, and be safer for those crossing the street.

Screen Name Redacted

5/12/2024 12:01 PM

I don't think that every street in Boise needs a bike lane. Streets with heavy vehicle traffic don't need bike traffic too. This section of State St can do without designated bike lanes, bikes can be routed to other streets.

Screen Name Redacted

5/12/2024 12:12 PM

Poor City Planning. Approving downtown development with a walking/biking population is not realistic today with the amount of unmanaged traffic in the downtown core. Adding new projects just increases the issue. We need some fresh ideas...driven north on Capital Blvd lately?

Screen Name Redacted

5/12/2024 01:25 PM

Build a sky bridge but don't get rid of traffic lanes. Traffic is already a problem. And creating more traffic by reducing lanes will increase running red lights and frustration. Eliminate the problem by moving the pedestrians to a safe space.

Screen Name Redacted

5/12/2024 01:30 PM

Don't eliminate lanes of traffic. It's already a problem. And by doing that you will increase people running through red lights. Build a sky

bridge so pedestrians have a place to go safely.

Screen Name Redacted

5/12/2024 02:16 PM

Please approve

Screen Name Redacted

5/12/2024 03:49 PM

I believe that transitioning from 5 lanes to 3 lanes at 14th heading East is the best plan given State street becomes a two lane street at 8th by the Capitol. State Street should not be a preferred bike path due to the lack of connectedness to other key biking infrastructure. Instead, Bannock and Franklin are preferable for bike commuters like myself.

Screen Name Redacted

5/12/2024 05:24 PM

There have been several pedestrian deaths on 16th street near State, and this project does not go far enough to truly address the issues of pedestrians and cyclists on state street

Screen Name Redacted

5/12/2024 06:48 PM

Yes, please do not make state street a bike corridor. People who bike like myself use Jefferson or Washington. State street is the car street. Even if you make this a bike route I would not use it due to noise and amount of traffic. ACHD planners you really need to start thinking that you are really limiting traffic flow from the east and north ends. It is getting harder and harder to get around. I have lived her my whole life (52 yrs) in the east and north ends. Stop moving the rearguard flow of bike use to other street. Jefferson was a great street for bike flow until you mostly closed it with st lukes. Now it is hard to get through. State street should remain as the best option to move from the east to north and northwest boise without having to go through Downtown. Make the light in sync would be a bonus to Healow traffic flow. Thanks

Screen Name Redacted

5/12/2024 06:55 PM

Thanks for asking!

Screen Name Redacted

5/12/2024 07:51 PM

Boise needs to promote the bikeways that run parallel to State St and intersect with State St. I ride on Resseguie and Ellis to reach my destination on 27th and State St. Please get rid of the big dips where the manholes are! Bikers should be encouraged to use the side streets instead of State St. And there should be signs (big ones like construction signs) informing drivers that they may encounter cyclists. In summary, State St should be focused on motor vehicles, and side streets should focus on pedestrians, bicyclists and other modes of transportation.

Screen Name Redacted 5/12/2024 08:26 PM	I do not understand how you could have one lane of traffic that includes bus stops. You need separate bus pull outs all along state street. I like pedestrian safety options even though i could only choose three - bulb outs, LPIs, islands, shorter crossing distances, etc
Screen Name Redacted 5/13/2024 04:20 AM	I bicycle downtown often, and I don not bike on busy streets like State Street or Capital Blvd - those streets should be used by cars. I stay on streets with reduced car traffic.
Screen Name Redacted 5/13/2024 08:05 AM	The last thing you want to do is reduce the capacity of this major arterial, both for the present and into the future.
Screen Name Redacted 5/13/2024 08:06 AM	We have good E-W streets to bike through downtown. I am more concerned about maintaining flow of traffic and increasing safety for drivers and pedestrians.
Screen Name Redacted 5/13/2024 08:09 AM	It just seems like some of the designs in town that are being implemented seem nice on paper but end up causing confusion for the driver on the road because we are trying to fit too many features into the road. Simple, wide pothole-free lanes will go a long way to safe travel.
Screen Name Redacted 5/13/2024 08:10 AM	I would try to minimize bike traffic around state street and deviate that traffic to back roads. In addition, I would place pedestrian bridges or tunnels on the high traffic areas to improve safety For pedestrian and cyclists.
Screen Name Redacted 5/13/2024 09:25 AM	We should not use State St. For biking.
Screen Name Redacted 5/13/2024 09:30 AM	I strongly feel this road should remain at a "pedestrian scale" as a cohesive part of downtown. Increasing the road's capacity and speed is not compatible with the area's use and character.
Screen Name Redacted 5/13/2024 09:43 AM	I live on this section of State street and use every mode of transportation here. While I prefer a bike lane over a shared path on the sidewalk I would choose the shared pathway if it means not having the bus stop in the only lane of travel.
Screen Name Redacted	Please do not make State Street a 2 lane road. That WILL NOT

5/13/2024 09:54 AM

WORK!!

Screen Name Redacted

5/13/2024 10:00 AM

I'm not seeing the benefits of going to 5/4 lanes in option A. State already goes to 2 lanes at 8th St. Thru traffic should be routed to Myrtle and Front streets instead of trying to increase capacity in this street section of State St.

Screen Name Redacted

5/13/2024 10:06 AM

With the poor design and changes on Jefferson St to mimic Bannock and our increase in population we can't afford to have another slow street through downtown. Jefferson St. was an efficient way to move East to West for years. Please don't make State Street another slow option by reducing to 1 lane each way like Bannock and Jefferson St. There are other street options for us riding bike through downtown, I don't think State St. needs to have a bike lane. We need to provide all users safe and efficient options but it would be nice to have State St. more of a street to keep vehicles moving. Cross walks are important with good lights and signals like you are presenting. But keep in mind drivers are going to continue to run red and yellow lights with the cross walk improvements if they become frustrated due to a poor traffic flow design and pattern.

Screen Name Redacted

5/13/2024 10:15 AM

The B concepts look great! Please build one of them to make State Street easier to travel along and cross.

Screen Name Redacted

5/13/2024 10:17 AM

Protected bike lanes save lives.

Screen Name Redacted

5/13/2024 10:18 AM

Concept B 2 with more greenery from grass and plants

Screen Name Redacted

5/13/2024 10:18 AM

YES! This whole area will drastically change with more housing which means MORE PEOPLE! Let's design a road that keeps those people safe, mobile, and alive!!

Screen Name Redacted

5/13/2024 10:21 AM

I like concept b 2 with protected bike lane but the bus pullouts sound like really nice and useful too with concept b 1

Screen Name Redacted

5/13/2024 10:29 AM

There's already poor traffic flow on that part of State. Removing a traffic lane would be a disaster.

Screen Name Redacted
5/13/2024 10:31 AM

Only Concept B (option 1 or 2) addresses the concerns/needs of residents in the area. We must shorten crossings for so many pedestrians and cyclists that use this corridor from schools, churches, the YMCA, and more. We also need to encourage transportation options for our transit corridors and I think Concept B will incentivize residents to walk and/or bike for more trips.

Screen Name Redacted
5/13/2024 10:39 AM

Thank you for asking!

Screen Name Redacted
5/13/2024 10:53 AM

I think it's unrealistic to have busses stopping the entire flow of traffic - opt. B-2

Screen Name Redacted
5/13/2024 10:54 AM

While I love the idea of improved bike access on State, I don't like Concept Bs for the problems created for cars/buses. I don't have a clear understanding of where improved traffic flow elsewhere will occur if State is not kept to at least two lanes each way. I also don't see a concept that prioritizes both bus and bike use very well- assuming both of these things need to improve significantly as housing and business development increases along State.

Screen Name Redacted
5/13/2024 10:58 AM

State street is a main artery but also a dangerous one to travel On on bikes, walks a, especially with kids. Boise would be so much better if State street was friendlier for bikers, walkers, kids especially with the new Y coming in. Just like you have done in the Grove street area, this State street Modification would be really fantastic. Options B, either one.

Screen Name Redacted
5/13/2024 11:06 AM

I appreciate ACHD addressing multiple users for state street. Even with a reduced number of driving lanes, the left turn management appears to increase traffic flow & reduce abrupt lane changes. A benefit for all users.

Screen Name Redacted
5/13/2024 11:45 AM

The B concepts prioritize safety better than A, and demonstrate care for the most vulnerable users. Concept B is what Boise needs, and specifically B2 to separate bikes and peds to further reduce user conflict. This is an amazing step forward for State Street -- thank you for this team's dedication to best practices and ingenuity!

Screen Name Redacted
5/13/2024 11:45 AM

Thanks for your work and for allowing us to share our thoughts.

Screen Name Redacted

5/13/2024 11:48 AM

Shared bike/walk paths don't really solve the issue of bikes wanting to be in the roadway - which is a great way to reduce congestion. There is a lot of human traffic on State, we need to protect them, and if cars are slowed down, great! They find alternate routes (there are plenty of roads open-normally). There needs to be a BUS solution though. That is a very busy bus route!

Screen Name Redacted

5/13/2024 01:00 PM

It's shortsighted to share this plan without showing bike infrastructure on Jefferson and other streets, just a block or so away. Bike infrastructure is vital, but not on State Street. That is lost when only considering this corridor specifically and not the other surrounding infrastructure. State street is not the road for bikes.

Screen Name Redacted

5/13/2024 01:05 PM

Less traffic at slower speeds moving in the direction towards Boise High and the YMCA makes sense.

Screen Name Redacted

5/13/2024 01:44 PM

maximize street tree/plant/rain garden planters to include shrubs/perennials/ forbes/ grasses; maximize construction soils beneath new flatwork for greatest nutritional/moisture reserves/growing medium for plant material; include injection portals within flatwork for plant water/nutrition promoting maximum root zones

Screen Name Redacted

5/13/2024 02:02 PM

Do not do 5 lanes. There are alternatives for getting downtown. And we need more and better mass transit anyway.

Screen Name Redacted

5/13/2024 02:07 PM

14TH-8TH is major artery for traffic into downtown areas. Way too much traffic to funnel into only one-lane each direction. Eastbound 8th St intersection badly needs a northbound turn only light. Right now, during peak hours, it's lucky if one car manages to turn before the light turns red again.

Screen Name Redacted

5/13/2024 02:11 PM

Thank you for addressing this dumpster-fire and coming up with reasonable approaches to fixing it.

Screen Name Redacted

5/13/2024 02:16 PM

This is long overdue and I'm happy that a project is being proposed here. However, reducing motor vehicle capacity at a thoroughfare road is a bad idea. Other streets have already done so and there will be more congestion - limiting vehicle capacity does not limit vehicle use, it only increases congestion. People will still need it to drive, most will not switch to a bike I can't ride a bike due to physical, permanent injuries and the bus does not work with my schedule, and I

know many in the same position. Concept a seems like a good balance. However, I'm grateful that any option will improve safety for all modes of transportation.

Screen Name Redacted

5/13/2024 02:17 PM

Please don't reduce the number of lanes for cars to use to travel in East / West directions. Please don't make it harder to enter/exit North/South streets or driveways.

Screen Name Redacted

5/13/2024 02:22 PM

It would be nice if the left turn from Northbound 13th street left onto Westbound State was given a green arrow for a small amount of time. Currently, it only receives a flashing yellow. During peak commute times, the Southbound traffic on 13th can prevent all left turns onto State.

Screen Name Redacted

5/13/2024 02:26 PM

i think the 5/4 lane option simply promotes too much vehicle speed in what is a mixed commercial and residential landscape and funneling that directly into the quietest section of state beyond 8th street. Option B1 toggles it down before it gets there.

Screen Name Redacted

5/13/2024 02:29 PM

Thanks

Screen Name Redacted

5/13/2024 02:36 PM

I think it's important for Boise to begin prioritizing pedestrians/alternative means for transportation over the prioritization of motor vehicles. Boise has a major issue of single means transportation and the congestion on our streets could be resolved through the encouragement of alternative means: increasing efficiency with public transit and increased safety on the roads for bikers, walkers ect.

Screen Name Redacted

5/13/2024 02:45 PM

the collective ACHD-approved projects in and around 9th-11th street and now this construction has made it EXTREMELY challenging to get in/out of the north end, especially via bicycle. please consider all projects current planned or in place to help traffic flow during construction times.

Screen Name Redacted

5/13/2024 03:17 PM

I prefer biking but I also drive downtown. having a bus stop the only lane of traffic would be really annoying. That's why I think option B1 is the winner! Great work on these

Screen Name Redacted

If Concept A gets adopted, the speed limit needs to be decreased.

5/13/2024 03:17 PM

5/4 lanes at current speed means vehicles will be traveling up to 10 miles faster than that across 4 lanes of traffic. And would recommend those speed limit/flashings 'your speed' signs be added to concept. Would be interesting to do a study of how much money the city could earn by citing speeding tickets regularly.

Screen Name Redacted

5/13/2024 03:24 PM

I have an overall concerns over aggressive and "snarky" driving, which appear to be on the rise as population increases. Example: running red lights. Perhaps traffic cameras could help catch scofflaws.

Screen Name Redacted

5/13/2024 03:56 PM

Is there a way to allow people who have homes/businesses along this stretch to be able to without having to go blocks out of their way?

Screen Name Redacted

5/13/2024 04:01 PM

Excited to see this area improved! I avoid this area because it's so scary with small lanes, uneven pavement, and cars turning and changing lanes to go around.

Screen Name Redacted

5/13/2024 04:17 PM

Concept B looks like a good plan. PLEASE manage this project at a time other than when nearby streets are closed. It is an absolute nightmare getting north-south through downtown right now!!

Screen Name Redacted

5/13/2024 04:29 PM

I am an avid biker and have been hit by two cars already downtown. I am almost hit daily walking from my work to the bank by cars turning corners to fast or simply not looking when they turn. The traffic downtown is out of control and I walk that street from work the the bank every day and people speed from 10th onto State just to come to screeching halt at the light on 11th and state. I have seen 3 people get hit by cars on 11th and state and was on scene when the guy who was killed. It would be really nice if ACHD would take into consideration alternative commute methods over cars since so many bike and cars are out of control in the city currently.

Screen Name Redacted

5/13/2024 04:46 PM

No bulb outs. No 10' sidewalks. No reduced car lanes. No bike barriers.

Screen Name Redacted

5/13/2024 04:46 PM

Thank you

Screen Name Redacted

5/13/2024 05:01 PM

Stop taking away street parking in downtown boise area. Every project seems to take away street parking, forcing parking into

expensive garages.

Screen Name Redacted

5/13/2024 05:05 PM

I want to feel safe walking across State Street.

Screen Name Redacted

5/13/2024 05:35 PM

I like that something is being done about state street. However, I think we should be careful in restricting one of the two major car corridors into the downtown (connector and state street). As someone who both rides and drives to downtown, everything should be done to maintain as much vehicle throughput on major roadways as possible. When I ride my bike, I don't take State, I take one of the 5 or so other extremely bike friendly roads. I do not need state to be bike friendly - I need it to be car friendly. If we allow state st to be for cars, then the cars stay on state st and avoid the calm, bike friendly side streets.

Screen Name Redacted

5/13/2024 05:51 PM

Taking drive lanes away is a horrible idea with the amount of growth in the area. Lanes can be kept while still dealing with bike and pedestrian traffic

Screen Name Redacted

5/13/2024 06:22 PM

Providing bus pullouts at bus stops with covered seating areas would limit traffic slowdown and promote bus usage.

Screen Name Redacted

5/13/2024 06:39 PM

ACHD should prioritize people over car traffic. That is, the city should be built for walking and biking first and driving second. This is not to say that car traffic is not important, but even the drivers will be better off if it's easier to walk and bike around town as there will be reduced traffic congestion as a result. Additionally, if there are going to be more than 3 lanes, ACHD should consider making one lane dedicated to buses during the times when those buses are used to make public transit a preferred option in town.

Screen Name Redacted

5/13/2024 06:42 PM

Population and traffic is only getting worse in Boise and reducing State Street to just one lane in each direction is ridiculous. Not that many people currently walk or bike on the section of State Street. It receives way more traffic by vehicle than pedestrian or bicycles

Screen Name Redacted

5/13/2024 07:01 PM

I do not think bikes and pedestrians need to be separated. I walk and bike and it's never crowded. I fear drivers will be mad and feel that bikers on the sidewalk is safer- further from the traffic. I will use the sidewalk no matter what because it's where I feel safest. I love the new shared space on 11th. (or is it (13th?)

Screen Name Redacted

5/13/2024 07:18 PM

Anything that improves pedestrian and bike infrastructure, I'm for. I don't mind being inconvenienced when I'm driving.

Screen Name Redacted

5/13/2024 07:40 PM

I appreciate any opportunity to reduce the number of cars, the speed of cars, and increase multi-modal transportation safety and ease of use along this section of state street.

Screen Name Redacted

5/13/2024 07:53 PM

State Street is an arterial and major collector intended to move cars. Most pedestrians and cyclists are crossing State not walking adjacent State. Both also have ability to walk on quieter streets with less traffic parallel to State.

Screen Name Redacted

5/13/2024 08:56 PM

First, State Street is a major arterial and major access to downtown from points north and west. Reducing State Street to 2 thru lanes when we know that the existing 4 thru lanes are inadequate is stupid. Second, bikes should have and already have better alternatives - Jefferson and Washington Streets. we should avoid mixing bikes and vehicles. Third, both concepts fail to address the traffic bottleneck at 9th and State for traffic turning south from State to 9th. This bottleneck already causes traffic to back-up 2-3 blocks on State Street, and creates the current necessity for traffic to weave from lane to lane,. Further, Concept B creates the future absolute traffic stop on State Street when vehicles are on hold for pedestrians in the crosswalk. Fourth, turn lanes need to be added at ALL intersections between 8th and 14th to increase safety.

Screen Name Redacted

5/13/2024 09:25 PM

My family of 4 commutes daily from the east end to the west end and back to school and work using primarily Jefferson and occasionally Bannock. We also use the YMCA on average 3 days a week. My concern with both versions of Concept B is that it will push more car traffic onto both Jefferson and Bannock. As there are already bike lanes on Jefferson and soon to be on Bannock it makes sense to keep State as a car traffic arterial and improve bike infrastructure on Jefferson and Bannock. Adding left turn lanes and more stop lights will increase safety and flow of car traffic on State.

Screen Name Redacted

5/13/2024 10:18 PM

No

Screen Name Redacted

5/13/2024 10:36 PM

Regarding B2, I anticipate maintenance costs be significantly greater than other concepts due to the multiple channels of painting, concrete, and asphalt. Long-term maintenance costs for each

concept should be considered also, not only the construction costs, in the information offered to the public for input. Secondly, I anticipate increased winter usage issues (snow clears to the bike lane, which will be slow to melt; same with ice). Thirdly, as both a bicyclist and driver, I find the "protected" bike lanes (with Fairview Ave. as an example) resulting in greater potential hazard both to drive and bicycle due to frequent lane positioning and curbing irregularities. As a bicyclist I now have MORE obstacles to be aware of (ramps, bumps, non-straight cycling path, & a confining curbs that can result in tipping if bumped). I prefer that State St. not be made a bicycling corridor, rather that design focus on safe crossings. Bicyclists should use side, less-traveled streets primarily. Then both cars and bicycles can move more freely and quickly. Regarding B1, I'm absolutely against the shared surface for bicyclists and pedestrians; essentially then all must move as pedestrians (in speed and motion) for safety. Lastly, the downtown area does not need to endure even less vehicular pathways. I hear regularly now that people do not want to go downtown due to driving issues. B1 and B2 would both add to the difficulty of driving downtown, adding to these issues. I've been bicycling in and through Boise 40 years, both for work commuting and recreation.

Screen Name Redacted

5/13/2024 11:10 PM

Hope to keep Boise beautiful and safe. To me State Street in this area id Keep State street the northern most part of down town and stop expansion past it. Keep buildings low so there are views of the mountains. That part of State St should be a slow 25 mph area to encourage safety and the natural beauty of Boise and the foothills. I never ride my bike on State St. but might if you make it safe,

Screen Name Redacted

5/14/2024 05:02 AM

It's nice to keep more traffic lanes on this stretch. The traffic has evolved for it to work well. It would be cool if smaller streets close by have great bike options.

Screen Name Redacted

5/14/2024 06:12 AM

To encourage biking and walk ability main goal.

Screen Name Redacted

5/14/2024 06:45 AM

I would like Boise to encourage more walking and biking. Option 1 is more of the same - encouragement to stay in your cars.

Screen Name Redacted

5/14/2024 06:50 AM

As a pedestrian the wider sidewalks in concept B sound great but as a driver reducing to one lane in each direction plus center lane sounds like an absolute nightmare, especially with right turns being delayed by pedestrians crossing on numbered cross streets, bus lines running in those single lanes, and just the general backup of traffic

that we already see especially during rush hour with two lanes in each direction. I think if five lanes (of reasonable width) can be created without compromising sidewalks that'd be ideal. Also here's an idea out of left field - pedestrian bridge??

Screen Name Redacted

5/14/2024 06:55 AM

Losing traffic lanes on State St would only cause more congestion than we already have.

Screen Name Redacted

5/14/2024 06:56 AM

State Street has experienced congestion for years. With the population explosion in Boise, I do not agree with any concept that reduces traffic flow to one lane for any reason (bus lane or otherwise), particularly on a street as congested as State Street.

Screen Name Redacted

5/14/2024 07:00 AM

Bike traffic should be routed to Bannock, State St does not have the space

Screen Name Redacted

5/14/2024 07:55 AM

Reducing lanes to one each direction would make traveling State street a nightmare. There is too much traffic.

Screen Name Redacted

5/14/2024 08:12 AM

Think through bike routes if concept A happens. Are there access to business and through ways to bike to access all areas clearly marked?

Screen Name Redacted

5/14/2024 08:13 AM

State is congested mostly by pedestrians needing lots of time to cross, left hand turns, and city buses making frequent stops and occupying the lanes. I suggest making state predominately for motor vehicles with left turn lanes, less frequent bus pull out niches, and crosswalks every two intersections and at the most trafficked areas (ie. 11th) Bike safe paths developed on the parallel streets proximally north and south of state that identify where to smoothly connect to the crosswalks on state.

Screen Name Redacted

5/14/2024 08:15 AM

Option B1 and B2 will reduce rush hour vehicle capacity. Those drivers will be turning off State sooner to get to downtown. Suggest improving intersections at Whitewater and 16th with dedicated right-turn lanes.

Screen Name Redacted

5/14/2024 08:22 AM

It seems to be better to plan for better pedestrian circulation and safety than to plan around higher vehicle counts spread across four lanes, and an unsafe pedestrian environment. If Concept A was built,

consider setting aside the right lane for buses only. Please avoid creating another Chinden. If protected bike lanes are built, these should be connected further along State for continuity. Right now, State street is AWFUL for pedestrians.

Screen Name Redacted

5/14/2024 08:31 AM

Traffic is already so terrible on state street in the mornings and evenings between people commuting to/from work and school. Removing lanes of traffic would significantly increase congestion and cause motorists to take more dangerous actions in the hope of getting through a light. Traffic would still be congested for left turns, especially on streets like 13th. Additionally, there's not nearly enough bike traffic on state to justify adding a bike lane. 99% of cyclists use other side streets since they are safer and have less traffic. Whoever came up with option B obviously never drives on state during the morning and evening commutes. Get a clue.

Screen Name Redacted

5/14/2024 08:43 AM

Increased car traffic is bad for Boise; encouraging more walking and biking friendly areas is better for small businesses. City decisions shape our behavior and I would love to be encouraged to bike more—I just need to do so safely.

Screen Name Redacted

5/14/2024 09:07 AM

Traffic, etc must be addressed from 10th to 8th also. Nothing in either of these Plans addresses this area. It only shines up the area with new asphalt and does nothing to address turning traffic or walk/bike traffic in this area. Walk/bike traffic in this area is high due to activities in the downtown area and families going to and from.

Screen Name Redacted

5/14/2024 09:16 AM

Let traffic flow with the current 4/5 lanes of traffic rather than getting clogged with empty buses.

Screen Name Redacted

5/14/2024 09:16 AM

Thankyou for improving our roads! I would so appreciate seeing our city be more safe and encourage more walking and biking. Concept B2 would help facilitate this.

Screen Name Redacted

5/14/2024 09:36 AM

I like the elimination of parking on the street, but the traffic flow is already congested, so definitely don't lose a lane!

Screen Name Redacted

5/14/2024 09:45 AM

Only the obvious that traffic is already bad, will only increase, and doing anything to restrict traffic flow will be a huge mistake as this is a major commute artery.

Screen Name Redacted
5/14/2024 09:46 AM

Calming vehicular traffic at/near the core is very important. Especially considering the activities created by Boise High, churches, and the YMCA, and significant increase in residential development in the west side of downtown.

Screen Name Redacted
5/14/2024 09:47 AM

Please do not reduce vehicle capacity, the green belt is just a few blocks away for bicycles and much safer than putting bike and cars together. Besides the fact that there are very few commuting cyclists and pedestrians. Please spend your money to the the most good for the most people.

Screen Name Redacted
5/14/2024 09:59 AM

State street is primarily a major motor route from east to west and must retain at least 4 and preferably 5 lanes; this is the main priority even if street parking is removed. Bike travel is already provided one and two streets over on both sides of State, especially Bannock (great work there!).

Screen Name Redacted
5/14/2024 10:10 AM

There needs to be an option that has 4 lanes on State street, but also offers left turn options for safety. There seems to be too great a difference between option A and option B

Screen Name Redacted
5/14/2024 10:24 AM

Having more bike friendly (and safe biking) options as well as accessible walking paths is essential. Doing this should also decrease traffic as the city becomes safer and friendlier for alternative transportation methods and public transit accessibility is increased.

Screen Name Redacted
5/14/2024 10:46 AM

Please listen to the clear top priority identified in the previous survey round. Concept A is inconsistent with the clear top priority (making improvements for people biking and walking). Concepts B-1 and B-2 clearly reflect State St as the community would prefer it. Please also consider use of strategic light timing to promote traffic flow through this area. My sense is that any change in total travel time in current versus new concepts will be almost entirely driven by adding an additional signal NOT by reducing travel lanes (i.e., if cars have to stop at an extra light it won't matter that there are the same versus fewer lanes). Please also do not lose sight of the fact that this section of State St exists within a network. Vehicles will use alternative routes as needed if State St slows. But pedestrians and bicyclists cannot always do that. Boise High students can't simply use Jefferson to get to class. Families visiting the YMCA don't have the option of popping over to Bannock to get to their destination. Substantial resources were put into making 11th Street actually connect different neighborhoods. This section of State St is used by many but is

CROSSED by many more. Please prioritize the need for CROSSING rather than just for driving 6 blocks in a straight line I also strongly hope that this project is being undertaken with an understanding of the Department of Transportation's Value of a Statistical Life. Henry Reents' death is an unspeakable tragedy. It also, according to the DoT's own guidance, imparts a cost to society of some \$13 million.

Screen Name Redacted

5/14/2024 10:51 AM

Thank you for making pedestrian and cyclist safety a priority!

Screen Name Redacted

5/14/2024 10:51 AM

I would be nice if you wouldn't take a year to get it completed.

Screen Name Redacted

5/14/2024 12:04 PM

Happy to see changes to the intersection of 11th and State. It is heavily used and very dangerous for pedestrians. Making that intersection more bike friendly is a huge plus!

Screen Name Redacted

5/14/2024 12:12 PM

This section of State Street should continue the more urban, human friendly environment that it has east of 8th Street. There are many other streets with excess capacity in downtown Boise that vehicular traffic can divert to with lane reductions on State Street. Wasn't Whitewater Park Blvd built with the intention of allowing State St traffic to get into and out of downtown via the Main/Fairview couplet? Reduction of lanes and the slowing of traffic here then should be seen as a benefit/feature, not a concern/downside.

Screen Name Redacted

5/14/2024 12:13 PM

As someone who is studying planning, why would you get rid of lanes on one of the busiest roads in our town? I understand we are bike friendly, but state street is a highway? We should prioritize option A, as we have more and more people moving here and guess how many cars the average American household has? 2. If we aren't going to be investing in public transportation, maybe we should make the roads MORE drivable not less. I have heard y'all are going to just go with B option 2, which I really hope you don't. I live in the east end, and you have already gotten rid of Jefferson to use, please consider the folks who have to use these roads to commute daily and do not work close enough to bike. If you do not do option A, people like me will have even more traffic to deal with, since limiting roads the closer you get to east boise seems to be a trend since I have moved here. My commute has now been increased by half of what it was, and this will be a permeant change if you decided to get rid of lanes on a road that is already too small for the amount of people who drive it daily.

Screen Name Redacted 5/14/2024 12:37 PM	Given the heavy pedestrian traffic from both Boise High and the YMCA, wider and dedicated walkways, shaded by trees, are important.
Screen Name Redacted 5/14/2024 01:04 PM	I like concept B2 because I believe that it will encourage more bike transportation
Screen Name Redacted 5/14/2024 02:27 PM	Bike friendly infrastructure is the way to go! If people feel safe, they will use it!
Screen Name Redacted 5/14/2024 03:08 PM	Promote any option that helps bus/bike/walking use. No need for more car infrastructure.
Screen Name Redacted 5/14/2024 04:10 PM	Pleeeeeeease state st is not meant for bike traffic. There are not enough bikers in this town to justify it anyway. These old roads need to move traffic. Full stop.
Screen Name Redacted 5/14/2024 04:45 PM	Concept B1 stands out as the preferred choice to me because it tackles the current lack of bike-ped facilities on State Street by introducing a wide multi-use pathway. This concept also aligns with ACHD's plans for parallel low-stress bike corridors on both Franklin and Bannock Street. The public's top priority is safely getting across State Street. Concept A, which maintains or expands crossing distances, would make this more challenging. However, concepts B1 and B2 provide wider sidewalks, narrower roads, and safer crossings along the corridor. With significant investments and developments like the YMCA, hundreds of new homes, and mixed-use spaces coming to this area, it's crucial that this project accommodates increased foot traffic, transit ridership, and housing density. Concepts B1 and B2 both provide safe multi-modal infrastructure. The history of crashes, including fatalities, injuries, and near-misses, along this corridor highlights the urgent need to address safety concerns. Maintaining or widening the corridor will not address these issues and will increase the difficulty of crossing the street.
Screen Name Redacted 5/14/2024 04:49 PM	Option b, also we need rail
Screen Name Redacted 5/14/2024 04:51 PM	Safer travel for bicycles is a high priority for me and my family.

Screen Name Redacted 5/14/2024 05:18 PM	People die on state st because of bad road design. Option B specifically B-2 will save lives.
Screen Name Redacted 5/14/2024 06:06 PM	Bike/ped infrastructure is a better investment for city planning. Costs are cheaper, reduction of traffic by more bike friendly roads, reduction of pollution from automobiles, and increased motivation to commute to work (better for body/mind). As a heavy commuter in Boise, concepts b & c are really incredible to see, however rarely enacted. The research on pro/con bike/ped infrastructure is out there and the pros 100% outweigh the cons. Please keep considering bike/ped infrastructure in Boise city planning. It's crucial!
Screen Name Redacted 5/14/2024 07:23 PM	Stop reducing vehicle lane count and width.
Screen Name Redacted 5/14/2024 07:44 PM	It would be nice to designate walking and riding spaces in the shared space of B1
Screen Name Redacted 5/14/2024 08:25 PM	My family of 4 regularly bike commutes across town from the East End. We take Jefferson most of the way, and it is already quite congested considering it is a bike route. If Concept B were implemented and more cars used Jefferson, the congestion would get even worse for bikers. As bikers, we have no interest in biking on State Street. Better to prioritize cars there and bikes elsewhere, where the bike routes aren't just 6 blocks long.
Screen Name Redacted 5/14/2024 08:50 PM	Please consider adding trees to concept B option 1! Shade will be needed
Screen Name Redacted 5/14/2024 09:05 PM	Just want to make sure old local businesses like Fanci Freeze, DK Donuts, and the space that used to be Bloom won't be negatively impacted.
Screen Name Redacted 5/14/2024 09:12 PM	ACHD has made driving downtown miserable with multiple simultaneous projects resulting in multiple detours. Our senior church members do not want to attend church because it's too confusing and difficult to make their way through town to attend church services. Similarly, people are dissuaded from driving to downtown businesses. Boise/ACHD is neither car nor business friendly with all these traffic changes and disruptions.

Screen Name Redacted 5/14/2024 09:33 PM	The planning does not mention crazy scooter, e-bike, and other e-transportation (one wheels etc) riders. As a driver, I do not want them in the driving lane. When I am a pedestrian I do not want them in the same mixed use lane, especially if I have my dog with me.
Screen Name Redacted 5/14/2024 09:45 PM	Don't forget about improving the Franklin bike route - a much more popular way to bike parallel to State street.
Screen Name Redacted 5/14/2024 10:36 PM	I cross State on 14th every day and regularly feel nervous. I am supportive of Plan B, Option 2. Thank you for this important work!
Screen Name Redacted 5/14/2024 10:38 PM	I frequently see decisions made that benefit bicyclists at the expense of motor vehicle drivers. This doesn't make sense. Most people can't bicycle everywhere including the disabled, people with young children, older adults, during hot, rainy or snowy weather, during an emergency, when they don't have all day to get somewhere and back. Please start making decisions for the rest of us. Thank you.
Screen Name Redacted 5/14/2024 11:52 PM	I hope any improvements are focused on pedestrian use rather than more for bicycles, which already have lots of lanes & seem to hog new project resources.
Screen Name Redacted 5/15/2024 12:08 AM	At this point, any change we make to streets should include pedestrian and bike infrastructure. Less car lanes are better.
Screen Name Redacted 5/15/2024 06:09 AM	We need to think about the future and realize that car travel downtown should not be the focus in order to maintain and expand on the reason we have such a vibrant and welcoming area.
Screen Name Redacted 5/15/2024 07:34 AM	Good Communication! Good Job!
Screen Name Redacted 5/15/2024 08:10 AM	Because my primary mode of transportation on State is driving (3-4 trips a week through this section), my preference would be to maintain the two lanes of traffic. However, I understand protecting those who walk, bike, and roll should take priority over vehicle convenience and capacity. So, if y'all go with Option B, I think the separated bike lanes are the best way to go.
Screen Name Redacted	Boise is growing. Why would you reduce motor vehicle lanes and

5/15/2024 08:38 AM back traffic up more? (share the sidewalk - like the greenbelt which us used by pedestrians and bikers). Example: Shoreline Drive is SO BACKED UP at 5:00 with no bikes using the bike lane... Waste of money.

Screen Name Redacted
5/15/2024 08:38 AM Slower car traffic will reduce the flow of cars

Screen Name Redacted
5/15/2024 09:15 AM Bus pullouts should be prioritized as transit is becoming more and more important.

Screen Name Redacted
5/15/2024 09:16 AM IF OPTION B SELECTED, THEN NEED TO MAKE THE ALTERNATE ROUTES WITH CAPACITY EASY TO FIND AND EFFICIENT TO USE (COORDINATED SIGNALIZATION, ETC).

Screen Name Redacted
5/15/2024 10:11 AM Thank you for the opportunity to provide input and thank you for the thoughtful planning and design.

Screen Name Redacted
5/15/2024 10:49 AM I couldn't voice my support for the protected bike lanes any stronger. Also, the islands to slow cars turning is great. I run / walk everyday and the most dangerous situation are turning cars. Finally, the sliders to show how the intersection might look like were very helpful.

Screen Name Redacted
5/15/2024 12:05 PM Love the integration of the 11th St. Bikeway.

Screen Name Redacted
5/15/2024 12:36 PM Concern is busses that will tie up traffic due to reduced lanes. Also, if there are protected bike lanes then bikes/busses will have conflicts when busses stop for passengers.

Screen Name Redacted
5/15/2024 01:21 PM Any improvement on this section of State Street would be much appreciated!

Screen Name Redacted
5/15/2024 02:02 PM I don't own a car, so to get to the YMCA or downtown I use the bus on State Street (# 9) or ride my bike. I usually ride my bike on State Street in this specific area, even though it's congested with cars. It's the most direct way to the YMCA.

Screen Name Redacted Thank you for providing the opportunity to provide input. Very well

5/15/2024 02:28 PM

done presentation!

Screen Name Redacted

5/15/2024 03:23 PM

Imperative that this section of State Street not become a barrier and safety concern. Compare safety and comfort from 8th to 1st vs 23rd to 16th. To me, the clear winner is the 2/3 lanes. Also, any opportunity to extend project bounds to 15th/16th to connect to existing facilities there? Would be more natural start points for path or bike lanes.

Screen Name Redacted

5/15/2024 05:12 PM

State St is such a major street it doesn't make sense to have only 3 lanes - please please please make it 5 lanes thinking about future population growth and traffic congestion. Thanks!

Screen Name Redacted

5/15/2024 05:42 PM

Please just grade the thing and make it smooth all over!

Screen Name Redacted

5/15/2024 05:48 PM

Please no shared used path - pedestrians and bikes need separate spaces.

Screen Name Redacted

5/15/2024 06:53 PM

I understand that from it's early days, roadway planning in Boise has given priority to motorized vehicle traffic. As a native and life-long Boisean, I don't want to see planning focus on motorized vehicles, but instead on slower, greener, cleaner roadways. Therefore, I support Option B, with B2 being my strongest preference. Thank you for the opportunity to submit my feedback.

Screen Name Redacted

5/15/2024 09:05 PM

Too many people have died in the interest of not causing marginal inconvenience to motorists. It's time to create protected, continuous routes for cyclists and pedestrians. Bicycles are an efficient and environmentally clean way to move through the city. They aren't just recreation!

Screen Name Redacted

5/15/2024 09:35 PM

Option B2 is the safest for all road users and is the best overall option

Screen Name Redacted

5/15/2024 09:37 PM

Please make turning out of ymca easier! I would love to bike to the new y, but I think we have to maintain two lanes of traffic. I like the ideas of having left turn lanes especially by the donut shot because people turning there really shuts down traffic.

Screen Name Redacted

Option B1 is the best! The shared space for cyclists and pedestrians

5/15/2024 09:58 PM

is great, and is working well on North 8th Street downtown. Traffic needs to be slowed down coming into downtown, so tapering down the lanes is good for that. The left turn lanes are a wonderful addition. I don't trust motorists as either a cyclist or pedestrian because of the accidents I have seen in this stretch of State Street -- people can and will try to drive in even the at-grade bike lanes; too dangerous! So, the shared/separated space for pedestrians and cyclists is a win for safety. I also really like the bus stop solution so motor traffic is not stopped altogether.

Screen Name Redacted

5/15/2024 10:09 PM

I believe the traffic engineers should make the decisions. Input is great but those that give input usually do not study about traffic patterns and what works best

Screen Name Redacted

5/15/2024 10:50 PM

This is a tough decision for me, which is why my answers are all over the place. I never would ride my bike on State Street as it currently is, so I exclusively drive on State Street. I would definitely ride on it with either Concept B, but this is a rare instance in which I would prioritize moving cars than on biking. We definitely need better east-west bike routes through downtown, but, in my view based on my experience, we need them farther south, more in downtown. Maybe I would appreciate State Street more as a bike route, if the bike route through 8th Street.

Screen Name Redacted

5/16/2024 06:32 AM

You have one chance to get it right. Putting bikes and pedestrians on the same path downtown is a recipe for disaster. The greenbelt is becoming nearly inaccessible for pedestrians in some sections due to the e-bikes and scooters. Roads are for cars and you need to maintain vehicle capacity.

Screen Name Redacted

5/16/2024 06:55 AM

The need for protected bike lanes in Boise is growing. Alternative transportation is a necessary step toward a cleaner planet and healthier citizens. Although bike riding isn't practical for all citizens, this design accommodates many ways of getting around and is a step in the right direction toward lessening our addiction to cars.

Screen Name Redacted

5/16/2024 07:57 AM

I would strongly oppose Concept B, Option 2 due to the necessity of busses stopping in the single traffic lanes. This will cause long backups during commute times, aggravate drivers, and likely lead to more aggressive driving behaviors at intersections (speeding up to make it through the intersections on yellow or red lights). The best option appears to me to be Concept A, which moves traffic most efficiently while at the same time providing good sidewalks and a

pleasing streetscape.

Screen Name Redacted

5/16/2024 08:01 AM

Get rid of the construction. It makes my commute unbearable

Screen Name Redacted

5/16/2024 08:50 AM

I do like the island on 11th to protect bikers.

Screen Name Redacted

5/16/2024 09:13 AM

Good recap of issues from previous comment period. Each design is an improvement - thank you.

Screen Name Redacted

5/16/2024 09:43 AM

While I do drive state street, I also often ride my bike to work. After the redesign of Jefferson making it a two way and adding bike lanes, it's a perfectly safe bike commute from 16th east through downtown. There is also a designated bike lane on Bannock which has plenty of room. I don't ride my bike on State Street because I'm not an idiot and there are already plenty of east/west bike lanes just a block over!! ACHD and the City's decisions are making downtown undrivable. There is absolutely no reason to further increase congestion by removing lanes on State Street. I bike, but I also drive and there needs to be balance. Also, as a city and county tax payer I'm sick of seeing all these designated and separated bike lanes that are seldom used. It's a waste of taxpayer money. And I say that as someone who commutes on a bike!!!

Screen Name Redacted

5/16/2024 09:50 AM

Hopefully the option chosen will avoid the unfortunate version of the awful redo of Eighth Street next to the Capitol

Screen Name Redacted

5/16/2024 10:16 AM

We own 5 bicycles we often commute on bicycles. You do not charge the same road tax for bicycles as motor vehicles. However, the greenbelt and bike lanes are better cared for than the roads. Please focus on the drivers and those of us who choose to ride to work will continue to ride to work. Better traffic flow will be less idling time and less pollution, and remember many to most cannot ride a bike to work so make it easier for those who are paying for the roads to get to work and so forth.

Screen Name Redacted

5/16/2024 10:20 AM

Option B is too complicated. State St. is too busy to run only 2 traffic lanes. People will increase use of Fort st. which is a nightmare right now during construction on State.

Screen Name Redacted 5/16/2024 10:37 AM	Most people drive so Concept A is the only thing that makes sense. Concept B will only make the roadways worse and more congested. Thank you!
Screen Name Redacted 5/16/2024 11:05 AM	Is the new YMCA w/n this project area? I think it is and if so, biking/walking for children attending facility is utmost important. Force future traffic to other high occupancy streets.
Screen Name Redacted 5/16/2024 11:06 AM	Love the options to improve biking and walking!
Screen Name Redacted 5/16/2024 11:38 AM	Keeping the bus out of traffic during pickup and drop off on option B1 is a perfect way to increase traffic flow for the one lane concept.
Screen Name Redacted 5/16/2024 11:41 AM	I am skeptical about adding bike-specific infrastructure to the project. People who regularly use bikes in this area of town are going to use Jefferson or one of the neighborhood streets north of State.
Screen Name Redacted 5/16/2024 12:04 PM	Lack of access to driveways is going to cause more issues for residents or businesses in that area. Also, we should do away with the flashing yellow arrows for left turns. These concepts are going to need designated turning time since I'm assuming there will be an increase in U turns
Screen Name Redacted 5/16/2024 12:14 PM	Ideally, Id like to see protected bike lanes and a pull out for busses. However, I understand that there is a space restriction and think the protected bike lane is the safest and most effective way to lower driving and boost biking and walking in the area. If it is chosen to go the way of the shared bike and pedestrian sidewalk, I suggest clearly marked lanes on the sidewalk for each mode, walking and cycling.
Screen Name Redacted 5/16/2024 12:52 PM	Please plant large caliper trees for shade. Like having protected bike lanes, separate from sidewalks.
Screen Name Redacted 5/16/2024 01:47 PM	While I am definitely pro-bike accessibility, this section of State Street should remain primarily a motor vehicle street with improved safety for pedestrians. Cyclists can use other east-west streets and, if they are going to use public transit as well, can manage to navigate to State Street without too much trouble.

Screen Name Redacted 5/16/2024 01:49 PM	Thank you for making these necessary improvements and soliciting feedback on the preferred alternatives!
Screen Name Redacted 5/16/2024 01:59 PM	Currently there is about only 1 street to go from 13th/myrtle to St. Lukes or the Boise VA. They have blocked off so many things at once. And it seems it changes frequently. Too much construction in one space at once, lack of regard for residents and commuters. This creates additional hazards, potential accidents, pedestrian accidents etc. There needs to be 4 lanes for sure. Boise has grown so much and it is not going to change anytime soon. We need infrastructure support.
Screen Name Redacted 5/16/2024 02:41 PM	I just want to say thank you to the ACHD team for putting so much work into this project and having two really great bike-ped friendly concepts to choose from.
Screen Name Redacted 5/16/2024 03:03 PM	You need to time the state street lights well so that traffic can move smoothly without frequent stops and potential of blocking other intersections. I like that fewer lanes may reduce vehicle speed and increase safety.
Screen Name Redacted 5/16/2024 04:41 PM	I appreciate that you are making this safer, State St is scary on a bike, and often in a car. Improving the road is essential to all users.
Screen Name Redacted 5/16/2024 04:44 PM	Please don't ruin state street
Screen Name Redacted 5/16/2024 05:18 PM	Reducing state street to one lane each way would critically impact traffic on an already very busy street. I'm honestly flabbergasted that it's even being considered.
Screen Name Redacted 5/16/2024 06:20 PM	State St is a very, very, busy street with lots of traffic. It is much, much safer for bikers to use the sidewalks and less stress on the drivers.
Screen Name Redacted 5/16/2024 08:22 PM	Left turns in this section cause unnecessary delays. It would be nice to change that.
Screen Name Redacted 5/16/2024 08:52 PM	There are lots of streets that are nice for people to bike east to west, downtown and in the north end. State street is the main traffic path for

cars to get into the neighborhoods to the north, and it should prioritize car traffic as a major thoroughfare, with safe crossings for bikes and pedestrians.

Screen Name Redacted

5/16/2024 09:09 PM

Thrilled to see more potential infrastructure for walking and biking!

Screen Name Redacted

5/17/2024 07:36 AM

I just wonder how the new YMCA is going to affect these plans?

Screen Name Redacted

5/17/2024 08:04 AM

I ride my bike through town a lot. I don't see the need for another bike route on state, so I would support the shared use path - I would only occasionally be there on my bike when necessary.

Screen Name Redacted

5/17/2024 08:09 AM

Thank you for letting us voice our opinion. Jefferson street has bike lanes for those wishing to bike. State street should prioritize motorized vehicles. Thanks

Screen Name Redacted

5/17/2024 09:10 AM

State Street is a nightmare for bikers and pedestrians and cars will be just fine if you reduce the lanes and increase pedestrian safety. This is a no brainer to go with one of the B options to literally keep people from getting killed by cars.

Screen Name Redacted

5/17/2024 09:40 AM

I'm pro bike and ride through downtown from time to time. I used to ride more but don't feel safe due to traffic. I would rather see better bike safety on both Jefferson and Bannock then State, I have no intention of riding on State but there should be an option to like B, Option 1. I think it's a terrible idea to have buses block a single lane to traffic when stopped, it will cause terrible traffic jams. I hate driving on that section of State St in general and try to avoid it. I have concerns about emergency vehicles moving through a single lane of traffic but I don't like the 5 lane concept, we need to get away from prioritizing cars over pedestrians.

Screen Name Redacted

5/17/2024 10:28 AM

State street is an optimal path for crosstown travel. But being in a bike on state street is currently a terrifying experience. Please make it safe for all forms of travel. The more bikers, the fewer cars on a given path. This helps congestion and parking issues! Win win!

Screen Name Redacted

5/17/2024 10:35 AM

Protected bike lanes are not helpful for bikers because they spit you out in an unsafe position at intersections and cars are not aware of

you because they don't have to worry about you because you're in a different lane then them so they don't think about your safety and then you're suddenly in the same lane as them when you're crossing the intersection. It's not helpful.

Screen Name Redacted

5/17/2024 10:39 AM

This area could be a much busier pedestrian corridor into downtown with these adjustments. Looks great for quality of life and enjoying downtown!

Screen Name Redacted

5/17/2024 11:17 AM

i travel via vehicle this route 4-5x each way every week. please improve using protected bike/pedestrian lanes. i will not mind the reduction of lanes as long as left turn arrows/lanes are adequately designed

Screen Name Redacted

5/17/2024 11:51 AM

I hope the project will update 13th Street to include turning arrows (I find the lack of turning arrows consistently backs up traffic).

Screen Name Redacted

5/17/2024 12:26 PM

My top priorities are making sure that cars can make safe left turns and ensuring safe biking conditions, which will also get more cars off the street.

Screen Name Redacted

5/17/2024 12:45 PM

The bias in the presentation of the +/- is obvious.

Screen Name Redacted

5/17/2024 01:53 PM

State Street is dangerous. It would be nice to fix it so pedestrians and bicyclists don't get killed on it anymore.

Screen Name Redacted

5/17/2024 02:16 PM

I am concerned about the loss of lanes and slowing of traffic. 11th street requires multiple lights to make it from State Street to Front due to the loss of lanes. So I don't want ACHD to ruin State Street as well.

Screen Name Redacted

5/17/2024 02:58 PM

Bicycles could be moved to Washington St.. Making Wash. a designated bikeway. Otherwise bicyclists can use the sidewalks, observing the laws of right-of-way for pedestrians. Pedestrians can watch their surroundings.

Screen Name Redacted

5/17/2024 03:34 PM

I feel strongly about reducing the number of lanes on State Street, it will create a traffic nightmare!

Screen Name Redacted 5/17/2024 04:44 PM	thank you for the consideration and options. Thank you for options that encourage less auto traffic on the downtown streets.
Screen Name Redacted 5/17/2024 05:13 PM	This is a main thoroughfare which should have emphasis on vehicles. Bicyclists can easily use Washington, Jefferson, or Bannock (which is already used by a majority of bicyclists traveling east/west).
Screen Name Redacted 5/17/2024 06:31 PM	Please protect pedestrians, State street is terrifying!
Screen Name Redacted 5/17/2024 08:24 PM	No
Screen Name Redacted 5/17/2024 09:22 PM	No, thank you for putting out this survey.
Screen Name Redacted 5/18/2024 01:31 AM	Keep State Street as a major thoroughfare. Cyclists have neighboring streets to bike on. Thanks!
Screen Name Redacted 5/18/2024 07:34 AM	I've lived in cities where there are 3 lanes, but 1 lane will switch directions during specific hours depending on traffic demand/rush hours, and well-marked red/green x's overhead. This could be an option for mitigating traffic congestion while still encouraging walking, biking and alternative modes.
Screen Name Redacted 5/18/2024 09:06 AM	I really wish there was a concept to have protected bike lanes without reducing the lanes of traffic. I think keeping the vehicular lanes and adding protected bike lanes are both important.
Screen Name Redacted 5/18/2024 10:02 AM	MORE TREES! Public transportation!
Screen Name Redacted 5/18/2024 10:09 AM	Public transportation is vital. And trees are what make Boise unique please do t get rid of them!!
Screen Name Redacted 5/18/2024 10:10 AM	Option chosen should do 2 main things. 1. Option should support local neighborhood bike and pedestrian traffic. 2. Option should be done with entire concept of all of State Street. State Street currently cuts my neighborhood and others apart. It makes it difficult for local neighborhood bike and pedestrian traffic to move around,especially to

get to the river and greenbelt. I feel neighborhoods on State Street have been sacrificed to move personal long range car traffic downtown. As Boise area grows, this sacrifice is done more and more in vain. Other solutions besides individual car traffic are required anyway. Neighborhoods will still be there but even more degraded. It's not fair to the locals.

Screen Name Redacted

5/18/2024 12:08 PM

Carve spots out for buses at stops so they don't impede traffic.

Screen Name Redacted

5/18/2024 01:18 PM

ACHD should use Eminent Domain to widen areas of State Street that are currently limited in width by property on either side. The same issues occur between 23rd and about 19th on State Street.

Screen Name Redacted

5/18/2024 03:51 PM

I'm glad that ACHD is looking at improving this stretch of State Street. I have needed it for a long time. It's unfortunate that pedestrian deaths have occurred there.

Screen Name Redacted

5/18/2024 05:54 PM

Please implement more public transit. Allow easier access for pedestrians. Slow traffic down. MORE PROTECTED BIKE LANES

Screen Name Redacted

5/18/2024 08:06 PM

For such a high traffic and in demand area for all different kinds of commuters, we'll have to find a happy medium. Pedestrian and bicyclist safety is a huge concern. Thank you for taking the community's input into consideration.

Screen Name Redacted

5/18/2024 10:10 PM

I feel if traffic lanes are decreased it would cause delays all down state st both ways. Those driving from east to west will use Fort and Hays or Jefferson and Bannock most likely. Those driving from west to downtown, less lanes would cause major traffic issues and delays. Alternative routes from West to downtown are not as direct and many of the streets are residential, so not ideal for residences if commuters begin using side streets to avoid the lanes going from 4 down to 2.

Screen Name Redacted

5/18/2024 11:01 PM

Please keep state street 2 lanes in each direction!! The traffic will be absolutely terrible if it's only one lane.

Screen Name Redacted

5/19/2024 07:24 AM

Bike lane strategy should be as consistent as possible throughout the city. Multiple bike systems confuse both cyclists and drivers.

Screen Name Redacted

5/19/2024 07:26 AM

Because the area is pedestrian dense (YMCA and Boise High), I think it's reasonable to slow down traffic with Concept B1 and support mixed use. However, I do think the sidewalk should have designated biking and walking areas (like 11th street bikeway). This option is a compromise, neither ideal for cars or bikes. I would also really like to see a protected bike friendly route on a nearby E-W traveling street with less traffic.

Screen Name Redacted

5/19/2024 07:44 AM

Narrowing the street would greatly disrupt traffic flow in that area. However, ensuring safe travel for pedestrians and cyclists is also imperative given the accidents resulting in significant and catastrophic injuries in the area. The two are not mutually exclusive and involving both components is paramount to limiting further injury and the continued growth and use of this specific area.

Screen Name Redacted

5/19/2024 12:01 PM

Car volume won't decrease and the "B" options will cause huge issues including more traffic in surrounding neighborhoods/side streets and increased congestion on alternate routes (I.e. Chinden, Hill Rd).

Screen Name Redacted

5/19/2024 12:22 PM

The shared use path looks like too much concrete. I am concerned about traffic flow to downtown, but not nearly as much as I would appreciate safer routes for my children to get around. I also expect bike use to increase significantly with this model. Boise is growing, and that's great, but people want vibrant, accessible places to live and this is a great nod in that direction.

Screen Name Redacted

5/19/2024 05:40 PM

I need to study this more before deciding. But I am unclear on how a biker turns left with the raised corner islands. I don't know where to find that information. The island look good if you are going straight - sort of as you have to maneuver around them. But I can't figure out how to turn left without having to deal with going across the street and then having to deal with another light to turn left. Unless you get into the car lane to do this, but then it is awkward to get around the island to get back into the bike lane. Your video and before and after pictures are nice, but it doesn't show how this actually works with bikes and cars.

Screen Name Redacted

5/19/2024 05:47 PM

I'm concerned about the buses blocking the view of cyclist and cars turning into us across traffic. Also these are great designs and I appreciate all you are doing!!!

Screen Name Redacted 5/19/2024 08:07 PM	In general I favor increased safety and capacity for bicyclists, but State St is too busy for this bicyclists gave the option of other nearby streets for east-west transits, whereas State is really the only efficient means of east-west transit for motor vehicles.
Screen Name Redacted 5/19/2024 10:01 PM	Having only one lane in each direction and no bus pull out would really be annoying. Do not incorporate this into the final plan. Also, i do not know how you calculated how many minutes having only 2 lanes would add to people's trips. Sounds low to me.
Screen Name Redacted 5/19/2024 11:37 PM	I don't envy your job with this project. It's a difficult one. Thank you for taking feedback from us folks who live and work along the corridor and want it to be safe for everyone.
Screen Name Redacted 5/20/2024 08:38 AM	Would like to see a 20 year vision plan updated if there is one, and issued for public knowledge. Often things are implemented with seemingly no long range plans - public transportation needs to be accounted for and included in planning. trees are nice but need to be minimal to allow more space for peds and bikes to share path. Do not like share the rode concept for biking much too dangerous.
Screen Name Redacted 5/20/2024 09:16 AM	There is so much traffic to only have one lane each direction. We do need turning lanes and turn signals.
Screen Name Redacted 5/20/2024 09:20 AM	no
Screen Name Redacted 5/20/2024 09:54 AM	Having longer time for pedestrians to cross State Street is essential. LPI helps provide greater safety for them.
Screen Name Redacted 5/20/2024 11:55 AM	Going west on state, left turn onto 9th should be addressed
Screen Name Redacted 5/20/2024 11:58 AM	State Street is a major thoroughfare to move traffic to and from Boise we don't need to narrow the road!
Screen Name Redacted 5/20/2024 12:02 PM	Both proposals would improve state. Shared bike and pedestrian areas can be dangerous with electric vehicles and fast bikers. Have you thought about moving bus to another street or moving bikers to another street. Jefferson is much better now but with Lukes

expanding is a dead end. The circle of death built for Lukes is barely functioning now and will be a mess when Lukes opens.

Screen Name Redacted

5/20/2024 12:45 PM

I think having a multi-use bike/pedestrian sidewalk could be dangerous for those who can walk, but with difficulty to try to dodge around speeding bikes. I think if this is the route you chose, I would draw lines for the bike side and the pedestrian side. Those electric scooters get close to running people over and you can't hear them approaching.

Screen Name Redacted

5/20/2024 02:16 PM

While I like concept B particularly with protected bike lanes (peds and bikes don't mix well) I can see that losing a lane in each direction will help traffic at all.

Screen Name Redacted

5/20/2024 03:56 PM

I worry about having bike lanes and pedestrian areas that take away 2 lanes of traffic. There seem to be many other streets that are more suitable to make bike/pedestrian friendly, but State Street, being a main artery street to get into downtown Boise, is already backed up with traffic. This will amplify the issues on state and put additional pressure on other streets nearby in neighbor hoods and streets that are already great for bikes/pedestrians.

Screen Name Redacted

5/20/2024 05:13 PM

As a biker, walker and driver, I'd like to maximize best use for everyone. I don't feel protected bike lanes are best if the cost is driving lanes. The car traffic is only increasing. If there are bike lanes only for those blocks, it doesn't really help for people biking on either side of this area. So no protected bike lanes. Bikes and pedestrians can share. Protected left turn lanes with left turn lights will help traffic flow and make turning left safer. Thank you for redesigning this section of the road!

Screen Name Redacted

5/20/2024 07:04 PM

I initially was concerned about the VRT bus having the capacity to run on this section of State Street. However, after looking at other streets in the downtown area that currently support other routes (for instance, #7 outbound on Idaho Street and inbound on Main Street) I came to realize that VRT has other streets that run parallel to State Street that it could run the #9 State Street bus once it is in the downtown corridor. With the amount of growth for residential units between 8th and 14th, I believe that it is important to build a safe area for pedestrians and people bicycling. Three lanes with a multi-use path would be more appropriate for this area.

Screen Name Redacted
5/20/2024 10:35 PM

My family and I would like to bike between our house in the West End to the YMCA and downtown areas more. Alternative B-1 is my first choice. Thank you.

Screen Name Redacted
5/21/2024 06:29 AM

Need to do something, this is dangerous right now

Screen Name Redacted
5/21/2024 06:42 AM

Anything you can do to improve and encourage safe bikeability is appreciated.

Screen Name Redacted
5/21/2024 06:47 AM

More bike lanes the better for businesses and the overall health of our community

Screen Name Redacted
5/21/2024 07:12 AM

State Street is a main commuter artery with heavy traffic at different times of the day and week. There are so many other parallel bike-friendly routes for bicyclists to safely use to access downtown Boise from any direction. Please don't ensnarl State Street by burdening State Street with shared-use/protected bike lanes. Thank you.

Screen Name Redacted
5/21/2024 07:15 AM

Thank you for allowing us to provide feedback! I think this part of State Street is crucial for getting around and connecting to places and would rather see more protections for pedestrians and cyclists than have parking available on it. I also would love to see the bike lane extended to connect in to 18th Street to allow for connections into the Ellis bikeway from the North End into downtown

Screen Name Redacted
5/21/2024 07:18 AM

I really don't think anybody looks back at changes in a city and thinks "we're so glad we added lanes for cars". Let's protect pedestrians and cyclists, and keep making Boise the envy of the region. Thank you guys for taking care of us.

Screen Name Redacted
5/21/2024 07:29 AM

Given the sad and extremely preventable deaths it would be unreasonable for ACHD to continue with the status quo and build option A.

Screen Name Redacted
5/21/2024 07:42 AM

If biking is being encouraged and increasing it is important to prioritize that and plan for it safely. With e-bikes it hard to mix with pedestrians safely and being with cars is too dangerous so I think the isolated lane is planning for the future best.

Screen Name Redacted

5/21/2024 07:55 AM

Stop catering to the few (comparatively) who cycle vs. the many who drive. Vehicle traffic jams will only increase if you reduce vehicle lanes. You're not going to change people's driving habits by reducing vehicle lanes. You will, however, cause more road rage.

Screen Name Redacted

5/21/2024 08:05 AM

If sidewalk is to be shared between pedestrians and bikes, I would like to see signage and paint. Even though bikes are currently allowed on downtown sidewalks (especially necessary when streets are torn up for construction), I am constantly surprised by the number of people who yell "no bikes on sidewalks!" Especially since I ride very politely and dismount through crowded areas. I assume some of these people just moved from elsewhere and don't know better. I have been to other cities where sidewalks are shared and it is made clear that it is to be shared.

Screen Name Redacted

5/21/2024 08:13 AM

We already know that widening lanes in urban areas leads to a decrease in foot traffic and alternative mobility options. The city also experiences economic benefits from fewer cars and more non-motorized traffic. As the city continues to grow, it would be nice to see investment toward a connected downtown. Wider lanes will only separate downtown from the neighborhoods to the north - our version of "across the tracks."

Screen Name Redacted

5/21/2024 08:31 AM

State Street is the major car route in the area, and there are major bike routes on nearby parallel streets. State Street should be safe for bikes and pedestrians to cross, but vehicle traffic should otherwise be prioritized on State Street itself. Changing the signal at 8th and State Street to offer a protected left turn onto 8th St for eastbound State St traffic would drastically improve north end access.

Screen Name Redacted

5/21/2024 08:40 AM

safe cycling throughout the city of Boise should be a top priority in all future road designs. Please support the use of the most efficient mode of human transportation ever invented.

Screen Name Redacted

5/21/2024 09:06 AM

I really can't see Concept B, Option 2 working with the buses stopping in the lane and only one lane of traffic. I love protected bike lanes, but without more protection on the rest of State St, Concept B, Option 1 is a great compromise. It's especially important to have safe biking options around Boise High and the new Y, and not just via the 11th St crossing. Please don't institute Concept A - it's too car commute centric.

Screen Name Redacted 5/21/2024 09:26 AM	Adding more protection for cyclists and pedestrians on this section would be huge for getting to and from the YMCA. If a protected lane isn't passed, at least please do something to make crossing State from 11th less deadly.
Screen Name Redacted 5/21/2024 09:29 AM	Taxes.
Screen Name Redacted 5/21/2024 09:30 AM	I appreciate you taking efforts to help cyclists and pedestrians! A protected lane would be great for bikes and scooters. Most areas without a bike lane have cyclists hopping up onto the sidewalks which is dangerous for everyone. More people will cycle with protected lanes, which will help decrease some of the car traffic. I appreciate all the options you give us and all you do to help us get around Boise. :)
Screen Name Redacted 5/21/2024 10:07 AM	You cannot reduce the street down to one lane each direction. It's a commuter road that people use to get in and out of the city from far distances such as Star, Middleton, Eagle, etc. The city has approved a TON of more apartments down State - the traffic has gotten more and more congested over the years. If you are going to reduce the lanes here - why not reduce main Street to one lane? Any other commuter roads in and out of the city - reduce them all down to one lane - you are just going to cause issues. You cannot reduce the lanes - but we do need better paths for bikers but we need this alllllll the way down State St. So more people can bike into the city easily. The road condition in this area also needs lots of improvement. Also, I am not sure you need additional stoplights - there are already a LOT on this section of road and they are NEVER timed the same. It's a lot of stop and go - if they timed them correctly I am guessing it would be safer for bikers/pedestrians/ and cars. It feels like who ever came up with this plan does not drive this road on a regular bases and doesn't understand the issues one lane could cause.
Screen Name Redacted 5/21/2024 10:31 AM	Please be mindful of other street closures while this portion of State Street is closed. If you close multiple other intersections around it for unrelated work (as is happening in May/2024 all over downtown), residents in this area simply cannot maneuver through downtown and it is VERY FRUSTRATING. Improvements are good but not if everyone is miserable while the upgrades are being completed. At least work on timing the traffic lights in surrounding intersections to support this massive closure of State St
Screen Name Redacted	The "floating islands" separating bike and car traffic at the corners

5/21/2024 10:36 AM

won't protect bikers and may cause accidents. This seems to be designed only from a baker's pov. From a driver's pov, they are somewhat hidden behind the sidewalk curb when turning right (e.g., from EB Myrtle to SB 11th). Also, it appears car traffic must stop behind both the green and white crosswalks for a red light limiting the view of the crosstraffic for right turns. The design should be improved for the safety of pedestrians, bikers, and motorists alike.

Screen Name Redacted

5/21/2024 10:37 AM

State Street is a major east/west artery. Your priority should be on improving traffic flow, not improving conditions for pedestrians or bicycles.

Screen Name Redacted

5/21/2024 10:53 AM

Thank you for considering bike and pedestrian safety in this area!

Screen Name Redacted

5/21/2024 10:59 AM

I would bike more often, but I don't feel safe doing so on State Street. Any pedestrian/bicycle safety improvement on any part of State Street would be welcome.

Screen Name Redacted

5/21/2024 11:30 AM

Please manage this better than you're managing the current shitshow downtown.

Screen Name Redacted

5/21/2024 11:32 AM

Max speed limit of 25 the whole way! 20 would be even better. Need LPI everywhere!! Concept B is best. Bike lanes would be better as long as traffic is slowed.

Screen Name Redacted

5/21/2024 11:33 AM

We've lived here over 14 years and have always been concerned about the narrowing of State St east of 14th.

Screen Name Redacted

5/21/2024 12:04 PM

If Boise is committed to encouraging a bike- and pedestrian-friendly future (and, God forbid, those Lime scooters), it needs to pursue Option B2. B1 is a concrete-heavy half-measure that risks putting bikers and pedestrians at odds. Yes, the reduced number of lanes will create inconvenience in the short term for drivers, but they are coping with the current construction chaos that has enveloped State Street in recent months. Drivers will find another way. They always do. And if a few more people choose to get on a bike instead of a car going forward, then it is a win for all of us.

Screen Name Redacted

5/21/2024 01:32 PM

The amount of construction you all decided to start at the same time on State St is absurd. I'm going through more than 4 different sections

of construction on the same street with little or sometimes no alternative roads is absurd. Much more forethought should have gone into this to break it up more.

Screen Name Redacted

5/21/2024 01:40 PM

I commute on this section of road nearly every day and have only noticed issues of burdensome traffic due to the left turn conditions. Otherwise, it flows smoothly. However, I don't ever bike and rarely walk this section of State St due to the unsafe conditions now. A protected bike lane and separate sidewalk would improve my mobility options.

Screen Name Redacted

5/21/2024 01:53 PM

I grew up here, when to school at North and Boise High, commute to my office on 6th st from my home just off State and 24th. This section has been awful for so long, and the number of deaths and terrible accidents requires a reinvention of this stretch of state st. But I am concerned with the practicalities of all 3 of these options and urge you to consider compromising between them! The is a major through street for traffic avoiding the mess of downtown one ways, lights, pedestrians, etc. It has mostly commercial property which makes it much safer to drive down than Hayes or Fort. Do this wrong, and it is going to make things much worse, and more dangerous for everyone. On a positive note, I think the story notes, and the photo slider concepts on this link:
<https://storymaps.arcgis.com/stories/79634d8b4e0348af92fe69a5c4bb7e13> where incredibly helpful to assess the plans! Well done!

Screen Name Redacted

5/21/2024 02:05 PM

it is primarily an arterial for vehicles. option maintains this and provides improved safety for pedestrians

Screen Name Redacted

5/21/2024 02:23 PM

I personally would bike state street if there was a protected lane. very assertive drivers of cars and large trucks seem unaware - or do not care- that they are extremely close to those not in a car/ truck. trees, bushes etc make life softer and easier. These are issues with State street downtown to Glenwood. The wider the street the faster and more aggressive the drivers become. pedestrian signals between traffic lights, If signals are .25 miles or more apart. Decrease the amount of driveways that directly access State street. thank you, Bikes, pedestrians, and busses should be a main focus in our future. Yea, Boise.

Screen Name Redacted

5/21/2024 02:32 PM

Bottom line is State street is a main traffic corridor and is only going to get busier. I do not see how reducing lanes is even an option in that area. It would likely cause more chaos and accidents across the

board. I spend a considerable amount of time biking and walking in downtown and there is alternative routing to walking and biking on state street that are better and can be improved that will better server the pedestrian needs. We build only three lanes now we will be redoing it again... such a waste of time and funds.

Screen Name Redacted

5/21/2024 03:02 PM

I believe having fewer driving lanes will not slow traffic moving through as much as the blocked up traffic we have now because it takes so long for the left turning cars to get an opportunity to make their turn.

Screen Name Redacted

5/21/2024 03:06 PM

State street has so much opportunity for more bike / pedestrian traffic. I live nearby and would bike / walk State Street much more if I felt safe. Knowing there are tons of other options for car traffic, I strongly support this section of state going to three lanes.

Screen Name Redacted

5/21/2024 03:10 PM

N/A

Screen Name Redacted

5/21/2024 03:13 PM

Bikes and walking should be kept seperate. But bikes need a lane for commuting. So many bike to work, for fun, etc.

Screen Name Redacted

5/21/2024 03:23 PM

Changng 8th to 14th is great and I presume whatever happens here will be expanded out on State in the future? With the ginormous influx of new residents, State is becoming ridiculous to go North from downtown so I avoid it as much as possible.

Screen Name Redacted

5/21/2024 03:32 PM

Ultimately, less car traffic and more safety measures in place on State Street would decrease car-pedestrian accidents, which I think should be the goal. This is the reason I support concept B2. Appreciate the insight from ACHD to collect community feedback.

Screen Name Redacted

5/21/2024 03:46 PM

Would ride bike MORE and feel safer with protected lanes.

Screen Name Redacted

5/21/2024 03:59 PM

I find these "protective" islands dangerous to bike uses who are commuters as opposed to safer routs to schools users. I can not safely ride at the flow of traffic and bump up and down raised platforms or dodge islands placed in the direct line of travel.

Screen Name Redacted 5/21/2024 04:56 PM	Focus bike traffic on existing safe bike routes along Jefferson and Bannock, which parallel State.
Screen Name Redacted 5/21/2024 04:58 PM	Consider splitting the shared path into pedestrian side and bike side, to keep divided.
Screen Name Redacted 5/21/2024 05:51 PM	Thanks for the great work on developing and presenting the concepts
Screen Name Redacted 5/21/2024 07:52 PM	I am glad that Boise is finally addressing the issue of adding bike lanes for the safety of all!
Screen Name Redacted 5/21/2024 07:54 PM	More bike lanes!
Screen Name Redacted 5/21/2024 08:27 PM	Don't mix bicycles and pedestrians, that means no multi-use pathway
Screen Name Redacted 5/21/2024 09:32 PM	I have concerns as a biker and pedestrian and the fatalities on State street so my primary concerns are around biker and pedestrian safety.
Screen Name Redacted 5/21/2024 09:34 PM	I like Concept A because it gives ease of access for motor vehicles. As a biker, I follow the bike routes already in place. Jefferson runs parallel with great bike lanes and less traffic congestion.
Screen Name Redacted 5/21/2024 09:58 PM	State Street has too much traffic to consider removing travel lanes.
Screen Name Redacted 5/22/2024 06:29 AM	A large problem is right turn on red. I've nearly been hit several time when walking down state st. Drivers are so focused on looking for the gap in traffic on the left' that when it comes they jack rabbit out w/o checking to the right. What can be done about this?
Screen Name Redacted 5/22/2024 09:01 AM	thank you for asking for feedback!
Screen Name Redacted 5/22/2024 09:55 AM	don't have buses stop on state street. have them drop off people at the YMCA on a side street

Screen Name Redacted

5/22/2024 10:50 AM

Being a heavy traffic corridor and anticipated increase in use, I don't think that eliminating a lane of traffic will serve this area well. Bike lanes are nice, but they require too much sacrifice for bus and vehicular use, which will continue to be the vast majority of use regardless of how much bike infrastructure you install.

Screen Name Redacted

5/22/2024 11:20 AM

We need more roads not less

Screen Name Redacted

5/22/2024 12:08 PM

I think it is critically important to support car alternative modes of transportation (I.e.walking, biking, scooters, etc). I would hate to see State Street expanded for car travel at the expense of safety and ease of use for people choosing not to drive cars.

Screen Name Redacted

5/22/2024 12:46 PM

Please continue putting in protected bike lanes - they're incredible!

Screen Name Redacted

5/22/2024 12:49 PM

I think ideally you would want to separate bike and pedestrian traffic however with the bus stopping blocking all traffic in concept B option 2 I am afraid traffic would reroute to more residential streets causing safety concerns.

Screen Name Redacted

5/22/2024 01:06 PM

My number one priority is protecting lives and the best option for this is the one with protected bike lanes. I think this should be the most important factor in the new design. Thank you!

Screen Name Redacted

5/22/2024 03:44 PM

I think there should be protected bike lanes in an East West corridor on JEFFERSON street like there are on 11th, which did NOT take away on street parking. Why do bikes and cars have to travel on the same road? They don't! Please do not widen State Street making it even harder to cross. The key to pedestrian and bike safety is in both main designs: safe crossings at 12th and 14th. Small bump outs and LOTS of visual cues for drivers to pay attention to pedestrian crossings will help. I think it would be fine to just fix up State street and put protected East west bike lanes elsewhere. Please, please, please do not make it wider as it is already so daunting to cross in a car, on a bike, or on foot. Thank you!

Screen Name Redacted

5/22/2024 05:15 PM

This appears to extend only to 14th, but in my experience, improvements should extend as far as 16th, since both of those intersections also see frequent car/pedestrian/bicycle issues.

Screen Name Redacted

5/22/2024 05:22 PM

When I tried to click on options in circles, they didn't respond with a checkmark. Bikers/scooters sharing sidewalks with pedestrians is dangerous. Setting the traffic light timing on State to favor State instead of the cross streets would help move rush-hour traffic faster.

Screen Name Redacted

5/22/2024 06:27 PM

Great project. While I'm personally ok with riding in traffic lanes downtown, I love the protected bike lanes that have been going in. I think separating the 3 main types of traffic help each one flow as best it can while keeping everyone feeling comfortable and safe.

Screen Name Redacted

5/22/2024 06:59 PM

Stop building lanes for SVO!!

Screen Name Redacted

5/22/2024 07:56 PM

I have been in a situation where a vehicle traveling south bound on State attempted to turn left while I was approaching and traveling straight through the right lane of north-bound State. There was a car to my left waiting to turn left as I entered the intersection, so the south-bound car turning left across my path did not see me earlier. Luckily we both slammed on our brakes and steered away from each other, but if at least one of us had not done so, one of us may have been pushed towards the sidewalk where there were pedestrians and a cyclist waiting for a green. I'm thankful you are all addressing these issues. I would support Concept A only if there was better bike protection on Jefferson. Otherwise, either Concept B 1 or 2 would be preferred. Thank you.

Screen Name Redacted

5/22/2024 09:19 PM

Jefferson and Bannock are plenty accessible for biking. Adding bike facilities to State sounds nice, but would not be all that impactful. If I bike from say the drive in diner to Roosevelt Market, I'm taking Jefferson all the way down to St Lukes. I wouldn't then hop onto Concept B from 14th down to 8th and then hop back to Jefferson.

Screen Name Redacted

5/22/2024 09:41 PM

Any improvements for bike commuting are so so appreciated! Thank you for considering!

Screen Name Redacted

5/22/2024 10:03 PM

Options seem to be lacking creativity. Option A could be enhanced with green space medians. Something like Harrison Blvd. This would slow cars down, lessen amount of asphalt, improve aesthetic, etc.

Screen Name Redacted

Absolutely love that ACHD is finally focusing on multi-modal

5/23/2024 09:58 AM

transportation.

Screen Name Redacted

5/23/2024 09:59 AM

ACHD is moving our community in such a great direction. I live up on the bench and love the traffic calming your teams have accomplished up here. Neighbors feel like we are becoming the priority, rather than people speeding through our neighborhoods. I know State Street is viewed as a transportation corridor currently. As we grow and mature as a community (particularly with the YMCA redevelopment in mind), expanding downtown's charm and feel is essential for our continued success. Hopefully, that means we continue to emphasize safety, walking, biking, and what is best for our downtown businesses and residents. Thank you!

Screen Name Redacted

5/23/2024 10:30 AM

How do these designs consider the need for bus rapid transit? Road diets and slower speeds create a safer, multi-modal user experience. Recommend prioritizing bicycle, pedestrian, and transit modes over motor vehicle travel on this section of State Street because of high usage by these modes.

Screen Name Redacted

5/23/2024 10:46 AM

Thanks for all you do

Screen Name Redacted

5/23/2024 10:56 AM

Please expand this bike/pedestrian mindset beyond the downtown area! We desperately need paths along State Street further west in Boise near Eagle.

Screen Name Redacted

5/23/2024 11:51 AM

Like the idea of the large shared use path, especially with the new development around the Y. I think it's going to cause more issues with commute to downtown, though, if there's not two lanes in each direction.

Screen Name Redacted

5/23/2024 12:06 PM

We have too many fatalities. And need increased patrols for red light violations. It is rare that I have a day where someone eastbound on State doesn't run a red light in front of me.

Screen Name Redacted

5/23/2024 12:19 PM

Either update this street to be more bike friendly and protected to get to 8th street. Rework the bike path to push bikers down Jefferson or Bannock which has a lot less car traffic.

Screen Name Redacted

5/23/2024 12:23 PM

Improving traffic signal synchrony would improve traffic flow. But at the same time, keep the narrow lane width because then people

wouldn't speed through a long stretch of all green lights if they feel constricted in their lane. Adding signals to side streets can help people turn off and onto State, but you don't need a turning lane. Instead of adding width from a turning lane, put in a protected bike lane for travel. So then it's better signals, two lanes traffic each way, and protected bike lane.

Screen Name Redacted

5/23/2024 12:27 PM

Overall I prefer the reduction of vehicle traffic in downtown, and would prefer to not to have a five lane road through the city (Myrtle and Front are bad enough). I live near downtown and work downtown and I'm generally annoyed by all of the vehicles. I'd much prefer a city where walking and biking is safe and preferred to driving cars through town. Although I bike to work daily, I don't see the need to have a separated bike lane on State St. Washington, Franklin, and Bannock are already good alternatives to State St. I'd rather see the parallel streets have improved biking options than to bother with State. However, crossing State on a bike or on foot needs to be safe. Also on B2, with the separate bike lane, it looks like it will be like 11th St through downtown were there is a series of obstacles put in place to make bicycles swerve - they're intended to keep cars away from bikes but they equally bike bike travel difficult. On 11th Street I still ride with traffic because the bike lane is not straight, bumpy at every alley intersection, and cars do not see you when you're on it, so they cut you off. The 11st Street bike lane is fine for people pedaling at 5mph, but not those who commute. :(

Screen Name Redacted

5/23/2024 12:29 PM

Concept A is the worst possible option. Concept B2 is the best. I would settle for B1 as a compromise, but B2 is the most forward-thinking option if we are planning for the future.

Screen Name Redacted

5/23/2024 12:37 PM

The most important consideration when looking at this specific section of State St is the number of bicyclists that use this stretch of land to travel. I know quite a few folks who have been hit by cars riding down this stretch of State, and I think prioritizing protected bike lanes (B2) is worth the sacrifice of less vehicle accessibility when busses come through. If I had to choose another option it would be option A. The shared-use paths in option B1 immediately concern me with the number of families using the sidewalks downtown and the speed at which some bicyclists travel!!

Screen Name Redacted

5/23/2024 01:17 PM

Bikes should not share the sidewalks, very dangerous to walking people and disabled people. Scooters and e-bikes should share the biking lanes.

Screen Name Redacted 5/23/2024 01:31 PM	Biking is inherently dangerous in this part of town even though there are a high number of bike commuters. It's time for ACHD to prioritize biker and walker safety in our downtown core and adjacent areas that have high density, and are theoretically walkable and bikeable.
Screen Name Redacted 5/23/2024 02:18 PM	leading pedestrian intervals are great! 11th and state has been so much easier to cross!!
Screen Name Redacted 5/23/2024 03:50 PM	Thank you for promoting safer biking in this city... it is essential to improving the quality of life here.
Screen Name Redacted 5/23/2024 03:51 PM	Since the construction on 11th, I've been using the dedicated bike lanes to get around downtown a ton, it is so nice, and I'd love to see that on State as well. - Gage C
Screen Name Redacted 5/23/2024 04:02 PM	I would also like to see a reduced speed limit on State street to make it more friendly to those living in the area, and who would not be in a car. Biking next to traffic that is moving at 30mph is much better than 40+mph
Screen Name Redacted 5/23/2024 04:08 PM	Given the recent incidents of cars hitting pedestrians on State Street, I strongly support any design that improves pedestrian and bicyclist safety along this corridor (Option B). As someone who feels nervous biking on State Street due to the lack of bike lanes, I strongly support the integration of bike infrastructure (Option B).
Screen Name Redacted 5/23/2024 04:20 PM	Even people who oppose bike/ped infrastructure, will be surprised to see how it helps all travelers. Once people can safely travel by bike, they will leave their cars at home more often. Less congestion!
Screen Name Redacted 5/23/2024 04:25 PM	Why are you still making 11 foot lanes on these kind of roads? Lanes of 10 feet and less are appropriate in urban areas. Also, there is no mention of dropping the design speed which should be the number 1 priority in corridors like this because it serves all other goals, not to mention goals that are not stated but should be, like reduced noise pollution.
Screen Name Redacted 5/23/2024 04:48 PM	Please help build infrastructure that supports all modes of transportation! These projects take time and money and it should be built right with all users in mind. Concrete typically lasts 50-75 years

so it's best to invest in projects that prioritize the safety and functionality of our downtown area. Increasing road speeds and widening State Street would pose a risk to other road users and go against Boise's Vision Zero goals. It is important that State Street is redesigned with all users in mind as there is a history of crashes, resulting in injuries and fatalities, and near misses, so everyone can arrive to their destination safely. Concept B1 and B2 will also seamlessly align with other ACHD projects on Franklin and Bannock.

Screen Name Redacted

5/23/2024 05:02 PM

This area is already dangerous for pedestrians and bikers. Making our roads safe for everyone, not just efficient for cars, should be the priority.

Screen Name Redacted

5/23/2024 07:21 PM

It's very striking that the animation for concept A did not include any cyclists on State St; it's only partly realistic doing so in that some will still be present there but they will be in danger. The lack of safe biking on State St on these blocks is a major problem and will remain so if concept A is selected.

Screen Name Redacted

5/23/2024 07:48 PM

Thank you for the opportunity to comment. I avoid state street and the Y because of traffic. I go around this section of State Street when I walk and when I bike. I mostly avoid this section of State Street in a car as well. Instead I go through the neighborhood.

Screen Name Redacted

5/23/2024 08:33 PM

I think that adding protected bike lanes would increase biking activities in that area.

Screen Name Redacted

5/23/2024 08:34 PM

Pedestrian pathways need to be much wider than is the current standard in Boise, maybe a minimum of 8' of clearance, so wheelchair users do not have to compete with sandwich boards, oncoming pedestrians, and other street furniture.

Screen Name Redacted

5/23/2024 08:58 PM

In order to make B1 work, there needs to be enhanced (not sharrows) bicycle infrastructure on Franklin. It would be nice to have better infrastructure (not sharrows) on Jefferson and/or Bannock as well. Even if the bike lanes or cycle tracks are narrow, it would be better than sharrows.

Screen Name Redacted

5/23/2024 10:05 PM

I live outside the downtown area but still come here frequently, trips split between bike and car. I use state street for going to church a few other places downtown. As a driver I fully support and want fewer

vehicle lanes and more bike and pedestrian infrastructure and a more liveable city at a human scale.

Screen Name Redacted

Appreciate the work put into this process and these concepts.

5/24/2024 12:42 AM

Optional question (528 response(s), 629 skipped)

Question type: Essay Question

Appendix G
Adoption Hearing
Public and Agency Comments



FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

May 30, 2024

Ada County Highway District
3775 N Adams Street
Garden City, ID 83714

Dear ACHD Commissioners:

The Treasure Valley Family YMCA is thrilled to be building a new Downtown Boise YMCA with construction starting in the fall. Our new facility will serve 23,000 members, with 1.2MM visits per year. The new YMCA will be located at the center of the four block campus, with increased synergy by co-locating social services, housing and a mobility hub. Our project's community-based approach will address a wide range of social determinants of health and community needs.

We appreciate the attention the commission has paid to balancing bicycle and pedestrian safety and comfort, motor vehicle capacity and bus access and drop off needs. We understand that this is not an easy task and applaud the approach taken. Our top priorities at the Y are safety for our members, staff and community and ease of public access to the critical services the Y provides to the community. The Treasure Valley Family YMCA had the privilege of participating in ACHD key stakeholder meetings for the design of State Street between 8th and 14th streets. After thoughtful study and consideration of the three options, the YMCA advocates for the adoption of Option B1. The Y believes this to be the safest option for this corridor through downtown Boise.

In addition to our increased membership, the number of people coming to the Y daily from Boise High School and the surrounding neighborhoods will increase the pedestrian traffic crossing State Street at 11th Street. We believe that Option B1 is the safest because it offers dedicated turn lanes, phased crossing signals, pedestrian intervals, and a shorter and narrower crosswalk that lessens the time pedestrians are in the intersection.

Thank you for accepting our Letter of Support for Option B1. We are grateful for the opportunity to advocate for the safety of our community.

Sincerely,

David L. Duro
President and CEO
Treasure Valley Family YMCA



ACHD Commissioners,

Thank you for the opportunity to comment on the proposed concept designs for the project between State and 8th and State and 14th Street in downtown Boise. As you know, Route 9 State Street is one of Valley Regional Transit's (VRT) premium routes, with the most frequent and most extensive service of any in our system. The bus stop at State and 11th is consistently one of the highest boarding and alighting stops on that route.

We have consistently stated that stops on this section should be designed to serve that premium service, with our preference being in-lane stops in locations with two general purpose travel lanes to ensure that our buses can remain on time while still accommodating traffic on the corridor. Safety and access for pedestrians and bicyclists is also of great importance to VRT, and we have also consistently stated that we are interested in improving that safety and access.

The basic condition is that State Street transitions from a five-lane cross section west of 14th Street to a two-lane cross section east of 8th street. Where that transition occurs, and what features should be included at what locations, is of great importance to us. VRT's interests include enhancing on-time-performance by minimizing conflicts between general purpose traffic and transit operations; enhancing pedestrian and other micro-mobility safety; and exploring concepts that improve current bus operations. Our feedback on the proposed designs is:

1. To maintain State Street as a premium transit corridor, VRT prefers to continue to stop in-lane with two general purpose travel lanes and not in a pull-out at State and 11th Streets. Stopping in lane in a cross-section with one general purpose travel lane at State and 11th would have impacts on general purpose traffic, and pulling out into a bus only stop at that point would impact bus service and on-time performance.
2. Valley Regional Transit recognizes all transit riders start and end their transit trip as a pedestrian and would support a design that enhances pedestrian and other micro-mobility user safety with a variety of strategies such as lower speeds, shorter crossing distances, and specific infrastructure features such as curb bulb-outs.
3. VRT would like to revisit moving the stop at State and 9th around the corner onto 9th Street to examine whether it can help reduce conflicts with general purpose traffic and improve pedestrian safety, using current data.
4. VRT believes bikes would be better served with robust infrastructure on parallel corridors for bicycle use and bicycle connections to key destinations on State Street.

To meet our goals and find a proposal that recognizes solutions for the many competing interests, VRT offers a proposal that combines portions from both A-1 and B-1 concepts with some unique changes that we believe may better meet those competing needs. Please see

the attached corridor map depicting these changes. Descriptions and rationale for the proposed changes are listed below.

- A. **Cross-section from 8th Street through the east side of 11th along State Street** – VRT understands and agrees that this portion of the corridor is vital to pedestrian safety and supports a three-lane cross section with one important variation. Rather than one general purpose lane in each direction with a center turn lane, we propose that the design includes two general purpose travel lanes traveling east and one traveling west. We understand that this precludes left turn lanes (or turn pocket) and believe restricting left turns during peak hour can make this section work. VRT is also open to detailed design on a block-by-block basis if needed. As noted above, VRT also believes that moving the stop at 9th and State around the corner should be examined. This kind of section would allow the detailed design work to identify high quality pedestrian facilities and protective landscaping in this stretch, which we agree should be substantial. In addition to improving transit travel times, while minimizing crossing distances, two eastbound travel lanes in this section would also mitigate the long queues lengths forecast for options B(1) or B(2).
- B. **Cross section from the west side of the 11th and State Street to midblock on State Street between 11th and 12th Streets** – VRT proposes that the first half block of this section be kept at the four lanes that it is today. This would allow the continued in-lane stop heading west on the far side of 11th street, would not add width, and would be a shorter crossing distance at both 11th as the five-lane section in proposal in A-1. An alternative (not shown) would be to continue the four lane section through the intersection at 12th and transition mid-block between 12th and 13th. This would remove turn pockets at 12th but would make crossing distance shorter. The landscaping and furnishing zone with trees and other amenities will be an important part of the design work to ensure this section still creates a sense of place and provides a high-quality pedestrian environment.
- C. **Cross section from midblock on State Street between 11th and 12th Streets to the east side of the intersection at 14th and State** – VRT supports turn pockets on 12th and 13th in both directions and two general purpose travel lanes in both directions with a middle turn pocket. We also believe the section can be narrowed to four lanes for the last half block leading up to 14th Street with restricted turn movements during peak hour. This would allow 13th to act as a collector for traffic traveling into the North End and south to the Connector and accommodate through traffic. It does create an intersection that is 3 x 5 lanes. However, with the reduction to four lanes on either end, the speed in this section should be much reduced. Alternatively (not shown) the four-lane section with no turn pockets can continue through the intersection at 12th and State. While providing key pedestrian improvements along the corridor, this hybrid solution provides transit travel time benefits and additional vehicular capacity at the very intersections that had and or exceeded ACHD capacity performance targets for either Concepts B(1) or B(2).

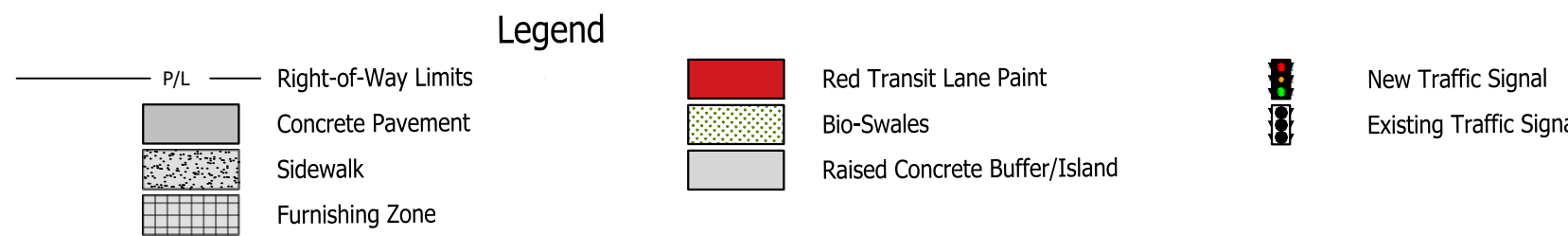
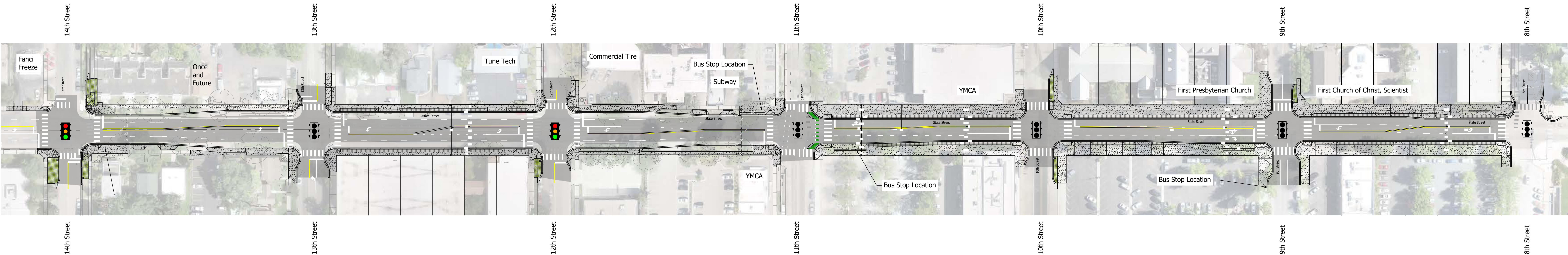
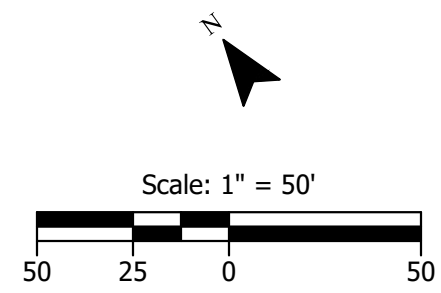
Finally, VRT would also like to acknowledge the great work done by Kittleson and the ACHD staff. They have led a very collaborative process and have suggested important transit improvements to the concept B(1). Although concept B(1) will slow transit service down and is not VRT's preference, should concept B(1) move forward in its entirety, VRT strongly supports the additional transit accommodations discussed such as;

- The nearside stops as State and 11th with transit queue jumps
- The transit queue jumps Eastbound at State and 14th
- Moving the transit stop at State and 9th onto 9th street.

Sincerely,

A handwritten signature in blue ink, appearing to read "Elaine Clegg", with a long horizontal line extending to the right.

Elaine Clegg
Chief Executive Officer
Valley Regional Transit



June 17, 2024

From: NENA Board of Directors
Email: board@northendboise.org



**To: Mayor's Office, City of Boise
City Council Members**
CC: Tom Law, Ada County Highway District (ACHD)
Re: Endorsement of State Street Concept Design Option B1 and Traffic Proposal

Dear City of Boise,

We're writing to express the North End Neighborhood (NENA) board's unanimous support for the ACHD State Street Concept Design Option B1. We believe this option is the most beneficial for our community due to its emphasis on improving pedestrian access, supporting new housing developments, and collaborating with the city's forestry department to maintain and enhance our green spaces.

Key benefits of Option B1 include:

- Enhanced pedestrian access, promoting a safer and more walkable community.
- Increased support for housing in the area addresses our growing population's needs.
- Facilitates collaboration with the City's forestry department to ensure the preservation and improvement of our green spaces.

We believe that these State Street improvements will significantly contribute to the betterment of Boise and its residents. We look forward to your favorable consideration of our input and extend appreciation to the City of Boise and ACHD on these projects.

Thank you for your time and consideration.

Sincerely,
NENA Board of Directors

Cc: Alexis Pickering, Miranda Gold, City Council members, Bre Brush



OFFICE OF THE MAYOR

MAYOR: Lauren McLean

Alexis Pickering, President
Ada County Highway District
3775 Adams Street
Garden City, Idaho 83714

Re: State Street, 8th – 14th Concept

President Pickering,

Thank you for the opportunity to comment on the State Street, 8th – 14th Concept, to be considered by the commission on June 28th. On behalf of City of Boise, we commend the comprehensive approach ACHD and its consulting team took to presenting the options on this corridor. We are pleased to recommend our support for Option B1 and continue to affirm our commitment to safe infrastructure for pedestrians, which directly contributes to the health and vitality of our downtown. The city and ACHD's shared commitment to traffic safety begins with good design.

On a segment where we can expect hundreds of new residents with the Block 68 development, our highest priority is ensuring that safe driving behaviors are reinforced with design. Turning movements are one of the highest contributing factors for crashes not just for pedestrians but for motorists as well. Crash prevention is a worthy investment to minimize impact to human life but also to vehicle delay when crashes occur, particularly in a downtown grid network with a heavy reliance on one-ways. Elements in B1 such as the dedicated left turn pockets provide a way to address this issue.

State Street also serves as one of the City's premium transit corridors, with plans to continue investments on this route. Providing the most space behind the curb will provide more room for bus stop amenities like shelters, benches, and ticket kiosks. We understand Valley Regional Transit's concerns related to route operation but believe there have been treatments identified to include in B1 that can support this high performing corridor including queue jumps and near-side stops at high ridership locations.

We appreciate the thoughtful consideration of our residents throughout this project and look forward to continuing our work with you to make it a success.

Sincerely,

Lauren McLean
Mayor, City of Boise

Colin Nash
Council President, City of Boise

Meredith Stead
Council Pro Tem, City of Boise

From: Projects
Sent: Wednesday, July 10, 2024 12:27 PM
To: Cody Homan; Tom Laws
Cc: Brian McCarthy; David Rader; Denise Haas; Dyan Bevins; Jolene Jackson; Justin Lucas; Kristy Inselman; Ricardo Calderon; Rick Patricelli; Tom Laws; Christy Foltz-Ahlich
Subject: Fw: State Street Options

Follow Up Flag: Follow up
Flag Status: Flagged

From: Dave O'Day <daveoday@gmail.com>
Sent: Wednesday, July 10, 2024 10:49 AM
To: Projects <projects@achdidaho.org>
Subject: State Street Options

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I have commented on this subject before but I'd like to stress that nobody in their right mind will bicycle down State Street so, like 11th Street, make provision for bicyclists on Jefferson or Washington Streets. I realize Washington is not continuous everywhere but I'm sure you could come up with a clever solution.

From: Projects
Sent: Wednesday, July 10, 2024 1:01 PM
To: Cody Homan; Tom Laws
Cc: Brian McCarthy; David Rader; Denise Haas; Dyan Bevins; Jolene Jackson; Justin Lucas; Kristy Inselman; Ricardo Calderon; Rick Patricelli; Tom Laws; Christy Foltz-Ahlich
Subject: Fw: State street project

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jem <jemdewey@gmail.com>
Sent: Wednesday, July 10, 2024 12:20 PM
To: Projects <projects@achdidaho.org>
Subject: State street project

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I'm sending this email to say I prefer the concept A.....As long as crazy building continues all over Ada county, we need 2 lanes minimum in each direction. State Str is main thoroughfare.

Thank you
Julie Dewey

From: Projects
Sent: Thursday, July 11, 2024 11:53 AM
To: Cody Homan; Tom Laws
Cc: Christy Foltz-Ahlich
Subject: Fw: State street project.

Follow Up Flag: Follow up
Flag Status: Flagged

From: Elizabeth Gibson <idahogibson@gmail.com>
Sent: Wednesday, July 10, 2024 7:35 PM
To: Projects <projects@achdidaho.org>
Subject: State street project.

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I don't know if you're accepting comment on this project, but my husband and I like concept B(2). Reminds us of Amsterdam and seems like a good way to promote walking and bicycling, which are better for the future. Thank you for allowing the community to participate in this design decision.
Sincerely,
Elizabeth (and Michael) Gibson

From: Projects
Sent: Wednesday, July 10, 2024 10:10 AM
To: Cody Homan; Tom Laws
Cc: Brian McCarthy; David Rader; Denise Haas; Dyan Bevins; Jolene Jackson; Justin Lucas; Kristy Inselman; Ricardo Calderon; Rick Patricelli; Tom Laws; Christy Foltz-Ahlich
Subject: Fw: State Street Project

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jim Kissler <jimk@norco-inc.com>
Sent: Wednesday, July 10, 2024 10:01 AM
To: Projects <projects@achdidaho.org>
Subject: State Street Project

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Gentlemen,

Please give us Concept A and keep the lanes open. I know some people ride bikes everywhere but I don't and my medical homecare delivery people at Norco don't either. We need to be able to move with traffic through out the entire County. Curtis Road works, Hill Road doesn't, we can all learn together when we look back at past projects.



Jim Kissler | Chairman of the Board

Norco Incorporated | 1125 W. Amity Rd. | Boise, ID 83705

jimk@norco-inc.com

Phone: (208) 336-1643 | Fax: (208) 433-6160

From: Projects
Sent: Wednesday, July 10, 2024 10:10 AM
To: Cody Homan; Tom Laws
Cc: Brian McCarthy; David Rader; Denise Haas; Dyan Bevins; Jolene Jackson; Justin Lucas; Kristy Inselman; Ricardo Calderon; Rick Patricelli; Tom Laws; Christy Foltz-Ahlich
Subject: Fw: State street

Follow Up Flag: Follow up
Flag Status: Flagged

From: JoAnne Stringfield <joannestringfield@gmail.com>
Sent: Wednesday, July 10, 2024 9:51 AM
To: Projects <projects@achdidaho.org>
Subject: State street

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I am not able to attend the public hearings but want to provide feedback.
I walk, bike and drive on State Street and live in the east end near St Luke's.
Please don't put bikers in the road with cars.
Shared use is safest and best.

Please do put turn lanes to keep traffic moving and reduce driver frustration and erratic driving.

JoAnne Stringfield

From: Andy Erstad <acerstad@erstadarchitects.com>
Sent: Wednesday, July 10, 2024 3:02 PM
To: Tom Laws
Cc: Andy Erstad
Subject: RE: Last chance to provide input on the State Street concepts!

Follow Up Flag: Follow up
Flag Status: Flagged

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Tom – Thanks for copying me on this as well. Is there still time to weigh in on the website – I could not find a link other than to the July 24th meeting.

I prefer the 5/4 configuration as depicted in the Concept A layout. I am happy to share reasons if that is of value.

Thanks for all the hard work!

Andy

andrew erstad, AIA
founding partner

acerstad@erstadarchitects.com
208.331.9031 main

different is good

erstad

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From: Tom Laws <TLaws@achdidaho.org>
Sent: Wednesday, July 10, 2024 10:40 AM
To: Steven Bailey <Steven.Bailey@adm.idaho.gov>; Cody Homan <Choman@achdidaho.org>; Andy Erstad <acerstad@erstadarchitects.com>; Paul Navarro <paul.navarro@adm.idaho.gov>; Steve Walker <Steve.Walker@adm.idaho.gov>
Cc: Erin Johansen <EJohansen@achdidaho.org>
Subject: FW: Last chance to provide input on the State Street concepts!

Good Morning Everyone,

Cody and I wanted to personally reach out one more time and let you know that the ACHD Commission will be considering to adopt one of the three alternatives for State Street, 8th to 14th Street at their July 24th night meeting. Please see below for more information and just let us know if you have any questions.

Thank you,

Tom

Tom Laws, AICP (he|him)
Manager | Planning

Ada County Highway District (ACHD)
3775 Adams Street, Garden City, Idaho 83714

Phone: (208) 387-6129

www.achdidaho.org

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ACHD Commission to consider adoption of a State Street concept

The Ada County Highway District (ACHD) will consider adopting one of the three concepts proposed for State Street, 8th Street to 14th Street on July 24, 2024 at 6 p.m.

If you would like to provide input one more time on which concept you prefer, please plan on attending the Commission meeting.

The meeting will begin at 6 p.m.; however, this project is one of several agenda items and may not be the first item discussed. ACHD staff will make a brief presentation followed by an opportunity for public comment before the Commission acts.

Concepts under consideration

- [Concept A - 5/4 Lanes with Sidewalks](#)
- [Concept B\(1\) - 3 Lanes with Shared-Use Paths](#)
- [Concept B\(2\) - 3 Lanes with Protected Bike Lanes](#)
- [Concept Renderings](#)

What we've heard so far

- [May 2024 Public Comment Summary](#)
- [Fall 2023 Public Comment Summary](#)

Commission Meeting

July 24, 2024 | 6 P.M.

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- *In-Person*
 - o Join us at 3775 Adams Street in Garden City in the Auditorium.

- *Virtually*
 - o Participate online. The meeting will be live-streamed and members of the public who wish to watch and ask questions can do so using [Zoom](#).

[Learn more](#)

Contact Us

Tom Laws, ACHD or Cody Homan, ACHD

208-387-6100 | projects@achdidaho.org

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From: Callihan, Joshua L. (Boise) <Joshua.Callihan@va.gov>
Sent: Thursday, July 11, 2024 8:48 AM
To: Tom Laws
Cc: Cody Homan; Erin Johansen
Subject: RE: Last chance to provide input on the State Street concepts!

Follow Up Flag: Follow up
Flag Status: Flagged

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Tom,

Sounds like we (at the Boise VA) don't have any questions, but we all strongly prefer option 1. Thanks,

Josh

Josh Callihan

Public Affairs Officer
Boise VA Medical Center
500 W. Fort Street
Boise, ID 83702
Office (208) 422-1054
Cell (208) 841-2431

From: Tom Laws <TLaws@achdidaho.org>
Sent: Wednesday, July 10, 2024 10:45 AM
To: Callihan, Joshua L. (Boise) <Joshua.Callihan@va.gov>
Cc: Cody Homan <Choman@achdidaho.org>; Erin Johansen <EJohansen@achdidaho.org>
Subject: [EXTERNAL] Last chance to provide input on the State Street concepts!

Good Morning Mr. Callihan,

I wanted to personally reach out one more time and let you know that the ACHD Commission will be considering to adopt one of the three alternatives for State Street, 8th to 14th Street at their July 24th night meeting. Please see below for more information and just let Cody or I know if you have any questions.

Thank you,

Tom

Tom Laws, AICP (he|him)
Manager | Planning

Ada County Highway District (ACHD)
3775 Adams Street, Garden City, Idaho 83714

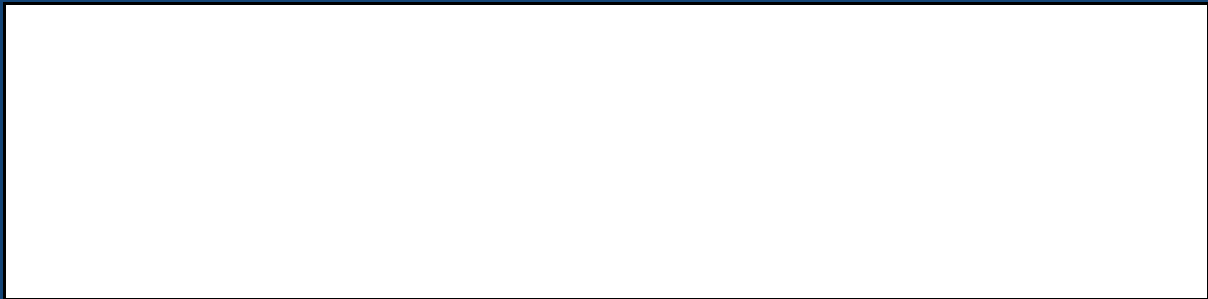
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From: Lanette Daw <lanette.daw@boiseschools.org>
Sent: Tuesday, July 16, 2024 9:47 AM
To: Tom Laws
Cc: Cody Homan; Erin Johansen
Subject: Re: Last chance to provide input on the State Street concepts!

Follow Up Flag: Follow up
Flag Status: Flagged

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Tom,

Good morning and thanks for reaching out. I've had the opportunity to review all of the options and the public input. I can see the need for pedestrian improvements with Boise High right there, but I also understand the traffic congestion and difficult left turns at least through 9th Street. My preference is Concept A, and secondly Concept B Option 2.

Lanette Daw, Supervisor of Boundaries, Transportation & Traffic Safety

Independent School District of Boise City #001

8169 W. Victory Road

Boise, ID 83709

Ph: 208-854-4167



Educating today
FOR A BETTER TOMORROW

On Wed, Jul 10, 2024 at 10:27 AM Tom Laws <TLaws@achdidaho.org> wrote:

Good Morning Lanette,

I hope your summer is going well so far. I wanted to personally reach out one more time and let you know that the ACHD Commission will be considering to adopt one of the three alternatives for State Street, 8th to 14th Street at their July 24th night meeting. Please see below for more information and just let Cody or I know if you have any questions.

Thank you,

Tom

Tom Laws, AICP (he|him)

Manager | Planning

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