

State Street Transit and Traffic Operational Plan Meeting #1 Summary May 20, 2010

MEETING OBJECTIVES

The State Street Transit and Traffic Advisory Committee met for the first time on May 20, 2010. Sixty-nine people attended the meeting. The purpose of the meeting was to:

- Present the study and the vision for the State Street corridor
- Discuss the importance of leadership in implementing the vision
- Present and gather input regarding current and future transit and traffic conditions
- Generate support for a multimodal corridor

This document summarizes the presentations, discussion and comments from the meeting.

COMMITTEE ATTENDANCE

- Dave Angell, Idaho Power Company
- Jeanne Barker, Garden City P&Z
- Anne Barker, Boise City P&Z
- Jim Birdsall, City of Boise
- Blair Brannan, Garden City Police
- L. Kent Brown, Garden City P&Z
- Rep. Grant Burgoyne, District 16
- Jon Cecil, CCDC
- Ester Ceja, Collister Neighborhood Assoc.
- Kyle Christensen, Boise Police
- David Eberle, City of Boise Councilman
- Joel Ellsworth, Garden City Police
- Leslie Felton-Jue, Collister Neighborhood Assoc.
- Daren Fluke, JUB Engineers
- John Franden, ACHD Commissioner
- John Gardner, BSU
- Brooke Green, SILC
- David Greene, Boise Schools – Riverglen
- Maureen Gresham, ITD Bike & Ped
- Chris Hansen, House of Brokers Inc.
- Ryan Head, ACHD
- Chris Hendrickson, Bike Commuter
- Rob Howarth, Central District Health
- Brian Huffaker, Hawkins Companies
- George Iliff, Colliers International
- Dave Jones, ITD
- Mandar Khanal, BSU
- Lindsay Klein, The Salvation Army
- George Knight, Bike Advisory Committee, ACHD
- Lou Landry, citizen
- Jeff Lowe, City of Eagle
- Susan Mason, BSU
- Don Matson, COMPASS
- Sherry McKibben, U of I
- Nancy Merrill, Idaho Parks & Recreation
- Fr. David Moser, St. Seraphim Orthodox Church
- David Moser, City of Boise
- Jim Neill, Garden City P&Z
- Jerry Nielson, Garden City
- Jim Ross, City of Eagle
- Charlie Rountree, VRT Board
- Norm Semanko, Eagle City Council
- Wendie Slater, Alliance Title
- Brett Smith, Waterfront Building
- Vicky Smith, HP
- Jillian Subach, Boise Public Library
- Josh Thorndyke, Garden City Police
- Andrea Tuning, City of Boise
- Jay Walker, Brighton Corp.
- Mike Wardle, Brighton Corp/BCASWI
- Mark Wasdahl, ITD District 3
- Deanna Watson, BCAC Housing Authority
- Rachel Winer, Idaho Smart Growth
- Jane Wright, Idaho Dept. of Lands
- Dana Zuckerman, resident

- Julie Klocke, Collister Neighborhood Assoc.
- Janel Zuckerman Pfister, YMCA

PROJECT TEAM ATTENDANCE

- Sabrina Anderson, ACHD
- John Cullerton, URS
- Rosemary Curtin, RBCI
- Andy Daleiden, Kittelson & Associates
- Kelli Fairless, VRT
- Fred Kitchener, McFarland Management
- Kathleen Lacey, City of Boise
- Ed Myers, Kittelson & Associates
- Kate Nice, RBCI
- Katie Pincus, Kittelson & Associates
- John Ringert, Kittelson & Associates
- Chris Zahas, Leland Consulting Group

MEETING HANDOUTS

- Agenda
- Roles and Responsibilities
- Comment sheets
- Project overview
- Acronyms
- High Capacity Transit Options
- Evaluation of Connection to Downtown Boise Multimodal Center
- Evaluation of Alignment Choices in Eagle
- Travel Demand Modeling Scenarios
- Transit Oriented Development Typologies
- PowerPoint presentation
- Terminology and Definitions

MEETING AGENDA AND SUMMARY

Welcome

- ACHD Commissioner John Franden and Valley Regional Transit Board Chair Charlie Rountree and Boise City Council member David Eberle welcomed committee participants.
- Franden, Rountree and Eberle each stressed the importance of State Street as a transit corridor in the Treasure Valley. They expressed appreciation for the high turnout and thanked committee members for their participation. Each emphasized that government alone cannot take a plan to reality without community support.
- Rosemary Curtin, RBCI reviewed the agenda and committee materials.
- Curtin reviewed how committee members were invited, the short-term and long-term purpose of the committee, and expectations for members.

State Street Corridor Study

- Fred Kitchener, McFarland Management gave a program overview of State Street. He described the general vision for the State Street corridor based on previous planning efforts.
- Andy Daleiden with Kittelson & Associates presented the goals and objectives of the Transit and Traffic Operational Plan, and the process and schedule for developing the plan.

Questions/Answers from Committee Members

Was the Three Cities River Crossing included in the planning evaluation?

In the future scenarios, one scenario includes the Three Cities River Crossing to show the effect of the river crossing on traffic volumes and transit ridership. As background information, the Three Cities River Crossing would be a new river crossing between Glenwood Street and Eagle Road, forming a south leg of the State Highway 55/State Highway 44 intersection.

Kittelson and Associates, Inc. & RBCI

What is the effect of the Three Cities River Crossing on Eagle Road in the future?

With the Three Cities River Crossing project in place, approximately 20-percent of the traffic volumes from Eagle Road and Glenwood Street are rerouted to the new crossing. *Note: The percentage was not presented at the meeting, but is based on the traffic volume information from the COMPASS travel demand model.*

Is there potential for a streetcar alignment on Main Street and Fairview Avenue between 30th Street and the proposed Downtown Boise Multimodal Center?

We evaluated the route and alignment for an exclusive bus lane between 30th Street and the proposed Downtown Boise Multimodal Center. The streetcar project was discussed but not explicitly evaluated as part of the route and alignment for the bus lane.

The future conditions use the COMPASS base travel demand model. This model includes some Northwest Foothills growth and does not include the Three Cities River Crossing because it is not funded. The project team ran scenarios to see the effects on traffic if Three Cities River Crossing is constructed, but the base model does not include it. The base model is approved by the cities included in the COMPASS model.

The transit scenario shows a seven-lane roadway. How far east and west does this proposed widening extend?

The scenarios cover a study area from 23rd Street to State Highway 16.

What about the connectivity to State Street from the neighborhoods?

The current conditions analysis highlights gaps and deficiencies in the existing pedestrian and bicycle network.

Are you looking at alternatives that are less expensive than widening to get cars off the road, such as HOV lanes? Is this part of the discussion, or is the project at a point beyond that where widening will definitely occur?

We are talking about those options in terms of a shared lane with buses and HOV together in a lane.

Note: The ACHD Capital Improvement Plan (CIP) lists widening State Street to seven lanes as a future project. The TTOP is still studying the impact of State Street/ SH 44 with and without a seven lane configuration. Once the analysis of future traffic volumes and roadway projects has been accepted the CAC will have the opportunity to discuss findings of the analysis and implications for transportation decisions along the corridor.

You have described the last five years of State Street projects and the future year 2035, but what are the short-term and long-term objectives and project timeline in between?

The implementation plan will lay out that phasing. This committee will help the project team develop that plan.

Land use and transportation are connected. Is there a baseline assumption about what kind of land uses will work along a seven-lane roadway? What land uses go with seven lanes? Where are buildings and parking located, and how do pedestrians use the roadway? Are there models or standard assumptions for seven-lane roadways?

We will be looking at seven lanes at different intersections, including how to tie in with cross streets, where conflicts may occur, and how those elements affect the cross section. Also, how does that tie into the potential TOD location?

The information is not in this presentation, but when we get to the details we will look at the implementation on a seven-lane roadway. This would be the first seven-lane roadway in ACHD's jurisdiction, so the details are still unknown.

ACHD has developed roadway typologies in the Transportation and Land Use Implementation Plan. However, the State Street transit scenario was adopted before those typologies were developed. The 120' right-of-way for State Street has not yet been adopted. The lane widths and transit lanes are not yet determined. These will affect the required setbacks for buildings. Boise City is interested in having buildings close to the street, with parking behind the buildings. This would create the least amount of building impacts. Design issues will be worked through later.

Note: As mentioned above the project does not yet have adequate data to approximate or analyze what specific land uses might be most appropriate immediately adjacent to the corridor. This is an excellent question for discussion during the next CAC meeting, as is the question of how pedestrians will be accommodated on the seven-lane section. In regard to parking, TOD examples from other communities generally integrate parking toward the interior of the TOD, not the interior as in a plaza, rather interior as not fronting the corridor.

The project team will check with Garden City and Eagle as to their preferred building locations and set-backs adjacent to the corridor and will provide this information during the next CAC meeting.

Are there sample roadways where we can see what seven lanes and land use might look like?

In the TOD discussion you can see where it has worked and options of what the land use looked like.

Note: Again, this is an excellent question, the team will seek specific examples and images of land use adjacent to a seven lane road for the next the CAC meeting.

The intersection of Eagle Road/Fairview Avenue is seven lanes. Would this be similar?

The roadway would have three travel lanes in each direction, but one would be for bus only. Part of the cross section would also be designed for bikes and pedestrians too.

In Boise and Garden City, is there enough existing ROW to accommodate the widened roadway, or would condemnations be necessary?

We are not there yet. The State Street Right-of-Way and Alignment study is still ongoing.

Are the future volumes based on metrics for growth?

The model is based on the demographics in the COMPASS long range plan update for 2035.

How Transit Can Work

- Ed Myers, Kittelson & Associates showed a video of transit options for State Street. He gave an overview of the types of transit and services that will be considered in the plan:
 - Mixed traffic
 - Dedicated transitway with bus rapid transit or light rail transit
 - Local and express services

Questions/Answers from Committee Members

Can you take bikes on the light rail? Buses too?

Yes, in Portland you can take the bikes on board the light rail. Whether you can take bikes on a bus depends on the layout of the bus. Most buses have bike racks on the front. Buses are shorter vehicles than light rail cars, but you may be able to take bikes on some buses.

How do people in wheelchairs access high capacity transit vehicles?

High capacity transit vehicles have low floors, and the platforms are usually higher than standard platforms. Wheelchairs can wheel directly onto the vehicle, which saves time.

Is wheelchair access easier on rail because of the fixed distance between the vehicle and the platform, or are buses okay too?

Bus Rapid Transit vehicles have low floors, so wheelchairs can access them like a rail vehicle. It depends on the design of the vehicle.

The high capacity transit options shown in the video have different capacity. Is there a correlation between the State Street studies and the most appropriate capacities for this project?

We are not there yet, but farther along in this project we will review the studies and try to answer that question about the capacities. By the end of this process we will have a better idea.

The video showed signal priorities. How does that affect the traffic flow? Traffic is bad now. Would this make it worse?

In a project where signal priority was implemented in Baltimore, the studies show that it does not really affect traffic. The implementation minimized the amount of transit priority time at the busiest intersections. In this case, transit signal priority reduced travel times for transit vehicles with minimal impact to the other vehicles.

What is the fuel source for Bus Rapid Transit (BRT) vehicles?

BRT vehicles run on gas and petroleum-based products. Hybrid battery technologies are being developed.

The Las Vegas BRT system uses hybrid and electric vehicles. Also, the BRT vehicles can load a wheelchair in 30 seconds, whereas with a regular bus it used to take (*Note: can require up to*) seven minutes to load.

Current and Future Conditions

- Andy Daleiden and John Ringert, Kittelson & Associates, John Cullerton, URS, and Chris Zahas, Leland Consulting group presented the committee with current and future conditions.

- Current conditions included how traffic and transit are operating today, and how pedestrians and bicyclists are moving in the corridor. Future conditions included traffic and operational conditions for 2035.
- The study team is investigating potential future alignments for State Street near Downtown Boise and Eagle. The alignments include transit routes and approximate connections to the downtown Boise multimodal center.
- The study team will also investigate future locations for transit oriented development. Transit oriented development (TOD) happens when an area develops in concentrated “nodes” along public transit corridors. It maximizes transit ridership by placing employment and housing within walking distance of a transit stop.
- Twenty-four possible TOD sites have been identified along State Street.

Questions/Answers from Committee Members

When were the travel times collected? How do they compare to previous data?

The travel times were collected last fall. Compared to a previous study (*Note: 2004 State Street Corridor Strategic Plan Study and these historical counts are summarized in Technical Memorandum #2 for the TTOP project*), traffic volumes from Glenwood Street into Downtown Boise remained the same, and volumes to the west of Glenwood Street increased. We do not have data in the study about historic travel times.

Travel times seem to have improved over the past nine years.

The travel time data is based on approximately 3% of the daily trips on the corridor. About 500 to 1,000 data points were collected during a two-week period.

Can you differentiate between trucks and automobile volumes?

Yes, we also have pedestrian and bike data too.

Is school bus service factored into the analysis?

School buses may be included in the travel time runs. Operationally, school buses were not analyzed separately. We are looking at the average traffic volumes and operations.

Was safety taken into account?

A specific safety analysis is not included in this study. A detailed safety analysis was addressed in the previous corridor study. However, safety will be discussed and addressed as part of the alternatives development; pedestrian, bicycle, and transit facilities for the corridor; and development of the implementation plan.

Comment

The Edgewood Lane park-n-ride is not designed well. Buses cannot turn into the park-n-ride lot and are rerouted to go around to Eagle. The shelter is on the opposite side from where people get on the bus. Also, drainage is located in front of the bike facilities.

Is a queue bypass lane where the bus pulls out from traffic to access a bus stop?

A queue bypass lane is where the bus uses a right turn lane to get up to the front of the queue of through traffic. The buses can then go through the intersection and merge in front of through traffic on the green light. However, the signal does not give the bus priority.

General comment provided from the CAC: Ridership is high on Route 9 because people along State Street have to ride Route 9 in order to get downtown to transfer and get anywhere else.

I've heard about the positive impact of transportation corridors and new development, so I was confused when the multimodal site that is picked for downtown Boise was opposed by businesses.

Transit Oriented Development boosts ridership and reduces sprawl and the need for long commutes. *The downtown Boise multimodal center (DBMMC) is planned to be an active, vibrant, downtown attraction and will have support and participation from all sectors. The vision for the DBMMC is to:*

- *Provide a focal point for improved regional transit services in downtown Boise*
- *Form a public-private partnership that will help maximize the benefits of the facility*
- *Increase access and activity to surrounding businesses and cultural attractions*
- *Be a catalyst for planned urban development*

The Federal Transit Administration (FTA) issued a Finding of No Significant Impact (FONSI) for the Downtown Boise Multimodal Center project on July 15, 2009.

Is the number of housing units shown in the report the number that is projected for each TOD?

The number of housing units is a total number. Details are provided in the final report.

What is growth forecast based on? How many years in the past is it based on? Is it a conservative estimate?

The growth forecast is partly optimistic. The values are just projections.

COMPASS develops population estimates for city and county jurisdictions in Ada and Canyon Counties. COMPASS population estimates rely on household size and vacancy rate information from the U.S. Census and on residential building permit data collected annually from local governments. These population estimates are based, in large part, on the community's housing stock. Information on new construction, including residential building permits, is collected directly from each community and used to update its housing base. Demographic factors and trends, such as occupancy rates and changes in household size, are then applied to the data to produce the population estimates (COMPASS website).

In the future scenarios, did you keep the rest of the COMPASS network in tact and only make changes to the State Street corridor? Did you see changes in traffic volumes on other corridors when State Street has decreased volumes?

Yes, the only changes to the network were made on State Street. There are a number of parallel routes, including Floating Feather Road and Chinden Boulevard.

Note: Other roadways are impacted with or without changes to State Street; data is still being analyzed and will be presented during the next CAC meeting.

Dinner and discussion groups

- Team members were offered dinner and asked to join a discussion group. A member of the project management team led a discussion at each table. Discussion questions included:
 1. What are your thoughts about the vision for State Street?
 2. What is your experience with transit?
 3. Have you seen successful transit and development that supports transit? Where?
 4. Given what you have heard this evening, where do you see red flags?
- Team members were asked to record their discussion and turn it in at the end of the evening.

Below is the outcome of the dinner discussion.

VISION

1. What are your thoughts about the vision for State Street?

- **The majority of participants supported the vision for State Street.**
 - The vision is a good first step.
 - Rapid transit is necessary. Buses alone will not reduce traffic.
 - State Street should be focused on pedestrians and transit, not autos.
 - Efficiency is important. Make it an expressway or add HOV lanes.
- **Many expressed concern about funding sources and phasing.**
 - The committee should discuss funding sources (local option tax, etc.).
 - The vision is not financially realistic.
 - Consider other options in the interim; phase in improvements.
- **Some asked study leaders to consider land use in the design.**
 - Integrate existing facilities into TOD locations – i.e., Lake Harbor and Greenbelt access.
 - Land use should determine access levels and speed limits.
 - Mixed-use and high-density development are good.
 - Remember that most trips are short.
- **A few expressed concern about expanding the roadway.**
 - Expanding the road focuses on autos.
 - Expanding the road would cut off the north side from the south side.
 - Money should go toward transit, not expanding the roadway.
 - The street is too busy for bicyclists and pedestrians.
 - Look at impacts to safety, the neighborhood and the economy.

DEVELOPMENT

2. What type of development would you like to see occur on State Street? Provide examples.

- **Participants wanted to see mixed use areas where:**
 - Neighborhoods are livable, walkable, bikeable.
 - Neighborhoods are connected and integrated.
 - People can live and work in the same neighborhood.

- Neighborhoods are self-contained and unique.
- There is a sense of community and ownership within TOD nodes.
- People can change occupations without changing residences.
- Neighborhood services are accessible.
- People have a variety of housing options.

- **Many asked for high-density areas, but only...**
 - in TOD nodes.
 - from Glenwood to City Center.
 - east of Ballantyne.
 - if transit is integrated.

- **Examples of desirable development included:**
 - Bown Crossing.
 - 36th at River (Garden City).
 - Emerald/Orchard neighborhood center (Boise).
 - The planned ITD development at 30th Street.
 - The skate park under the Connector in Boise.

- **Participants thought development should include:**
 - Commercial and retail, especially east of Veteran's Memorial.
 - Restaurants, and local food options for outlying TODs.
 - Accessible and affordable housing.
 - Fewer strip malls and more multi-level commercial.
 - Parks – both small and large enough for organized sports.
 - Dedicated lanes, HOV lanes, transit and ride matching.

- **Other considerations included:**
 - Don't divide neighborhoods. Build on what's already there.
 - Some areas, like near SH 16, should be rural.
 - Need support from small business owners, developer's council and neighborhoods
 - Funding needs community and legislative support. Cost is a factor.
 - Decisions should be left to cities; the plan will change.

Questions: Will transit riders be the anchor? What are the uses of the State Street bus?

3. Have you seen successful transit and urban development that supports transit? Where?

Participants listed a wide variety of cities. Some included specific areas or supporting reasons. The most frequent responses included:

- **Portland Pearl District, MAX line and out toward Hillsboro have housing, retail and transit. Transit is clean, safe and reliable.**
- **Seattle Suburbs are residential with concentrated development; roads are pleasant.**
- **Eugene Needs to be subsidized.**
- **Washington, D.C. Tons of federal funding is available.**
- **Denver Old streetcar neighborhood.**
- **Salt Lake City Sugar House neighborhood.**

- **New York**
- **San Francisco**
- **Boston**
- **Garden City Mixed use in waterfront district**

Other examples included Baltimore, Tampa, St. Louis, Spokane, Minneapolis, Atlanta (Lindberg Center), Ketchum, Fargo, Charlotte, Boise infill development (but they lack connectivity) and Curitiba, Columbia.

7b. Do you support (why or why not) the identified locations for transit-oriented development?

Of those who responded to this question:

- **The majority said they agreed with the TOD locations.**
- **Others said they did not know enough.**
 - Wanted more information and TOD definitions.
 - Could not read the handouts
 - Needed more time to read and think.
- **Others supported specific TODs.**
 - Glenwood; east of Glenwood (lots of existing neighborhoods)
 - Collister
 - Lake Harbor
 - Veteran's Memorial Parkway
 - 17th Street
 - 30th Street
- **The rest gave general comments.**
 - Market analysis and prioritization will be helpful.
 - 36th Street serves more low-income and immigrant populations than 30th Street.
 - Consider future technology (i.e., computer-aided cars in bus lanes)
 - Create a TOD that is offset from State Street; use backage road.
 - TODs will need bus pullouts.

CURRENT AND FUTURE CONDITIONS

4. List three items that you currently like or think work well on State Street.

Of those who responded to this question, the most frequent comments were:

- **Signal timing and flashing yellow left-turn signals**
- **Access to services, downtown Boise and small businesses**

Other frequent responses included:

- **The bus route and park-n-rides**
- **Speed and traffic flow**
- **Connectivity; continuous nature**

Other responses included:

- The section near Downtown (east of Veteran's Memorial Parkway)
- The morning commute

- Potential for redevelopment
- View of open spaces (Veteran's Memorial Park and Plantation area)
- Design review of businesses

5. List three things that you would like to see improved on the corridor.

Of those who responded to this question, the most frequent comments were:

- Add sidewalks and bike lanes.
- Improve bicycle/pedestrian connectivity to Greenbelt.
- Improve bus loading and pull-outs (get buses off road).
- Expand transit frequency and options.

Other frequent comments were:

- Improve access to neighborhoods and development.
- Transit stops should be out of traffic with pedestrian access.
- Add public art, street trees or other beautification.
- Restrict access points.

Other comments included:

- Improve north-south connectivity.
- Right-of-way widths should be consistent.
- Add speed bumps on side streets like Pierce Park.
- The road is too wide already
- Reconfigure strip-mall development
- Improve pavement quality
- Lower speed limit east of Wal-Mart
- Add HOV lanes to make carpooling attractive.
- Improve signal timing between 32nd and 33rd streets.

6. How well do the following modes of transportation work on State Street?

Participants were asked to comment on transit, traffic, bicycle and pedestrian modes. Comments are listed here in order of frequency.

Transit

- Poor, not well, non-existent, horrible.
- Very limited; need more connections besides Downtown.
- Shelters need work – safety, Wi-Fi and drainage improvements.
- Better than elsewhere, okay east of Glenwood.
- Express bus is too expensive and uses same lane as cars.

Traffic

- Okay.
- Approaching gridlock; peak times are frustrating.
- Best of modes; flows well.
- Many near-miss accidents.
- Can school buses use bus lanes?

Bike

- Poor, scary, too narrow; avoid at all cost.
- No room for bikes on bus.
- Develop parallel routes; Greenbelt is okay.

Pedestrian

- Intimidating, poor, scary.
- No “refuges”; pedestrians are exposed to traffic.

7c. Did we miss anything in our analysis?

Answers to this question varied widely. Responses indicated that the analysis was missing information about:

- The people who most need transit (who they are and where they live).
- Air quality and quality of life analysis.
- Connectivity access in nearby neighborhoods.
- Sustainability indicators.
- Transportation innovations; alternatives to widening.
- Comparison of recent traffic volumes and projections.
- Percentage of trips that travel the whole corridor (short vs. long trips).
- Modeling of light rail and streetcar modes.
- Study limits. One person thought the study should go to Star.
- Priorities: Are you trying to more cars or people?

MEETING EVALUTION

1. Is there any person who was not present at this meeting that you feel should be included in future committee meetings?

Of those who responded to this question, the most frequent suggestions were:

- More business people
- Refugee community representative
- Seniors or people with disabilities living near State Street

Business suggestions included:

- Albertsons
- Boise Chamber Policy Committee
- BSU radio, other media
- Cody Janson, Parametrix
- Commercial delivery representatives
- Developers
- Eagle Chamber of Commerce
- Matt Crow, Grossman Companies
- Matt Smith and Peter Oliver, Brighton Corporation
- Small Business Association representative
- St. Luke’s at Eagle Road

Agency, city and legislative suggestions included:

- ACHD Traffic Control Center
- Air Quality Council representative
- Amy Luft or Charles Trainor, COMPASS
- Boise Department of Art & History; other city representatives
- City of Star
Ada County Planning and Zoning
- Federal Transit Administration
- Rep. Mike Moyle

Organization and other suggestions included:

- Students, schools
- ULI District Council
- Innovators (Ignite Boise organizers, Water Cooler, etc.)
- North End and Veteran's Parkway neighborhoods
- Pat Engle, Sage Community Resources
- State Street residents
- Sustainability experts
- Would like a list of everyone involved (including project management team, as well as consultants and their responsibilities)

2. Would you be available to attend the next meeting on either of the dates below?

- **Week of Aug. 23**
30 people were available.
16 were available at 3 p.m.
19 were available at 4 p.m.
Some were available at both times, or did not indicate a time.
- **Week of Sept. 7**
40 people were available.
18 preferred 3 p.m.
24 preferred 4 p.m.
Some were available at both times, or did not indicate a time.

3. What is the best way to communicate with you?

All 41 people who answered this question said that e-mail was the best way to communicate with them. Some also provided a phone number.

4. What do you feel worked well for this meeting? What do you feel didn't work well?

The most often-repeated comments about "what worked well" included:

- Presentations, multiple speakers, good information
- Table discussions
- Dinner break
- Displays, slides and handouts

Other frequent comments about "what worked well" included:

- Committee members (mix of expertise)
- Organization of agenda
- Location
- Acoustics of space
- Starting and ending time
- Meeting layout
- Ability to ask questions

What did not work well

In order of frequency, the most often-repeated comments about “what did not work well” included:

- Information was overwhelming. Please send in advance.
- Meeting was too long.
- Chairs were uncomfortable.
- Amplification was distracting.

Other frequent comments about “what did not work well” included:

- Need activity or participation between presentations.
- Need more background about results of initial State Street study and multi-modal study. Table members wanted to revert to previous ground.
- Visualization flyovers a little long.

5. What suggestions do you have for our next meeting?

Suggestions, in order of frequency, included:

- Provide information or fact sheets about:
 - Transit rider feedback and case studies from similar cities
 - Transit Oriented Design best practices
 - Economic development (new companies)
 - Roadway design
 - How the CAC input will be used
 - Land use studies in areas with successful transit
 - Average walking distances to TODs or bus systems
 - Ridership demographics and socioeconomic figures
 - Environmental impacts
 - Interaction with north/south traffic and transit
 - Funding issues, especially local option tax
 - How cyclists will navigate a seven-lane roadway.
- Meeting was nicely done.
- Provide more time for CAC to brainstorm solutions. Consider a blog.
- Meeting should be shorter or include more breaks.
- Include more “big picture” information about the challenges and context.
- Provide information in advance.
- Don’t overlook a “no action” alternative.
- Provide a list of participants and contact information.
- The format was good.
- Test the sound system.

- Discuss more realistic alternatives from a cost-benefit perspective.
- Would like to learn more about individual concerns (bike/ped, businesses, etc.).
- Add proposal for bike parking or lockers.

Transit Service Plan Components

- John Cullerton, URS led a discussion of transit service plan patterns and configurations. The discussion included information about express bus service, park-n-ride lots and transit technologies.

Questions/Answers from Committee Members

Are bicycles and pedestrians part of the future alternatives?

Pedestrian and bicycle connectivity is part of the transit and traffic analysis.

The State Street Right-of-Way and Alignment study is assuming bike lanes and pedestrian facilities within the cross-section. ACHD is also scoping projects for pedestrian and bicycle improvements in the study area.

Confirm Next Steps

- Sabrina Anderson, Ada County Highway District asked CAC members to alert project team members about missing information. For example, one of the dinner discussion groups would like to see information about transit and land use in cities of similar sizes to Boise. They also wanted information about the current population of the Treasure Valley with Canyon County as well as the demographics of riders on Route 9.
- The next meeting will be the week of August 23 or the week of Sept. 7. Committee members will receive notification by e-mail.
- Committee members were asked to fill out a comment sheet and a dinner discussion sheet.

Alignment and Transit Oriented Development Working Stations

- Two mapping stations were available after the presentations:
 - A map of alignment options near Downtown Boise and Eagle
 - A map of potential transit oriented development locations.
- Committee members were asked to review maps, discuss questions with technical staff, and place their comments on post-it notes on the maps.

Meeting adjourned

Appendix

The project team received 33 dinner discussion sheets and 42 comment sheets at the meeting. A verbatim transcription of all comments is included.

All meeting handouts are located on the project website at:

<http://www.kittelson.com/statestreetcorridorstudy>

Meeting Evaluation Transcription
State Street Transit and Traffic Operational Plan
CAC Meeting #1
May 20, 2010

Comments are transcribed verbatim. A blank line (____) indicates that the comment was not legible.

#	1. Is there any person who was not present at this meeting that you feel should be included in future committee meetings?	2. Would you be available to attend the next meeting on either of the dates below?	3. What is the best way to communicate with you?	4. What do you feel worked well for this meeting? What do you feel didn't work well?	5. What suggestions do you have for our next meeting?
1		Week of Aug. 23 – 4 p.m. better Week of Sept. 7 – 4 p.m. better	E-mail or phone	Tables made natural subgroups. Dinner was nice break, socializing element.	Don't overlook potential function in "no action alternative" – e.g. not building for maximum vehicle movement may improve air quality, achieve better density of land use which will in turn create options and efficiencies.
2	St. Luke's at SH44 – Eagle Road	Week of Aug. 23 – 3 or 4 p.m. Week of Sept. 7 – 3 or 4 p.m.	E-mail	Room had good acoustics! AV not necessary if folks speak up. Displays – can we get pdf's of these?	Location is good space! Food choice great! List of participants with contact information. Format good. Develop TOD best practices fact sheet.
3	I would like a list of committee members (and what organization are represented) as well as list of steering committee and/or project management team, as well as consultants' names and responsibilities.	Week of Aug. 23 Week of Sept. 7	E-mail	Organization of agenda ***** - covered a lot of material in summary. I would now like to have links to background materials and studies to be better prepared for next meeting.	
4	Mike Moyle	Week of Aug. 23 – 4 p.m. Week of Sept. 7 – 4 p.m.	E-mail	Educating the group on past work/studies and decisions. Table discussions	Possibly information about economic development. What types of businesses will be coming to Idaho and what is their business needs as far as facilities.

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5		Week of Aug. 23 Week of Sept. 7	E-mail		
6	Add business people – suggest someone from Boise Chamber Policy Committee and another from ULI District Council – happy to discuss specific names.	Week of Aug. 23 – 3 or 4 p.m. Week of Sept. 7 – 3 or 4 p.m. (Sept. 8-10)	E-mail	I am sorry I had to leave early	
7	Neighborhood Association Presidents i.e. NENA	Week of Aug. 23 Week of Sept. 7	E-mail	+ Set up and meeting layout was good Agenda was informative Discussion over dinner was good There is a good mix of expertise on the committee - Extracurricular discussions made it difficult to hear the speaker Far too much information was provided at one time. I think we are lacking representation of the business community on the committee	Looking at the design of the roadway. I think that this will play a large role in safety, the integrations of the multiple modes of transportation, aesthetics, etc.

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8		Week of Aug. 23 Week of Sept. 7	E-mail	Location was great Meeting an hour too long	
9	Someone from the refugee community as we have a large population of refugees between 27 th Street and Ellen's Ferry.	Week of Aug. 23 – 4 p.m. Week of Sept. 7 – 4 p.m. – preferably (M/T/W)	E-mail is the best way	The presentations were good. I found the dinner discussion was extremely fruitful and learned about other perspectives.	It would be nice if you could provide the following: 1. Studies of land use in areas with successful transit systems. 2. Studies of the distance people will walk to for TOD's or bus system. 3. What is the ridership demographics – and socio-economic figures for ridership on State Street.
10	BSU radio and other press	Week of Sept. 7 – 4 p.m.	E-mail	Worked well – PowerPoint note pages Suggestion – Start meeting with what's the challenge for State Street traffic – how big an issue are we facing ???	

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11	More developers Someone from ULI Idaho Eagle Chamber of Commerce Refugee advocates – agency for new Americans, etc. Matt ____, Grossman Companies More business owners Albertsons Air quality council rep.	Week of Aug. 23 – 3 or 4 p.m. Week of Sept. 7 – 3 or 4 p.m.	E-mail	Good to mix up speakers Try to have meeting time during business service hours. Need some activity/participation in between/during presentations There was too long of a stretch to just sit.	
12		Week of Aug. 23 Week of Sept. 7 (Sept. 8 or later in the week)	E-mail	The meeting was a little long – the dinner was nice. Overall – the meeting and accommodations were fine.	
13	FTA	Week of Aug. 23 Week of Sept. 7	E-mail	Good info but a little much in one afternoon. Meeting was a little passive would have appreciated more facilitated activities	Great meeting. Would be nice if it was shorter next time – send information out ahead of time. Need to be clearer on how our input provided today will be used.
14		Week of Aug. 23 – 3 or 4 p.m. Week of Sept. 7 – 3 or 4 p.m.	E-mail	The dinner table discussion worked well. Individual insights really brought a lot of validity to the project.	

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15	Matt Smith (Brighton Corp.) Peter Oliver (Brighton Corp.) Cody Janson (Parametrix)	Week of Aug. 23 – 3 or 4 p.m. (Western Idaho Fair?) Week of Sept. 7 – 3 or 4 p.m.	E-mail	<ul style="list-style-type: none"> ▪ Presentation flowed well with change in speakers. ▪ I would have explained more clearly the results of the initial State Street Corridor and the 3 alternative, subsequent criteria & elimination/selection to the adopted multi-modal/transit option. ▪ Table members attempted to revert back on treaded ground. ▪ Great table discussions – John Ringert did well. 	Only briefing mention hi-lights of key points from this meeting and move into the meat of this effort. Group participation in the selection criteria as well as the alternative rankings. Consider rolling all detailed info up to some concise summary that doesn't overwhelm participants. Nicely done as you covered so much history and information.
16		Week of Aug. 23 – NO Week of Sept. 7 – Tues./Thurs. 3 or 4 p.m.		Starting and ending time worked well. Mics (but not sure necessary)	
17		Week of Aug. 23 Week of Sept. 7	E-mail	The handouts were not legible. Can you provide the presentation files?	

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18		Week of Aug. 23 – would be difficult because it is the 1 st week of classes Week of Sept. 7 – not Thursday	E-mail	A little too much information up front. I thank the results of the studies could have been presented more succinctly.	
19	SBA representative	Week of Aug. 23 – depends on the day. Week of Sept. 7 – Yes	Email	Slow start – good flow once the real presentation began. In general, I find amplification distracting – more so when it is iffy. Need better chairs.	
20		Week of Aug. 23 – 3 or 4 p.m. Week of Sept. 7 – 3 or 4 p.m.	E-mail	Variety of presenters – good! Visualizations example – were good.	
21		Week of Aug. 23 – not sure Week of Sept. 7 – 4 p.m.	Email	Unfortunately I had to leave at 4:30 p.m. due to a previous commitment. I will look forward to reading the minutes for the rest of the meeting.	
22		Week of Aug. 23 – 4 p.m. Week of Sept. 7 – 4 p.m.	E-mail	Visual flyovers were great – a little too long.	None – you are doing a great job!

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23	People with disabilities living in housing on/near State St. and refugees	Week of Aug. 23 – 3 p.m. Week of Sept. 7 – NO		Good, broad backgrounds of participants generally. Experts to present information. Good maps/slides/documentation. Sound system training/testing before meeting. More comfortable chairs or break into smaller sections.	Please have meeting hours within business service hours. Shorter sessions and/or an additional break.
24	A rep. From the VP neighborhood since many people who live in this area ride or use State Street.	Week of Sept. 7 – 3 or 4 p.m.	Email	The discussion breaks in the Power point were helpful to take in all the information.	
25	Pat Engle – Sage Community Resources	Week of Aug. 23 - 3 or 4 p.m. Week of Sept. 7 - 3 or 4 p.m.	Email	Good ability to ask questions. Good overview Excellent participants!	
26		Week of Aug. 23 - 3 Week of Sept. 7 - 3	E-mail	RBCI and all others did very well presenting the information at a level that most (all) could understand.	Check out the audio system beforehand.

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27		Week of Aug. 23 - 3 or 4 p.m. Week of Sept. 7 - 3 or 4 p.m.	E-mail Phone	I thought it was a great orientation indicating where we are going next.	
28	Public art, History – Boise Art & History Dept. – other city reps. Business group representation ADA rep.	Week of Aug. 23 – Thursday only Week of Sept. 7 – Thursday only	E-mail	Could send information prior and expect people to read it.	Send agenda and tasks prior.
29	People with accessibility issues/challenges People whom own/support commercial delivery. Student leaders from high school and college Sustainability experts Innovators – PowerPoint thing at Egyptian Water cooler.	Week of Aug. 23 - NO Week of Sept. 7 – 4 p.m.	Email	I am a data person-so I wanted the detail that we saw after dinner before the general data. Thanks for dinner Vicky!	<ul style="list-style-type: none"> ▪ Use a blog or forum until then to start – continue discussions. ▪ See actual feedback from transit consumers from like size/demographic cities. ▪ Understand effects to environment (such as noise levels) for each combination of traffic/transit models. ▪ Need to see the interaction with north/south traffic/transit – not everyone lives in Eagle and works in downtown Boise. ▪ Put together proposal for bike parking/lockers in transit system for immediate future.

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30		Week of Aug. 23 - 4 p.m. Week of Sept. 7 - 4 p.m.	Email	Did a good job of summarizing the State Street TTOP and trying the various aspects and information areas.	General brainstorming or suggestions and discussion period for general ideas on concepts not included to date.
31		Week of Aug. 23 - 3 (Tues/Thurs.) Week of Sept. 7 - 3 (Tues./Thurs.)	E-mail	Dinner discussion was good. Facilitation of PowerPoint shows was good. TDM discussion and walking are concerned as mode choices, these are barely mentioned. Not mentioned at all, in analysis of route choice.	
32	More COMPASS reps (Amy Luft, Charles Trainor)	Week of Aug. 23 - 4 p.m. Week of Sept. 7 - 4 p.m.	Email	Well – meeting location, Food! Tons of great information. Not well – audio	<ul style="list-style-type: none"> ▪ Explain the where local option tax issue. Why is it that Boise City residents can't put an imitative on the ballot to tax our services so can provide funding to expand VRT? ▪ Explain how adding transit systems have worked for similar sized cities that have implemented. Eugene looks to have nice transit system. Did it solve this congestion problems? Did it allow TOD to flourish? ▪ How are cyclists supposed to make a left turn across 7 lanes of traffic?

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33	I hope not. This is a big group.	Week of Aug. 23 - 3 or 4 p.m. Week of Sept. 7 - 3 or 4 p.m.	Email	3:30 is a very bad starting time for a meeting (or 3 or 4), but I will do my best to make it work.	<ul style="list-style-type: none"> ▪ Discussion of more realistic/achievable alternatives, particularly from a cost-benefit perspective. ▪ What do other medium-sized metropolitan areas do?
34		Week of Aug. 23 NO Week of Sept. 7	Email	I liked the dinner discussion, but it was easy to get side tracked on the larger community issues and not so much on the corridor needs.	
35		Week of Aug. 23 - 3 or 4 p.m. Week of Sept. 7 - 3 or 4 p.m.	Email	Discussion at table during dinner work well. Challenges - not breaking.	Schedule in more discussion groups.
36	Member of disability, senior, low income demographics who has to use transit. Schools.	Week of Aug. 23 - 4 p.m. Week of Sept. 7 - 4 p.m.	Email	Worked well: Good presenters/info Good overview Didn't: Sound system Large amount of information to digest in one sitting.	

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37		Week of Aug. 23 - 3 or 4 p.m. Week of Sept. 7 – 3 or 4 p.m.	E-mail	The venue didn't work well for me. The chairs were uncomfortable especially for a multi-hour meeting. Flimsy plates and salsa – not the optimum combo. Directed dinner conversation and Q&A worked well.	Better physical setting – are at least more comfortable friendly seating. I know it was necessary to give us a lot of detail at the beginning. But I needed more context – big picture vs. slide after slide of graphical overlays.
38	ACHD Traffic Control Center	Week of Aug. 23 – No (Western Idaho Fair) Week of Sept. 7 – 3 p.m.	E-mail	Location good for meeting. PowerPoint helpful Project visuals	
39	Folks from the City of Star – the area under considerations comes very close to Star. Ada County P&Z (western reaches in county), more residents of State Street corridor.	Week of Aug. 23 – 4 p.m. Week of Sept. 7 – 4 p.m.	E-mail	Good information, a little too long.	
40		Week of Sept. 7 – 3 p.m.	Via e-mail	Feedback, table conversations, etc.	___ current riders of the transit system.
41			E-mail	Brought me up on what the study is Long – poor seats	

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42		Week of Aug. 23 – 3 p.m. Week of Sept. 7 – 3 p.m.	Email	<u>Good</u> Clear agenda Good speakers Lots of information Good handouts Brief introductions Dinner <u>Not good</u> Chairs	More in-depth conversations about each topic – overview was great to start but I need to learn more about each individual concern (bikes, pedestrian, businesses, etc.)
43					<i>Note – notes taken from his table</i> <ul style="list-style-type: none"> ▪ Need to have a simple and consistent fare structure for transit. ▪ Need to have good supporting bus system. ▪ Concern about a widened State Street attracting latent demand and where would that traffic go east of 23rd where the capacity is limited. ▪ Need better linkages between neighborhoods north of State to the River/Greenbelt for bike travel.

**Dinner Discussion Transcription
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#	1. What are your thoughts about the vision for State Street?
1	It needs to be done. We need to spend time talking about funding.
2	Highly ____, livable, multimodal corridor.
3	I like the concept of rapid transit and using State Street as a model for the valley.
4	We may be too quick to assume that we cannot handle traffic growth without building new roads. We need to focus on impact to safety and neighborhoods (and economy)
5	
6	I think this is a great first step in creating a plan.
7	Transit should be priority as it fits into larger sustainability goal.
8	I like it. Nice to see things finally moving ahead. I'm concerned about implementation land use integration and a phased funding approach.
9	It definitely needs to be developed with some sort of transit option, preferably light rail. Bus alone will not make much of a difference (in terms of reduced vehicular traffic)
10	I think it's a good start, but I would like to see more thought about a future that might see a significant shift away from automobiles (perhaps due to high gas prices)
11	Generally good impression – sole concern that we are still just re-inventing the wheel.
12	Mostly suburban Urban from 23 rd east Rural SH 16 west
13	1-Street profile should vary depend on adjacent land use – some TOD, some near limited-access. Varied speed limits. 2-acknowledge that most use of corridor is not from endpoint to endpoint of study area – total trip not as important as shorter trips.
14	<i>Notes from table</i> <ul style="list-style-type: none"> ▪ DT Boise focused – need more depressed employment t not need the high volumes. ▪ DT Boise seems contradictory to want to reduce volumes while keeping things focused on suburb to downtown traffic.
15	From a financial perspective how realistic is expansion to 7 lane x-section on State Street. Why not consider using exiting ROW and put \$\$ into transit improvements?
16	So far is good. I like the direction this is headed.
17	Good in general. TOD nodes and the overall street design is so very important.
18	Local option What kind of vehicle? Consider in terms of entire system transition (types of vehicles)

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#	1. What are your thoughts about the vision for State Street?
19	<ul style="list-style-type: none"> ▪ Grandiose – where does the \$ come from? ▪ Aren't there some less ambitious, yet proved things that we can do, at least in the interim? (see response to #5) – What do other medium sized cities do?
20	
21	Excellent ideas related to more efficient and/or mass transit as well as an emphasis on urban higher density and mixed use development along the 55 corridor.
22	I believe State Street vision is good. The route needs to be an expressway with limited access.
23	Seems fairly clear to me. We want to move people more efficiently down the street, providing safe routes, affordable transportation, good business opportunity, and cleaner surroundings.
24	The vision is positive and has been well-thought out.
25	Planning is so important. But also timelines – implementation – phasing and funding all need to be addressed.
26	State Street is in need of a vision and this is a great start. The road needs to change from an auto oriented to pedestrian oriented.
27	I like the idea of a corridor with pedestrian friendly features and landscaping and HOV lanes.
28	Concern about Goal #1 – to rapidly move people along State Street – State Street is the “main street” for NW Boise, Collister, Sunset – how does high speed transit fit in with livability, where people can walk/bike safely and comfortably (Next to a 7-lane highway at 45 mph)
29	It remains somewhat fuzzy to me but I trust the process will bring it into focus. I understand the emphasis on transportation but am anxious for ___ opportunity to integrate all essential elements.
30	High public transit – traffic flow, but pedestrian and bike friendly; don't cut off N. side from S.; use frontage roads where possible. Good greenbelt access from N. of State.
31	Where already existing facilities to incorporate into the proposed TOD's – Lake Harbor for example.
32	<p><i>Note – notes taken from his table</i></p> <p>Concerns were expressed regarding the barrier effect that a 7-lane cross-section would have on neighborhoods that already don't have enough interaction.</p>

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#	1. What are your thoughts about the vision for State Street?
33	<p><i>Note – notes taken from Andy Daleiden and Ed Myers' table</i></p> <ul style="list-style-type: none">• Need to balance all modes, not just traffic• Balance between transit and auto capacity• Multimodal is important• Widening the roadway encourages auto use• How to encourage transit instead of auto use?• Expand for transit• Why provide bike lanes on a busy street? Use parallel routes instead.

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#	2. What type of development would you like to see occur on State Street? Provide examples.	3. Have you seen successful transit and urban development that support transit? Where?	7b. Do you support (why or why not) the identified locations for transit-oriented development?
1	Commercial.		
2	Mixed use, nodal Old streetcar neighborhood – Denver, etc.	Portland, S.F., Denver	
3	All the examples listed above are the right thing and will develop.	Yes, Portland is one of the best examples. Seattle does well too.	Yes – good analysis
4	Self contained neighborhoods We need more small parks Less strip malls more multilevel commercial – reduce footprint	Portland	Yes and consider how to incorporate the Lake Harbor area into the Collister TOD.
5			Think so.
6			What have you considered for impacts of better technologies? Consider the bus lanes being shares with cars equipped with computers that allow great speeds and closer distances.
7	It depends on where TOD would be but in short a mix.	Yes – St. Louis, Boston, NY, D.C., etc.	
8	A nodal mixed use approach. This certainly warrants speaking to current business owners and the developers council/BCA.	Yes – Portland, Baltimore, Boston.	Don't know enough seems reasonable from what was presented
9	<ul style="list-style-type: none"> ▪ Mixed use development west of Veterans Memorial Parkway ▪ Employment centers east of Veterans Memorial Parkway 	I think the city of Portland (OR) does, but can't give specific examples	Support – like the locations
10	I think Bown Crossing is a great example. I also think light industrial		Couldn't see them well; the handouts were very difficult to read.

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11	Phased from urban (dense) to rural (less dense) TOD's that include hosting options would reflect this – also would like to see a “local foods” represent of outlying TODs.	Eugene Ore (however system needs to be subsidized)	
12	<ul style="list-style-type: none"> ▪ Dense – but only in concert with VRT/BRT (east of Ballantyne) ▪ Preserve some of the rural nature out near SH 16. ▪ Preserve neighborhoods one block from State Street. 	Lindbergh Centel Atlanta, GA (okay, so marginally successful) Charlotte, NC	Generally
13	Again, not a uniform type – some mixed use, some residential, institutional, commercial, etc.	Easy answers is high density areas like New York, San Francisco. However been to Spokane or Eugene lately – scale is crucial of course.	Yes
14	<ol style="list-style-type: none"> 1. More integrated. Livable, walkable and bikeable 2. Slower traffic speeds 	Pearl district (Portland), waterfront (Garden City)	Generally yes. Assumes good future land ____, private investment, access, utility cooperation, etc.
15	Interested in typologies – higher density development in nodes. Development Oriented Transit (DOT) such as LRT or streetcar MAX in Portland – LRT	<ul style="list-style-type: none"> ▪ Pearl District – Portland (housing, retail, transit) +++ ▪ Water front (mixed use) development in Garden City – no transit though ▪ Read about Curitiba, Columbia – very successful 	30/36 th why not? East of Glenwood lots of existing neighborhoods

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#	2. What type of development would you like to see occur on State Street? Provide examples.	3. Have you seen successful transit and urban development that support transit? Where?	7b. Do you support (why or why not) the identified locations for transit-oriented development?
16	High density, mixed use neighborhoods – Hyde Park, NW Portland, Woodstock (Portland), Hawthorne (Portland), Fremont (Seattle), Bown Crossing		The 12 TOD locations appear satisfactory. Interested in market analysis. Prioritization of these sites are helpful.
17	Mixed use. Variety of housing types.	Denver, Eugene, Washington DC, Portland, Boston	Don't know yet.
18	<ol style="list-style-type: none"> 1. Funding mechanism needs community support, leg. Support, real plan full regional 2. Options – CR – transit quality of life addressed – density- proper planning design standards. 3. HOV (Cost) 4. Dedicated lanes 5. Ride match 6. Convenience 7. Building vans to buses to transit, buses, routes, costs socioeconomic 8. Alternative transportation, multiple target markets conveniences and speeds, HOV, rideshare 9. What are the uses of the State Street Bus? Do we have ridership ___? 	SLC, Portland, Eugene	Yes
19	Should be left to individual jurisdictions to decide (it isn't realistic to expect any other outcome)	Washington D.C. – metro area with about 5 million people and tons of federal funding.	

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20	Development needs to help people change occupations without changing residence.	In a sense, everywhere. All of our development has always been along routes of transportation – the Oregon Trail, railroads, highways. Each “advance” in transportation technology has come with corresponding changes in the pattern of economic development. What we now call “TOD” is old wine in new skins. People need to accept this, and just get on with trying some development out.	
21	It appears that higher density mixed use development would be a more logical direction along the 55 corridor. Particularly from Glenwood East to city center. Bown Crossing and Garden City, 36 th @ River.	Eugene and Portland, OR	
22	To encourage higher density along the route commercial development that accommodates transit access.	Salt Lake, Portland, Have good successes.	Yes- the identified areas appear logical for higher density mixed use that would be consistent with existing and future growth/use.
23	Make sure development doesn't divide neighborhoods.		Yes
24	Mixture of types of development – building on what's already there – urban neighborhood center desirable, along with selected transit employment centers.	Portland, OR based on a variety of transit options that are clean, safe, reliable.	Again, I need more time to read and think about these issues – too soon for me to comment.
25	Combination: Will need to change as the cities give input.	Yes – Salt Lake City, Portland, Seattle	TOD locations are good, especially Glenwood, Collister and 30 th extension.

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#	2. What type of development would you like to see occur on State Street? Provide examples.	3. Have you seen successful transit and urban development that support transit? Where?	7b. Do you support (why or why not) the identified locations for transit-oriented development?
26	A TOD with high density residential and commercial use (mix use) will work well at several nodes (i.e. 30 th ITD site)	There are a number of great examples of urban development that supports transit are along the MAX line (Portland) to the west around ___ or out towards Hillsboro.	I think we need a little more definition of TOD's areas where we can visit that work.
27	Connected highly walkable/bikeable multi-use development. Context-sensitive design needs to involve neighborhoods.	We have plenty of infill development near transit, but lacks connectivity to the transit, to the neighborhood and other development.	These locations make sense.
28	Neighborhood services, retail, restaurants, accessible housing, affordable housing.	Minneapolis, Denver, Seattle, Fargo Washington, DC, San Francisco, Tampa	Yes, and they need to have bus pullouts if a HOV lane is not available.
29	A nice mix in well thought out configurations. Affordable transportation options are critical to affordable housing development. Shopping, services, restaurants, parks, etc. can combine to offer a good draw and integration aspect.	Portland, some aspects in Seattle, Denver, D.C.	Need more info. Question why 30 th and not 36 th as a node? Concern about land use/definition/ size of top node. Who is going to be serviced? 36 th has large population of low-income, immigrants.
30	Mixed commercial and residential.	Yes. Eugene, Ketchum, larger cities.	

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31		Portland and ____	
32	<p><i>Notes taken from his table</i> New development on State should be mixed use – provide people the ability to live/work in same neighborhood. High traffic intersection areas would not be attractive for housing. Keep building heights to no more than 2-3 stories.</p>		
33	<p><i>Note – notes taken from Andy Daleiden and Ed Myers table</i></p> <ul style="list-style-type: none"> • Envision high density, mixed-use nodes • Buildings closer to roadway • More parks • Commercial nodes • Create places where people do not have to travel far to access services • Stations should look different from each other to create separate identities • Places with identity, unique neighborhoods • Create neighborhood ownership, like the skate park under the Connector • Reduce traffic • Transit nodes/TODs create a sense of community • Stores facing the SH 44 bypass are doing better than other businesses • Co-location of services, city services like branch libraries can act as anchor (Collister Drive/State Street example) 	<ul style="list-style-type: none"> • Salt Lake City TODs – Sugar House neighborhood • Seattle suburbs – Residential then concentrated development, roads that are pleasant to be on • Seattle 	<ul style="list-style-type: none"> • Potential TOD locations identified by group <ul style="list-style-type: none"> ○ State Street/17th Street ○ 30th Street Extension ○ Veterans Memorial Parkway, north of State Street ○ Lakeharbor ○ State Street/Collister Drive ○ State Street/Glenwood Street • Create a place offset from State Street and use backage roads <p>Need pedestrian connectivity across seven lanes (discussed crosswalks vs. elevated bridges or tunnels)</p>

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	<ul style="list-style-type: none"> • Community area that used to be at Emerald Street/Orchard Street was a good neighborhood center • Parks too small, need usable space (such as for organized sports) • Higher density residential • Struggle with residential areas on traffic corridors • People in the valley desire this type of development in theory • Need small business support and interest • Cost is a factor in the development of these types of centers • Are transit riders supposed to be anchor? • The 30th Street Extension project has people excited about development there 		

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1							
2		Curb, gutter, sep. sidewalk, bike lanes, transit, street trees, better access to neighborhoods. Reconfigure strip development, ped. crossability of state, Glenwood etc. Safe and comfortable transit stops. Public art and identify elements.					<ul style="list-style-type: none"> ▪ Where are people that ride transit and other modes the most? ▪ Connectivity access in nearby neighborhoods ▪ CO2 analysis, sustainability indicators.
3			Somewhat	Best of modes.	0	0	
4	New amber turn light at Pierce Park	Bike/pedestrian lanes Speed bumps on side streets like Pierce Park – used to going 45 on State and then turn onto Pierce Park and continue to go 45.	Well to Glenwood	Generally well up to 17 th Street	Poor throughout	Poor west of Veterans Memorial Parkway	Creativity – think out of the box – do we have to just add more lanes – what innovations in transportation been considered.
5			Horrible – have to go downtown to go anywhere else!	People in a rush – many near miss accidents in center lane.	No bike lanes or too narrow bike lanes	Sad – few sidewalks.	
6							

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7	Transit would	More bike lanes and sidewalks					
8	Connectivity Accessibility Segment alignment	Ped/Bicycle facilities Connectivity to regional pathways Beautification	Don't know	Busy all day – speed changes can cause accidents	Challenging	Intimidating	Comparison of recent traffic volumes – projections
9		1. Road pavement quality is inconsistent, needs improvement 2. Restrict access (limit) 3. Immerse lane width in the downtown area.	Poor	Ok	Greenbelt ok / bike lane – poor	Poor	
10			Non-existent (except for two bus lines)	Fairly well, relative to other similar roads in the valley.	Not well	Not well	Are you trying to move cars or are you trying to move people?
11	1. Multimodal vision 2. Access to services	Pedestrian/bicycle connectivity	Like all the western routes, I think that extending the State Street ___ to BSU campus	I rarely travel west of downtown Boise	I'm a bike commuter (~1000 mi/yr) but I have never ridden on State Street – would avoid at all costs.	When I see pedestrians along State, they appear “exposed”	

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12	<ul style="list-style-type: none"> ▪ Signal timing (mostly) ▪ Weighted buffer ___ ▪ State Street near downtown 	North/South connectivity Bicycle/pedestrian connectivity Attractiveness of land use	Not well	Ok – most of time	Mixed	Not well	Travel pattern needs % of trips that travel the entire corridor
13	Reasonably good speed Access to small businesses (eg The Lift, Tates Rents, Flying Pie)	Build bus stops outside of moving traffic. ___smart merger mechanisms like examples given in presentation.	Poor	Ok	Poor	Poor (better closer to downtown Boise)	
14	Library Signal timing changes and ___ yellows it is fast to get places	Transit stops (physical location) Connections to neighborhoods	Good presentation ideas to push through greater bus service to express bus to provide light rail	Good for major arterial. Take care to keep “choke point” do not subsidize poor ___ of living too far from work.	Long term, should not be on State. Will not be used, develop greenbelt, other parallel routes.	Not great, but people don’t like to walk along fast busy roads – it’s not downtown retail nor Hyde Park.	
15	<ul style="list-style-type: none"> ▪ Access to downtown at major corridor ▪ Potential for redevelopment opportunities 	TOD Density Bike/ped access n/s and e/w	Shelters need work. Doesn’t go where people want to go.	Flows well	No shoulders	Bad, no shoulders, incomplete refuge	Modeling of other modes on State Street such as LRT and Streetcar mode alternatives

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16	The road works well for cars	Doesn't work for bikes or peds building stock is horrible	Very limited (2 routes at this time) Service improvements needed Consider air quality and non-attainment impacts	Approaching gridlock in certain segments	Insufficient access as part of a continuous system	Ditto	
17	Multiple uses TOD nodes	Design Examine alternatives	Don't know	Yes	No	No	
18	<ul style="list-style-type: none"> • Lights – signal timing • State Street bus does work constant • a.m. better than p.m. • 23rd Street stacking 	School buses and VRT leaded & bus loading times.					
19	The traffic flow is better than it was 5 years ago.	<ul style="list-style-type: none"> ▪ Get the buses off the road when they pick up people ▪ Get us some HOV dedicated lanes for auto-traffic – there is no incentive to car pool. 					

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20		Entire corridor is adverse to bicycling and walking. This needs to be improved.	Route 44 express – too expensive to riders. Rides in the same traffic with cars; no reason to ride	Better than it was 5 years ago.			
21	Bus service to Glenwood Design review of businesses	Bike and pedestrian friendly aspects to be improved or included.	Better than elsewhere in Boise		Cyclists tend to be displaced off State Street due to high speed, no bike lanes.		
22	Signals are getting better for coordination.	Consistency of right/way widths Less access More physical separation of traffic.	Minimal C	Acceptable B non peak C at high volume times	Very bad F	Very bad F	
23	Decent travel time Decent traffic lights	Better bike lanes Safe places to walk	Glenwood east. Fair to Poor. Glenwood West Poor	Fair to good.	Poor – not a good place for bicycles	Poor- not a good place for ped.	I haven't studied these issues enough to comment.

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24	Open space visions into Veterans Park and Plantation	1. Safety and improved connectivity for bike and pedestrians. 2. Transit frequency and options 3. Connectivity for bikes and pedestrians to greenbelt.	Seems limited in offering (times, etc.) – I do not ride the bus	Decent – I drive each day from 9 th to Collister and the trip is fairly short/smooth	Scary	Scary	
25	Light timing The one bus route works	Bike paths Sidewalks	Poor	Fair	Very poor/dangerous	Very poor	Let's not forget about how does all this affect the quality of life – emissions in the valley
26	Great businesses along State.	Need more sidewalks. Need bike lanes and more landscape because of hard surface around street needs to be geared up.	Somewhat – will grow as times become better between buses	Depends on time of day – morning and evening peak time is frustrating	Dangerous, especially with so many accesses onto State Street	From 36 th St. East is pretty good would be better if separated from road.	More study on users of transit along State Street

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27	<ul style="list-style-type: none"> ▪ Fast vehicle access to commercial nodes. ▪ If some of the stops were in correct locations it would be even better. ▪ It is a continuous corridor. 	<ul style="list-style-type: none"> ▪ Ped/bike access to State from neighborhoods ▪ Safe, accessible bus stops ▪ Connectivity to the corridor and between developments (commercial and housing) 	Works better with express bus #9a	The Street is very auto oriented the traffic reflects this	You would be use to bike on State Street.	You do not walk along State because of the traffic and speeds.	
28	<ul style="list-style-type: none"> ▪ Retail services in the neighborhood ▪ Recent improvements: timed signals, blinking left turn lights. 	<ul style="list-style-type: none"> ▪ Fewer driveway cuts – more shared access ▪ Lower speed limit to 35 from Wal Mart east ▪ Better pedestrian access to bus stops ▪ Sidewalks, bike lanes ▪ Transit – connections to neighborhood and routes not focused on downtown ▪ Ped/bike access from neighborhoods. 	Needs more, better, accessible transit stops	Good, except when the bus stops it during peak times; like local access road between VMP and Wylie Ln.	West of VMP does not have bike lanes	Needs attention!!!	

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29			Poor, very little safe access, no north/south transit connection or feeder connections (not all want to go downtown)	Average. Need more law enforcement. Recent improvement have helped-timed lights, blinking left turns. Other than rush hour – okay.	Poor. Lacks bike lanes. Difficult to cross State. No/poor signage to bike routes, foothills Boise River greenbelt. Too little room from bikes on bus.	Poor. Lack of sidewalks. Lack safe access to transit. Little separation from traffic. Difficulty crossing street. Poor access from adjacent neighborhoods	

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30	<ol style="list-style-type: none"> 1. The part E. of VMP has the best ambience/character. 2. Some areas have good _____. 3. The part east of 27th has the best commercial, light traffic, light office, residential characteristic places. 4. The downtown part of State has to be widened if that is the main route downtown. 			Needs improvement – thus this ____	Awful	Awful	
31	West side Pierce Lane	<ul style="list-style-type: none"> ▪ Transit to Lake Harbor area ▪ Transit to fairgrounds and Boise Hawks 		Congested	Poor	Poor, no sidewalks	
32							

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33	<ul style="list-style-type: none"> • Half-hour headways on Route 9 • Flashing yellow left-turn arrow signals • Existence of park-n-rides 	<ul style="list-style-type: none"> • Route 44 limited service times • Too wide already • Bus stops in right lane. • Continuity of bike and pedestrian networks • Construction signs block bike lane, debris in bike lane • Need bus pullouts • Signal timing between State Street/32nd Street and State Street/33rd Street 	<ul style="list-style-type: none"> • How to get people out of their cars? • Need more route connectivity • Give them something to do (Wi-Fi) at stops, on vehicles • Transit subsidy, policy changes • State Street/Willow Lane stop gets water logged due to drainage issues • Transfers are a problem 	<ul style="list-style-type: none"> • Should look at speed changes as part of study (lower speeds may create a more bike-friendly environment) • How to address school buses during the morning commute? (Can school buses use bus queue jump lanes?) 	<ul style="list-style-type: none"> • Scary • State Street/Veterans Memorial Parkway is dangerous • Should focus on parallel routes (Hill Road and the Greenbelt) • Use Greenbelt when possible • Should separate bikes from cars • Can you do a multi-use lane? 		Why did the study area stop at State Highway 16? It should go to Star.

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#	7. Future Conditions – what do you like and/or dislike about the proposed route alignments?		Did we miss anything in our analysis?
	Eagle	Boise	
1			
2	State St.	19 th /12 th 15 th /16 th 30 th	<ul style="list-style-type: none"> ▪ Sustainability indicators. ▪ Analysis of population ▪ Congestion to build transit ridership.
3	Like Highway 44	Like 11/12 th	Highway 16 interconnection with I-84 – was this considered?
4	Loose small town feel	Noise/hassle effect to State Street neighborhoods	Would be nice if we could see detailed data before this meeting.
5			An analysis of the political climate of successful metro areas would be insightful. What are the key elements politically for success? I wonder about state support!
6			
7			
8	Downtown – suggestion		See above.
9	Looks good because ROW is not as much of a constraint	Might be too costly to add lanes on this corridor in the downtown area.	
10	Not familiar with the options		
11	Old State Street.	Prefer 30 th St. extension	Impact on local food production/access to markets
12	Would prefer route went downtown	Like 11 th /12 th See 30 th as a circulator service area	See the locations east of SH 16 as NT2
13	Would try to avoid either/or” – use highway for express, still provide local ___ on Old State.	Seems very ___	
14		Look at who uses/needs transit Service the transit dependent population first	Sustainability indicators What is the purpose – who are we serving?

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	Eagle	Boise	
15	?	Connection to DBMMC Consideration of 30 th Street area.	1) Under Goal #3 has the analysis taken into consideration DBMS (2005) and Treasure Valley High Capacity Transit Study (2009)? 2) GHG analysis of various modes – relates to future EIS 3) Social trends towards declining HH population, gas prices, economics – recession
16			
17	44 does not have the houses	Why ___ on 23 rd ?	Design of the roadway street section.
18			
19			
20			
21	Appear well thought out	Appear well thought out	
22	The routes are what they are – just work at preserving	the R/W for future expansions.	
23	Opportunity for good growth	More lanes and options for people	
24	Highway 44 alignment makes sense	23 rd Street alignment appears worthy of consideration.	
25	Stag to the bypass but plan for a bus route on old State.		
26	The downtown route could bring people downtown	The proposed route makes sense. I do not like the 23 rd route due to the impact on neighborhood	Should consider analyzing the redevelopment of Lake Harbor area.
27	HOV lanes Need fewer stops for bus service	HOV Lanes Landscaping Signaled queue bypass lanes	Crosswalks? Can design be done in stages? Planning requires a user's perspective especially in transit. Bus system needs to be customer focused. No more meetings that are not during bus service hours? Include people with disabilities/ refugees/etc. who uses the corridor to participate; their perspective is needed.

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	Eagle	Boise	
28	Ditto	Depends on demographics – which route serves those who need transit most.	
29			
30			
31	I'd rather see it go downtown	Prefer 11 th and 12 th street	Identify the folks who will most likely ___ transit.
32			
33		<ul style="list-style-type: none"> • How would the 30th Street alignment work? • Would State Street be a five-lane roadway only from 23rd Street to the proposed Downtown Boise Multimodal Center? • Contraflow lane is a possibility? 	