

State Street Transit and Traffic Operational Plan Public Open House Summary

December 2010



Prepared by: RBCI

Overview

Valley Regional Transit, Ada County Highway District, Idaho Transportation Department, COMPASS and the cities of Boise, Eagle and Garden City, hosted a State Street Transit and Traffic Operational Plan public open house on Dec. 2, 2010. The open house was held from 5 to 8 p.m. at Riverglen Junior High School. A separate business open house was held from 4 to 5 p.m. to give businesses one-on-one time with staff. Approximately 120 people attended, and 43 people gave written comments.

Background

The State Street Transit and Traffic Operational Plan will identify and prioritize transit and traffic improvements that will change State Street/State Highway 44 between Downtown Boise and State Highway 16.

State Street/State Highway 44 is the only east-west connection north of the Boise River that links communities in Canyon and Ada counties.

The purpose of the December 2010 open house was to present and gather comments on proposed improvements to State Street between the future Downtown Boise Multimodal Center and State Highway 16.



The proposed improvements identified near, medium and long-term improvements for:



Transit



Roadway



Land uses

At-a-glance summary

- Attendees supported the overall plan.
- The most important issues for participants were expanding transit services, improving traffic flow and improving safety.
- Attendees supported the proposed improvements for transit, roadway, bicycle/pedestrian and land use.
- Attendees supported HOV lanes and TOD locations identified in the plan.

In this document

This document outlines the preparation, notification and detailed outcomes of the open house. A summary of comments begins on Page 6. Conclusions in this document are for planning purposes only and are not intended to be statistically reliable.

Open house preparation

Preparation for the open house began several months in advance. The public involvement team prepared a detailed meeting plan that outlined the meeting purpose, event logistics, comment sheet questions and display boards. The Project Management Team and ACHD and VRT communication staff worked together to review all materials before the meeting.

Notification

Residents and other project stakeholders were notified about the public open house in several ways:

- **Newsletter:** Approximately 21,500 residents, property owners and agencies received a mailer notifying them of the public open house. Of these, 70 were community advisory committee members who have been involved with the project. Another 250 were elected officials, agencies or other stakeholders. The remainder of the postcards went to homes and businesses in the vicinity of the project.
- **Business owner letter:** Approximately 760 businesses along State Street received a personal letter inviting them to a meeting from 4 to 5 p.m. for one-on-one time with staff.
- **E-mail notification:** An e-mail was sent to all community advisory committee members inviting them to attend the open house.
- **Newspaper display ads:** An advertisement for the open house ran in the Idaho Statesman on Nov. 21 and 28.
- **Website:** Valley Regional Transit and ACHD posted an announcement on their websites.
- **Media:** Valley Regional Transit and ACHD sent a joint news release to local media the week of the open house. Channel 2, 7 and 12 ran stories on Dec. 2 inviting people to attend the open house.
- **Sandwich signs:** ACHD posted sandwich along the corridor announcing the meeting two weeks prior to the open house. They were located at:
 - State Highway 16/State Street
 - Linder Road/State Street
 - Eagle Road/State Street
 - Glenwood Street/Gary Lane/State Street
 - 36th Street/Veterans Memorial Parkway/State Street
 - 27th Street/State Street
 - 9th Street/State Street

A copy of the postcard, business owner letter, newspaper advertisement and news release are included in the appendix to this document.

Open house format

Open house attendees were greeted at the door and asked to sign in. Each attendee received the following:

- Comment sheet
- Glossary of terms
- Bus Rapid Transit fact sheet
- High Occupancy Vehicle fact sheet
- Transit Oriented Development fact sheet
- Transit and Traffic Conditions fact sheet

A member of the public involvement team gave a brief overview of the open house and encouraged each attendee to ask questions and leave comments. A large map of the corridor was placed at the beginning of the meeting for participants to mark where they lived on the corridor with a colored dot.

Several displays were posted around the room, and project staff members were available to answer questions.

Display boards and visualizations

The display boards included:

- Welcome
- Who is involved
- Why State Street/State Highway 44
- Background
- Proposed integrated corridor
- Plan purpose
- Study area animated video (visualization)
- Existing conditions
- Range of improvements considered for year 2035
- Range of improvements (Median, Curbside, Curbside with HOV) animated video (visualization)
- High Occupancy Vehicle (HOV) lanes
- HOV example
- Bus Rapid Transit
- Results of CAC survey
- Proposed near-term improvements
- Proposed medium-term improvements
- Curbside with HOV animated video (visualization)
- Proposed long-term improvements
- Proposed improvements at 30th Street/State Street
- Proposed improvements at Glenwood Street/State Street
- Proposed improvements at Plaza Drive/State Street
- Transit operating costs per capita
- Funding of proposed improvements

Tables and chairs were placed around the room for participants who wished to complete a comment sheet.

Copies of the display boards and meeting handouts are posted on the website.

Additionally, VRT, COMPASS, and ACHD setup tables with information about several adopted plans for the area.

- VRT – information and maps on the *Treasure Valley in Transit*, comprehensive plan to increase in transit service for the area
- COMPASS – information and maps on *Communities In Motion*, the long-range transportation plan for the area
- ACHD – information and maps on ACHD’s Capital Improvement Program

Agency staff were available at these tables to address questions or comments from the public.

Outcomes

The purpose of the December 2010 open house was to gather comments on proposed improvements to State Street between 23rd Street and State Highway 16. The proposed improvements were broken out between roadway, transit and land use in the near, medium and long-term.

Comment sheet questions

Open house participants were asked to respond to the following questions:

1. What is most important to you about the State Street corridor? Please rate your top three issues.

___ Expanding transit services

___ Improving capacity

___ Transit amenities

___ Construction costs

___ Smoother traffic flow

___ Impacts to businesses

___ Bicycle and pedestrian facilities

___ Land use

___ Less congestion

___ Safety

2. Previous plans and community input have envisioned State Street as a multi-modal corridor where:

- Transit users can easily travel across the valley
- Buses, cars, pedestrians and bicyclists move together
- Land use patterns support transportation choices

Please tell us whether the improvements you saw tonight will achieve this vision.

Will the proposed transit improvements achieve this vision? Why or why not?

Will the proposed roadway improvements achieve this vision? Why or why not?

Will the proposed bicycle/pedestrian improvements achieve this vision? Why or why not?

Will the proposed land use improvements achieve this vision? Why or why not?

3. Only some of the improvements are funded. At this time, local agencies do not have enough money to fund the rest of the improvements. What are your thoughts or suggestions for funding the rest of the plan?
4. Do you support or not support the proposal to add HOV lanes to State Street?
5. What do you like and dislike about the plan to add HOV lanes to State Street?
6. Do you agree or disagree with the locations for transit-oriented development (TOD)? If not, where do you think they should be located?
7. Other comments.

Forty-three people completed comment sheets. The following summary is intended to represent major themes and general opinions. It is not intended to be statistically reliable. A verbatim transcription of all comments is included in the appendix.

Summary of comments

1. What is most important to you about the State Street corridor? Please rate your top three issues.

Forty-one of the 43 participants responded to this question. The top three issues most important were:

1. **Expanding transit services (21)**
2. **Smoother traffic flow (21)**
3. **Safety (20)**

The following issues were also important to meeting participants.

- Bicycle and pedestrian facilities (12)
- Improving capacity (12)
- Less congestion (10)
- Impacts to businesses (9)
- Land use (8)
- Construction costs (6)
- Transit amenities (3)

Several participants commented on these issues. Below is a sample of comments:

- We need better connectivity between Eagle and Boise for bicyclists
- The Northgate shopping center needs a signal at the south end
- Add a pedestrian crossing between Glenwood Street and Highway 55
- Expand transit beyond State Street corridor to make transit hubs besides downtown
- Reduce access points to/from businesses so each access serves multiple businesses

2. Please tell us whether the improvements you saw tonight will achieve the vision for State Street.

2a. TRANSIT: Will the proposed transit improvements achieve this vision?

Thirty-nine of the 43 participants responded to this question. The majority of participants said the proposed transit improvements would achieve the vision.

Thirty-one out of the 39 said the proposed improvements achieved the vision. Comments included:

- HOV lanes are good
- Transit hours need to be expanded to accommodate opening and closing times
- The added corridors for transit systems would improve transit and safety and may attract local business
- Transit will help get cars off of the road and make it easier for buses
- Buses running frequently with places for people to easily cross
- As a community we must fund the multimodal concept
- The proposed use of BRT vehicles along the HOV routes should increase transit use
- It is critical to have the mix of park-n-ride lots

Five of the 39 said the proposed transit improvements did not meet the vision. Comment included:

- Traffic moves too fast on this road to make anyone comfortable waiting for a bus
- Not enough people ride the bus
- We doubt people will use transit without extreme incentive
- People won't use transit unless it has a major overhaul

Three of the 39 people said they were unsure about the proposed transit improvements.

2b. ROADWAY: Will the proposed roadway improvements achieve this vision?

Thirty-eight out of 43 participants responded to this question. The majority of participants supported the roadway improvements.

Twenty-eight out of the 38 said the proposed improvements achieved the vision. Comments included:

- They will keep the road safer
- They will help transit system without opposing traffic flow
- They will reduce congestion and improve flow
- Anything would be better than what currently exists
- They will achieve the vision if we can get funding
- HOV lanes will allow buses to run smoothly
- HOV lanes will aid traffic flow, increase transit use and develop mixed-use nodes

Five of the 38 said the proposed roadway improvements did not meet the vision. Comment included:

- It is too difficult to enter/exit the many driveways and parking lots
- The speed limit is too high
- We don't believe people will use buses
- More lanes make people less likely to watch for pedestrians
- Predictions from COMPASS show drastically worsening traffic congestion even with some widening.

Five of the 38 people said they were unsure about the proposed roadway improvements.

2c. BICYCLE/PEDESTRIAN: Will the proposed bicycle/pedestrian improvements achieve this vision?

Thirty-six out of 43 participants responded to this question. The majority of participants supported the proposed bicycle/pedestrian improvements.

Twenty-eight out of the 36 said the proposed improvements achieved the vision. Comments included:

- Safety is a big issue
- Lighting is important whenever traffic enters road so cyclists are easily seen
- Add bike lanes to all arterials in the valley
- Bikers need to obey the rules
- Improvements will create good traffic flow

- Buses need to have bike racks
- Bicyclists need better access to greenbelt from park-n-ride lots
- Bike lanes between HOV and curb should give cyclists an added measure of safety

Six of the 36 said the proposed bicycle/pedestrian improvements did not meet the vision. Comment included:

- Speed limit is too fast for bike/pedestrians
- Bicyclists get in your way and cause traffic problems
- Bicyclists/pedestrians are concerned about crossing traffic to reach the other side

Two of the 36 people said they were unsure about the proposed bicycle/pedestrian improvements.

2d. LAND USE: Will the proposed land use improvements achieve this vision?

Thirty-one out of the 43 participants responded to this question. A slight majority of participants supported the proposed land use improvements.

Seventeen out of the 31 said the proposed improvements achieved the vision. Comments included:

- Higher transit ridership will attract business and projects
- Will create a cleaner living style in Boise
- We like clumping businesses together to share one or two access points
- Access to public transit should allow for greater population density

Seven out of the 31 said the proposed land use improvement did not meet the vision. Comments included:

- Land use required for this system will hurt some businesses
- Stop expanding. City is big enough.
- Community comprehensive plans will need to adopt amendments that create incentives for TODs.
- High-density development should be allowed closer to State Street, especially in Eagle.

Seven out of the 31 people said they were unsure about the proposed land use improvements.

3. What are your thoughts or suggestions for funding the rest of the plan?

Thirty-three out of the 43 answered this question. Answers varied widely. Funding suggestions included:

- Local option sales tax
- Sales tax
- Gas tax
- Federal funding
- User-based fees
- No new taxes
- Wait because of the current economy

Other comments included:

- Idaho does not charge appropriate motor vehicle fees
- Is the cost of expansion worth the amount of congestion
- Look for sponsors (local businesses)
- A plan without an implementation plan including a funding plan is not a plan

4. Do you support or not support the proposal to add HOV lanes to State Street?

Forty-one out of the 43 answered this question. The majority of participants supported HOV lanes on State Street.

Twenty-nine out of the 41 supported HOV lanes. Some comments included:

- Help with congestion
- Give people incentives
- We need mass transit options ready and available as we grow
- HOV lanes will help with safety
- They are needed and the number of cars on State Street won't drop off without a better bus system
- This will speed up lanes for traffic in different lanes
- HOV lanes are awesome. They provide ways for buses to stop without interrupting the flow of traffic
- We need to find funding
- We strongly support anything that increases transit ridership

Nine of the 41 did not support HOV lanes. Some comments included:

- There is not enough traffic to support HOV lanes
- Too many access points onto State Street
- Traffic seems to move well now
- Seem to be a large expense for limited benefit

Three of the 41 were unsure about HOV lanes.

5. What do you like and dislike about the plan to add HOV lanes to State Street?

Twenty-seven out of the 43 participants responded to this question.

“Likes” included:

- Traffic will flow better
- Encourage car pooling
- Keeps buses out of traffic lanes
- Reduce emissions and increase air quality
- Keeps roads safer
- Encourage transit ridership
- Delayed/head start for signals
- Separate travel lanes

“Dislikes” included:

- People may abuse it
- Cost
- More awareness, rights to buses and HOV lanes
- Impacts to existing businesses
- It should not matter if a vehicle contains one or 20 passengers.

Other comments included:

- Lanes are added to support their use
- Median running way is difficult to get people to the center
- Dangerous for people to cross HOV lanes
- HOV lanes are critical to the future development of State Street

6. Do you agree or disagree with the locations for transit-oriented development (TOD)? If not, where do you think they should be located?

Thirty-seven out of the 43 responded to this question. The majority of participants agreed with the TOD locations.

Twenty-seven out of 37 agreed. Locations participants liked were:

- Downtown multimodal center
- 30th Street
- Glenwood Street
- State Highway 16
- Like them all

Other comments included:

- Add more park-n-rides
- TOD is essential for a sustainable, viable future for downtown, northwest and Eagle (& beyond). Must include mixed-use developments.

Seven of 37 disagreed. Locations participants did not like were:

- Not sure about Pierce Park & Bogart Lane
- Nowhere
- Horseshoe Bend Road
- Airport and malls
- Downtown multimodal center – downtown is confusing area
- Plantation complex
- State Street and Glenwood Street

Three participants were unsure.

7. Other comments

Twenty-four out of 43 responded to this question. Comments varied widely. Below are some notable comments.

- Funding will be tough
- Thank you for a good meeting
- Bus transit needs to expand hours
- Bus routes N/S and E/W routes need to be integrated to allow passengers to move throughout the valley
- We need to attract large and more midsize employers to jumpstart economy
- Consider economy and hardships on businesses
- Accept payment by credit card or purchase cards at bus stations
- We should be planning light rail
- Advisory committee was great. Would like to continue the group and meet once a year to keep up with the progress
- Plan will impose land use restrictions; that will impact property owners
- Make sure there is good, easy on and off access at intersections
- Lower speed limit

Appendix

- Transcription of comments
- Transcription of sign-ins
- Postcard invitation
- Business owner letter
- News release
- Newspaper display ad
- Comment sheet

*Note: Display boards and handouts can be found on the project website at:
<http://www.kittelson.com/statestreetcorridorstudy>*

State Street Transit and Traffic Operational Plan Open house Transcription of comments <i>Comments are transcribed verbatim. A blank line (____) indicates that the comment was not legible.</i>			
#	1. What is most important to you about State Street corridor? Please rate your top three. Other.	3. What are your thoughts or suggestions about funding the rest of the plans?	7. Other comments
1	Expanding transit service Bicycle and pedestrian facilities Other: better connectivity between Eagle and Boise for bicyclists – safe alternatives.	Our legislators continue to take away our voice. Give us the local option sales tax! Also, Idaho does not charge appropriate M.V. fees.	Thanks for your hard work!
2	1 – safety 2 – smoother traffic flow 3 – improving capacity Other – what about roundabouts?		
3	Smoother traffic flow Construction costs Impacts to businesses		All together it looks like a good plan but the \$ part will be tough to get.
4	1 – Safety 2 – Improving capacity 3 – bicycle and pedestrian facilities 4 – Impacts to businesses 5 – Expanding transit services Other – During most of the day it takes huge patience to make a left turn onto State Street. The NorthGate Shopping Center needs a signal at the south end of the center to allow access in and out from both directions. I consider this area to be the most dangerous in my commute from S.E. Boise.	User based fee's would be the fairest but difficult to apply and collect. When transit becomes self-sufficient it could contribute.	Bus transit needs to expand hours (see #2). Bus routes on N-S and E-W routes need to be integrated to allow passengers to move across Boise-Garden City-Eagle-Meridian in 45-60 minutes. And, walking needs to be less than ½ mile (1/4 mile) if you expect to really increase ridership.
5	1 – Safety 2 – Expanding transit services 3 – Bicycle and pedestrian facilities	Federal grants, local taxes may be a hard sell.	
6	None of the above this is not the time to propose such a massive project. Boise's economy is still lagging.	No new taxes!	Boise/SW Idaho needs to attract larger and more midsize employers to jump start economy B/4 it undertakes a project of this scope.

7	1 – improving capacity 2 – safety 3 – Transit Oriented Development		Thank you!
8	1 – smoother traffic flow 2 – improving capacity 3 – construction costs	Wait till someone donates money or finish a job before starting a new one.	
9	1 – expanding transit service 2 – land use 3 – impacts to businesses	I think govt. officials should get paid less money so that more of our taxes get put to public use.	
10	Bicycle and pedestrian facilities Safety Other – ability to cross the street (State Street) between Glenwood and Highway 55.	It does not cost very much to slow the speed limit. Suggestion would be to start with that.	Between Glenwood and Hwy 55, State Street divides the city like a 30 ft. wall. Children cont. cross to go to school, motorists entering or exiting from side streets, parking lots, driveways live in fear of the 55 mph speed limit. Driver's can't see because they are traveling into the sun in the am and pm making the conditions above even worse.
11	1 – less congestion 2 – safety 3 – improving capacity	Wait	Well developed plans but leave HOVs and corridors need to stay to the outsides.
12	Smoother traffic flow Less congestion Safety	Tax	
13	1 – safety 2 – land use 3 – impacts to businesses Construction costs Other – Don't kill trees!	Is the costs of expansion worth the amount of congestion.	
14	1 – smoother traffic flow 2 – safety 3 – less congestion	Pancake breakfast	
15	1 – smoother traffic flow 2 – less congestion 3 – bicycle and pedestrian facilities	You need to wait until the economy improves.	

16	1 – smoother traffic flow 2 – bicycle and pedestrian facilities 3 – expanding transit services	It would be hard to increase gas taxes although that would work. An idea needs to be developed that includes the users of State Street to primarily contribute to its development.	Nice presentation laid out well. I appreciate a lot of available staff to answer questions. I am not sure you needed two questions about HOV lanes – consolidate question 4 and 5. Would be better in the future.
17	1 – impacts to businesses 2 – land use 3 – construction costs Other – can't afford to have lanes closed during construction. Can't afford to lose tenants/Can't afford higher taxes/Can't afford to lose our parking lot.	Federal funding should be used for a different highway.	Please consider the economy and hardships businesses are having. Plan smarter for the future when people can see a future.
18			Eastbound traffic on State at 36 th Street needs access earlier to left turn lanes. You cannot get into the left turn lanes until the traffic going forward is out of the way. Then you have to wait for signal to cycle through again.
19	1 – expanding transit service 2 – transit amenities 3 – smoother traffic flow 4 – less congestion 5 – bicycle and pedestrian facilities 6 – safety	Put a progressive gas tax for the city or county. Beyond a base amount, people should pay an increasingly stiff gas tax – I'm dead serious about this.	1) I would like to see small scooters (100 cc & less) separated from large vehicle traffic. Perhaps like this: (note see diagram) 2) I'd also love to see huge pickups/SUVs strongly discouraged in some way. We don't need them and they are so dangerous to everyone in smaller vehicles.
20	Expanding transit service Safety Impacts to businesses Other – Good Samaritan Villages has mobility challenges. Residents mostly wheelchairs and seated walkers.	Enlist bicycle shops to help in promoting the share ride aspect of the bus service.	The ___ buses need more than one lane to accommodate the ___ set of tires to turn safely. They also can go through on a green light and half way through get a red. The accordion buses are better for freeway commuters.
21	Expanding transit service Safety		a. Need emergency phone for elevators to cross roadway for disabled passengers

	<p>Less congestion – environmental impact CO2, Ozone. Other – Need to expand beyond State Street corridor to encompass and make hubs beside downtown. Malls in Eagle, Meridian, Boise linked to Nampa could also be hubs for service. These services will encourage young ___ drivers and ___ to access these areas if bus is safe, frequent, inexpensive.</p>		<p>(who are more likely to use public transportation). b. Permit payment by credit card or purchase cards at stations c. Where is the plan to make the Boise Airport a hub for VRT including (Mtn. Home, Nampa, Caldwell, Eagle, Meridian as well as Boise). d. Why not use a toll fees on single user cars to subsidize use of VRT. Would discourage use of cars and increase ridership (\$50/day per vehicle) would encourage car pooling. e. If you want to decrease road traffic from single rider cars, both cannot (lower fees and increase frequency and coverage of bus service) and ___ (fees for single care vehicles).</p>
22	<p>1 – expanding transit service 2 – bicycle and pedestrian facilities 3 – Safety</p>	<p>I would be glad to support local option tax.</p>	
23	<p>1 – smoother traffic flow 2 – expanding transit service 3 – improving capacity</p>	<p>Gas tax % to fund mass transit</p>	
24	<p>Smoother traffic flow Bicycle and pedestrian facilities Less congestion</p>	<p>Look for sponsors? (local businesses)</p>	
25	<p>1 – expanding transit service 2 – Construction costs 3 – smoother traffic flow</p>	<p>Educate people and congress about how helpful this improved transit system would be.</p>	
26	<p>1 – Expanding transit service 2 – Smoother traffic flow 3 – Impacts to businesses</p>	<p>State funding, it makes since.</p>	
27	<p>Expanding transit service Smoother traffic flow</p>	<p>Local option sales taxes and planning and zoning assessments</p>	

	Improving capacity Other – reduce access routes from businesses so each service multiple shops. Possible improve streets running behind businesses to reduce traffic in front of parking area.	from businesses being served.	
28	Safety Land use Other – NOISE! Very concerned about the inevitable increase in noise pollution on neighborhoods and golf course...pollution that will undoubtedly impact property values.		Need to hear specifics about how the practical down-sides of this plan will be handled – before we could support this plan. Seems like this one street is expected to solve the transit problems for entire NW valley. What are other options to share the land?
29	1 – safety 2 – Improving capacity 3 – Expanding transit service		To be truly farsighted we should be planning light rail.
30	1 – safety 2 – expanding transit service 2a – Transit amenities 3 – improving capacity 3a – smoother traffic flow Other – light rail, location of downtown modal, school buses		You have done a good job of keeping the public informed. The advisory committee was great. I would like to continue the group and have them meet once a year to keep up with your progress.
31	1 – smoother traffic flow 2 – Bicycle and pedestrian facilities 3 – Expanding transit service	Toll booths (just kidding) Raise taxes	
32	1 – improve capacity 2 – Smoother traffic flow 3 – less congestion	No tax increases	
33	1 – smoother traffic flow 2 – less congestion 3 – safety	Raise traffic tickets a lot and get police out to give tickets. Lots of violations out there mean \$\$\$.	Stop studying and get things done. All we see is studies and no changes.
34	1 – impacts to businesses 2 – Smoother traffic flow 3 – safety	Need to get legislature to allow for local taxation. Sales tax.	

35	Bicycle and pedestrian facilities	A plan without an implementation plan – including funding is not a plan.	This plan will impose land use restrictions, that will impact property owners. Without a plan for funding these improvements it is unfair to property owners.
36	Expanding transit services Transit amenities Bicycle and pedestrian facilities	Local option taxation Federal transportation funding	
37	1 – safety 2 – Bicycle and pedestrian facilities 3 – Expanding transit services Other – speed limit – hard to get on State Street from Bogart.		
38	1 – improving capacity 2 – land use 3 – Expanding transit services	The funding mechanisms are good. The key will be to create a corridor of development that is so ___ to developers/retailers/etc. that fees/taxes, etc. would be willingly paid (location, location, location!)	Overall, the presentation was helpful and well designed. The evaluation of long-term improvements graphic/matrix was down right confusing however! ☺ REALLY appreciated the use of CGI presentations to help visualize how the proposed changes could appear in the future. Staff was available and willing to answer questions/discussions.
39	1 – Less congestion 2 – expanding transit services 3 – land use	Local option tax; ask the federal reserve to just print the money we need.	Have the Star/Eagle tech folks (not the right name?) been contacted about any potential long-range impacts for employment? Plan needs to factor in 2,000+ Gem County commuters and projections/impacts on the SH 16 SH 44 intersection.
40	Improving capacity Construction costs Land use	Higher gas tax. Impact fees already stifle growth and developers cannot afford the offside improvements demanded by ACHD.	Thank for the “show.” Unfortunately this valley continues to do a great job planning and a poor job implementing. Maybe this time will be different, but I don’t know how until the funding problem is solved.
41	Smoother traffic flow Impacts to businesses	\$.5 sales tax increase for mass transit projects...	A concern we have is making sure that there is good, easy on & off access at the major intersections along this route.

42			<p>My comment is that my husband and I would like to have the speed limit lowered on State Street. We live right around the Gary Lane/State Street intersection and we think it should be 35 mph at least to that intersection. Then it should be lowered to 45 mph when you cross Gary Lane/Glenwood. Right now it changes to 55 mph and I would like it to stay 45 mph a little further west; out to Old Highway 55 or even to Highway 55 because there is a lot of traffic coming in off the road because of WinCo and Home Depot. The main thing is that 45 mph east of Glenwood/Gary Lane is just too fast.</p>
43	<p>1-Improving capacity 2-Smoother traffic flow 3-Expanding transit services</p>	<p>Impact fees must be established to fund improvements on the state hwy system and contribute to transit projects. The current population should never be responsible for funding improvements that offset congestion from growth.</p>	<p>A 4/6 lane freeway from Horseshoe Bend Road west with a separated bike path is the only way to move all modes in the most efficient manner, well into the future. From Horseshoe Bend Road to 27th, create 6-lane arterial with separated bike paths, strong access management, and well-timed signals to deliver/disperse commuters into Boise and Garden City. It is nice to see “out of the box” thinking on this corridor. Just need to be careful not select improvements that do not address all modes.</p>

**State Street Transit and Traffic Operational Plan
 Open house Transcription of comments**

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

2. Previous Plans and community input have envisioned State Street as a multi-modal corridor where:

- Transit users can easily travel across the valley
- Buses, cars, pedestrians and bicyclists move together
- Land use patterns support transportation choices

Please tell us whether the improvements you saw tonight will achieve this vision.

#	Transit	Roadway	Bicycle/Pedestrian	Land use
1	Yes We must have HOV lanes. Adding lanes alone does not solve anything. I like the options I see. I would like to see pedestrian bridges added to your plans at projected heavy intersections.	Yes BUT I see where the landscaping is something left to private developers. Keep in mind we are the City of Trees. We need the trees to reduce the heat island effect of all the hardscape being added.	Yes As long as the lanes are sized generously as you show them. Also lighting is important whenever traffic enters the road so that cyclists are more easily seen.	? This is hard for me to say. So much of this corridor is undeveloped. There is opportunity for the appropriate business set backs and access. Closer in is more tricky.
2	Not enough detail.			
3	Yes It appears to have been well thought out but the money issues will be very hard to achieve.	Yes	Yes	
4	Maybe Hours need to be expanded to meet opening and closing times of businesses. Minimum of 6 am to 10 or 11 pm. Mass transit won't get riders unless it runs long enough to get to work and return to home. Many people work 10 hour to 12 hour shifts.	Ditto It is very dangerous to get onto State Street, let alone trying to cross or make a left turn onto State. Signals at shopping centers (northgate) would help. Traffic is often above speed limit and I rarely see police patrols – plenty of emergency vehicles!	Bike lanes need to be added to all arterials in the valley. Many people would cycle to work etc. if it was safe.	Wider ROW and more lanes may not have the problem. With proper signalization and controls it will help.
5	Yes	Yes	Yes	Yes
6	Possibly	No	No	Don't know.

	Improvement not justified at this time.		Bicycles do not belong alongside motorized vehicles. Bicyclists tend not to stay within lanes and do not obey traffic laws.	
7	Yes	Yes	No I think connecting the greenbelt from Eagle to Garden City with a foot bridge at the east tip o Eagle Island or at the Three City Crossing/Hwy 55 would be more attractive.	
8	Yes Yes then everyone on the road can be equally on the road.	Yes It will keep the road safer so everyone can go on there way.	Yes Bikers will have to obey the same rules as every one else but a biker should only be on the road if it can stay with the flow of traffic.	No Because the less land we use the better just works hard and achieve greatness the old projects the State already has to complete started projects before they start new ones.
9	Yes I think Boise needs a large public transportation system, and if they input the one devised in this pamphlet will help traffic run smoother through the valley.	Yes The roadway improvements will help the transit system without at all opposing smooth traffic flow.	Yes Only a little Boise already has a good bicycle/pedestrian.	No I think the land use required for this system will hurt some businesses.
10	No (Glenwood to Hwy 55) Traffic moves too fast on this road to make anyone comfortable waiting for a bus at a bus stop. Even waiting on the road to make a turn the car shakes when traffic goes past at 55 mph.	No Did not see any improvements that made entering or exiting the many driveways parking lots or side streets along State Street between Glenwood and Hwy 55. Speed limit is set too high for the engineering of this road. By comparison it currently has the same speed limit as the connector!	No Speed limit is too fast for any ped or cyclist to feel safe. Still no way to cross the street from north to south between Glenwood and Hwy 55. (except the new light @ Bogart).	

11	Yes The added corridors for transit systems would improve transit and safety and may also attract/improve local business	Yes The vision will attract safety for drivers by depleting congestion and creating a smoother flow.	Yes Boise has a large amount of bikers in Boise and adding/improving bike lanes will create a good flow of traffic.	Yes Higher transit will attract business and projects.
12	Yes The new setup seems quite better from the pervious. Any new transit system would be a quite ____.	Yes There should be less congestion and more flow.	Yes The pedestrian vision now provides much safety to the people without	No The widened roads make less use.
13	No I feel there is not enough people who ride the bus to make it necessary to enact such extreme ____ changes.	Yes I feel the way will expand regardless of public opinion. If anything its nice they are planting trees along the roadway to offset carbon emissions.	Yes There is too many bikers in Idaho to say no to this. Safety is a massive issue with bikers o the road so the extra safety is a good step.	No Too much stop expanding. The cities is big enough.
14	Yes I think that the transit system will help to not only get more cars off the road it will make it easier for the buses to move around and function more efficiently.	Yes Although I feel the roadways are not that good. I think that this will help to free up the largest ____ from __ congestion.	No I feel no matter how you slice it bicyclists get in your way and cause traffic problems, furthermore I think that the pedestrians will have it a little easier.	Yes I believe that this will help to conserve and create a cleaner living style in Boise.
15	Yes The plan looks workable, just takes money and potential willingness to make hard decisions.	Yes Anything would be better than what currently exists.	Yes Looks workable.	Yes If ACHD and other political entities are willing to enforce the vision.
16	Yes	Yes	Yes	Yes
17	No I feel there should be a better access around the city for travel across the valley which would lighten the load on the city streets, i.e. an express way or	No I don't believe more people will use buses – families with several kids going in several directions not appealing.	Yes	No It will hurt too many businesses and residences property values.

	tall highway.			
18				
19	Yes	Yes But see my "other comments"		Yes
20	Yes It will allow people to go out to Eagle and Star ____ ____.	No The more lanes the more lazy people become watching for pedestrians "jay walking"	Yes Only if buses have bicycle transportation racks in the front of the buses.	I do not know about this one.
21	Yes A) Would bus bays located after traffic lights reduce need for queuing light? B) Bus bays should reduce car delays behind a bus = less idling.	HOV at curb. Better not to have bus lane (express) in middle of roadway if there is access for wheelchairs. Need more room for waiting passengers when wheelchair present.	Need to encourage bike/ped safety with well defined lane eg. Use pylons, barriers, colored lines, etc.	
22	Yes More buses running frequently with places for people to easily cross safely can help move more people.	Yes If we can get funding to accomplish.	Yes More bike/pedestrian safe routes will enable people to safely bike.	Maybe the various cities have to agree to a master plan, then the lane has to be purchased.
23	Yes	Yes	Unsure Concerns about crossing traffic to reach the other side of street or to the median bus stops. Maybe very difficult for them in wheelchairs.	Yes
24	Yes	Yes Creating the HOV lanes will create lanes for buses to run smoothly without interrupting traffic flow. They also create an incentive for the public to use the public transit services and carpooling.	Yes I know from experience that there are many sections of State Street that lack a bicycle lane	Yes They would sorta. You mainly need businesses to encourage workers and customers to use the public transit things.
25	Yes	Yes	Yes	Yes

	I definitely think that his proposed plan will achieve this vision because car pool lane are always effective. Plus, the plan of having different improvements made to State Street on different sections is a great idea because State street is so diverse.	Having a bike lane would be great. I have noticed a huge increase in the amount of bicyclists in Boise, Eagle and Kuna.	See roadway answer.	
26	Yes I think HOV lanes are a great idea, especially after using them in California.	Yes It looks like they've done their research. It makes since.	Yes Not really sure I guess. Need everything to work well for smoothness I guess.	
27	Yes HOV lanes are great! So are roundabouts.	Yes I like the 7 lane plan	Yes Better access to the greenbelt from park and ride.	Yes I like the clumping together of multiple businesses who then share only 1 or 2 access points.
28	No Doubt people will use transit without extreme incentive.	Possibly. At the detriment of all homeowners along the corridor.	Yes	Possibly will you be taking our property to accommodate?
29	Yes	? Which version are you going to use?	No Traffic speeds and density are a threat to the safety of bicyclists and pedestrians. I don't think you should have bikes or pedestrians along a high speed thoroughfare.	Yes Greater access to public transit should allow for greater population density.
30	Yes All things being equal you just have to start the project and keep moving with it. The times is good to move forward as the county moves out of this recession.	Yes You need an HOV lane and you need a bus lane. The transit nods are good.	No There should be no inclusion of bike or walkers on a high speed road.	
31	Yes	Yes	Yes	Yes
32	Yes	Yes		

33	No People won't use transit unless it has a MAJOR overhaul. Can't go anywhere without going downtown or mall to change bus. Takes too long.	Maybe Some aspects are good like HOV.	Yes Better bike lanes than have now.	Yes Better design than hodge pod that currently exists.
34	Improvements to downtown – then will need to transfer to other locations.	Improvement – unsure how you will gain access – right of way to perform expansion.	Yes Improvement definitely – there are no bike lanes presently.	?
35				
36	Yes As a community we must make every effort to fund the multimodal concept. This is our opportunity to do something great for our communities.	Yes	Yes These must be included to become a truly inclusive community that cares for all our populations.	Yes Encouraging supportive land use helps create the conditions for transit and alternative transportation success.
37	Yes I don't think I will live long enough to see much change	Yes	Yes Safety is the biggest issue.	
38	Yes The proposed use of BRT vehicles along the HOV routes should increase transit use. It may take time and some creative marketing, but people will probably choose this option if it is fairly convenient, timely, and clean.	Yes Incorporating HOV lanes into the State Street environment should aid traffic flow, transit use, and the development of mixed use "nodes." One concern maybe the potential bottleneck created heading into downtown at 23 rd as the HOV traffic is forced back into two lanes.	Yes I think having the bicycle lanes between the HOV lane and curb should give cyclists an added measure of safety as they will mostly be dealing with drivers accustomed to looking for/avoiding cyclists (bus drivers, van drivers, etc.)	Yes The idea of mixed use "nodes" or TOD sites is high on my list of priorities for Boise (and the valley). Although this type of land use will likely be benefitted by the proposed changes to State Street. This change will require additional cultural shifts beyond the scope of these changes (to be considered successful).
39	Yes Critical to have mix of park and ride lots. Well-spaced bus facilities and high density	Yes Because it keeps the # of the three lanes to 2 in each direction – 3 thru lanes would hinder	Yes Dedicated bike lanes as long as they are at least 5.	Maybe Difficult to tell at this level of detail. The community comp plans will need to adopt

	residential uses. Which it looks like this plan achieves. The ability of folks to access both business and transit easily without hassle is critical.	pedestrian interest in being in the corridor.		amendments that create incentives for TOD.
40				No There needs to be higher density close to the State St. corridor than currently allowed, especially in Eagle.
41	Yes	Yes	Yes	Yes
42				
43	Yes Express bus service would be the most helpful along this corridor, especially give the demographics and long distance type commuters.	No Predictions from COMPASS show drastically worsening traffic congestion even with some widening. Grade separations at key intersections will be necessary to accommodate future traffic. Although bus or BRT service is part of the solution, it will not substantially mitigate future congestion.		Yes

State Street Transit and Traffic Operational Plan Open house Transcription of comments			
<i>Comments are transcribed verbatim. A blank line (____) indicates that the comment was not legible.</i>			
#	4. Do you support or not support the proposal to add HOV lanes on State Street.	5. What do you like and dislike about the plan to add HOV lanes on State Street?	6. Do you agree or disagree with the locations for TOD? If not, where do you think they should be located?
1	Support Yes – we need mass transit options ready and available as we grow. There will come a time when one person per car is just not working. People need options.	I like the plan to encourage car pooling, and transit riding. It will make the whole system flow better.	Agree I agree for the most part. I'm not sure about Bogart Lane. The other locations are a good fit. One gap in your plan that I see is – if your improvements STOP at 23 rd Street, how are you accessing the proposed multimodal center without creating a bottleneck?
2	Do not support ? I do not think the traffic warrants it yet – takes away from regular traffic capacity, causes cars to dart in an out, even though not legal. Multiple problem, especially if not on a freeway.		Agree
3	Support They will help with the congestion issue.		I am not sure that Pierce Park Lane and Bogart Lane are needed. If you could only have one I think we could live without the Bogart Lane.
4	Support HOV lanes move traffic well in many places.	Would favor curbside option to limit pedestrian traffic in travel lanes.	Agree More park-n-rides?
5	Support	Keep buses out of main traffic lanes, yet allows buses right to curb and then return to traffic.	Agree
6	Do not support I've lived in Atlanta with HOV lanes. No reason for them.	HOV lanes are government's way to control a populace's movement. A road is a road is a road. Should not matter if a vehicle contains one or 20 passengers!	Disagree Nowhere
7	Support		Agree

	They're needed and the # of cars on State Street won't drop off without better bus.		
8	Support I support this idea because it gets more people off the road. Keep it cheap to ride and run the HOV 24 hours a day 7 days a week because if a drunk wanted to get home he could take the bus.	I believe it will keep our roads safer and the flow of traffic to go more smoothly	Agree
9	Do not support No I don't. These lanes will just take more space and hinder other traffic flow.	Everything	Agree
10	Do not support Seen these in other cities where I have lived and seems to be a large expense for limited benefit.	Cost benefit does not appear to balance out.	
11	Support They will improve transit and congestion.	Like – safety and decreased congestion. Dislike – costs and more awareness/rights to buses/HOV.	Agree I agree only to: 1 (downtown Boise to Multimodal center) 2 (30 th Street) 5 (Glenwood Street) 9 (SH 16)
12	Support I can drive through them to make ease of use to other places.	Dislike - some people may abuse it	Agree
13	Support Safety! I also feel this is the only reasonable action in this proposal.	Like it. Less traffic.	Agree
14	Support I think that this will speed up the lanes for traffic in different lanes.		Agree
15	Support Will speed up traffic if you ___ enforce only vehicles with 4 or more people can use this lane.	Should reduce traffic congestion and reduce harmful emissions.	Disagree Location #7
16	Support	I support it as long as lanes are added to	Agree

	I have seen this work in other cities and it seems to work very well. I like the idea of moving buses out of major travel lanes.	support their use.	
17	Do not support Because of the above mentioned reasons.	A waste of taxpayers dollars. Example Curtis Road. Built it/it is inefficient so tear it out rebuild it. What a waste.	Disagree.
18			
19	Support	Seems reasonable	Agree
20	Do not support. The traffic along State Street where I live seems to move well not. Maybe in the near future this will change.	Dislike people will want to use the HOV lane as an ___ lane. Like it will not effect current traffic flow.	Agree
21	Support See roadway. Would autos be able to use if 2 or 3+ occupancy during peak hours only?	Like – encourages multi-passenger transit. Dislike – take up 14 (?) miles of land = to 2 lanes of traffic.	Disagree Airport, malls
22	Support Have to give people incentives		Agree
23	Support	Median running way is difficult to get people to center. Like the delayed/head start signals. Seems dangerous for vehicles crossing HOV lanes to go to left and concerned people using HOV for merge lanes.	Agree
24	Support Because HOV lanes are awesome. They provide ways for buses to stop without messing with the flow of traffic and get more people to carpool.		
25	Support and do not support We need to find the money for it first. Whether you are conservative or liberal the facts are the facts. Our county is in a massive amount of debt and the next generation (myself) is going to have to pay for it. So unless this plan can be proved to (in turn_ create a profit quickly and help our		Agree

	economy in a huge way. I am not fully behind it. GREAT PLAN. But the money needs to come first.		
26	Support I've seen their effectiveness in California.	Like how they make it easier for buses and give encouragement to idea of carools.	Agree
27	Support Strongly support anything that increases transit ridership or greater reduction of only 1 person vehicles.	Inevitable impact on existing businesses.	Agree I like them all.
28	Unsure	Doubt people will honor them as HOV lanes – can the cost of enforcement be justified for unknown benefit.	Very concerned about the noise generated by TODs – (esp. Pierce park for me). Also about lighted bus stops shining in our window, etc.
29	Support	It is one small way to help reduce auto emissions and increase air quality.	Agree
30	Support If you want a fast commute you need to incentivize people by giving them a food reason to carpool or ride transit.		Agree and disagree I agree with 2-9 but not 1. The downtown is a confusing area. Will this address BSU student traffic.
31	Support	HOV lanes in the outside of the traffic faster transit for carpoolers.	Agree
32	Support	Saves energy Encourages people to commute/car pools	Agree
33	Support With right design, it will help		Good list
34	? depends on impact to local business		Disagree Plantation complex – south State/Glenwood is _____
35	Support		
36	Support While bus lane only is preferable to me, allowing cars with 2 or more riders will probably gain greater public acceptance and this quicken implementation of this project.		Agree
37	Do not support		

	Idaho is not ready		
38	Support My first preference would be for a curbside or median running way, although I think the incorporation of HOV lane can accomplish much of the benefits of a running lane. The key will be to implement an effective BRT so that these HOVs lanes refuse POV traffic in the other two lanes.	I think HOV or running lanes are critical to the future development of State Street. We must move away from the "horse and carriage" thinking and haphazard development/land use that has defined much of way we see for traffic patterns in Boise.	Agree I think TOD is essential for a sustainable, viable future for downtown, northwest, and Eagle (and beyond). This must include mixed-use developments that are convenient, safe, clean, and promote and atmosphere of community. BRT type transit system along with cyclist/pedestrian-friendly committee will take time to develop, but we must provide incentives to promote this type of thinking with developers and the private sector. I would also consider a TOD location at 36 th /Vets and State.
39	Support Helps (presumably) increase transit efficiency due to less congestion for buses.	I dislike the added cost to each mile of construction. I like the transit benefits and separating the travel lanes.	Agree
40	Do not support Not enough traffic to support it. It is not a long enough stretch of road, with too many access points.		Disagree I think there is an existing Park & Ride at Ballantyne/State Street and Hwy44. This should be added to the list. Maybe I just missed it? OR will this be eliminated from future plans? I generally believe in TODs and think we need more in this town to reduce traffic problems.
41	Support	Moving more folks with less fuel...emissions.	Agree
42			
43	Do not support If there was adequate room to add new general purpose lanes and HOV, then I would support it. However, portions of the corridor are constrained and new capacity is	I like that it aids travel times for the bus system, however the benefit to the majority of the people using the corridor (drivers) is negligible. If the corridor is improved correctly, all travel modes (auto, bus, cyclist) should see	Disagree TOD's make sense on rail lines and in downtown areas, but not on a major roadway like State. State is the only way for commuters and delivery trucks to get

	essential for the majority of the people using the corridor (drivers).	great improvements in mobility...not just one mode.	in/out of DT Boise from Eagle, Star and Middleton; in order for TOD's to work, traffic will have to be negatively impacted which is unacceptable for this corridor. TOD's on a corridor with very large volumes and higher speeds seems like a very uncomfortable mix.
--	--	---	--

**State Street Transit and Traffic Operational Plan
Dec. 2, 2010 Open House Sign ins**

Name	Mailing Address	City	State	Zip	E-mail Address	Title VI	Title VI
R.F. Mylick	3407 Tucker Road					Male	
Joyce Day	3573 N. Hyacinth Ln.					Female	
Ed Keener	3423 N. 39					Male	White
Bob Jue	5720 Plantation Lane					Male	Asian/Pacific Islander
Caile Spear	920 N. Balsam St.						
Elaine Hill	4648 Old Valley Rd	Eagle	ID	83616			
Scott & Keri Swan	6121 N. Widgeon Way	Boise	ID			Male/Female	
Michael Collette	2408 Irene St.	Boise	ID	83702	michael18554@msn.com	Male	
Cache & Kristin Miller	366 Hwy 16				cachemiller@gmail.com		
Lea Suse	2790 W. Cherry Lane				leabond007@yahoo.com	Female	White
Kevin Barnes	10319 W. Susan Ct.					Male	White
Jon Lanser	3606 Moore St.				lanserjonathan@yahoo.com	Male	White
Ryan Kawaguchi	6610 N. Prescott Ave.				tabrigangel19@yahoo.com	Male/Disable	Asian/Pacific Islander
Rick Hubic	1310 N. 23rd Street				rhubic@hotmail.co.uk	Male	White
Helen Hubic	1310 N. 23rd Street					Female	White
Tom Holloway	250 S. Eagle Rd.	Eagle	ID	83616	tom.holloway@albertson.com		
Gineal Davidson	5299 W. Softwoode	Boise	ID	83716	gineal.davidson@supervalu.com		
David Whitacre	5567 W. Clearview Ct.	Boise	ID	83703	davewhitacre@gmail.com	Male	
Dan Hardee	6477 Fairview	Boise	ID	83704			
Tom Watts	10282 W. State	Boise	ID	83714	tomwatts74@gmail.com		
Michael & Jean Zoberski	11680 Alfred Ct.	Boise	ID	83714	1mikezoberski@gmail.com		
Larry A. Eld	2056 E. Downtring	Meridian	ID	83642	laeld@cableone.net		
Elizabeth Bui	1109 Arthur Lane	Boise	ID	83703	ebui44@gmail.com	Female	
L. Kent Brown	4740 Savannah Ln	Garden City	ID	83714	lkbandslb@rmac.com		
Mike Harris	3172 State Street	Eagle	ID	83616	mharris@syringabank.com	Male	
Fred & Lois Kinkler	1601 W. State						
Gary Davis	3914 W. State				gary@smokeydavis.com		
Stand & Delaine Mock	3601 N. Lake Harbor Ln.				stan@fps4u.com		
Larry Head	4470 Bloom St.					Male	
Jake Buckley	4172 N. Tredwell Pl.				cosban55@gmail.com	Male	White
Sharon Phillips	3051 Rowland					Female	
Resident	5471 Collister				miltc67@aol.com		
Rachel Saleen	3753 Manchester St.				rachel.saleen@yahoo.com		
Fred Carpenter	76 N. Longhorn	Eagle	ID	83616	fred767@clearwire.net		
Robert Creed	6910 W. State C/O ISCD					Male	White
Dave Yorgason	6200 Meeker	Boise	ID	83713	dyorgason@cableone.net	Male	White
Mike Sager	331 N. Linder	Eagle	ID	83616	pastor@hopeeagle.org	Male	White

James Rogers	1120 N. 29th St.	Boise	ID	83702	northsidegarage@yahoo.com		
Zane Beckman	3050 W. Floating Feather				beckman.zane@gmail.com	Male	White
Bobbie Aitchison	2110 W. State				bluegrassbound@aol.com	Female	
Eli Somars	374 Old Quarry Way				e7669@homtail.com		
Mary Ann Arnold	5971 Plantation Lane					Female	White
Wilma Barry	2074 N. 28th St.				brinkgen@aol.com	Female	
Neal Kaufman	2307 W. State Street					Male	White
Adam Gutierrez	6973 N. Waterlilly Way					Male	Hispanic
Barry Jackson	6881 W. State Street						
John Barrutig	2875 Perry Pl.	Boise	ID	83709	bascdjohn@msnc.com		
Cynthia Tang	11587 W. Verde Dr.	Boise	ID	83709	skatesmiller@yahoo.com		
Ben Sounders	7600 Cherrywood Dr.	Boise	ID	83704	tch2write@gmail.com	Male	White
Jay Walker	12601 W. Explorer Ste. 200	Boise	ID	83713	jwalker@brightoncorp.com	Male	White
Jessica Walker	1655 W. Rush Red	Eagle	ID	83616	jwalker@brightoncorp.com	Female	White
Alejandro Garcia	5869 N. Cobbler Ln					Male	Hispanic
Stan & Donna Matlock	8633 N. Bogart						
Resident	3799 Bagoce						
Dan Huette	5944 Ashville Ln.						
Samantha Warden	9009 Rivershade Dr.	Garden City	ID	83714		Female	White
Anthony Konelni						Male	White
Jeanne Barker					jjbark@hotmail.com		
Ruth Ann & Bob Smith	4605 Savannah Ln				bobs1965@cableone.net		
Charles H. Howarth M.D.	833 N. Palmer Ln						
Tyson Wise	1108 E. Lewis	Boise	ID	83712		Male	White
Debra & Russ Borgman	6153 N. Portsmouth Ave.	Boise	ID	83714	sunny@russborgman.com	Male/Female	White
Jon Cecil	121 N. Idaho St. Suite 501	Boise	ID	83702	jcecil@ccdcboise.com	Male	White
Scott Gurnsey	1808 N. 25th Street	Boise	ID	83702			
Gasparo Giacalone	2305 W. State Street	Boise	ID	83702			
Linda Barker Arkoosh	4888 N. Lakeview Pl.	Garden City	ID	83714	lbieker@cableone.net	Female	
Michael J. Daly	884 N. 29 St.	Boise	ID	83702	mike@storage.com		
Jim Hunt	447 N. Esten				numbersjimz@clearwire.net		
Judy Leister	2774 Lake Harbor Ln	Boise	ID		judy@northwestapparel.com		
Greg Sweeney	5216 N. Watersedge Ave.				gtsweeney@cableone.net	Male	
Pauly Pierce	8750 N. Bogart Ln.	Boise	ID	83714	bpranch@mindspring.com		
David Leach	6656 N. Pierce Park Ln.	Boise	ID	83714	leach.davidc@gmail.com		
Jeff Huber	5209 Turret Way	Boise			jhuber@white-leasure.com	Male	White
Dewais Feasel	6614 W. State Street	Boise	ID			Male	White
Suzanne Bores	10319 W. Susan Ct.				queenclawda2nd@yahoo.com		
Tracy Barker	688 W. Cowman Ct.	Eagle	ID	83616	tredbaker@cableone.net		
Carmon Schneider	4705 Winward Ct.	Garden City	ID	83714			
Colleen Lambertz	6540 Plantation Ln.	Boise	ID	83703	bentz1@cableone.net	Female	White
Judd Deboer	4533 Keldon	Boise	ID	83702			

Larry Mauzerall	3700 W. Barr St.	Boise	ID	83703		Male	White
Brad Hawkins-Clark	109 S. McKinley Ave.	Emmett	ID	83617	bhawkins-clark@co.gem.id.us	Male	White
Don Hermon	4128 Tredwell Pl.	Boise	ID	83703			
Lane Volliffe	5415 Bloom St.	Boise	ID	83703	JLBoise@aol.com		
Claudia Fernsworth	8088 W. Pocono Ln.	Boise	ID	83714	cfernsworth@juno.com	Female	White
David Shurtleff	2609 N. 36th Street	Boise	ID	83073	dsboise@gmail.com		
Ashley Berman	2205 Mace Road	Eagle	ID	83616	shley_syllables@yahoo.com	Female	White
Bev Nichol	1015 N.20th	Boise	ID	83702		Female	White
John Sayer	2151 W. Forest Hill Ct.	Eagle	ID	83616		Male/Disabled	
Terry Sayer	2151 W. Forest Hill Ct.	Eagle	ID	83616		Female	
Gary Heller	3813 Alameda St.	Boise	ID	83703	glhella@gmail.com	Male	White
Greg Otero	5823 Plantation	Boise	ID		goter49@gmail.com	Male	
Dan & Gill Thompson	5225 N. Blackbird	Boise	ID	83714	dathompson@cableone.net	Male/Female	
Bob Silva	5959 Bogart	Boise	ID	83714	bigfootbob@aol.com		
Eric Gibson	5273 N. Quail	Boise	ID	83703			
Greg Phillips	10073 W. Westview	Boise	ID	83704		Male	White
Elaine Leisten	6604 Lakeside Drive	Boise	ID	83714	leisten6604@gmail.com	Female	White
John & Anne Olden	6101 N. Portsmouth	Boise	ID	83714			
Melissa Barroso	9426 W. Wakefield	Boise	ID	83714		Female	Hispanic
Daniel Myia	1463 N. Riverwood Ln	Boise	ID	83704		Male	Hispanic
April Harris		Boise	ID	83702		Female	White
Roy Houston	7937 W. Peterson St.	Boise	ID	83714		Male	
John Wirt	1624 W. 30th St.	Boise	ID	83703		Male	White
Sandy Jue	5720 W. Plantation Ln	Boise	ID	83703			
Bradley	3311 N. Lakeharbor #205	Boise	ID	83703		Male	White
Russ & Leslie Felton-Jue	5235 W. Keybridge Dr.	Boise	ID	83703		Male/Female	Aisian Pacific Islander/White



Influence the future of State Street

OPEN HOUSE

December 2, 2010 | 5 to 8 p.m.
 Riverglen Jr. High School | 6801 N. Gary Ln., Boise

Local agencies are working together to improve State Street between downtown Boise and State Highway 16.

WE ENVISION A CORRIDOR WHERE...

- Transit users can easily travel across the valley
- New development patterns support transportation choices
- Buses, cars, pedestrians, and bicyclists move together

The **State Street Transit and Traffic Operational Plan** open house will give residents an opportunity to review the proposed improvements for State Street and provide comments on the plan. We need your input on:

NEAR TERM IMPROVEMENTS such as...

- Increasing bus service and Park & Rides
- Improving intersections and sidewalk connections
- Developing a land use plan and policies that support transit



VRT bus shelter at State St. and Collister Dr.

MEDIUM TERM IMPROVEMENTS such as...

- Expanding bus service to areas in and around Eagle
- Providing additional lanes for buses and vehicles
- Adding bike lanes

LONG TERM IMPROVEMENTS such as...

- Implementing a high capacity bus service, called Bus Rapid Transit (BRT), that looks and feels like a rail system
- Implementing transit-oriented development on the corridor



EmX BRT vehicle, Eugene, OR (photo courtesy of Lane Transit District)



Your input will help the project team and agencies complete the implementation plan and move toward adopting the plan in early 2011.

(over)

State Street Transit and Traffic Operational Plan

The State Street Transit and Traffic Operational Plan identifies and prioritizes specific transit and traffic improvements that will transform State Street (also known as State Highway 44) into a mobility corridor between downtown Boise and State Highway 16.



MORE INFORMATION

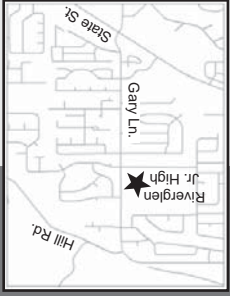
<http://www.kittelson.com/statestreetcorridorstudy>
 Rosemary Curtin, RBCI | 208-377-9688 | rosemary@rbci.net

PRSRT STD
 U.S. POSTAGE
PAID
 BOISE, IDAHO
 PERMIT NO. 881


**Influence the future of State Street
and attend an open house!**

December 2, 2010 | 5:00-8:00 p.m.

Riverglen Jr. High School
6801 N. Gary Lane, Boise



To arrange for a translator or other accommodation, contact RBCI at (208) 377-9688. Se les recomienda a las personas que necesitan un intérprete o arreglos especiales que llamen a la coordinadora de participación pública, al (208) 377-9688.


 Valley Regional Transit
 830 N. Main St., Suite 230
 Meridian, ID 83642



November 19, 2010

Dear Business Owner,

Valley Regional Transit, the Ada County Highway District, Idaho Transportation Department, Community Planning Association of Southwest Idaho and the cities of Boise, Garden City and Eagle are working together to improve State Street between downtown Boise and State Highway 16. The partnership has resulted in the State Street Transit and Traffic Operational Plan, a comprehensive study of how transit and traffic can be improved along State Street.

We are at the point in the planning process when input from the businesses along State Street is critical. You are invited to attend a business open house to review and comment on the proposed improvements. The business open house is scheduled one hour prior to the public open house.

Thursday, Dec. 2, 2010
4 to 5 p.m. – Business Open House
5-8 p.m. – Public Open House
Riverglen Junior High School - Cafeteria
6801 N. Gary Lane, Boise

More information regarding the project is available at <http://www.kittelson.com/statestreetcorridorstudy> or by calling Rosemary Curtin at (208) 377-9688.

We look forward to seeing you at the open house. Your input as a business along State Street is very important to this project.

Sincerely,

A handwritten signature in blue ink that reads "Charlie Rountree".

Charlie Rountree
Valley Regional Transit Board Chair

A handwritten signature in blue ink that reads "Sherry R. Huber".

Sherry Huber
ACHD Commission President

NEWS



3775 Adams Street
Garden City, ID
83714

www.achdidaho.org

ADA COUNTY HIGHWAY DISTRICT

January 6, 2011

Information Contacts:

Christine Myron
Public Information Specialist
Ada County Highway District
208.387.6257

Mark Carnopis
Community Relations Manager
Valley Regional Transit
208.846.8547, ext. 4215

Public input sought on the future of the State Street Corridor

How should State Street function in the future for motorists, transit, cyclists and pedestrians? This is the question that local agencies want the public to help answer. The State Street Transit and Traffic Operational Plan looks at how State Street from downtown Boise to State Highway 16 should serve the valley's future transportation needs.

On **Thursday, December 2** the public is invited to an open house to ask questions, view ideas and weigh in on proposed improvement options for the near, mid, and long-range future of the State Street corridor. Ideas from the study range from increasing bus service and improving intersections and sidewalk connections, to long-term improvements such as developing High Occupancy Vehicle (HOV) lanes and implementing transit-oriented development along the corridor. The proposed improvements aim to accommodate future traffic volume increases and create a corridor where buses, cars, pedestrians and bikes safely move together. Developing a plan for the future of State Street will allow the cities and transportation agencies to prioritize specific transit and traffic improvements that will develop State Street into an efficient mobility corridor.

Public Open House

Thursday, December 2 from 5-8:00 p.m.
Riverglen Junior High School
6801 N. Gary Lane, Boise

Anyone not able to attend the upcoming public open house can learn more about the study and submit comments at www.kittleson.com/statestreetcorridorstudy.

**STATE STREET TRANSIT AND TRAFFIC OPERATIONAL PLAN
Public Open House
Comment Form**

December 2, 2010 • Riverglen Junior High School • 5-8 p.m.

1. What is most important to you about the State Street corridor? Please rate your top three issues.

- | | |
|--|--|
| <input type="checkbox"/> Expanding transit services | <input type="checkbox"/> Safety |
| <input type="checkbox"/> Transit amenities | <input type="checkbox"/> Improving capacity |
| <input type="checkbox"/> Smoother traffic flow | <input type="checkbox"/> Construction costs |
| <input type="checkbox"/> Bicycle and pedestrian facilities | <input type="checkbox"/> Impacts to businesses |
| <input type="checkbox"/> Less congestion | <input type="checkbox"/> Land use |

Other (please list) _____

2. Previous plans and community input have envisioned State Street as a multi-modal corridor where:

- Transit users can easily travel across the valley.
- Buses, cars, pedestrians and bicyclists move together.
- Land use patterns support transportation choices.

Please tell us whether the improvements you saw tonight will achieve this vision.



Transit: *Will the proposed transit improvements achieve this vision?*

Yes No

Why or why not? _____



Roadway: *Will the proposed roadway improvements achieve this vision?*

Yes No

Why or why not? _____



Bicycle/pedestrian: Will the proposed bicycle/pedestrian improvements achieve this vision? ___ Yes ___ No

Why or why not? _____



Land use: Will the proposed land use improvements achieve this vision? ___ Yes ___ No

Why or why not? _____

3. Only some of the improvements are funded. At this time, local agencies do not have enough money to fund the rest of the improvements. What are your thoughts or suggestions for funding the rest of the plans?

4. Do you support or not support the proposal to add HOV lanes to State Streets?
___ Support ___ Not support

Why or why not? _____

5. What do you like and dislike about the plan to add HOV lanes to State Street?

