

Public Comments Received (Verbatim)

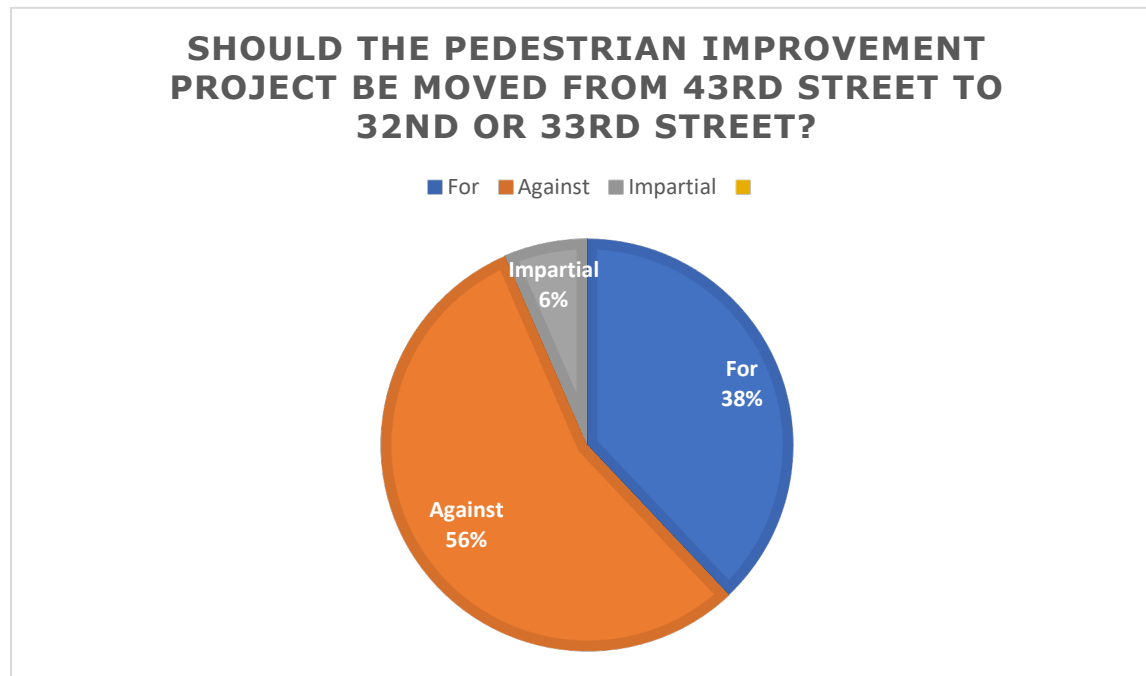
Amendment #3 to the FY2023-2029 Regional Transportation Improvement Program (TIP)

Public Comment Period: May 9 – May 23, 2023
Total number of comments received by COMPASS: 108

Topics:

The proposed amendment would change the location of a pedestrian improvement project on US 20/26 (Chinden Boulevard) in Garden City from 43rd Street to the area of 32nd and 33rd Street, as concerns were raised during the project design phase regarding the original 43rd Street location.

As of 5/19/2023, at the request of the Ada County Highway District, this amendment has been tabled.



Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>I have no comments on the proposed amendment, as the amendment was proposed as a solution to previous public comments/concerns. This is not an area of particular concern for me. My primary concerns focus on safe options for cycling for both recreation and transportation use with all transportation projects as the city/area continues to grow. Not everyone will be able to afford/own electric vehicles in the future and will need other transportation mode options. thank you</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Margo Mandella</p>
<p>Hi, I fully disagree with this amendment. What concerns were raised? There are many more benefits to have a crossing location installed at 43rd street. The following are just a few obvious ones:</p> <ul style="list-style-type: none"> • More use as it will better serve communities on the bench via Ustick Road. the 32nd or 33rd location won't provide any access improvement to the bench. Before making this amendment please do an analysis of how many residences are within a 15 minute travel to the crossing. I can pretty much guarantee there will be less people served by this change. • Closer to traffic light allows for more accurate synchronization so there will be reduced impacts to car traffic. Chinden is highly oriented towards vehicles so any improvement to pedestrian infrastructure should consider impacts to vehicles. Unfortunately the road was designed to subsidize vehicle use and not pedestrians. People are used to this so any improvements to pedestrian access must be done slowly and must have a high certainty of success in order to continue any other pedestrian improvements. Don't get the first step wrong!!! • Less aggressive driving as people zooming down off the connector will be aggravated by having to stop at a traffic signal for pedestrians. This will lead to further hostility towards pedestrian infrastructure. This would be unfortunate as pedestrian infrastructure improves equitable transportation. <p>To further my point, the simple analysis below shows the walking sheds of the two locations for a 30 minute walk. It is clear that there is more of the bench area served by the 43rd location. The goal of this project should be to provide connectivity between the</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p> <p><u>Response from Ada County Highway District, Idaho transportation Department, and the City of Garden City:</u></p> <p>The Ada County Highway District (ACHD) proposes to change the location of a pedestrian improvement project on US 20/26 (Chinden Boulevard) from 43rd Street to the area of 32nd Street and 33rd Street, as a detailed analysis by ACHD, the City of Garden City, and the Idaho Transportation Department (ITD), revealed safety concerns for a pedestrian crossing at the original 43rd Street location. The primary safety concern stems from an ITD study that shows that when traffic backs up at the Chinden Boulevard/Veterans Memorial Parkway intersection it would reach beyond the proposed pedestrian crossing at 43rd Street, creating an unsafe situation for pedestrians attempting to use the crosswalk amid the backed-up traffic. The area near 32nd Street and 33rd Street was determined to be more appropriate for this project, as it does not experience the same issues. The exact location would be determined through the design process. ACHD, the City of Garden City, and ITD will continue to review different options for a pedestrian crossing at or near 43rd Street.</p>	<p>Adam Bass</p>

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<p>bench and the greenbelt which the 43rd street location accomplishes way better than the 33nd street location. One could argue the 43rd street location includes the same bench area as the 33rd location but also includes more bench area on top of it. This is due to a large majority of the bench area for the 33rd street location will likely not use the crossing and instead use Garden Street to access the greenbelt. Again, don't screw up the first of what should be many pedestrian improvements along Chinden Blvd.!!!!</p> <p>See attachments [Pages 58 – 59]</p>		
<p>The Boise UPS Hub for all of Boise & Horseshoe Bend. This means that several times a day there is a massive amount of car traffic on 43rd where all the parking has been placed. If I were having to use the facility with children in tow, I would be very nervous on those narrow roads. If anyone were to go down to the building and watch there are 4 different shifts and both 42nd & 43rd are very narrow roads. There are cars lined down both streets because the Garden City wouldn't let them make sufficient parking. There is also a danger to the students of Anser Charter School to have even more traffic in that area. This increased vehicular traffic is also compounded at 9am when all of the package cars leave the building and 4p-8p when they all return. The number of long hall trucks leaving the facility vary and there isn't a set time. The liquor store is also between 42nd & 43rd. The exit from the liquor store can be treacherous for pedestrian traffic because it's a blind corner and the auto repair shop often has cars parked there that blocks view of cars and people coming off of Chinden. There is also the worry that individuals that frequent the liquor store might not have all their faculties about them. Moving further down the road would make things more difficult for individuals who have to walk but it would be much safer to pick an area with less traffic.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Erin Smith</p>
<p>To Whom It May Concern: I am writing to suggest that some form of an express bus service between the City of Eagle and downtown Boise via a Chinden Road route during typical weekday working hours be considered. This could significantly decrease vehicle traffic on Eagle Rd., State Street and Chinden Rd. from the City of Eagle to downtown Boise.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, Valley Regional Transit, the City of Garden City, the City of Eagle, and the City of Boise.</p>	<p>Victor Dominguez</p>
<p>Hello and thank you for taking comments on this project! I'm writing two-fold as a business owner who operates on 33rd st and as a Co-Director of the Garden City Placemaking Fund</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District,</p>	<p>Matthew Wordell</p>

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<p>which is primarily based in the Surel-Mitchell Live Work Create District. First and foremost I want to say thank you for your efforts to address the pedestrian issues in this area along Chinden. Pedestrian infrastructure is of critical importance to the sustainability of our valley's growth and this is a extremely important place to be looking at right now. We lovingly refer to Chinden as the concrete river, which ironically is less passable than the Boise river in many regards. I own and operate a creative production studio on the south side of 33rd st and am seeing rapid growth, development, and increasing use of creative spaces in the area, including numerous artists studios, production spaces, and other businesses such as Western Collective Split Rail, Barbarian, Coiled, Telaya, Proletariat, etc. I regularly see droves of individuals crossing at 33rd and Chinden to access Western Collective around 4pm and even more on Fridays and weekends. In addition, we are seeing increased foot traffic across 33rd st as more and more people come to the area to see the murals and public works that are being installed in the area via the Garden City Placemaking Fund and Surel's Place. I believe your decision to move the pedestrian crossing to 32nd or 33rd will greatly improve greenbelt accessibility, safety, and connectedness for businesses and various organizations in the area seeking to improve patron access to their businesses. It will also greatly improve access to public art projects that are actively being installed in the area. I live on the bench at Ustick and Cole and regularly use 43rd St to cross over for Greenbelt access. And while I would love to see a pedestrian access added in this area in the future, the more pressing and urgent need is at 32nd or 33rd st. The decision about which street to install the crossword certainly has many variables and will require careful consideration. In my several years of experience working daily in this location and crossing Chinden <u>A LOT</u>, I believe 33rd st would be the most viable option as it sits perfectly at the intersection of multiple the core interest areas of the Surel Mitchell Live Work Create District. There is a clear path from the green belt to access 33rd st and it is just one block away from Telaya, Split Rail, Barbarian, Push and Pour, and numerous other businesses/developments that are in or will soon be joining the area. In addition, I am the Co-Director of Garden City Placemaking Fund - a non-profit public arts fund that is hoping to improve livability and walkability through the implementation of public art to create conversation and community around pressing</p>	<p>the Idaho Transportation department, and the City of Garden City.</p>	

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<p>issues in our developing valley. We would love to share our knowledge and learnings and/or support your work in possible as we believe pedestrian access in this area is absolutely critical to how this area will sustain it's growing interest. We'd love to connect with you guys and support this project as well as any future bike/ped efforts in the area. Thank you again for the opportunity to comment on this work, looking forward to this improvement!</p>		
<p>Any time and in any way that Boise and the surrounding areas can become more safe and pedestrian friendly is not only a necessity for safety but improves the overall quality of life for all residents. . Idaho is known for its outdoors - allowing people to safely be outdoors seems key to future growth and satisfaction.. I appreciate this opportunity to make a public comment.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Christina Walker</p>
<p>Dear Staff, This change is completely absurd, flies in the face of all transportation guidance and best practice, and should NOT be allowed. Moving a safe and signalized crossing from 43rd to the 34th area totally undermines the very purpose of the project to begin with. Federal research from ITE makes it clear: pedestrian crossings should not be located farther than 600' apart in suburban areas. Why? Because the research shows people will not walk more than 300' out of their route to access a crossing. Such a change will perpetuate the unsafe crossing conditions Garden City residents face simply trying to access the community assets in proximity to them. The people of Garden City deserve better and frankly the parties involved know better than to allow this change. Please do not move this signal location from its originally proposed location.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>NA</p>
<p>In my opinion, I would suggest a crossing around 38th. Each day I see brave (hardly intelligent) citizens trying to cross Chinden in this area to get to the Chevron station. There are too few ped crossings on Chinden which I am sure is an ITD mandate but if a crossing is being implemented, I believe 38th or 39th would be better. Thank you. Give Grace....Not Grief</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>BP</p>
<p>I support pedestrian improvements at 32nd-33rd and Chinden. We need a safe way to cross.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Nick Jezierny</p>

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<p>To whom it may concern I'm regards to the "The proposed amendment would change the location of a pedestrian improvement project on US 20/26 (Chinden Boulevard) in Garden City from 43rd Street to the area of 32nd and 33rd Street, as concerns were raised during the project design phase regarding the original 43rd Street location." This would directly impact our daughters school and all students and staff at Anser Charter school. For the safety and well being of our children & community I would like to suggest reevaluating and make the crosswalk accessible to our children & community.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Paola Cooper</p>
<p>From: school parent Re: direct priority of connectivity between students safety and the direct routes to their institutions Please provide original safety crossing designs and construction at 43rd street and chinden</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Charles Ferrell</p>
<p>I am the parent of an Anser Public Charter School student. I support the original plan for a crosswalk on 43rd St.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Brittany Rosenthal</p>
<p>I'm asking you to please complete the crosswalk at 43rd & Chinden We have kids that go to Anser Charter School and would love to have a cross walk there for their safety Chinden in a somewhat dangerous street we speeding cars being common and a crosswalk would help not only for children traveling to school and the boys and girls club but will also help slow traffic</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Erin</p>
<p>Good Afternoon, I am writing in opposition of moving the proposed crosswalk on Chinden from 43rd st to 32nd st area. Adding a crosswalk at 43rd st will benefit children who live on the Bench and attend Anser Charter School, Future Public School, and the Boys and Girls Club, by providing safe passage across Chinden. Yes, there is a crosswalk at Chinden and Veterans/Curtis, but the safety of that crosswalk is compromised by the complexity and business of the intersection. The location of the crosswalk forces children to navigate through the Chevron parking lot to the north corner of the intersection. Chevron has four driveways and is surrounded by streets with considerable traffic traveling through the parking lot in all directions. I occasionally commute on bicycle through that intersection around the same time that children travel to and from school. I have observed children navigating the conditions of that crosswalk and Chevron parking lot. With traffic becoming more aggressive and less regulated in Boise, the chances that</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p> <p>ACHD, the City of Garden City, and ITD will continue to review different options for a pedestrian crossing at or near 43rd Street in the future.</p>	<p>Chad Ritzer</p>

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<p>someone making a right turn on a red light into the path of a person using the crosswalk is increasingly likely. Adding a crosswalk at 43rd street will help bring a safe option for crossing Chinden at a place where people are likely to cross. Additionally, 43rd street offers a crossing with safe access to the greenbelt. If anything, adding a crosswalk in BOTH locations would be helpful to foot traffic, but I struggle to understand why a crosswalk at 32nd is warranted at all whereas a crosswalk at 43rd would be beneficial to a significant number of people! Thank you for taking time to consider my perspective and comments,</p>		
<p>Good afternoon, I am writing in opposition to the proposed Amendment to the pedestrian crossing location. The original location at 43rd and Chinden provides great access from the Boise Bench to the Greenbelt, Anser Charter School, Future Public School, and the Boys & Girls Club. Garden City and ITD are already failing the children who attend the schools and Club since there are no pedestrian friendly routes across Adams Street or from the Bench to those locations. Moving the location of the pedestrian crossing to 32nd or 33rd does not make practical sense as there is no ease of access between two commonly used locations. If individuals from the Bench or South of Chinden want to access the Greenbelt, they will not travel down Chinden to utilize the pedestrian crossing. Instead, they will continue to cross at Curtis or find a more convenient path towards downtown to access the Greenbelt. Thank you,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Yvonne Dunbar</p>
<p>While I believe it is unfortunate that a solution for a pedestrian crossing at 43rd st couldn't be found at this time because of the need for access from Garden City to the Bench in the area, and the nearby location of the two charter schools, I'm in favor of creating pedestrian crossings wherever they can work and it makes sense. The new proposed location actually hits closer to home for me, as I live on 33rd St near the Greenbelt access point, and as a frequent pedestrian visitor to sites on the other side of Chinden have often chosen to drive instead of risking my life crossing on foot. I've witnesses numerous pedestrians attempting to cross at 33rd both coming and going to the brewery by using the middle lane as an island to frogger their way across. This is particularly risky at high traffic times as there are often cars slowing, stopping and changing lanes as the traffic backs up, thereby making pedestrian visibility difficult. This is a perfect area to place a pedestrian crossing, as there are now numerous businesses on both sides of the street, and more</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Jason Jones (Wee Boise), 83714</p>

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<p>continuing to open. I believe all the businesses on the south side of Chinden would greatly benefit from this pedestrian access as this would now be the shortest route to and from the Greenbelt to their doorstep. As I've talked with numerous business owners in the area, crossing Chinden almost always comes up as currently the only crossing in this area is at 36th street, and this often just isn't the route pedestrians would take to arrive at those businesses. Personally for me it is very far out of the way for me as a pedestrian to access a business on W 31st St, while coming from E 33rd St (via 36th St), and so I often jump in my car, but I usually get around the rest of the neighborhood on foot or on my skateboard when it doesn't involve crossing Chinden. Thanks for your consideration of this project.</p>		
<p>Hi, We need a crosswalk for student from future, boys and girls club and anser charter school. Why is this so difficult to provide safety for our families and students when going to and from school. How is moving the crosswalk miles down an extremely busy road supposed to provide support where our city needs it? I know some of the schools have been petitioning for this for years. When are we going to give time and money to the schools who teach the future leaders of our state? We deserve to have a say in where and how our tax dollars are spent. We also shouldn't have to petition the city to provide crosswalks, as it should be an integral component when designing spaces that children are going to be. Even after such abysmal city planning the fact that our city lacks the foresight to listen to schools about what they need for their students is appalling. Support our schools!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Kelly Bauman</p>
<p>Hello I would like to submit the following comment relating to the proposed Amendment #3 to the Regional Transportation Improvement Program (TIP): The amendment to remove the pedestrian crossing at 43rd due to "safety concerns" is contradictory to several accepted planning and funding documents. The adopted ACHD Garden City Neighborhood plan identifies a crossing at Chinden/43rd as a high priority safety improvement. Additionally, ACHD was recently awarded funding from the RAISE Grant that is planned to improve pedestrian facilities on 43rd from the greenbelt to Ustick Rd and specifically includes an "enhanced pedestrian crossing" at Chinden/43rd St. I wonder if ITD is removing the pedestrian crossing at 43rd from their program because ACHD is now assuming responsibility for the improvement. If that is the case, I would suggest the</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Kevin</p>

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<p>amendment be revised to state the correct reasons for better clarity for the general public. If, however, a pedestrian crossing at 43rd is truly going away, I am extremely opposed to the change. 43rd is unique in all of Garden City as it is the ONLY local road with a direct connection to the bench (via Ustick Rd). It is the only opportunity within 3 miles to establish a low stress connection from the Garden City/greenbelt to the bench area. It makes no sense to improve 43rd on either side of Chinden and not provide a crossing opportunity. Additionally, it would serve as a safer opportunity for residents and nearby schools to cross Chinden away from the busy Curtis/Chinden intersection. This is precisely the reason why the ACHD neighborhood plan and RAISE Grant all propose the crossing at 43rd, and I strongly recommend the pedestrian crossing be constructed. Thank you for taking the time to read this.</p>		
<p>Hello, I am writing in regards to the proposed crosswalk across Chinden at 32nd St. that was originally planned at 43rd St. I support the crosswalk at 43rd St. Thank you,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Laura Maher</p>
<p>Please keep the crosswalk at 43rd as originally planned for the safety of our kids!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Shalaine Nunez</p>
<p>Hello, I'm writing as a parent of students at Anser Charter school in support of keeping the crosswalk at 43rd and Chinden, as originally planned. It would allow students to travel to and from the schools in the area as well as the Boys and Girls Club much more safely, particularly when connecting to a bike/pedestrian pathway from the Bench area. Thank you for considering this feedback. All the best,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Danielle Brand</p>
<p>To Whom It May Concern, I am a parent of two children attending Anser Charter School and am concerned and disappointed that COMPASS is considering changing the approved and funded plans to place a much-needed crosswalk in Garden City at the intersection of Chinden and 43rd St. I am writing to state my support in keeping to the original approved plans of placing the crosswalk at 43rd St. As you know, 43rd Street directly serves students and families of not only Anser Charter School, but also of Future Charter School and the Boys and Girls Club. Your amendment proposal mentions safety concerns, but those are not spelled out in any way. The whole point of this crosswalk is to provide safety to those who walk and</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Hollis Welsh</p>

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bike to and from these schools and facilities; moving this safety feature 10 blocks to the east defeats that purpose entirely. I ask that you honor the original plans of this highly ranked and already funded project and keep the proposed crosswalk at 43rd Street and Chinden.		
I am opposed to moving the potential crosswalk from 43rd down to 33rd/32nd. This new location only connects the greenbelt to a brewery while the original location connects communities between the bench and the river, including destinations of schools and the Boys and Girls Club. I encourage you to review this thread from Don Kostelec showing what out of route does for pedestrians. https://twitter.com/KostelecPlan/status/1014904890735247360?s=20	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Clancy Anderson, 83703
Garden City is supportive of the relocation of the US 20/26 (Chinden) and 43rd Street crossing to the area near 32nd and 33rd Streets as both locations need a crossing to mitigate Chinden's bifurcation of Garden City. The proposed crossing near 32nd and 33rd Streets will serve an active destination location. With that being said, the city hopes that the rejection of the US 20/26 (Chinden) and 43rd Street crossing location will be revisited promptly. There were years of efforts to identify this a high priority crossing location and obtain funding. It is an integral safety component of a regional bicycle and pedestrian connection from the Boise Bench to the greenbelt that directly serves two schools (that are both elementary and junior high schools), a public park, the Boys and Girls Club, high density residential developments, and neighborhood destination attractors. We are confident that a solution to motor vehicle traffic safety concerns can be identified while allowing for this critical crossing.	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Jenah Thornborrow (City of Garden City), 83714
I am in support of the crosswalk at 32nd in Garden City.	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Will Howard
To whom it may concern, About 4 years ago ITD and Garden City were approved for the ped/bike crossing from the bench to 43rd street. The project was highly ranked and received funding for construction in FY 24 (starting in October). The project ranked well due to the access it provided ped/bikes from the bench to the schools and Boys & Girls Club. Recently I heard that ITD has decided to move the crossing to 32nd. This will create traffic	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Megan L. Smith

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<p>issues and, more of a concern, safety issues as children moving from the schools on the North side of Chinden will have to walk down Chinden toward the highway (and where congestion typically collects around school hours) and then cross and then walk back up to get to the road that will take them to the bench neighborhoods. As a community member, a resident who uses Chinden a lot, and as a parent, I urge you to keep the crosswalk plan at 43rd street.</p>		
<p>To whom it may concern, I am writing in support of the 43 rd St crosswalk. My son who attends Anser will soon be able to ride his bike to school from our home on the bench and will need to be able to cross safely. Thank you for taking our comments into consideration,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Maria Lucas</p>
<p>Hello, I live at [redacted] Garden City. I received notice that COMPASS is accepting comments on amendments to a proposed pedestrian improvement project on Chinden. First of all, Chinden is in desperate need of a complete pedestrian overhaul as the conditions are spotty, dangerous, and not in step with the rapid growth of the area. Any and all improvements that can be prioritized for this highway would greatly improve the quality of life for Garden City residents and help boost the burgeoning economy. More specifically to the request for comment, I wholeheartedly support the proposed amendment that would change the location of a pedestrian improvement project on Chinden Boulevard from 43rd Street to the area of 32nd and 33rd Street. I see people darting across the road in this area at least 3 times a week and I myself have done so on multiple occasions due to the absolute lack of pedestrian crossings. I see no reason to place a crossing at 43rd over the alternative location. There simply is not the same threshold of residences and businesses in the 43rd Street area as 32nd/33rd. Thank you for your time and for giving Garden City a little love!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Crystal Rain</p>
<p>To whom it may concern, I am writing today to let you know about my support of the pedestrian improvement project on US 20/26 in Garden City at 43rd Street as initially designed.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Allison Duman</p>
<p>Hello, In regard to this message: The proposed amendment would change the location of a pedestrian improvement project on US 20/26 (Chinden Boulevard) in Garden City from 43rd Street to the area of 32nd and 33rd Street, as concerns were raised during the project design phase regarding the original</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>John Wood</p>

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<p>43rd Street location. I do not support the location or 32nd and 33rd street and wish it to be at 43rd as it has access to the bench area and would be safer for our children in the community. Thank you,</p>		
<p>To whom it may concern: It has come to my attention that the project for pedestrian crossing from the Bench to Garden City may be moved from 43rd to 32nd Street due to concerns of safety risk. I'd like to remind you that families South of Garden City are already having to traverse the Chinden and Curtis intersection to get to school at Anser Charter School and Future Charter School. As a parent of Anser students I see adults and children alike riding their bikes to and from school in the fall and the spring. Moving a crosswalk project further away from where it is needed does nothing to increase safety measures for families. If the project is moved to 32nd Street, no Anser student, Future student or Boys & Girls Club kiddo is going to go all the way to a 32nd Street crosswalk to get across Chinden. It is my belief that someone felt that the recommended change was logical as the Curtis/Chinden intersection is very busy. But they've completely overlooked the reality of what is needed and how the crosswalk project will improve safety. Please consider, if you move forward with your project on 32nd you'll only be looking at a new proposal for a crosswalk at 43rd again in the future because that is where the safety measures are needed. Thank you for your consideration that pedestrian access from the Bench to Garden City is needed now and will help mitigate risk for all current and future children attending our charter schools in Garden City. Thank you.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Amy Thorn</p>
<p>Seems like a crosswalk at 43rd street would be more beneficial for families in the area- the schools nearby, the boys and girls club, access to the bench there... why not both locations?</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p> <p>ACHD, the City of Garden City, and ITD will continue to review different options for a pedestrian crossing at or near 43rd Street in the future.</p>	<p>Kate</p>

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<p>Please continue to keep the crosswalk you have already approved at 43rd & Chinden - MANY children can access from multiple schools. Hooking it up at 32nd doesn't serve as much of a purpose.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Christina Lenkowski</p>
<p>Please don't prioritize shoppers over schoolchildren! A crosswalk absolutely needs to be located on 43rd (not only across Chinden, but across Adams as well). Both Future and Anser have entrances on 43rd (Anser's elementary entrance is on 43rd and not accessible from 42nd, which is the middle school entrance). It's terrifying that children have to cross Adams and/or Chinden to get to Anser or Future. I personally walk with my daughter across Adams to get to her school, and drivers are oblivious without having a lighted crosswalk to get their attention (and that's with having an adult present!) It's vital to the safety of our children that lighted crosswalks be placed on 43rd at Chinden and Adams—especially with the increased traffic that will inevitably result from all the new apartments being built on Adams. Please feel free to reply if you have any questions or would like more information. Thanks,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Megan</p>
<p>I oppose the change in plans to install a crosswalk on 32nd/33rd instead of the original plan for 43rd St at Chinden. Access from the Bench for students and children going to Anser, Future, and the Boys and Girls club is dangerous as it is today. Please do not change the original plan. Build the crossing at 43rd. Please.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Scot McArthur</p>
<p>As a parent of a child at Anser, as well as living on the bench, I would very much like to see a crosswalk on 43rd street! There is also the boys and girls club and Future school in that area. Please do not move the crosswalk, and choose the safety of our local children!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Miranda Haight, 83706</p>
<p>Dear COMPASS Planners,I am writing to support the original plan that would keep the proposed crosswalk at 43rd Street in Garden City. Keeping this proposed amendment (#3) at 43rd street puts safety at the forefront. A lighted crosswalk here will best help keep children and families safe and control the flow of traffic to Future School and Anser Charter School--both that are located on 43rd Street in Garden City. Keeping the original plan at 43rd street helps the 530 pupils at Anser Charter School and 326 pupils at Future School, not to mention all the staff who drive to work at these locations. And both schools are growing. I do not believe the move to 32nd/33rd street would benefit any such large populations traveling reliably, two times a day (in the</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Beret Norman, 83703</p>

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morning and in the afternoon for school start and end), five times a week. 43rd Street needs a safe crosswalk. Sincerely,		
Hello, I am a parent emailing on behalf of Anser Charter School and in support of the proposed crosswalk at 43rd and Chinden. Too often I see families and kids trying to navigate to the school safely on foot or bike and meeting very challenging and scary situations involving inattentive drivers. This crosswalk is logical in supporting safety and convenience of people on foot or pedal. Prioritizing a crossing at 32nd is not. If the goal is to choose a crosswalk that has more immediacy of need it would be 43rd. Thanks for your time,	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Ashley Rowe
<p>I am the Organization Director at Anser Charter School. I am seeking more information about the proposed amendment to change the location of the 43rd and Chinden crosswalk, which I have worked with Garden City and ITD to get approved.</p> <p>The link on the COMPASS website regarding the changes takes me to a pdf with little information about the changes. Are there project plans that show the original plans and the proposed amendment in more detail? Will this proposed amendment be discussed and/or approved at the May 24th meeting? If so, is there a public comment period during that meeting?</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p> <p>The public comment period regarding this scope change is from May 9 – May 23, 2023. Comments received during the comment period are provided to decision-makers; we do not solicit public comment in our meetings. The project had been planned to be discussed at the May 24, 2023, Regional Transportation Advisory Committee meeting, but at the request of the Ada County Highway District (ACHD), the proposed amendment has been pulled from that agenda and will be discussed at a later date. I reached out to ACHD regarding the original project plans that you requested. According to Rachel Speer, the project manager for this project at ACHD, it was still in concept level when it was put on hold, —so there was no official plan set. However, four concept exhibits were created during the concept study and are</p>	Heather Dennis
To whom it may concern: I was made aware of the plan to change the location of the pedestrian improvement project on US 20-26 originally to be located at 43rd St being moved to the 32nd St. area. The original location seemed like a great idea since there are 2 larger schools and the Boys and Girls club all located on the NE side of Chinden. The recent expansion of Anser has added an entrance/exit point on 43rd St. and there	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Ryan Bade

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>are many pedestrians that would use this crossing that would be coming from the SW side of Chinden. It made sense to locate this here in the interest of school children being kept safe. There are many other locations around town where there is a special pedestrian crossing set up near a school to facilitate the safer movement of child pedestrians. And in this specific location we have 2 large schools and the Boys and Girls Club. The new location near 32nd St. really makes no sense as there are not nearly as many people trying to cross the street here. The only pedestrian friendly businesses in this area are all located on the NE side of Chinden as well as a very busy section of the Greenbelt. There are few or no residences on the SW side of Chinden in this area. It is nearly all industrial with no need for a crosswalk. I sincerely hope this change is reconsidered and a greater effort is put forth to keep children safe rather than wasting money and effort installing a pedestrian crossing where it is not needed. Thank you for your time</p>		
<p>Please construct the pedestrian and bicycle crossing at 43rd and Chinden. My daughters attend Anser Charter school and I would like safer options for them and their friends so they can safely bike around the area. I also support building a second crossing at 32nd Street and believe that both are needed.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>John Robison</p>
<p>I oppose this amendment. Moving the pedestrian crossing to 32nd eliminates easy access to the bench. This amendment removes safe access for families on the bench to the 2 schools and The Boys and Girls Club on 43rd. Do not amend the previously approved plan. These families need a direct and safe connection from homes on the bench to the schools and services on 43rd. Sincerely,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Alissa Lauer</p>
<p>Hello! Please reconsider putting a crosswalk in at 43rd to better serve students at ANSER, Future, and the B&G Club. It would be great to give the kids better access to cross Chinden at a less dangerous place than the Vets Park intersection. Thanks!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Jess McGinnis</p>
<p>Hello,I am writing to support the crosswalk proposed at 43rd and Chinden. This lighted crosswalk would allow students to safely cross Chinden and travel to and from Anser and Future Schools, and the Boys and Girls Club, to the bench. About 4 years ago ITD and Garden City were approved for the ped/bike crossing from the bench to 43rd street. The project was highly ranked and received funding for construction in FY 24 (starting in October). The project ranked well due to the access it provided</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Kristin Hasselblad</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>ped/bikes from the bench to the schools and Boys & Girls Club. Recently, we see that ITD is proposing a move to 32nd. This moves crossing to an area with no access to the bench, Anser and Future schools or the Boys and Girls Club. This location is a full mile away from the original location! This takes away the benefits to the populations at these schools and the families of the Boys and Girls club. Please keep the original plan at 43rd, or at least place the crosswalk closer / a reasonable distance from these child-centered services. Thank you,</p>		
<p>Hello, I am in very strong support that the pedestrian walkway with lights be in place at 43rd St. I am writing to express that it not be moved. It is used by many students who go from the Boys and Girls Club or the Greenbelt or to their home from Anser Charter School. I have watched many students use this crosswalk each day. This includes many students with physical disabilities. Students with physical disabilities and who use mobility devices would be at a significant disadvantage if you were to remove the pedestrian crossing at 43rd St. I am also confused by the scarcity mindset. Must there only be one pedestrian improvement project in this radius? I would think you would want to fund many as these are important linkages from communities to and from work and school. To Compass: do not hesitate to contact me if you have questions about my opinion. Thank you.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p> <p>ACHD, the City of Garden City, and ITD will continue to review different options for a pedestrian crossing at or near 43rd Street in the future.</p>	<p>NA</p>
<p>Dear COMPASS, As a concerned citizen, I fully support the retention of the crosswalk at 43rd St for the safety of all children in the area. My child attends Anser and Boys and Girls Club and will use this crosswalk regularly. I understand the importance of having safe pedestrian crossings throughout the community, and the 43rd St location is crucial so all children in the area can cross the street safely. I urge COMPASS to adhere to the original plan for this crosswalk and prioritize the safety of our children. Every child deserves a safe and secure environment. All the best,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Kat Klamerus</p>
<p>Hello, My name is Wesley Labor. I live at [redacted] in Boise Idaho. I am writing to oppose the change of location for a pedestrian crossing on Chinden Blvd from 43rd to the area of 33rd/32nd st. I live on the bench in Boise and my children attend Anser Charter School in Garden City. The kids and I ride a cargo bike to school about 90% of the time. We ride along Curtis Rd., across chinden at the intersection of Curtis and Chinden, then along Chinden for about two blocks to 43rd. As a daily bike commuter who must cross Chinden near 43rd, I strongly</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Wesley Labor</p>

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<p>recommend you do not change the location of this pedestrian crossing. Recent changes to the intersection of Chinden and Curtis have improved this crossing for bikes, but travel across chinden in this area is still difficult and dangerous. Sidewalks along the northwest side of Curtis are not continuous between Chinden and the greenbelt, making this corridor difficult to travel on a bike or on foot. A pedestrian crossing at 43rd would create a safer path between the bench and the schools, paths, and businesses located across Chinden. Bike and pedestrian traffic could travel along smaller streets with lower speed limits. Additionally, residents of higher density housing in the area of 43rd and Adams could use this corridor to access businesses on the bench. The reason for the proposed change to the location of this pedestrian crossing was "safety concerns." I challenge COMPASS, ACHD, and others to address these concerns head-on as this project moves forward, rather than moving needed bicycle and pedestrian infrastructure to an area where these modes of transportation are already safer. Please do not put off improvements to pedestrian and bicycle safety in this area of town because it is difficult to address. Such a decision ignores the safety of the students at Anser Charter School, Future Public School, as well as the children at the Boys and Girls Club in Garden City, not to mention adults who commute in this area. Thank you for considering my comments. Feel free to ask any clarifying questions. I look forward to hearing your decision.</p>		
<p>To whom it may concern, Please, please keep the planned pedestrian improvement at the original proposed site of 43rd and Chinden! This location will serve pedestrians of all walks of life, but most importantly it will serve the school community of Anser and Future schools, thus protecting many children! Some of these children are even physically impaired, using wheelchairs, or deaf, etc. Please kindly stick with the original plan, as it best serves our community. Thank you, Anser charter school parent</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Louise Bird</p>
<p>Due to the heavy heavy traffic and proximity to quiet a few charter schools in the area, I can't see a better more justified reason to keep the children safe than to approve a lighted crosswalk at 43rd and Chinden. This should NOT be moved miles away for all the kids to walk dangerously down Chinden too. This should be at 43rd. Thank you for your consideration. Sincerely a concerned parent,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Mira Piva</p>

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<p>I do not support changing the location of the planned pedestrian crossing at Chinden and 43rd, to a new alternate location. The crossing at 43rd has good access to the Bench, and should be the preferred location.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>David Finley, 83702</p>
<p>Hello,I wrote in reference to the proposed amendments to the Regional TIP regarding the installation of a pedestrian/bike crossing of Chinden, originally planned to cross at 43rd St and now proposed to move to 32/33rd St.The reason for installing this crossing at 43rd St is the heavy traffic at that location including Anser Charter School, Future Public School, and the Boys and Girls Club, all located in that block. Many families come from the bench and this crossing would increase safety and access for them and for students going out for field work during the day. In addition to these schools, there is a significance residential population in this section. A crossing here benefits many on a daily basis. The proposal to move the pedestrian crossing to 32nd benefits no one. That new location offers no access to the bench, and fails to serve the schools, clubs, and residents currently in need at 43rd. Traffic flow on Chinden is always complicated, but the students and families of the 43rd St area need a safer crossing as a matter of urgency. Please consider who you are serving and reassign the crossing of Chinden where it has the most positive impact - at 43rd St.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Sheri Grass</p>
<p>Hello, I'm writing in regards to the pedestrian improvement project on US 20/26 (Chinden Boulevard) in Garden City being moved from 43rd Street to the area of 32nd and 33rd Street. I am a teacher at Anser Charter School. Many students from Anser as well as from Future Charter School cross Chindon to get to school. I saw in the plans that a future crossing would still be considered, but timing is important. Children and families crossing Chindon at 43rd are in jeopardy now, and it's our hope that some type of pedestrian project could still be installed in the original timeline. Thank you,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Nicole Pape</p>
<p>Good morning, I am writing in opposition of moving the PREVIOUSLY APPROVED pedestrian improvement project from the intersection of Chinden and 43rd St. to Chinden and 32nd St. The previously approved project serves as a necessary and important corridor for children walking from two schools and the Boys & Girls Club to the Bench neighborhood. Many of these students have to navigate the dangerous intersection of Veterans Memorial Park and Chinden as they navigate their way home. The previously approved project placing a pedestrian crossing at</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Renee Bade</p>

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<p>43rd St. and Chinden not only increases safety, but accessibility for the residents living in the Bench neighborhood directly above Chinden. Moving the pedestrian crosswalk to 32nd street has extremely limited benefits as those neighborhoods it would connect are highly commercial and not residential. Generally individuals visiting those businesses do not walk through the neighborhoods and thus utilization would be rare. I drive this section of Chinden on a regular basis and have yet to see a person walking down the sidewalk in this location. I appreciate the time the committee takes in reviewing these comments and hope they will take into account the benefit to the fully community of locating the pedestrian crossing at 43rd and Chinden. Thank you for your consideration of this matter. Sincerely,</p>		
<p>Hello, I find it deeply disturbing that after years of planning, and on the verge of construction, that someone has decided to change the location on Chinden of the enhanced pedestrian crossing from 43rd to 33rd. The Crossing was designated for 43rd because of the connections to the Greenbelt, and to the West Bench via Ustick. Instead the project will be emasculated of most logic and use by moving it to 33rd, a crossing with destinations only on one side of the street. Moving this won't alleviate the need for a crossing at 43rd, and will keep this a dangerous stretch of Chinden where they chance and cyclist will be forced to cross, dangerously and lead to injury and death. I sincerely hope that Compass doesn't roll over and give up its role as a voice for the citizens of the Valley. Thank You,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Christopher Colby Spath</p>
<p>I would like to voice my support to keep the Chinden crosswalk at the original 43rd street location vs moving it down to 32nd. The 43rd location serves the needs of the Boys and Girls Club, Anser Charter school, and Future schools. Moving it will provide virtually benefit to these unmet needs. In addition there is no access to the Bench directly south of the 32nd location. Thank you.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Greg Burak</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>Hello, I would like to send my support for keeping the crosswalk as planned at 43rd street. The facilities that are near 43rd include two schools and the Boys and Girls Club as well as the greenbelt. These are all facilities that many children use, it is children that most need a crosswalk. The intersection at Veterans and Chinden is too large and dangerous with multiple cars turning right on red. I see this every morning traveling west on Chinden with children at the intersection trying to reach the Bench. I believe the traffic that would be at 32nd and 33rd would primarily be adults accessing the restaurants in the area. I do not see children in this area. The intersection at Orchard and Chinden is smaller and easier to navigate than the other intersection. This would be a great place for the second crosswalk, 43rd should be first choice. Thank you, Please bring this topic back to the table as soon as possible.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Misty Kreissler</p>
<p>This proposed change is illogical. The crossing at 43rd was proposed to serve the schools and neighborhoods that are on 42nd and 43rd and the surrounding streets, the area of concern. Proposing to move this crossing a mile down the road, and across another major barrier (Veterans Memorial) will not serve the community nor the purpose that it was intended for. If there is concern with the location at 43rd street, then midblock 43rd/44th, at 44th, or midblock 44th/45th would be the next logical changes. This is not to say that we don't need more pedestrian crossings on Chinden though. I drive it frequently and feel that we could use many more. I would just like to see the school crossings prioritized first.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Zach Clegg</p>
<p>Hello, I am writing to express my opinion. I recommend keeping the crosswalk, proposed for 43rd and Chinden. We live on the bench and my children attend school at Anser. Currently, we do not bike or walk to school because of the busy Chinden and Veterans intersection. If a safe crosswalk were added to 43rd, we would use it to travel to the school via bike. This seems like a great addition to the safe routes to school plan. Thank you,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Aly Dritenbas</p>
<p>See attachment [Pages 37 – 52]</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Don Kostelec</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>Hello, As a citizen of Boise who lives, works, and sends children to school in Garden City, I'd like to express my support for the original pedestrian improvement project on 43rd Street. Moving a crosswalk to 32/33rd is not acceptable and would leave many more children and families lacking safe access from the Bench to schools and the Boys & Girls Club. Spend one weekday morning or afternoon pickup at each of these respective locations, it will be clear how distinctly critical this need is at 43rd. Please support the safety of children and families in this area and keep the crosswalk at 43rd. Thank you! Best of health,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Erin Vranas</p>
<p>To Whom it May Concern, Moving the pedestrian crossing from 43rd to 32nd would miss serving a huge population of students, making their way to Anser Charter School, Future School and the Boys & Girls Club. Missing the opportunity to improve safety for the area's student population served by a crosswalk at 43rd would be a severe mistake. Please keep the crosswalk at 43rd as originally planned- and was highly ranked because of the pedestrians and bicyclists served by the 3 substantial educational institutions off of 43rd. As a parent and pedestrian who frequently makes my way from the bench to 43rd I can attest to how dangerous the intersection at Chinden and Veterans is, with turning cars frequently not seeing adult pedestrians, let alone children waiting to cross. Having a safer alternative down by the schools would be a tremendous boon for families. Thank you for your consideration,</p>		<p>Hannah Read Newbill</p>
<p>Hello, my name is America and I live at [redacted], Boise, ID 83714. I am writing in support of sticking to the original plan of adding a crosswalk at 43rd and Chinden. This lighted crosswalk would allow students to safely cross Chinden and travel to and from Anser Charter School, Future Public Charter School, and the Boys and Girls Club to the Boise Bench. This crosswalk would also be an excellent connector and quality of life improvement for families and communities from Garden City into the Boise area that is currently divided by Chinden. Kindly,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>America Yorita-Carrion, 83714</p>
<p>Good afternoon, We are a family who utilizes the Boys and Girls Club plus Future Public School. We would suggest keeping the crossings near the schools and Club. I find it odd we have to advocate for this. Thank you for your consideration.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Marcus</p>

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<p><i>The proposed amendment would change the location of a pedestrian improvement project on US 20/26 (Chinden Boulevard) in Garden City from 43rd Street to the area of 32nd and 33rd Street, as concerns were raised during the project design phase regarding the original 43rd Street location.</i> Hello, I am a Garden City resident and am strongly opposed to changing the pedestrian improvement project on Chinden from 43rd St. to 32nd/33rd St. It is absolutely essential that there is an enhanced pedestrian crossing at 43rd in order to provide connection for children in particular from the neighborhoods on the bench to ANSER Charter School, Future Charter School, The Boys and Girls Club, and other destinations. Might this enhanced crossing result in modest driver delays? Possibly. But the tradeoff of that delay is allowing kids to cross Chinden with a reduced chance of getting killed. Is there also a need for an enhanced crossing at 32nd/33rd? Absolutely, and that need will only intensify as this area develops. But that crossing shouldn't come at the expense of one that connects schools to neighborhoods. Thank you for your time and consideration.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Joe Jaszewski</p>
<p>RE: "COMPASS Amendment #3 for the FY2023-2029 Regional Transportation Improvement Program (TIP)" I understand that "safety concerns" have led to a change of plans for pedestrian crossing of Chinden Boulevard, from 43rd St. to "the area near 32nd St and 33 St. "I use 43rd St on my bicycle regularly; it is my primary, direct route from the Winstead Park neighborhood where I live, to connect to the greenbelt, to get across town, and to downtown. A 43rd St crossing would serve Future Public School, Anser Charter School, and the Boys and Girls Club of Ada County. A crossing at 32nd/33rd--a full mile away--provides no utility for those three institutions. It would not be useful for connecting across the VMP bridge. On rare occasions, I have bicycled through the Chinden/Curtis/Veterans Parkway intersection, and I did bicycle counts there one year. It has been designed (and recently redesigned) to meet the needs of motor vehicle traffic. From a pedestrian's or cyclist's point of view, it is a disaster. I go out of my way to avoid it. If my route includes the VMP bridge, that is most often via 43rd St. I appreciate the limited accomodation that the candlesticks blocking left turns and through traffic for 43rd St leave for through cycling traffic (even as I'm not sure that was an intended provision). As the housing boom in Garden City proceeds, there have been, and are a large number of units being added in the area that 43rd St.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Thomas W. von Alten</p>

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<p>serves. There are also many, but fewer in the 32d/33rd St area, which is served by the controlled intersection at Orchard & 36th. That intersection has lower traffic levels, and is much less awful for pedestrians and cyclists than Chinden/Curtis/VMP. There needs to be more benefit for a \$half million investment than what a crossing at 32/33rd can provide. Thank you for reconsidering this amendment to the Regional Transportation Improvement Program.</p>		
<p>Hi folks! Please find attached a letter from our board and staff at Surel's Place in support of the much-needed crosswalk on 32nd/33rd streets along Chinden. We are very invested in pedestrian and cyclist safety in the Surel Mitchell Live-Work-Create District and would be happy to be a partner in any project that could use a nonprofit or arts perspective (there are some amazing art-forward crosswalks out there!!!). Thank you for considering this in your planning process. Thanks Josie. That's disappointing to hear. You may still get more comments from the neighborhood between now and Tuesday - it is a hot topic here! Maybe you can help me understand a question folks have here... many are under the impression that ITD is the deciding agency for a new crosswalk because Chinden is part of a state highway — but this seems to be presented as an ACHD decision? Is there an easy way to explain how it works? Thanks!</p> <p>See attachment [Page 64]</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p> <p>I understand the confusion. Things do get complicated when projects are at intersections of roadways managed by different agencies. As you noted, US 20/26 (Chinden Boulevard) is a state highway, managed by ITD; however, the north/south cross streets are managed by ACHD. The crossing project is an ACHD project, as it is technically part of the cross street (e.g., 43rd or 32nd) as opposed to the road that is crossed. That said, as the project would cross Chinden, the two agencies must work closely together to develop the project in a manner and location that works for all.</p>	<p>Greg Hahn</p>
<p>Hello Mayor Evans, Councilmembers, Chief Allen, and ITD Board Member DeLorenzo, Please find attached a letter from the Anser Charter School Board President in opposition to changing the approved location of the crosswalk planned at 43rd St. and Chinden. After working for many years in collaboration with Garden City, ITD and others, to see this crosswalk come to fruition, it is disappointing to see the proposed changes that will negatively impact the children who attend my school. Anser's construction and realignment of drop off and pick up lines, at significant expense to the school, were planned around the approved crosswalk at 43rd St and Chinden. If you would like to speak with me to learn more about how this decision would negatively impact the children that attend Anser, Future Public School and the Boys and Girls Club I would be happy to meet.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Heather Dennis</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
See attachment [Page 59]		
<p>Hello, We at Western Collective are very excited to see the proposed changes to having a crosswalk within a block of our location! We absolutely love our location, but do not love the dangers that come with the summer months and the traffic that risks their lives regularly to come to our establishment. As community oriented retail businesses continue to look at Garden City, our portion of the neighborhood is excited about the potential of continuing to have draws to ensure we are seen as a core part of the hub, and not outcasts on the wrong side of Chinden. If we can be helpful in the discussion in any way, please let us know. We are excited the discussions are taking place!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Cary Prewitt</p>
<p>Hello there, I wanted to submit a comment re: the crosswalk project that would put a crosswalk on 43rd st. I am in support of the original plan for this project and do not want to see the crosswalk moved to 32/33rd area. Safe access to and from Anser and Future schools along with safe access for those kids going to Boys & Girls Club is paramount. Please keep the original plans in place. Best, Kim Mora 20+ year Boise, Idaho community resident</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Kim Mora</p>
<p>I fully support the COMPASS amendment to move the pedestrian crossing in Garden City to a much needed location at 33rd street. This is a frequent pedestrian and bicycle crossing and this will save lives. Frankly, without a pedestrian crossing I simply don't cross Chinden in this area because I don't want to die. As a local studio renter in GC, I look forward to improvements being made. Thank you!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Jessica Evett</p>
<p>I fully support the COMPASS amendment to move the pedestrian crossing to a much needed location at 33rd street. This is so important, especially with the new hotel going in across Chinden; it's such a dangerous, multi lane street to try to cross without a crosswalk! This is a frequent pedestrian and bicycle crossing and I have not doubt this will save lives. Thank you for your consideration,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Dr. Nicole Pierce NMD</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>I'm so excited for a crosswalk in the Garden City Art district! We live going from my studio to the businesses across the street and really enjoy walking in the neighborhood but Chinden especially at 33rd is sooo scared to walk across especially with children! This area has come so far from the unkempt housing district of the past to a thriving bustling community! I just want to sent my love and support and gratitude for this much needed addition to our neighborhood so we can keep offering fun and safe entertainment and services to our community! Much appreciation, Maude</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Maude</p>
<p>I fully support the COMPASS amendment to move the pedestrian crossing to a much needed location at 33rd street. This is a frequent pedestrian and bicycle crossing and this will save lives. My studio is on 33rd and I have witnessed many near accidents and sketchy pedestrian crossing at 33rd at this junction. A crosswalk on 33rd would be a vast improvement to the growing area. Thanks for your time and consideration.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Evalee Campbell</p>
<p>We are in dire need of a pedestrian hybrid beacon-controlled crossing on US 20/26 in the Live Work Create District. THIS ABSOLUTELY BE SHOULD BE ON 33rd as there is much more bike and ped traffic on this street. It is a more comfortable route for people to take while on their way to wineries, breweries, retail establishments, restaurants, and art studios. I look out the window of my office on 33rd street and there is consistent foot and bicycle traffic that comes off the greenbelt headed to risk their lives crossing Chinden. It is worrisome. Additionally, this is the beginning of a perfect connection for Canals Connect Communities direct to Settlers Canal from 33rd Street. I don't need to mention all of the businesses and artists and residences that WILL use this crossing as we are currently only connected by car. Many people in the area literally drive 1.5 blocks to get across Chinden rather than risking the hair raising jaywalk. Thank you for your consideration.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Danielle J. Hurd</p>
<p>I fully support the COMPASS amendment to move the pedestrian crossing to a much needed location at 33rd street. This is a frequent pedestrian and bicycle crossing and this will save lives. Thanks</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Todd</p>
<p>I fully support the COMPASS amendment to move the pedestrian crossing to a much needed location at 33rd street. This is a frequent pedestrian and bicycle and pet crossing to a growing set of services on the south side on Chinden. Regards,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Michael Turner</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>Providing a pedestrian hybrid beacon-controlled crossing on US 20/26 can't come soon enough. THIS ABSOLUTELY BE SHOULD BE ON 33rd as it sees way more pedestrian traffic going to wineries and breweries and art studios. I sit in an office on 33rd street and all day long bikes come off the greenbelt headed to risk their lives crossing Chinden to get to studios, businesses, and breweries. Additionally, this is the beginning of a perfect connection for Canals Connect Communities direct to Settlers Canal from 33rd Street. I don't need to mention all of the businesses and artists and residences that WILL use this crossing as we are currently only connected by car. Many people in the area literally drive 1.5 blocks to get across Chinden rather than risking the hair raising jaywalk.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Derek Hurd, 83714</p>
<p>Dear Compass Idaho - Learning about the proposed/planned crossing US 20/26 at 32/33rd was a bright spot in the day - possibly of 2023. I am a 14 year resident within the Waterfront District located off of 36th street Garden City. The East portion ["East End"] of Garden City has undergone a radical transformation in the last 14 years including the VAC, 36th Street Bridge, Whitewater Park, several breweries and wineries, the Surel Mitchell Live-Work-Create district, and new exciting restaurants. A safe crossing, bridging existing uses both north and south of Chinden, in this particular area, and creating a safe pedestrian route to the Greenbelt would absolutely enhance the walkability and livability of this area. There is no better location for a crossing along US 20/26 anywhere between the Riverside Hotel and Glenwood than this location due to the artist district and concentration of businesses. If you need any help or support of any kind with this endeavor, please feel free to reach out.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Michael Slavin</p>
<p>Hello, I'm writing to express my support of the crosswalk that is in the works to go up at 32nd or 33rd on Chinden. This would be an incredible asset to the businesses that are right there in the heart of Sural's Place and be a huge help in the safety of those people crossing Chinden. Very best,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Lauren Edson</p>
<p>To the planning team at COMPASS: I am writing on behalf of the staff and members of The Common Well on 31st Street in Garden City, to express our wholehearted support of a pedestrian crossing project at Chinden Boulevard and either 32nd or 33rd streets. As you know, the Sural Mitchell Live-Work-Create District encompasses both sides of Chinden in the area and there is currently just one (faded) crossing at 36th Street in</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Katie Johnston</p>

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<p>the first mile-long stretch of the busy road. Development continues at a rapid pace in the District, and foot and bike traffic has increased along with it. An additional safe and accessible pedestrian crossing is one of the community needs we hear about the most from our business partners and neighbors, and is becoming a pressing need as the number of public-facing businesses south of Chinden continues to grow — now including the Western Collective brewery and coffee shop; The Common Well co-work space, gallery and arts collective; Barrigas and Big K BBQ restaurants; the newly revamped Arcadia Hotel; a planned bakery and more. Popular events like the First Friday Art and Studio Strolls, which run throughout the year, and the Flipside Music Fest, scheduled for its second year this coming September, strive to support businesses south of Chinden through event venues there, but the lack of safe crossings makes that complicated and challenging. Thank you for considering this crucial safety step for the residents, businesses owners, workers and visitors in the Surel Mitchell Live-Work-Create District.</p>		
<p>Please find attached comments from the Idaho Access Project concerning the Pedestrian Hybrid Beacon at 43rd and Chinden. Thanks!</p> <p>See attachment [Pages 60 - 61]</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Jeremy M. Maxand, 83705</p>
<p>I work as an artist in Garden City and love the unique identity Garden City is cultivating in the landscape of Boises offerings. The ability for residents and visitors to move safely via a pedestrian cross walk at 33rd street would be a significant asset to the accessible of what Garden City has to offer. I fully support the COMPASS amendment to move the pedestrian crossing to a much needed location at 33rd street. This is a frequent pedestrian and bicycle crossing and this will save lives.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Kim Bennett Porter</p>
<p>Idea sounds good to me.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Karenya</p>
<p>I fully support the COMPASS amendment to move the pedestrian crossing to a much needed location at 33rd street. This is a frequent pedestrian and bicycle crossing and this will save lives.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Kiley Gardiner</p>

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Hello, I'm writing this email in support of the compass AMENDMENT to move the pedestrian crossing to a much needed location at 33 rd and Chinden. This is a frequent pedestrian and bicycle crossing and will help save lives. Thank you.	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Chase Erkins
This area is terrifying & needs sidewalks WHOLE WAY on BOTH sides... I've had multi cars, bikes, walkers & fellow mobility scooter users like me all say they'd report seeing me almost get hit many many times... See attachment [Page 64]	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Lisa A Schweiter
Hello! I work in Garden City (co-owner of The Vervain Collective), and I go to a lot of businesses out there. I definitely think there needs to be a crosswalk on 33 rd or 32 nd . It's a dangerous and busy road and jaywalking is not cool, but neither is walking 1/4 mile to get to the nearest crosswalk. So people do and will jaywalk and it's scary! Preferably 33 rd but either way!	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Kelsey Jae
Where are the drawings that show the proposed change? Are the crossings going to be at 32 nd or 33 rd ? Or between those two streets?	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City. There have been no concept drawings produced on the 32 nd /33 rd amended location—as the plans for 43 rd street were still in the concept level. There are four conceptual exhibits that were created during the concept study—those are attached on pages 54 - 56 of this document. The location referenced in the amendment was referencing the vicinity of 32 nd /33 rd , so an exact location has not been identified yet.	Bryan Passmore
To Whom it may concern, I am a new business owner on Chinden and 32 nd . I fully support the COMPASS amendment to move the pedestrian crossing to a much needed location at 33 rd street. This is a frequent pedestrian and bicycle crossing and this will save lives. I am shocked at how fast drivers are going down Chinden. IT is not safe and having a crosswalk at 32 nd or 33 rd will slow down traffic to make it safer for everyone. Personally I would love to be able to cross the street to visit/support the neighborhood businesses without having to get in my car but I can't! Please consider our request. Thank you!	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Georgia Stokes

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>Thank you for the opportunity to provide feedback on the movement of the hybrid beacon-controlled crossing on HWY 20/26 Chinden Blvd. I support the movement from 43rd Street to E 32nd street due to its direct access to the Greenbelt. Best,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>W. Duane Wakan</p>
<p>Point of Reference: Chinden @ 43rd Street Issue: Dear ACHD Commission: As a transportation cyclist who commutes between the Greenbelt and "the Bench" frequently, I am enthusiastic about an enhanced crossing at the Chinden / 43rd Street intersection. I cross there on a regular basis - right now it's often like the "Frogger" video game, where I dash from lane to lane as openings occur in heavy traffic. It would be SO NICE if I could push a button and have a controlled crossing! That's a great spot, because 43rd connects at the south (west?) end with Ustick - and from there I can proceed west on Ustick, or jog and take Curtis south. (Both streets have bike lanes.) Apparently COMPASS is proposing a crossing at 32nd or 33rd, instead of 43rd. That would be far less useful (at least from the viewpoint of a bike saddle), since that intersection is very close to a confluence of bike lanes, Greenbelt paths, etc. 43rd Street would be a far better place to make a meaningful change. Thanks for your attention. Steve Hulme Boise Department Assigned: Planning and Projects</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Steve Hulme</p>
<p>Hello! I am writing to express my HUGE support for a crosswalk at 32nd or 33rd and Chinden! As the co-founder of Western Collective, this would be great for business, as it would be a much more direct way for bike and pedestrian traffic to come to us from the river, but as a human being I also greatly support this because I am often running across Chinden unprotected and worried for my safety and the safety of others. As a growing and thriving neighborhood, the Live Work Create District is a place many call home and should be able to walk/bike around safely with their families to local businesses. This crosswalk would SO greatly improve that for everyone in GC and I so greatly look forward to it coming to our hood! Thank you!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Melissa</p>
<p>I fully support the COMPASS amendment to move the pedestrian crossing to a much needed location at 33rd street. This is a frequent pedestrian and bicycle crossing and this will save lives. Karen Porter, Boise, ID</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Karen and Bob Porter</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>Hi there, I manage Coiled Wines tasting room located at 34th and Chinden. I have been hoping for a crosswalk on Chinden for years. We have been in this space since 2017. I have discussed the public safety concerns with guests and coworkers quite a bit, as I witness people crossing Chinden like a game of frogger. With more growth in the area, it is necessary to address this issue. I appreciate your attention to this. Thank you.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Meredith Schmidt, 83714</p>
<p>Hello, I am a teacher at Future Public School. Many of my students cross Chinden on their way to and from school or after they are at the Boys and Girls Club. My own children go to Anser and sometimes they need to cross Chinden after school. Having a crosswalk would add a next level of safety for the hundreds of kids at all three of these institutions forever. I ask you to please consider all the kids who would benefit from a safe crosswalk on 43rd. Thank you for your time,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Paul Johnson</p>
<p>I am writing in support of the proposed amendment for a pedestrian improvement project on Chinden Blvd at 33rd Street. I have lived in the Waterfront District at the end of 36th street since 2014 and producing the First Friday Art Events since 2016. I have also been promoting the Live-Work-Create District from the Riverside Hotel down to 37th Street. It was only after reading the declaration forming this district I realized it includes both sides of Chinden. We have tried to include the "West" side of Chinden as we have an increasing number of art venues developing on that side, but the crossing has been difficult. I even reached out to the Idaho Transportation Department to find out how we could use temporary crossing guards with vests and flags, but no one was able to assist. A crosswalk at 33rd street would be particularly helpful for the safety of our patrons, but also would do a lot to heal the divide of our arts district with Chinden Blvd splitting us up. Our neighborhood emphasizes alternative transport such as walking and biking. The main exit off the Greenbelt is on 33rd street, but it is difficult to access this and the venues across Chinden from this point. The crosswalk at 36th street doesn't sound far away, but if your destination is The Common Well or Cadillac Matt's and you are on foot, the walk adds an extra 15 to 20 minutes. Most people won't add that large of a detour. I have even witnessed parents with strollers trying to dart across Chinden at 33rd. I'm uncertain if the center turning lane makes it less or more dangerous. While it is a place to stand to wait for traffic coming from the other direction, cars can also be pulling out and trying to join traffic and may not be</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Jodi Eichelberger</p>

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<p>looking for a pedestrian standing in the center lane. It feels dangerous. Thank you for your efforts to improve this for our community. Best,</p>		
<p>Hello, I am in support of the original plan to build a crosswalk at 43rd & Chinden. Having a crosswalk installed at this intersection will allow students to safely cross Chinden and travel to and from Anser and Future to the bench. My understanding is that about 4 years ago, ITD and Garden City were approved for the ped/bike crossing from the bench to 43rd street. The project was highly ranked and received funding for construction in FY 24 (starting in October). The project ranked well due to the access it provided ped/bikes from the bench to the schools and Boys & Girls Club. However, I recently learned that ITD has decided that they do not want the crossing at that location and are proposing a move to 32nd. Moving the crossing from 43rd to 32nd street does a disservice to students and families in the area. This leaves students with no access to the bench, Anser and Future schools or the Boys and Girls Club. Please consider revisiting this and keeping the original plan. Prioritizing the needs of families and children in the area is of crucial importance. This change impacts the daily lives of school-aged children and their families. We all know how important it is to have safe access to schools and before/after-school care without having a long commute on an already rushed morning getting to work. It's a pain felt by all parents morning and afternoon. Please consider all of these points and receive this email in support of keeping the crosswalk at 43rd street. Best,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Monica Belmont</p>
<p>Hello, We have become aware of a project to have a pedestrian crossing at 33rd St and Chinden Blvd. With the population growth in the Treasure Valley, and specifically the growth in Garden City, it is critical that there are safe places for pedestrians to cross the very busy Chinden Blvd. We support the COMPASS amendment, as we believe it will increase safety and ultimately save lives. Sincerely,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Elizabeth Baggerly</p>

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<p>Good day,I was quite disheartened to see that the crossing at 43rd street in Garden City is possibly going to be moved to 32nd or 33rd, instead. My family, and many of the families at Anser Charter School and Future Charter School, would benefit greatly from this crossing. We have tried crossing at Veterans and Chinden, and it is scary and puts an extra mile on our travels to school. 43rd would be safer, and I would actually feel comfortable allowing my kids to ride their bikes to school, cross at 43rd, and proceed to campus. I currently do not feel safe letting them cross alone at Veterans and Chinden. Please also recognize that both Anser and Future are Title 1 schools. There are many kids within a mile radius of the school that walk alone, and would benefit from this crossing. Please do not take the crossing away from the schools. I understand that business would benefit from its move to 32nd/33rd, but future impact fees from the growth in that area can pay for that crossing in the future. Thank you,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Sarah Plendl-Gardner</p>
<p>Hi Toni, As COMPASS considers an amendment to the TIP proposing the pedestrian/bicycle crossing at 43rd Street and Chinden change location to the 32nd area of Chinden, City of Boise has concerns that this is being considered without any evaluation as to whether 32nd is a comparable crossing in terms of benefits provided to surrounding destinations and network connectivity. While we agree that a crossing would also be needed near 32nd Street, we think it ought to be evaluated in addition to 43rd and keep the 43rd street project in the TIP as is, since the 43rd crossing is an important connection between the Boise West Bench and the Greenbelt. Thank you,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Bre Bush</p>
<p>Hello COMPASS, Please accept my comment regarding the proposed amendment to change the location of a pedestrian improvement project on US 20/26 (Chinden Boulevard) in Garden City from 43rd Street to the area of 32nd and 33rd Street. As a dedicated employee of the Boys & Girls Clubs of Ada County for approximately 20 years, most of which centered around safety and operations for one of the largest youth serving nonprofits in the state, I can attest to the importance of better pedestrian and bicycle access across US 20/26 between Veteran's Memorial Parkway and 50th Street. Although it need not necessarily be 43rd Street, this cross street pedestrian/bicycle crossing would be preferable to 32nd or 33rd street. A highly concentrated youth services zone exists on 42nd and 43rd street, which is enclosed on three sides by US 20/26,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Joey Schueler</p>

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<p>Veterans Memorial Parkway, and the Boise river. The remaining open entrance/exit to this area only opens onto mixed low density residential and warehouse zones until being blocked by the Western Idaho Fairgrounds. The greenbelt dead ends along this stretch as well. The result is a lack of access for this area, remedied by a pathway crossing somewhere between 43rd and 50th street, which also connects these youth facilities to several schools up on the Bench in the immediate vicinity. Three youth facilities exist within this containment zone alongside a subsidized housing complex with high volumes of elderly residents. Mixed commercial and apartments are also under construction for increased density in this zone. The Moseley Center Boys & Girls Club regularly serves in excess of 275-300 children a day (more in the summer) and both Future Public School, and Anser Charter School serve similar densities of youth with high volume entry and exit times over similar schedules of each weekday. The mission, vision, and values of the Boys & Girls Club, Future Public School, and Anser Charter School, as well as the designed purpose of the subsidized housing complex, is to bring stability, equity, and social benefits to vulnerable and/or marginalized populations; an economic and community benefit to all residents of Ada County as such services help empower a healthy, vibrant, and economically independent society. Such benefits should be incentivized and opened to improve access, not constrained by segmentation. I'm unsure of the intent of moving this pedestrian access point from 43rd to 32nd or 33rd, but I am cognizant that the impression if not the intent is to constrain these populations from broader access to the surrounding facilities. It should at least be mentioned and discussed by decision makers that this impression is not what our community expects, deserves, or should tolerate and steps to remediate unintended consequences of limiting access to such populations should remain a priority. If the solution to traffic accidents along US 20/26 is traffic calming and the slowing of speeds along this central corridor through the main street of Garden City (which happens to also result in greater economic viability for the municipality), then perhaps a pedestrian crossing at 43rd Street will serve a healthy and positive purpose by requiring more traffic calming and lowered speed limits and brings with it greater access, greater economic benefit to a growing population, all while ensuring the independence of young children, their families, and the elderly who call this</p>		

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>community their home. All involved are in need of greater public transportation and bike/ped accessibility so removing all their options is not the wisest path. Not everyone is in a hurry to pass through Garden City. Assuredly, by doing nothing, you cause the opposite effect, that of increased speeds, traffic anxiety, and associated risks to safety in the immediate vicinity of important community hubs, all while forcing children into cars or on non-buffered sidewalks along main arterials, or worse, darting across Chinden in strollers, on their feet, bikes, and skateboards. There is a better way. When the goals of COMPASS, all municipalities, the county, and urban planning departments in Ada County are to improve bike/ped access and walkability while minimizing congestion, creating a cage like scenario for a combined thousand daily travelers most in need of alternative transportation access in a two block area seems contrary to the goals being sought. In service to youth,</p>		
<p>Hello, Thank you for the opportunity to express my thoughts about the potential addition of pedestrian and cycle access at 32nd or 33rd Streets in Garden City. I am one of the founders of The Common Well by Fort Builder on W. 31st St., and I am a bike commuter. The Common Well is an art and cowork space modeled in part after my two former Fort Builder locations, one downtown and the other on State Street in the Collister neighborhood. My previous spaces were both in very busy areas with high traffic, and yet the majority of my members commuted by bicycle when weather permitted. That ended when we moved operations to Garden City. It has been a source of great frustration to me that we're located in a perfectly bikeable spot, and yet our members drive instead because of their fear of crossing Chinden. The area on our side of Chinden feels unreachable by foot or bicycle. I could give a list of the number of close-calls I've had trying to get to work. It's also frustrating to watch my members hop into cars in order to grab a coffee at Push and Pour or lunch at Roots. Those of us in the business community are working very hard and spending a lots of dollars to bring life and activity to Garden City. Improving access and reducing our dependence on vehicles would make a huge difference. Thank you for your consideration!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Amber Lawless</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
<p>Just writing in support of a crosswalk at 32nd or 33rd and Chinden. A light there could help slow the speeders coming off the highway and those rushing to make the light under the bridge entering the highway. Also it would give pedestrians a chance to cross safely. Just the other day, my 17-year-old daughter was biking from the greenbelt to meet me at my studio at The Common Well and nearly got hit by a car. It was unnerving and not the first time. Even if it was just a light that stopped for pedestrians but was green the rest of the time, that would be a lifesaving improvement. Thanks for listening!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Katherine Shaughnessy</p>
<p>Amy: I would like to make a public show of support for a pedestrian and bike crossing signal indicator at 43rd and Chinden, as was in the original proposal. The idea of moving this crossing to 32nd and Chinden is ludicrous as there is no access to the bench nearby without going back to Orchard or to Curtis. (not to say that 32nd street couldn't also use a crosswalk - that area is a pedestrian crossing death wish!). But for Anser and Future Charter Schools and easy access to the Greenbelt/Boys and Girls Club, the 43rd Street crossing makes the most sense for access coming down from Ustick since people coming down Orchard already have signal access. Traffic in the morning is frequently stopped going SouthEast on Chinden in the morning, so a 43rd street crossing could easily be synced up with Red lights at Curtis/VMP/Chinden during rush hours. We live in the Winstead Park Neighborhood and all of my children attended Anser Charter School and some of them attended the Boys and Girls Club. They frequently commuted by bike/walking and crossing at VMP/Chinden was frankly scary, even for the adults! A pedestrian crosswalk signal at 43rd would have vastly improved safety without the necessity of walking down to Curtis/VMP. Plus, it would help cars coming off 43rd actually get into the Chinden flow since the left turn lane from Ustick to Curtis is frequently so backed up. Thank you for your consideration.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Steven Reames</p>
<p>See attachment [Page 63]</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Ed Sullivan</p>
<p>To whom it may concern, I fully support the COMPASS amendment to move the pedestrian crossing to a much needed location at 33rd street. This is a frequent pedestrian and bicycle crossing and this will save lives. Warmly,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.</p>	<p>Tori Hindson</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation
Hello, I would like to express my support for improvements on Chinden at 43rd, especially for a pedestrian crossing. Sincerely,	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation department, and the City of Garden City.	Heidi Carey

From: [Rachel Speer](#)
To: [Jenah Thornborrow](#); [Joshua Saak](#); [Meg McCarthy](#)
Subject: FW: KN 20549 Chinden/ 43rd Pedestrian Crossing
Date: Thursday, April 13, 2023 8:16:36 AM

Good morning all,

I wanted to pass along ITD's evaluation of relocating the PHB from Chinden/ 43rd to Chinden/ 44th. To summarize the long email you're about to read, ITD will not allow a PHB at either of these locations. So, I will look forward to working with you all on how to implement the upcoming RAISE grant projects that kind of relied on this PHB.

Please feel free to contact me if you have any questions or would like to discuss this further. Thank you for all of your help with this project.

Rachel E. Speer, P.E.

Senior Project Manager, Capital Projects
Ada County Highway District
Cell: 208-617-0209
Fax: 208-387-6391

From: Jason Brinkman <Jason.Brinkman@itd.idaho.gov>
Sent: Friday, April 7, 2023 5:11 PM
To: Rachel Speer <Rspeer@achdidaho.org>
Cc: Caleb Lakey <Caleb.Lakey@itd.idaho.gov>; Vincent Trimboli <Vincent.Trimboli@itd.idaho.gov>
Subject: RE: KN 20549 Chinden/ 43rd Pedestrian Crossing

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Rachel,

Thank you for the opportunity to comment on the traffic analysis study for proposed pedestrian hybrid beacon (PHB) on Chinden (US-20/26) at 44th Street in Garden City. We appreciate the Highway District's patience as we work through some of the challenges with the site selection and related operations of the PHB. Despite the proposed location of this device moving from 43rd Street to 44th Street, the proposed installation is still concerning to ITD.

One of our safety concerns with the prior proposed location at 43rd was queuing of eastbound traffic at the US-20/26 and Veteran's Memorial Parkway (VMP) signal extending west to beyond 43rd Street. This would result in pedestrian users of the PHB having to navigate traffic queued cars and trucks on either side of the PHB crosswalk location, or perhaps across and blocking the PHB

crosswalk location. That condition is still present as modeled with the proposed PHB at 44th Street, albeit to a slightly lesser degree. Traffic queueing across a PHB crosswalk at 44th daily is a major concern of ITD.

The study also reports on travel time and intersection delay, which while theoretically improved at the US-20/26 and VMP intersection while the PHB is operating, is offset by the PHB delay itself. While the opportunity to coordinate the PHB timing with the VMP timing in the peak direction to offset impacts is intriguing, we suspect there will be some off-peak directional impacts, particularly on weekends. We would note that such adjacent signal coordination also detracts from the PHB wait time for pedestrians, which erodes confidence in the device for its intended purposes.

While safety is ITD's foremost concern, followed by travel time and delay (mobility), we have other concerns about this proposed installation as well. These concerns include previously discussed topics such as not meeting signal warrants for a PHB, the inability to forecast anticipated pedestrian and bike volumes, the lack of pedestrian origins and destinations near the proposed crossing, the nature and condition of pedestrian access to the crossing location such as along Stockton Street (i.e. a very narrow alleyway between 43rd and 44th), the way in which bikes may be accommodated in using the PHB, and broader pedestrian and bike network planning.

ITD is aware of the desire for enhanced pedestrian accommodations both along US-20/26 in Garden City, as well as across crossing Chinden where demand and opportunity coexist. We also recognize the goal of routing bikes and pedestrians on "low stress" routes like 43rd or 44th, as opposed to along US-20/26 or VMP. However, it is ITD's position that the safety and operation concerns, as well as the inability to demonstrate pedestrian demand, regarding the proposed PHB installation preclude our acceptance of the 44th Street crossing location, as they did for the 43rd Street location.

In the process of contemplating this PHB location, we have come to see potential for PHB's at alternate locations within Garden City. We believe that potential crossing locations such as 32nd Street and/or 38th Street are free from the safety concerns at 43rd or 44th, and would be more likely to meet the broader objectives for desirable crossing locations. Please let us know if ACHD and Garden City are interested in pursuing either of these as an alternate location for the PHB.

Sincerely,
Jason Brinkman
Engineering Manager
ITD District 3

From: Rachel Speer <Rspeer@achdidaho.org>
Sent: Friday, February 10, 2023 8:51 AM
To: Jason Brinkman <Jason.Brinkman@itd.idaho.gov>
Subject: KN 20549 Chinden/ 43rd Pedestrian Crossing

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Good morning Jason,

ACHD completed an additional traffic study at Chinden Blvd and 44th St for the new location of a pedestrian crossing. Would you please review and provide any comments or insight if this location would be acceptable to build the ped crossing at this intersection instead of Chinden Blvd and 43rd?

Thank you,

Rachel E. Speer, P.E.

Senior Project Manager, Capital Projects

Ada County Highway District

Cell: 208-617-0209

Fax: 208-387-6391

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Exhibit B: MUTCD, Sections 4C and 4F

2009 Edition Chapter 4C. Traffic Control Signal Needs Studies

Section 4C.01 Studies and Factors for Justifying Traffic Control Signals

Standard:

01 An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.

02 The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

Warrant 1, Eight-Hour Vehicular Volume

Warrant 2, Four-Hour Vehicular Volume

Warrant 3, Peak Hour

Warrant 4, Pedestrian Volume

Warrant 5, School Crossing

Warrant 6, Coordinated Signal System

Warrant 7, Crash Experience

Warrant 8, Roadway Network

Warrant 9, Intersection Near a Grade Crossing

03 The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

2009 Edition Chapter 4F. Pedestrian Hybrid Beacons

Section 4F.01 Application of Pedestrian Hybrid Beacons

Support:

01 A pedestrian hybrid beacon is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.

Option:

02 A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal warrants (see [Chapter 4C](#)), or at a location that meets traffic signal warrants under [Sections 4C.05](#) and/or [4C.06](#) but a decision is made to not install a traffic control signal.

Standard:

03 If used, pedestrian hybrid beacons shall be used in conjunction with signs and pavement markings to warn and control traffic at locations where pedestrians enter or cross a street or highway. A pedestrian hybrid beacon shall only be installed at a marked crosswalk.

Guidance:



Don Kostelec <don.kostelec@gmail.com>

PHB question: Warrants and queuing

Eun, Peter (FHWA) <peter.eun@dot.gov>

Fri, May 12, 2023 at 12:29 PM

To: Don Kostelec <don.kostelec@gmail.com>

Cc: Mike Cynecki <mcynecki@lee-eng.com>, "Sinclair, Keith (FHWA)" <Keith.Sinclair@dot.gov>

Hi Don,

1. There are no national warrants for the PHB. The MUTCD provides guidance. Some states may have used the guidance to develop state warrants but we at the federal level don't recommend it or at least I don't.
<https://mutcd.fhwa.dot.gov/htm/2009/part4/part4f.htm>
2. I am not aware of any literature on traffic queuing but I've been told by a teammate that the State of Delaware had this issue and may have written something up on it. The issue was during the summer months with high number of tourists. In my own experience the City of Dallas mentioned they sync their signals with the midblock PHB during peak hours and keep it a hot response during off peak hours.

I'm also copying Mike Cynecki who is a retired traffic engineer, but was always my go to guy for hard PHB questions. Although retired I suspect he may respond. (no pressure Mike)

I will look for some literature, guidance, etc... on this and if I find something I'll pass it along. Thanks for the question

Peter Eun

FHWA Resource Center

Transportation Safety Engineer

360-328-3044 cell

[FHWA Resource Center Safety & Design TST](#)

From: Don Kostelec <don.kostelec@gmail.com>

Sent: Thursday, May 11, 2023 3:34 PM

To: Eun, Peter (FHWA) <peter.eun@dot.gov>

Subject: PHB question: Warrants and queuing

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PHB question: Warrants and queuing

Mike Cynecki <mcynecki@lee-eng.com>

Fri, May 12, 2023 at 1:16 PM

To: Don Kostelec <don.kostelec@gmail.com>

Cc: "Sinclair, Keith (FHWA)" <Keith.Sinclair@dot.gov>, "Eun, Peter (FHWA)" <peter.eun@dot.gov>

Don – Peter is correct, there are no warrants for a PHB and it can be considered in lieu of a signal if pedestrian signal warrants are met, but a lesser form of traffic control is desired. Although I am semi-retired, I am working my way to full retirement, but it may take a few more months to get there.

The MUTCD has Application Criteria, but no warrants. However some agencies have adopted the MUTCD Application criteria as “warrants” and it is their right to do so if they want. I do not expect any changes in the MUTCD Application Criteria that is supposed to be published next Monday, May 15 (as mandated by Congress), but some are not holding their breath in anticipation. The Guidance that PHBs should not be installed at or within 100 feet of an intersection is no longer expected to be in the next edition of the MUTCD. We will have to wait and see to verify. I would also guide you to the FHWA STEP Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations from June 2018. https://safety.fhwa.dot.gov/ped_bike/step/resources/docs/fhwasa18018.pdf

I have come to the conclusion that if you want to get pedestrians safely across a busy wide arterial street, especially with higher speed traffic, there are few better ways to do so. In most cases, the crossing location will not meet a signal warrant. I just worked on a major study for Phoenix to provide criteria when uncontrolled crossings should be installed, and if so, what type of traffic control should be used. PHBs were the primary recommendation for wide, busy and higher speed streets that we have in the metropolitan area. In addition, we developed ranking criteria to identify those locations where a PHB should have priority over other candidate locations. I also recommended that if you do not install the proper traffic control, an uncontrolled marked crosswalk should NOT be installed.

With respect to queuing, I was VERY concerned about that when I put my first one in. It was ¼ from a very busy traffic signal and I worried that the stoppage from a PHB would cause all sorts of backups. When it was installed I watched and traffic dissipated quickly, especially since motorists are allowed to proceed after stopping if the pedestrian has crossed their half of the street. On the other hand, school busses with their STOP paddles extended cause far more traffic congestion problems during the morning peak hours than the PHBs. Phoenix is up to about 90 installations citywide and several more are scheduled over the next few years. There is a similar number of PHBs installed in the adjoining metropolitan area. However, the Cities of Tucson likely has more PHBs operations (their birthplace), and cities like Austin, etc. also have a high number of these devices.

Some of the issues with their use is training police officers, getting pedestrians/bicyclists to use the push buttons (we have some automated PHBs for use at crosswalks near synagogues that use infrared detection or are automated on Jewish holidays), and getting motorists to proceed after stopping during the flashing red once the pedestrian has crossed their half of the street. I travel through the most-used PHB in the state on my way to and from work when I go into the office. I never see a large back-up. *(We require a 40-second interval once the PHB has activated before it can be activated . . . but drop that interval to 20 seconds if at a school crossing during school arrival/dismissal times.)*

Please feel free to send me any questions you may have

MICHAEL J. CYNECKI, PE, PTOE

PROJECT MANAGER

3610 N 44th Street, Suite 100

Phoenix, AZ 85018

(602) 443-8476 direct

(602) 619-1427 mobile

www.leeengineering.com



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Exhibit E: PHB at SH-45 (12th Ave S & Colorado Ave in Nampa)



Exhibit E: PHB at SH-45 (12th Ave S & Colorado Ave in Nampa)



← 200 E Colorado Ave
Nampa, Idaho

Google Street View

Nov 2022 [See more dates](#)

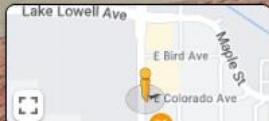
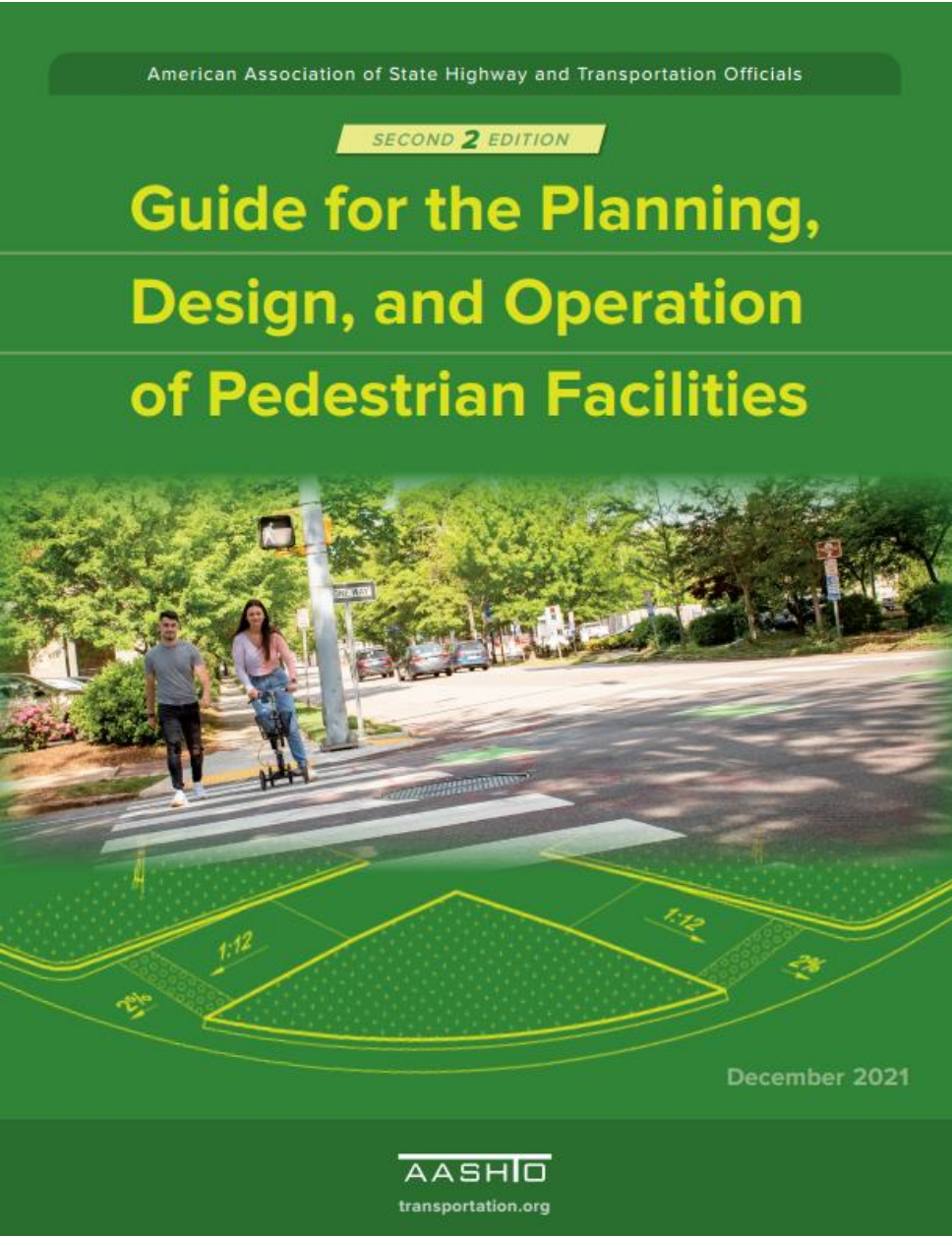


Exhibit F: AASHTO Pedestrian Guide



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2020-2021

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Indiana
Elizabeth Phillips
Jeff Clanton
Mark Bailey

Iowa
Chris Poole
Michael Kennerly
Tony Gustafson

- *Frequency*—Pedestrians should be able to cross streets and highways at regular intervals and consideration should be given to facilitating crossings at key high-use locations. Unlike motor vehicles, pedestrians cannot be expected to go more than half a block out of their way (about 300 ft in urban areas) to take advantage of a controlled intersection.

3.6.4.2 Locating Midblock Crossings

Designated midblock crossings are located according to a number of factors including pedestrian volume, traffic volume, vehicle mix, traffic speed, roadway characteristics, desired paths for pedestrians, and adjacent land use. Midblock crossings should be considered at locations where substantial pedestrian volumes are expected to cross the roadway.

Pedestrians have a strong desire to cross streets at locations close to their intended path—that is, they do not want to go out of their way any more than necessary to reach their destination. To encourage compliance, midblock crossings should be considered where intersection crossings are widely spaced and natural pedestrian paths exist. Examples include:

- where spacing between adjacent signalized intersections exceeds 600 ft (182 m) (Campbell et al., 2004),
- where a shared-use path intersects or crosses a roadway,
- at a midblock transit stop,
- where a high number of pedestrians are already crossing,
- where a new development that will generate pedestrian traffic is planned at a midblock location,
- where a natural path exists between pedestrian traffic generators (such as a parking lot and an office building), and
- at a school where the entrance is located midblock.

PHB question: Warrants and queuing

Mike Cynecki <mcynecki@lee-eng.com>

Mon, May 15, 2023 at 9:21 AM

To: Don Kostelec <don.kostelec@gmail.com>

Cc: "Sinclair, Keith (FHWA)" <Keith.Sinclair@dot.gov>, "Eun, Peter (FHWA)" <peter.eun@dot.gov>

Don – I have confirmed that my staff has not done any modelling for PHB operation, mostly for the two following reasons:

- Most PHBs are operated “free” which is virtually impossible to model, and in almost all situations the pedestrian crossings were random and often with long intervals between actuations.
- Once the pedestrian or bicyclist has crossed the half of the street, and their half of the street is clear, a motorist is allowed to proceed during the flashing red.

As stated below, the only time I had recommended a PHB to be operated in Synch with an adjacent traffic signal is when the PHB is less than 600 feet of an adjacent traffic signal. Below is what was recommended to the Arizona Department of Transportation in the study that TTI completed in September 2019 (in which I was involved).

- **Comment on spacing of PHB crossings.** A note should exist to require a PHB to be located at least 300 ft from another controlled crossing. If placed within 600 ft, there should be consideration for synchronization of the PHB to the adjacent traffic signal.

MICHAEL J. CYNECKI, PE, PTOE

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May 15, 2023

Hello,

I encourage the COMPASS Board to reject the change in location of the Pedestrian Hybrid Beacon along Chinden.

The decision by ITD to reject the idea of a Pedestrian Hybrid Beacon (PHB) at Chinden and 43rd was not only discouraging, it is clear that ITD's stated reasoning for doing so is inconsistent with federal practice and common justifications for PHBs at locations like this, confirmed by Federal Highway Administration and AASHTO. The planning and past prioritization of this project purposely at 43rd is well-documented. I fear that because the ACHD RAISE grant is only for planning and has no construction funds appropriate, that the needed safety upgrade at 43rd and Chinden will be delayed even more.

Attached with these comments are several exhibits I will reference to showcase the rational and justifiable reasons for keeping the PHB at 43rd and Chinden. When examining these factors, a PHB is well-supported by the literature and design guides, some of which ITD is signatory to, including FHWA and AASHTO.

Exhibit A is the email from ITD and I have highlighted sections in that PDF file that I address in these comments (not necessarily in order of what is outlined in the ITD email to ACHD). Below and attached are references to communication I made with the Federal Highway Administration and a traffic engineer FHWA routed me to (who is considered the nationwide expert on PHBs). Their responses are a large part why the reasons ITD gives for denying the signal do not seem consistent with what MUTCD, AASHTO, and FHWA suggest for PHBs.

ITD's own plans/studies are supportive of PHBs in locations like 43rd and Chinden. The ITD 2014 Statewide Bicycle and Pedestrian Study stated:

- "PROVIDE MIDBLOCK CROSSINGS CONVENIENT TO TRAVEL PATHS AND IN RESPONSE TO DEMAND. Convenient crossings are important in accommodating pedestrians. Long detours to controlled crossing points can render pedestrian travel impractical, eliminating it as a real option for all but those who have no other option. Enhanced crossings (i.e. something more than only marking the crosswalk on the pavement) are important on multi-lane roadways with traffic volumes greater than 12,000 vehicles a day." (page 35-36)
 - <https://itd.idaho.gov/wp-content/Bike/StatewideBicyclePedestrianStudy.pdf>

Topic 1: The intersection of 43rd and Chinden is "not meeting warrants for a PHB."

- ***There are NO warrants for PHBs.*** Warrants are prescribed in the Manual on Uniform Traffic Control (MUTCD) devices and apply only to full traffic signals. A PHB is not a full traffic signal.
- The language in MUTCD regarding PHBs specifically states (emphasis added) that PHBs "may be considered for installation to facilitate pedestrian crossings at a **location that does not meet traffic signal warrants.**" See *Exhibit B* for the direct language from MUTCD.
- The warrants for a full signal, like ACHD has done primarily for pedestrian crossings at many schools, have much more stringent thresholds to meet and are warrants tied to the word "shall." The word "shall" is not used for PHBs in any of the language regarding reasons for installing one.

There are no required pedestrian or bicyclist crossing numbers that have to be met to justify a PHB.

- *Exhibit C* is an email from Peter Eun, a Transportation Safety Engineer at FHWA. He states: “There are no national warrants for the PHB. The MUTCD provides guidance. Some states may have used the guidance to develop state warrants but we at the federal level don’t recommend it or at least I don’t.”
 - Note: ITD has not altered Section 4F on PHBs in its own supplement to MUTCD, so it remains as Mr. Eun states is what is in federal MUTCD. See page 130 of the PDF file linked here for ITD’s Supplement to MUTCD:
https://apps.itd.idaho.gov/apps/manuals/traffic_manual.pdf

The reason PHBs were developed and are used in situations just like 43rd and Chinden is precisely because they do not require the same warrants as full signals, which also means they do not create the same delay for motorists that full signals do when they are installed for pedestrian/bicyclist purposes only.

Topic 2: ITD’s expressed concerns about safety for pedestrians/bicyclists with traffic queuing into the intersection of 43rd and Chinden.

- For that question, FHWA referred me to Mike Cynecki, a registered engineer and professional traffic operations engineer who is considered by many to be the leading expert on PHBs. Mr. Cynecki’s email is attached as *Exhibit D*.
 - You can see Mr. Cynecki’s qualifications in his resume/CV at this link:
https://onlinepubs.trb.org/onlinepubs/editorialboard/CyneckiCV_2019.pdf
- Personally, I wasn’t sure of the issue of queuing, which was a major reason I sent the email to FHWA. Cynecki stated:
 - “With respect to queuing, I was VERY concerned about that when I put my first one in. It was ¼ [mile] from a very busy traffic signal and I worried that the stoppage from a PHB would cause all sorts of backups. When it was installed I watched and traffic dissipated quickly, especially since motorists are allowed to proceed after stopping if the pedestrian has crossed their half of the street. On the other hand, school busses with their STOP paddles extended cause far more traffic congestion problems during the morning peak hours than the PHBs. Phoenix is up to about 90 installations citywide and several more are scheduled over the next few years.”
 - I love his point about a school bus causing more delay a PHB. You’ll probably receive an email from Chris Danley who was out on Chinden on Friday, May 12, and saw westbound Chinden traffic queuing into the intersection around 39th Street where the fire station signal is located. The queuing here doesn’t appear to be a problem to ITD as it has been in place for many years.

Topic 3: ITD stating a “lack of pedestrian origins and destinations near the proposed crossing.”

- If you listen to the COMPASS RTAC meeting where this was brought up by ITD, there were numerous representatives on RTAC countering that claim.

- Anser Charter School, the Boys & Girls Club, the Greenbelt, a park, and the West Bench neighborhoods above the Ustick/43rd intersection are just a few.
- Not to mention the draw of Chinden as a pedestrian and bicyclist generator due to businesses along it or just off Chinden: Wineries, bakeries, restaurants, convenience stores.

Topic 4: ITD expressing concern over “the way in which bikes may be accommodated in using the PHB, and broader pedestrian and bike network planning.”

- ACHD is well-versed at combined bicyclist/pedestrian crossing treatments of five-lane roads. Leadville/Beacon is one example and ACHD’s traffic department can identify others where they have done this. Curbside bicyclist push buttons are very common and easy to use.
- As for network planning, this crossing has been part of many adopted plans, which the staff of ACHD and Garden City are familiar with.
- In the RTAC meeting, an ITD representative expressed another reason for denial is the lack of sidewalks on 43rd between Chinden and Ustick.
 - On SH-45 (12th Ave S) in Nampa, ITD District 3 already has a PHB across the five-lane section of SH-45. You’ll see in this [Streetview](#) image (Attached as *Exhibit E*) that there is not a connected sidewalk network on either side of SH-45 along Colorado Ave.
 - ITD District 3 has also approved at PHB along SH-55 in Horseshoe Bend for the school and there are no pedestrian or bicyclist facilities along SH-55 or within the school campus.

Topic 5: A 43rd Street/Chinden PHB is supported directly by AASHTO, for which ITD serves on the Board of Directors and ITD is signatory to AASHTO’s *Guide for the Planning, Design, and Operation of Pedestrian Facilities (2021)*. It addresses frequency of crossings, shown in Exhibit F.

- The first page of *Exhibit F* shows the cover of this guide and highlights where ITD’s engineers are signatory to the document.
- The second page of *Exhibit F* addresses frequency of crossings, specifically (emphasis added):
 - “Unlike motor vehicles, pedestrians **cannot** be expected to go more than a half a block out of their way...to take advantage of a controlled intersection.”
 - “Pedestrians have a strong desire to cross streets at locations close to their intended path—that is, they do not want to go out of their way any more than necessary to reach their destination. To encourage compliance, midblock crossings should be considered where intersection crossings are widely spaced and natural pedestrian paths exist. Examples include:...where spacing between adjacent signalized intersections exceeds 600 ft.”
- 43rd Street is approximately 1,000 feet from the Chinden/VMP signalized intersection and there is more than 6,000 feet between signalized intersections on Chinden at VMP and 50th.

Topic 6: ACHD’s traffic study modeling PHBs and the study results being used to deny the PHB.

While I appreciate ITD’s and ACHD’s attempts to model this, the lack of sound science and a justifiable methodology to model a PHB is concerning, especially since the traffic study ACHD had performed by Six Mile engineering noted that PHBs cannot be modeled in the software they use.

- I asked about this in a follow-up email to Mr. Cynecki. It wasn't to question how or why, it was to ask where others have seen such modeling done. I asked Mr. Cynecki about this, to which he replied (*Exhibit G*):
 - "Most PHBs are operated 'free' which is virtually impossible to model, and in almost all situations the pedestrian crossings were random and often with long intervals between actuations."
 - "Once the pedestrian or bicyclist has crossed the half of the street, and their half of the street is clear, a motorist is allowed to proceed during the flashing red."

I hope you are able to incorporate these facts in your continued work with ITD and Garden City to install a PHB at 43rd and Chinden.

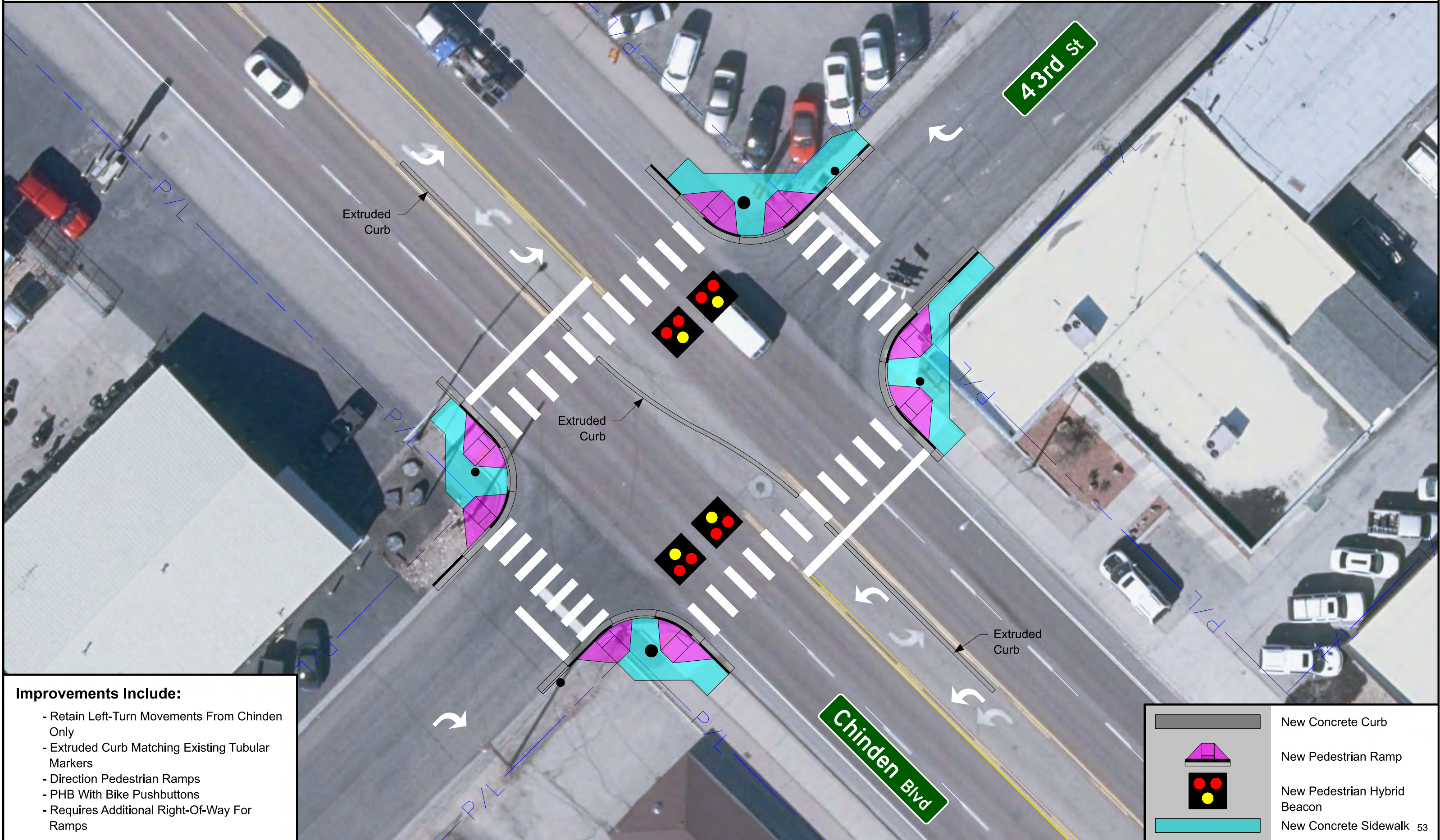
Thank you,

Don Kostelec
1623 S. Division Ave
Boise, ID 83706
don.kostelec@gmail.com



Chinden Boulevard and 43rd Street Pedestrian Improvements

Concept Option A - Extruded Curb and Ramp Revisions



Improvements Include:

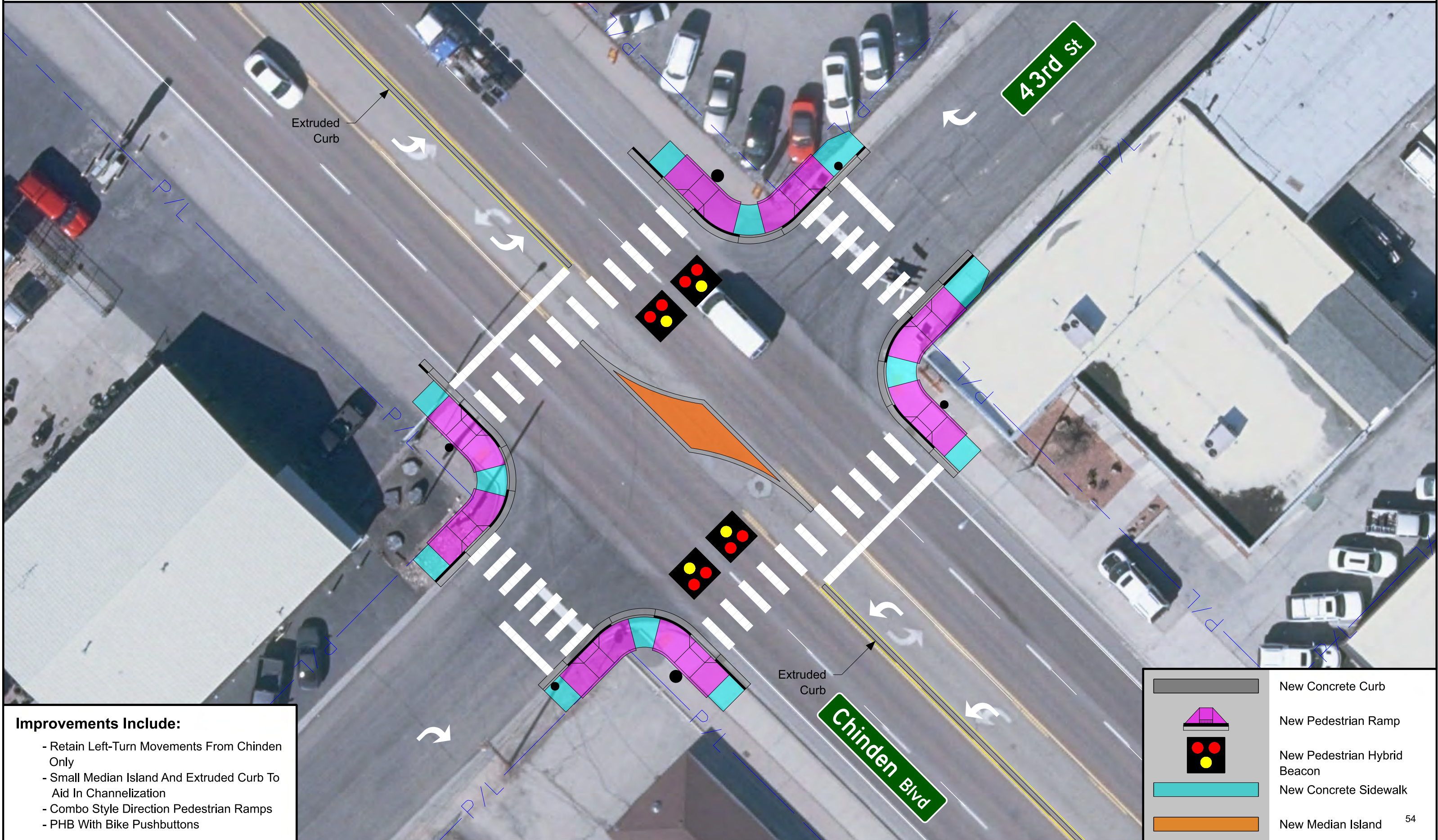
- Retain Left-Turn Movements From Chinden Only
- Extruded Curb Matching Existing Tubular Markers
- Direction Pedestrian Ramps
- PHB With Bike Pushbuttons
- Requires Additional Right-Of-Way For Ramps

	New Concrete Curb
	New Pedestrian Ramp
	New Pedestrian Hybrid Beacon
	New Concrete Sidewalk



Chinden Boulevard and 43rd Street Pedestrian Improvements

Concept Option B - Median Island, Extruded Curb, and Ramp Revisions



Improvements Include:

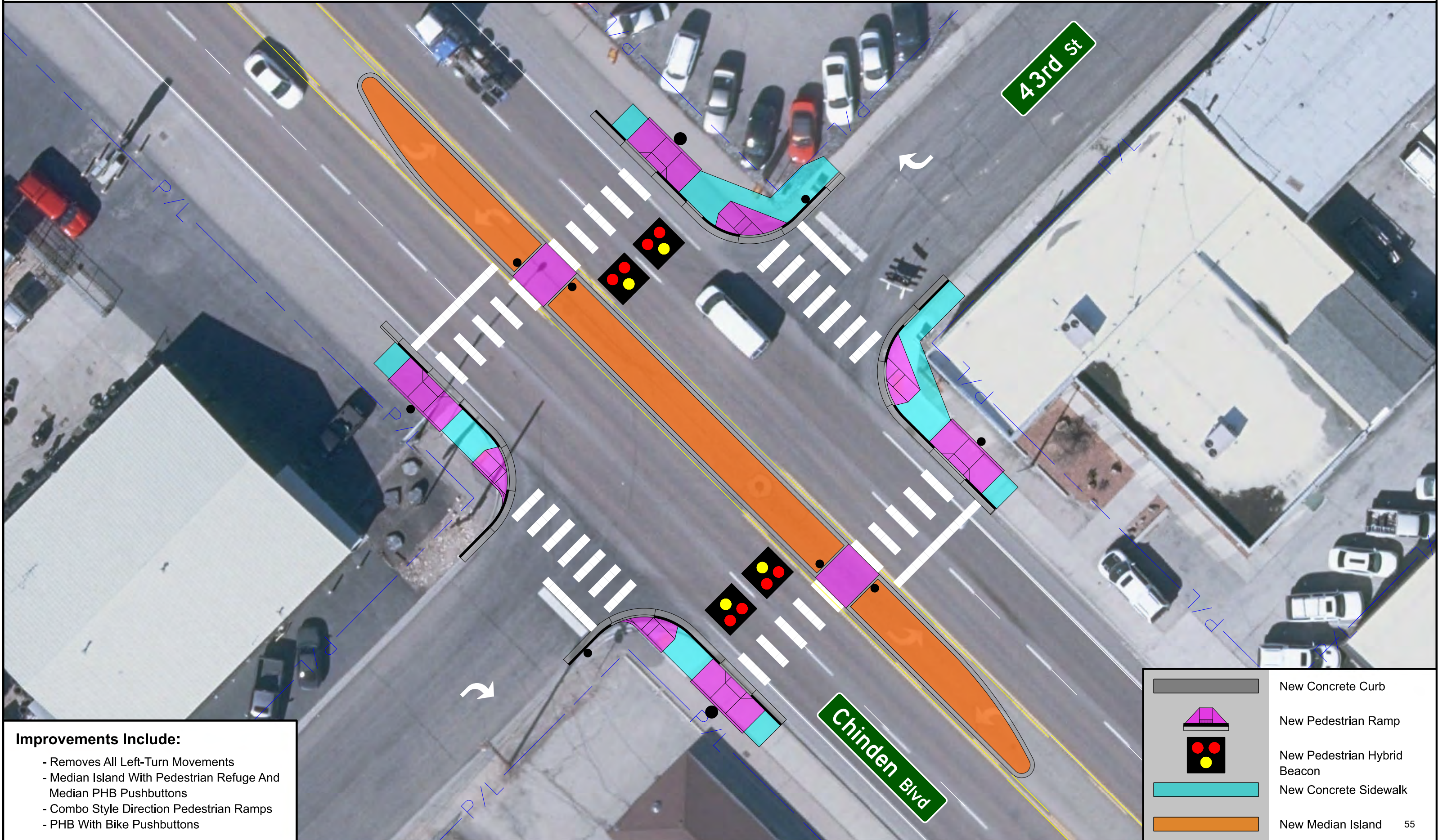
- Retain Left-Turn Movements From Chinden Only
- Small Median Island And Extruded Curb To Aid In Channelization
- Combo Style Direction Pedestrian Ramps
- PHB With Bike Pushbuttons

	New Concrete Curb
	New Pedestrian Ramp
	New Pedestrian Hybrid Beacon
	New Concrete Sidewalk
	New Median Island



Chinden Boulevard and 43rd Street Pedestrian Improvements

Concept Option C - Median Refuge Island and Ramp Revisions



Improvements Include:

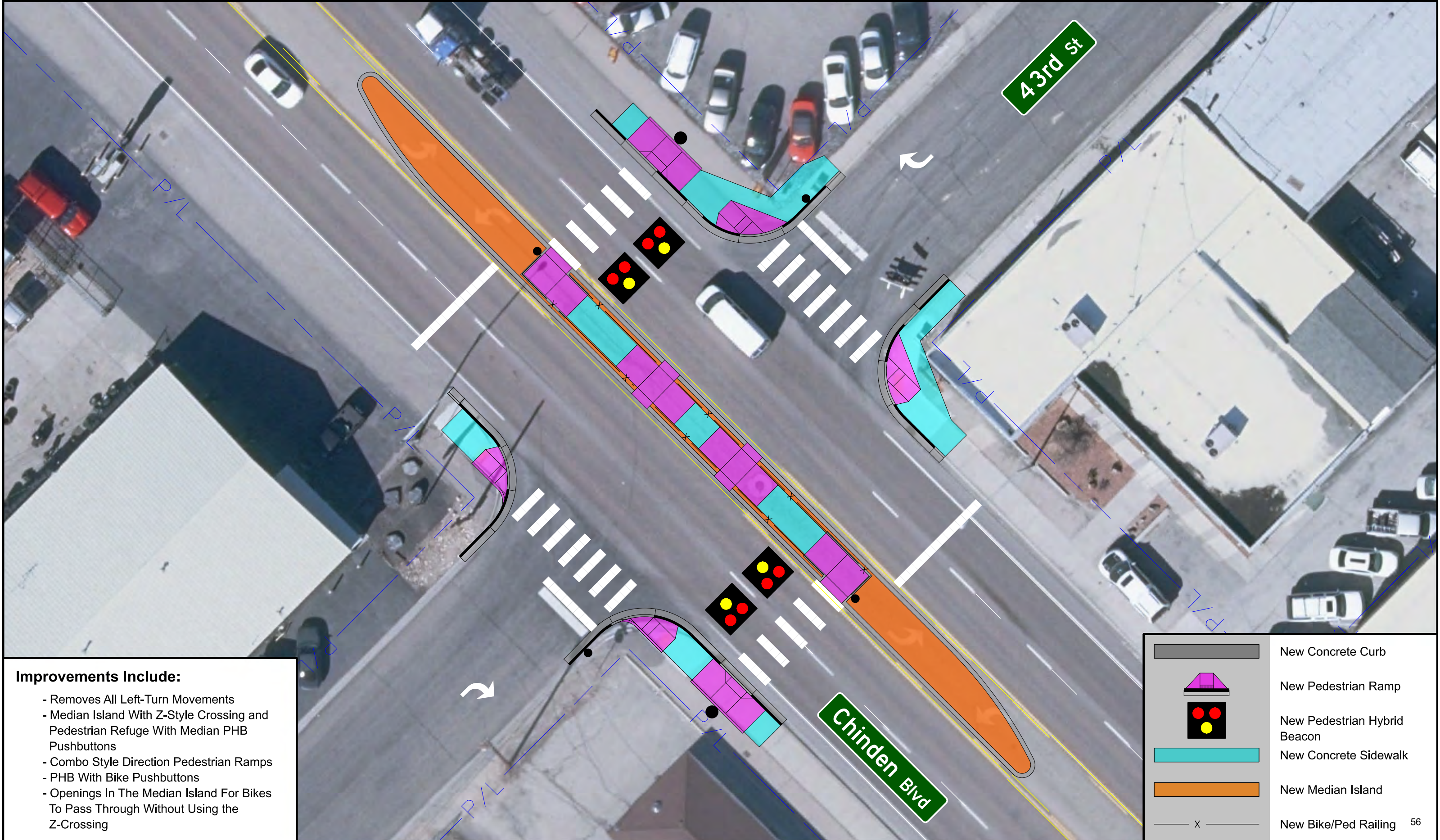
- Removes All Left-Turn Movements
- Median Island With Pedestrian Refuge And Median PHB Pushbuttons
- Combo Style Direction Pedestrian Ramps
- PHB With Bike Pushbuttons

	New Concrete Curb
	New Pedestrian Ramp
	New Pedestrian Hybrid Beacon
	New Concrete Sidewalk
	New Median Island



Chinden Boulevard and 43rd Street Pedestrian Improvements

Concept Option D - Z-Style Median Refuge Island With Bike Pass Through and Ramp Revisions



Improvements Include:

- Removes All Left-Turn Movements
- Median Island With Z-Style Crossing and Pedestrian Refuge With Median PHB Pushbuttons
- Combo Style Direction Pedestrian Ramps
- PHB With Bike Pushbuttons
- Openings In The Median Island For Bikes To Pass Through Without Using the Z-Crossing

	New Concrete Curb
	New Pedestrian Ramp
	New Pedestrian Hybrid Beacon
	New Concrete Sidewalk
	New Median Island
	New Bike/Ped Railing



Anser Charter School

AN EXPEDITIONARY LEARNING SCHOOL

Brian Whitney
202 E. 42nd St.
Garden City, Idaho
83714

May 17th, 2023

COMPASS Board of Directors
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Compass Board of Directors,

I am writing today on behalf of the Anser Charter School Board of Directors. Anser is located at 202 E. 42nd st. in Garden City. Anser has collaborated with ITD and Garden City to support the construction of a ped/cycle crosswalk at 43rd St and Chinden that had been approved and funded for FY24.

It has come to our attention that the ITD has proposed moving this crosswalk to 32nd St and Chinden. We have many concerns regarding this decision, and are writing today in support of the original, approved plan.

Anser has approximately 60 families who live directly above the school on the bench, and would be able to safely cross Chinden using the originally planned location. There are also children that attend Future Public School and the Boys and Girls Club that would have safe access to services if the crosswalk was placed as originally planned and approved.

There are currently three apartment complexes being built within two blocks of our school which will increase car traffic around the school significantly. We had hoped that having a safe route to school would reduce parent car trips to and from school, helping to mitigate some of this impact. But we can not in good conscience encourage families to bike or walk to school without a safe passage across Chinden.

Considerations for community safety should focus first on the most vulnerable in our communities. Given the high concentration of elementary aged children in the area, their safety should be the number one priority. It will only take one tragic accident to wish the original plan, crafted over years by collaborative stakeholders, had been implemented. We ask that you move forward with the original plan to place the ped/bike crossing at 43rd St and Chinden to prioritize the safety of the children in our area.

Sincerely,

Brian Whitney
Anser Board President

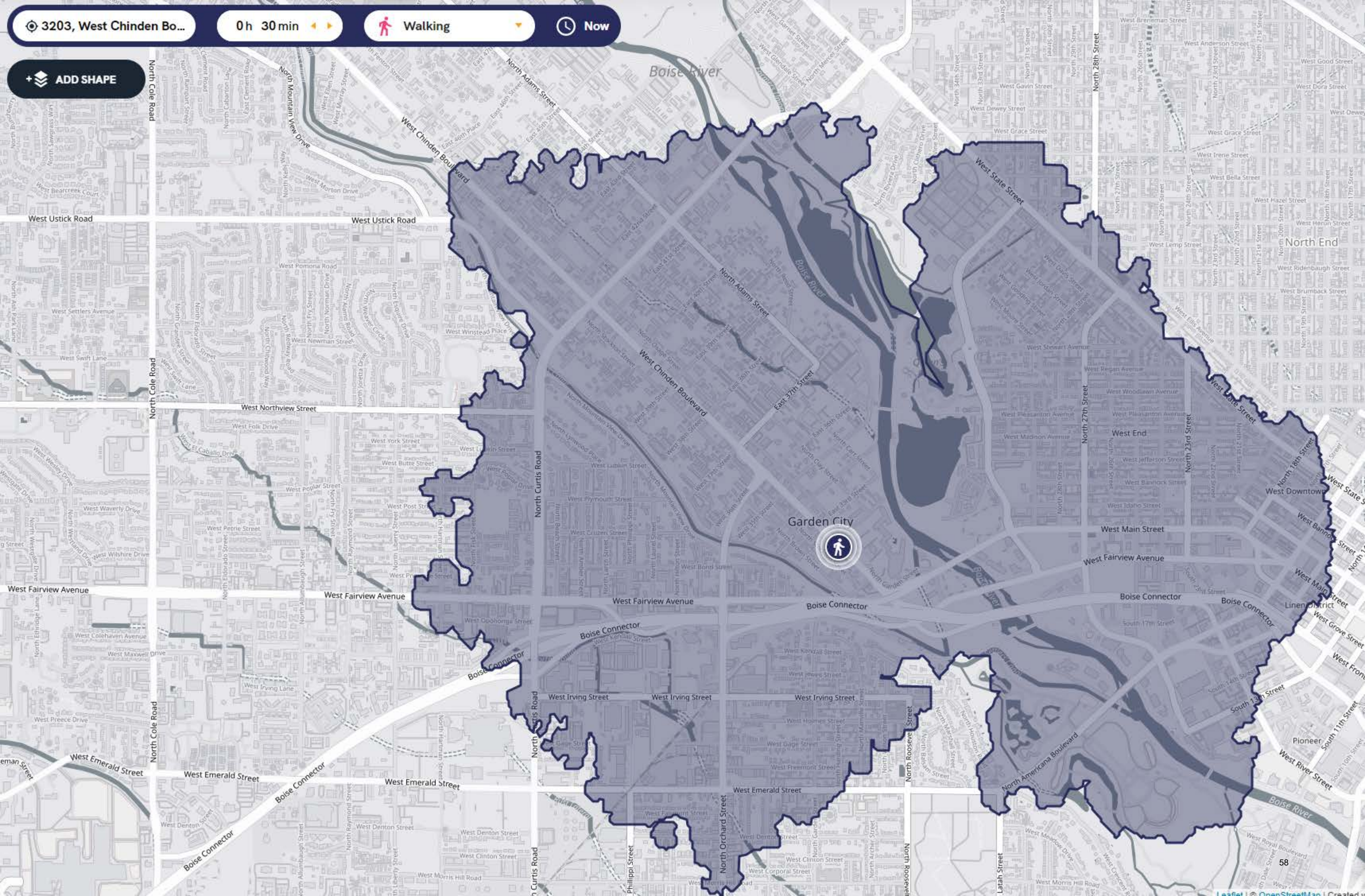
3203, West Chinden Bo...

0h 30min

Walking

Now

ADD SHAPE



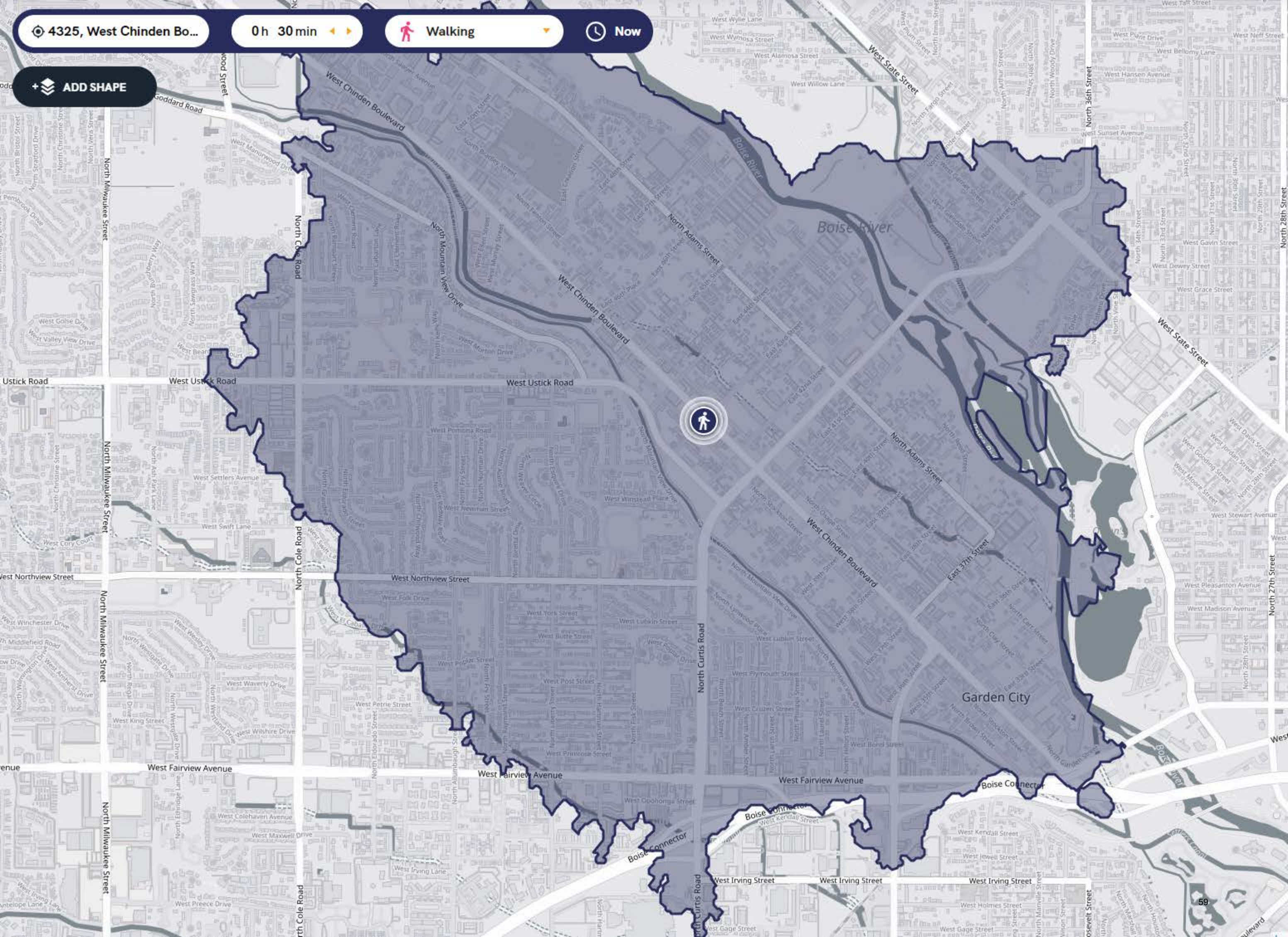
4325, West Chinden Bo...

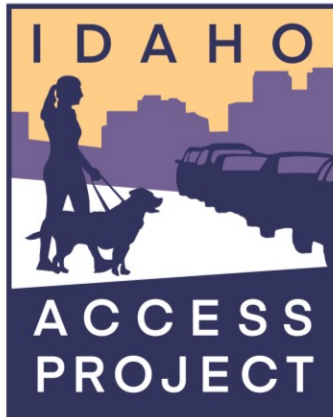
0 h 30 min

Walking

Now

ADD SHAPE





May 18, 2023

COMPASS

700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

RE: Pedestrian Hybrid Beacon signal at 43rd and Chinden

The Idaho Access Project is a nonprofit organization working to improve accessibility in communities across Idaho. Our mission is to eliminate physical, attitudinal, and policy barriers to ensure people with disabilities can live, work, and play in our neighborhoods and communities. We submit these comments in support of retaining the Pedestrian Hybrid Beacon signal at 43rd and Chinden Boulevard.

The section of Chinden Boulevard that runs through Garden City is in need of more safe and accessible pedestrian crossings. Controlled pedestrian crossings are needed at BOTH 43rd and near 32nd or 33rd Streets. We support the PHB signal at 43rd because this location is a more natural connection point for pedestrians moving north and south from the Bench through Garden City rather than traversing Chinden to reach Veterans Parkway.

We have personally experienced, and witnessed, pedestrians of all kinds attempting to cross Chinden Boulevard at unsafe locations because of a lack of pedestrian crossings. The distance between intersections is significant. Pedestrians are tempted to cross the five lanes of traffic rather than walk or roll a long distance to reach an intersection and then walk or roll back to their original desired crossing point.

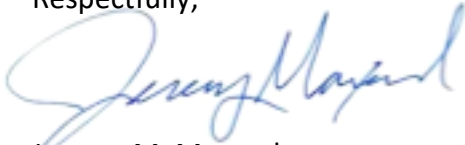
We have long had concerns about pedestrian safety in Garden City and urge all agencies to work together to improve the safety for pedestrians, particularly those who have

disabilities or are older adults. Garden City is experiencing significant change and growth. Critical infrastructure for access and safety should not be the last investment made in growing communities like Garden City, but the first.

Please retain the PHB signal at 43rd Street AND consider other mid-block pedestrian crossings on Chinden Boulevard in Garden City.

If you have questions, or need more information, please contact us directly at (208) 391-8988.

Respectfully,



Jeremy M. Maxand
Board Member

Perfect

W SYRINGA ST

W ELLIOT ST

S SILVER BOW AVE

E DUNYON ST

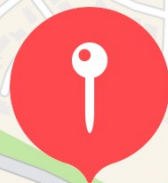


Bohemian Bloom
and Herb Farm

E MCGRATH RD



Drybar Eagle



The Home Depot



Epic Shine Car
Wash - Eagle



Crum

E DR

ONE SHORE LN

St. Luke's Eagle
Medical Plaza

62



HORSESHOE BEND RD

W



May 18, 2023

To the planning team at COMPASS:

I am writing on behalf of the staff at Telaya Wine Co., a family-owned winery located at 240 E. 32nd Street in Garden City, to express our full support of a pedestrian safe crossing project at Chinden Boulevard and either 32nd or 33rd streets. There is currently just one crossing at 36th Street in the first mile-long stretch of the busy road. Development continues at a rapid pace in the area, and foot and bike traffic has increased along with it. An additional safe and accessible pedestrian crossing is one of the community needs we hear about the most from our business partners and neighbors, and is becoming a pressing need as the number of public-facing businesses south of Chinden continues to grow.

Popular events like the First Friday Art and Studio Strolls, which run throughout the year, and the Flipside Music Fest, scheduled for its second year this coming September, strive to support businesses south of Chinden through event venues there, but the lack of safe crossings makes that complicated and challenging.

Thank you for considering this crucial safety step for the residents, businesses owners, employees and visitors in our community.

Sincerely,

Earl Sullivan
Owner, Head Winemaker
Telaya Wine Co.



May 17, 2023

To the planning team at COMPASS:

I am writing on behalf of the staff and board of Surel's Place, an artists-in-residency program and nonprofit arts agency located at 212 E. 33rd Street in Garden City, to express our wholehearted support of a pedestrian crossing project at Chinden Boulevard and either 32nd or 33rd streets.

As you know, the Surel Mitchell Live-Work-Create District encompasses both sides of Chinden in the area and there is currently just one (faded) crossing at 36th Street in the first mile-long stretch of the busy road. Development continues at a rapid pace in the District, and foot and bike traffic has increased along with it. An additional safe and accessible pedestrian crossing is one of the community needs we hear about the most from our business partners and neighbors, and is becoming a pressing need as the number of public-facing businesses south of Chinden continues to grow — now including the Western Collective brewery and coffee shop; The Common Well co-work space, gallery and arts collective; Barrigas and Big K BBQ restaurants; the newly revamped Arcadia Hotel; a planned bakery and more.

Popular events like the First Friday Art and Studio Strolls, which run throughout the year, and the Flipside Music Fest, scheduled for its second year this coming September, strive to support businesses south of Chinden through event venues there, but the lack of safe crossings makes that complicated and challenging.

As you may know, the Garden City Placemaking Fund is our collaboration with local businesses and artists to bring more public art to our District and to leverage this creativity into community discussions about the values we share, including pedestrian and cyclist safety, climate resiliency, affordability and quality of life. In discussions like one in December 2022 funded by the Idaho Community Foundation's Project Neighborly grant, businesses and residents alike shared with GCPF their desire for this kind of project on Chinden. Our group has used individual and foundation dollars to create a growing network of public-facing murals throughout the district, and would be an enthusiastic partner with the government agencies involved should local leaders want to incorporate art into this project. (There could also be funding for such an effort, through programs such as the [Bloomberg Philanthropies Asphalt Art Grants](#).)

Thank you for considering this crucial safety step for the residents, businesses owners, workers and visitors in the Surel Mitchell Live-Work-Create District.

Sincerely,

Greg Hahn
Executive Director

TAX ID: 45-5319151

Surel's Place is a 501(c)(3) organization.

PO BOX 2004 | BOISE, ID 83702 | SURELSPLACE.ORG
(208) 996-0761 | DIRECTOR@SURELSPLACE.ORG

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