

TREASURE VALLEY High Capacity Transit Study



Open House Summary January 17, 2008



Treasure Valley High Capacity Transit Study

Summary of Open House Participant Comments

January 2008

Previous transportation studies including *Communities in Motion: Regional Long-Range Transportation Plan 2030* and the *2005 Downtown Boise Mobility Study* identified the need to improve transit services in the Treasure Valley.

The Treasure Valley High Capacity Transit Study aims to implement an enhanced multimodal transportation system. It involves three projects:

- **Multimodal Transportation Center:** Development of a facility that brings together various transportation modes and services at a single location.
- **Downtown Circulator:** Alternatives analysis for a service that provides efficient connections between primary destinations within and adjacent to downtown.
- **I-84 Priority Corridor:** A plan for high-capacity transit service for locations along the I-84 corridor within Ada and Canyon counties.

Valley Regional Transit (VRT) and the Community Planning Association of Southwest Idaho (COMPASS) are conducting the study in partnership with Ada County, Ada County Highway District (ACHD), the City of Boise, Capital City Development Corporation (CCDC) and the Idaho Transportation Department (ITD).

Open House Process

In January 2008, VRT and COMPASS held a public open house for Treasure Valley residents and key stakeholders.

To notify citizens of the open house, VRT and COMPASS mailed a fact sheet/notification piece to 21,200 businesses and residents in downtown Boise and the surrounding area, key stakeholders and Downtown Business Association (DBA) members. A personal letter and fact sheet was also sent to key stakeholders and participants in the *2005 Downtown Mobility Study*.

COMPASS also distributed an electronic invitation, which included the fact sheet, to its database (1,500). The DBA also distributed the electronic invitation to its members (1,200).

VRT placed two posters on each of its buses in the Treasure Valley. A community announcement advertisement was placed in the *Boise Weekly* the week of the open house. VRT and COMPASS also posted a notice of the open house on their Web sites.

All of the major local news outlets announced the open house. KTVB Channel 7 announced the event in its newscast every day beginning one week in advance. The Idaho Statesman also announced the event beforehand and followed up with a feature news article. Several of the television news stations also covered the event.

Representatives from VRT, COMPASS, URS, HDR, RBCI, the City of Boise, ITD, and the project technical advisory committee conducted the open house. It took place on Jan. 17, 2008 at a vacant storefront on the corner of 9th and Idaho streets in the heart of downtown Boise (213 N. 9th Street, Boise, Idaho 83702).

More than 480 participants signed in at the open house. Of those who signed in and provided their address, approximately 82% came from outside of Boise. The other 18% included residents of Meridian, Eagle, Nampa, Caldwell and Star were in attendance. However, this information is not intended to be statistically reliable as participants often provided their business rather than home address.

Participants viewed a series of informational displays on options being considered for the multimodal center and downtown circulator.



Experts were stationed at each display to answer participant questions and encourage written comments.

The purpose of the open house was to build stakeholder support and gather public input on potential:

- Multimodal center functions and locations
- Downtown circulator alignments and vehicle types

Comment Summary

Participants reviewed a series of display boards and provided their written comments at each station. Many participants also completed a general comment form after viewing all of the displays.

VRT and COMPASS received the following written responses. Transcribed comments are attached.

MULTIMODAL CENTER POTENTIAL FUNCTIONS

Open house participants were asked to provide comments on the potential functions of the multimodal center. A questionnaire asked respondents to indicate whether they liked or disliked the functions that are nonessential to the project and provide comments on the project's nonessential, as well as its essential functions.

Participants generally agreed with the project's "essential" functions. However, there was some confusion about the differences between the essential and nonessential items that are similar in function (i.e. bicycle station versus bicycle parking).



NONESSENTIAL FUNCTIONS

Of the nonessential functions, participants most often commented in favor of including a bicycle station, transit information center (dispatch) and an intercity bus depot.

Bicycle Station

Of 121 respondents, 116 favored a bicycle station and five were opposed.

Of the 121 in favor, 53 submitted written comments; these were the most often repeated:

- A bicycle station will encourage more people to ride bicycles as part of their commute.
- Bicyclists need a secure place to store their bikes at the multimodal center.
- Bicycle lockers, repair station and other amenities such as bicycle rentals, retail and showers would be welcome.

One respondent provided a written comment opposed to a bicycle station, saying that a station would only be welcome to the extent that bike parking/bus transition is sufficient.

Transit Information Center (dispatch)

Of 118 respondents, 115 favored the transit information center (dispatch) and three were opposed.

Of the 115 in favor, 36 submitted written comments; these were most often repeated:

- Centralized, accurate information would be beneficial for riders, drivers and management.
- An information station would be essential for new riders and would foster ridership.

Of the three written comments opposed, this was most often repeated:

- Dispatch can be located off-site.

Intercity Bus Depot

Of 109 respondents, 105 favored the intercity bus depot and four were opposed.

Of the 105 in favor, 18 submitted written comments; these were the most often repeated:

- The center should only serve the Treasure Valley, not other states.
- Centralized bus service would be convenient.

Of the four written comments opposed, these were the most often repeated:

- Do not congest the center with Greyhound buses.
- Locate the center near the existing Greyhound depot.

Parking—Carpool/Vanpool

Of 99 respondents, 90 favored parking for carpools and vanpools and nine were opposed.

Of the 90 in favor, 18 submitted written comments; these were the most often repeated:

- Carpool and vanpool parking at the center would make commuting into downtown easier.
- Restrict parking at the center to carpools and vanpools only.
- Parking in the outlying areas before riding transit into downtown will be important.

Of the 11 written comments opposed, these were the most often repeated:

- Carpool/vanpool parking should be located off-site and commuters should use transit to get downtown.
- Carpool/vanpool parking is not necessary because not enough people carpool/vanpool.

Police Sub-station

Of 94 respondents, 76 favored including a police sub-station and 18 were opposed.

Of the 76 in favor, 23 submitted written comments; these were the most often repeated:

- Police presence would help keep the center safe.
- Police would help keep vagrants and loiterers out of the center.
- A police kiosk or other form of security will probably be sufficient.

Of the seven written comments opposed, these were the most often repeated:

- A police sub-station will not be needed.
- Police could patrol center to keep crime and loitering low, but do not need to have a sub-station at the center.



Visitor Center

Of 90 respondents, 66 favored including a visitor center and 24 were opposed.

Of the 66 in favor, 14 submitted written comments; these were the most often repeated:

- A kiosk with visitor information would be sufficient.
- A visitor center would be helpful for out-of-towners, especially if transit to and from the airport is provided.

Of the 16 written comments opposed, these were the most often repeated:

- Downtown Boise already has a visitor center.
- Visitor information could be combined with transit information.

General Public Parking

Of 88 respondents, 47 favored including general public parking and 41 were opposed.

Of the 47 in favor, 12 submitted written comments; these were the most often repeated:

- Parking will be needed in outlying areas for transit users coming into downtown.
- General parking could be included in the center; but should be a lower priority.

Of the 27 written comments opposed, these were the most often repeated.

- There is plenty of existing general public parking downtown.
- Including general parking seems to defeat the purpose of the transit center.
- Parking should be done outside of downtown and commuters should use transit to get downtown.



Downtown Circulator Operations and Maintenance Facility

Of 86 respondents, 81 favored including a downtown circulator operations and maintenance facility and five were opposed.

Of the 81 in favor, 14 submitted written comments; these were the most often repeated:

- Implement the downtown circulator as soon as possible.
- It makes sense to include operations and maintenance at the center.

Of the four written comments opposed, this was the most often repeated:

- Not necessary to have onsite.

Airport Shuttle Terminus

Of 77 respondents, 76 favored including an airport shuttle terminus and one was opposed.

Of the 76 in favor, 25 submitted written comments; these were the most often repeated:

- A multimodal center should have an airport shuttle terminus.
- This would be very helpful to travelers.

The two written comments opposed expressed concerns about using the center for non-transit vehicles and the shuttle using parking space.

VRT Office Space

Of 72 respondents, 56 favored including VRT office space and 16 were opposed.

Of the 56 in favor, eight submitted written comments; these were the most often repeated:

- On-site management would help the center run smoothly.
- VRT office space should be included only if there is enough space.

Of the 10 written comments opposed, this was the most often repeated:

- VRT office can be located elsewhere.

Retail Space

Of 55 respondents, 25* favored including retail space and 30 were opposed.

Of the 35 written comments in favor, these were the most often repeated:

- Include coffee shops and newsstands.
- Transit riders would appreciate retail.
- Retail could help offset the cost of the facility.
- Retail space should be kept to a minimum.

Of the 14 written comments opposed, these were the most often repeated:

- Support existing downtown retail.
- Retail should be kept to a minimum. (Coffee shop and newsstand would be acceptable).
- Retail is not necessary for a transit center.

* For the issue of retail space, 25 attendees indicated they favored it by checking a box and providing written comments, but an additional 10 who did not check the box submitted comments in favor.

ESSENTIAL FUNCTIONS

Of the essential functions, participants commented most often in favor of including public art, bicycle parking and a plaza/waiting area that includes an information kiosk.

Public Art

Of 43 written comments, 40 agreed public art is essential. Three disagreed, saying that public art is not an essential function of a transit center.

Respondents most often said:

- Public art is always welcome.

- This is very important.
- Rotate the displays.
- Include public art, but keep it inexpensive and simple.

Bicycle Parking

Of 35 comments, 34 agreed bicycle parking is essential. One respondent disagreed, saying there is enough parking for bicycles downtown.

Respondents most often said:

- Include bicycle parking at a minimum—a bicycle station is preferred.
- Include enough spaces for bicycles to park.
- Bicycle parking is essential for a multimodal center in Boise because so many people commute by bike.

Plaza/Waiting Area (includes information kiosk)

All 30 written comments indicated respondents think a plaza/waiting area is essential.

Respondents most often said:

- Make the waiting area comfortable and pleasant.
- Provide shelter from the elements.
- Consider air and noise pollution in the design of this area.

Public Restrooms

Of 27 written comments, 25 agreed public restrooms are essential. Two respondents disagreed.

Respondents most often said:

- Public restrooms are a must for the center.
- Keep the restrooms clean and safe.

The two respondents who disagreed said:

- Public restrooms could become a place for homeless people to gather.
- The center should not be a destination; it should be a pass-through facility.

Minimal Amount of Retail or Office Space for Lease

Of 26 comments, 14 agreed a minimal amount of retail or office space for lease is essential. Twelve disagreed.

Respondents in favor of retail or office space most often said:

- Include space, but keep it minimal.
- Use office space for management of center.
- Include more retail and office space so the center feels safe and not sterile.

Respondents not in favor of retail or office space most often said:

- There is plenty of available space for lease downtown.
- Focus on providing transit-related services.

Parking—On Site or Nearby

Of 25 written comments, 19 agreed parking on site or nearby is essential. Six disagreed.

Respondents most often said:

- Parking could be nearby, does not have to be on site.
- Limit the amount of on-site parking and promote transit use.
- Include accessible parking on-site.

Respondents not in favor of including parking on site or nearby most often said:

- People should be using transit to get to the center.
- Parking does not need to be on site.



Taxi Stand

Of 22 written comments, 16 agreed that a taxi stand is essential. Six disagreed.

Respondents most often said:

- It would be a good idea to include a taxi stand.

Respondents not in favor of including a taxi stand most often said:

- Designate part of the curb area for taxis.

Bus Bays

All 20 written comments indicated respondents think bus bays are essential.

Respondents most often said:

- Yes—include bus bays.
- Design the center to accommodate rail as well as buses.

Transit Operator Break Facility

Of 13 written comments, 12 agreed that a transit operator break facility is essential. One respondent disagreed, saying that it could be off-site.

Respondents most often said:

- This will help keep staff comfortable.
- This will help retain good employees.

Downtown Circulator Platform

All 11 written comments indicated respondents think a downtown circulator platform is essential.

Respondents most often said:

- Yes, include a downtown circulator platform.
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MULTIMODAL CENTER POTENTIAL LOCATIONS

Participants were asked to write their likes and dislikes about potential locations of the multimodal center on sticky notes and post them on the wall beside the photo of the site on which they were commenting.

A total of 157 participants posted sticky notes at the potential locations display. Participants commented most often in favor of site C.



SITE C

Of 56 comments on site C, 52 liked it and two did not.

Respondents in support of site C most commonly said:

- This is the best site because it is most centrally located—close to downtown core, Grove and Linen District.
- Pedestrian access on Grove Street will be safer than on Front or Main streets.
- Site C is favorable because it is close to the “pedestrian district.”
- Site C is best because it is less expensive and will have less impact than the other sites.

Those not in support of Site C said:

- Traffic on Front Street will be a problem.

SITE C2

Of 31 comments on site C2, 19 liked it and 12 did not.

Respondents in support of site C2 most commonly said:

- This is the best site because it is not located on Front Street, which will make it pedestrian-friendly and will not interrupt traffic flow on Front Street.
- Closing Grove Street to automobile traffic and using the ACHD right-of-way is a good option.
- Site C2 is best because it is close to the heart of downtown, but not on Front Street.

Those who did not like Site C2 said:

- Closing Grove Street to traffic is a bad idea as it potentially reduces downtown mobility.
- Grove Street will eventually be an essential connection between the developing Linen District and downtown core.

SITE B

Of 22 comments on site B, 14 liked it and eight did not.

Respondents in support of site B most commonly said:

- Site B is favorable because it is not on Front Street and too close to the Connector; it will be safer for pedestrians and won't cause traffic congestion.
- Access to Main and Idaho streets as primary east/west transit corridors makes this the best site.
- This site is best because no demolition is needed.

Respondents not in support of site B most commonly said:

- Developing this site as a transit center will adversely affect traffic flow into the north end and foothills neighborhoods.
- 13th Street is too busy.
- Main Street is not a good location for the center.

SITE A

Of 22 comments on site A, 13 respondents liked it and nine did not.

Respondents in support of site A most commonly said:

- This site is best because it is close to the proposed new convention center and the Connector.
- This would make good use of space that is now an eyesore and promote development in the surrounding area.
- Make this site compatible with rail on the Connector.

Respondents not in support of site A most commonly said:

- This area is not safe for pedestrians.
- Developing this site as a transit center will adversely affect traffic flow into the North End and foothills neighborhoods.

OTHER COMMENTS

Many participants wrote general comments about the location of a multimodal center on the sticky notes. Of the 24 additional comments, these were the most often repeated:

- Anything is better than nothing.
- Site needs to accommodate light rail service between Canyon and Ada counties.
- Stay away from Front Street.
- If the center is located on Front Street, lower the speed limit.
- Locate the center outside of Boise so that commuters will use it to get to Boise.
- Several participants unexpectedly commented on a map located at the multimodal center potential locations station. The map was intended to show the potential sites at-a-glance; however, it also showed a "pedestrian district" in the downtown core. Those who commented on this map said that a pedestrian district is a great idea.

DOWNTOWN TRANSIT CIRCULATOR POTENTIAL ALIGNMENTS

Participants were asked to write what they liked and disliked about the potential alignments for a downtown circulator on sticky notes and post them on the wall beside the alignment on which they were commenting.

A total of 43 participants responded. Respondents most often favored alignment C.



ALIGNMENT C

Following are the most often repeated comments from the 21 who liked Alignment C:

- Alignment C is best because it would serve bench and east end residents coming into downtown.
- I like the connection to the existing rail.
- Alignment C provides the most options for adding more routes later.
- Alignment C includes the most major destinations in downtown Boise.

Following are the comments from the two who disliked Alignment C:

- Using the depot is not ideal. The changes in traffic flow and capacity would damage the historic depot and surrounding area. A new structure that is easier to access would be better.
- The circulator should travel further into the bench area.

ALIGNMENT A

Following are the most often repeated comments from the nine who liked Alignment A:

- Alignment A is best because it provides service to many of the state offices downtown.
- I like the service to Veteran's Administration Hospital and St. Luke's for elderly people who can't drive or walk.
- Alignment A provides the best north/south and east/west coverage.

Following are the most often repeated comments from the three who disliked Alignment A:

- Circulator route should be closer to State Street.
- Alignment A needs a connection to the airport and light rail to Nampa and 30th Street.

ALIGNMENT B

Following are the most often repeated comments from the seven who liked Alignment B:

- I like the service to Boise State University. Students represent a good demographic for transit use.
- Alignment B would provide service for locations on Broadway.

Following is the comment from the responder who disliked Alignment B:

- Needs connection to airport and light rail to Nampa and 30th Street.

OTHER COMMENTS

A total of 19 participants provided general comments on the circulator alignment. Respondents most often said:

- Transit service is needed to bring people into downtown.
 - The circulator should connect to a rail system.
 - Frequency of stops will be important.
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DOWNTOWN CIRCULATOR MAJOR DESTINATIONS

A total of 39 participants provided input on the major downtown destinations being considered in the selection of a downtown circulator alignment.

Following are the most often repeated comments on the major destinations presented:

- Include Boise State University campus as a major downtown destination.
- Include 8th Street, library, parks and greenbelt.
- Include cultural centers such as museums and theaters.
- Include all major destinations in the Treasure Valley (Micron, Boise Towne Square, etc.), not just downtown.
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- Add north end and foothills neighborhoods to major destinations.
- Hospitals (including St. Al's) are major destinations to be considered.



DOWNTOWN CIRCULATOR POTENTIAL VEHICLE TYPES

A total of 97 participants provided comments on the potential vehicle types for a downtown circulator. Streetcars received the most support.

MODERN STREETCAR

Of the 24 written comments in favor of modern streetcars, these were the most often repeated:

- Modern streetcars are most “green” vehicle type. Electrical power is better than fossil fuels.
- More people would ride a modern streetcar than a bus.
- I like the permanence of rails, shows commitment to mass transit.
- Modern streetcar and infrastructure will promote development.
- I like the modern streetcars in Portland.

STREETCAR (ANY TYPE)

Of the 13 written comments in support of any type of streetcar, these were most often repeated:

- Streetcars have more appeal than rubber-tired vehicles.
- Streetcars are the best option—make them as efficient as possible.
- Streetcars are permanent and will promote development in the surrounding area.

BUS

Of the 13 written comments in favor of buses, these were most often repeated:

- Buses are best option because they are the most flexible and adaptable.
- Consider running buses on alternative fuel.
- Rubber-tired vehicles will be the least expensive type to implement.

TROLLEY

Of the 8 written comments in favor of trolleys, these were most often repeated:

- Trolleys are practical and have more visual appeal than buses.
- Trolleys that run on alternative fuel would be a good fit.

VINTAGE STREETCAR

Of the 7 written comments in favor of vintage streetcars, these were most often repeated:

- Historical look of vintage streetcars would fit well in downtown Boise with the old buildings.
- Streetcars are the most environmentally friendly and a vintage style is more attractive than the modern style.



OTHER COMMENTS

A total of 32 participants provided general comments on the vehicle types being considered. These were the most often repeated:

- Choose the most “green” vehicle type.
 - Choose the most economical vehicle type.
 - Make the vehicle attractive to riders.
 - Consider accessibility of each vehicle type.
 - Use a vehicle that does not require tracks.
 - Consider ways to move the most people.
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GENERAL COMMENTS

VRT and COMPASS received 98 general written comments at the open house. Overall, participants were very supportive of the study and its projects. Following are the most often repeated or notable comments:

STAY AHEAD OF FUTURE GROWTH

Many participants were supportive of implementing high-capacity transit as soon as possible.

They said:

- Implement high-capacity transit to stay ahead of population growth and development in the Treasure Valley.
- They support local government seriously addressing high capacity transit.
- Expand transit to improve the environment and quality of life for Treasure Valley residents.
- Invest in public transportation now.

DEVELOP RAIL CORRIDOR PLAN

Many participants were supportive of planning for commuter rail along I-84 in the Treasure Valley. They said:

- Light rail would serve the Treasure Valley best.
- Use the current rail lines and connect rail to the downtown and the multimodal center.
- Light rail is more appealing and will attract more riders than buses.
- Develop commuter light rail to transport people to and from outlying cities.

Some said that light rail is not the best option for the Treasure Valley. They said:

- The Treasure Valley is not populous enough to financially support such a system.

IMPROVE BUS SYSTEM

Many participants said they want improvements to the existing bus system. They said:

- Improve transit to and from outlying cities.
- Expand the bus system first.
- Provide more frequent bus service.

RAISE TAXES TO FINANCE TRANSIT

Many participants were supportive of financing transit improvements through taxes. They said:

- Pass a local-option tax to address transit needs.
- Increase the gas tax to pay for transit.
- Pay for transit by taxing large development and employers.

A few were not supportive of raising taxes to pay for transit. They said:

- They would not support taxes to pay for transit.

STUDY TRANSPORTATION SOLUTIONS FROM OTHER CITIES

Participants often cited transit systems in other cities. They said:

- Work with developers to implement light rail as Portland and Los Angeles did. This would encourage development of housing, offices and retail around train station.
- Investigate high-speed buses like Metro Rapid Orange Line in Los Angeles.
- Operate mass transit and/or bus service later in the evening, like Portland and Seattle.

- Study international places that have transformed their urban cores with innovative transportation plans – Brazil, Spain, Russia, etc.
- Visit Portland to see how a light rail and streetcars could drastically improve the livability of Boise.
- Look to Portland and Salt Lake City to see how this could work in the Treasure Valley.

PUBLIC INVOLVEMENT

Many participants said they appreciated the opportunity to learn about this study. They said:

- Open houses are a great way to educate and involve the public.
- The information presented was well organized and thought-out.
- They support this effort. The community outreach effort was excellent.
- Take the time and spend the money to take this information broadly to the public.



APPENDICES

- **Notification/Fact Sheet**
- **Poster**
- **E-mail**
- **Displays**
- **Transcribed Comments**

TREASURE VALLEY <<<

High Capacity Transit Study

Valley Regional Transit (VRT) and the Community Planning Association of Southwest Idaho (COMPASS) are working with local agencies to locate, design and build a multimodal transportation center in downtown Boise. The center is part of a larger effort to bring a transit circulator to downtown Boise and regional high-capacity transit to the Treasure Valley.



EUGENE, OREGON

OPEN HOUSE

Thursday, Jan. 17, 2008 • 10 a.m. to 7 p.m.
213 N. 9th Street, Boise, ID 83702
(Northwest corner of 9th and Idaho streets in downtown Boise)

You are invited to review and give input on possible locations and functions of a multimodal transportation center. Possible routes and vehicle types for a downtown transit circulator will also be presented.



TREASURE VALLEY HIGH CAPACITY TRANSIT STUDY

Previous transportation studies including the *Communities in Motion: Regional Long-Range Transportation Plan 2030* and the *2005 Downtown Boise Mobility Study* identified the need to improve transit services in the Treasure Valley. Both plans recognize that a viable region needs an enhanced multimodal transportation system.

The Treasure Valley High Capacity Transit Study is the next step in improving transit services in the Treasure Valley. It involves three projects:

- **MULTIMODAL TRANSPORTATION CENTER** — A facility that brings together various transportation modes and services at a single location.
- **DOWNTOWN CIRCULATOR** — A service that provides efficient connections between primary destinations within and adjacent to the downtown.
- **I-84 PRIORITY CORRIDOR** — A plan for high-capacity transit service for locations along the I-84 corridor within Ada and Canyon counties.

This study is funded by the U.S. Department of Transportation, local jurisdictions and partnering organizations.

MULTIMODAL TRANSPORTATION CENTER PROJECT

The first phase in the Treasure Valley High Capacity Transit Study is the development of a multimodal transportation center.

The multimodal center in downtown Boise will serve as a “hub” for various transportation services. It will be a vital and attractive center in downtown Boise.

In time, the center could house buses, streetcars and regional high-capacity transit such as passenger rail or bus rapid transit. It could also include functions such as transit information, bicycle parking, public art, restrooms and retail space.

Federal funds are available to design and construct the facility. The required local matching funds are anticipated to come from local governments and public-private partnerships.

Construction is expected to begin in late 2009 or early 2010.

MULTIMODAL CENTER PROJECT SCHEDULE

OCTOBER 2007 – JANUARY 2008

Identify and analyze possible locations and functions.

Invite public to review and give input at a public open house on Jan. 17, 2008.

SPRING 2008

Select location and complete site concept design.

Conduct environmental review. (All projects using federal funds are required to conduct an environmental review.)

Invite public to review and give input at a public open house.

SUMMER 2008

Complete funding plan. (The plan will identify funding for the operation and maintenance of the center.)

Initiate final design.





PUBLIC INVOLVEMENT

Public input is important to the Treasure Valley High Capacity Transit Study.

Please join us at a public open house to review and give input on possible locations and functions of a multimodal transportation center. Possible routes and vehicle types for a downtown transit circulator will also be presented.

Drop by to review informational displays and speak with project staff.

OPEN HOUSE

Thursday, Jan. 17, 2008

10 a.m. to 7 p.m.

213 N. 9th Street, Boise, ID 83702

(Northwest corner of 9th and Idaho streets in downtown Boise)

If you cannot attend, please visit

www.compassidaho.org/prodserv/specialprojects.htm

to review the information presented at the open house and submit your comments.

WHO IS INVOLVED?

VRT and COMPASS are conducting this study in partnership with Ada County Highway District (ACHD), City of Boise and Capital City Development Corp.

The VRT board of directors will make final decisions. The Downtown Policy Advisory Committee, consisting of volunteer community leaders, is serving as an advisory group to the study. They will make recommendations to VRT.

THANK YOU to the following community leaders who are serving on the Downtown Policy Advisory Committee:

Chairman Dale Higer
Private Sector Representative (At Large)

Rebecca Arnold
ACHD Commissioner

David Eberle
Boise City Council

A.J. Balukoff
COMPASS Board

Ed Dahlberg
Boise Metro Chamber of Commerce

Rob Hopper
Valley Regional Transit Board

Cheryl Larabee
Capital City Development Corp.

Monte McClure
Idaho Transportation Department Board

Jim Tomlinson
Downtown Boise Association

Paul Woods
Ada County Commissioner

VOCABULARY

Multimodal: Transportation options such as bus, streetcar, bus rapid transit, automobile, pedestrian, bicycle, passenger rail and others.

Circulator: A transit service designed to move people throughout the downtown area.

High-Capacity Transit: One of many bus or rail technologies designed to provide frequent service along heavily traveled corridors.

2009-2010

Purchase land and construct facility.



Treasure Valley High Capacity Transit Study

800 S. Industry Way, Suite 100
Meridian, ID 83642

FOR MORE INFORMATION

Please visit

www.compassidaho.org/prodserv/specialprojects.htm

Or, contact Terri Schorzman, COMPASS

855-2558 ext. 231

tschorzman@compassidaho.org

About VRT

Visit www.valleyregionaltransit.org

About COMPASS

Visit www.compassidaho.org

About *Communities in Motion: Regional Long-Range Transportation Plan 2030*

Visit www.communitiesinmotion.org



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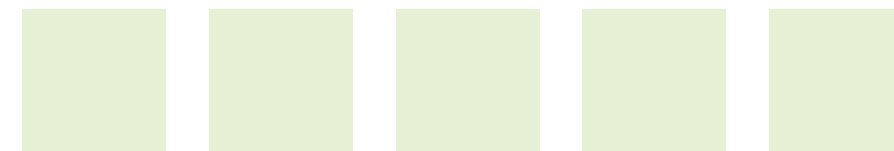
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FOR MORE INFORMATION

Please visit www.compassidaho.org/prodserv/specialprojects.htm

Or contact Terri Schorzman, COMPASS, 855-2558 ext. 231
tschorzman@compassidaho.org

Treasure Valley High Capacity Transit Study



The Treasure Valley High Capacity Transit Study involves three related planning projects:

- **Multimodal Transportation Center** – A facility that brings together various transportation modes and services at a single location.
- **Downtown Circulator** – Transit service that provides efficient connections between primary destinations within and adjacent to downtown.
- **I-84 Priority Corridor** – A plan for high-capacity transit service for locations along the I-84 corridor within Ada and Canyon counties.

Valley Regional Transit (VRT) and the Community Planning Association of Southwest Idaho (COMPASS) are conducting this study in partnership with local government agencies.

Today's open house will give you an opportunity to review and provide input on potential:

- Locations and functions of a multimodal transportation center
- Routes and vehicle types for a downtown transit circulator



Who is involved?



Valley Regional Transit (VRT)

The regional public transportation authority for Ada and Canyon counties

Community Planning Association of Southwest Idaho (COMPASS)

The Metropolitan Planning Organization for ADA and Canyon Counties

Ada County Highway District (ACHD)

Responsible for Ada county roads and Commuteride

City of Boise

The principal city of the Boise metropolitan area

Capital City Development Corp. (CCDC)

A public agency that administers urban redevelopment projects for the City of Boise

Idaho Transportation Department (ITD)

Responsible for state highways

Downtown Policy Advisory Committee

Ten community leaders serving as a policy advisory group to the study

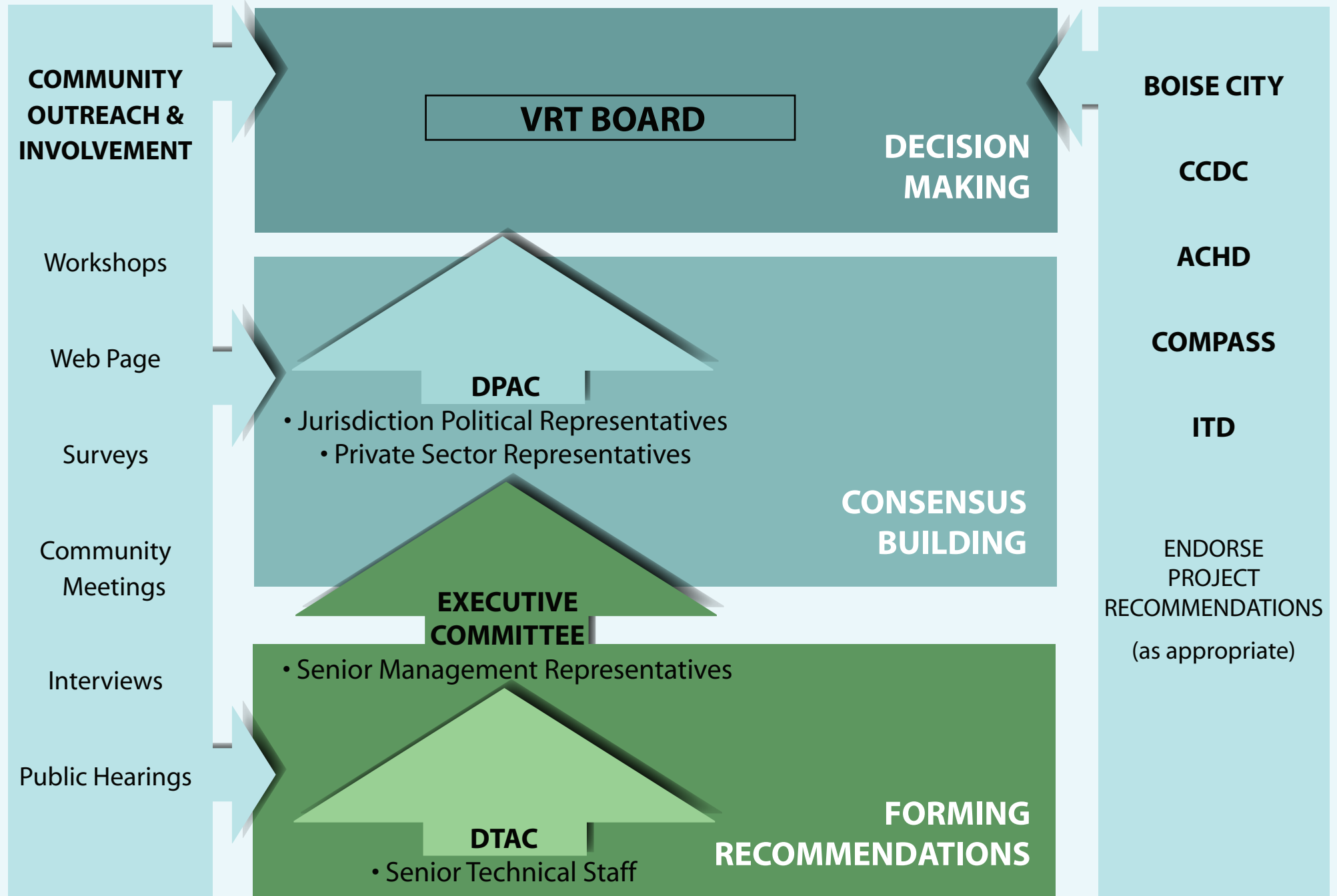
Downtown Technical Advisory Committee

Local agency staff serving as a technical advisory group to the study



Treasure Valley High Capacity Transit Study

REGIONAL MULTI-MODAL CENTER & CIRCULATOR DECISION STRUCTURE





Multimodal Transportation Center



About this Project



The multimodal transportation center project will locate, design and build a facility in downtown Boise.



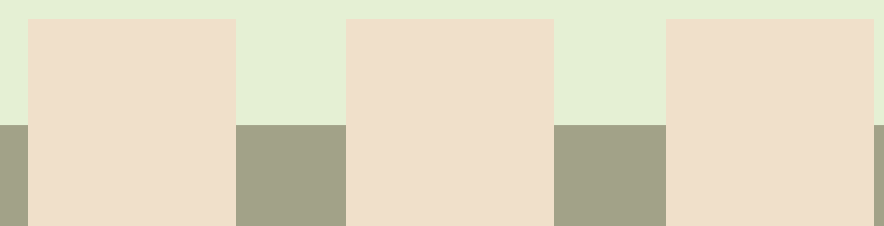
The center will serve as a “hub” for many different types of transportation and related functions.



The center could house buses, streetcars and regional high-capacity transit such as bus rapid transit or passenger rail.



It may also include a transit information kiosk, bicycle and automobile parking, public art, restrooms and retail space.



Project Schedule



October 2007 – January 2008

- Identify possible sites and functions.
- Invite public to review and give input at a public open house.

Spring 2008

- Select location.
- Complete site design concept.
- Invite public to review and give input on the design concept at a public open house.

Summer 2008

- Complete funding plan for operations and maintenance of the facility.
- Initiate final design.

2009 – 2010

- Purchase land and construct facility.



Project Goals



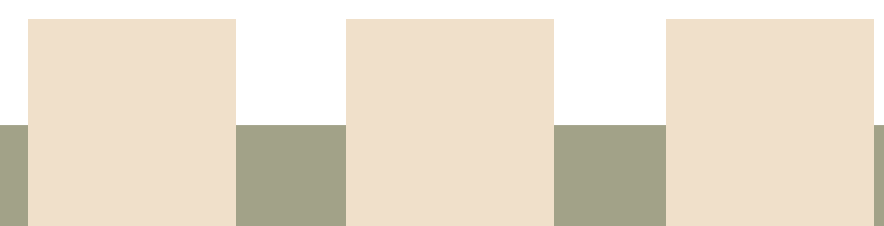
- Construct a high quality, cost effective, user-friendly and environmentally sensitive multimodal transportation center within downtown Boise.
- Establish the center as the focal point for efficient local and regional transportation services.
- Reflect the broader community values and goals of supporting land-use and transportation plans and economic development in downtown Boise.



Project Objectives



- Reflect community values and secure support from stakeholders.
- Increase efficiency of the transit and transportation systems.
- Support economic development in the downtown core and contribute to the overall vitality and growth of downtown Boise.
- Accommodate projected growth in travel demand to and within the city.
- Develop public-private partnership opportunities.
- Implement local and regional land-use and transportation plans.
- Increase public awareness about access to and use of the transit system.
- Provide a safe place for people to wait for transit services.
- Improve access to multimodal options for transit-dependent populations in the region.
- Reduce the demand for parking in the downtown core.
- Provide environmental benefits such as improved storm water treatment, air quality and sustainability.
- Support the Art In Public Places program.





Regional Multimodal Centers



Central Station

Phoenix, Arizona

- One-and-a-half city blocks
- Supports buses
- Designed to support planned rail service
- Includes ticketing booth, shaded waiting area, security and public restrooms
- Cost: \$7.5 million
- Financing: Combination of federal and local funding



Courthouse Square Station

Salem, Oregon

- One city block
- Supports buses
- Includes underground parking, indoor waiting area, retail and public restrooms
- Cost: \$39 million
- Financing: Combination of federal and local funding



Music City Central

Nashville, Tennessee

- 435,000 square feet
- Supports buses
- Designed to support high capacity transit
- Includes above-ground parking, retail, public restrooms and information/ticket booth
- Planned for apartment housing
- Cost: Estimated at \$48.4 million
- Financing: Combination of federal and local funds



Potential Multimodal Center Functions



Potential Multimodal Center Functions



The multimodal transportation center will include a range of functions such as bus bays, waiting areas, transit information, bicycle parking and restrooms.

Some activities are essential and others non-essential to the project.

The Downtown Policy Advisory Committee will make a recommendation to VRT on functions to include in the multimodal center.

Essential

Non-essential

Bus Bays

Transit Information Center (dispatch)

Plaza/Waiting Area (includes transit information kiosk)

Bicycle Station

Downtown Circulator Platform

Parking – Carpool/Vanpool

Transit Operator Break Facility

Intercity Bus Depot

Public Restrooms

Retail Space

Bicycle Parking

Visitor Center

Taxi Stand

VRT Office Space

Auto Drop-off and Pick-up

Airport Shuttle Terminus

Parking – On Site or Nearby

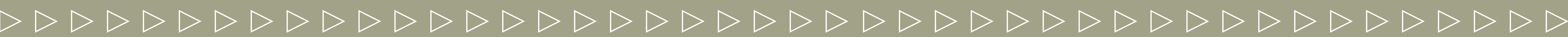
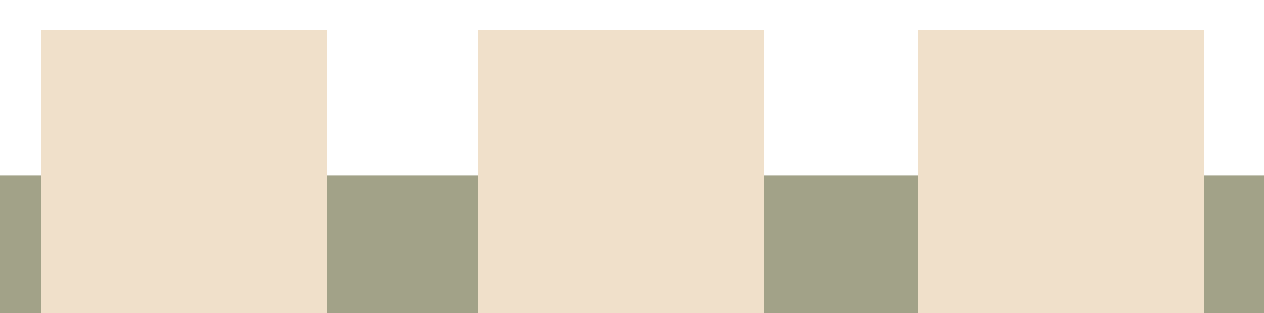
Downtown Circulator Operations and Maintenance Facility

Minimal Amount of Retail or Office Space Available for Lease

General Public Parking

Public Art

Police Sub-Station





Potential Multimodal Center Locations





GROVE ST.

13 TH ST.

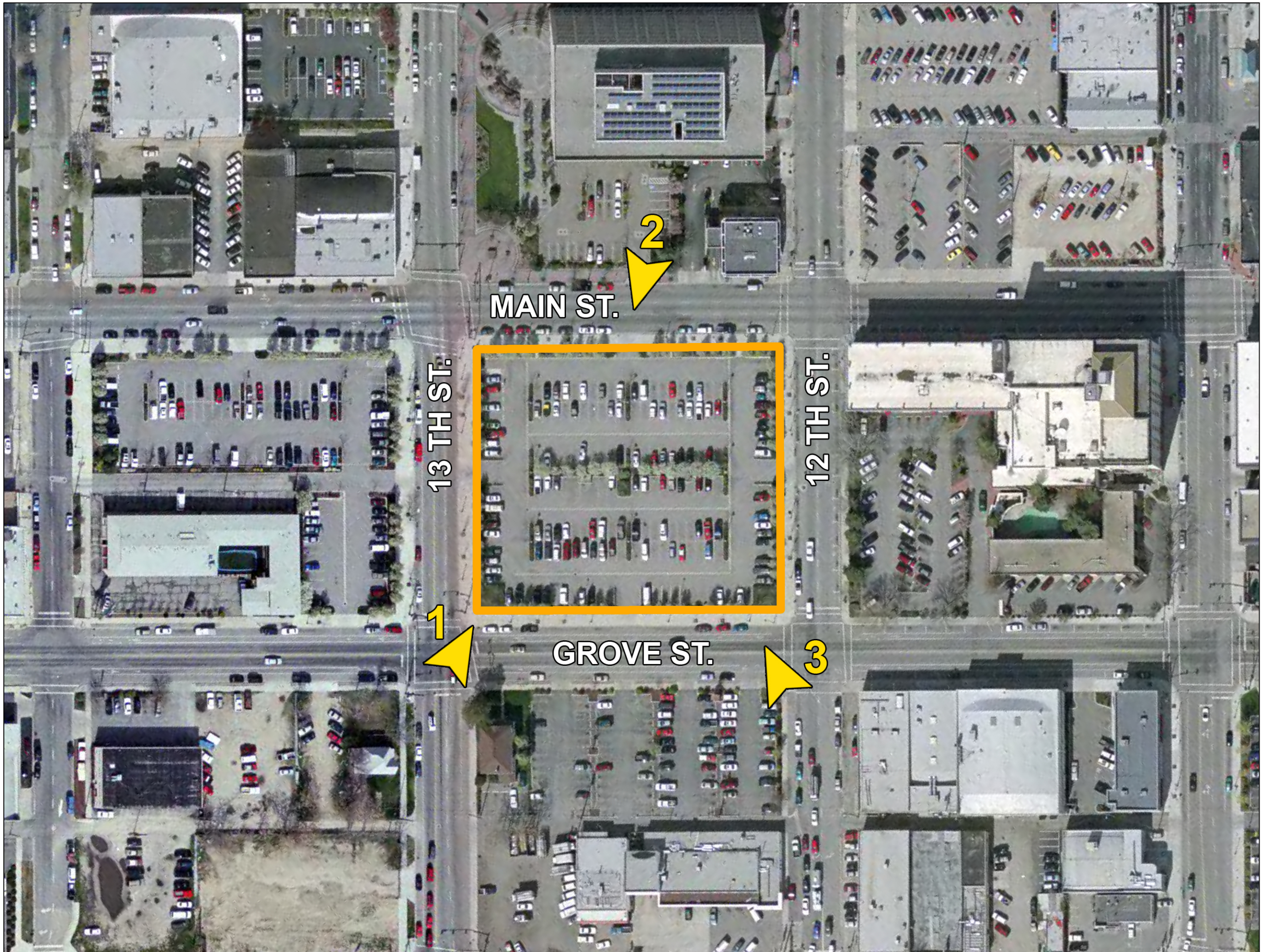
12 TH ST.

FRONT ST.

2

1

3



MAIN ST.

13 TH ST.

12 TH ST.

GROVE ST.



GROVE ST.

11 TH ST.

10 TH ST.

FRONT ST.



1



3



2



GROVE ST.

2

3

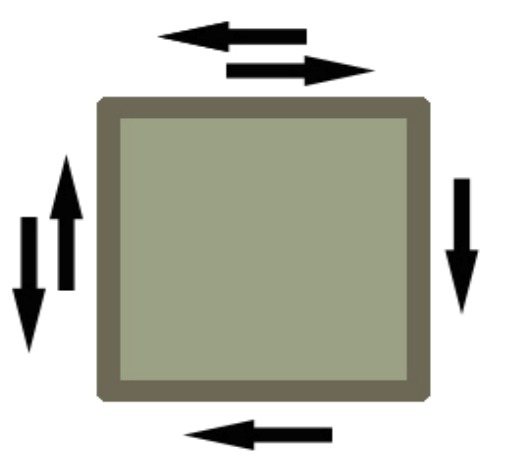
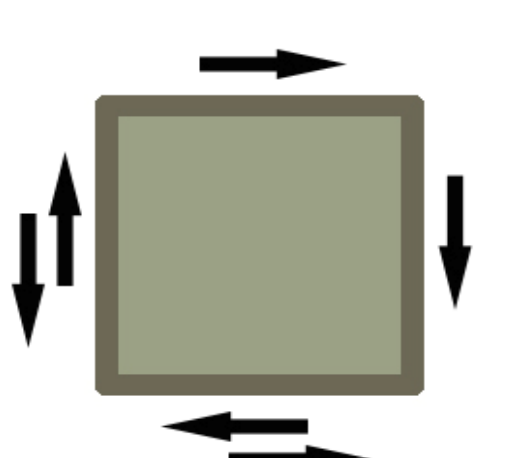
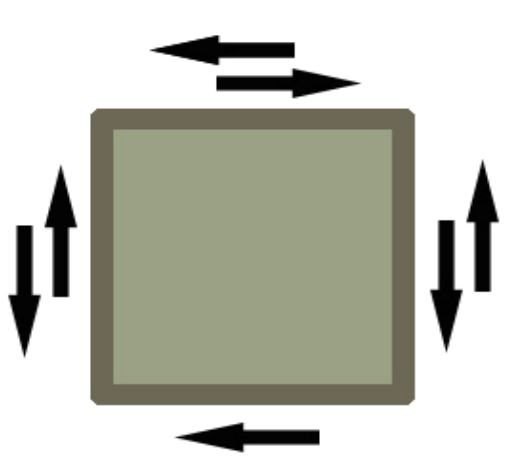
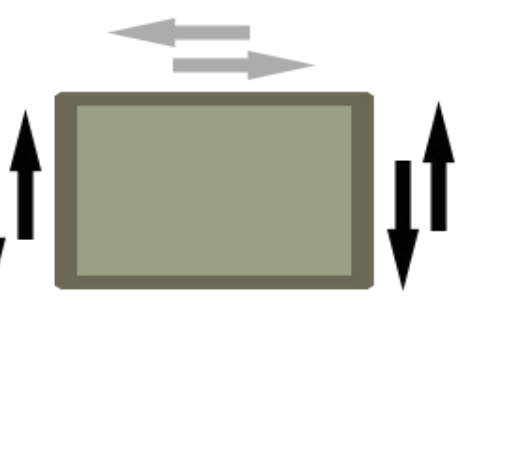
11 TH ST.

10 TH ST.

1

FRONT ST.

CANDIDATE SITES ANALYSIS MATRIX

	C A N D I D A T E S I T E							
	A		B		C		C2	
Transportation								
Pedestrian access to downtown core (8th and Main St.)	0.36 mile	○	0.29 mile	⊙	0.20 mile	●	0.20 mile	●
Location relative to identified siting area in DBMS*	Adjacent	⊙	Adjacent	⊙	Within	●	Within	●
Ease of fixed-route transit access	Medium	⊙	Medium	⊙	Medium	⊙	Medium	⊙
Ease of circulator access	Medium	⊙	Medium	⊙	Medium	⊙	Medium	⊙
Site ingress and egress - Access from and to adjacent roadways		●		●		●		⊙
Site Size and Configuration								
Site size	78,000 sqf.	●	78,000 sqf.	●	78,000 sqf.	●	63,000 sqf.	●
Land Use & Development								
MMC allowable under current zoning	Yes	●	Yes	●	Yes	●	Yes	●
Adjacent to existing publicly controlled parking	No	○	No	○	Yes	●	Yes	●
Environmental & Impacts								
Structures / Displacements	2 Structures / 1 Business	○	None	●	None	●	None	●
Adjacent sensitive development	No	●	No	●	Hotel	⊙	Hotel	⊙
Environmental issues	Potential Petroleum & Hazmat	⊙	Potential Hazmat	⊙	Potential Petroleum & Hazmat	⊙	None Identified	●
Financial								
Potential for funding partnership	Yes (ACHD -alley ROW)	●	Yes - Idaho Power	⊙	Yes	●	Yes (ACHD - Grove St. ROW)	●
Ease of acquisition	Medium	⊙	Medium	⊙	Medium	⊙	Medium	⊙
Land value (Ada County Assessor)	\$1,786,200		NA		\$2,209,200		\$1,112,400	
Land value (estimated market value at \$36 per sqf.)	\$2,800,000	○	\$2,800,000	○	\$2,800,000	○	\$2,270,000	⊙
Additional Evaluation Criteria								
Traffic impacts								
Utility impacts								
Priority corridor access								
Ability to accommodate non-essential functions								
Construction cost								
Ability to maintain schedule								

Additional evaluation criteria for recommendation of a preferred site

Value Scale
 ● =5
 ⊙ =3
 ○ =1

*Downtown Boise Mobility Study

**Front and 13th: High Volume Intersection - Turning Movement

Criteria for Selection of Location



The Downtown Policy Advisory Committee and project staff identified a range of potential locations for the multimodal center. They used the following criteria to identify the four locations presented today.

The location must:

- Be within the general area recommended by the *2005 Downtown Boise Mobility Study*
- Be one city block or equivalent
- Be vacant or need modest value improvements
- Be within walking distance of the downtown retail/office core
- Not be planned for imminent development
- Have no or limited frontage on restricted access streets
- Not be adjacent to perceived incompatible uses
- Have no significant environmental issues
- Be accessible to downtown circulator routes



Next Steps



- Evaluate four candidate sites
- Recommend a preferred site
- Recommend preferred functions
- Prepare required environmental reports
- Begin site acquisition
- Design multimodal center
- Construct the multimodal center

The public will have an opportunity to review the site design concept in Spring 2008.





Downtown Circulator



About this Project



The downtown circulator study will identify a preferred route and vehicle type for transit service in downtown Boise.

A downtown circulator would:

- Move people between major downtown destinations, including the multimodal center
- Reduce the need to use cars for trips within downtown
- Contribute to a vibrant, mixed-use and pedestrian-friendly downtown
- Serve as a catalyst and organizer of planned downtown development



Project Schedule



Fall-Winter 2007

- Identify potential routes and vehicle types.

December 2007 – April 2008

- Evaluate potential routes and vehicle types.
- Select preferred route and vehicle type.

April 2008 – September 2008

- Endorse a funding plan.
- Carry out preliminary design.



Project Goals



- Provide a transit circulator system that attracts and distributes people throughout downtown Boise.
- Serve as a focal point for an expanded regional transit system.
- Encourage a downtown that is active, economically vital and contributes to an enhanced quality of life with a pedestrian-friendly atmosphere.

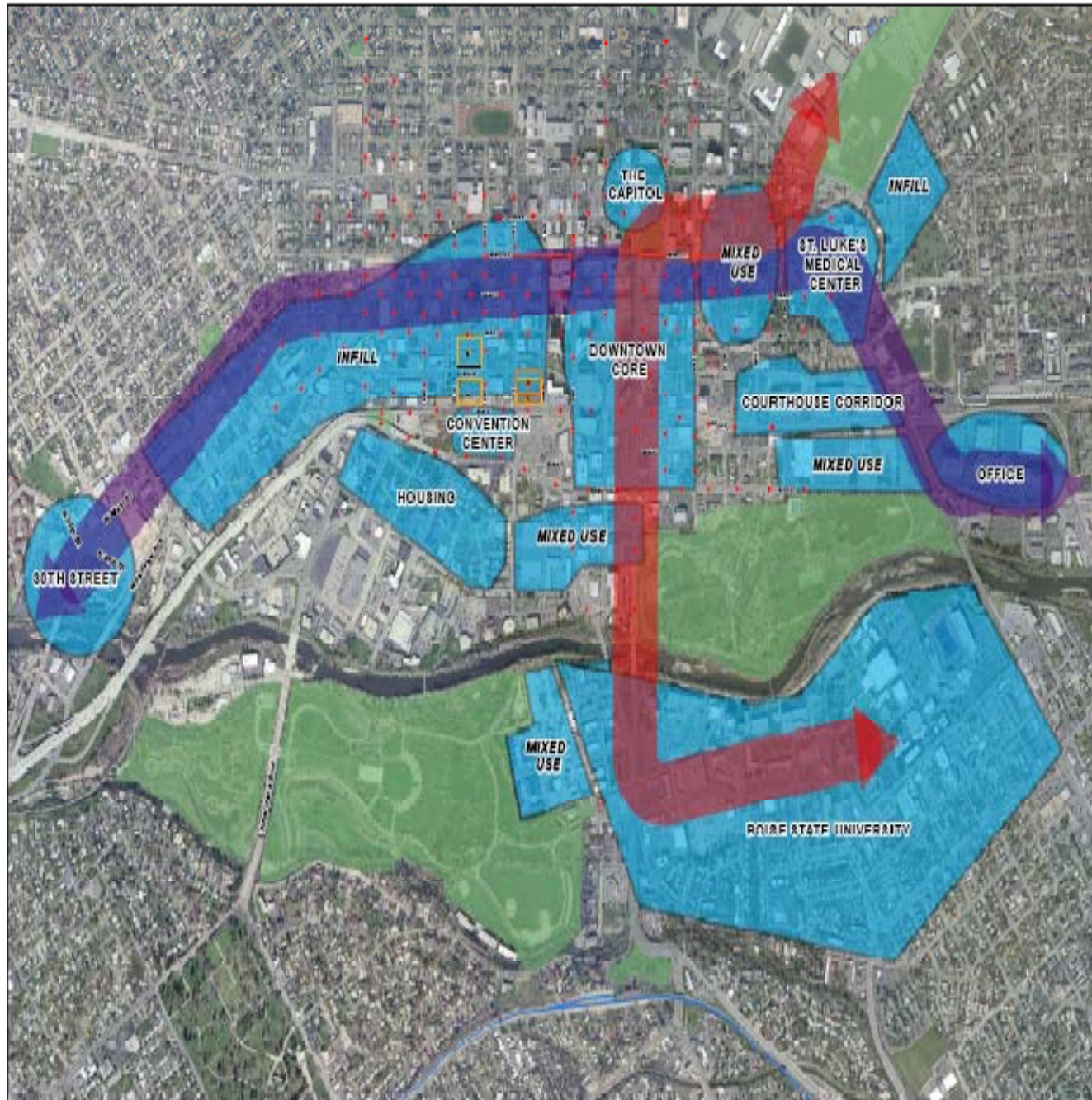




Potential Circulator Alignments



Major Destinations and Potential System Alternative A



Railroad

Parks

Major Destinations

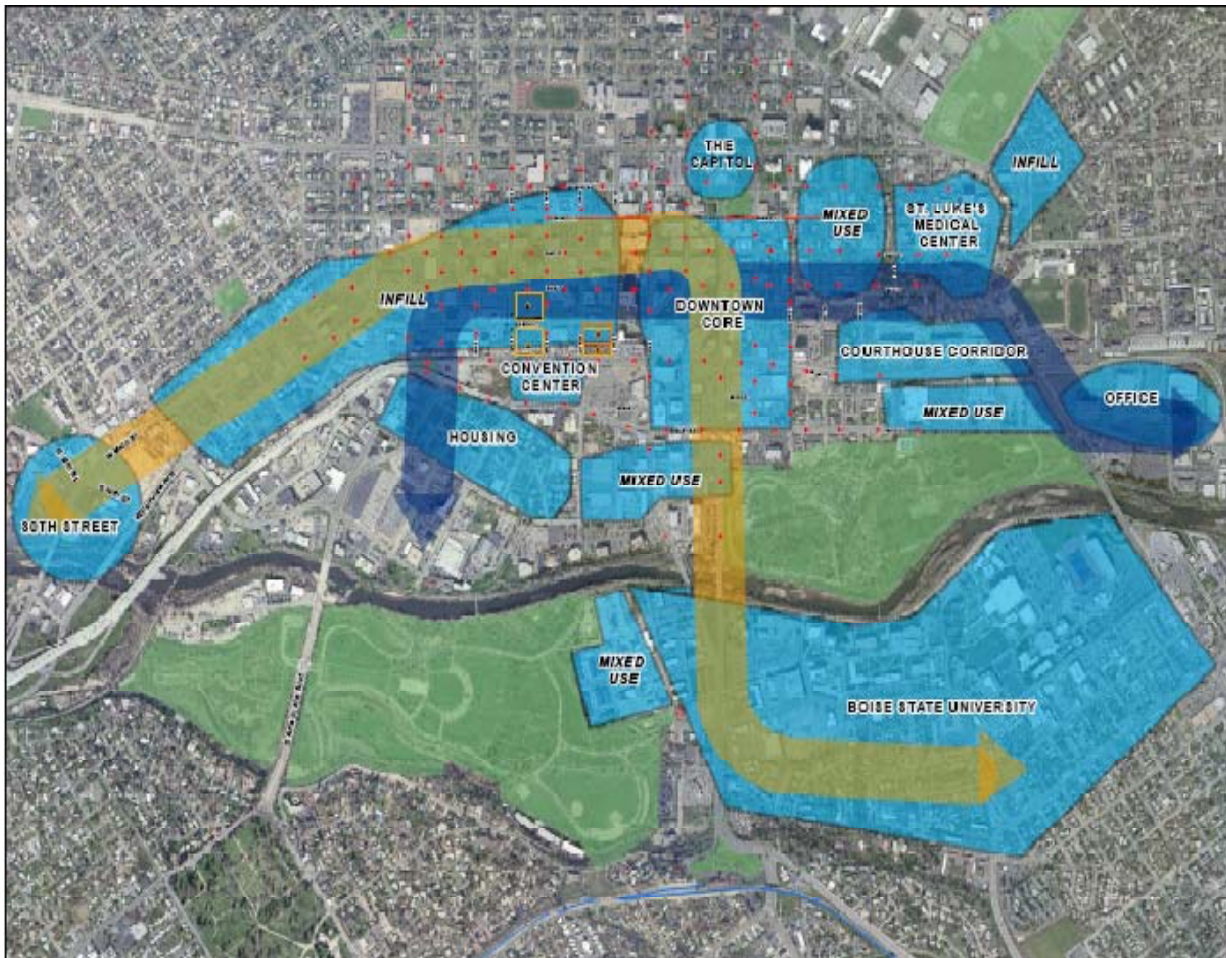


0 1,000 2,000 Feet

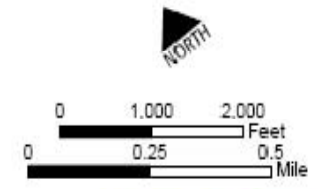
0 0.25 0.5 Mile

URS HDR Nelson\Nygaard

Major Destinations and Potential System Alternative B



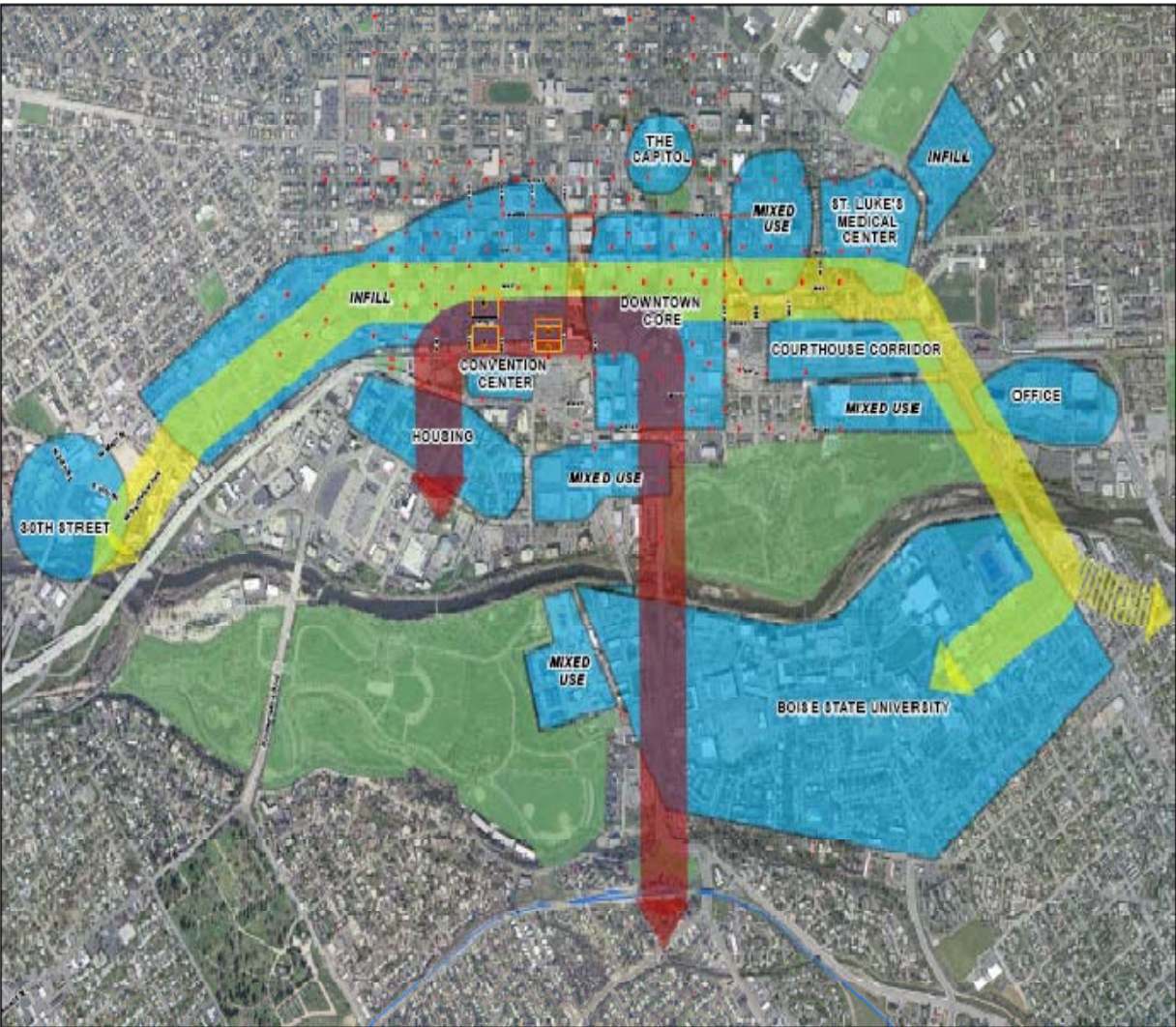
-  Railroad
-  Parks
-  Major Destinations



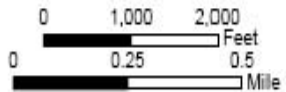
URS HDR Nelson/Nygaard

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Major Destinations and Potential System Alternative C



- Railroad
- Parks
- Major Destinations



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1/15/2010 10:00 AM



Major Downtown Destinations

Major Destinations

Proposed Downtown Circulator

— Phase 1

— Phase 2

— Railroad

— Parks

— Major Destinations



0 1,000 2,000 Feet

0 0.25 0.5 Miles

URS HDR Nelson\Nygaard

PROJECT NUMBER: 1100





Potential Vehicle Types



Candidate Circulator Vehicle Types

Trolley Bus



Rubber-Tire Bus

Small Bus



Streetcar

Vintage/Replica Streetcar



Modern Streetcar



Trolley Coach (Circulator)



PCC Streetcar



Treasure Valley High Capacity Transit Study
Multimodal Transportation Center
Potential Functions
Comment Transcription

Non-essential Functions	Likes	Dislike
Transit Information Center (dispatch)	115	3
Bicycle Station	116	5
Parking—Carpool/Vanpool	90	9
Intercity Bus Depot	105	4
Retail Space	25	30
Visitor Center	66	24
VRT Office Space	56	16
Airport Shuttle Terminus	76	1
Downtown Circulator O/M Facility	81	5
General Public Parking	47	41
Police Sub-Station	76	18

NON-ESSENTIAL FUNCTIONS

Transit Information Center (dispatch)

LIKE (36)

- Essential for new users.
- Essential. Confused people won't utilize the system.
- Especially in the beginning. Needed for visitors.
- Always good to have them close.
- Seems necessary.
- Essential.
- Yes, make every opportunity to familiarize people with the system.
- This is necessary because we don't all have blackberries.
- Needs to have everything coordinated.
- Essential.
- How about being able to give directions by address instead of just major intersections?
- Include lost and found centrally.
- I like it because it would help people and keep them up-to-date on what time things are going on.
- Would include retail and great restaurants similar to facilities in San Francisco.
- Need more \$\$--bus is a good beginning.
- This is necessary. I use the bus system now, and the current dispatch system is flawed. Even the other bus drivers are not aware of delayed/cancelled routes.
- Makes perfect sense.
- Essential to disseminate information to the masses.
- Anything to demystify the process of using transit/public transit.
- Multi-lingual assistance.
- Taxi information?

examples.
<ul style="list-style-type: none"> • Lease for use.
<ul style="list-style-type: none"> • But would have to be very secure.
<ul style="list-style-type: none"> • Air, water, and secure lockers.
<ul style="list-style-type: none"> • Places for bikes are important!
<ul style="list-style-type: none"> • I like the idea.
<ul style="list-style-type: none"> • Lockers, showers?
<ul style="list-style-type: none"> • A definite need—anyone living close to the downtown would like to ride their bikes to where they could use public transit.
<ul style="list-style-type: none"> • Bicycle service/retail space.
<ul style="list-style-type: none"> • Yeah bikes! Give us bicyclists a place to store our bikes!
<ul style="list-style-type: none"> • Makes sense to include.
<ul style="list-style-type: none"> • Pedestrian and bicycle traffic must be included.
<ul style="list-style-type: none"> • A lot of bike racks at minimum.
<ul style="list-style-type: none"> • Sure, cheap and easy, right?
<ul style="list-style-type: none"> • We need to support bicycle travel as much as possible.
<ul style="list-style-type: none"> • Every cyclist needs a place to temporarily and safely store his or her bicycle.
<ul style="list-style-type: none"> • Supporting biking any way helps to promote rider ship—especially in the core downtown area.
<ul style="list-style-type: none"> • It'd be important if we had an option to rent/borrow bikes, at least downtown.
<ul style="list-style-type: none"> • With own roadways/bike paths. With lockers or bike valet parking. Rental space/lot.
<ul style="list-style-type: none"> • Golf cart rentals. Provide all amenities we now have for larger vehicles on a smaller vehicle/roadway system at downtown core, then expanding size as you go out.
<ul style="list-style-type: none"> • With lockers.
<ul style="list-style-type: none"> • Perfect! Make it easy for all modes of transport.
<ul style="list-style-type: none"> • Absolutely necessary.
<ul style="list-style-type: none"> • Like to know more!
<ul style="list-style-type: none"> • Locking cycle storage would be great! I like to cycle to work but don't have storage if I need to use the bus.
<ul style="list-style-type: none"> • This is great idea.
<ul style="list-style-type: none"> • Very necessary for bike commuters.
<ul style="list-style-type: none"> • Need to encourage more bike usage.
<ul style="list-style-type: none"> • Essential—with secure private bike locking.
<ul style="list-style-type: none"> • Need cover on rainy days at major on/off spots. Needs guarding (theft).
DISLIKE (1)
<ul style="list-style-type: none"> • Only to the extent of bike/bus interface.
Parking—Carpool/Vanpool
LIKE (18)
<ul style="list-style-type: none"> • Please keep parking locations small.
<ul style="list-style-type: none"> • Vanpool parking in the garage.
<ul style="list-style-type: none"> • Good idea.
<ul style="list-style-type: none"> • Only for pools—not personal vehicles.
<ul style="list-style-type: none"> • I would have to go to school with friends.
<ul style="list-style-type: none"> • Highly desirable.

*Treasure Valley High Capacity Transit Study
January 17, 2008 Public Open House
Comment Transcription*

<ul style="list-style-type: none">• Bring fewer (_____) into town.
<ul style="list-style-type: none">• Practical for Canyon-Ada commute.
<ul style="list-style-type: none">• Makes sense to include.
<ul style="list-style-type: none">• Increase downtown parking fees to fund carpool/vanpool.
<ul style="list-style-type: none">• How would it be determined if someone parking their vehicle here is involved with a carpool or vanpool? A special sticker on the vehicle?
<ul style="list-style-type: none">• Must park cars before we drive them long distances. This will show efficiency of mass transit.
<ul style="list-style-type: none">• I would like to see underground parking to facilitate cars and vanpooling.
<ul style="list-style-type: none">• Carpool/vanpool most important. There is plenty of new parking in Boise.
<ul style="list-style-type: none">• Parking in the outer areas for transit users is important.
<ul style="list-style-type: none">• Need to make it easy to get out of car.
<ul style="list-style-type: none">• Essential.
<ul style="list-style-type: none">• Can't do it without this! Large parking at key locations—look at greater Boston/N.H.
DISLIKE (11)
<ul style="list-style-type: none">• Everyone's taking the bus.
<ul style="list-style-type: none">• This is a waste if nobody uses it. People don't carpool.
<ul style="list-style-type: none">• Not necessary.
<ul style="list-style-type: none">• Clutter.
<ul style="list-style-type: none">• Keep cars out of downtown and use transit.
<ul style="list-style-type: none">• Doesn't have to be on site.
<ul style="list-style-type: none">• Probably not at this site, or if so, need additional parking options.
<ul style="list-style-type: none">• Could be block or two away.
<ul style="list-style-type: none">• I would like to see parking away from the center—isn't the idea to reduce car usage?
<ul style="list-style-type: none">• No parking. All access by drop off (kiss n ride), walk, bike, taxi drop off, etc. Van/carpools should go directly to their destinations.
<ul style="list-style-type: none">• Seems hard to see why someone would drive into downtown for a bus.
<ul style="list-style-type: none">• Not at the hub, this should be at the ends or on the outside of the system.
Intercity Bus Depot
LIKE (18)
<ul style="list-style-type: none">• They could run more often with a central location rather than all around downtown core, getting people to them so they can fill up so they can run more often.
<ul style="list-style-type: none">• Connects the center to the route.
<ul style="list-style-type: none">• See Olympia—Tacoma—Seattle. Easy to bus between.
<ul style="list-style-type: none">• Essential.
<ul style="list-style-type: none">• For drop-offs, but not storage or overnight parking of buses.
<ul style="list-style-type: none">• Get it together for Treasure Valley. Not for out of state.
<ul style="list-style-type: none">• Don't have to take a longer route.
<ul style="list-style-type: none">• Necessary.
<ul style="list-style-type: none">• For outlying express routes.
<ul style="list-style-type: none">• Practical for Canyon-Ada commute.
<ul style="list-style-type: none">• Good mode (____) choice.
<ul style="list-style-type: none">• Links rail and bus—but where is rail in all of this? It's essential! How big is this depot?
<ul style="list-style-type: none">• If a passenger travels from within Boise to Nampa, it seems to me that close-by connections are necessary.

<ul style="list-style-type: none"> • Coordinated and centralized. Economy of scale.
<ul style="list-style-type: none"> • There should be co-location of proximity to the commercial bus depot.
<ul style="list-style-type: none"> • Can we have a designated non-smoking area?
<ul style="list-style-type: none"> • Essential.
<ul style="list-style-type: none"> • If buses, yes. Favor light rail.
<ul style="list-style-type: none"> • Sure, and this is central station so push outer connections to the outer spokes.
<p>DISLIKE (4)</p>
<ul style="list-style-type: none"> • Don't congest Valley transit terminals with intercity terminals, especially depots for long-range buses like Greyhound.
<ul style="list-style-type: none"> • While the M.T.C. may be located nearby, it doesn't seem to me that they should be in the same building.
<ul style="list-style-type: none"> • Unless there is a high voter demand for intercity travel, transit systems should focus on one city at a time.
<ul style="list-style-type: none"> • Agree it's non-essential.
<p>Retail Space</p>
<p>LIKE (35)</p>
<ul style="list-style-type: none"> • Oriented to visitors, transit users, bicyclists, associated needs.
<ul style="list-style-type: none"> • Good draw mechanism.
<ul style="list-style-type: none"> • Lean. Light. Open. Functional. Seems like there is lots of unused retail space in town.
<ul style="list-style-type: none"> • I like it. Critical. Sandwich shops. Coffee place.
<ul style="list-style-type: none"> • Mixed-use feel.
<ul style="list-style-type: none"> • Very minimal—snack bars, coffee, small drug store.
<ul style="list-style-type: none"> • For “essentials” as in food/coffee. Vendors and kiosks! Yay!
<ul style="list-style-type: none"> • Sure—especially coffee kiosks.
<ul style="list-style-type: none"> • Minimal.
<ul style="list-style-type: none"> • Limited food service?
<ul style="list-style-type: none"> • Could be very welcome to travelers.
<ul style="list-style-type: none"> • Coffee/lunch/newspaper.
<ul style="list-style-type: none"> • Suggest permanent farmer's market space.
<ul style="list-style-type: none"> • Maybe small scale retail.
<ul style="list-style-type: none"> • Having this on the 1st floor would be a nice addition; however, I'm not sure what kind of affect this would have on funding.
<ul style="list-style-type: none"> • Public-private partnerships can support capital costs of construction.
<ul style="list-style-type: none"> • Revenue makes it work!
<ul style="list-style-type: none"> • Amount should be limited to prevent vacancy.
<ul style="list-style-type: none"> • Use revenue for streetcar.
<ul style="list-style-type: none"> • In any major city—there is always retail—specifically food—cakes/coffee.
<ul style="list-style-type: none"> • Yes, helps make center functional and could improve rider ship.
<ul style="list-style-type: none"> • Give the center life.
<ul style="list-style-type: none"> • Minimal!
<ul style="list-style-type: none"> • A variety of uses increases funding, viability and street life.
<ul style="list-style-type: none"> • Convenience items, café/restaurants (pass-by rather than destination retail).
<ul style="list-style-type: none"> • This could help pay the bills!
<ul style="list-style-type: none"> • There is enough retail space between transit stops.
<ul style="list-style-type: none"> • Retail activity could promote the vitality of the area.

*Treasure Valley High Capacity Transit Study
January 17, 2008 Public Open House
Comment Transcription*

<ul style="list-style-type: none"> • A small café makes sense, but large commercial development is unnecessary.
<ul style="list-style-type: none"> • Of course, but limit. Also have cultural/museum/interactive learning environments.
<ul style="list-style-type: none"> • This would draw riders.
<ul style="list-style-type: none"> • Should be necessary, give people a reason to come and use it.
<ul style="list-style-type: none"> • Very important to add.
<ul style="list-style-type: none"> • Coffee shop, cards, newspaper, shoeshine.
<ul style="list-style-type: none"> • Clogs parking, defeats purpose—coffee, small café okay, newsstand and television screens.
<ul style="list-style-type: none"> • Public market
<p>.</p>
<p>DISLIKE (14)</p>
<ul style="list-style-type: none"> • Not so much.
<ul style="list-style-type: none"> • Lots of empty retail space in downtown.
<ul style="list-style-type: none"> • It's about travel, not retail. Anything that expands travel options seems a plus.
<ul style="list-style-type: none"> • I don't think it's necessary. Better use the space for more biking stations, etc... Maybe a food stand/coffee shop?
<ul style="list-style-type: none"> • Can be nearby.
<ul style="list-style-type: none"> • Not needed.
<ul style="list-style-type: none"> • This space could be used for more administrative purposes.
<ul style="list-style-type: none"> • Additional space should be used for platform or other transit functions, not retail spaces. There is enough downtown already, or VRT office space.
<ul style="list-style-type: none"> • Don't need any more retail shops. Support the already existing instead!
<ul style="list-style-type: none"> • Not essential.
<ul style="list-style-type: none"> • Lower priority.
<ul style="list-style-type: none"> • The U.S. has enough of this! Let people explore Boise downtown instead.
<ul style="list-style-type: none"> • Not necessary, stay focused this is for public transportation.
<ul style="list-style-type: none"> • <u>Except</u> must have a Moxie or equivalent and newsstand.
<p>Visitor Center</p>
<p>LIKE (14)</p>
<ul style="list-style-type: none"> • Could highlight parks, current events.
<ul style="list-style-type: none"> • Should be essential. People visiting could go there for info.
<ul style="list-style-type: none"> • Would be nice at main station.
<ul style="list-style-type: none"> • Good idea.
<ul style="list-style-type: none"> • With historical photos!
<ul style="list-style-type: none"> • "Nice to have."
<ul style="list-style-type: none"> • Then tell them to go.
<ul style="list-style-type: none"> • Yes—especially if we have transportation to airport.
<ul style="list-style-type: none"> • Central.
<ul style="list-style-type: none"> • Minimal.
<ul style="list-style-type: none"> • Potential to branch to other cities... newcomers visiting for getting to single event, hospitality, etc.
<ul style="list-style-type: none"> • Perhaps just a small booth?
<ul style="list-style-type: none"> • Great idea for people and gather and promote public art.
<ul style="list-style-type: none"> • Could do an interpretive center like the federal government does—a non-staffed area.
<ul style="list-style-type: none"> • Great place to educate.

DISLIKE (16)
<ul style="list-style-type: none"> • I think a visitor center is helpful in the downtown area not at transit center. • Not so much. • Can be nearby. • Isn't this the same as "information center"? • Optional. • Kiosk instead. • Perhaps info booth or other interface. • Already have a visitor's center. • Why? We already have one. • Possibly an unused space. Is there really enough in the way of tourism to support this kind of center? • Seems a little optimistic. Okay I guess if relocating from existing visitor center. • Low priority. • Could be one or two blocks away. • If you put in too many functions, start to get confused and jumbled. Pub in City Hall on Grove, etc. • Combine with transit info center. • Why? Added expense. This is a working system not a tourist attraction.
VRT Office Space
LIKE (8)
<ul style="list-style-type: none"> • Keep management close to see how it works. • ACHD Commuteride should have a presence for rideshare. • Essential. • I like the idea that VRT staff would be on site to view the facility. • Depends on size—make it small. • This certainly seems more appropriate than having the offices in Meridian—hee hee. • Centralized! Great! • Space available. • It would be nice to place the people responsible for the system in the heart of the system.
DISLIKE (10)
<ul style="list-style-type: none"> • More efficient use of space if office elsewhere. • Not necessary there. • Optional. • Off site. • Plenty of office space elsewhere; save the \$ for focus on roads/transportation. • It fits fine, but not important. • Not important. • Only the bare essentials for office space related with VRT should be implemented, these should be at multi-modal center. • Could be located off-site. • This can be anywhere.

Airport Shuttle Terminus
LIKE (25)
<ul style="list-style-type: none"> • Great idea! • Should have this ability. • At peak times. • Essential. • Please! Unless you are going to finally support regular bus service to neighborhoods from the airport. (The current service to the airport is almost unusable unless you happen to get (____) just before its hourly visit. • Yes! • Yes! Make it cheap and fast! • Definitely. • Essential in my opinion. • Good with growth outlook. • Seems pretty important. • Airport shuttle should have a stop in heart of downtown. • <u>Highly</u> desirable. • This should connect to Depot or rail. • Great idea! Would be a nice way if you are downtown. Nice to have the option. • Essential for any city. • Save time and ease access for travelers. • <u>Yes, please include!!!!</u> • Yes!! Makes so much sense—especially if right downtown it connects to rail. • Yes! • Very helpful for out-of-towners. • Great idea! • If people are going to the airport everyday, city should provide mass transit there. • Very important. Seamless system for entry/exit to/from Boise. • Absolutely! Reduce/ease traffic. • This is the hub, it should provide a transportation link to the airport so I may misunderstand the term.
DISLIKE (2)
<ul style="list-style-type: none"> • I assume this is for non-bus vehicles. Non-essential, if so. • Not for downtown parking unless the parking is not abused. Good otherwise.
Downtown Circulator O/M Facility
LIKE (13)
<ul style="list-style-type: none"> • This is the key to making it work—once you get here—to be able to get around without car. • Better for our health and environment! • Integrated into multimodal. • Good idea, but we need a commuter rail line between Nampa and Boise first. • Absolutely. • Need to get moving with streetcar. • Circulator is needed to support commuter buses, etc. • People most accepting of this type of transit are downtown—so let's get a D.T. circulator going!

<ul style="list-style-type: none"> • It might be a good idea to include it. • If there is room for this. • More specifics on this. • Operations O.K. Maintenance belongs somewhere else. • Safer. More pedestrian friendly. • It must have an easy, user-friendly terminus direct connection to downtown circulator.
DISLIKE (4)
<ul style="list-style-type: none"> • Other facilities of this nature already exist for purchase/lease. • Not explained well. • If it fits, fine. But not important. • This could be done in less congested area. • Not needed.
General Public Parking
LIKE (12)
<ul style="list-style-type: none"> • If money available after other needs met. • Try to encourage by incentives \$ to keep cars off roads. • If underground. • <u>Some</u> would be desirable. • Park & Ride is a logical need. • Parking will be important for those picking up/dropping off and those who drive to the station. • Lower priority than those arriving by transit. • I don't see this as a problem at the moment, but we can always be prepared. But implementing another means of travel will alleviate parking needs. • Must park cars before we drive them long distances. This will show efficiency of mass transit. • Might be nice if someone wanted to park and the public transportation. • The cheaper parking added is important. • Needed at commuter points. People will still drive a few miles to the transit station.
DISLIKE (27)
<ul style="list-style-type: none"> • Lots of parking garages in downtown. • Keep parking away. • Perhaps focus on alternative commutes—carpools, vanpools, and bikes. • This needs to be discouraged. • No. • Only if needed for the facility. • This area will generally be the destination. Parking will be necessary at other end. • We should discourage the use of personal vehicles downtown. • Clutter. • Get people out of cars. • Parking is a minimum downtown, but space should be available for transit options. • Too much congestion. Want to encourage mass transit, less car usage. • Already available downtown. • Even this would promote some foot traffic with people coming and going to their cars. • Park cars further outside downtown.

<ul style="list-style-type: none"> • The focus for the multimodal center should be on the other modes of transportation besides passenger cars. I think there is already enough public parking downtown. • Other nearby garages can serve that purpose. • Feel again, not enough tourism to justify this kind of space. • Defeats purpose. • Major cost (\$\$). • If it fits, but idea isn't about parking. The idea is about alternative transportation. • Already have enough downtown. • Our goal should be to transport people, not vehicles. • This doesn't really make sense to me—public parking (general) seems to me to belong elsewhere—maybe within a couple of blocks? • This shouldn't be about parking cars. • Not essential. • No parking. • Hard to see why someone would drive into downtown for a bus. • Don't be tempted. Force cars to park on the ends and ride in.
Police Sub-Station
LIKE (23)
<ul style="list-style-type: none"> • A benefit regardless. • Keeps the station safe day and night (what would the hours of service be?) • This could be critical—bus stations and drugs go together. • Keep it safe! • Good idea. • Probably. • I'll like it if it has lost and found. • If they feel they need it. • "Nice to have." • Clean, orderly. • Common sense. • Keeps center from becoming hangout for homeless and loitering. • Helps keep transit safe and helps the public appearance of safety and increase rider ship. • If enough passengers (in time) this may be necessary. • Future needs. • Need to support improvements to keep operating in a clean environment. • Or some sort of security presence. • As safe as we are, with growth and congregation of people it might be needed. • Yes, this would make the center a safer place. • Some law enforcement presence seems necessary—if not a substation, a bike or patrol car. • Have a kiosk as in San Francisco. • Should be necessary. • Essential.
DISLIKE (7)
<ul style="list-style-type: none"> • Don't need it. • Would like to see in downtown close and patrol hub to keep vagrants down.

<ul style="list-style-type: none"> • Big brother, taxes.
<ul style="list-style-type: none"> • Police should be able to drive or ride bikes to the transportation center.
<ul style="list-style-type: none"> • Not essential.
<ul style="list-style-type: none"> • Uniformed presence as needed.
<ul style="list-style-type: none"> • Or officer at every station. People, cars, bikes are sitting ducks.
<p>ESSENTIAL FUNCTIONS</p>
<p>Bus Bays</p>
<p>LIKE (20)</p>
<ul style="list-style-type: none"> • Wouldn't be a transit center without them!
<ul style="list-style-type: none"> • Great!
<ul style="list-style-type: none"> • Essential.
<ul style="list-style-type: none"> • Make buses run on quiet clean fuel.
<ul style="list-style-type: none"> • Yes.
<ul style="list-style-type: none"> • Yes.
<ul style="list-style-type: none"> • On site? Only if ran 24-7.
<ul style="list-style-type: none"> • Please keep in mind the needs of the elderly and the handicapped for these.
<ul style="list-style-type: none"> • Arrange with all essential purposes.
<ul style="list-style-type: none"> • Like.
<ul style="list-style-type: none"> • Could this also consolidate Greyhound interstate busing?
<ul style="list-style-type: none"> • Great idea, consider fuel for emissions that buses run on. Electric or bio-diesel/ethanol fuel sources.
<ul style="list-style-type: none"> • Where is the rail emphasis? Would buses also run out of this new center? They need to!
<ul style="list-style-type: none"> • Control air pollution and noise pollution.
<ul style="list-style-type: none"> • Good—now get people to use the bus.
<ul style="list-style-type: none"> • Good.
<ul style="list-style-type: none"> • Is this where all of the buses would be parked when they were not in use?
<ul style="list-style-type: none"> • Yes.
<ul style="list-style-type: none"> • Agree. Should absolutely be designed to support rail service. Think long term.
<ul style="list-style-type: none"> • Would like to see vehicles pull in, load and leave without backing up, one way loops.
<p>DISLIKE (0)</p>
<p>Plaza/Waiting Area (includes information kiosk)</p>
<p>LIKE (31)</p>
<ul style="list-style-type: none"> • Out of elements cold/hot/wind.
<ul style="list-style-type: none"> • Great. Have a coffee shop, food? Newspaper stand?
<ul style="list-style-type: none"> • This sounds helpful, especially to new bus riders.
<ul style="list-style-type: none"> • Shaded, safe (lights for night).
<ul style="list-style-type: none"> • Must have!
<ul style="list-style-type: none"> • Essential.
<ul style="list-style-type: none"> • Use existing spaces and build off of them.
<ul style="list-style-type: none"> • Should be inviting—may be an opportunity to showcase for green building concepts.
<ul style="list-style-type: none"> • Yes.

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<ul style="list-style-type: none">• Covered and cool and warm.
<ul style="list-style-type: none">• Heated, covered area would be nice for winter conditions.
<ul style="list-style-type: none">• Seating please and out of weather.
<ul style="list-style-type: none">• Waiting area should be staffed and clean and open as much as possible.
<ul style="list-style-type: none">• Yes.
<ul style="list-style-type: none">• Also, beverage sales.
<ul style="list-style-type: none">• Use of natural shading—trees/patios.
<ul style="list-style-type: none">• Highly desirable.
<ul style="list-style-type: none">• Like.
<ul style="list-style-type: none">• Absolutely—something comfortable.
<ul style="list-style-type: none">• Would need heat if outdoor in winter.
<ul style="list-style-type: none">• Need covered area to get out/shelter from cold weather.
<ul style="list-style-type: none">• Make this as comfortable as possible—heat and cool in the short extremes of Boise climate.
<ul style="list-style-type: none">• Good idea.
<ul style="list-style-type: none">• Not needed.
<ul style="list-style-type: none">• Good—retail here if room—certainly shelter.
<ul style="list-style-type: none">• Info. <u>Maybe</u> food. Let (make) people explore the city, too!
<ul style="list-style-type: none">• Very good.
<ul style="list-style-type: none">• Probably a good idea for Boise.
<ul style="list-style-type: none">• Agree. Shade trees and a few benches/tables would be nice with recycling containers.
<ul style="list-style-type: none">• Minimal.
<ul style="list-style-type: none">• Public market with highly visible information kiosk.
DISLIKE (0)
Downtown Circulator Platform
LIKE (12)
<ul style="list-style-type: none">• Platform with pre-purchased fares/passes facilitating quick embark/disembarking.
<ul style="list-style-type: none">• Yes.
<ul style="list-style-type: none">• Covered would be nice.
<ul style="list-style-type: none">• Make sure signage is visible and universal language.
<ul style="list-style-type: none">• O.K.
<ul style="list-style-type: none">• Yes.
<ul style="list-style-type: none">• Fantastic idea!!
<ul style="list-style-type: none">• Not needed.
<ul style="list-style-type: none">• I like the D.C. idea.
<ul style="list-style-type: none">• Agree.
<ul style="list-style-type: none">• Very important.
<ul style="list-style-type: none">• Essential to link the two together. Make it easy! Friendly!
DISLIKE (0)
Transit Operator Break Facility
LIKE (13)
<ul style="list-style-type: none">• Drivers need this badly—will retain good employees—essential.
<ul style="list-style-type: none">• Yes!

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• Yes.
• Yes.
• Yes, will keep staff comfortable.
• Yes, necessary.
• Great idea.
• O.K.
• Sure.
• Yes!
• This is important.
• Agree.
• As a public market this is a natural need.
DISLIKE (1)
• Prefer not. Put at transit yard.
Public Restrooms
LIKE (26)
• Space for changing clothes for bicycle commuters.
• Always essential.
• Keep them clean and free.
• Important!
• Essential.
• Keep clean.
• Absolutely!
• Yes.
• Definitely.
• Very important.
• Yes.
• Yes—but keep clean 24/7.
• Yes!
• Great!
• Absolutely.
• Essential.
• Yes!
• Need to be well kept.
• Yes!
• Of course!!
• Only if monitored and maintained.
• Get ideas from metro areas to reduce security problems.
• With wheelchair-accessible stalls, naturally.
• Seems necessary, but raises concerns about safety and cleanliness.
• Agree.
• Yes!

DISLIKE (2)
<ul style="list-style-type: none"> • Don't do what SF did with the coin operated self-cleaning "homeless shelters". • No, think of the transit center as pass-through facility, not a destination itself. See Metro's BART in D.C. and S.F.—no restrooms.
Bicycle Parking
LIKE (35)
<ul style="list-style-type: none"> • Bicycle station! • Provide option of group parking or individual bike lockers. • Extremely important, needs to be able to accommodate various shapes and sizes of bikes and other non-motorized vehicles. • <u>Must have!</u> • Parking not enough—need secure lockers. • Essential—this is currently a crisis downtown. • Easy—yes. • Bike lockers should be available. • Yes. • Lots. • Yes! • Absolutely. • Please have enough with ability to lock. • Yes. • With lockers. • Bike lanes and safety are important. • Secure bike lockers—rent by day. • Must have. • Would be nice to have this covered. • Good. • Like. • What's different from a bike station? • Yes! • Would have to be very secure. • Yes! • This is a must. Boise is a bicycle town. • I like the notion of a bicycle station. Make bicycle use as convenient as possible—bike shop/repair/sales. Locker arrangements. • Yes! • Yes, please provide ample space. • Free/low cost rental program could be quite functional. • Good to encourage non-car alternatives. • Yes. • Absolutely a minimum requirement. Hopefully more bike services would be considered. • Definitely necessary. • Yes, second to pedestrian traffic and it will be useful for travelers with bikes.

DISLIKE (1)
<ul style="list-style-type: none"> • Don't they have enough of this in town?
Taxi Stand
LIKE (16)
<ul style="list-style-type: none"> • O.K. • Good idea—do not know where this should be though. • Yes, if airport shuttle is included. • Yes. • I think we should have. • Desirable. • Good. • Like. • Yes. • No idling zones. • Yes!! • Yes. • Near airport shuttle stop. • This makes sense. • Yes. • Agree.
DISLIKE (7)
<ul style="list-style-type: none"> • No idling should be allowed to protect air quality. • Not in a high traffic area. • Why? • Taxis in Boise are cost prohibitive for local daily use. • What would this serve as? Would they allow local taxicabs to provide service? • Why? Kind of defeats the purpose... even if someone doesn't know his or her way, there should be information to find it! • No, the taxis should be at the ends, build it for people, not cars.
Auto Drop-off and Pick-up
LIKE (11)
<ul style="list-style-type: none"> • Good. • Good idea. • Minimal as most commuters come into town by this service—walk, leave by this service. • O.K. • Desirable. • Good. • Like. • Yes. • Yes. • Agree.

<ul style="list-style-type: none"> • Very important.
DISLIKE (5)
<ul style="list-style-type: none"> • Just designate part of curb area. • Clutter! Mess! • No. • No—not needed really, who would use this? • No, please no!
Parking—On Site or Nearby
LIKE (19)
<ul style="list-style-type: none"> • Small. • On site parking takes a lot of space. [Circled nearby.] • Carpool, vanpool, bike. • Should accommodate transit users only. • Within 5 min. walking. Existing parking structures should suffice. • Maybe close. • Free or discounted parking would be a real advantage for those of us downtown that get no parking benefits from our employer. • Off site. • A limited amount. • Good. • Nearby. • Nearby perhaps. • Park & Ride. • Short term. Should not be used as a public parking, which encourages driving. • Yes! • Some parking is needed, but not in the way we all currently think. • Nearby. • Nearby might be better, but accessible parking should be on-site. • Agree.
DISLIKE (7)
<ul style="list-style-type: none"> • Already in downtown. • No—waste of space—need to move away from cars, not continue to emphasize them. • Disagree with significant parking here—park elsewhere and commute to the multimodal center. • Doesn't need to be on site. We will have intercity transit technically to get you to the hub. • No. • Not on-site. Associate parking with buildings where people stay to work, confluence, etc. • No, please no!
Minimal Amount of Retail or Office Space for Lease
LIKE (15)
<ul style="list-style-type: none"> • Good idea. • Yes.

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<ul style="list-style-type: none">• Only active retail space that is open for long hours to promote activity—not banks!
<ul style="list-style-type: none">• MORE retail office spaces so it feels safe/not sterile.
<ul style="list-style-type: none">• Managerial need.
<ul style="list-style-type: none">• Minimal—more of kiosk setting with safety of employees first.
<ul style="list-style-type: none">• Newspaper/coffee/small convenience.
<ul style="list-style-type: none">• Revenue is required to maintain.
<ul style="list-style-type: none">• Be sure not to over-do it. May residential-use more fit.
<ul style="list-style-type: none">• Yes, both but not minimal. Helps pay for space and make it more accessible to all public.
<ul style="list-style-type: none">• For only commuter related services.
<ul style="list-style-type: none">• Great idea!
<ul style="list-style-type: none">• Yes.
<ul style="list-style-type: none">• Agree—small scale.
<ul style="list-style-type: none">• Local public market space. Limited office for related professionals.
DISLIKE (12)
<ul style="list-style-type: none">• Not necessary as transit center is in the heart of empty retail and office space in city.
<ul style="list-style-type: none">• We don't need much more of this downtown.
<ul style="list-style-type: none">• Focus on transportation services, bike shops, transit ticket sales, rideshare.
<ul style="list-style-type: none">• Properly located existing retail and office could serve this function!
<ul style="list-style-type: none">• Why office space unless for income to support facilities?
<ul style="list-style-type: none">• Why any?
<ul style="list-style-type: none">• I don't really like the idea of retail space not a great idea, VRT office space is a better use, or additional transit functions.
<ul style="list-style-type: none">• Again, really do not like the idea of more retail space. Should try to support already existing shops!!!
<ul style="list-style-type: none">• No office space, (watch movie if you think otherwise!!)
<ul style="list-style-type: none">• Minimal to none!
<ul style="list-style-type: none">• I don't see this as essential, maybe office space for transport purposes.
<ul style="list-style-type: none">• No.
Public Art
LIKE (41)
<ul style="list-style-type: none">• Yes! This is important and could involve more community members.
<ul style="list-style-type: none">• <u>Encouraged.</u>
<ul style="list-style-type: none">• Yes.
<ul style="list-style-type: none">• Nice.
<ul style="list-style-type: none">• Yes!
<ul style="list-style-type: none">• Yes—but don't go overboard. Keep it simple and inexpensive.
<ul style="list-style-type: none">• Yes-lots!!
<ul style="list-style-type: none">• Great!
<ul style="list-style-type: none">• Yes.
<ul style="list-style-type: none">• Yes.
<ul style="list-style-type: none">• And music/NYC-style auditions!
<ul style="list-style-type: none">• Yes! More!
<ul style="list-style-type: none">• Yes.
<ul style="list-style-type: none">• Good idea.

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<ul style="list-style-type: none">• Always welcome.
<ul style="list-style-type: none">• Yes!
<ul style="list-style-type: none">• It would be helpful to have the public art both outside and inside facilities.
<ul style="list-style-type: none">• Art would be nice to view.
<ul style="list-style-type: none">• Great, very important.
<ul style="list-style-type: none">• Yes—but local artists “public picked” not monstrosities as in other areas.
<ul style="list-style-type: none">• Rotating public art would be nice.
<ul style="list-style-type: none">• Yes.
<ul style="list-style-type: none">• <u>Great idea!</u>
<ul style="list-style-type: none">• Necessary!
<ul style="list-style-type: none">• The other pedestrian amenities are a must. The key is design, how to provide for the functionality and make it attractive, too. Don’t use other centers as an example. Re-think these as it relates to Boise and the surroundings.
<ul style="list-style-type: none">• Great!
<ul style="list-style-type: none">• Like.
<ul style="list-style-type: none">• Absolutely.
<ul style="list-style-type: none">• Yes—keeps Boise beautiful and unique.
<ul style="list-style-type: none">• Quite important.
<ul style="list-style-type: none">• The building itself should be art.
<ul style="list-style-type: none">• Always good.
<ul style="list-style-type: none">• If \$!
<ul style="list-style-type: none">• Beautiful!
<ul style="list-style-type: none">• Would it change periodically?
<ul style="list-style-type: none">• Love it!!
<ul style="list-style-type: none">• Essential.
<ul style="list-style-type: none">• Agree—nice touch.
<ul style="list-style-type: none">• Very important. This is part of how Boise distinguishes itself.
<ul style="list-style-type: none">• Yes!
<ul style="list-style-type: none">• Let it grow organically. This is a natural setting for a public market.
DISLIKE(3)
<ul style="list-style-type: none">• Not essential—get donations.
<ul style="list-style-type: none">• Charging or per man art exhibits?
<ul style="list-style-type: none">• Nice, not essential.

**Treasure Valley High Capacity Transit Study
Multimodal Transportation Center
Potential Locations
Comment Transcriptions**

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

Site A “Likes”:

A total of 13 participants indicated they liked site A:

- It needs to be “A” and have overhead (second floor) pedestrian access across Front St. and convention center and over Myrtle St. also. Could also include “valet” drop-off site for cars and/or parking.
- Second best site. Adjacent to convention center. Adjacent to future light rail route.
- This is the closest to downtown. Adjacent bicycle/pedestrian. I think this one the best! Just make it modern with rail not buses!
- This is probably the best choice.
- This is a great use for this space. This area is already an eye sore and in decay. Good location—Front and Myrtle is a good connection.
- Would make use of a block that is now an eyesore.
- This is not a bad option; they should decrease the speed limit on Front Street, which would make this a better choice.
- I think A is the best choice. It is close to the Connector for possible light rail. Close to downtown. Fits the pedestrian zone. Close to proposed convention center. Close to major downtown hotels. MUST have pedestrian bridges to incorporate pedestrian zone reaching the greenbelt. The greenbelt is a commuter route!!!
- Appears to be the best choice.
- Make 8th Street pedestrian from 8th and State to the River.
- Like this option. Close to new convention center. Directly off Connector. Many development opportunities around this site.
- Best site is A. Make it happen yesterday.
- Seems like a good choice.

Site A “Dislikes”:

A total of 9 participants indicated they disliked site A:

- This site has bad pedestrian crossing choices on all surrounding corners. Must change traffic speeds to make this site a reality.
- If you build this, the terrorists will have won!
- Worst one! Far from pedestrian area, on Front Street and near Connector! Bad idea.
- NO. Will affect 13th St. corridor to NE neighborhoods.
- Worst site. Too close to Connector. Would cause too much congestion at Connector entrance. Absolutely not pedestrian or bicycle friendly.
- Front St.- Grove St. Not pedestrian friendly.
- Agree! Not safe for pedestrians!
- NO.
- I agree! No. A. Southwest corner is already a disaster.

Site B “Likes”:
<i>A total of 14 participants indicated they liked site B:</i>
<ul style="list-style-type: none"> • Yes! Use whole block to create the “place” and secure the site for expansion, etc. • Like this because it’s not on Front Street and not right near Connector. • Seems like Main and Idaho would be the primary east-west corridors and this is the only proposal of the four to have access to that system. That alone makes it the best. • Utilize surface parking for a transportation center. It’s a blank canvas and you don’t have to destroy existing buildings. • Second best because not on Front, but is not as close to downtown core as most desirable. • Best location because it is not on Front Street. • Not destroy any buildings. Causes less congestion. • Best—Avoid Front Street. • This is my #1 choice. Best—Close to Front, but not on Front (which may create more traffic and higher likelihood of vehicle and pedestrian accidents.) Grove Street is still quiet. Not well utilized, but central to downtown and its main streets. • Something feels right about being north of Grove. At this point, the “pedestrian” travel makes a stronger appearance. B compared to A seems to do a better job of positioning itself to “insert” pedestrians into the downtown sidewalk system. • <u>Like</u>. Already parking lot (with the center, wont need the parking lot block)! Get moving. • Stoplights already in would help access. Centralized. • Good choice. Avoids Front St. and close to convention center and downtown. • Best because not off Front St. and no demolition need.
Site B “Dislikes”:
<i>A total of 8 participants indicated they disliked site B:</i>
<ul style="list-style-type: none"> • NO!! Will affect 13th corridor to NE. • Don’t like on Main St. • I agree. In addition, 13th needs to be kept free flowing for foothills development in the future. • Bad site. 13th is too busy. • Although this site seems like a waste of valuable space—site C is better because it connects to busy Front St. <u>No to site B.</u> • No access to rail corridor on Front St. Too far from walking area. • NO. • Do not place on Main St.
Alignment C “Likes”:
<i>A total of 54 participants indicated they liked site C:</i>
<ul style="list-style-type: none"> • I think a large facility is needed and like that site C is close to the core downtown area. If choice is given. • <u>I like C.</u> Closer to downtown core. On main corridor (Front). • Best site—closest to downtown and Connector. • Why not C and C2? Great! Adjacent pedestrian blocks, provides safe access for pedestrians. In combination with pedestrian blocks, it would be wise to have the hub adjacent to the pedestrian district/blocks to limit redirecting traffic. • I like this one the best—closest to downtown. Does not close Grove St. • Best location due to proximity of downtown.

<ul style="list-style-type: none"> • Best site. Close to 8th and Main as possible is good. That way you could walk to eastern locations such as 6th and Main more easily.
<ul style="list-style-type: none"> • Best site!!! Adjacent to convention center, hotels, future light rail corridor on Front. Center should serve light rail, trolley, and buses.
<ul style="list-style-type: none"> • I like this site. It's close to downtown core. Use Grove for pedestrians. I like C.
<ul style="list-style-type: none"> • Yes. With light rail coming across the bridge at river on south side of Front. Light rail continues on down Broad Street and cut to Parkcenter, up to Federal Way and return back to Depot and then back out West. Put in a short circuit light rail along Capitol out to Vista and airport.
<ul style="list-style-type: none"> • Prefer option C, as it avoids the mouth of the Connector—though traffic congestion here makes it a dicey proposition (for bike/pedestrians to get in and out of this location (may be true of any location identified for downtown though?))
<ul style="list-style-type: none"> • Good. Closer to downtown core.
<ul style="list-style-type: none"> • Good site with added to expanded convention center.
<ul style="list-style-type: none"> • Best site. Pedestrian access on Grove avoids pedestrians on Front. N/S circulator can come down 10th Street.
<ul style="list-style-type: none"> • C is good. Closer to downtown—don't like that it's on Front—unless the façade is really cool that faces Front St.—Needs to be an eye-catching modern façade.
<ul style="list-style-type: none"> • C or C2 is closest to downtown core and therefore more desirable.
<ul style="list-style-type: none"> • Best site! Strong access to the Grove, strengthen it as the center of downtown. Needs to be adjacent to the dirt parking lots and the Connector.
<ul style="list-style-type: none"> • Best site!! More accessible to downtown area. 13th St. major road right now. Front may be problematic depending on ingress and egress.
<ul style="list-style-type: none"> • Good site—Close to Boise Centre on the Grove.
<ul style="list-style-type: none"> • C is best. Close access to downtown core, BoDo and new developments such as the Linen District and south of Front St.
<ul style="list-style-type: none"> • Close to convention center—good.
<ul style="list-style-type: none"> • Best option for environment.
<ul style="list-style-type: none"> • Access to the Connector is important. This site best does this—site C.
<ul style="list-style-type: none"> • Best option. Grove Street is not busy at this location. This portion of Grove is also more pedestrian and bicycle “friendly” than Front or Main.
<ul style="list-style-type: none"> • You will need C and C2. Once this catches on, parking will be the limiting factor! Get them while you can. Look at Boston/N.H. or NY—big parking. Expect carpoolers to park there as soon as high occupancy lanes are designated on 84 and 184.
<ul style="list-style-type: none"> • Yes. Close to downtown.
<ul style="list-style-type: none"> • Best choice in my humble opinion.
<ul style="list-style-type: none"> • Works best for me because of its closer proximity to downtown. Three two-way streets and one one-way street for access to the site. Reduced costs in teardown of current structures. Full block.
<ul style="list-style-type: none"> • Best site. This has better traffic circulation as 11th Street is always going to be less busy than 13th.
<ul style="list-style-type: none"> • Good—nearer downtown. No teardown costs. Access on Front Street near proposed and built high-density condos.
<ul style="list-style-type: none"> • YES!!! Close to Grove—good pedestrian. Katy-corner to convention center. Does not affect 13th Street corridor to NE neighborhoods.
<ul style="list-style-type: none"> • C is best. Closest to core. Good pedestrian.
<ul style="list-style-type: none"> • Easy location for passengers to walk to hotels and other attractions and events.

<ul style="list-style-type: none"> • C is best location on Front Street. Next time, would like to see an analysis of projected traffic flow—Where coming from? Where going? Can Front Street handle it without creating further congestion?
<ul style="list-style-type: none"> • Best site. Access four sides. Close walk downtown.
<ul style="list-style-type: none"> • Closer to jobs. More pedestrian friendly. Access off Front. Less cost. Less impact.
<ul style="list-style-type: none"> • Like location—central in downtown Boise. Like not blocking off Grove Street.
<ul style="list-style-type: none"> • Good choice!
<ul style="list-style-type: none"> • #1 Best Choice.
<ul style="list-style-type: none"> • Best central location. Access is good.
<ul style="list-style-type: none"> • Keep away from Front Street.
<ul style="list-style-type: none"> • Proximity to “walking” area and equal cost (roughly) make this the best location.
<ul style="list-style-type: none"> • C or C2 would be my choice initially because of the fact that buses, etc. could easily “slip” into downtown into the business district and Grove... and do it—essentially—without interruption of the current downtown travel corridors.
<ul style="list-style-type: none"> • This location is more central. Grove to 9th street is a disaster and should be closed for all transportation.
<ul style="list-style-type: none"> • Closest site to downtown. Does not block off Grove Street. Does not affect small business relocation. This is the best!!!
<ul style="list-style-type: none"> • C rules! They are all too similar and close to each other to make an abrupt judgment, but C seems to be, in my opinion, the best. Only 1 one-way street doesn’t truly obstruct a road or building and is closer to the “pedestrian district.”
<ul style="list-style-type: none"> • C seems to make the most sense—as I understand the concept.
<ul style="list-style-type: none"> • Have this site centrally located best access to Connector. Nice walk to Grove and downtown—best one.
<ul style="list-style-type: none"> • Good. Slow Front St. traffic though. Good to bring business to downtown.
<ul style="list-style-type: none"> • Central to downtown is good. Include permanent Farmers Market!
<ul style="list-style-type: none"> • Suggestions—eliminate right westbound lane on Front as a throughway only for bus ingress/egress.
<ul style="list-style-type: none"> • Takes in Front Street. Sits between downtown and the Linen District. Expands the pedestrian area.
<ul style="list-style-type: none"> • This site is OK because it seems to be a waste of valuable downtown space. It has a good connection to busy Front Street.
<ul style="list-style-type: none"> • Location—closer to cultural center.
<ul style="list-style-type: none"> • Most centrally located.
<p>Alignment C “Dislikes”:</p> <p><i>A total of 2 participants indicated they disliked site C:</i></p>
<ul style="list-style-type: none"> • There will be traffic on Front Street if the hub is there. Front Street is a main through street, which would be a problem.
<ul style="list-style-type: none"> • Front Street frontage already dangerous enough without buses forcing their way into TRAFFIC. Front Street dangerous for pedestrians/bicycles.
<p>Alignment C2 “Likes”:</p> <p><i>A total of 19 participants indicated they liked site C2:</i></p>
<ul style="list-style-type: none"> • I like C2 because it is safe and you get parking.
<ul style="list-style-type: none"> • Like the idea of reducing federal funds by utilizing Grove. Depending on whether light rail or bus is used, would a transfer be required? Not a good option for commuters. Personally, like using existing rail corridor and developing an infrastructure to reduce cars in downtown. Everyone needs to work together to make this happen soon.
<ul style="list-style-type: none"> • Not having the HAZMAT concern is a plus. That could be a huge upward adjustment in cost... Consider keeping westbound lane open for car/truck westbound traffic

<ul style="list-style-type: none"> • Like idea of bus waiting area on Grove covered by building. Turn Grove into more of a pedestrian and bike route between downtown and Linen District. Pulls building away from busy Front St.
<ul style="list-style-type: none"> • C2 preferred central location. Pedestrian skyways down to street? Off of Front. Minimal impact to existing traffic patterns.
<ul style="list-style-type: none"> • C, C2—likes. I like the closer location to downtown center. C2—Leaving some of the existing parking and moving the pedestrian area (the transportation center) off Front St. is a good idea.
<ul style="list-style-type: none"> • I like this if Grove is still open for foot and bike traffic. Then use the remaining area in parking lot (between 10th and 11th off Front) for what? This takes the congestion out of downtown core but leaves it close to that same area for access.
<ul style="list-style-type: none"> • C and C2. I think both spots should be acquired now to provide for future and present needs. Grove Street is under-utilized by car traffic anyway.
<ul style="list-style-type: none"> • Stay away from Front Street. It is already too congested.
<ul style="list-style-type: none"> • Grove St. should be focused on pedestrian, bike, bus and other alt. modes. This would contribute to that concept. Also, this location is more central. Grove to 9th is a disaster and should be closed for alternative transportation purposes. Front Street frontage is <u>not</u> an advantage.
<ul style="list-style-type: none"> • Close to the heart of downtown. Grove more pedestrian-friendly than Front. Might need the full area, as in C. My preference.
<ul style="list-style-type: none"> • I like C2 because it's safe.
<ul style="list-style-type: none"> • C2 or C better—closer to heart of downtown.
<ul style="list-style-type: none"> • I do not mind restricting Grove St. With this plan—may as well take the rest of the block all the way to Front St. Good connection to busy Front St.
<ul style="list-style-type: none"> • C or C2 Best. More in heart of city but don't have to worry about Front.
<ul style="list-style-type: none"> • I like C2 best because it creates a safe area and blocks traffic!
<ul style="list-style-type: none"> • Like it best. Access to/from Front Street needs to be addressed. Creates good pedestrian-friendly area.
<ul style="list-style-type: none"> • C and C2 are best options. They are located just off the beaten path and allow for the safest access and approach opportunities. Any small market centers will also “wake up” that section of downtown as well.
<ul style="list-style-type: none"> • Like C2 best. Ensures traffic flow on Front. Streetscape on all sides. Sidewalk road services/care. Upstairs dry cleaner, pharmacy, c-stores, magazine shops.
<p>Alignment C2 “Dislikes”:</p>
<p><i>A total of 12 participants indicated they disliked site C2:</i></p>
<ul style="list-style-type: none"> • Blocks off Grove St.
<ul style="list-style-type: none"> • Please do not close Grove Street. C has all the positives, but keeps Grove open.
<ul style="list-style-type: none"> • Don't like blocking Grove.
<ul style="list-style-type: none"> • Don't block Grove—it can be a great pedestrian street.
<ul style="list-style-type: none"> • Why would you ever want to construct in the ROW on Grove Street, even if street is not heavily used—never want to block connection.
<ul style="list-style-type: none"> • Question: Does the structure go over Grove and allow for “through” bus traffic?
<ul style="list-style-type: none"> • Don't like closing off Grove.
<ul style="list-style-type: none"> • I agree.
<ul style="list-style-type: none"> • Me too!
<ul style="list-style-type: none"> • Definitely agree.
<ul style="list-style-type: none"> • Not a good idea to block off Grove Street as it potentially lessens mobility.

<ul style="list-style-type: none"> • Bad idea. As the downtown grows and as the Linen District continues to develop, Grove Street will be an essential connection between the two. Also, 9th Street backs up past Grove during peak hours, so if you park in the garage at 9th and Front, the exit is on Grove. It is far easier and quicker to go left down Grove and pick up the Connector from Main St. than to circle the block down Grove, 9th, and Front. This would also require another signal at 10th and Front. If you close Grove people who park around the vicinity will need to have additional access to Front. Otherwise the backup onto Grove will go back to the location of the MMC.
<p>Other Comments</p> <p><i>A total of 24 participants provided the following comments:</i></p>
<ul style="list-style-type: none"> • Anything is better than nothing.
<ul style="list-style-type: none"> • None of the above. The light rail corridor to Canyon Co. <u>must</u> terminate in downtown Boise. The ideal location is the former OSL terminal at 10th and Front. The transit center has to tie in with that site.
<ul style="list-style-type: none"> • All of them need better connections for bikes and pedestrians—consider ways to help people get from the center to the Library, Boise Contemporary Theatre, Flicks, etc.
<ul style="list-style-type: none"> • None! Need a site with access to regional rail corridor!
<ul style="list-style-type: none"> • Integrate with the adjacent street system. Rethink one-way street grid to accommodate. Site that has the least conflicts, displacements or existing land use, HAZMAT, etc. that can be the most expedient to get up and going should be the choice—specific location is least important.
<ul style="list-style-type: none"> • B or C. Leave Grove Street open. B and C are both good locations.
<ul style="list-style-type: none"> • Stay away from Front Street!!
<ul style="list-style-type: none"> • Best—ease of access to town/walking.
<ul style="list-style-type: none"> • Front Street is dangerous to pedestrians (The cars are still high on speed). Keep center away from Front.
<ul style="list-style-type: none"> • Can't we change the speed limits?
<ul style="list-style-type: none"> • With average car on Front Street—40 mph—none of these are options.
<ul style="list-style-type: none"> • Provision should be made for restoring light rail like on former Barber Branch of UPRR. Bridge across river to bench still exists and would allow connection to regional rail route from Ontario—Mountain Home. Heavy rail, light rail, buses—like Salt Lake, San Diego.
<ul style="list-style-type: none"> • Must adjust traffic speeds on Front Street to make options A-C realistic and safe for pedestrians.
<ul style="list-style-type: none"> • A and C. Front and Myrtle are drag strips! Foot traffic near these streets is bad.
<ul style="list-style-type: none"> • Combine A and B.
<ul style="list-style-type: none"> • I would like to know more about how these would impact traffic flow and pedestrian crossings, especially considering the great increase in congestion associated with such a plaza. Other than that, any site is a good idea.
<ul style="list-style-type: none"> • Unfortunately, none of the sites are near an existing or potential railroad line/corridor.
<ul style="list-style-type: none"> • Best because not on Front, but very close to core of downtown.
<ul style="list-style-type: none"> • You should know that—historically—this site is closest to the original rail depot built in 1894.
<ul style="list-style-type: none"> • How can you choose a site without knowing exactly where and how rail connections will work well?
<ul style="list-style-type: none"> • Agree whole-heartedly.
<ul style="list-style-type: none"> • Put the entire site between Nampa and Meridian.
<ul style="list-style-type: none"> • Want any solution to allow light rail access.
<ul style="list-style-type: none"> • Seems to me the bulk of pedestrian foot traffic is shifting into the new BoDo area of 8th street. Can this shift be incorporated into the master plan somehow—maybe a secondary station?
<ul style="list-style-type: none"> • Buy the ground before investing in the design? Seems reasonable to me.

**Treasure Valley High Capacity Transit Study
Downtown Circulator
Potential Alignments
Comment Transcriptions**

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

Alignment A “Likes”:

A total of 9 participants indicated they liked Alignment A:

- A is the better choice. I think the downtown core should extend to reach the park, thus joining with the greenbelt. Most of all, the downtown is a “split” core until crossing Front Street for pedestrians is dealt with. Either the pedestrians go over or Front Street goes under.
- Best. Must be able to go to all centers.
- B and C don’t encompass the majority of state offices—DHW, Administration, Education, etc. A would provide state employees with greater movement options.
- We need frequent and easy access to the VA Hospital and St. Luke’s Hospital for elderly people who can’t drive or walk. Only Alternative A provides access to the hospital.
- Best routes. Utilize Bannock, serves capitol complex, two-way street, immediately adjacent to current transit mall, serves major areas.
- Best route. Horizontal and vertical coverage through the downtown core. No connection to the Depot.
- Best access to Fort Boise, VA, etc. Close the loop from purple end at office to orange end at BSU; or make orange a circle route with a jog to Fort Boise, etc.
- I like A. Seems to cover most area.
- Need to tie into State St. BRT and TOD plans. Like access to hospitals, Library, BSU. How will it tie into transit center? Will it leave room for bike routes?

Alignment A “Dislikes”:

A total of 3 participants indicated they disliked Alignment A:

- Need airport connection and light rail to Nampa and 30th Street.
- Needs to be closer to State St./36th Street. What about Hyde Park? What about Rose Hill/Latah area (bench)?
- Too far from State Street.

Alignment B “Likes”:

A total of 7 participants indicated they liked Alignment B:

- I like Alternative B the best.
- Can large loops be made at end of routes? Include State Street somehow? Prefer B.
- Part B is attractive, but more flow to SE Boise along Broadway would be best I think.
- B seems to be the best distribution of access and rational routes.
- Connection to BSU’s multimodal center at corner of Lincoln/University at SUB is imperative. Eight minute intervals at most. Decrease distance to enable frequency high enough to serve MMC’s and essential downtown core. More compact downtown.
- Like: connections to BSU. BSU’s use of mass transit is up 10 percent over last year and growing. BSU is a good demographic of mass transit users.
- Yes. This also serves MK Nature Center and BSU stadium.

Alignment B “Dislikes”:
<i>A total of 1 participant indicated he/she disliked Alignment B:</i>
<ul style="list-style-type: none"> • Poor option. Needs airport connection and light rail to Nampa and 30th Street.
Alignment C “Likes”:
<i>A total of 21 participants indicated they liked Alignment C:</i>
<ul style="list-style-type: none"> • Make the Depot an end spot. Develop a garage behind the Depot. This will keep traffic out of downtown. Bench folks would use this!
<ul style="list-style-type: none"> • Please keep in mind the connection to the airport.
<ul style="list-style-type: none"> • This looks “cleaner”? BSU can utilize its own bus system/lines and the main transit circulator can pass clearly and quickly through.
<ul style="list-style-type: none"> • This plan is best because it suggests reaching out to residential areas to the south... bring people into the core for retail and services and dining and entertainment. Needs connection to the airport.
<ul style="list-style-type: none"> • For those of us coming in from east off Warm Springs (and of course, more to come from Harris Ranch) can there be a park and ride as East JH comes down and BSU track stadium goes up?
<ul style="list-style-type: none"> • C would be great if a spur could reach north towards the VA to accommodate the elderly and relieve north-enders driving downtown. The current bus service is inadequate.
<ul style="list-style-type: none"> • Best option. Needs small spur to north and out State to Eagle.
<ul style="list-style-type: none"> • Prefer C. Provides multiple lines to BSU including stadium/Taco Bell Arena.
<ul style="list-style-type: none"> • I would like to see a route that circles the university.
<ul style="list-style-type: none"> • C—like connection and room for expansion.
<ul style="list-style-type: none"> • For purely selfish reasons, I like C because I live by the Depot, but work downtown.
<ul style="list-style-type: none"> • C is best. It is only option that reaches to the bench. It’s “T” shape suits our future needs better than the other options.
<ul style="list-style-type: none"> • C is best. Potential State Street access. Potential airport and South Boise access. Includes most major destinations in the downtown core.
<ul style="list-style-type: none"> • This at least connects to existing rail line, which is crucial.
<ul style="list-style-type: none"> • Like due to ability to build future routes off of this easily. Good east/west and north/south coverage.
<ul style="list-style-type: none"> • Broader range of travel east/west and north/south.
<ul style="list-style-type: none"> • If possible, tie in an airport shuttle in some way. Potential to rail link connection in the future.
<ul style="list-style-type: none"> • Other than a flow that recognizes the traffic on State Street this offers the best connections.
<ul style="list-style-type: none"> • I like that it connects to the Depot. Good for future use of the Depot for rail system?
<ul style="list-style-type: none"> • Need small bus connection to the airport. All other plans will adjust to accommodate needs/growth. Plan C looks good—orange arrow to the airport.
<ul style="list-style-type: none"> • C would be especially useful if light rail could be brought in by CBD via Fairview and Main. Spur bus line should radiate into outlying neighborhoods to the north as well.
Alignment C “Dislikes”:
<i>A total of 2 participants indicated they disliked Alignment C:</i>
<ul style="list-style-type: none"> • Circulator must have big enough loop and go on south side of river up to the Bench. Protest to Kootenai to Vista to Rose Hill.
<ul style="list-style-type: none"> • Transit connections to the airport make sense. But using the Depot does not seem ideal any more!! The changes in traffic flow and use capacity required would damage the historic Depot and surrounding area=\$\$\$ and nightmares. New structure in a more easily accessed area BEST!!!
Other Comments
<ul style="list-style-type: none"> • <i>A total of 19 participants provided the following comments:</i>

<ul style="list-style-type: none">• Please think of the outlying areas when you set up downtown routes.
<ul style="list-style-type: none">• Agreed! Lots of us outliers would like to take transit when we come into Boise.
<ul style="list-style-type: none">• It does not look like there is an airport connection for option A or B. There should be <u>regular</u> service to and from the airport.
<ul style="list-style-type: none">• Consider bike routes or more clear directions to recreation areas in foothills like reserve trails at Fort Boise.
<ul style="list-style-type: none">• Agree strongly. Make it easy to interconnect.
<ul style="list-style-type: none">• How about a connection with the existing Depot (and existing rail corridor) to take pressure off of Connector.
<ul style="list-style-type: none">• Depot needs to be preserved—not as a rail station—rail station belongs downtown!
<ul style="list-style-type: none">• Front Street was an extremely poor decision and remains a tremendous problem for downtown Boise.
<ul style="list-style-type: none">• When it's put in, 30th Street might well benefit from a high frequency circulator that connects it with downtown via State and Fairview—it would encourage transit ready/oriented development.
<ul style="list-style-type: none">• Connect to railroad?
<ul style="list-style-type: none">• Why not combine B and C to have a circulation through BSC, Broadway, etc—frequency would be important—about every 15 minutes.
<ul style="list-style-type: none">• Make sure that downtown transit is paid by downtown interests.
<ul style="list-style-type: none">• Can a way be found to make walking safe from the core to the river?
<ul style="list-style-type: none">• Eventually need buses to go from the MMCs to other outlying areas for those working in the area, but not in downtown area, it looks like they'll still have to bring in their cars.
<ul style="list-style-type: none">• Why a bus system? Is there better technology? Look at Walt Disney World monorail! Are we looking far enough into the future for our needs?
<ul style="list-style-type: none">• Combine C with A.
<ul style="list-style-type: none">• I agree—access to VA would be useful.
<ul style="list-style-type: none">• Make Front and Myrtle underground. Plaza, park, businesses with coffee shops, restaurants, etc. instead of the busy roads. Underground tunnels!
<ul style="list-style-type: none">• I have a Segway, would like to be assured that whatever transportation modality comes into use... that I will be able to place my Segway on that transportation mode.

**Treasure Valley High Capacity Transit Study
Downtown Circulator
Major Destinations
Comment Transcriptions**

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

General Comments

A total of 39 participants provided the following comments:

- Why leave BSU out of phase 1. It is a major destination and younger users are more accepting of new ideas. BSU can create a gridlock during peak class times.
- Library, Boise Contemporary Theater, Flicks, Log Cabin Literary Center, Anne Frank Memorial.
- While not strictly downtown, St. Al's should be part of the "medical" circulation.
- Need connection to convention center.
- Potential for extension to non-downtown destinations should be a factor. Why is there a gap to 30th Street; it is all full west of downtown. Park locations are destinations, too. Trolley along the river?
- Major destinations in the Valley: I-84 Ontario to Mountain Home. Road to Bogus Basin ski area. State Street from Middleton to St. Luke's. Hill Road from Eagle to Boise. Capitol/Vista from capitol to airport.
- BSU is a major destination. Student Union is central.
- Dealing with terminus and turning at terminus in north/south is important consideration for BSU.
- Plan does not go west enough. Need to connect downtown with 30th Street to drive development in this area of underutilized property.
- Phase 2 needs to go past Bronco Stadium, then turn on Broadway and loop back toward downtown.
- Major downtown destinations: Morrison Center, Egyptian Theater, football stadium, Julia Davis (Art in the Park, bike fest, dog walk, Earth Day, etc.), Grove, hockey arena, Flicks, Library, Saturday Market.
- I would rather have phase be phase 1—you can walk almost everywhere in phase 1. Airport, BSU, greenbelt—downtown stops seem to reach out to more people who might otherwise drive than it does to offer a ride for people who want to go from site to site within the downtown core. Why aren't the parks considered "major downtown destinations"? Connect people.
- Agree.
- Should connect to the rail system. Hopefully phases 1 and 2 can be built without a significant time gap. BSU students and staff could take advantage of getting around downtown. Destinations: library, Qwest, Julia Davis Park, museums, downtown dining, 8th Street.
- Need to adjust downtown circulator route if site B is not selected. Circulator needs to run adjacent to modal center.
- Library, BSU, hospitals (Elk's, VA, Luke's, _____), post office, core of downtown.
- I second this list.
- Shadow Hills is one thing you should add.
- What about the Boise Co-Op and access to the foothills? North End access in general east would be nice since many already walk and bike this area.
- I second these.
- Hidden Springs is one thing that you should add.
- BSU, Garden City (new park), Greenbelt, State offices, Library, St. Luke's, Airport, Camel's Back Park, BoDo.
- You should add Shadow Hills.

<ul style="list-style-type: none"> • Why is BSU in phase 2? Students can be heavy users of transit. Statehouse, Water Center, Ada County Courthouse, museums, St. Luke's, BSU, VA, Airport, Botanical Gardens, BoDo, parks.
<ul style="list-style-type: none"> • I need a secondary center to get myself to the airport and back from downtown.
<ul style="list-style-type: none"> • It runs the risk (phase 1) of being too small and not having a purpose. I'm afraid it will look like financial boondoggle unless it actually goes somewhere. It needs to very quickly extend down Fairview and Main and drive multi-story development along that corridor.
<ul style="list-style-type: none"> • North end is already a walk/bike neighborhood. Want a great stop for north-enders to get downtown.
<ul style="list-style-type: none"> • I think this circulator needs to be free—a great way to attract new riders.
<ul style="list-style-type: none"> • Suggest go west to 30th Street development/river.
<ul style="list-style-type: none"> • Good overall coverage to start but may want to include new convention center.
<ul style="list-style-type: none"> • Would like to see how the routes are going to serve the BSU transit center being built this year at University/Lincoln.
<ul style="list-style-type: none"> • So would I!
<ul style="list-style-type: none"> • Anything is better than what we have. We need good east/west, north/south connections @ a wider range of times than we have now. Please consider State Street, North End, airport.
<ul style="list-style-type: none"> • Seems like the more important question than destination is where people are coming from. There appears to be little interest in State Street despite its traffic flow from future growth areas of Eagle, Star, Middleton, Emmett, Eagle foothills, Horseshoe Bend, etc. Why no colored corridors along that route?
<ul style="list-style-type: none"> • Seems like major transport access needs that are further out are not being met with the overall (3 component plan) system. Micron Tech, Boise Towne Square (the mall).
<ul style="list-style-type: none"> • I agree. Also, Boise Board of Education complex will house new high alternative school as well as tech center. Victory will need access rail, bus, etc.
<ul style="list-style-type: none"> • Lucky Peak! Old Penitentiary! Botanical Gardens! Hidden Springs!
<ul style="list-style-type: none"> • Any future energy scenario (peak oil) will demand a compilation of the most useful categories of destinations for street markets and brick and mortar stores to serve the community in a power down economy. Do not forget community gardens and more stores like Second Chance.
<ul style="list-style-type: none"> • Question—East End infill. Too large an area. Maybe some along Broadway.

Treasure Valley High Capacity Transit Study
Downtown Circulator
Potential Vehicle Types
Comment Transcriptions

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

Bus:

A total of 13 participants indicated they like buses:

- Busses. No overhead wires. Alternative fuel.
- Love rubber tires. Flexible to adjust to demographic /population changes. Tie into light rail at Depot.
- Small bus looks best.
- I believe for the foreseeable future, and local/business support, a small bus option would be more viable than streetcar. Run small bus on alternative fuel.
- Use rubber tire. Cost, flexibility, adaptability. Forget antique look—let's be contemporary.
- Small buses that can: upgrade their fuel type and adjust easily to changing needs/routes.
- While rail with ground systems are desirable, economic drivers may force decision to employ a bus rapid transit (rubber-tire train) design or even a bus circulator.
- Would rail limit the routes? It seems that with rubber tires, routes can be changed or expanded with very little investment/infrastructure. With streetcars—to change a route would mean roadwork investment.
- Prefer rubber-tired vehicle—much less expensive to implement. More flexibility for route changes. Use vintage style.
- Buses, if not powered by fossil fuels. Streetcars are most efficient.
- Rails are silly for this application. Make your rubber-tired vehicle look however you want.
- Can you use electric power for your circulators? No emissions and small routes look like a good fit.
- Small bus or modern streetcar—best accessibility for Disabled. Small bike racks?

Trolleys:

A total of 8 participants indicated they like trolleys:

- Trolley car or small bus with alternative fuel.
- Trolley coach. Visual appeal, no overhead lines, no rail, route can be changed to adapt to needs. Electric hybrid.
- Trolley coach (rubber tire). Streetcar infrastructure is too expensive.
- Prefer tracked trolleys. Something about them draws more riders than buses.
- Trolley car coach (circulator).
- Prefer small bus or trolley coach like hybrid to a green power source.
- I like the trolley coach. I don't like the streetcars because I don't like the thought of the wires breaking and us losing power and crashing.
- I like the trolley bus because it will hold the most people.

Vintage Streetcar

A total of 7 participants indicated they like vintage streetcars:

- Streetcar. Older historical look (PCC). Green. Efficient. Quiet. Fun to ride!
- Any kind of streetcar would be the ultimate goal. Use rubber tires in the short term if you have to just to get it going—you could always donate them to Valley Ride when you were done.
- Vintage streetcars except with softer seats! Rubber wheel—not rail (yet).

- Vintage streetcar. Liquid feels too expensive soon. Rail vehicles more efficient. Experience provided.
- I prefer the streetcar vintage or replica.
- If streetcar is feasible. The vintage streetcar says “Boise” to me. Think it would fit with our old downtown buildings as well as it does in the picture here.
- I like the vintage streetcar the best and trolley coach. If you were to go that direction.

Modern Streetcar

A total of 25 participants indicated they like modern streetcars:

- I like the permanence of the streetcars, as they should promote development. The modern one has a nice innovative look and appears to be the most user-friendly/accessible.
- I love Portland’s MAX system. I like the modern streetcars. No wheeled vehicles. Think green. Boise has bad enough air quality.
- Quiet, clean and avoid diesel. Easy handicap access. Look at downtown Portland’s light rail streetcars.
- Combo streetcar/light rail. Pedestrian friendly, environmentally friendly, efficient movement of people.
- Modern streetcar or electric trolley buses are best options.
- I prefer rails. The modern streetcar—it’s efficient, clean, and easy. And fits lots of people.
- The modern streetcar is appealing if costs aren’t too much higher.
- Signifies progress. Moves more people. Green way to go.
- Prefer streetcars. Pleasant to ride. More appealing to people than buses. Less polluting. Love the ones in Portland.
- Modern streetcars yes! Good fit for what we need it for.
- Modern streetcar is best. Quiet. Green.
- PCC and modern streetcars are the only “sustainable” vehicles. Power is better than fossil fuels. Electrical power that is.
- I like modern streetcars as an attractive way to encourage ridership. Would like to see streetcar with multiple fuels/electric option.
- The Czech streetcars in Portland seem to work well. You can’t stop a bouncing Czech! Try them here.
- I like Portland car example. People would be attracted to transit.
- Downtown Portland streetcar is a great model.
- Modern streetcar with lower emissions, less CO2. Shorter and have frequent routes is better.
- The modern streetcar, though expensive start-up, seems best for meeting needs of mobility, noise control, fuel efficiency. This would be my first choice.
- Modern streetcar and infrastructure will help drive development versus tire/bus. How about hybrid or diesel streetcar initially just to get the tracks in, and the install overhead electric after development grows.
- The modern streetcar would be a great addition!!
- No overhead power lines. Modern transit. Needs to have multiple stops in pedestrian zone.
- Move Boise into the future—stay away from wheeled buses.
- Prefer the quality and permanence of streetcar. Modern streetcar just feels more right for Boise. But don’t destroy our wonderful views with power lines. Research hydrogen fuel cells if not too expensive. Need to ensure frequent cars coming by to avoid long waits. Great work. This could really make Boise progressive.
- I like the modern streetcars.

Streetcar (any type)

A total of 12 participants indicated they like streetcars of any type:

<ul style="list-style-type: none"> • Streetcars have more appeal...for locals and visitors. Make sure it's bike-friendly.
<ul style="list-style-type: none"> • Agree. Energy- and space-efficient.
<ul style="list-style-type: none"> • No one ever heard of a "Bus Named Desire". Go with a streetcar.
<ul style="list-style-type: none"> • Whatever looks the oldest or the newest is what people are most likely to ride. Light rail for I-84 corridor. Combo of streetcar/bus elsewhere.
<ul style="list-style-type: none"> • Streetcars might have better marketability and appeal to people who don't consider riding the bus.
<ul style="list-style-type: none"> • Love the downtown streetcars! Make short times between pick-ups so it's easy to use (one passes every 2-5 minutes). If this happens, I'm moving downtown
<ul style="list-style-type: none"> • Streetcars! A permanent and established route gives people a peaceful, easy feeling and directs transit-oriented development.
<ul style="list-style-type: none"> • Streetcars. No overhead wires?
<ul style="list-style-type: none"> • Any streetcar would make me happy. I love what Portland has!
<ul style="list-style-type: none"> • Streetcar rail lines create permanence and promote private investment on adjacent land. Portland and San Diego are good examples. Salt Lake City, too.
<ul style="list-style-type: none"> • A rose is a rose is a rose. It has to be streetcar, streetcar, streetcar. People won't build around a bus system. They will around a streetcar system. A streetcar is permanent and a bus system is not. It's worth the investment. Put it where land is under-utilized and change the zoning to high and dense.
<ul style="list-style-type: none"> • Streetcars! However you can make them the most energy efficient.
<p>Other Comments</p> <p><i>A total of 32 participants provided the following comments:</i></p>
<ul style="list-style-type: none"> • Lowest initial cost. Lowest long-term maintenance cost. Environmentally friendly. Best accessibility for those with mobility issues.
<ul style="list-style-type: none"> • I don't see any sense in tearing up pavement to put in tracks! Keep it green and efficient.
<ul style="list-style-type: none"> • Whichever is most fuel efficient, able to handle bikes, wheelchairs, etc. and run as green as possible. It's about conservation in the light of future growth.
<ul style="list-style-type: none"> • Make vehicle cute—entice people to ride—not just transportation—a pleasure!
<ul style="list-style-type: none"> • Rails are embedded, therefore difficult/expensive to change.
<ul style="list-style-type: none"> • No overhead power lines!!
<ul style="list-style-type: none"> • Use a vehicle that does not require tracks of any kind. Save the tracks for the Canyon-Ada corridor.
<ul style="list-style-type: none"> • I like the low floor feature.
<ul style="list-style-type: none"> • Please, please fund for bus/trolley pullouts from traffic as you identify designated official stops and install benches and shelters.
<ul style="list-style-type: none"> • Has anyone studied what Curitiba, Brazil did with very little money for their transit system? They completely reinvented their downtown, beginning with wheeled buses and then upgrading once the system evolved and became popular.
<ul style="list-style-type: none"> • Go green! No gas or diesel vehicles, particularly buses will make people stay away.
<ul style="list-style-type: none"> • The most important factor is getting enough—a transit system is useless without enough vehicles to reduce waiting.
<ul style="list-style-type: none"> • Combination—considering areas of use—energy consumption—emissions—accessibility for handicapped—connections with each and all.
<ul style="list-style-type: none"> • Clean transportation. More information on streetcar.
<ul style="list-style-type: none"> • Clean and green.
<ul style="list-style-type: none"> • Where can we sign up for more people movers? Trolley cars, cable cars, buses. Depending on situation and locations we could use them all!

<ul style="list-style-type: none"> • Quiet and clean. Prefer mode that can be purchased and operated that's affordable.
<ul style="list-style-type: none"> • Whatever we can afford—just make it happen.
<ul style="list-style-type: none"> • Ditto—how I feel, too.
<ul style="list-style-type: none"> • Free or a monthly pass—so fast on and off.
<ul style="list-style-type: none"> • Most energy efficient. Not just what's cheap today!
<ul style="list-style-type: none"> • AGREE!
<ul style="list-style-type: none"> • As long as it's "green", doesn't break down, fits all passengers, does not have advertisements glued over the windows (like they do now), and has functioning heat or air-conditioning, get it. Thumbs down on the vintage look.
<ul style="list-style-type: none"> • No wheels.
<ul style="list-style-type: none"> • How about a "hybrid" that puts rail wheels on a bus (ask UPRR how it works with its maintenance trucks). Such a vehicle could run the rails from Boise to Nampa and back, leave the rail at the Depot and circulate, then return to the rail for another round trip. (Once on the hybrid bus, a rider could get to the transit station without transferring.)
<ul style="list-style-type: none"> • No wheeled vehicles. No cutesy tourist-looking vehicle.
<ul style="list-style-type: none"> • "Traditional" bus designs remind me of my low-income, impoverished student days when I had no car and no alternatives. I'd prefer something that doesn't do that—and that doesn't use oil.
<ul style="list-style-type: none"> • Most important is to reduce our carbon footprint by choosing mode of transit that not only meets our needs but also runs on less energy.
<ul style="list-style-type: none"> • Key? How will these vehicles be fueled?
<ul style="list-style-type: none"> • Lowest cost. Lowest maintenance. Anything is better than nothing.
<ul style="list-style-type: none"> • Local option wage tax—tax everyone who works in Boise, even if they live outside.
<ul style="list-style-type: none"> • Vehicle types—people movers—like mini-cars/track and/or escalator system for downtown core pedestrian area. As you go out from core, graduate in vehicle/roadway mobility types. Need means to move about once inside core area.

Treasure Valley High Capacity Transit Study Public Open House—January 17, 2008

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

General Comments:

A total of 104 participants provided the following comments:

1.	Any system needs to have marked stops and a consistent schedule. I would like to see more about connecting the Valley, planned growth that can sustain a system in the western part of the Valley. Downtown should be the center, but not the only part. Development will follow a rail line. Our current bus system has few designated stops and few stops west of Five Mile Road. The population center of the Valley is moving west. Moving people around downtown would be more important if people didn't have to drive here. Look at the Tri-Met system of Portland for an example of getting people to ride and sparking development. It will be harder here without the Urban Growth Boundary holding us in.
2.	Multimodal Center: Think about expansion, accessibility, and disruption to the natural flow of traffic (you wouldn't eliminate it all). Population District: I like it; it should be an expanded to incorporate BoDo. Where will the people who use it park? You can't just remove Front Street - it is the main road for exiting town. You will never eliminate all of Front Street traffic; it is a good thing, but doesn't mix well with the pedestrian zone. I recommend a pedestrian overpass over Front Street, or many, or one a whole city block (_____). If you close off Front Street traffic, there will be chaos trying to get to the freeway. Downtown Corridor: I'd use it, think of it running expand down Broadway and/or Vista. The vehicle should be practical to board. Consider how the electricity is generated for electric vehicles; gas could ironically be more environmentally friendly. I-84 Corridor: Don't do it; I don't want it any easier for these Canyon County people to get here. Just kidding.
3.	Love the ideas – now we need to build smart/high density/compact development to support it. With more people moving downtown let's get a downtown circulator going. It will drive more growth downtown and make it real unique (get vintage or cool-looking streetcars). We must all support high-density development along these corridors. Now tell city government
4.	This is great for Boise. There are way too many people driving personal vehicles here. I think the bus station should be as close to the historic downtown as possible. This plan I've seen today will help centralize the downtown community, which is awesome for Boise.
5.	Need to get completely new ideas. One would be covered and enclosed bikeways. Another would be a bypass from Karcher to Isaac's Canyon south of Boise to relieve through-traffic on freeway. Another would be _____ or streetcar along center of freeway or alongside where land is already available.
6.	It is very encouraging to see the issue of transit in Boise seriously addressed. Many of the ideas were very well presented and thought out. One thing I did hear a lot of was "years in the future" or "a ways off." Aside from cost, I feel strongly that we should have this plan implemented ASAP. I may be misinformed, but I do believe the modes of transportation are a bit outdated. I would like to have information with regards to the construction methods of the system. Overall I am very pleased and excited! This is just one step towards an overall integration of the Treasure Valley. I greatly appreciate the effort involved in opening this up to the public. Good Luck!
7.	Sounds like a win-win situation. Improve mass transit for our masses <u>now</u> while the issue is fresh, moldable, and solvable. Improve transit to all outer cities and extend bus lines and hours. I'm going to write my legislator! We can do it! Thanks!

8.	Great plans! I think light rail would serve the Valley best in years to come. Plan “B” seems the best site for the transportation center of the four, but could the Boise Depot be incorporated in the future as a hub? It seems it could serve the entire Valley, BSU, and downtown in the 2030 plan. CIM support from taxpayers is a worthy investment for the Valley’s future! Thanks to everyone involved making the information easy to follow – I look forward to seeing you move forward.
9.	I like site C for the multimodal center. It is closest to downtown and next to a main street (Front Street) Vehicles: Expand the bus system first – use what you have or what is economical. Run the buses on a “grid” system. I’d like a trolley and a rail system added. Anything that looks vintage appeals to people and will increase use. Run buses and other transit seven days a week and expand hours. Thanks for asking for opinions!
10.	<ul style="list-style-type: none"> • Glad you’re starting to think about this before we all croak prematurely from heart & lung disease. • Need penalties for using cars when new routes serving downtown are established. • Need service to outlying parking lots. • Need subsidized taxis Sundays and (____). Boise is the third-most sprawled city per capita in the contiguous states and first in the Northwest. Tax costs are prohibitive for us poor folk.
11.	<ul style="list-style-type: none"> • We need a light rail to connect cities in the Boise/Treasure Valley. • We need local option tax to get started addressing needs at 50 percent approval. • We need to assure safety and access for those on bikes and pedestrians - use tunnels under roads or sky walks. • We need ways to get from the Center to other parts of the downtown area (hospital to depot to State Street) • We need a much-improved bus system so it is easy and practical to use. • The mayor, governor and legislators need to work together to build this. We all need access. People from rural areas come to Boise and need ways other than cars to get here. Enough with legislators copping out by saying they are from rural areas.
12.	<ul style="list-style-type: none"> • Very encouraged about downtown Boise’s future (____) this presentation. Would like to see many of the Multimodal center locations (choice probably better left to planner). • I feel strongly about light rail on Nampa-Caldwell-Boise corridor – makes sense to use (____) line mile downtown Boise rather than the Depot.
13.	<ul style="list-style-type: none"> • I really like the idea of looking at Depot as “pretty building on the hill” and not a destination for light rail. Bringing the light rail thru the oil tanks at Curtis into downtown and creating numerous development opportunities sounds great. • As far as type of “downtown” people carrier. Not (____) – let’s go green – reduce pollution, electric and rail? You’ve come a long way, let’s do it – you have my support.
14.	I like the idea of utilizing the current rail lines for light rail, possibly using the Boise Depot and connecting it to the downtown and the multimodal system.
15.	<ul style="list-style-type: none"> • You’re not thinking big enough. Streetcars throughout Boise - not just downtown OK to take over streets/lanes for streetcars. • 8th Street – pedestrian only. • 8th/9th streets through North End – each 1 way. Currently a big safety issue at co-op where 8th southbound ends and 1-way transition. Residents would have traffic high flow in AM or PM but not both.
16.	I am very excited that we are finally taking a serious look at this issue – I still need to review all the materials.

17.	I noticed most comments want the rail line closer to State St. I agree. I think initially there will be opposition, but with the price of gas people cannot say no. If you build it, I would utilize it as well as many others. Please bring a fast, convenient system to Nampa/Caldwell.
18.	<ul style="list-style-type: none"> • I think all of the proposed downtown sites are okay. • The person who left a post-it note on the board, commenting that he won't support public transportation if it uses tax dollars, is very unrealistic. I imagine it is some über-rich old white male who wrote that...probably drives a gas-guzzler. • Here's another way to promote rider-ship, and I give this suggestion from riding buses more than 35 years: don't hire misanthropes as bus drivers. There are several working for the Boise system now. That is why I walk rather than ride the bus. • The present and future bus system must do away with the "flag down the bus" practice and instead, erect specifically designated bus stops along routes.
19.	<ul style="list-style-type: none"> • Both of the major proposals seem like good ideas. For any plans that include Front St. other very busy corridors, I'd like to see plans for pedestrian walkways included so one doesn't have to dodge traffic as happens now. I've been nearly run over several times by speeding, inattentive drivers. • I wish funds could be allocated NOW for extending some current bus lines, such as the State St. bus west so one could ride to the new box stores (Winco) without having to take on (____) traffic.
20.	<ul style="list-style-type: none"> • Boise is growing fast. Now is the time to invest in public transportation – bus, rail, and shuttle services, commuter express buses. In 5 or 10 years time the barriers won't get any easier. • Light rail and bus corridors are a necessary long-term investment. • Once you have the tracks and bus lanes, they are there for keeps and can last for decades and decades (many of the existing rail corridors have been there for nearly 100 years).
21.	<ul style="list-style-type: none"> • Thanks for putting this on. Quick thoughts: short-term ideas – smaller buses, expand routes/ • Pursue rail idea - more "sexy" than buses. • Widening roads without adding public transit leads to more pollution, frustration. • Development should be more contained in that way public transit is more viable. • Work with developers on light rail as Portland did, also L.A. – encourages development of housing, offices, retail around train station. • Investigate high-speed buses like Metro Rapid Orange Line in L.A. • Eagle is in desperate need of transit to downtown and up Eagle Road – even a local Eagle bus connection to Glenwood, circulating up and down Eagle Road would be good – PLEASE!!
22.	<p>Hooray! Boise is looking at alternative transit formats – very much needed to keep our skies blue and our quality of life reasonable.</p> <ul style="list-style-type: none"> • Just a pitch for not widening I-84 or for developing only high occupancy vehicle lanes – if it becomes easier to commute solo in a motor vehicle, then more building will occur to the west in less expensive sites – we are seeing air quality alerts much more frequently these days, in part due to an increase in commuters. Thanks for taking on the traffic challenge!
23.	Good start – Publish in <i>Statesman</i> . (____) of display
24.	I commute from Caldwell every day into downtown Boise. I usually drive alone. I think the key to getting more people into mass transit is <u>convenience</u> . I need some flexibility in getting into town. I very much support HOV lanes and light rail. The Salt Lake City system seems to be successful. Let's not wait too long before the problem gets bigger.
25.	<ul style="list-style-type: none"> • I like the idea of a transit center.

	<ul style="list-style-type: none"> • The picture (from Eugene) looks like a similar shelter would be cold here in the winter. • Keep the center as far from Front Street as possible – Front is hazardous to pedestrians.
26.	<p>Missing important component: funding – what mechanism - vehicle fees, sales tax? Who pays into funding mechanism – downtown users or entire valley? Is funding for infrastructure or also operations?</p>
27.	<ul style="list-style-type: none"> • I think pedestrian corridors are what will enable people to feel safer leaving their cars. Less accessible points into parking lots. More lights, controlling the cars more. The city can get away with telling business what to do. • IDEA – property taxes on parking lots – the city can do that. They don't even need local option taxes to do it. • Make Wal-Mart pay for the pedestrian corridor that safely guides people to and around their storefront. As a downtown circulator – CHAIRLIFTS! They were invented in Idaho (Sun Valley); covered gondola style for weather obviously. • What about car share programs – electric vehicles you rent? • Subsidized taxis?
28.	High-speed transit and/or downtown circulation will only work with an adequate feeder system, including bus routes to transit stations and (____) – park and ride lots – with service frequent enough and hours extended to make transit a reasonable option/alternative to cars.
29.	I very much like and support the concept of a downtown circulator. I would like to be involved as much as possible. I have lived in and used San Diego's light rail system downtown and have seen L.A.'s new rubber-tire "orange line".
30.	Good start. It is important to start somewhere, but circulating transportation should extend further out than 30 th Street. I would suggest Micron to Five Mile, with stops at Glenwood and State/Ustick/Fairview/Cole.
31.	A great way to get public involved and get your information out to the public.
32.	Great Job! I would like to add...I am willing to bike 3-5 miles to an "outer corridor" type of hub, and bus into town for work.
33.	Very supportive of this effort. Excellent community outreach. Take the time and spend the money to take this information broadly to the public!
34.	Taxing fuel is the most direct way to address the problems caused by car-motor traffic. If people want a Humvee they can have one – just pay the proportionate tax.
35.	We hoped sooner that there would be already a bus service going to Columbia Village through S. Federal Way.
36.	A major component of making this work is to get people used to public transit now. Getting more people to use what already exists will ensure that people will embrace what is planned for the future
37.	I would think an airport shuttle terminus at the Multimodal center would be <u>essential</u> . Making transportation bike-friendly is very important to me.
38.	No parking is needed. A good transportation system allows people to travel without being tied to a vehicle. It is vital to orient land use in a way that supports this. Higher density and mixed-use. Some people act as if they're afraid of the "urban" but once introduced to an active and livable neighborhood, they can't get enough.
39.	The present system is poorly managed. Why should I want an expansion? The drivers do an exceptional job but the system lacks leadership and direction.
40.	<ul style="list-style-type: none"> • Funding - local option tax

	<ul style="list-style-type: none"> • Open house was excellent, thanks. • Nice to expand express bus service in Canyon County to take real advantage of the new potential Multimodal center.
41.	Concerning the open house overall: there were some graphics that contained information no longer relevant. These made the presentation confusing. It would have been nice to have these eliminated.
42.	I like the idea of a planned high-capacity transit hub. My only real complaint is to think into the future. How will the hub connect to the outer cities like Nampa and Eagle? We are almost just one big city already. Also, having the transit go to the airport would be huge. Visitors and business people would use it greatly. Please just look at what we need now but also what will help 50 years later.
43.	I would like to see mass transit and/or bus service run later into the evening, like Portland and Seattle, and Sunday service for those individuals who have no transportation available to them. I would like to see at least a trial run to see how many would use it.
44.	I would like to see a light rail built above (elevated) the median strip along I-84, from the west side of Caldwell to east Boise, with possible future expansion.
45.	<ul style="list-style-type: none"> • Interesting and useful format/layout. • Cordial staffing. • Useful information to study. • I have <u>no</u> use for “consumers” who believe <u>citizens</u> shouldn’t self-tax and determine best use service for all. • Let’s organize even more and get permission to decide locally!
46.	<ul style="list-style-type: none"> • This may be a whole “other” transportation issue, but Bogus Basin Road is bumper-to-bumper all day and night on weekends. We need to accommodate that huge <u>fossil fuel</u> and <u>pollution</u> concern. • Nice buses up and down, every half hour from the downtown multimodal center??? • A reasonably economical car spends @ \$5 in gas for a trip up and down. Could a bus do better per person?
47.	I highly support more efforts! I really prefer the streetcar as opposed to the bus. I also think connecting the circulator to medical services (V.A., St. Luke’s, Elks) is very important. I would also like good access to the system from the neighborhoods west and north of downtown. Please hurry up and make this happen!
48.	I love the pedestrian zone idea. It was a surprise and drew me in to the heart of the idea immediately.
49.	We really need public transportation and it’s time to start building.
50.	<ul style="list-style-type: none"> • We really like the modern streetcar as a circulator vehicle. • We agree with the entire concept but hope that everything is done keeping in mind future growth, attempts to keep vehicles out of the city as much as possible, incentivizing people to walk and bike, ensuring that everything is done with conservation in mind. We need to reduce our city’s carbon footprints and think green!
51.	Make more of a connection of the multimodal center to the downtown circulator. Any circulator option would run directly by the multimodal center. Consider using Grove/Main streets for the circulator and turn Grove into a pedestrian/bike/streetcar corridor between downtown and the Linen District. Why do we always have to focus on Main/Idaho?
52.	<ul style="list-style-type: none"> • Need to have downtown multimodal center big, not small multi-story car parking, with transportation on first floor. • Also need to incorporate Greyhound bus station into downtown multimodal center.
53.	<ul style="list-style-type: none"> • Exciting opportunities – Thanks for putting this together!

	<ul style="list-style-type: none"> • Local option tax! • Include a permanent seven days per week farmer’s market in the Multimodal center. • Be sure to make all routes <u>frequent</u>, connections quicker, include a quick, efficient route to airport
54.	The \$27 million that could be spent on a transportation center would be better spent on better transportation. Some land or larger parking lot seems like a less expensive idea. I would have come here by BUS today, but I have to walk ¾ mile to get to the bus stop. I would rather see more actual transportation in place before permanent structures are built.
55.	Where can we sign up for more buses as well as cable cars? How about extended bus hours? <ul style="list-style-type: none"> • Students take evening classes • Many people have evening jobs. Cultural institutions, worship spaces, restaurants, shops, etc., should be serviced.
56.	<ul style="list-style-type: none"> • Circulator must be kept separate from any potential light rail. The one criticism of Portland’s light rail is that downtown it functions as a circulator making many stops. This disrupts commuters going through the city. • It is key to make all locations pedestrian friendly. Easy access for walking and biking.
57.	I think the rail style circulator would be the most popular. Multimodal center – Site C is best for present central downtown. Site A or B become much more financed as city develops to the West. Circulator Alignment B – Good overlap at the central part of system – Improves headway in this area.
58.	<ul style="list-style-type: none"> • Multimodal center should include a parking garage either below or above the center. All candidate sites eliminate parking Capacity. • Site C is my choice for Multimodal. • Circulator vehicles should be like those found in large European cities.
59.	<ul style="list-style-type: none"> • A hub is an excellent anchor to an overall transit system. Incorporating the right elements, including housing, retail and the right location make such a hub viable. A modern streetcar or electric trolley bus would be a cost-effective, viable circulator. • People should also realize³ that we will all have to pay for this. There is no such thing as a free ride.
60.	Downtown Circulator – prefer Alt B. Positives – connects to University and core of downtown, and has potential to link into rail at depot or at Main/Fairview Spur. Vehicles – streetcar is preferable <ul style="list-style-type: none"> • It’s more marketable • It’s more environmentally friendly we live in a region where electricity is cheap and renewable – let’s use it!
61.	Downtown transit center should be Alt. C, as close to central business district as possible. Streetcar needs to have north-south and east-west routes. North-south route can reach the Boise River with an underground connection below the hill. Let’s work together to make this happen!
62.	<ul style="list-style-type: none"> • Along with the circulator system we need to take more steps to discourage “drive through” traffic in the downtown core area. This could be done on alternate streets like we have done on parts of 8th St. Cars can get through, but it is pretty restricted. On those streets we see a lot of pedestrians and sidewalk cafes - very people-friendly. I was most disappointed to see 8th opened back up to Front St.; was good to get Broad St. opened up, however. • Circulator and Multi-Modal Center are both equally important.

	<ul style="list-style-type: none"> • “Last Mile” feature for commuters who can’t get within walking distance of their work. Their work develops accommodations with close proximity (to multimodal center) parking facilities so people coming in from, say, Nampa could leave their car overnight (not during day). Give them a price rate for overnight utilization of the parking facility; i.e. 5-10 percent of normal price. (Pay full price during day if car left during day).
63.	<p>Great work. As Boise continues to grow, we have to examine how the sprawl changes our health and environment. This transit project has an opportunity to move our community in a positive direction. That said, I would like to see more options and increased ease for bicycle users. The Bicycle Station is essential, not a non-essential!</p> <p>Could the site location of C2 include an aboveground ramp to keep Grove St. open?</p> <p>Downtown Circulator – PLEASE RETHINK THESE. I didn’t see any research about <u>who</u> you expect your riders to be. What are the demographics? Something must be done so the North-South corridor connects the V.A., B.S.U., and the Boise Depot!</p> <p>Please look at low-fuel use bus vehicle options! Modern streetcar</p>
64.	<ul style="list-style-type: none"> • Site Consideration: Could incorporate an elevated system over Grove Street, in order to keep it open! • Buses: Any bus choice has to be handicapped-accessible no matter where you get on or off. Therefore none of the vintage models should be considered. Fuel efficiency should be top priority in choosing a model. Any choice should be bicycle-friendly. • Research should reflect as well as be designed for low-income users, especially because these are the majority of users in cities.
65.	<p>Better transportation is probably greatly needed.</p> <p>If indeed these proposals are implemented it will most likely become an opportunity for more ill-conceived, poorly planned development that does not pay its way. If that happens we in the valley will have lost a great deal. There is also concern about additional taxes.</p>
66.	<p>I like the 13th and Grove site Option C – seems to be a logical site for the multi-modal We could phase the multimodal center so we don’t have to fund the entire project at one time. Keep the option open for light rail when approving easements and right of way whenever possible. If a light rail track is ultimately built the next thing to come will be all the spur lines (Eagle, North End, East Ends, Bench, Harris Ranch, West Boise, etc...) This is especially true on State Street.</p> <p>If we can get the first piece then I believe we will create a lot of excitement for our mass transit system – similar to what Salt Lake is going through.</p> <p>My vote is for light rail. It is the spine that makes the rest of the transit system work. Light rail could be manufactured locally providing jobs and a sense of ownership. We could be a leader and innovator for light rail in this country.</p>
67.	<p>I support a simple but attractive multimodal center that helps improve our mass transit but is affordable to the taxpayer and does not rely on federal funding. I think that for anything to get off the ground, we need to make our current transit systems be used more. My company pays for a yearly bus pass for all its employees and it has been a great tool in involving us in mass transit. I believe that any marketing efforts should focus on employees in this manner. Unfortunately, I have noticed little effect from efforts such as May in Motion. We have to go after the businesses.</p>
68.	<p>Please plan with peak oil in mind. Educate our city and county officials about liquid fuels depletion. Cars will not be an issue in a few years.</p> <p>Our roads will deteriorate quickly with oil at \$100+; therefore investing heavily in bus infrastructure will be a bad idea.</p>

	Rail systems should be the main component. Existing rail throughout our area should be upgraded and improved.
69.	<ul style="list-style-type: none"> • Excellent initiative. • Important to plan for major bike/pedestrian corridor in plan. • Unfortunately, incentives will probably be required to get people to use – still very lazy and tied to cars. • Consider making it very student/child friendly to start changing behaviors early. • Must be a good combination of rail, bus, bike and walk. • Great job! Let's do it!
70.	<p>Overall I see some <u>GREAT</u> ideas here. Priorities in my mind are the following:</p> <ul style="list-style-type: none"> • A better pedestrian downtown corridor connecting the downtown to the Greenbelt. Crossing Front St. to the BoDo is <u>terrible</u>. • Make future acquisitions and accommodations for a light-rail system into downtown. • Love the Multimodal Center. Make sure getting to it on foot and via bicycle is planned for – Boise is very much a bicycle town.
71.	<p>Nice presentation! Thanks for putting all these ideas out for us. Funding is a challenging idea that I'm sure most people (the public) aren't bothering to think about. Increase parking meter costs? Taxes? I prefer this idea, because it is the reasoning for why we are in here today. It will still be inexpensive (pennies, although people will always bitch about it!) and later encourage people to use city transit when it comes in to full force as opposed to paying high meter prices.</p>
72.	<ul style="list-style-type: none"> • A shuttle bus system needs to be put in place as soon as possible to reduce pollution and traffic. • The buses should run on the hour, every hour, between 8-5, at least, on the weekends. • This would address the need to reflect community values and would reinforce Boise's commitment to healthy living.
73.	<p>I'm so glad this is happening. But I think light rail is crucial to a plan. Front Street is so ugly that I hope the new plan helps it. People (____) light rail – we have to start now (Please). Please look at old streetcar routes and bring some back in North End to hook up to circulator. Hooray for planning. Thanks to everyone working on this!!!!</p>
74.	<p>It's very exciting to see all these proposals, but honestly, the infrastructure (admittedly inadequate) that's currently in place suffers from a bizarre flaw: the buses don't run after 6 pm. Look at public transit demographics, the people who need it the most, and the jobs they work at. Do they all work 9-5? Not by a long shot. First thing, use the system you have in a better way.</p>
75.	<p>This is so wonderful. I am proud of everyone helping to solve this issue. Boise must not become another Seattle. Tax the hell out of me for this project; I pay \$650 a year on car insurance...I ride a bike everywhere. If I am going to waste money, might as well be for the city I live in. Thank you. I love this city, thank you so much for pushing this issue. 20,000 college students would use this!!!</p>
76.	<p>Great job. I love the idea of streetcars added into the mix. I would almost exclusively use a bus system if it were more accessible. I'm so glad this is all in the works. It would be great to cut down on if not eliminate all the horrid big trucks and Hummers from our beautiful downtown. Thanks for the great job! It will be a glorious day for me when I can ride a train to Nampa or Caldwell.</p>
77.	<ul style="list-style-type: none"> • It seems the phasing plan for the circulator was developed in isolation from the multimodal center,

	<p>as the proposed routes do not pass by the three sites. I would recommend closing Grove Street (all of it from Capitol to 17th) and running at least on circulator vehicle, plus buses along those. Then open it to pedestrians and bikes to provide safe access to linen district from BoDo.</p> <ul style="list-style-type: none"> • I don't see serious consideration for how to bring in fixed guide way service into the multimodal center.
78.	<p>There's two things that have to be settled first of this is just pie-in-the-sky dreaming:</p> <ol style="list-style-type: none"> 1. Enough vehicles so there's a minimum 5-minute wait time during the days 15 minute evening, and 24-hour service. Otherwise people won't bother. 2. How the heck is this going to be paid for? Who's going to contribute? If the buses just cover Boise, you're not going to get suburban buy-in (and why should you?). Legislators and the governor don't seem inclined to support local option tax for it (_____).
79.	<p>I favor the "C" alternative for the center only because it is 2 blocks closer to the middle area. All of the alternatives will work if there is a rail system adjacent. The transit R-O-W on the north side of State St. from Eagle to 23rd needs to be connected to the new 30th Street route from State to Main/Fairview and to the Center. A (____) connection to BSU along Broadway is also good – one of the routes showed it. Thanks for putting this on. It was very informative.</p>
80.	<p>Potential multimodal center locations do not win me over. The multimodal center should be in a location that invites access on the part of pedestrians and cyclists. Locations A, B and C1/C2 are really at the fringe of downtown Boise from a cyclist and pedestrian standpoint. Perhaps the desirability of these locations will increase with the presence of a convention center. Without a convention center, your potential locations are unattractive. Why not negotiate with Boise/CCDC and put multimodal center on the whole of Main & 8th?</p>
81.	<ul style="list-style-type: none"> • Approach this issue by supporting the fact that good transportation facilitates business. When people realize that more customers can access their business by <u>effective</u> mass transit, you'll start to get more support from the business community. • When you get the argument that these transit systems "don't pay for themselves" – ask the person(s) to show how more cars on the road improves flow (traffic) to businesses!
82.	<ul style="list-style-type: none"> • Public transportation in the valley should be large community buses between cities and small natural gas-powered buses doing the routes in the cities. Vanpools should be encouraged. • The bus routes in Boise should have designated bus stops. Boise bus service should also be seven days a week. • Light rail transportation is a bad idea there is not enough population based here in the valley to financially support such a system. Money would be better spent developing other transportation methods. Light rail service is way too expensive for this area.
83.	<p>The pedestrian district would be a great addition/asset for Boise. However, extend it to the Boise River and include pedestrian bridges over Front and Myrtle streets.</p> <ul style="list-style-type: none"> • I prefer site C for multimodal center, as it is closer to the proposed pedestrian district, close to the Connector and convention center. Also, the land is already an open parking lot. • The Downtown Circulator looks good, but it should be extended to service Bronco Stadium and Taco Bell Arena. So that those crowds won't need as many car trips. • For vehicle types if rubber wheeled: electric-powered trolley bus is most environmental. For Streetcar – the modern streetcar would be the most efficient and comfortable. Rubber wheeled is more flexible for easy expansion. Streetcars would be a great statement for real

	commitment to mass transit in Boise.
84.	<p>I am opposed to the idea of spending large sums of public monies on projects that may have merit but are untried and unproven. Because something works in another part of the country is no guarantee that it will work here.</p> <p>One problem, and the greatest now and will be until finished, is the Interstate. Granted, leaving it in the shape it's in now continues the argument for multimodal. Should be the top priority from Garrity Blvd. to Meridian. Fix it and then see how traffic flows. Amazing there were enough dollars to resurface from Oregon Line to Blacks Canyon Jct., but not \$1 spent where congestion is the worst. Keep the commute plugged up and build multimodal is ludicrous.</p> <ul style="list-style-type: none"> • Suggestion: Put tollbooths on Greenbelt so bike paths and pedestrians pay their own way.
85.	<p>I'm hoping that the very non-progressive legislature will pass some kind of local option tax bill so that we can actually fund this. Plus, Mayor Bieter got re-elected so this should be his mandate to get the ball rolling. It was really cool seeing the map showing the transit center from Caldwell to Boise. Just look to Portland and Salt Lake City to see that this can work. I'm fortunate that I don't have to deal with the traffic mess that is taking over the Treasure Valley – I bike commute. But with all the planned developments, something really needs to be done.</p> <p>For the multimodal center – I like B the best. It utilizes a surface parking which is totally wasted space – I like that it's (____) from Front Street, depending on if the traffic flow on Front Street changes or not.</p> <p>The circulator: go for it. I think you've correctly identified the main points of interest – maybe C? Thanks for this – make it happen – the population is catching up.</p>
86.	<p>What about light rail running from downtown to West Boise/Nampa/Caldwell? Could use existing tracks (before they become abandoned).</p> <p>Light rail has been extremely successful in Denver and seems like a great way to reduce the large volume of cars that commute in and out of the downtown core. Light rail could also increase the “after hours” activity (nights/weekends) in downtown by making it easy to get in and out of the downtown core (no parking, hassles)</p>
87.	<p>Need HOV lanes on the Interstate! Use existing rail line – from Caldwell to Boise Depot for Light rail – then modern streetcar or small bus downtown.</p> <p>Also on/off ramps timed for better traffic flow.</p> <p>I ride city buses with my scooter more and more disabled people using buses – have had situation when they couldn't pick up another wheelchair passenger since capacity is two per bus. Also – older buses used during rush hour since new buses have less seats than old ones – older bus lift less reliable and harder to be strapped down.</p> <p>Used to live in Denver – had system of adding extra lanes – HOV during rush hour. Need to realize growth isn't likely to slow down -very encouraged that people are starting to look down the road and start some planning for the future – gridlock not likely to go away.</p> <p>Have used metro rail in D.C. – amazing system – and watched development of light rail in Denver. There is an independent mentality in the west – one person per car – but with higher fuel prices and population we need to change our thinking.</p> <p>I moved here six years ago without a car and have done OK – biggest thing is the need to find a way to fund mass transit – putting more lanes on the interstate is not a solution. A sales tax is a good option I feel – let the people decide.</p> <p>Thank you for giving me an opportunity to voice my opinion! Open house a great idea!</p>
88.	Think future – find common ground in cities that are currently living our future.

	<ul style="list-style-type: none"> • Light rail for outlying areas. • Small buses that can adjust to route changes and fuel changes • Big parking area to accommodate transit and carpoolers! (Buy two lots – C2 and C for Boise). • HOV lanes and more carpool parking areas along I-84 and Meridian. • Fund with fuel tax! A no-brainer...look at what people drive: huge SUVs, pickups, sports cars...none are concerned about fuel consumption; it is just fashionable to complain about fuel prices. Think about it, if fuel went to \$5 per gallon, would it change driving habits? If yes, maybe they would get on the transit.
89.	<ul style="list-style-type: none"> • The transit plan seems to be a good start. Boise needs more than what is proposed today. A trolley station in every neighborhood and at each major employment site, including HP and Micron. There should also be trolley stations at both major hospitals. I live downtown and work at HP. I would love to not have to use my car to commute to work. The goal should be productive citizens being able to conduct their lives without cars. • No buses! If you propose bus routes people will be turned off.
90.	<p>Core Matchbox Effect/Affects = Earth Core Model</p> <p>Designate certain roads and parking lots for pathways, certain kinds of vehicles for transport, escalators, bikes, golf carts or small carts – see West Virginia college town with small railcar transport system. Matchbox transport in city center – growing as you go out, then back into matchbox transport at each city/town.</p>
91.	<p>Concerning the downtown circulator – V.A. area, Boise State University and 30th Street should all be served. For the circulator to be successful, high frequency is more important than route. If a person has missed the bus/trolley, which just went by, there should be another one in sight within one minute.</p> <p>As part of the circulator project, please eliminate surface parking lots in the downtown core ok to retain structures – but relocate other parking to structures located on perimeter of the downtown area. Make sure that these structures are served by very high frequency circulators. Also, make sure that there is plenty of way-finding signage, to help out-of-town users.</p>
92.	<ul style="list-style-type: none"> • Thanks for this! I have a couple friends in Eagle who ride their bikes to their jobs, and I think more would if safer bike paths were available for them – even just to get them to the Greenbelt. • For the bus choice, I am all for the streetcar style, but much more strongly prefer an option that would not involve overhead lines. Light rail seems like a huge investment without a clear analysis yet on the costs or how long it would take to break even, much less show a net gain. • Anything that could be done to improve the bus lines and to provide an incentive to employers to pay for employee van rides or bus passes would be terrific.
93.	<p>Most importantly, no matter how polarized the opinions about “how,” I hope you have affirmation of the “what.” This is <u>great</u>.</p> <ul style="list-style-type: none"> • I was confused by the presentation; it was not until the end that I understood what each section of displays represented. People around me were confused as well. We all would have gotten more out of it, and would be able to contribute more if these was a clear description of what we were looking at and should be considering. Your people gave conflicting information to the signs – one of you told me to ignore the pedestrian area idea and told me to ignore the specific routing of the “major downtown destinations” because they were “old maps”!! • It took asking a few people to understand how these displays fit into the regional picture, and that

	<p>regional picture still isn't clear. The "regional" map is just a bunch of colored lines on a grid. We can't possibly see the vision from that and comment effectively. I hope you make more of a commitment to exhibiting/discussing this information with people in future phases.</p> <ul style="list-style-type: none"> • I would like to know what went into this – the two staff I asked indicated there was no international exposure of places that have transformed their urban cores with innovative transportation plans – Brazil, Spain, Russia, etc.
94.	<p>Subject – Roads & Mass Transit</p> <ul style="list-style-type: none"> • It is time we establish transportation priorities for the citizens of the Valley. The priorities should be roads first, mass transit second. I agree with Greg (letter to the editor from Greg Gleason attached to comments), I am 74 years old and if we need more taxes to get a good road system, then suck it up, show leadership, and get the job done. • I understand the current scenario shows that the local option tax reads that this tax will be used for roads or mass transit. I will not vote for this bill. Many of us do not trust the mayor and the north end people. The local option sales tax must read one half roads and one half mass transit.
95.	<p>Boise and the Treasure Valley are way behind when it comes to transportation options. Visit Portland, Oregon to see how a light rail and streetcars could drastically improve the livability of Boise. Boise is a great place to live, but the livability will decrease here in the Treasure Valley to support light rail throughout the Valley. My vote and support is for light rail connecting Boise to the airport – Meridian, Nampa, Caldwell and a separate line connecting Eagle. Cities like Salt Lake and Portland have benefited greatly by having multiple transportation options. Boise would benefit as well. Now is the time to have the vision to shape the transportation need for the Treasure Valley. Let's not be like Seattle, where they are now deciding on light rail - after exponential growth - at a very high cost.</p>
96.	<p>I appreciate the opportunity to review what's been proposed and to comment. I'm pleased you've given thought to addressing a problem that will only get worse. Boise and the Treasure Valley, generally, should strive to be more like Portland (in terms of growth, planning, and anti-sprawl). And less like Salt Lake City. I was disheartened to learn that there is no significant component of light rail planned. I-84 expansion to three lanes to Canyon County is merely a band-aid. My husband and I have lived in a number of larger cities in the western and eastern U.S. While we can't support something as intricate as D.C.'s Metro System, Sacramento's light rail is feasible here. And better to lay the groundwork for rail now than to try after even more dense development frustrates efforts. Thanks to hosting this event – I left comments on post-its, other forms and orally with the representative here.</p>
97.	<p>Open house comments:</p> <ul style="list-style-type: none"> • I was glad to get the flyer in the mail – I didn't hear anything else about it, even with all the talk of transportation needs in the news. Perhaps more publicity would be better. • I would have preferred the meetings to go later in the evening instead of earlier in the day. (I know these meetings can get very long though. Perhaps two different ones – one during the day, one during the evening.) • Spokesmen were knowledgeable and helpful. • Some of the maps created more confusion or questions than necessary (pedestrian district). • More concise goals of the open house. There seemed to be two parts (transportation center and downtown circulator) that needed to be more distinct, although they are related. • I think there needs to be more specifics on the goals of the transportation center – they seem very

	<p>standard. More specific reasons (dates) for why Boise would benefit from such a system.</p> <ul style="list-style-type: none"> • Sticky notes seem a bit silly, although it was nice to read others’ comments. • I would have liked a bit more room between the different transportation site layouts, as well as site-specific data listed nearby (in addition to the comparative table). • Great work – it is about time this process was started. Boise needs both the transportation center and (to a lesser extent) a circulator! <p>Thank you.</p>
98.	<p>I am most impressed with the speed and flexibility of Portland’s MAX. Boise needs something similar. A MAX clone can also be a downtown circulator by entering downtown on the Connector and exiting on Main Street</p> <p>Some things to keep in mind:</p> <ul style="list-style-type: none"> • A significant portion of the auto-commuting population is being bankrupted by transportation costs. • Rails and (____) keep the route protected from tinkers. • Frequency of service and operating hours are keys to rider-ship. • Boise’s downtown needs to be a transit hub in order to survive. <p>I appreciate the efforts put into these proposals. Good work.</p>
99.	<p>Just an idea as I will not be able to make the meeting: how about gondolas? I would think the cost to be much less than other forms, and since it is above ground and elevated, it’s easy to get over the overpasses along the way. Easy to take a lot of people from one multimodal center to another, I would think.</p>
100.	<p>Unfortunately, I cannot attend the open house. I just want you to know that I’m very excited to see this project taking the first step. My wife and I fully support a light-rail transit system for Boise. We will use it when it’s in place. Keep up the good work and continue forward.</p>
101.	<p>I attended the open house last week but did not get a chance to provide any comment so was hoping to do so via your web site. Unfortunately, you do not have an online comment process nor is the comment form set up to be a form fillable PDF. Therefore I am submitting my comments via this email:</p> <ul style="list-style-type: none"> • I would hope that the design would take advantage of environmentally friendly technology. With the abundance of sunshine we have here in the Treasure Valley, I would assume that the design will include solar panels that could possible provide all of the electrical needs of the building. It should also be designed to use the geothermal water for heating. Any vegetation should use limited or no irrigation. • One of the essential functions should be to include bike lockers that could be rented for an extended time period. This could encourage bikers to come to the station, leave their bikes, use the transit system (say to the mall) and when they return, to be able to retrieve their bike. I have used bike lockers back in Minneapolis/St. Paul where they were bike lockers at many of the light rail and larger bus stops. • I am not sure as to what defines the “bicycle station,” but if this is a more permanent-type feature. It would be extremely nice to include a changing room/possible shower that could be used for bicyclists. This would allow commuters to be able to change clothes into more appropriate business attire if using the transit/biking system to commute to work. • As to the possible site locations, I think that the closer to the central core, the more it will be used. This would be especially true if weekend services (to include Sundays) were enhanced. As the opportunities for retail shopping, farmer’s markets, dining out, entertainment, etc. increase (which

	<p>seems to be mostly located in the 8th street/old Boise/BoDo areas), having a station closer to these areas would possibly entice additional riders.</p> <ul style="list-style-type: none"> • One thing that irritated me about the Minneapolis/St. Paul system, was the lack of vendors at stations – if a person has to wait for a bus (or train in the future) having some retail stores such as a coffee shop, newsstand, dry cleaners, snack shop, etc. allows for the commuter to make quick purchases to assist in their well being. • I am not in favor of any parking other than possibly some carpool/vanpool opportunities. Most of the ridership is coming into Boise to work rather than going out. If there is to be significant ridership to other points in the system, then a park-and-ride station should be constructed outside of the core downtown area. There is already enough parking if people are driving to downtown to commute elsewhere. If anything, provide some type of reimbursement to these riders to park in city parking lots. • One thing, though, that could be parked at this location would be to start a car-sharing program to use this facility as the first location. This program was started several years ago in Minneapolis/St. Paul and has exceeded all expectations. If the goal is to reduce the amount of vehicles being used, targeting these downtown residents with a car-sharing program might entice many to get rid of their own vehicles to be able to share in one (or more).
102.	<p>Hello, I attended the open house, and have been thinking about your project since. I have a couple of ideas:</p> <ul style="list-style-type: none"> • Has anyone thought about making the transit center underground? Imagine a warm cool in summer) waiting room with concession businesses (like a coffee shop, newsstand, etc.) there helping to pay the rent. Commuters could wait in comfort, then take an elevator up to their bus, which is sitting on the “roof” of the transit center. • When I hear that buses or light rail “must pay their way,” I wonder how deeply the critic has thought through the problem. For example, a grocery store like Winco is surrounded by a huge parking lot. They have to pay to purchase the land, maintain the lot, pay property tax on the lot, and so forth. If a person walks or takes a bus to the store, that person is, through higher prices, paying a subsidy to the motorists who use the parking lot. I could go on with many more such subsidies, which, because they are so familiar, are not often recognized.
103.	<p>Other than winter months, I ride a bicycle at least three times a week (16 mile round trip). The most important aspect of the ride is the lack of bike lanes and allowing parking along the bike lanes. In addition, traffic lights do not sense the presence of a bicycle, forcing me to run the red light (I ride very early in the morning at 5:30 am to avoid traffic issues). IN the winter months, I would like to ride the bus but there are too few buses and routes to accommodate my needs. It takes ½ hour minimum longer than to ride my bike. I live in the north end and have to travel to Cole and Overland area for work. I also recommend that the transit plan include a mass transit system along I-84 to downtown to reduce congestion on I-84. There could be parking areas along the way with pedestrian bridges to accommodate stops and could connect with the bus system in town. The transit system should go from Caldwell to the center of the city where most of the buses begin for end their routes. Thanks for the opportunity to respond to the plan.</p>
104.	<p>The best location for the multimodal center would be C2. It seems to make the most sense to locate the multimodal center as close as possible to where the majority of pedestrians will be – closest to the destination points. Even if the center is just two blocks further away, it will most negatively affect use. As a transit user in larger cities (I grew up in Pittsburgh, PA and have spent a good deal of time in</p>

	<p>Washington, D.C.). I prefer the direct route approach. Just like with the airlines, it is better to find a direct route than to have multiple connections where there is a possibility that something will go wrong. I was unable to attend your meeting. Has a demographic study been completed that attempts to predict whom the users might be and where they will be coming from/going? I am excited for Boise to improve their mass transit system.</p>
105.	<p>The TVCA Board of Directors would like to comment on the Multimodal Transportation Center (MTC) presented at the Open House on January 17, 2008. The TVCA was established as a General Non-Profit Corporation in the State of Idaho on January 22, 2004. The alliance is organized for charitable and educational purposes consistent with section 501(c)(3) of the Internal Revenue Code. The Mission of TVCA is to raise awareness that bicycling is a healthful, economical, and practical mode of transportation; and ensure that people of all ages can ride bicycles competently, safely and lawfully. TVCA celebrates bicycle commuting annually through Boise Bike Week events (May 12-17, 2008).</p> <p>We believe that the MTC will be a great addition to the City of Boise and the Treasure Valley. We would like to see the MTC incorporate and embrace bike commuting as one form of transportation. We propose that MTC incorporate space for both bike parking and a bike barn. A bike barn would support bicycle commuters who ride into the downtown corridor. Amenities of the bike barn may include locked indoor bicycle storage, showers, and lockers. In addition to the bike barn we would suggest a multi-purpose room that could be used for general education of the public. From the perspective of TVCA, we would like to volunteer our organization in providing bike education classes for adults and children.</p> <p>An additional feature that would be a great community resource would be a community bike shop. The community bike shop would provide tools and resources to the general public for fixing and maintaining their own bikes. The community bike shop would also be a central location for bike donations. These bikes could be sold to the general public or given away as the need permits. Currently, the Boise Bike Project not affiliated with TVCA is working to provide this service and would be a great partner if this suggestion is incorporated.</p> <p>We at TVCA believe that by adding bike parking, a bike barn, and potentially a community bike shop, MTC will be meeting its Project Objectives in the following ways:</p> <ul style="list-style-type: none">○ The MTC will be developing a public partnership with TVCA and the bike commuting community.○ The MTC will be improving access to multimodal options, specifically bike commuting.○ Reduce demand for parking by increasing the amount of bike commuters.○ The MTC will be a catalyst for increasing bike commuters by incorporating our suggestions. <p>For more information about TVCA please visit our website at http://www.biketreasurevalley.org/about.html and email us at tvca@biketreasurevalley.org</p> <p>The TVCA would also gladly serve on any steering committee as representative for the bicycle commuting community.</p> <p>For direct and immediate contact please call Kevin Ryan at 475-4594.</p>

General Comments on Downtown Boise Map	
1	Love pedestrian areas!
2	Fantastic idea!
3	Love this pedestrian district with HOV street (___).
4	I like the idea of a pedestrian zone. Does that mean no cars? Great! I think we need two-way bike traffic on 8 th St. to connect the Greenbelt with Bannock Street. How about a lane like on 8 th for one block near BoDo? Please.
5	Like best for area.
6	If it can't sustain itself without my tax dollars I am against any projects!
7	Eastern European countries use pedestrian underpasses very effectively for busy streets – Moscow is an excellent example.
8	Pedestrian district needs to include library and park.
9	Dislikes – The pedestrian district should extend through BoDo and Library District to the river.
10.	I agree.
11.	This is all very nice, but what are you doing about getting more buses?
12.	Does pedestrian district mean no cars? (Someone wrote “Hope So” on the post-it).
13.	Great idea! Should include bike lanes and access to the river.
14.	<ul style="list-style-type: none"> • Brilliant idea. This needs to happen - downtown will be much more walking/biking friendly. • This should cover BoDo/library. • Consider 13th by Hyde Park.
15.	<ul style="list-style-type: none"> • Pedestrian district is a GREAT idea!!! • Agree with others to extend pedestrian district to the Boise River. • Need to include pedestrian bridges <u>over</u> (someone else wrote “or under”) Front and Myrtle streets.
16.	This is a very uphill challenge given the geographic impossibilities at this area.