

**Treasure Valley High Capacity Transit Study
 Multimodal Center
 10th Street Site
 Comment Transcriptions**

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

2. Please tell us what you like and dislike about the multimodal center 10th Street Site.

Comment #	10 th Street Site “Likes”	10 th Street Site “Dislikes”
1		Maybe you should put it in the abandoned parking lots instead.
2		Too disruptive to street businesses and vehicle traffic.
3	None	Short-term solution that solves <u>very</u> little and will be outdated and undersized before it is finished.
4		What is the difference between this and what we have now. This seems to just move areas.
5	Costs less. This plan would save money that could mean more buses and/or education and incentives to get people to ride buses more.	Greatest impact on historic structures.
6		
7		In my opinion 10 th Street should not be considered. The impact on businesses and traffic, vehicles and foot, would be extremely bad and hurt business on 10 th Street. Poor planning.
8		- Too close to high traffic area.
9		
10	Nothing to like – Loss of parking for vital business Distance from Grove Elaborate way to let California developers control Boise quality of life issue.	
11	See Q 4 response.	

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12	-Uses existing infrastructure mitigating massive change -Support public transpo. -Support community feel, local businesses, etc.	
13	Cost seems lower.	Movement from one bus to another seems like it would be more difficult.
14		
15	It is less costly than H.	It seems to be not much more than a group of bus stops.
16		Impacts on historic structures. Loss of parking spaces. Big investment <u>yet</u> less opportunities for public amenities.
17	No construction of building. Like look and feel much better than H.	
18		Essentially relocating the bus shelters from Main & Idaho to a new location. The congestion of forcing shelters, trees, bike racks, sidewalk seating and the noise, heat & exhaust of idling buses onto narrow sidewalks is not solving the problem. 10 th Street has a historic character with the Idanha, Gem/Nobel, Empire, Masonic, & Jordan buildings. The street has the potential of becoming another 8 th Street with restricted traffic, pedestrian enjoyment, sidewalk cafes, etc...Unless the transit center is allowed to locate here.
19	Less expensive, safer? Less environmental impact.	Sprawls out, less efficient, seems a compromise, not a plan.

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20	This is really not an option – this response/option is based on fear & lack of vision.	
21	Most cost effective.	Blocks way too much of the city streets.
22	Not even worth considering unless no use of gasoline/diesel in vehicles for public transportation.	Street crowding, loss of daylight; crowding of sidewalk space – waiting vs. walking. No sensible possibility of enhancement/expansion.
23	Lower cost.	-Very disruptive to existing businesses. -Poor weather protection.
24	-Less cost BUT (arrow drawn to Dislikes section)	-Terrible for all the local businesses there! -Not a long term solution!
25	Reverse of answers recorded for Q1 Likes and Dislikes.	
26	Open air, need sufficient terminals on 10 th St. Access to downtown trolley.	Unsure of traffic (cars) on 10 th . Could be a Z-block pedestrian mall with buses only. Need to solve Wash. Fed. Drive-thru exit problems. Will this affect any open-air restaurants?
27		Impacts too many existing businesses.
28	The fact that it would cost about ½ of the Site H. Also there would not be a lot of building needed which should make it a reality in a reasonable amount of time. I would like to see 1 transportation project materialize in less than 5-10 years. Build it NOW so we can get on with the light rail system.	

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29		Solely for the benefit of Rafanelli-Nahas one developer can steer the process after a site was chosen.
30	Nothing.	Doesn't seem to provide anything different than exists on Idaho/Main. Where does the \$ go for this? Glad to see that canopy concept has been removed. Concern that FTA – in environmental will have more problems w/this site due to historical character of blocks.
31	Large sidewalks.	Buses on streets. Idaho & Main are wider so their (the buses) impact on the traffic & streets is less. 10 th Street is smaller & narrower.
32	The widened sidewalk would be great to separate those waiting from people passing by.	Still congests the streets, does not allow for its own hub.
33		I am against this site.
34		
35	Either site works but site H may be helpful for businesses and future businesses.	
36		Loss of integrity to wonderful historic downtown Boise streetscape. Disruption to traffic patterns (bike/auto).
37	Appears to place all the equipment and waiting areas in a convenient place. Takes a lot of congestion off of Idaho & Main. Cost is less	Possible disruption on businesses on 10 th St.

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38		I don't like that it will harm historic buildings by its construction – even if the new structure doesn't touch the old I don't like that it essentially mimics what exists on Idaho + Main streets now. I don't like the impacts to businesses. I don't like that all the federal money won't be used – if they gave us 9 million, then we should use the whole amount. Where will the rest of the funding go? I don't like the idea of changing the whole plan based on the concerns of one powerful land-owning neighbor (Rafanelli-Nahas).
39	There is nothing about this design that I like.	The 10 th Street site does not appear to be a true transit center. The design is simply a new series of covered bus stops. This design will have too many negative impacts on the historic nature of the existing 10 th Street buildings.
40		The change to lanes. Introduction of extra traffic. Impacts to existing traffic pattern. <u>UGLY</u> – just moves shelters from one place to another. NO parking avail. In corridor. Concerned about the impact to small businesses on 10 th St.
41	-Use of underutilized street -Opportunity to enliven streetscape & businesses -Opportunity for innovative design for shelters, etc.	-Noise & fume impacts on businesses.
42	Closer to current downtown core. Less susceptible to vagrancy – mayor? Less \$.	Split over Idaho St. Disturbs existing amenities.

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43	Nothing – I feel the City, ACHD, COMPASS, VRT were not transparent in this process. I feel for downtown businesses that have to work in this behind the scenes business.	I do not like the taking of 10 th St. The traffic patterns in downtown are bad already and this would be worse. This site is dangerous w/the intermix of buses, cars and pedestrians. You say 10 th St. will have lanes open but very congested. What about alley access to businesses? Buses should run to 9 or 10 p.m. to increase riders and support downtown. I feel that downtown can ill afford using anymore parking spaces.
44		Why congest an already narrow street more?
45	More open & air flow.	Takes away from 10 th St. businesses, takes away from parking – a very good feature that we should preserve for downtown businesses. Doesn't incorporate all modes of future transit (light rail), less room to expand, less appealing to street pedestrians.
46	9' of sidewalks & 3' of seating allow for adequate circulation & great outdoor seating area for people watching.	I don't like how it impacts the current street. Also, it changes the feel of 10 th St. Makes it seem a little too crowded – too much going on. It also blocks the views for many of the business downtown. They will lose valuable “street” views. It also doesn't feel like a transit center. Its more like moving everything from Main to 10. Why should I pay for the city to change something that doesn't need to be changed?
47	Not sure as concept designs keep changing.	Impact + loss of parking for current businesses + impact on historic character of neighborhood.
48	Reduced cost.	Too much like what we have. No improvement.

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49		Narrow area for pedestrians. Can’t see much improvement over existing site. Negative impact on shops.
50		More of what we have that does not work.
51	I am opposed to this site. The only (_____) good about it is the lower cost. But it comes at great expense to the existing retailers. 10 th Street is vibrant and functional btw Idaho & Bannock.	Leave it alone.
52	Closer to the center of downtown.	This is just moving the current problems to another street. A bandaid solution, very short sighted, no eye to the future. Smaller street greater impact (negative).
53	None.	This is not good for the existing businesses and is not good for traffic flow. I know of a lot of businesses that will move out of this area and street.

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54	Nothing.	In street transit is a poison to businesses. 8th & Main 1- Businesses out of business now. Coffee News (for bus people?) 2- River City Grill failed 3- McDonalds tried to take advantage of bus station & patrons 4- The Lush – Does no business until buses stop. 8 th & Idaho – The Boise City National Bank Building, Doughtys, Bolos, Shakers, City Grill + a Mexican Restaurant have all gone out of business in bus area. <u>The Mode Bldg.</u> , Chinese tea room, Noodles, Dublin Up + Dueling Piano Bar/Restaurant all closed across from Mode – In Union Block – The Sage + a coffee shop closed between 8 th + 9 th St. have not been able to fill bldgs. With businesses because of bus issues.
55	The lower implementation cost.	The impact on downtown businesses. I do not prefer this option.
56	Uses existing street system Less costly	Affects traffic on 10 th & possible change in 11 th from one to two way Open elements
57		I am a business owner on 10 th Street. My clients will <u>not</u> come if they cannot park close. I am also not thrilled with bus fumes.
58		Parked buses block exit onto 10 th Street for my drive up window and other customers from my business Washington Federal. Passenger traffic + business compromise value of building.

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59	Potential for adjacent businesses to gain additional customers. Potential for new businesses.	Not compatible with adjacent uses. Construction impacts – eliminate pedestrian + bike uses now. Impact to numerous small business + historic structures. I ride a bike every workday on 10 th St. to commute & bike commute will be displaced. Noise to adjacent businesses.
60	None!	Not a good choice, makes more congestion than what we need..
61	None. This is essentially a bunch of bus shelters lined up. That is all.	I helped to draw up the attached sheet. I agree with all of the points – all 20.
62	Only if a Transit Center actual structure, as is H too “expensive” for ¼ - 1/3 million citizens community. (\$6 million divided by 300,000 population = \$20 for each of us!) and beats the current mess in front of Union Building relative to traffic, jaywalkers.	Lack of shelter from 4 seasons weather, leading to discomforts, hardships, riders already experience at the opposite end of ride where are no shelters, often, no benches, proximity to immediate roadside traffic.
63	While not well thought through - it is a little closer to the pedestrian area - appears to cost less	1) Disrupts quieter, pedestrian-friendly street 2) Does not solve problem of buses parked on streets 3) Loss of bicycle street lanes 4) Appears to kowtow to developer 5) Design drawings are less than impressive
64	Nothing	Lessens the space available – I don’t appreciate this idea thrown in at this late hour.
65		No on 10 th ! Bad <u>Worst</u> location No on 10 th ! We need transit well-planned mall. <u>NO on 10th!</u>

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66	There is nothing to like associated w/the 10 th St. Site. It will destroy a nice/vintage downtown corridor.	See Likes comment.
67	Makes no sense to me.	Too disruptive to local business + traffic. Too strung out for folks needing to transfer.
68	Closer to city center, available sooner, cheaper.	Less amenities, street impact.
69	Will have a busy, downtown, happening feel at less cost.	No cover in inclement weather. May have negative impacts on existing.
70	Nothing	
71	This side is actually one block closer to the Capitol – So – that’s really a good thing.	There will be nothing but on-street parking. This will turn out to be very insufficient in the first place.
72	Lower cost.	Does not appear to offer flexibility for future modification, dependent upon existing property owners for lease of space. Narrows an existing roadway, no mitigation for loss of parking. Aesthetically less pleasing.
73	Inexpensive, short-term solution.	Loss of downtown shop space. Long & narrow which makes it too spread out. Changes to existing travel lanes. Not sheltered from elements enough for most people.
74	Nothing	Too much upheaval of an important street with some historical merit. The appearance of last minute changes without adequate public input.
75	Closer to downtown corridor.	

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76		It will interfere with bike lane. There is no plan to move it, 11 th St. is one-way, 9 th Street is too busy, etc. 10 th St. is the only North/South route for bikes through downtown and there isn’t an equivalent alternative. We need to promote alternative methods of transportation and this site would move in the wrong direction. In addition, buses are noisy and unpleasant, I don’t believe pedestrians would want to visit businesses if the buses were there. At 8 th & Idaho where the buses are now, I don’t enjoy eating at the restaurants.
77	Current system buses fight traffic Main & Idaho. 2 traffic lanes probably will create gridlock when buses pull out. Site road too narrow.	
78		
79	Nothing	The displacement of business & related activity is distasteful. It seems that traffic flow would be impacted to a much greater degree with this site.
80	Not sure if I like it.	Not sure if it would impact businesses + or – Public amenities???
81		
82	Same as Q1 Likes.	Same as Q1 Dislikes.

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83	Not a one!	1- Would be a heck of a run for those transferring to another bus – especially with crossing Idaho. 2- Feels like a shabby 2 nd – but choice – no rider benefits that are comparable to Site H.
84		My sentiments lie with the opposition to this “last minute site”. I think the difference in price or cost is insignificant. I am irritated that one or two wealthy property owners adjacent to the 11 th St. site control this decision!
85		The 10 th Street site seems to have more impact on pedestrians having to go from one bus to another bus.
86		This site is not rider friendly. It is not small business friendly. It is not 10th Street friendly. It is not bike friendly. It is a crammed version of the present system on Idaho Street.
87		Too close to historic buildings along 10 th . Limited supported from property owners.
88	None	I don’t like the concept in general and I hate the timing of it being introduced.
89		Ugly, smelly, dirty. Attracts the “wrong” kind of foot traffic, blocks the sunlight, delivery access removed, a glorified bus stop, not fitting with historic building, threatens small businesses, displaces bike lanes. You are discouraging business on 10 th Street.

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90		The \$ saved to use this site will directly impact 10 th St. businesses in a negative way. The \$ lost by businesses on 10 th will be far more than \$ saved on the H site initial construction cost. Please see attached for further dislikes (orange sheet).
91	A bit closer to the downtown core.	Major disruption to existing businesses.
92		
93	No problem with either area. Need to evaluate cost/access for both.	
94	Nothing (See attached sheet)	Your drawing showing size of lanes won't work. Bus is 9' to 10' wide then add side mirrors, doors open out + what about the lift/ramp.
95	Buses all on one street. Open up parking on Main & Idaho.	
96		Blocking off-street, traffic changes, loss of business for storefront owners during construction.
97		Impact on businesses, traffic pattern. Less efficient due to on-street location. Too similar to current configuration.
98		Will more than likely put me out of a job. That doesn't make me happy – You have that empty lot on 13 th that's been vacant for 30 years. Put the transit center there – you could also have the rail system there too – then you could put in coffee shop – eating shops + all kinds of goodies + make more jobs + more money for city. Listen to the people – <u>Not</u> the money talking.

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99	Closer to Capitol Building	Traffic slow interaction.
100	Cost, it looks like it could happen sooner than Site H.	Won't serve as many people
101	Central to arts, entertainment venues.	
102		I don't see how the existing buses, let alone + larger bus system can operate in 1 ½ blocks versus the existing 2 block layout
103	I like the idea of an on-street location however 11 th Street would be a better option.	Disruption to local business. Continued on street stop and go traffic with buses causing additional issues including: eliminating bike lanes + taxi lanes, transients (ultra poor/homeless) to 10 th Street businesses. The use of location H – 11 th St. is a better option.
104	None	The effect on current businesses. The on-street congestion that will be added. Loss of parking on street.
105		Merchant disruption – No on street parking for those businesses. I think its unfair to the businesses along 10 th St.
106	Looks like what I am used to in Portland – works as a transit stop – but not a center.	Might as well keep the current stops on Idaho + Main. No real benefits in moving to 10 th St. (Except not separated by a block). This is not a transit “center” – Everything is an add-on. This option shows no vision for the future of a better transportation system. Looks temporary!

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107		This seems very much like what we already have on Main + Idaho with a few enhancements. I don't like having the continued motor traffic in the lanes next to the bus lanes. Current businesses don't really match what you would have in a bus corridor and would probably need to relocate. Doesn't have the more upscale feel that the off-street building has to really attract more commuting riders.
108		Restructuring traffic, not enclosed subject to weather, doesn't appear to be able to accommodate expansion of services, impact on local business + historical structure.
109		Impact on small businesses and historical sites/buildings.
110	I am tired of the I-84 Freeway priority of 10 Mile, Vista + road lanes. Because of Garvee bonding we won't have much revenue in the future. Quit dreaming. Need actual urban style, improvement now, no money later.	
111		Why is it even being considered?
112	<u>None</u>	After having worked near transit centers in downtown Seattle, Tacoma, & Spokane, I will not work near such a center again. My office is in the Empire Bldg. On 10 th & Idaho. If the transit center is placed on either 10 th or 11 th , I will move my office elsewhere, as my current landlord is aware.

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113	Less \$ Not sure if retail will be negatively impacted as retail (____) fear – May become different retail (_____ _____).	Despite planned efforts to keep this from becoming a sooty bus-dominated street scene (<u>much</u> more visible than if enclosed) in other cities this is what has happened.
114		Short-term solution. Still not “central” concept.
115		- Inherently constrained, not unlike BSU’s development – locked campus - Cramps beautiful Empire Bldg.
116	Easier to change if there are difficulties.	Too open & spread-out, even with clear signage I feel there will be a lot of wandering to find the correct stop. Less shelter for waiting people. Not much difference from current system.
117	Seems more like super bus lane, seems less like a “multimodal center”.	
118		I’m attaching a sheet with my concerns checked.
119		Impact on existing businesses. Impact on traffic moving downtown.
120	None	No on-street parking. Bus noise for pedestrians + people going into stores.
121	Doesn’t require 3 rd party structure to be financed & (____).	Replaces the existing issue with the intermodal concept that was laid out on Idaho St. between Capitol Ave. & 9 th Street.
122	1- Closer to core area. 2- Property acquisition costs are a significant +!	

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123	<ul style="list-style-type: none"> - Creating another walkable block on 10th is good. - Keeping buses on one street instead of block away is good. 	<ul style="list-style-type: none"> - Not all essential functions incorporated into plan - First on-street alternative that has been evaluated that I know - No taxi stand, no restrooms, no public parking - Need plenty of open air for bus exhaust
124		I don't like the proximity to where I work. The Banner Bank Bldg. I don't like the idea of all the diesel fumes, congestion, and additional traffic it would bring right next to me. I don't like the idea of fighting traffic to get to my parking garage – Washington Trust parking garage.
125		On-street transfers are not preferable or efficient for riders. Work on a strong private-public partnership.
126	Location is good.	On the street, access issues, traffic congestion issues, safety to pedestrians & bikes.
127		Too likely to adversely affect businesses.
128	Seems like a good idea except for	The huge disruption to the area businesses. Something needs to be done ASAP, including the trolley. Let's move. Mass transit improvements are essential NOW.
129	Closer to current core downtown area on-street appears safer, fewer security issues – eyes on street make it more secure.	Less space to develop vibrant amenities described in Likes section.
130	Location, cost, will facilitate transit w/o major construction.	

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131	No Likes	10 th Street between Bannock and Main already has a personality that is community friendly for the residents at the Idanha (where I live) and, will be a peaceful street for the people who buy the condo’s in the Gem-Noble building. The buildings already there will make this project claustrophobic.(?)
132		It is not visually pleasing The street is too narrow to accommodate buses, cars & parking It will negatively impact retail businesses in the area Bike lanes will be lost 10 th Street is a pleasant, pedestrian friendly street – it will no longer be!
133	Nothing!	Dark, off the beaten path (isolated) Not enough room in the bus lanes Having to merge with traffic as we start to pull out (we are doing that now at the present transit mall streets).
134	Nothing	Site is spread out
135	Costs less than Site H It’s better than the current bus corridor.	Impacts traffic pattern Does not have much shelter and what is has looks inadequate for numbers of travelers the mass transit might attract. Impacts businesses on 10 th St.
136		Will impact businesses on 10 th St. Short time for planning – environmental study.

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137		It's <u>too</u> close to center of Boise.
138		- Too much disruption to (E) business. - Too fishy in the process.
139		Not as good as Site H
140	Less expensive	Ped. safety. Can we use the existing configuration & improve it with these amenities?
141	Spread out across streets.	
142		
143	- Significant cost savings. - Use of existing public right-of-way. - More integrated into the transportation network than an off-street option. - Opportunity to convert 11 th St. to two-way operation + create better connections among various modes (vehicular, bikes, ped's)	
144	Cost savings Closer to downtown Open air structure	Loss of bike lanes
145	Same as in Q1 Likes Section! It's time to look towards the future. We are becoming very populated with more & more cars, people, etc.! So the more you do for transportation the better!	
146	Good use of space, well laid out.	

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147	Nothing!!!	There is <u>no reason</u> why we need a transit center on 10 th . It only serves to <u>negatively</u> impact all local and corporate business on 10 th . Our downtown is struggling as it is, and they have committed themselves to our community and Boise to breathe “retail life” into what at one time was turning into a ghost town.
148	This plan looks like the least expensive & has a simple layout, which I like.	This option will impact traffic & has some restriction to bicycles.
149	I don’t like this option. It appears similar to the street option we already have on Idaho and Main. Not interested!!	
150	Seems much more easily done with minimal impact.	
151		I would make the same comments save for the \$12,000,000.00 cost as I have made for bus stop center Site H.
152	More businesses/stores. Closer to pedestrians to walk to downtown core.	No bike lanes. Auto traffic has to coordinate w/bus traffic (more congestion).
153	The modernization of Site H would distinguish our public transit system as a cornerstone in the U.S. public transit system. The capital that it would take to make heated sidewalks and solar panels, etc. would be MORE THAN WORTH IT for the national recognition and praise that it will receive. Also, the art aspect of Site H would further this attractive and (____) endeavor.	Site 10 th St. It’s plain
154		Disrupts existing businesses Needs to continue to embrace & encourage downtown retail

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155		
156	I like the concept of open streets, but think it would work better on 11 th Street.	
157	Smart growth puts jobs + services where people live, not continuing to promote just downtown + try to figure out how to get people there. When will you invest in the rest of the City (valley)?	
158	I don't like this idea for the location.	I do not think this will work at all. The street is too short for pulling out buses, new configuration of street will have to be changed. This block contains several historic buildings & feel it will diminish the stature of the street. Why take a core of historic buildings impede their canopies? The street is already productive. It would be better to put it on Main Street around the corner if you want the bus system to rejuvenate businesses.
159		It would add to congestion on 10 th Street.
160	I like the idea of using existing city resources.	I don't know how much more efficient moving the stop from 8 th to 10 th would be, for the most part it works okay now.
161	It's a little better than what we have now.	Not too much different than what we have now. Not enough protection from inclement weather.
162	Lower cost/low traffic street	I think the street is too narrow & shifts the problem with idling buses from 2 downtown streets to one – concentrates all the buses in one block. Also, I think this would hurt some of the existing businesses.

**Treasure Valley High Capacity Transit Study
Multimodal Center
10th Street Site
Comment Transcriptions**

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

2. Please tell us what you like and dislike about the multimodal center 10th Street Site.

Comment #	10 th Street Site “Likes”	10 th Street Site “Dislikes”
163	Cheaper	Lack of permanent commitment, looks unworkable in the long run with more services & traffic. Is farther away from the existing bus service.
164		<ul style="list-style-type: none"> 1- I dislike the mix of car and bus traffic. 2- I dislike that there will be no bike lane and that bikes would have to mix w/other traffic. 3- I dislike having idling buses on public streets. 4- I dislike that buses heading North/South would have to make extra turns around blocks to change directions, necessitating more crossing of intersections.
165		It has a negative impact on existing businesses. Hard to design & build in compatible fashion with existing street, infrastructure & businesses.
166	Not much	Dislocates existing businesses. Does not provide room for multimodal plan
167	<ul style="list-style-type: none"> - Ease of pull-in, pull-out for buses - Improves amenities in street 	<ul style="list-style-type: none"> - No bike lanes on 10th - Minimal comfort in “wait” facilities - Buses use one of only two-way N-S streets in downtown – would another street be converted?

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Comment #	10 th Street Site “Likes”	10 th Street Site “Dislikes”
168	I can see the rationale for the in-street design. However, I think 10 th St. is a poor location. I would prefer to see the in-street option on 11 th St. where it won't cause as much disruption to current traffic flow & businesses.	10 th St. is the only 2-way (North-South) street in this area of downtown. It is lined with businesses that won't necessarily benefit & might be harmed by the MMC. This will clog the through traffic, eliminate on-street parking, which currently supports businesses, + possibly drive small businesses out of operation. Small specialty businesses are having a tough time in the current economy. This type of disruption will surely drive some out. Why not put it somewhere that won't <u>disrupt</u> current business + property owners?
169	10 th Street is not widely used so seems like an obvious candidate for an on-street option. (Also may bring business and more foot traffic to close shops) more foot traffic.	Not as attractive as a building. (Not sure about the impact on small business in the immediate area)
170	The plan incorporates well w/existing structures and improves traffic flow and pedestrian amenities.	
171		This “street side” concept (whether closing off street to traffic or not) covered for pedestrians will kill this whole section of downtown, discourage foot traffic and adversely affect businesses.
172		On-street More likely to cause traffic prob's on Main & Idaho.

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Comment #	10 th Street Site “Likes”	10 th Street Site “Dislikes”
173	Very little...	We’ve had an on-street location for nearly 25 years and its been a disaster! This will destroy the character of the existing 10 th Street (quiet, kitschy, stores/restaurants near downtown). Traffic impact on 10 th + Idaho would be a nightmare + could cause collateral damage to downtown shopping.
174	Nothing	See attached.
175	I am unable to find any “likes” regarding the 10 th Street Site.	See attached.
176		Too many small businesses that may feel the impact. Also, promises made with good intentions are usually not kept. (Keeping street open to 2-way traffic). See attached.
177		
178	- Elevates the pedestrian to be more important than autos	- Less of an amenity than a brick and mortar structure - Eliminates too much on st. parking
179		Will disrupt existing businesses. Would disrupt bike lanes and cause congestion around 10 th Street.
180	More open, can access street vendors easier.	Out in the weather more.
181	Closer to the core downtown.	It’s not that different than what we are already doing. * I hope you will be futuristic in your thinking about the plan. I also hope a great effort will be put into “educating” the populous mass transit. We Idahoans tend to not want to give up our independence in our private cars.

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2. Please tell us what you like and dislike about the multimodal center 10th Street Site.

Comment #	10 th Street Site “Likes”	10 th Street Site “Dislikes”
182		Seems very spread out & more “unstructured”. Less of a gathering place.
183	I’m not entirely convinced by business owners’ & renters’ fears about unsavory people & noise hurting business. I think the activity would be good for business and they shouldn’t be afraid of commuters! They are not a scary demographic.	The narrowness of the street could pose problems.
184	?	It looks like it will interrupt many forms of traffic, especially bike lanes.
185	Better than nothing	Not the “H” site, looks too confusing and busy, dangerous. I want more bike lanes.
186	What I did not like from the opposition regarding the 10 th Street location is the stereotyping of the “types of people” that would be lingering and/or riding public transportation.	
187		Not safe for pedestrians. Noisy for adjacent business.
	Received March 6, 2009	

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2. Please tell us what you like and dislike about the multimodal center 10th Street Site.

Comment #	10 th Street Site “Likes”	10 th Street Site “Dislikes”
188	There is nothing I like about this location as a recommended multimodal center.	We, as members of the Boise Masonic Lodge, see this as a major crisis. Our building is over 100 years old and is virtually irreplaceable. This plan will have a negative effect on all businesses in the area, especially the tenants of our street level space. We were recently offered a significant amount for the building which we believe was based on location and proximity to the business center in downtown Boise. This plan would significantly decrease the value of the building should we ever be forced to sell. This rental property provides much needed revenue to support the care and maintenance of our building. There are 5 Masonic lodges, as well as Eastern Star, Jobs Daughters, DeMolay, York rite and Daughters of the Nile, who use this building throughout the year, both day and evening.
189	The potential for growth; expansion of transit area beyond what is currently proposed. Better traffic flow. Better location to connect w/ other transit options such as street car, or rail line.	Not as convenient for downtown.
190.	None	No street parking!!! It will create pollution on the only two way street in the downtown core, and clog the cars on a busy street. Will not make any more foot traffic, because the bus system does not have the ridership on the buses.
191.		Noise, emissions, crime. We think it would negatively affect our business.

