

## Treasure Valley High Capacity Transit Study Other Comments

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

Comment #	4. Other comments
	<i>A total of 111 participants provided the following comments:</i>
1.	
2.	
3.	Where is the long-term oriented leadership? Now is the chance to build for the future with site H – not a flimsy Band-Aid (10 <sup>th</sup> St.)
4.	Light rail is a great idea for moving people through downtown. I have lived in Boston, Tacoma & Portland and found is an invaluable resource.
5.	I support the downtown streetcar and 6-year plan for future transit.
6.	Washington Federal adamantly opposes this project. This implicates NEPA and raises <u>serious environmental</u> and the amendment concerns of which the short time frame does not permit meaningful and concerted discussion.
7.	
8.	Make bike path, sidewalk more inviting – better streetscape – tie in light rail plan early; light rail is the future and is the best way to enhance public transportation - the light rail system can bring better functionality to the bus system. – Smart growth=light rail (examples are everywhere)
9.	I-84 corridor –awesome! If this project is completed it will many, many people and allow people to get into town/Boise easier. This is a wonderful plan that has a great potential to be viable option to transit. Thank you so much.
10.	I could write a book – maybe I will-
11.	I have lived in Boise since 1948 (came at 12 years) AND in recent years (1985-2003 roughly) experienced sooo many instances (first hand) of <u>powerful good old boys</u> canceling out citizen involved projects - staffed by dedicated public servants “politically”! (greed motivated?) So I want to know who is who in the hierarchies of each collaborating entity. No more emperor canceling out dedicated staff recommendations – those staff who take public service seriously.
12.	Trolley Car: In-ground rail seems too expensive to justify:45-65 M! Phase I – I would like to see rubber-tired alternatives – more flexible also to add routes & less expensive for phase one
13.	Doing nothing is the worst option- it seems to me that either plan H or 10 <sup>th</sup> St. would work well. I think that cost and ease of use should be the biggest determining factors. It also appears that a system that moves people from outside the city into and through Boise is vital to Boise’s growth. I think it is more important to implement one of the plans that spend time and money arguing about minor advantages or disadvantages.
14.	

15.	I strongly believe that a high-speed light rail system linking Caldwell, Nampa, Meridian to downtown Boise is critical! We need to move forward sooner than later to develop a working system. I do like the streetcar loop for downtown to tie to the transit center.
16.	I prefer 11 <sup>th</sup> St. either w/or w/out site H.
17.	
18.	The even streets in downtown Boise are predominantly pedestrian: 4 <sup>th</sup> , 6 <sup>th</sup> , (Basque block) 8 <sup>th</sup> (the Grove), 10 <sup>th</sup> (dies into Grove St.) 12 <sup>th</sup> (dies into proposed Simplot Headquarters, 14 <sup>th</sup> (terminates into proposed convention center). Odd streets: 7 <sup>th</sup> (Capitol Blvd.) 9 <sup>th</sup> , 11 <sup>th</sup> , 13 <sup>th</sup> , (tie into connector) 15 <sup>th</sup> (arterial to the bench).
19.	Is there strong consensus among major stakeholders on these ideas? i.e. – I’ve heard there are some strongly opposed to streetcar. What has worked well (poorly for other cities? I assume we’ve been evaluating/ comparing to avoid the mistakes of others. Let’s do something already! Time’s a wastin’!
20.	
21.	
22.	Stop trying to do it on the cheap, and oppressing business- especially small business. And stop falling over for developers. You design and make the rules – developers will follow. Don’t be caught up in the depressing present- you’re deciding for what will be a much brighter future.
23.	I strongly prefer “H”, the 11 <sup>th</sup> Street option.
24.	
25.	
26.	Despite economy we need to get something done. We also need local option tax. If this and more lines added to Valley Rides busing this will be a success. One such run would be a Boise-Meridian run, maybe 2 or 3 times in morning and again in afternoon. That coupled with a coordinated attractive downtown terminal will increase rider ship. I look forward to something being accepted and a timeline for building the site. I also hope you work hand-in-hand with downtown businesses and residents.
27.	Why not use existing city owners property 24 <sup>th</sup> St. from the other on (___) on the other (____ _)
28.	
29.	
30.	
31.	Streetcar idea interesting. Remains unless what demand would be: i.e.: who would use it. What is price? What are operating hours? Light rail or additional connections to I-84 corridor is very exciting. I very much want to see this move forward. What are feelings about this from folks in Canyon County?
32.	Love the idea of having the streetcar option and an extremely excited about the plans for I-84!
33.	
34.	How about a Five Mile Exit? Please, please consider it. It should be have never been scraped from the master plan. It would make

	traveling south from the downtown area <u>so</u> much more efficient.
35.	Streetcar is key for efficient transportation. Takes vehicles off the road, eliminates CO2, and will enhance businesses. The use of alternative modes of transportation will increase and to set sights in this sense will allow Boise to be prepared for the future growth. Ease of use and attractive mode of travel. I-84 corridor is badly needed! Needs to happen. Look at use of old train system.
36.	Does the overall price tag for each project take into consideration the cost of cultural mitigation for each site?
37.	Presently, not a big user of transit. But, improvements in service to out lining areas to your south east and Warm Springs Avenue would change that.
38.	I believe that the cultural resources section of the environmental document will reveal an adverse effect for the 10 <sup>th</sup> St. location. No such effect will be made by site H on 11 <sup>th</sup> St.
39.	Site H is the preferred concept. I fully support this option and urge you to reject the 10 <sup>th</sup> Street site.
40.	Site on 10 <sup>th</sup> St. just appears to move the bus shelters and concentrate them. Why spend the money to do it since there aren't significant advantages. Seems a waste of money.
41.	I think the Statesman coverage of this has been outrageous. To give so much space to a group of small-minded businesses and discredit Jim Tomlinson who has done so much for this community is a disgrace.
42.	Decide based on what's best for the future needs. Businesses are complaining now, but the will cash in, in the long run from the TOD effect.
43.	
44.	Let's move on as soon as possible. We <u>need</u> more and better public transit.
45.	Love the streetcar plan! It would work more effectively if it ran later hours – especially on weekend nights and if it had lines that ran to BSU area and one up through the north end (Hyde Park area). Also love the long term rapid transit plan, especially if it goes through w/ a light rail system. Best for the valley and for our growth in the future.
46.	The streetcar design looks like it will be a valuable addition to the downtown. It will/would hopefully eliminate a lot of the downtown traffic and encourage other to walk & use the public transportation, something a little more accessible than the buses also more reliable than the buses. Largest concern for all options is cost.
47.	My biggest objection to the 10 <sup>th</sup> site is in the process. After years of public meetings, studies and site studies to make such a major move at the last minute is not acceptable. A major change in plan should not take place because of last minute input from a major developer who has had adequate time for input. The development of a transit center on 11 <sup>th</sup> will provide opportunity for future development. It is time to stand up to wealth and big property owners and developers.
48.	The process to determine & advance projects like these is too protracted to permit “last minute” changes. The original site H was well vetted and should be pursued. Secondly, the opposition to site H is short.
49.	Downtown streetcar and the I-84 corridor are essential to long range traffic planning.
50.	

51.	Not fair to allow Rafioli and Nahas to so influence the project this late in the game. Stay on 11 <sup>th</sup> .
52.	
53.	
54.	The bus system does not create a vibrant area for existing businesses. The bus system should be built around an open area with less congestion and not between existing businesses. Too many issues!! Not well planned!! Won't handle the future.
55.	I would really like to see the streetcar implemented.
56.	
57.	
58.	
59.	As a downtown office worker, the H site would be far less intrusive, far more integrated into existing businesses and far more attractive than the 10 <sup>th</sup> St. option. 10 <sup>th</sup> Street will be add on – congestion, noise and business. H site can be independent, stand alone, designed with very specific intentions. H site is far superior. 10 <sup>th</sup> Street will create problems- more problems than it fixes.
60.	We need multilevel walkways from center. Say a pedestrian bridge from the center to close 11 <sup>th</sup> St. so you can stay off 11 <sup>th</sup> because of the buses/ traffic etc. That is if 11 <sup>th</sup> is picked. I also feel this is a rush job! You had more time to look into this and didn't – you push a decision on a site placement.
61.	
62.	Which avenue will be the “high capacity transit corridor”?
63.	Plan H. If you really want it on 10 <sup>th</sup> St., how about further south between Main and Grove? That location would have less impact on the small scale businesses and users of 10 <sup>th</sup> Street.
64.	
65.	
66.	
67.	
68.	Overall I prefer 10 <sup>th</sup> Street.
69.	9/07 – convened committees = time to make a decision!!! <u>NOW</u>
70.	I think VRT, Compass, Boise City, ACHD should upgrade the existing facilities. When the funding becomes available to put in the trolley. Then the powers to be should build a fixed building for all transportation needs.
71.	As far as having a downtown streetcar – neat idea. BUT #1 How much will it cost to obtain? How much will it cost to maintain? Where will it be housed when not in use? How much will that cost? Why not just use our city buses?? Quite frankly – I don't like the idea at all.
72.	Based on information presented it appears the positive aspects of “site H” (11 <sup>th</sup> St.) far more flexibility than the 10 <sup>th</sup> Street Site. Aesthetically, it has the potential (site H) to improve the downtown experience. The greater area available for transportation development appears to fit much more closely with the long range vision for the valley. The 10 <sup>th</sup> Street location appears to be much too congested to

	meet all of the long range uses that it may be called upon to service.
73.	
74.	
75.	I love the idea of a functional transit system. If what ever is determined can utilize what is already in place I would support completely. Currently the transit system is lacking in routes its make either option viable. I hope in all of this park and rides, more routes are part of the overall thought process.
76.	
77.	
78.	You need a site where people can gather so they don't have to be . . . If they are used to gathering in (_____) it may be difficult to adjust to a new site. The old Mode Building would have been a good site.
79.	Site H makes the most sense.
80.	
81.	Let's get it done.
82.	Thanks for offering the chance to comment. Ideas are fragile and it's quite easy to find fault with new concepts.
83.	I favor site H, although if it meant losing \$ for the project (if site H were unavailable) I'd support 10 <sup>th</sup> St. as a lesser alternative
84.	
85.	Please try not to loose any of the federal funds.
86.	If you really wanted to know what the public thought you would have made it "public" sooner. And proof of this is that there is no sign in the hotel of where this open house was. I had to ask at the front desk; after checking in 5 different places on the ground floor and the personnel at the bar. Yeah right, public comment, we're listening!
87.	Too bad we are arguing about site rather than educating public about the benefit of such a facility. Show good examples of other transit facilities.
88.	Please forget the 10 <sup>th</sup> St. idea & let's get on with designing and building the 11 <sup>th</sup> St. site and work on the downtown trolley system.
89.	There is nothing multi in your multimodal design. You have wasted the community's time and dollars. Your actions are unrespectable and underhanded. Several businesses with definitely move away from 10 <sup>th</sup> St. A careless move to put on 10 <sup>th</sup> Street business during tough times.
90.	
91.	My impression is that we are bending over backwards to please the Boise Plaza developers. Lets do what is best for the long-term future of Boise. I tend to think that the 11 <sup>th</sup> St. site is better for Boise.
92.	Please let me know when any of these proposals are ready for construction.
93.	Will a "train" or electric rail system ever be considered? Thanks for the opportunity.
94.	You have had what 3 years to find an appropriate site and this is the best you can do? What happens if by some miracle the transit system grows instead of shrinks (more). Where will the buses go? Build more multi modal centers? What?

95.	
96.	
97.	Please use green energy tenets as much as possible – geothermal, groundwater catchment, low flow toilets, no water urinals, xeriscaping. Plenty of bicycle parking.
98.	
99.	High capacity corridor anticipates more bikes, buses and cars. Need to plan for all modes of transportation.
100.	Noise from buses will affect the ability of people who are blind or have low vision to get around safely (buses driving under the site H structure) Carbon Monoxide would also be a concern with this site.
101.	Conceptually sound, however the 20% match is going to be a hard sell in this economy.
102.	
103.	I think this plan has been rushed and additional time needs to be given. Ideally a vote by the citizens should be put into action. Increase in traffic, and the cost of a center will affect all taxpayers. You neglected to include the cost to users and the community. The estimated cost for an increase in taxes would be ¾ cent for every dollar. This is an extremely high cost to the community and a vote should be put in place in reference to taxes prior to the commitment to a center.
104.	I don't like the fact that I've not heard any information on the cost of the transit center as far as taxes that will be passed on to the people.
105.	Great job on the open house. Very clear signage and communication. First time I could really visualize the projects. If we need a transit center – then put it where there are fewer businesses to disrupt.
106.	It is time for the City and VRT to show some real forward looking leadership!
107.	
108.	Would like to see expansion of hours of service. Like using I-84 corridor and State Street. Need free standing structure. How does Spokane's work for them? That was easy and convenient from airport – more than here!
109.	
110.	
111.	
112.	
113.	If \$ is main impediment to off street option, consider reducing scope of new building or phasing- could do upper floors later. It is definitely preferable to get busses off street. However as a person who rides the bus daily in other cities before moving to Boise, I can attest that bus riders are not loitering, cigarette smoking criminals – would not necessarily destroy street life on 10 <sup>th</sup> .
114.	
115.	
116.	
117.	I prefer site H

118.	I am dismayed with the apparent corruption of what had been a conscientious, thoughtful public planning process. The consultants should have presented an of-street option from the beginning if a) they knew what they were doing and/or b) it is a truly viable concept that would provide amenities equal in value to site H. Saving \$2.5 million while putting a dozen small businesses out of business is not an acceptable trade-off. I believe in the planning process – I am a former planning and zoning commissioner- and I believe the Treasure Valley needs mass transit, as its densities increase enough to financially support it. I believe the ideal place for a transit center downtown should be an off-street site near 15 <sup>th</sup> and Idaho, where the regional buses could off load passengers onto a light-rail or shuttles to BSU, St Lukes, Hyde Park, downtown, etc.
119.	
120.	Streetcar would be wonderful! Thanks for finally opening the process to the ordinary citizens. We use downtown stores a lot, get going.
121.	
122.	We need to get past the “study” stage. We are long past the obvious need for a serious public transportation system.
123.	I feel there has been a change in direction late in the evaluation process since all previous have all looked at stand alone, garage type, site H type, of alternatives and now we are looking at street options. I would like to see the analysis of how the traffic operates in the off-street vs. on street & what the differences are. How does exist operate & how is this helping solve some problem of the existing – 1 block for transfers is one issue but are there others? How does traffic move in or around buses on exist vs. 10 <sup>th</sup> vs. off street site H?
124.	
125.	Nice job!
126.	Great job, let’s not blow the funding by delaying this project. Do what is best for Boise – not a few powerful individuals. The PI firm is great!
127.	It is way beyond the time to act whether site H on 10 <sup>th</sup> Street is closer, just do it!
128.	
129.	Do we need a “center”? Portland has a transit “mall” on the street that appears to work well and their weather is works than ours. Maybe expanded, relocated on street transfer would work fine. If 10 <sup>th</sup> St. site is chosen I’d like to see bike lanes remain on 10 <sup>th</sup> North and South of the transit center to facilitate bicycle over to buses and streetcar. Also, put bike lanes on 11 <sup>th</sup> to retain bicycle conductivity north-south.
130.	
131.	There was talk in the Media last week about possibly moving the on-street options to 11 <sup>th</sup> street. It seems that street is more suitable and offers greater development potential than 10 <sup>th</sup> . Generally, an on street site seems preferable to me, but not on 10 <sup>th</sup> St.. If 10 <sup>th</sup> S. is the place, than I would support the site H location. Also, these decisions should not be rushed just to get the federal funding. Slowing down a few years and doing it right would be better. Funding will be available in the future.
132.	I think these open Houses shouldn’t replace a public hearing. This is a good opportunity to see designs, get questions answered, but as an attendee. I don’t get to hear other perspectives.
133.	

134.	Why not improve the existing transit center.
135.	I would encourage a very good consideration of the downtown street car proposal. I would like to see more than one bus pickup point in Meridian. Right now there's a park and ride lot at the Meridian-Kuna Rd. off ramp @ I-84. This would be great as an additional pick up site in addition to the Pine St. location.
136.	
137.	
138.	
139.	Nice job presenting the options.
140.	I believe we need to improve transit service—it will impact land use and congestion. Is this the best way to improve transit? Why not increase frequency and number of routes first?
141.	Keep it simple and convenient. I would not want to take a bus to a train to a street car to replace a 20 minute drive.
142.	
143.	
144.	
145.	Please keep us informed on everything that is proposed. Its good to know Boise City cares About its citizen's input.
146.	Keep fighting for the streetcar and light rail.
147.	The monies to build a transit center would be and could be of greater benefit if they were used to better our existing transit system. They have a turned a blind eye to the buses for years. It is a sad, poor joke. A sadder joke is the idea of a streetcar.
148.	I have traveled a bit and usually always use public transportation. I have found that it makes life easy when you have a center where I can transfer from one mode of transportation to another. I don't understand the argument from the opposition—why wouldn't they want more foot traffic to their place of business.
149.	
150.	
151.	
152.	Glad to be a part of the process of selecting a new site.
153.	
154.	
155.	
156.	
157.	
158.	Funding does not seem to be available to either plan. I do not like the 10 <sup>th</sup> St. conception. It looks like that might happen just because of cost implementation is easier. I have attended so many planning conceptions and they never take the practical application for achievement.

	Therefore the planning all dies. I believe you also need to keep a transit on Main for functionality. Moving it to this corner eliminates a lot of people who catch the bus from the core shopping area again . We catch the bus from the core shopping area again convenience is being dismissed if this is the only location the corner intersection of this area lacks a lot of fluidity.
159.	
160.	
161.	
162.	Regardless of the location chosen I'd like to advocate for a bike station—to encourage more bike commuters. Also, these latest developments don't seem to have received as much public input. You need the public to support this—include them—hold hearings!
163.	Fuel tax (constitutional change) should be part of the funding.
164.	
165.	Thanks for allowing public comment—it was well presented information.
166.	Pay for it all by building a “Beep” system, ala Santiago, Chile. Local vehicles have radio beacons that debits bank accounts for passing choke points on the T.V. freeway and major traffic corridors. Non-local traffic buys prepaid credit cards that are debited by the same radio controlled system. Rural users then are not dinged via property tax or other methods to pay inner city improvements.
167.	Suggestion—consider a future combination, or even implement it now. 11 <sup>th</sup> St.—one-way north, circulate buses on half of 10 <sup>th</sup> St. (going south). Build site H. This concept may (needs to be should) allow for less immediate impact now (could keep bikes on 10 <sup>th</sup> ) and/or expansion in the future. Understand the need to lease anyway future could (?) and which bottom floor of both back Mason buildings—historic of use, etc. I spoke with Bryan Huey and Miguel Gaddis about this. We need this downtown.
168.	
169.	Strongly support downtown streetcar!! This would be very progressive for Boise. Boise needs this. Light rail is good. Very effective. Familiar with Portland streetcar and MAX. Both are beneficial.
170.	
171.	This concept was introduced to Detroit in the 70s and contributed to the destruction of downtown. It was also installed in a nearby suburb with the same results . Buses and coverings block light create dangerous crossing and discourage people from visiting local businesses. Don't tamper with this city's delightful walkability and vibrant downtown.
172.	I prefer site H.
173.	Clearly, the construction of a transit building on site H will have much better short-term economic impact—in terms of job creation and moving dollars through the local economy—than what would amount to little more than a denser relocation on the existing nightmare from main/Idaho to 20 <sup>th</sup> .
174.	
175.	

176.	
177.	
178.	
179.	I support site H over site on 10 <sup>th</sup> St. If site H is not possible, then I support the on-street location.
180.	I'd like the buses to run more often and later. Need better communication between Nampa buses and Boise buses. Need more bike capacity on buses—can now only carry 2 bikes and are full many times.
181.	Nice displays and having staff people available to answer questions and discuss was great.
182.	Thanks for the opportunity to learn and comment.
183.	Be sensitive to our history and irreplaceable buildings—which I think city leaders usually are. But growth is OK and the people who come with growth are OK too. Can you add more components, like micro retail space or other community gathering elements like cafes?
184.	Please provide more bike parking in safe areas with sturdy, well spaced racks. Also make downtown bicycle commuting more accessible on more streets. I'm very excited about the prospective streetcar plans!
185.	I love Boise. We need more bicycles and less cars. More bike infrastructure.
186.	
187.	
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