PUBLIC INVOLVEMENT

A Public Involvement Plan (PIP) was developed that identified the following goals:

- Build understanding among the public and key leaders regarding the roles of TOD, traffic and transit improvements, and land use in creating a State Street transit corridor that functions well over the long term.
- Develop long-term advocates and funding proponents for the State Street vision within the community.
- Gather valuable input that will give VRT, ACHD, the Cities of Eagle, Boise, and Garden City, ITD, and COMPASS a sense of community priorities and goals for roadway, transit, and land use along State Street.

The specialized public involvement process included a Community Advisory Commitment (CAC), Technical Advisory Committee (TAC), and Public Open House. Information was provided via mailings, email, newspapers, and the project website.

Community Advisory Committee (CAC)

The CAC was formed in early 2010 to provide input and guidance during the plan process. The CAC included residents and members from over 70 agencies, organizations, residents, and businesses interested in improving this corridor (refer to page iii for a list of CAC members).

The CAC members met three times with the project team at the Northgate Shopping Center (twice) and Riverglen Junior High School (once). Each meeting lasted approximately 4½ hours and included presentations and break-out sessions with the CAC to obtain feedback on the following topics:

- Vision for State Street
- Types of development preferred along the corridor
- Alternatives being evaluated
- Proposed roadway, transit, and land use improvements

MEETING #1

Sixty-nine people attended the first CAC meeting in May 2010. The purpose of the meeting was to present the study purpose and vision, discuss the importance of leadership in implementing the vision, present and gather input regarding current and future transit and traffic conditions, and generate support for a multimodal corridor. After a presentation of the materials, a dinner discussion was held with the CAC in groups of 8 to 10 persons on the above topics.

CAC Meeting #1

The CAC dinner discussion and comments supported the vision for State Street and

identified many roadway, pedestrian, bicycle, transit, and land use changes needed to develop an integrated, multimodal corridor.

Participants wanted to see development types that include:

- Livable, walkable, and bikeable neighborhoods.
- Connected and integrated neighborhoods.
- Live and work opportunities in the same neighborhood.
- Sense of community and ownership within TOD nodes.
- Accessible neighborhood services.
- Variety of housing options.

Frequent responses for improvements to the corridor included adding sidewalks and bike lanes, improving the bicycle and pedestrian connections to the Greenbelt, improving the bus loading and bus bays, and expanding the transit frequency and options (CAC Meeting #1 Summary).

MEETING #2

Forty-five people attended the second meeting in September 2010. The purpose of the meeting was to present and gather input on the evaluation criteria and the proposed alternatives for the corridor.

In August 2010, 42 CAC members completed an online survey to provide the project team with input on the evaluation criteria. Figure 20 summarizes the online survey responses.

As shown in Figure 20, the majority of criteria were weighted for the evaluation of alternatives.

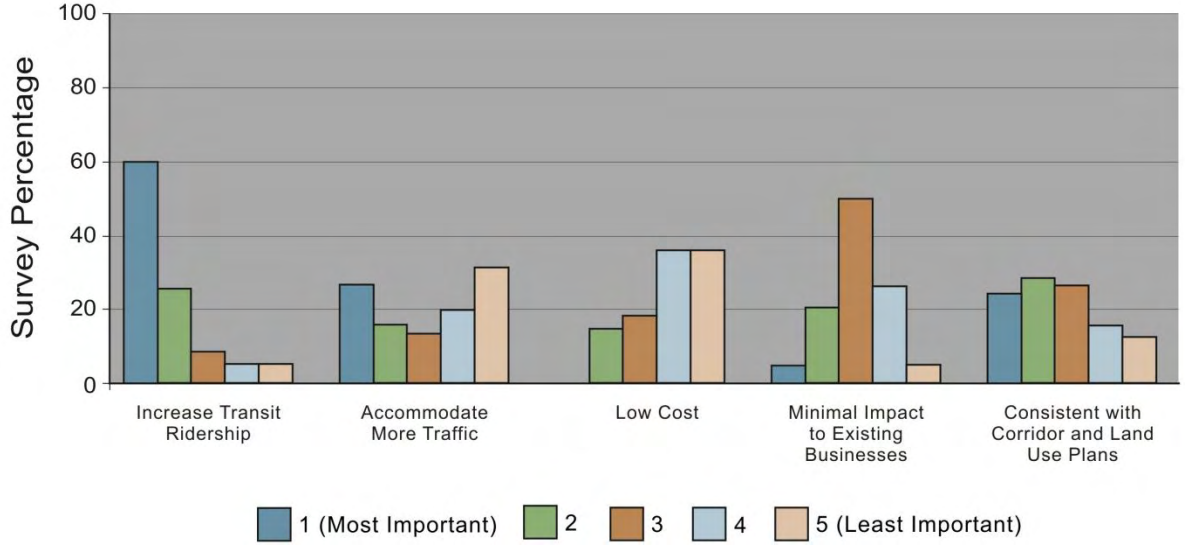
At Meeting #2, the CAC was separated into three groups and participated in break-out sessions about the corridor alternatives.

The CAC provided the following input on the alternatives by corridor segment.

Segment 1 – SH 16 to Eagle Road

The majority of participants supported the Curbside Running Way with HOV alternative with minor modifications and

Figure 20 Results of CAC Survey



- Provide bike lanes and sidewalks on both sides of the roadway
- Need landscaping

CAC Meeting #2

Segment 2 - Eagle Road to Glenwood Street

Most participants supported the Curbside Running Way with HOV alternative with minor modifications, including:

- Match this segment to Segment 1
- Start with a concept that will transition the community to rapid transit
- Consider curb, gutter, sidewalks, and separated pathways for bikes
- Consider trees and landscaped medians
- Allow for transitioning to an exclusive bus lane

Segment 3 - Glenwood Street to 23rd Street

The majority of participants supported one of the Median Running Way, Curbside Running Way, or Curbside Running Way with HOV alternatives with minor modifications, including:

- Add more landscaping
- Provide easy U-turns at intersections
- Add separated bike paths
- Increase transit
- Add raised median for less accidents, however raised medians are a bad idea for emergency response
- Use of outside lane should evolve on its own
- Need to have more flexibility with the selected alternative

Segment 4 - 23rd Street to Downtown Boise Multimodal Center

Participants supported having transit travel in a Mixed Traffic Running Way, but identified the following future considerations for this segment:

- Contraflow option from 23rd Street to the Downtown Boise Multimodal Center or use of Jefferson Street as an alternate route to Downtown Boise Multimodal Center
- Dedicated transit lanes on Bannock and Idaho Streets to 23rd or 27th Street
- Implications to one-way/two-way street conversions (CAC Meeting #2 Summary)

MEETING #3

Forty-one people attended the third meeting in November 2010. The purpose of the meeting was to present and gather input on the following items:

- The near-, medium-, and long-term recommended improvements for the State Street corridor
- The plan for implementing the recommended improvements
- The December open house

At Meeting #3, the CAC was separated into three groups and participated in break-out sessions to discuss the near-term, medium-term, and long-term improvements for the corridor.

Overall, attendees generally supported the plan.

CAC Meeting #3

- Attendees saw a need for coordination between the elements of the plan.
    - TOD nodes should be located with Park & Rides.
    - Land use and future developments should be considered.
    - Public and private sectors should work together.
- Improvements should make it easier for pedestrians, bicyclists, and elderly or disabled patrons to use transit (i.e., bike lockers, bike lanes, bike racks on buses, sidewalks, pavement, proximity of bus stops to shopping, transfer times, etc.).
- Transit should include more feeder routes and north/south routes.
- School buses should not stop on State Street.
- Some wanted more information about specific timelines, funding, and the extent and location of pedestrian improvements.
- Some felt the plan was not ambitious enough for the planning horizon, and transit improvements should be constructed sooner (CAC Meeting #3 Summary).

SUMMARY

In summary, the CAC contributed greatly to the development of this Implementation Plan. The following comments are just a snapshot of the overall input received from the CAC.

- Support the vision for State Street
- Support bike lanes and pedestrian facilities on both sides of the roadway along the entire corridor
- Support expanding transit service and increasing frequency along the corridor
- Support a dedicated transit lane alternative between SH 16 and 23rd Street, although the specific running way (median, curbside, or curbside with HOV) and timing of

implementing a dedicated transit lane varied by segment

- Support the TOD sites and opportunities to connect and integrate neighborhoods
- Support the proposed improvements with concern about securing funding and a need for coordination between the elements of the plan

Technical Advisory Committee (TAC)

A TAC was formed in early 2010 to provide technical input and guidance during the plan process. The committee met three times at the ACHD auditorium (3-hour meetings) and one time at COMPASS, and included staff members from ACHD; the Cities of Boise, Eagle, and Garden City; COMPASS; ITD; Northside Neighborhood Transportation Committee; VRT; and the State Street Program Coordinator (Refer to page iv for a list of TAC members).

The TAC members discussed and provided input on the following key topics:

- Consistency of State Street TTOP findings and recommendations with past and ongoing studies
- Traffic volume projections and operations on the corridor
- Locations of TOD
- Evaluation criteria
- Range of alternatives evaluated
- Elements of BRT and other high capacity transit systems including station locations and interaction with other modes
- Elements of HOV systems including education and enforcement
- Accommodation of pedestrian and bike facilities
- Access management issues and plans along the corridor

Public Open House

The agencies along the corridor hosted a State Street TTOP Public Open House on Thursday, December 2, 2010. The open house was held from 5:00 to 8:00 p.m. at Riverglen Junior High School.

A separate businesses open house was held from 4:00 to 5:00 p.m. to give business representatives one-on-one time with staff.

The purpose of the open house was to present and gather comments on the proposed improvements to State Street between the future Downtown Boise Multimodal Center and SH 16. Approximately 120 people attended, including over 25 businesses/proprietors, and 42 people provided written comments.

Public Open House

The key conclusions based on comments received from the public include:

- Attendees **supported** the overall plan.
- The **three most important issues** for participants were:
  - Expanding transit service,
  - Improving traffic flow, and
  - Improving safety.
- Attendees **supported** the proposed improvements for transit, roadway, bicycle/pedestrian, and land use.
- Attendees **supported** HOV lanes and the TOD locations in the plan.
- Attendees provided a variety of suggestions about funding the plan, including different types of new taxes/fees and waiting on new taxes because of the current economy (Public Open House Summary).

Public Open House

Information about the project was also provided to the public through a website, shown in Figure 21. All project materials are posted at www.kittelson.com/statestreetcorridorstudy.

Figure 21 State Street TTOP Website

VRT VALLEY REGIONAL TRANSIT

HOME OVERSIGHT PROJECTS/STUDIES THE NEWS PROCUREMENTS ABOUT VRT Web Site Search

Monday, December 06, 2010 ..:: PROJECTS/STUDIES » STATE STREET CORRIDOR STUDY » TRANSIT AND TRAFFIC OPERATIONAL PLAN ::.. Login

State Street Transit and Traffic Operational Plan

ABOUT THIS PROJECT
PROJECT OUTCOMES
SCHEDULE AND ACTIVITIES
PUBLIC INVOLVEMENT

ABOUT THIS PROJECT

State Street is the only Treasure Valley roadway that connects the communities of Star, Eagle and Boise. As the population of the Treasure Valley grows, State Street will require improvements to accommodate increased traffic along the corridor.

This project will identify and prioritize specific transit and traffic improvements that will develop State Street into a premier transit corridor in the Treasure Valley. This 15-month study builds upon the transit vision established during the State Street Corridor Strategic Plan Study in 2004.

The **2002-2004 State Street Corridor Strategic Plan** concluded that the most effective strategy for future transit would be to plan dedicated lanes that could accommodate high capacity transit operations, such a high-speed bus or light rail system. The study also found that implementing a high capacity transit system would require more than enhancing transit and traffic conditions; for this strategy to be successful, future development along State Street must be planned to support high capacity transit.

After completion of the above plan, a memorandum of understanding was developed and agreed upon by the partnering agencies to identify the roles and responsibilities of each agency in implementing this vision.

As part of this implementation, the **State Street Corridor Market Strategy** and **State Street Transit Oriented Development Guidelines** were completed to assist with identifying the market perspective on State Street and the guidelines for transforming State Street into a regional transit priority corridor. The State Street Alignment and Right-of-Way study is currently ongoing project by ACHD to locate the preferred centerline of the proposed seven-lane section and identify the needed right-of-way on State Street from Glenwood Street to 23rd Street.

PROJECT OUTCOMES

The State Street Transit and Traffic Operational Plan (TTOP) will make recommendations regarding:

- Traffic and transit improvements between downtown Boise and State Highway 16
- Land uses and how they might develop
- Alternate routes through Eagle and to downtown Boise
- An implementation plan and financial strategy for the identified improvements

STUDY AREA MAP

Back to Top

ADDITIONAL RESOURCE MATERIALS

- Technical Advisory Committee Meetings
- Maps
- Project Deliverables
- Learn More About Transit Options
- Library of Related Studies and Documents

CLICK BELOW FOR:

Terminology List
Acronym List

STUDY AREA MAP