

## Community Café

### Idaho Historical Museum

Boise/Garden City

November 5, 2002

*Flip Chart Notes*

#### Key Ideas:

- Emphasis on north/south corridors
- Take advantage of east/west rail
- Don't let "Eagle Road" happen again (development constraints & limited access)
- Change the "car" mentality
  - Need service that will work to get people out of their cars
  - Express lanes
  - ITS on lights so buses can go thru
  - Car pool/bus lanes
- Reliable funding for transit
- Make "connector" a toll road (\$1 for bus - \$2 for toll) – will get people out of their cars
- Work on demand side (systems in place)
- When re-zone, impact fee to solve correction at the area (mitigation-existing neighborhoods)
- Ridge to Rivers pathway plan – Valley wide
- Zoning – more mixed
- Cooperation between cities on zoning
- Employer incentives for part-time
- Parking – if working or shopping downtown it is expensive to park
- Redevelopment – reverse trends (double-decker concept) create neighborhood under
- Walkable short trips
- Sense of place with road design
- Inter-urban commercial development around nodes (like trolley days)
- If you don't have transportation nodes – you have sprawl
- Familiarize people with alternative transportation – TV ads
- Front porch forum
  - Publish in newspapers
  - Same questions
  - Creates interest and involvement
- Local option tax
- Work with state – all on same footing
- Long-range plan – short/medium/long-term
- Realistic time frames for achievement
- Don't set up for failure (A-B not A-Z)
  - If you don't see achievement – you lose interest

## **Community Café**

### **Idaho Historical Museum Boise/Garden City**

November 5, 2002  
*Hosted Tables*

#### **Table Comments**

##### ***Host 1***

##### **Working Well**

- ACHD

##### **Not Working**

- Bus
- Funding Problems
- Does not serve outside areas
- Clustering businesses
- Freeway
- Plans not being implemented\
- Eagle Road is overloaded – too many entrances

##### **What would you like to see in the future regarding transportation?**

- Coordination between land use planning and traffic
- Right-of-way preservation
- Coordinated bus/rail system
- Cooperation between cities on land use planning
- Impact fees on rezones to pay for existing neighborhood impacts

##### **How would you be willing to pay for transportation improvements?**

- Impact fees
- Do not expand roads
- Toll roads till paid for only
- Multiple sources
- Property tax
- Local option tax

##### ***Host 2***

##### **Working Well**

- ACHD – more efficient
- Traffic calming efforts – South Boise
- ACHD has been responsive recently to neighborhoods concerns

##### **Not Working**

- Infrastructure is inadequate
- Projects need to be sped up and longer range vision to projects are timely with need
- Land us planning and development needs to be better linked with transportation/road planning and development

**What would you like to see in the future regarding transportation?**

- Light rail
- Mass transit (van, bus, trolleys) on arteries in and out of town
- Short commuters provided with options to get out of their cars
- Real bike routes safe and usable
- Bus system that works

**How would you be willing to pay for transportation improvements?**

- Pay with user fees
- Toll roads between connector
- Gas tax
- COMPASS and ACHD investigate all funding sources and create policies that will drive decisions to utilize funding for more transit options
- Tax dollars
- Need to provide public funding to improve bus/transit so it is efficient
- Parking locations for express bus

***Host 3***

**Working Well**

- Not experiencing long commutes
- Parking available (street slots)
- Rebuilding/enlarging key intersections
- Relieving wait times
- Airport access is great – close, easy to get to
- Bike trails o.k. – need more safety in some areas

**Not Working**

- Public transit
  - Language
  - Not reliable times
  - No signage in outlying stops
- Cross town at peak times (north/south routes need improving)
- Peak hours on interstate
- New Micron interchange not being utilized
- Sidewalks missing in lots of areas – kids in streets

**What would you like to see in the future regarding transportation?**

- Belt road, east/west road to north
- Preservation of State and Chinden with growth of west end of valley (urban couplet)
- Double-decker roads with redevelopment before they need it
- Mass transit

**How would you be willing to pay for transportation improvements?**

- User fees
  - Gas tax dedicated to projects
  - Registration/users
- Property taxes (more specific to specific projects)
- Toll roads
- Impact fees by regional users
- Rezone impact fees

- Rural – residential
- Rezone fees don't cover incremental impact of development and existing

**Questions:**

- How does the gas tax get allocated to projects?

***Host 4***

**Working Well**

- Connector
- SMART technology
- Waiting time is short at lights
- No enforcement of speed limits
- Signage
- Night construction
- ValleyRide
- Hub and Spoke works not as well as Grid

**Not Working**

- No north/south connections in County
- Running red lights
- Blocking intersections
- Eagle Road
- Closing roads for construction/sewer
- Disconnects of all north/south roads
- One-hour delays for buses
- Bus – Grid system doesn't work

**What would you like to see in the future regarding transportation?**

- Mass transit/move people
- Monetary incentives for participants/companies
- Canyon County needs to be on emissions inspection, as does Kuna
- North/south connections needed immediately
- Public transportation – needs to make pedestrian activity more friendly and safer
- Downtown trolleys (7a to 6p) St. Luke's to 16<sup>th</sup> Street
- South bypass for trucks

**How would you be willing to pay for transportation improvements?**

- Infill – density bonus to developers
- Smart Growth
- Personal property tax on vehicles
- Private contractors for buses – let them set the price to serve people – but at a profit
- Cab system/cell phone connects - on demand
- Flex time

**Group Discussion:**

- Work on demand/supply of moving people
- Ridge to Rivers – complete Valley-wide for biking opportunities
- Employer incentives
- Roadway design for a sense of place
- Interurban – commercial nodes around stops

- Front Porch forums
- Land use must be coupled with transportation

### *Host 5*

#### **What's Working? What's Not?**

- Street maintenance is working. Compared with other communities, roads are in good condition.
- Mixed opinions about signs and traffic control. Some feel too many signs, visual clutter. Some feel signs provide a good sense of direction.
- Also conflicting opinions about synchronization. Differences seem to be location. Good on Front and Myrtle, terrible on State Street. There is not enough importance placed on synchronization; traffic flows could be improved if there was more attention to synchronization.
- Airport has more capacity than we need.
- Vanpools and commuter buses are visible, and general consensus is that they work well, but we need more.
- Impact fees are not working. Inequities in location, especially with no fees in Canyon County. Feeling that the fees should be the same regardless of location.
- All participants agreed that the fragmentation in the planning process and lack of coordination among agencies is one of the biggest issues that are not working.

#### **What would you like to see in the future regarding transportation?**

- Use of the UP corridor from Canyon County to Micron. Maybe first as a bus corridor and then later for rail.
- Solve north-south connection problem. Improved north – south access is an issue across the valley.
- South corridor to relieve congestion on I-84 and purchase inexpensive right of way. Should be done in concert with land use planning and planned as multi-modal. Some concern that need has not been justified.
- Integrate the Ridge to Rivers plan as an extension of the greenbelt.
- Multi-modal access to downtown Boise and the University, including connections for future light rail and downtown circulator (maybe trolley?)
- More transportation demand management mechanisms since we will never build sufficient capacity.

#### **How would you be willing to pay for transportation improvements?**

- Impact fees at rezone. Regional impact fees.
- User taxes such as gasoline, tire, licensing.
- Toll road for south county corridor.
- Any tax should be region-wide.
- User tax for roads, region-wide tax for transit.

## *Host 6*

### **What's Working? What's Not?**

- If it wasn't for rush hour traffic, there wouldn't be a problem – except a lack of options
- We have a car mentality. The way the system is built is not conducive to other modes of transportation, like walking.
- Walking is convenient downtown, but it isn't as possible outside the downtown area. There's a lack of sidewalks.
- There are sidewalks within neighborhoods, but there aren't connections to shopping areas.
- The bus routes are not efficient. It can be a lot easier and quicker to walk. The bus system only works for people who live along the routes.
- We need a safe connection between neighborhoods and public schools.
- There are few disincentives to driving other than parking and crowded roads.
- The pattern of a city core and "spokes" works well. We don't have a series of grids.
- A free shuttle for the downtown area would be a great help.
- There is no alternative transportation that works well – except the Greenbelt.
- In Seattle, there are more park-and-ride lots, which take a load of the freeways.
- There's only one crossing light on Harrison. The infrastructure doesn't encourage walking. You can't cross Warm Springs. The busy streets cut neighborhoods in half.
- Arterials are too wide and too fast. It degrades the quality of life along the corridors.

### **What would you like to see in the future regarding transportation?**

- It would be desirable to develop consolidated service hubs – places where you could get goods and services without driving a car.
- One person was interested in a subway system. Another person suggested elevated light rail, like in Europe.
- We can't keep laying asphalt and pouring concrete.
- Separation of thru truck traffic from commuter transportation. Perhaps a southern by-pass should be considered.
- There was discussion about magnetic systems.
- There could be a bus system that would distribute people after they get off the subway.

### **How would you be willing to pay for transportation improvements?**

- We have to have a local option tax to pay for the types of transportation we're talking about.
- Whatever we do would have to be Valley-wide.
- It's not going to happen until the legislature is willing to do something about it.
- Can you have a local gas tax?
- We ought to look to access as much federal money as possible. There won't be as much funding available due to the War in Iraq.
- What about private toll roads? Direct cost of use.
- We're not yet big enough to make mass transit work.
- We have to twist the perceptions of this town to come around to public transportation.
- The bus system loses money, but the airport has profits. Could the airport subsidize public transportation?

- Could we give developers incentives to create public transportation infrastructures – a transit mall?
- Businesses used to grow at the stops for the old Interurban.
- Develop concentrated areas around hubs of public transportation.

**Question:**

- If you have a rail line that gets you from Nampa to Boise, how do you get from the train stops to your job?

T:\600transup\661rtp\2030\Outreach\CommunityCafe\Cafe-BoiseHostedTable.doc