

**Communities in Conversation—Meeting in a Bag
Comment Form Transcription
April 18—May 19, 2006**

City of Boise Meeting on May 11, 2006

#	1. What do you perceive to be the main components or goals of CIM?	2. What expectations or goals do you have regarding transit at the regional level and within Boise City?
1	Connect Boise to neighbor smaller city and reallocate traffic loads onto selected primary arterial roadways. Extend there study of a common public “rail” system for future growth.	Bus system to serve the higher density housing areas...Maintain “some” open space along the major corridors. Maintain large public parks, specifically in the new population growth areas near West boundaries between Boise and Meridian.
2	Creating a really wide system to more people to major work/activity centers.	-Would like to see light rail of some set -Help preserve the existing residential areas to the greatest extent possible for quality of life, while moving traffic in order of flow.
3	To coordinate transportation between counties and in the Treasure Valley	We would like to see less main arterials on every mile grid. There is no need to have 5-6 lane roads at every mile. To keep Ustick Road as a 3-lane road from Cole to Five Mile and to widen Chinden and Fairview to be used as main arterials.
4	To project and accommodate for growth with a 25 year transportation plan.	That transportation planners look to other communities for ideas that are in use and work. That planners involve citizens in the planning process not just the conceptual process. That planners build based on need – not based on the least expensive solution.
5	Address traffic congestion. Address future planned development. Provide both with financial incentives for good planned growth instead of penalizing bad growth.	Light rail system by 2030. Proactive planning for growth (not reactive). Improved roads for vehicular traffic.
6		Improving traffic flow without negatively impacting neighborhoods.
7	Better planning for land use to development as well as transportation planning.	None if you mean light rail. I don't believe light rail is a solution the populace will support and use.
8	Build to the future without wrecking the existing structure of Boise.	None – unless a local tax or some sort of a Garvey Arrangement to fund the rail and bus system.
9	To take a long-range, proactive stance on growth while there is still an opportunity to make a difference (the latter is rapidly disappearing).	Functional mass transit – even if it involves selected park and ride.
10	We need a new interchange @ Five Mile. The fact that there is no off ramps between the Flying Y and Eagle Road is a problem. Five Mile needs to be an arterial. I see several proposed interchanges going west but not one at Five Mile!	Light rail or a workable mass transit along existing rail lines.
11	To wrangle problems in valley pertaining to expansion	
12	To have an actual plan for transportation in the Treasure Valley.	With increasing population density I expect more options.
13	Land use/transit grows in a planned manner in the valley	Need mass transit! All working _____ people depend on it.

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14	Continuous thoroughfares – e.g. for Eagle Road and an expressway. Mass Transit – some form of rail system. East-West, North-South. Busing – consistent, frequent, commuter route bus system.	I expect improved traffic flow, valid alternative mass transit, proper right hand turn land, proper left hand turn lanes. I expect construction to allow for alternate routes that are not also under construction.
15	Reducing sprawl	State will recognize need for local option or need to _____ Fund or enable locals to fund transportation needs.
16	Identify strategies to guide growth in study area to be more compact to support transit. Place employment coupons near residential population.	Establish east/west light rail or bus rapid transit corridor (regional). Take pressure off I-84. Boise City – establish downtown loop, transit to airport.
17	Community involvement and communication. Thank you!	Stop tinkering at the street level and put dollars and efforts into long-term solutions such as light rail ala Chicago and suburbs
18	To describe where transportation routes are planned in the future. It appears to be an integrated approach to thinking about transportation including roadways or mass transit.	I think that Mass Transit needs to stop trying to be all things to all people. Transit needs to focus on doing a few things well. As more high density housing occurs downtown the focus of mass transit should be to serve these users well. As this is successful, you can move out to the other neighborhoods. Focus a few commuter lines hooked to park and rides that jet into downtown.
19	Helping developers	Subway system – don't build LA on the Boise River
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3. Of the proposed roadway corridors, which do you see as the top priorities?			4. Which, if any, of the proposed roadway corridors should not be included as a priority at this time?
#	For east-west travel	For north-south travel?	
1	<ol style="list-style-type: none"> 1. State Street 2. Ustick Rd. 3. Amity Rd. 4. Fairview Ave. 	<ol style="list-style-type: none"> 1. Kuna-Meridian 2. McDermott 	
2			
3	<ol style="list-style-type: none"> 1. Fairview 2. Chinden 	<ol style="list-style-type: none"> 1. Five Mile 2. Cole 	Ustick Road
4	<ol style="list-style-type: none"> 1. Highway 20-26 – Chinden 2. Fairview Ave. 3. Ustick as a mass transit corridor – street cars 	<ol style="list-style-type: none"> 1. Roads to reduce congestion on Eagle Road 	Ustick needs to be eliminated from the E/W list until Highway 20/26 is built from Eagle Rd to Caldwell to accommodate large amounts of traffic.
5	<ol style="list-style-type: none"> 1. I-84 2. State Hwy/W State 3. Hwy 20/26 	<ol style="list-style-type: none"> 1. Eagle Rd. 	
6	<ol style="list-style-type: none"> 1. Chinden 2. I-84 3. State 	<ol style="list-style-type: none"> 1. Eagle 2. Cloverdale 	Ustick
7	<ol style="list-style-type: none"> 1. Freeway improvements 2. Franklin Rd. 3. Cherry Ln. 4. Chinden (20/26) 	<ol style="list-style-type: none"> 1. Eagle Rd improvements 2. Ten Mile 3. Five Mile 4. Black Cat 	McDermott Rd
8	<ol style="list-style-type: none"> 1. Rail 2. Wheel bus along State 	<ol style="list-style-type: none"> 1. Highway 16 2. Locust Grove 3. 3 Rivers 	
9	<ol style="list-style-type: none"> 1. Hwy 20-26 2. Fairview/Cherry 3. Ustick 4. Highway 44 	<ol style="list-style-type: none"> 1. Eagle 2. Cloverdale 3. McDermott 4. Linden 	Would delay Lake Hazel until growth in SE Boise better defined.

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10	1. Fairview	1. Five Mile 2. Eagle	
11	Need mass transit and education	Linking the benches to the valleys.	
12	1. State Street 2. Cartwright 3. Hill Road	1. Glenwood 2. Eagle	
13	State Street – need mass transit. Spread land use along freeway.	Eagle Road – need mass transit. Spread land use along freeway.	
14	1. State Street 2. Ustick 3. Chinden 4. Lake Hazel	1. Eagle 2. Five Mile 3. McDermott 4. Linder	
15			
16	1. I-84 2. 20-26 3. State Street 4. Ustick	1. Meridian Rd. 2. McDermott 3. Cloverdale 4. Middleton Rd.	
17	1. Meridian areas 2. Chinden widening	McMillan completion	Ustick – leave it alone. Make the main E-W roads remain Fairview, State and Chinden.
18	Lake Hazel	State Street	
19	Not Ustick – don't make it 5 lanes		Ustick – Do not make it 5 lanes
20	North-South Regional Routes 1. Cole Road 2. Eagle Road/Cloverdale Road (together they would form one north-south corridor, using Eagle Road from north of the interstate, and Cloverdale Road south of Columbia Road, and joining the two between at a point south of Lake Hazel Road. 3. McDermott Road/S.H. 16 (with expressway segment as shown) 4. 12 th Avenue (Nampa)/S.H. 45 5. Middleton Road		