

TECHNICAL APPENDIX

M. PIM #2 SUMMARY

Date: May 2, 2018 Project #: 20659
To: Mark Wasdahl (ITD District 3) and David Corcoran, AICP (ACHD)

From: Robyn Austin and Andy Daleiden, PE
Project: Int. Glenwood St & State St Study – Boise, PN. A020(049), Key No. 20049
Subject: Public Comment Summary #2

This memorandum summarizes public feedback received for the Glenwood Street and State Street Intersection Study. Public comments were collected through an online survey and a public involvement meetings (PIM).

INTRODUCTION

Ada County Highway District (ACHD) and Idaho Transportation Department (ITD) conducted a public outreach effort in order to collect feedback on the alternatives being presented for the Glenwood Street and State Street intersection. This was the second round of outreach for this project. The first round took place from August 15 through August 30, 2017. The first round gave participants an opportunity to learn about the study, map comments on issues they have in the area and provide feedback on various types of intersection types being studied. This second round of outreach presented participants with more detailed concepts and visualization of intersection alternatives and asked for their level of support for each alternative.

Four PIMs were held in Boise (2), Eagle (1) and Garden City (1) as well as an online survey.

The PIMs took place at the following locations and times, as advertised:

- **Garden City Hall - 6015 N Glenwood Street, Garden City**
 - April 4, 2018; 3:30-4:30 pm (business/property owners) and 5:00-7:00 pm (general public)
- **Covenant Presbyterian Church – 4848 N Five Mile Rd, Boise**
 - April 5, 2018; 6:00-7:00 pm
- **Eagle Public Library – 100 N Steirman Way, Eagle**
 - April 11, 2018; 6:00-7:00 pm
- **Boise Public Library – 715 S. Capitol Blvd, Boise**
 - April 12, 2018; 6:00-7:00 pm

Table 1 summarizes the number of attendees and comments received at each PIM and through the survey which was open from April 5th through April 26th. This summary includes comments received as of April 30th. Comments received after this point were forwarded to the project team for review but are not included in this summary.

Table 1 Sources and Number of Comments Received as of April 30th

| Location | Date(s) | Attendees | Comments |
|------------------------------|----------------|------------|------------|
| Garden City Hall | April 4, 2018 | 152 | 72 |
| Covenant Presbyterian Church | April 5, 2018 | 12 | 6 |
| Eagle Public Library | April 11, 2018 | 58 | 28 |
| Boise Public Library | April 12, 2018 | 12 | 3 |
| Emails/Letters | - | - | 10 |
| Online Comments | - | - | 338 |
| TOTAL | - | 234 | 457 |

Attachment A includes comment sheets, letter and emails. Attachment B includes the online comments. Attachment C includes the sign-in sheet and display boards from PIM #2.

ONLINE SURVEY AND PIM #2 COMMENTS

Respondents were asked the same questions at the PIM as in the online survey. The following sections summarize the individual responses received to these questions. Some respondents did not answer all of the questions.

Respondent Profile

Respondents were asked to identify what zip code they live in. As shown in Figures 1 and 2, the majority of the responses (42%) live in 83714 which represents Garden City and the areas north and south of the intersection. 56% of the responses came from the zip codes that include or are adjacent to the subject intersection (83714, 83703, 83702).

Note: During the first round of outreach in August 2017, the majority of the responses (52%) live in 83714 which represents Garden City and the areas north and south of the intersection. 95% of the responses came from the zip codes that include or are adjacent to the subject intersection (83714, 83703, 83702).

Figure 1. Responses to “What zip code do you live in?”

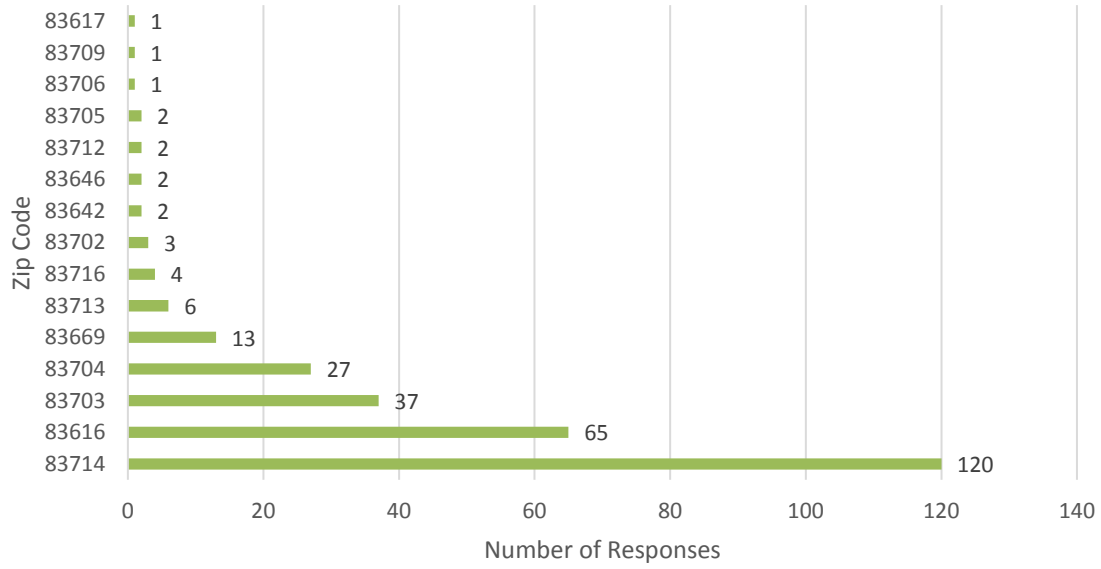
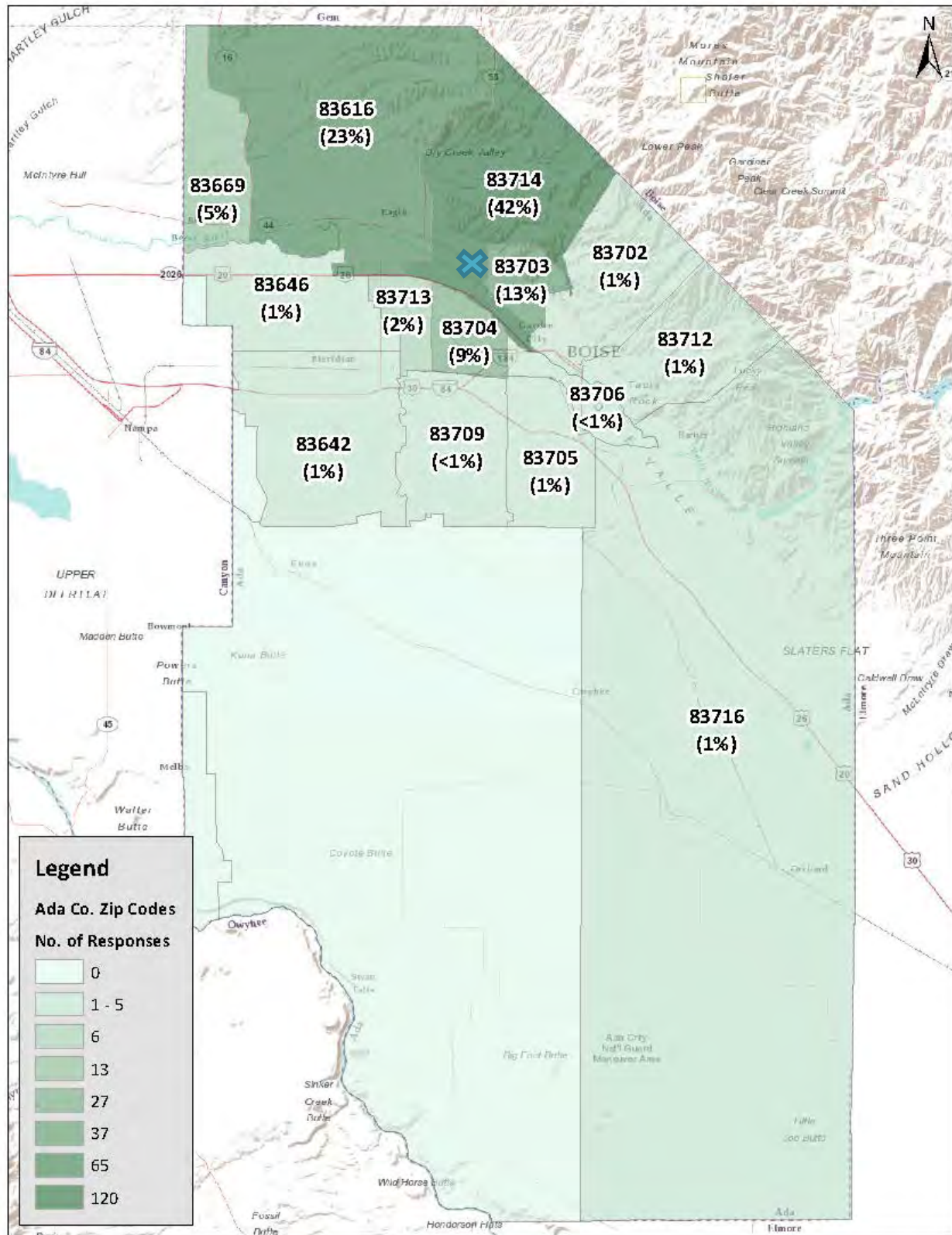


Figure 2. Map of Responses to "What zip code do you live in?"

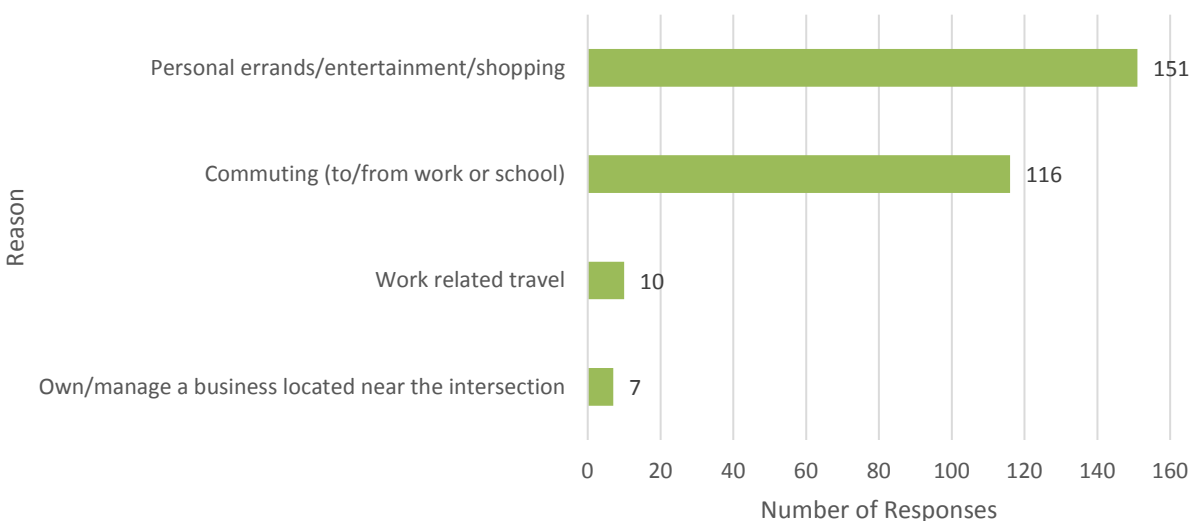


Reason for Traveling Through Intersection

Respondents were given the opportunity to indicate their primary reason for traveling through the Glenwood Street/State Street intersection. As shown in Figure 3, personal errands/entertainment/shopping (53%) and commuting to work or school (41%) were the primary reasons given for using these roadways and passing through the intersection.

Note: During the first round of outreach in August 2017, personal errands/entertainment/shopping (61%) and commuting to work or school (28%) were the primary reasons given for using these roadways and passing through the intersection.

Figure 3. Responses to “What is your primary reason for traveling through the Glenwood State intersection?”



Intersection Alternatives

Attendees at the PIM and participants taking that online survey were presented information on four alternatives being considered for the intersection. These alternatives included:

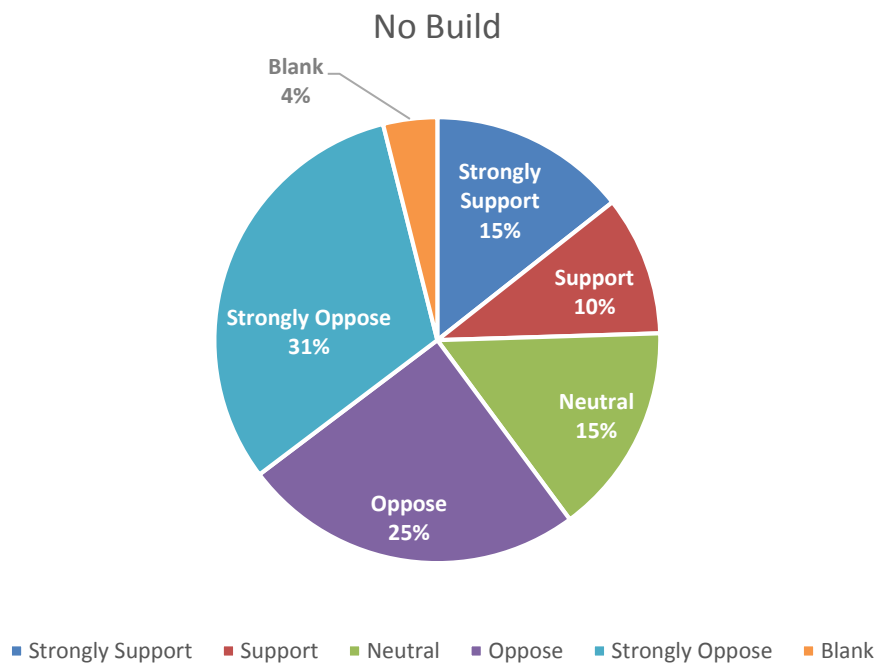
- No Build
- Median U-Turn (ThrU-Turn)
- Partial Quadrant
- Partial Displaced Left Turn

Respondents were asked to rate their level of support for each alternative. The levels of support were strongly oppose, oppose, neutral, support and strongly support. Table 2 summarizes responses for each alternative. In summary, the No Build and Partial Quadrant alternatives received the most amount of strongly oppose and oppose and the Partial Displaced Left Turn alternative received the most support and strongly support from the comments. Figures 4, 5, 6, and 7 provide a summary of responses for each alternative.

Table 2. Support for the Alternatives

| Alternative | Strongly Oppose | Oppose | Neutral | Support | Strongly Support |
|-----------------------------|-----------------|--------|---------|---------|------------------|
| No Build | 96 | 76 | 47 | 31 | 44 |
| Partial Quadrant | 75 | 100 | 51 | 46 | 24 |
| Median U-Turn (ThrU-Turn) | 53 | 80 | 66 | 61 | 30 |
| Partial Displaced Left Turn | 60 | 43 | 42 | 101 | 50 |

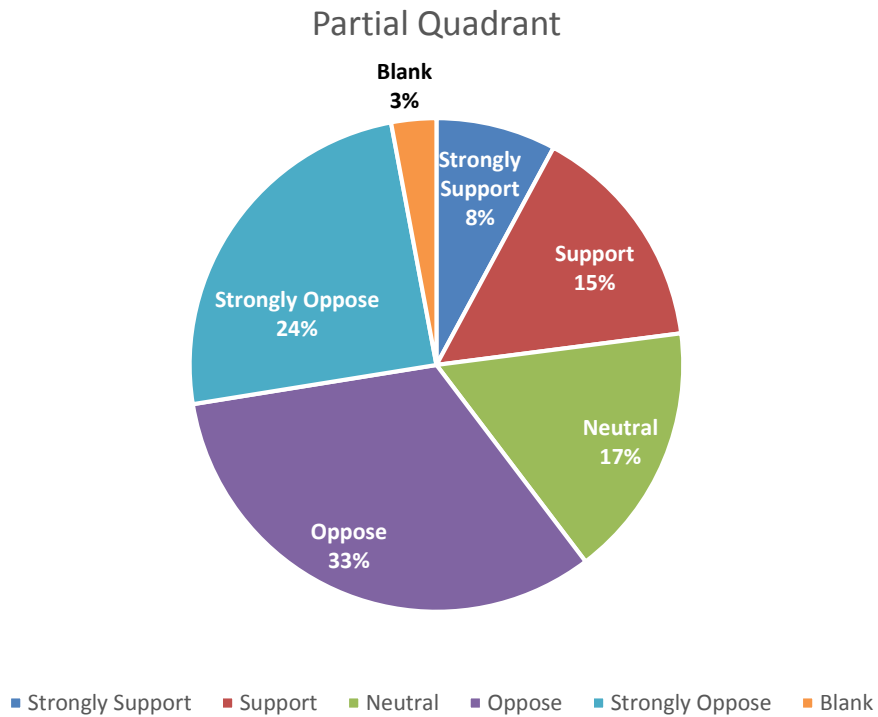
Figure 4. Responses “Rate your level of support for the No Build Alternative”



Themes from comments:

- Oppose or Strongly Oppose
 - Traffic will get worse and something needs to be done
 - Bicycle and pedestrian access needs to be improved
- Support or Strongly Support
 - Lowest cost of alternatives
 - Results in no additional construction on State Street
 - Least impact on existing businesses

Figure 5. Responses “Rate your level of support for the Partial Quadrant Alternative”

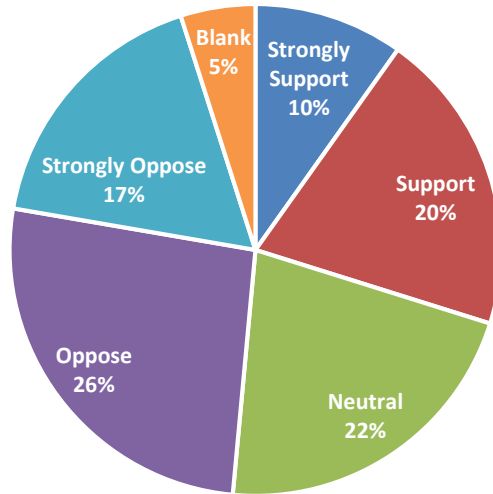


Themes from comments:

- Oppose or Strongly Oppose
 - Too expensive
 - Too many additional signals
 - Doesn't do enough to fix the congestion problem for the cost of the improvements
- Support or Strongly Support
 - Best for all transportation modes including people biking, walking or taking the bus
 - Maintains access for shopping center off Gary Lane
 - Gives drivers options for making turns

Figure 6. Responses “Rate your level of support for the Median U-Turn (ThrU-Turn) Alternative”

Median U Turn (ThrU-Turn)

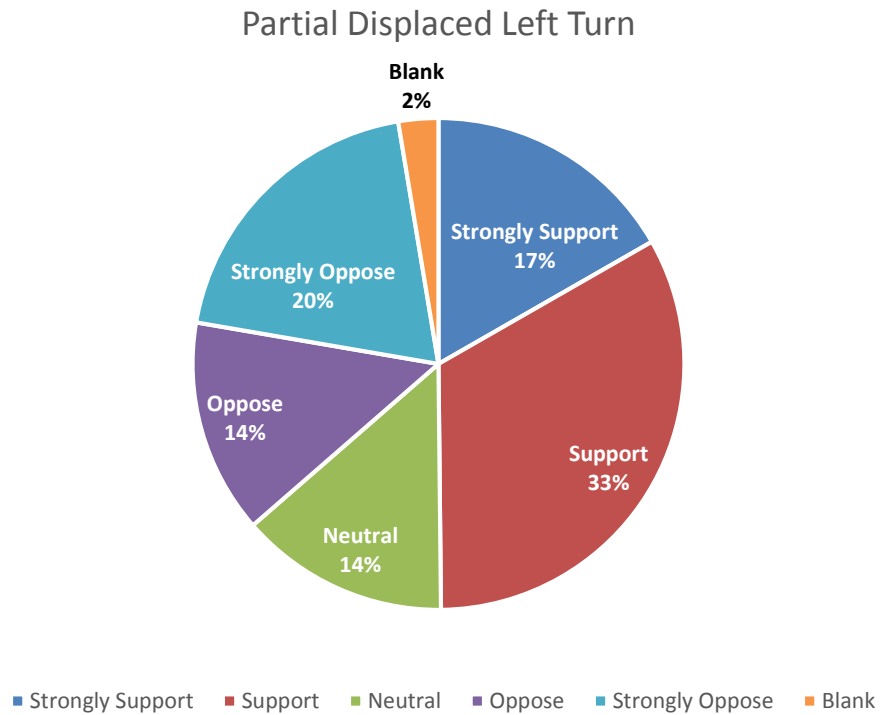


■ Strongly Support ■ Support ■ Neutral ■ Oppose ■ Strongly Oppose ■ Blank

Themes from comments:

- Oppose or Strongly Oppose
 - U-turns are dangerous and difficult for some vehicles to make
 - Increased number of traffic signals
 - Need to wait and see if this works at the Veterans Memorial Parkway and State Street intersection before building another one
- Support or Strongly Support
 - Similar design to nearby intersection (Veterans Memorial Parkway and State Street) so people won't need to learn two new intersection forms
 - Entrance to Walmart makes more sense with this alternative
 - Cost effective option

Figure 7. Responses “Rate your level of support for the Partial Displaced Left Turn Alternative”



Themes from comments:

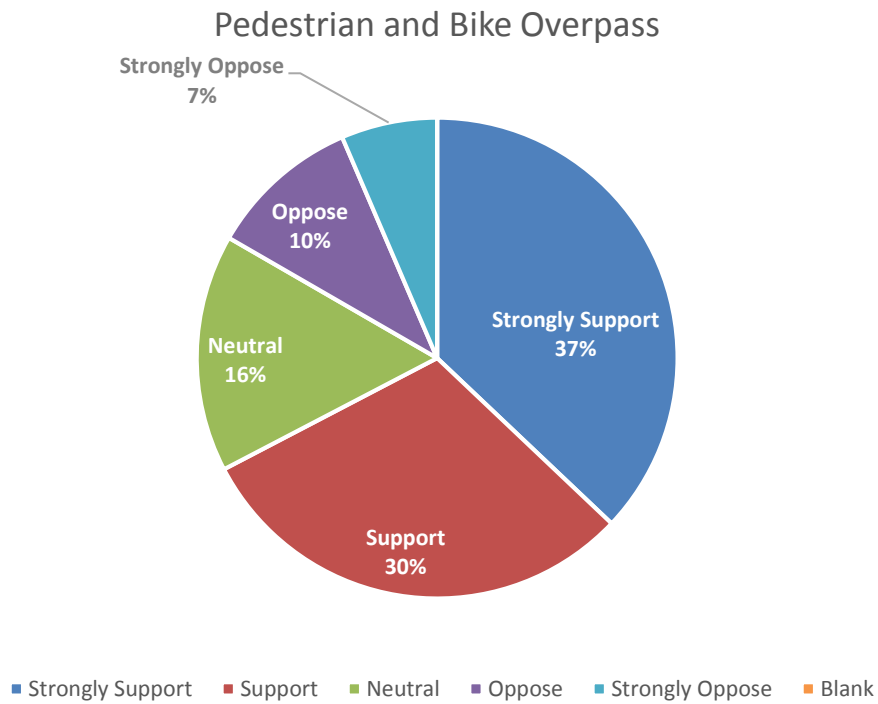
- Oppose or Strongly Oppose
 - Too confusing/difficult to navigate
 - Blocks access to Strawberry Glen(n)
 - Blocks access to many businesses
 - Does not do enough to improve traffic flow
 - Poor for people biking or walking
- Support or Strongly Support
 - Lowest cost with the most improvement to traffic flow
 - Least impact to existing right of way
 - Support with the addition of the bicycle and pedestrian overpass

Bicycle and Pedestrian Improvements

Safe bicycle and pedestrian access at and around this intersection continues to be a concern from community members.

Respondents were shown examples of pedestrian and bicycle overpasses and asked to identify their level of support for one at this intersection. A large majority (67%) either support or strongly support a pedestrian and bicycle overpass while only 17% oppose or strongly oppose.

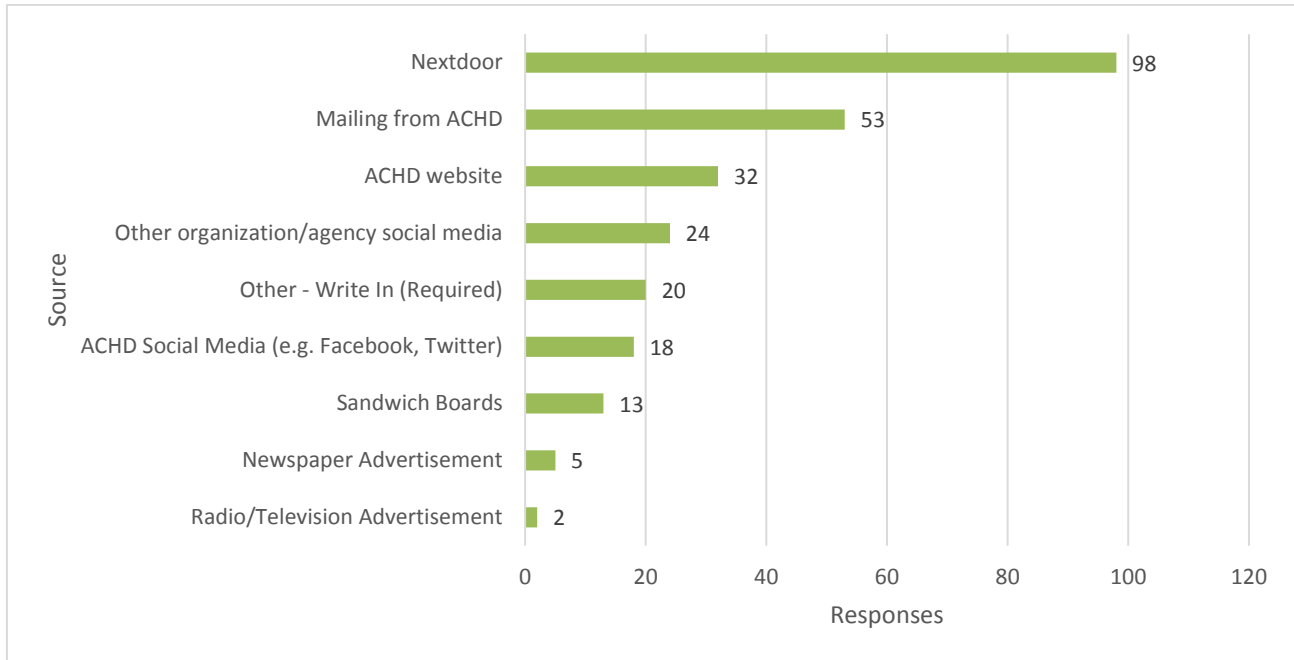
Figure 8. Responses to “Rate your level of support for a pedestrian and bike overpass”



How Respondents Heard About the Survey

Figure 9 shows how respondents heard about the PIM #2 and online survey. The neighborhood website Nextdoor had significantly more responses than any other source. Approximately 37% of the respondents said they heard about it from Nextdoor and 20% from mailings from ACHD.

Figure 9. Responses to “How did you hear about the survey?”



We trust this information provides an adequate summary of the public comments received from the PIM #2 and online survey. Please let us know if you have any questions.