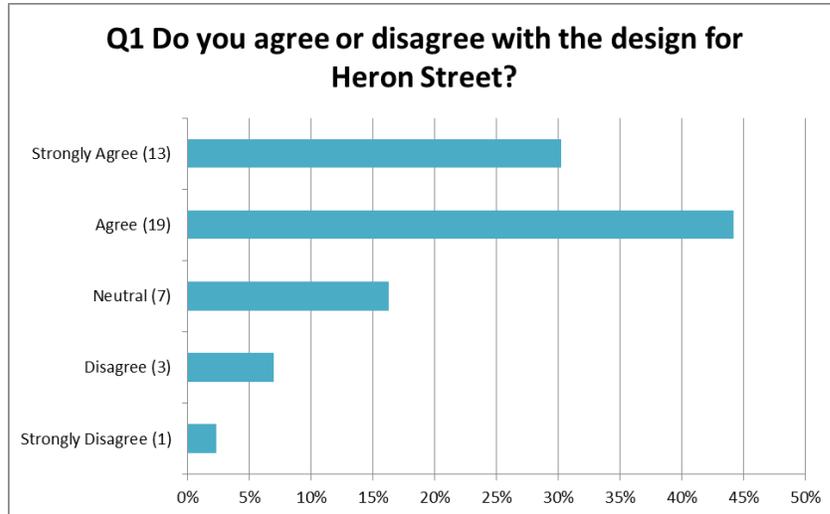


Heron Street Comment Summary

Online open house | June 2016



We received 43 comments in response to the online survey with 74% either approving or strongly approving of the project. The top comments we received regardless of the questions were:

- Greatly improves safety
- Design overall is good
- These changes in storm water management are needed.
- The sidewalk on the north side of the street is a great idea.
- Inadequate parking
- Consider narrowing the street and adding parking
- Consider making Heron St. a one way street
- Lower speed limits in the entire area
- Enforce current parking near residences

Below are the four questions asked during the online open house:

Q1. Do you agree or disagree with the design for Heron St.?

- Agree or strongly agree
 - Positive feedback regarding:
 - New crossings
 - Separated pathway
 - Storm water management
 - Curb bulbouts
 - Street parking

- Designated sidewalks and crosswalks
 - There are always bicyclists and pedestrians trying to cross and navigate the sides between parked cars
 - Discourages cut-through traffic
 - Greatly improves safety
 - Improves traffic flow
 - Great concept to improve and maintain the beautification of the North End area
- Disagree or strongly disagree
 - Combination of bike and car traffic around crosswalk
 - Narrowing of the street
 - Street is not wide enough to accommodate parked cars on both sides
 - Tree removal
 - Consider encouraging traffic to use Lemp St. by turning stop sign on Lemp at 11th St. 90 degrees and adding a stop sign on Heron
 - Consider instead making Heron St. one way with diagonal parking
 - Current situation works well enough, only repainting current crosswalks is necessary
 - Paved pedestrian path encourages bikers to ride quickly, does nothing to absorb rain, and many runners will avoid it altogether
 - Pathway does not take into account the highest volume of foot traffic from the tennis courts
- Neutral
 - Cars often times do not slow down turning from 9th St. onto Heron and closely miss having an accident with pedestrians, cars, and cyclists
 - No street parking on north side of Heron St. should be removed
 - Parking should not encroach into the existing street
 - Sidewalk around 1017/1019 is already too close to the dwelling; no changes should be made on that side of the street
 - Increase in visitors and limited parking highly impacts residences

Q2. Is there anything we missed or special consideration we need to take into account?

- Don't remove trees and bushes or replant additional trees in the park
- There should be a three-way stop to slow cars down at 9th St. and Heron
- Consider speed bumps from 9th to 13th to slow down cars
- 15 mph speed limit
- Effort should be made to preserve/add parking
- Do not decrease number of parking spots

- Consider angle parking
- Widen roadway to accommodate parked cars on both sides
- It is difficult to see children darting out between parked cars, consider not allowing parking on north side of Heron
- Parking rules in residential should be enforced
- The 10' sidewalk takes up too much open grass space, sidewalk should go instead by the road curb
- There should be only west bound traffic between 9th and 12th and two-way bike traffic between 9th and 13th
- No "traffic-light style" crossing signals. Use signals similar to crossing near Boise Public Library
- An alternative to Heron is needed because there are no convenient ways to get to Hill Road/Heights Drive from 8th St/Summerset
- Consider a specific bike path/route separate from the sidewalks in the park
- Consider parking lot design that assists storm water drainage (brick layout similar to Whole Foods)
- Traffic calming measures are needed at corner of Heron and 9th St. where cars roll through the stop sign and severely cut the corner
- Consider orange flags for pedestrians to use for crossing Heron and 13th St.
- Current parking lot was not built to accommodate school sports teams, events, and mountain bikers' rigs. Give the park back to the neighborhood by limiting to picnics only
- Local resident prefers unpaved trails and pathways

Q3. General Comments:

- The path may need to be wider than 10'
- Consider 10' path to tennis courts, then 6' path to trailhead
- The sidewalks may be too far north in the area of 10th St.
- Very exciting to see a plan for all kinds of access and traffic, not just cars
- There is a need for east-west bike street between 9th and 13th
- Congestion is very dangerous
- A stop sign on 9th and Heron will help to slow traffic down enough to make it safe
- Work closely with parks and recreation in identifying and implementing traffic calming actions at the intersection of 13th and Heron St.
- Traffic on 8th and 9th to access the park from Fort should be discouraged
- Traffic needs to be slowed down on Heron, and 13th street corner
- Improvement to traffic and parking is needed on most of north end above 9th St.
- Parking on both sides of the street seems to create more hazards
- Additional parking is needed
- Consider street signs that limit hours for parking
- Plant the same number of trees that are removed

Q4. How did you hear about this project?

- ACHD website
- Post on The North end's Facebook page
- Signage
- Twitter
- Post Card
- Mailer
- Newspaper