

Fairview and Main Local Streets Improvement Plan

PIM#2 Summary Report

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|----------------|---------------------------------------|
| Meeting Format | Community Open House |
| Date & Time: | August 11, 2016 5:30 p.m. – 7:30 p.m. |
| Location: | Red Lion Hotel |
| Address: | 1800 W. Fairview Avenue, Boise |
| Prepared By: | Stephanie Borders, HDR |

Executive Summary

The Ada County Highway District (ACHD) is considering reconfiguring travel lanes on Fairview Avenue and Main Street between Whitewater Park Boulevard and 16th Street and the addition of on-street parking and improved bicycle and pedestrian facilities. If implemented, the project will produce a plan that recommends:

- Reducing the number of travel lanes on Fairview Avenue and Main Street from four to three
- Adding on-street parking to Fairview Avenue and Main Street
- Improving existing bicycle lanes on Fairview Avenue and Main Street
- Identifying cross-sections for the proposed local streets

ACHD held a community open house in June to present options to the public. A second open house was held at the Red Lion Hotel Downtown on United on August 11, 2016. The focus of the second meeting was to:

- Present feedback from the first open house on the options preferred by the public
- Gather more specific feedback on the configuration of local streets and alleyways
- Present refined options for bike lanes and the location of on-street parking, including the number of parking spaces

Exhibits were set up around the room and team members from ACHD, the City of Boise, and HDR visited with attendees to listen to comments and answer questions.

A total of **27** people signed in at the meeting. ACHD received a total of **44** comments. Thirteen (13) comments were submitted at the meeting. In addition, thirty-one (31) people responded to an online survey about the project. Comments were accepted from August 11 to August 25, 2016.

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Community Open House Meeting #2

Notification Process

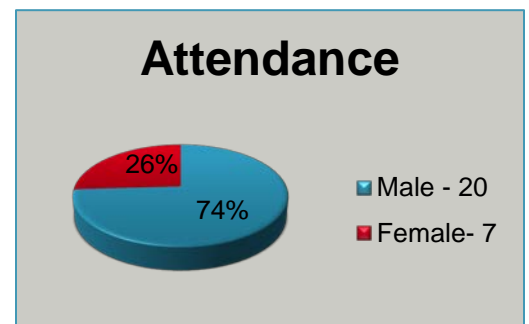
ACHD used a variety of methods to inform the public and adjacent property owners about the public meeting, including the following efforts:

- 3,242 postcards sent via mail. ACHD mailed the postcards two weeks in advance of the meeting.
- 126 emails were delivered.
- Two (2) display ads were placed in the Idaho Statesman. The display ads ran on 2016.
- Six (6) sandwich signs were placed in the area adjacent to the project area.
- Advertisements via Facebook and Twitter and the ACHD website.
- Individual meetings were held with St. Luke's Hospital and Local Construct to discuss the developments and potential impacts.

A copy of the invite is included in Appendix A.

Attendance

The second open house attracted 27 attendees. The number is down from the first meeting which had 59 attendees. Each attendee was politely asked to sign in as they entered the meeting room and was given a fact sheet and a comment form. *Copies of the sign-in sheets are included in Appendix B.*



Media

Two representatives of the local media attended and covered the meeting including reporters from:

- KBOI Channel 2
- Idaho Business Review

Coverage was positive and the citizens interviewed were positive about what was presented at the meeting. *A copy of the IBR article is included in Appendix C.*

Exhibits

Eighteen (18) exhibit boards were displayed at the meeting: *Copies of all exhibits are included in Appendix D.*

- Welcome
- 30th Street Master Plan
- Project area map

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- Project overview
- Project schedule
- What we heard
- Crash history
- Change in travel time - 2040
- Main St. - lane reconfiguration
- Main St.- parking analysis
- Fairview Ave.- lane reconfiguration
- Fairview Ave. – parking analysis
- Potential local streets
- Mixed-use neighborhood local street examples – East-West and Alleyways
- Mixed-use neighborhood local street examples – Fletcher Street
- What’s next

Project Team in Attendance

- David Wallace – ACHD – Deputy Director of Projects and Planning
- Craig Quintana – ACHD Chief Communications Officer
- Brooke Green – ACHD– Project Manager
- Christy Foltz-Ahlich – ACHD – Senior Communications Specialist
- Brooke Green – ACHD – Senior Transportation Planner
- Tim Curns – ACHD – Traffic Engineer
- Karen Gallagher – City of Boise Senior Transportation Planner
- Zach Piepmeyer – City of Boise Transportation Planner
- Cameron Waite – HDR – Consultant Project Manager
- Stephanie Borders – HDR – Consultant Public Involvement Coordinator

Comments

Comment forms were provided at the meeting, on the project webpage, and as part of an on-line survey. A total of 45 comments were submitted in regards to the project. This overview of comments is intended to be representative of main themes expressed by the public. Reading comments in their entirety will give a fuller picture of public input. *Copies of comments received are included in Appendix E.*

- Thirteen (14) comment forms were submitted at the meeting.
- Thirty-one (31) comments were submitted via the on-line survey. The survey closed on August 25, 2016 in compliance with the closure of the comment period.
 - One late comment was received on September 2. It is not included in the summary but is attached at the end of Appendix E.

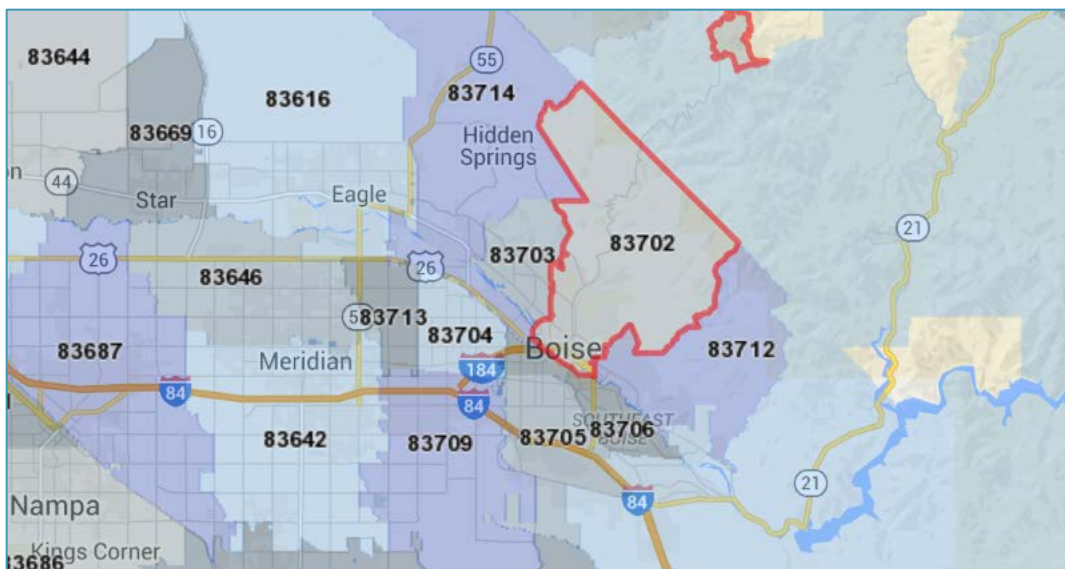
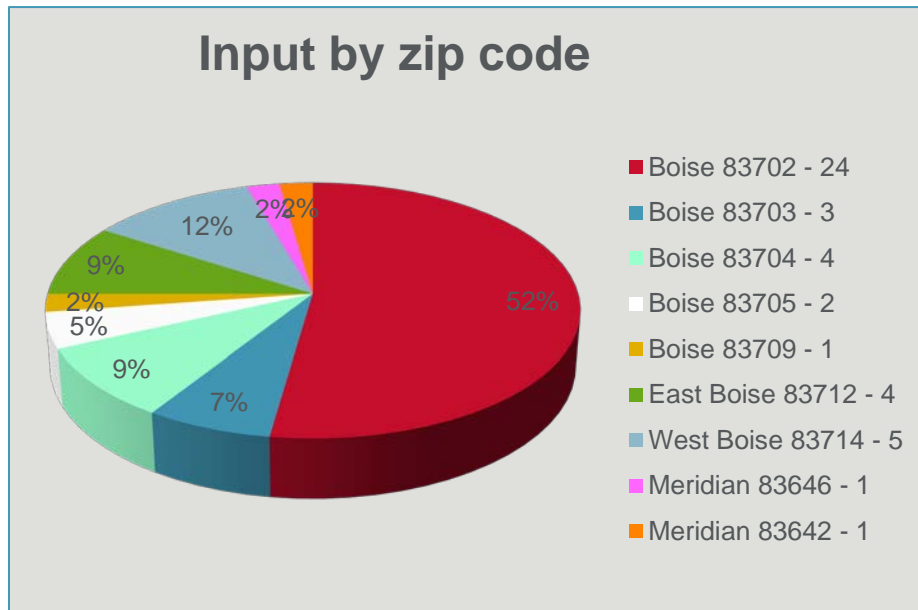
The following questions were asked:

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1. What zip code do you live in?

The majority of those who submitted written comments or responded to the online survey live in Boise and most live in the project area. The map below details the primary zip code areas identified.



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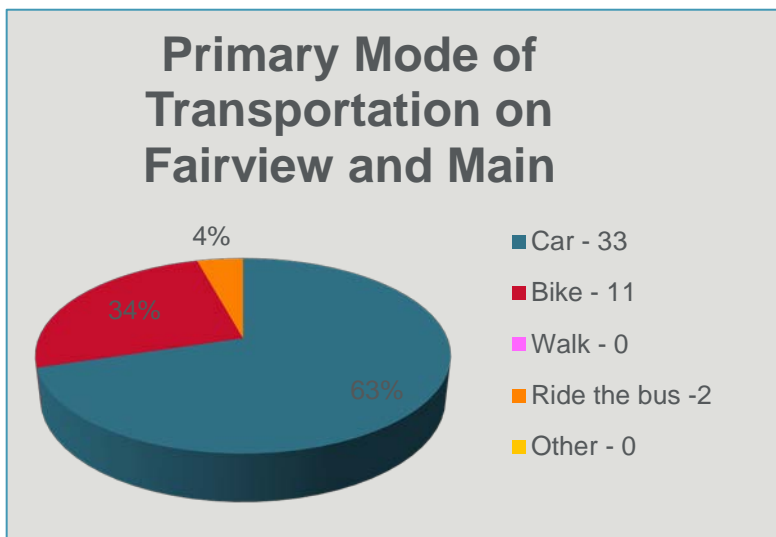
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2. What is your primary mode of transportation on Fairview and Main?

Options included:

- Car
- Bike
- Walk
- Ride the bus
- Other

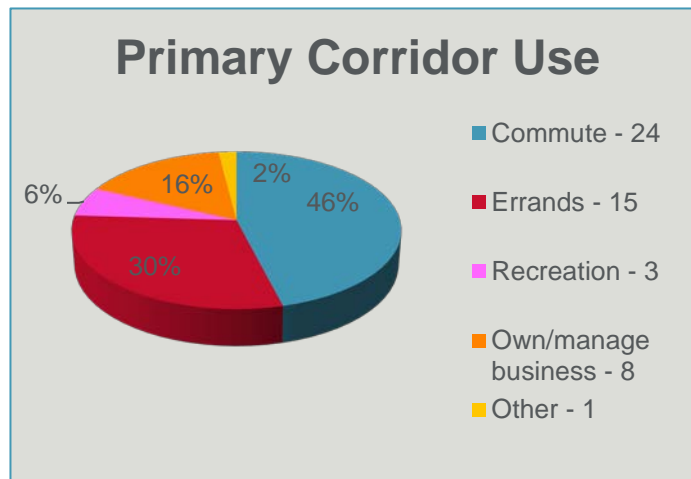
One respondent marked car and bike on the survey. One person commented that they also walk a lot between the businesses on Fairview and Main. None marked other.



3. What is your primary reason for using the corridor?

- Commute
- Errands
- Recreation
- Own/manage a business on Fairview or Main
- Other

Several respondents checked multiple categories. Answers for Other included: Live in area, attend meetings, visit family in the area, and go downtown.



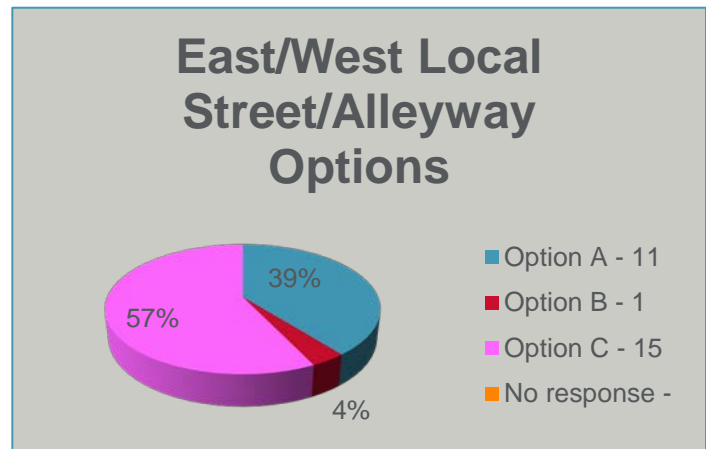
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4. Which option do you prefer for East/West local streets and alleyways?

Attendees viewed display boards showing four options:

- Option A – Two 10 foot travel lanes.
- Option B – Two 10 foot travel lanes with 5 foot bike lanes on both sides.
- Option C – Two 10 foot travel lanes with 5 foot bike lanes on both sides, plus two feet of curb and gutter and 5 foot sidewalks on both sides.



Comments included:

- Think it will be very costly to complete the entire plan and would impact existing business in those areas
- Although Option C may utilize more Right of Way, the dedicated sidewalk for pedestrians and bike lane for cyclists would make these East/West routes more inviting for families and folks living in the surrounding community who would rather not have to take a car
- This question is confusing. If it's an alleyway and really doesn't have much traffic, A could be ok for peds and cyclists too. But if there's a lot of traffic, it would need bike lanes and side walks, as in C. I can't see option B at all, where would peds go?
- I like improving bicycle and pedestrian facilities but need to think about how that impacts landowners if condemnation is required to get the land.
- Sidewlaks, parking and slow traffic!
- Not sure. Keep them slow and walkable.
- Smaller streets/lower speeds/safer.
- Please do not put a street where the alley way is in back of our office building directly on the S.E. corner of 27th and Main.
- Option C looks to be a bit too large.
- I believe pedestrian traffic should be prioritized over cyclists.
- Concern: None of these options have provisions for local parking.

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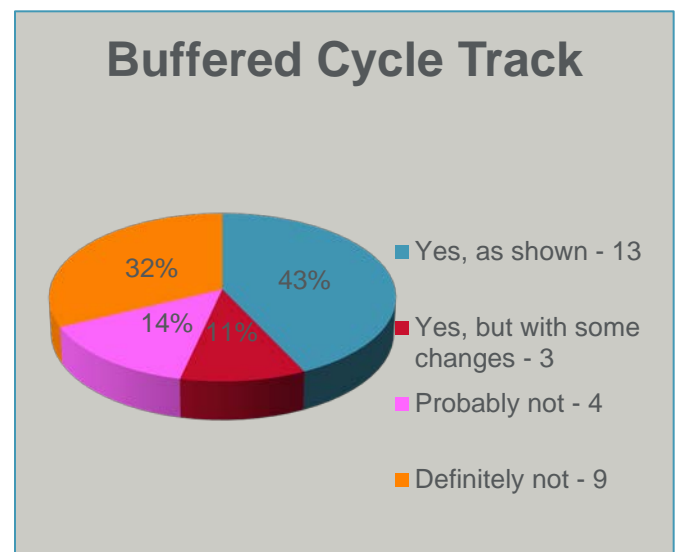
5. Do you support a buffered two-way cycle track on Fairview between Garden Street and east of the Boise River?

Attendees viewed display board illustrating:

- A two-way cycle track for Main Street west of Whitewater Park Blvd. in anticipation of increased bike traffic with the future development of CWI.
- A buffered two-way cycle track on Fairview Ave. over the Boise River.

Comments included:

- Pedestrians and bikes can share.
- This seems the safest option that accommodates all users.
- Even though I ride a bike, I would avoid main and fairview, even with the shown buffered configuration
- I would be happier with a bike lane on each side of the street
- There are no developments in this area that support this level of pedestrian and/or bicycle capacity. This area is prime commute area between the Connector and the Downtown core.
- More bike lanes are needed for safety and connectivity to the park systems



General Comments

- More density and transit options other than the private, single-driver automobile.
- There are more important usages of tax dollars.
- Even though it is a one way road, have bike lanes on both sides.
- Dedicated safer cycling lanes and pedestrian walkways that do not abut roads. Give the people more pleasant pathways, leaving the road to the cars!
- With CWI going in and the expansion of the Whitewater park, this corridor needs to become more bike and pedestrian friendly. I appreciate the efforts you are making.
- I have a car, truck, and motorcycle, and because of this pay substantial registration fees each year. No special accommodations are made for my motorcycle. Really getting tired of my vehicle registration fees increasing, while all this money gets spent to accommodate bicycles which pay absolutely nothing! We have a very nice greenbelt, with good access. Keep the damn bicycles off the street, or at the very least, require a registration on them and let them at least help offset the costs of all the changes!

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- Concern that as new development is proposed, that the developers be required to provide adequate on-site parking for customers and employees of the new businesses so that they don't have to end up parking on adjacent residential streets.
- I do not see the benefit of the neighborhood street concept. Why and how would a property owner want to dissect their property?
- It is understood that there will be a need for loading zones in the alleyways, but other than those, there should be no on-street motor vehicle parking.