

TECHNICAL APPENDIX

L. PIM #1 SUMMARY

Date: September 5, 2017 Project #: 20659
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 Project: Int. Glenwood St & State St Study – Boise, PN. A020(049), Key No. 20049
 Subject: Public Comment Summary #1

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

INTRODUCTION

The online survey was open from August 15 through August 30, 2017. The PIM #1 was held on August 15, 2017 from 3:30 PM to 4:30 PM for business and property owners and 5:00 PM to 7:00 PM for the public at Garden City City Hall (6015 N Glenwood St, Garden City). 118 people signed in for the PIM #1. The PIM #1 and online survey provided participants with an opportunity to learn about the study, map comments on issues they have in the area and provide feedback on various types of interesection types being studied. The majority of the comments received during this period came from the online survey, as shown in Table 1.

Table 1 Sources of Comments Received

Comments Received	
Comment Sheets from PIM #1	53
Map Comments from PIM #1	72
Emailed and Mailed Comments	1
Online Map Comments	27
Responses to Online Survey	231
TOTAL	384

Attachment A includes comment sheets. Attachment B includes the online comments. Attachment C includes the sign-in sheet and display boards from PIM #1.

ONLINE SURVEY AND PIM #1 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. Note that 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 (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?”

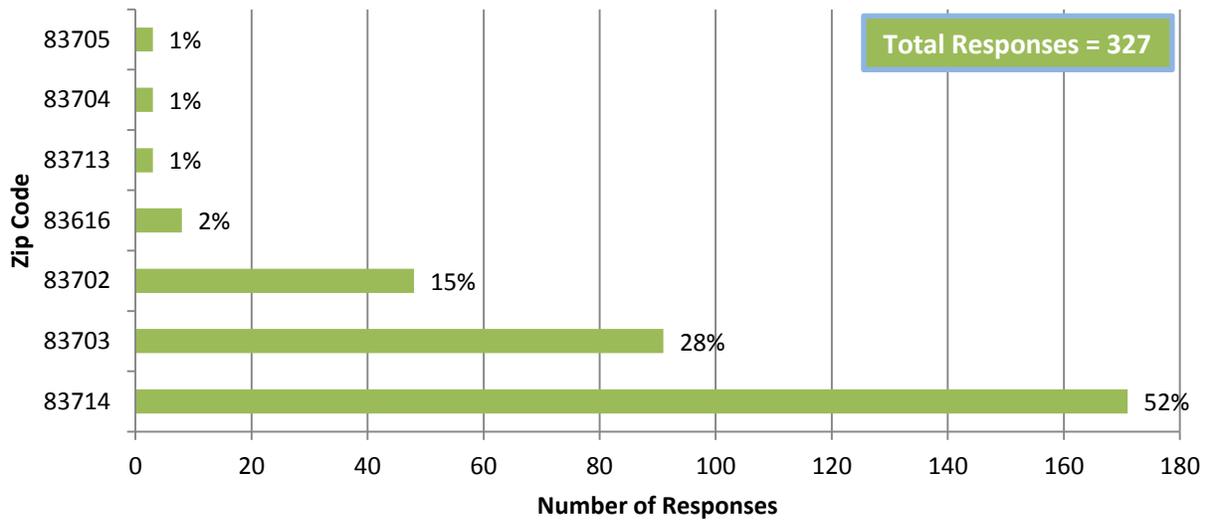
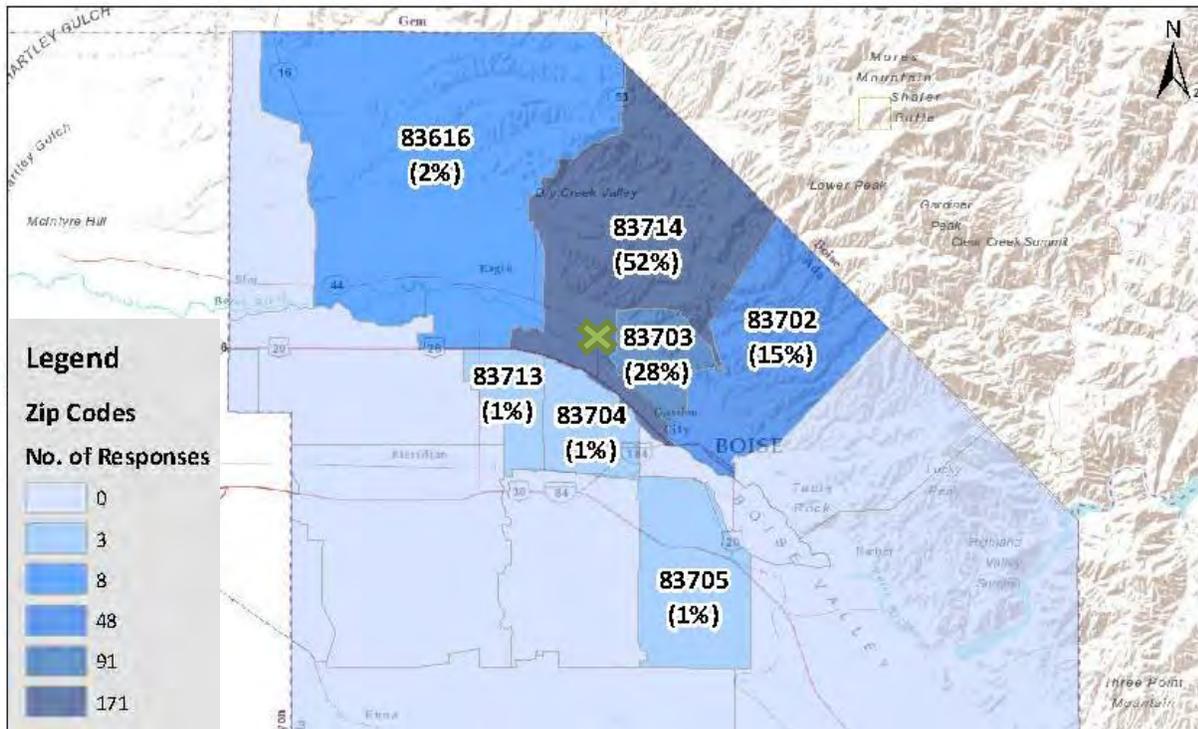


Figure 2. Map of Responses to “What zip code do you live in?”

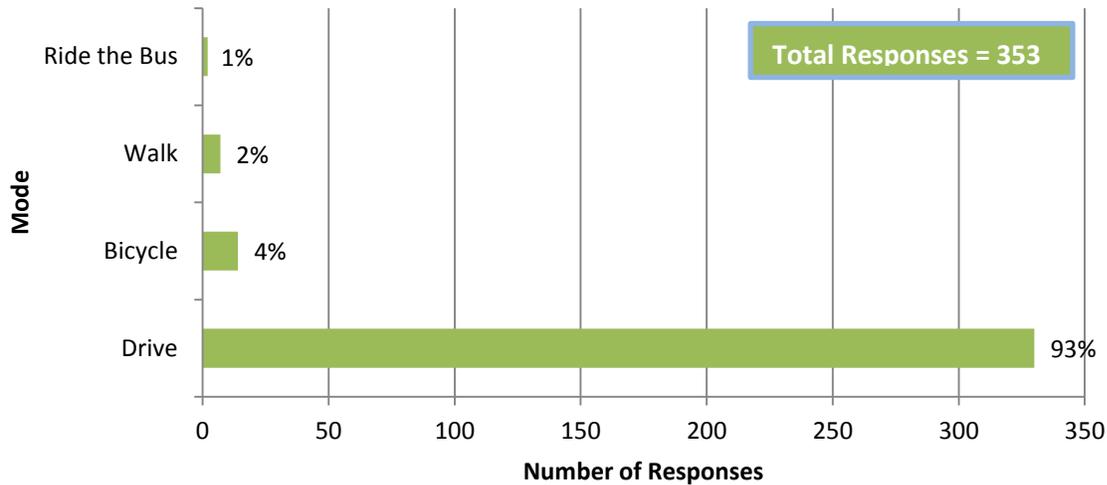


 Glenwood St/State St Intersection

Mode Choice

Respondents were asked to indicate their primary mode of transportation at the Glenwood State intersection. Figure 3 shows the responses. As shown in **Error! Reference source not found.**, the majority of respondents (93%) primarily drive on the corridor. Non-motorized/active transportation modes represent 7% of the respondents.

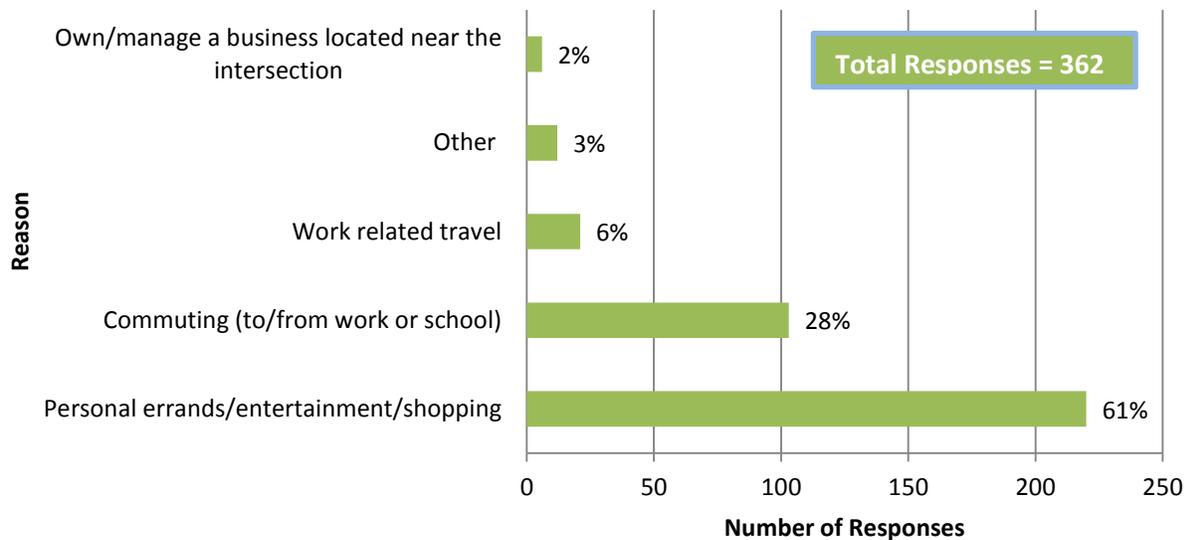
Figure 3. Responses to “What is your primary mode of transportation at the Glenwood State intersection?”



Reason for Traveling Through Intersection

Respondents were given the opportunity to indicate their primary reason for traveling through the Glenwood Street/State Street intersection. Figure 4 shows the responses. As shown in Figure 4, 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 4. Responses to “What is your primary reason for traveling through the Glenwood State intersection?”



Evaluation Criteria

Respondents were presented with the criteria being used to evaluate alternatives for the intersection and asked if there were additional criteria that should be considered. The majority of respondents did not have any additional comments on the evaluation criteria. 73 respondents provided comments regarding the evaluation criteria. General themes from the comments include:

- Improvements/impacts to the surrounding intersections
- Construction impacts and effects on businesses
- Multifamily housing being developed in the area
- LOS for bicyclists and pedestrians
- Bicycle and pedestrian safety for kids going to school
- Connectivity for bikes heading south to the Greenbelt and north to the bike trails
- Accommodations for large trucks and busses
- Cost
- Access for surrounding neighborhoods
- Driver education and signage if a new type of intersection is chosen.

Intersection Alternatives

Attendees at the PIM and participants taking that online survey were presented information on the various intersection types being evaluated for the intersection and those that had been eliminated. These alternatives included:

- **Alternatives Being Considered**
 - Conventional Intersection
 - Quadrant Intersection
 - Displaced Left Turn (Continuous Flow Intersection)
 - Median U-Turn (ThruU-Turn)
- **Alternatives Considered but Eliminated**
 - Offset T
 - Grade Separated Flyover

Respondents were asked to if they had comments regarding the intersection alternatives being considered. The majority of respondents did not have any additional comments on the alternatives being considered or eliminated. 107 respondents provided comments regarding the alternatives, which is approximately 38% of the comment sheets and online survey comments received. Table 2 summarizes the responses indicating support or non-support for the alternatives. As shown in Table 2, the displaced left turn alternative received the most comments of support while the median U-turn received the least.

Table 2. Support for the Alternatives

Alternative	Support	Do Not Support
Conventional Intersection	8	3
Quadrant Intersection	2	6
Displaced Left Turn (Continuous Flow Intersection)	32	3
Median U-Turn (ThrU-Turn)	14	20

General themes from the comments include:

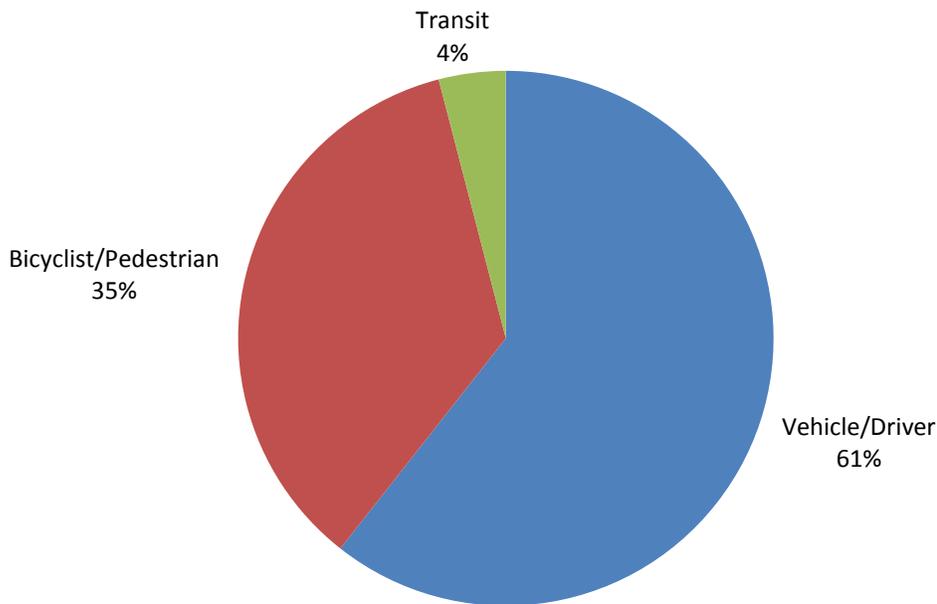
- Access and safety for bicyclists and pedestrians need to be considered.
- Access for local neighborhoods needs to be considered. Many neighborhoods only have one way in and out. Specific comments referenced the neighborhoods located on the following streets:
 - Bunch Court
 - Marigold Street
 - Strawberry Glenn Road
- Concerns that trucks and freight will not be able to make U-turns for the median u-turn intersection type.
- If an alternative intersection type (e.g. displaced left turn, quadrant, median u-turn) is chosen, education and signage will be important.
- Additional traffic signals will only make congestion worse.
- The displaced left turn has the most support but there are concerns for education and bicyclist and pedestrian safety.
- Most of the comments that are non-supportive of the median u-turn reference trucks having difficulty with the u-turn movement and the additional traffic signals causing more congestion.

- The median u-turn alternative would have less of a learning curve for drivers since it is being installed at the Veterans Memorial Parkway and State Street intersection.

Mapped Comments

We received 27 mapped comments on the online interactive map and 72 at the PIM for a total of 99 mapped comments. Of these comments, 60 were related to vehicles/drivers, 35 were related to bicyclists/pedestrians and 4 were related to transit facilities. Figure 5 below shows how respondents heard about the PIM #1 and online survey

Figure 5. Map Comment Categories



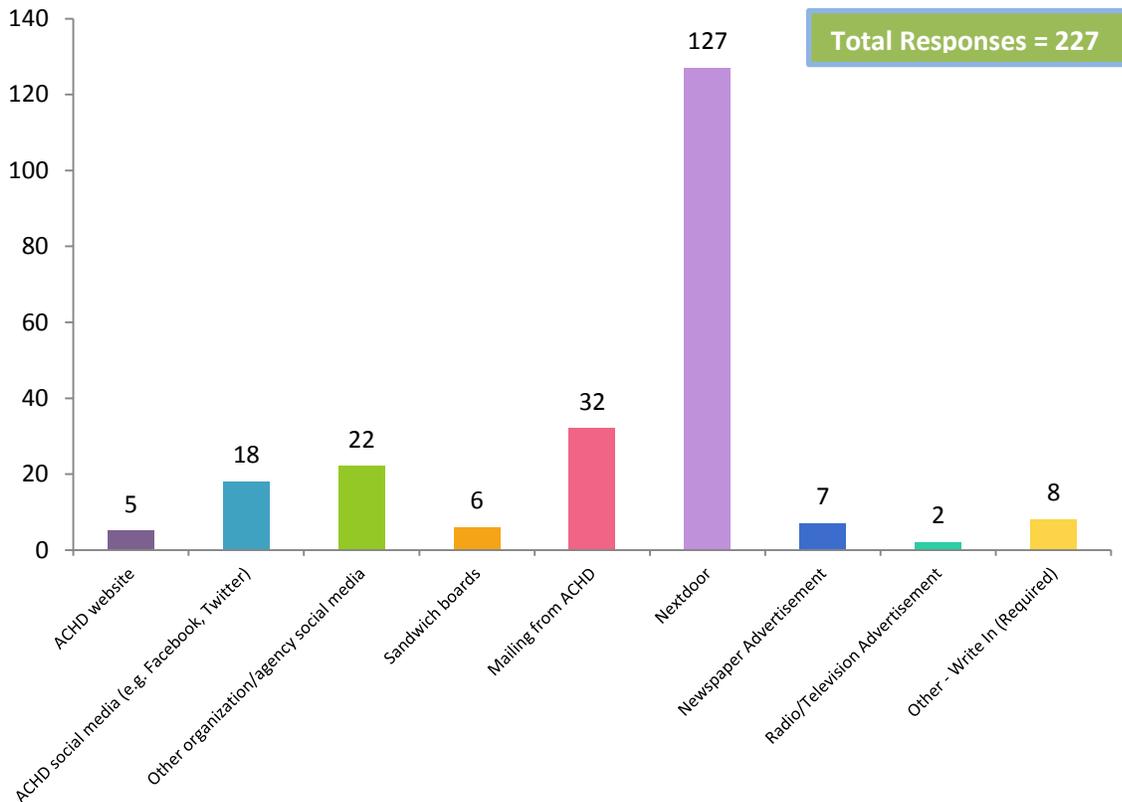
The themes from these comments were similar to the comments that we heard on the comment sheets and the online survey. General themes from the comments include:

- Improve bicyclist and pedestrian connectivity, access, and safety
- Increase in congestion due to recent developments/apartments
- Maintain or improve access for surrounding neighborhoods
- Improve signal timing and coordination

How Respondents Heard About the Survey

Figure 6 below shows how respondents heard about the PIM #1 and online survey. The neighborhood website Nextdoor had significantly more responses than any other source. Approximately 70% of the respondents said they heard about it from Nextdoor.

Figure 6. 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 #1 and online survey. Please let us know if you have any questions.