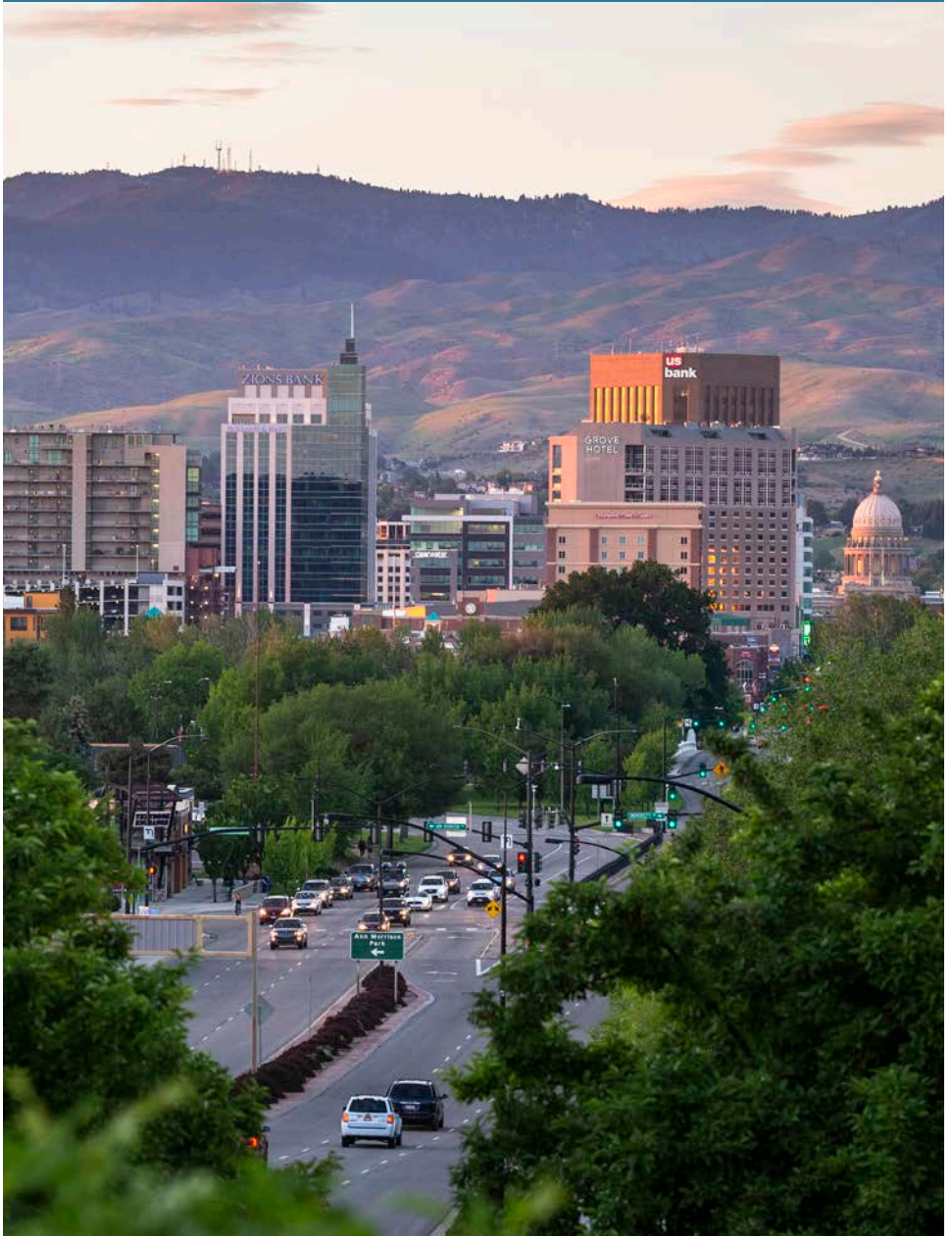


CITY OF BOISE COMMUNITY CONVERSATIONS SERIES 4 – TRANSPORTATION

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EXECUTIVE SUMMARY

This report describes the findings from the fourth series of Community Conversations hosted by the City of Boise in May 2019. Where the previous series of Community Conversations explored housing affordability, this series focused on charting transportation concerns. Although the workshop was moderated, the open-ended and exploratory question-based design encouraged participants to openly share their thoughts at their tables and in large group discussion with all in attendance.

Findings can be grouped into four interrelated themes described below.



ROBUST REGIONAL
MASS TRANSIT



CAR-CENTRIC
CULTURE CONCERNS



COLLABORATE AND
MARRY LAND-USE AND
TRANSPORTATION PLANS



BIKE LANES AND
BIKE NETWORK
IMPROVEMENTS



ROBUST REGIONAL MASS TRANSIT

1) Mass transit was the issue that received the greatest number of mentions and votes at both sessions, as participants desire forward-thinking collaboration aimed at securing a region-wide transit system.

2) Participants strongly believe that creating a lightrail and securing a dedicated funding source, perhaps through a local option tax, will help make region-wide transit more of a reality. They also want to know how they can make both these come about through greater education and political action.

3) At the same time, residents are also keenly aware that a lightrail and dedicated funding will not make mass transit suddenly work. Instead, they believe greater awareness and education about using the current bus system coupled with more frequent, reliable, and accessible service across the region will encourage greater ridership that leads to a form of transportation people may prefer over cars.

- The bus system must be easy to use, accessible for individuals of different abilities and income levels, and it must provide extended hours of service at night and during the weekends to become a more viable and sustainable option. It must also include better amenities, such as shelters, signage, and real-time route information or an app that makes it a more comfortable option.
- Participants also cited the BSU Shuttle and smaller connector buses, like those in other major cities, as models that Valley Regional Transit (VRT) should emulate. They believe local, neighborhood circulator routes that connect to a city-wide or region-wide route will stimulate activity centers beyond the downtown core and, in turn, encourage greater transportation behavior changes in the community.



CAR-CENTRIC CULTURE CONCERNS

- 1) Although participants shared mildly positive attitudes about travel by car, they did so in qualified ways that highlighted growing concerns with increased traffic and congestion, problematic driving behaviors, and roadway capacity and design.
- 2) Participants are increasingly worried that the amount of people commuting into Boise from neighboring cities is becoming unsustainable, as major roads cannot handle the capacity and as widening roads appears to encourage speeding and a disregard for other forms of transportation like bicycles and pedestrians.
- 3) Participants would also like to see greater enforcement of laws for speeding and distracted driving, as well as better driver education to help improve safety for bicyclists and pedestrians. With that said, participants clarified that newer signalized pedestrian crossings and roundabouts are helping improve safety for bicyclists and pedestrians, but these items are not enough to curtail problematic driving behaviors.



COLLABORATE AND MARRY LAND-USE AND TRANSPORTATION PLANS

1) Participants made it clear that they want to see greater collaboration and open communication between the city and Ada County Highway District (ACHD), as well as the Idaho Transportation Department (ITD), Valley Regional Transit (VRT), and other cities in the valley. Participants feel that there is a lack of communication between all parties that is preventing forward-thinking planning for region-wide mass transit.

2) Participants also do not feel traffic and congestion are isolated to roadway capacity and design. Rather, participants believe that existing infrastructure and land-use decisions do not support affordable housing and transportation choice within Boise. Thus, they feel more and more people are essentially forced to use cars to get around, especially as the region experiences growth and as people live further away from the city or have no other dependable mode choice to get downtown or around the downtown core.

3) With that said, many participants felt that focused density, mixed-use zoning and mixed-use developments may help improve transportation, but only if housing and transportation are married.

- For some individuals this meant seeing more affordable housing downtown on top of commercial and retail outlets, where different transportation choices are easily available.
- For others, this meant seeing the city stimulate activity centers around the city by partnering housing with mixed-use developments and placemaking.
- Other ideas included: monetary investments from public/private partnerships, a better network of detached sidewalks throughout the city, more neighborhood involvement, and developer contributions through impact fees.



BIKE LANES AND BIKE NETWORK IMPROVEMENTS

1) Participants largely praised Boise's bike-friendly culture at both sessions. In particular, they cited the Greenbelt as an example of the kind of long-term vision necessary to improve all modes of transportation, further underscoring the need for greater collaboration between all cities and partner agencies in the Valley.

2) But participants also made it clear that that they would like to see the city create a more complete bike network that consists of more protected bike lanes and more multi-use paths. They believe such infrastructure improvements will help improve safety for all bicyclists and, possibly create a "low-stress" bike network that anyone can use.

- Many commented that North-to-South connections are needed to improve the bike network, as some people are not as comfortable biking on roads. Some individuals also want to see new East-to-West connections that can help decrease the rise of commuter and recreational traffic on the Greenbelt.
- Similarly, a growing number of people want to see the city pursue the creation of mixed-use pathways along canals because they run East-to-West and most of the land is ripe for thoughtful multi-use development.



INTRODUCTION

This report presents the results from the fourth series of Community Conversations organized by the Mayor's Office and the Office of Community Engagement in May 2019. These Community Conversations were the fourth in a series of events used to collect feedback and insights from Boise residents on the topic of growth in the City.

1) FOCUS GROUPS. The first events held were two small focus groups, designed to gather information from both long-term and new-to-Boise residents about the issues of most concern to them related to growth. Feedback from these focus groups was used to help design the next series of meetings.

2) COMMUNITY WORKSHOPS (SERIES 1). Three two-hour Community Workshops were held in June 2018 and focused specifically on guiding participants through a modified World Café discussion related to growth. These workshops had two objectives: to provide opportunities for residents to dialogue meaningfully with one another on the topic of growth; and, to gather information about resident priorities that could guide the Mayor and City Council in decision-making. Small groups were led through a series of discussion questions by trained facilitators, and large-group report-outs and sticky-dot voting gave some insight into areas of greatest concern for residents. Four main themes emerged from the analysis of that first set of workshops as most important to Boiseans: housing affordability, transportation, cultural and environmental preservation, and governance. A report detailing those outcomes can be found here: cityofboise.org/community-conversations

3) COMMUNITY CONVERSATIONS (SERIES 2). The second series of large community meetings was held in August 2018. Participants were guided through three hypothetical housing scenarios, which included facts about density, cost, access to public transportation, commute times, and other salient neighborhood characteristics. Results suggested that, overall, participants preferred higher-density developments, provided they were developed close to the core and fostered the development of neighborhoods, proximity to work opportunities, and amenities such as

parks, commercial centers, and libraries. They wanted such developments to be of high quality, yet also affordable—though definitions of affordability varied widely. In addition, themes related to governance emerged again in this series. In particular, residents want the City to be planning proactively for growth, and with increased participation from residents. They also wanted much more detail about the processes the City used for making decisions about growth, and more information about specific policies that could be brought to bear to address the issue of housing affordability. See cityofboise.org/community-conversations

4) COMMUNITY CONVERSATIONS (SERIES 3). The third series of meetings was held in November/December 2018. This workshop had three objectives: to share the City’s definition of what it means by “housing affordability,” and the challenges and opportunities for addressing that problem in Boise; to introduce participants to the kinds of policy tools the city has to address the affordable housing problem, as well as the limits of the City’s influence; and to engage participants around possible changes to the city’s development code. Results suggested that residents generally support the city’s proposals to address housing affordability, but in qualified ways. For example, residents liked the idea of mixed-income housing and pathways to home ownership, but they remained skeptical as to how the land trust proposal would work toward improving housing affordability. Similarly, residents supported changes to lot sizes and increased density, but only if housing is clustered in specific locations near transportation and only if code changes work to preserve natural spaces. Residents also supported expanding the city’s Accessory Dwelling Unit (ADU) ordinance under the conditions that the owner-occupancy requirement remain intact, and that the city consider ways to address growing concerns with short-term rentals such as Airbnb. See cityofboise.org/community-conversations

5) FOCUS GROUPS. Two additional small focus groups were held in February/March 2019. These focus groups were designed to gather information from two groups: a general sample of Boise residents who self-reported their primary mode of transit, and a family group consisting of residents with one or more children in their household. Feedback from

these focus groups was used to help design the structure of the next series of Community Conversations, which focused on transportation.

6) COMMUNITY CONVERSATIONS (SERIES 4). The fourth series of workshops was held in May 2019. These workshops focused on exploring concerns with transportation, the second of four themes deemed important to Boiseans. The objectives of this fourth series of Community Conversations were as follows:

- A. Engage in a dialogue about citizen concerns with the current state of transportation and mass transit
- B. Determine priority areas for citizens regarding transportation and mass transit

DESCRIPTION OF COMMUNITY CONVERSATIONS, SERIES 4

EVENT PLAN

The two Community Conversations for Series 4 were held in May 2019 and were organized by the Mayor’s Office and the Office of Community Engagement. Invitations to the Community Conversations were publicized to the community at large through media and social media outlets. Invitations were sent to previous Community Conversations participants, as well as various groups that have interests in transportation such as: COMPASS, Valley Regional Transit (VRT), and neighborhood associations, among others.

Because of the 30% attrition rate noted at Series 1, 2 and 3, organizers opted only to host two events, and to accept a greater number of RSVPs to encourage fuller attendance.

The first event was held on Thursday, May 9, from 6 to 8 PM in the Boise State Alumni and Friends Center ballroom. The second event was held on Saturday, May 11, from 10 AM to noon at Saint Alphonsus’ McCleary Auditorium. Those who showed up to either meeting without having registered were allowed to attend.

Participation numbers for Series 4 are presented below.

EVENT	DATE	LOCATION	NUMBER OF ATTENDEES
COMMUNITY CONVERSATIONS 3, EVENT 1	May 9	Boise State University Alumni and Friends Center	70 (5 Walk-ins)
COMMUNITY CONVERSATIONS 3, EVENT 2	May 11	Saint Alphonsus McCleary Auditorium	44 (5 Walk-ins)

The locations that were chosen were available on the dates needed. They each had accessible parking, seating for over 100 people at round tables, and catering services (Light refreshments were provided to participants because the events took place during breakfast or dinner hours.). Generally, hosting events at sites within the community and hosting Saturday events are intended to boost and diversify attendance. Given that the Saturday event occurred during Mother’s Day weekend and that the event happened around the same time as Boise State University’s graduation ceremony, as well as the annual Susan G. Komen Race for the Cure, the event was somewhat under-attended. The City may need to consider other forms of outreach to involve more residents and more types of residents, as well as consider when special events may pose personal conflicts for those who may wish to attend.

Additionally, the city provided child care services at the Saturday event. While only one participant used these services, she was thankful and shared that she “wouldn’t have been able to attend” without the service. This service was underutilized, perhaps due the time frame of the event as well as the newness of the service at city events. Even so, the city should continue to promote this service as a staple at events in the future, which may encourage more participation as parents see it as a reliable service.



EVENT ORGANIZATION

Both conversations were scheduled for two hours to accommodate a review of the current status of transportation, as well as large-group discussion, report-outs and voting. The conversations were moderated by Adam Park, Director of Community Engagement with the City of Boise. Both conversations were organized around the following outline:

- Introductory remarks by the lead facilitator welcoming participants, reviewing the Conversation format, and providing time for participants to introduce themselves to each other at each table. (5 minutes)
- Lead facilitator reviewed the findings of previous series of Community Conversations, the city's recent allocation of \$1 million to Valley Regional Transit over the next two years, and how the previous series of Conversations relate to the goals of this Conversation. (5 Minutes)
- Lead facilitator introduced current status of traffic and commuting in Boise, the percentage breakdown of transportation modes used by the community, the city's Transportation Action Plan, the principles and pillars of the city's Keep Boise Moving initiative, and the city's efforts to marry the Grow Our Housing with Keep Boise Moving initiatives. (15 minutes)
- First discussion prompt: "In terms of Boise's transportation,

- what's working?" Table facilitators listened to participants and recorded participants' responses on large notepads. Designated participants at each table then shared their top three to five items related to the question, which were recorded on butcher paper hung in the room. (10 minutes)
- Second discussion prompt: "In terms of Boise's transportation, what's not working?" Once again, table facilitators listened to participants and recorded participants' responses on large notepads. Designated participants at each table then shared their top three to five items related to the question, which were recorded on butcher paper hung in the room. (10 minutes)
 - Third discussion prompt: "What should the city's transportation priorities be?" Once again, table facilitators listened to participants and recorded participants' responses on large notepads. Designated participants at each table then shared their top three to five items related to the question, which were recorded on butcher paper hung in the room. (20 minutes)
 - Voting: Table facilitators gave each participant three voting dots to place on the large sheet of butcher paper that included a list of all the transportation priorities participants shared during the previous report-out. Participants voted on their top priorities. (10 minutes)
 - Wrap up: Thank yous and reminders to fill out comment cards at their tables before departing. (5 minutes)

Participants were seated at tables with trained facilitators, as well as other participants they may not have previously known. Table facilitators were city employees who were trained before the event. Their focus was not to serve as spokespeople for the city, but to encourage lively, civil discussion and to record participants' responses to the three questions from the presentation.

The bulk of discussion time was devoted to participants discussing their concerns with others at their respective tables, and then reporting out to the room. Hundreds of comments were recorded by table facilitators on table notes. Notes from the large group report-outs were also taken by a recorder on butcher paper hung in the room. While the comments varied, the four main themes emerged based on similarities amongst each table and across both workshops.

Records of all notes taken, including sticky-dot voting and feedback cards submitted by participants, are available online at cityofboise.org/community-conversations. Additionally, results from participant comment cards and live comments transcribed from the event are integrated where appropriate into the Findings and Discussions sections in the following pages.



DATA COLLECTION AND ANALYSIS

Data collected for Series 4 were obtained in similar ways to previous Series. Given the exploratory design of this Conversation, the data were largely qualitative. Three types of data were collected:

- **Table notes with participant responses to the three discussion prompts.**
- **Large group feedback, recorded on butcher paper.**
- **Feedback/Comment Cards, collected at the end of each event.**



All data were collected, digitally transcribed, coded and analyzed using NVivo 12 Plus, computer-aided qualitative data analysis software. For all table notes, Dr. Rysavy took the transcripts and made the responses more uniform so that they were more consistent and could be aggregated and coded into broader categories and themes. Where notes or comments were hard to interpret, Dr. Rysavy made good-faith efforts to transcribe the comments based on the surrounding keywords recorded, as well as his observations at both events. It is also probable that not all participant comments were captured by table facilitators, as conversations at each table were not recorded. Instead, resident comments were captured as best as possible by the table facilitator or elected table representative.

The results of the sticky-dot voting were similarly compiled, aggregated and analyzed. The top themes of concern to emerge from sticky-dot voting were similar to those that emerged from analysis of the table discussions. Because each participant was given three sticky dots to vote, however, some voting results may appear in a higher frequency than some comments recorded on the table notes.

84 comment cards were collected and analyzed. Dr. Rysavy read through all comments to develop a sense of the quality and tone of the feedback. Comments were then coded for repeated patterns and themes, as well as sentiment. Some commenters left multiple types of comments, and each comment was coded separately so more comments than 84 were analyzed.

The Findings section on the following pages discusses the results of the analysis.

FINDINGS AND DISCUSSION FROM THE SERIES 4 IN-PERSON MEETINGS

COMMENT CARDS

Participant feedback on Community Conversations continues to be positive. Asked to rate the event on a scale of 1-10, with 10 being most positive, the average rating was 8.5, with only seven responses scoring less than a 7. Participants greatly appreciated the event facilitation, and they are highly interested in the results and how change can be affected from this conversation and others in the future.

Participants were also quite vocal about things that could have been done differently.

Notably, many participants were critical about event organization. In particular, many felt that the event needed to be longer than two hours and that it could've been organized with more focused information that allowed for more discussion and interaction. Those who were most frustrated shared that too much time was spent framing the purpose of the Conversation or repeating information, which led a small number of participants to feel conversation was limited to talking points rather than a free-flowing exploration of ideas. Some participants also suggested that they would like to see a longer, more educational workshop in the future that explained how transportation and housing are linked as both issues are interrelated in their eyes. Others suggested that they would like to see the city collaborate with leaders from neighboring cities and partner agencies such as ACHD, ITD and VRT in presenting information about transportation at future events.

Similarly, a small number of comments highlighted a desire for a more diverse array of people at future Community Conversations. As one participant explained, “70% of the people in the room (Attitudes) are still the same people who show up to every meeting. The experience was great, but we have to bring more people (diverse) to the table.” This sentiment was further echoed by others who shared that they'd like to see the city make a “more concerted effort to bring in low-income folks to hear and

learn about their struggles.” Some participants also felt the city should do more to encourage a diverse audience, perhaps by providing free bus passes to allow people to attend or hosting the events at sites easily accessible by foot, bike or bus.

Overall, participants are highly curious about transportation and they want to know what they can do to help make it more of a reality. Participants also want more time to dig into the issues, be heard, and provide more informed feedback. All comments received can be found in **Appendix 2**.

Examples of the types of comments received on comment cards are provided on the following pages, along with how they were coded:

CODE	NUMBER OF COMMENTS
General Positive	49
EXAMPLES: <i>“Very valuable! Useful discussion & diversity of ideas. Everyone extremely respectful & participated.”</i> <i>“Great discussion—respectful, engaged! This was fantastic—these types of conversations are so critical & productive. I sincerely hope the comments & feedback have been taken seriously and help effect change.”</i>	
Event Organization	31
EXAMPLES: <i>“I wish the format allowed for more free flowing conversations. I felt pressured to speak to talking points.”</i> <i>“If you have extra staff here, spread out participants to increase input from public instead of consolidating.”</i> <i>“Should have been a lot more people from the public here. Change the system to overbook because people don’t always show up.”</i>	
Wanted more time, discussion	23
EXAMPLES: <i>“Could have used more time for discussion—perhaps have different topics for tables + report to whole group + chance for comments from all.”</i> <i>“More time, but honestly a very well facilitated meeting with limited time on a big topic.”</i>	

CODE	NUMBER OF COMMENTS
Feedback on Specific Ideas (7 different topics addressed)	16
<p>EXAMPLES:</p> <p><i>“Bring German transportation system to Mtn. Home, Boise, Meridian, Nampa, Caldwell + ONTARIO, OR. Germany divide pedal + foot paths for shared use. Electronic toll cards are in cars for driving in different city districts.”</i></p> <p><i>“We need to form a Canyon/Ada Coalition of elected officials, businesses and citizens demanding the ability to have LOCAL OPTION TAX!”</i></p> <p><i>“Transportation & land use are tightly connected but this conversation only dealt with transportation. We need to talk about them together.”</i></p> <p><i>“Any/All decision can not be made in a vacume[sic]. Example: adding and increasing density impacts school capacity, the requirement of providing fire stations (money), the exposure of people & property to risk in the WUI and in flood zones. Density everywhere will create future problems to resolve which requires MONEY (Just as building a mass transit does now)—more money for more schools or expanding schools because density maxed out the capacity the school was sited and designed for. The WUI is not a smart place to continue building/exposes people to risk—a risk that is getting worse with climate change, not better. A risk that can become a major urban fire, which has happened before. A risk that is shifting the responsibility to the taxpayer if a major fire occurs and the local/State/Federal resources are burdened with the cost of suppression and recovery. This is a moral hazard.”</i></p>	
Wanted more diverse participants	9
<p>EXAMPLES:</p> <p><i>“The voices represented here do not capture (much) populations in our city who are most affected by availability (or not) of affordable, frequent, safe transportation options. We need to take these conversations to them. In general, keep doing these conversations!”</i></p> <p><i>“Integrate people that can’t attend these events somehow.”</i></p>	
Wanted more information, resources	8
<p>EXAMPLES:</p> <p><i>“More focused areas for feedback/questions, “transportation” I believe is a bit too broad. Perhaps more focused discussions on each transportation facet will be more beneficial.”</i></p> <p><i>“EDUCATE THE CITIZENS – about resources available.”</i></p>	
Collaboration with Partners (e.g., ACHD, ITD, VRT)	7
<p>EXAMPLES:</p> <p><i>“Have higher up the food chain people here from City of Boise, VRT, ACHD, ITD to hear what they have to say.”</i></p> <p><i>“[W]ould definitely like to see more collaboration between Concerned Agencies in Government, developers, neighborhood assoc., etc.”</i></p> <p><i>“More representation from City leaders—especially from connected areas/communities (Meridian, etc.) [...]”</i></p>	



TABLE NOTES AND LARGE GROUP FEEDBACK

BOISE'S TRANSPORTATION: WHAT'S WORKING

When asked about what's working in terms of Boise's transportation, participants were mildly vocal about various modes and initiatives they feel are successful. A list of items recorded on table notes from both sessions is included below, aggregated and organized in descending order. Only those items that were listed five or more times are presented here; for a complete list of categories and the frequency they were mentioned, see Appendix 1.

1. Greenbelt and Multi-use Paths (20)
2. Bike Lanes (e.g., Protected, Buffered, New) (19)
3. Mass transit (16)
4. Bus Routes (15)
5. E-Scooters (10)
6. BSU Shuttle (9)
7. Roundabouts (9)
8. Traffic (9)
9. Sidewalks (9)
10. Pedestrian Crossings (8)
11. Walkability (7)
12. Rideshare (e.g., Lyft, Uber) (6)
13. GreenBike (5)
14. Comprehensive Planning/Vision for the Future (5)

As this list indicates, residents feel that various transportation modes and initiatives are working, but in nuanced ways:

- **Multi-use:** Residents overwhelmingly agreed that the Greenbelt and other multi-use paths such as 8th Street and the Grove are working. They feel the Greenbelt is well-maintained, safe, and centrally-connected in the city. It was also cited as an example of good comprehensive planning for the future. The only aspect for improvement noted was that the pathway may require widening and lane separations for bikes and pedestrians.
- **Biking:** Participants feel bike lanes are working, but strongly prefer new, protected or physically-separated bike lanes help make biking safer for all users. Residents also shared that they are hopeful that new bike lane projects, such as the work currently underway at Kootenai Street, will lead to more connectivity throughout the city.
- **Mass transit:** Residents were clear that only certain routes—State Street, Vista, and Fairview—were working well due to their frequency and extended bus hours. Participants also clarified that certain amenities and features, such as shelters at bus stops and bike racks on buses, were great additions that work and that they’d like to see more throughout the city. Interestingly, participants also frequently referenced the BSU Shuttle as a strong example of good mass transit. Though the Shuttle only serves a relatively small area compared to region-wide buses, ease of use, timeliness, the fare-free funding model and the adaptive, smooth management were cited as aspects that participants valued. Comparatively, most of these aspects were cited as “not working” for the region-wide bus system, which is discussed further below.
- **Walkability:** Participants noted that completed/filled-in, detached sidewalks improved walkability, primarily in the downtown core. Some participants also shared that neighborhoods with sidewalks that buffer traffic made walking a more viable option for getting around, but only in certain neighborhoods throughout the city. Participants also expressed



- that signaled pedestrian crossings on major roadways and islands made walking safer, and that such minor improvements could help enhance safety for children using crosswalks.
- **Automotive:** Roundabouts were frequently cited as improvements that helped facilitate the flow of traffic. Yet, traffic and congestion were regarded more neutrally compared to all other items during this discussion, as most mentions included some sort of qualifier such as “still manageable” or “not as bad as other cities” or “possible to avoid rush hours.” Reactions to roads were similarly qualified. For example, some participants expressed that the quality of roads was good, but they were mixed in terms of whether widening or narrowing roads produced workable solutions for cars and other modes. Here, some noted that the wider roads on the freeway/interstate worked well, while others noted that road narrowing caused drivers to be more aware of bikes.
 - **On-Demand Options:** Participants shared that they found GreenBike to be a convenient, affordable option for general transportation and first mile/last mile trips. E-scooters were cited as positive forms of transportation for similar reasons, but only when used responsibly. Rideshare services like Lyft and Uber, were also cited as helpful tools for those who do not own a car and may not have more direct access to a bus route.

BOISE'S TRANSPORTATION: WHAT'S NOT WORKING

As discussion turned to what's not working in terms of transportation, participants were more vocal, specific and critical in explaining the kind of transportation system they'd like to see in the city and across the Treasure Valley. The list of items recorded on table notes from both sessions is included below, aggregated and organized in descending order. Only those items that were listed five or more times are presented here; for a complete list of categories and the frequency they were mentioned, see Appendix 1.

1. Mass transit (50)
2. Auto (41)
3. Need for Comprehensive Planning/Future Vision (37)
4. Biking (26)
5. Sidewalks (20)
6. Limited Routes for Mass transit (17)
7. Lack of Bike Lanes – Protected, Buffered (17)
8. Partnerships between Cities, ACHD, and Other Agencies (15)
9. Driver Behavior/Rules of Road (15)
10. Traffic (14)
11. Land Use and Transportation Not Connected (11)
12. Unreliable Mass transit (11)
13. Not Frequent Enough Mass transit (10)
14. Incomplete Sidewalks (10)
15. Lack of Dedicated Funding for Mass transit (9)
16. Lack of Education/Awareness for Mass transit (9)
17. Walkability Throughout City (8)
18. Limited Weekend and Evening Service (7)
19. Car-Centric Culture (7)
20. Light Rail (7)
21. Poor Bike Network Connectivity (6)
22. Road Expansion/Road Widening (6)
23. Lack of Amenities (e.g., Shelters, Real-Time Schedule at Bus Stop) for Mass transit (6)
24. Obstacles in/on Sidewalks (6)
25. Bike Safety (6)
26. Parking (6)
27. E-Scooters (6)

28. Lack of Enforcing Laws for Bad Drivers (5)
29. Safety on Roads (5)
30. Unsafe Sidewalks (5)
31. Speeding, Automobiles (5)
32. City and ACHD Partnership (5)
33. Lack of ADA Compliance (5)



These items can be further grouped conceptually:

- **Mass transit:** Residents cited limited routes, infrequency of service, poor hours of operation, funding, culture/awareness, and amenities as primary concerns.
 - For most, area coverage of the current routes is either too limited or unequally distributed across all neighborhoods and the broader region.
 - The service isn't reliable because it is infrequent or limited throughout the day, nights and weekends.
 - Residents feel that a dedicated funding source, such as a local option tax, would help improve transportation, and they want to be involved in making it a reality.
 - At the same time, residents want the city and various partner agencies to actively work together in making a more robust

transportation system a reality through planning efforts and changing the culture through promoting the bus system as a viable transportation alternative.

- o Residents want to see amenities in the form of shelters, real-time tracking, better route information and signage at all bus stops, as they see these items as changes needed to promote and sustain the bus system.
- o Finally, residents would like to see a light rail or an effort to use some of the existing rail infrastructure for region-wide transportation.
- **Automotive:** Residents expressed deep concern with items related to car-centric culture, roadway capacity and design.
 - o Individuals frequently cited problematic driving behaviors, lack of enforcement, and a reliance on cars to get around as major problems that need to be addressed. Indeed, while some participants noted that drivers still tend to be courteous, many noted that they feel speeding, distracted driving and aggressive driving are on the rise. A lack of enforcement, then, was closely coupled with the previously mentioned concerns, as participants noted that “cars are failing to yield to pedestrians and cyclists” and that cars are “not sharing the road.”
 - o Similarly, residents frequently cited that the city’s roads cannot handle the increased capacity of automobiles coming in from other cities and that roadway expansion and widening were only making traffic and speeding worse.
- **Comprehensive Planning and Partnerships:** Participants expressed a wide range of concerns related to density, as well as a more thoughtful merger of land-use and transportation plans. As with previous Community Conversations, density invoked mixed reactions, but here the tone was more constructive than critical as participants frequently noted the idea of land-use and transportation working together.
 - o For example, some participants noted a “need [for] more density,” while others shared that the city is “not improving areas with new development,” as there was a lack of

infrastructure to support new developments and growth. To address these concerns, participants frequently noted that they'd like to see more collaboration between the city and partner agencies. Participants also noted that they'd like to see more multi-use buildings and residential units on top of commercial buildings, as well as more activity centers beyond downtown.

- o Similarly, participants noted a need for more complete sidewalks, high occupancy vehicle (HOV) and dedicated bus lanes. It is also important to note that there was at least one mention that expressed that the “city should be investing in transport (light rail), not [the] Library and Stadium.”
- **Biking:** Connectivity, comfort and safety encompass the broader concerns participants shared about biking. There were numerous mentions about a need for more North and South connections, as well as a more continuous and consistent network.
 - o Participants would also like to see more education for drivers and bicyclists about biking.
 - o Participants also favor better infrastructure in the forms of protected bike lanes beyond downtown and more separation of bike lanes and sidewalks that could help create more of a “low-stress network” that might better enable younger, older or more timid bicyclists.
- **Walkability:** Incomplete sidewalks, ADA compliance, obstacles and a lack of sidewalks throughout the city were the most frequently mentioned items related to walking, each contributing to the broader concern with safety.
 - o Participants noted that sidewalks are inconsistent, as there are gaps in the sidewalk network from street to street and across neighborhoods. They would like to see more sidewalks throughout the city, as a condition of new development.
 - o Similarly, there were mentions that many sidewalks may not be ADA compliant, either due to the obstacles (e.g., e-scooters, mailboxes and trashcans) or the narrowness of the sidewalk.

- **E-Scooters:** Although e-scooters were regarded as a positive option for quick trips, there were also frequent mentions that highlighted concerns with a lack of enforcement and sidewalk crowding, noted above.
 - o Participants noted that the laws for usage were unclear, particularly on sidewalks. Participants also noted that individuals might be using them in unsafe ways, such as riding without a helmet or speeding on them, and that there was no clear way to identify someone using a scooter if an incident occurred.



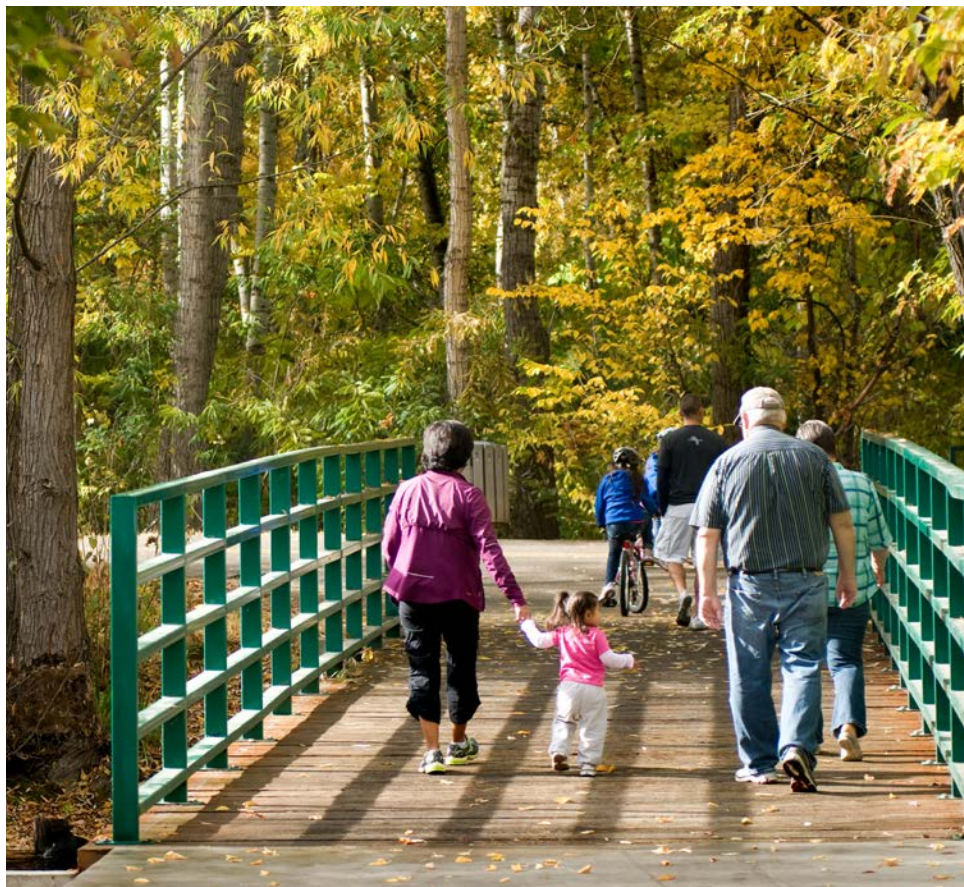
BOISE'S TRANSPORTATION PRIORITIES AND VOTING

When discussion turned to identifying what the city's transportation priorities should be, participants reiterated many items from the previous report-outs. Items shared during this discussion were recorded on butcher paper at the back of the room and then voted on. Table notes and voting items from both sessions were then aggregated and juxtaposed to one another, as well as the previous discussion items, to develop the broader themes of concern from the workshop.

The list of transportation priorities recorded on table notes from both sessions is included below, aggregated and organized in descending order.

Only those items that were listed five or more times are presented here; for a complete list of categories and the frequency they were mentioned, see Appendix 1.

1. Mass Transit (61)
2. Automotive (48)
3. Land Use and Transportation Planning (41)
4. Walkability (39)
5. Biking (36)
6. Better Coordination of Land Use with Transportation and Housing (17)
7. Dedicated Funding for Mass Transit (14)
8. Better Sidewalk Connectivity (13)
9. More Protected/Buffered Bike Lanes (13)
10. Reduce Car-Centric Culture (12)
11. Better Bike Network Connectivity (12)
12. Light Rail (12)
13. Improve Partnerships between Cities, ACHD, and Partner Agencies (12)
14. Frequency of Mass Transit (11)
15. Create More Multi-Use Paths (11)
16. Accessible Mass transit for All (10)
17. Canal Pathways for Bikes and Pedestrians (10)
18. Improve/Focus Density (9)
19. Widen and Complete Sidewalks (9)
20. Create HOV Lanes (8)
21. Connectivity/Bus Network (8)
22. Improve/Expand Pedestrian Crossings (8)
23. Culture/Awareness and Education about Mass Transit (8)
24. Improve Enforcement of Laws for Bad Driving (8)
25. Need Circulator/Smaller Buses (7)
26. Improved Driver Education about Pedestrians, Bikes, and Proper Stopping (7)
27. Expand Park and Ride Lots (7)
28. Make Mass Transit Reliable (6)
29. Encourage Multi-modal Options/Thinking (5)
30. Improve Transportation before Housing (5)
31. Need to Narrow More Roads (5)



After discussion, participants were given an opportunity to vote on the items shared during report-out. The list below includes the aggregated voting items and the number of votes each item received organized in descending order. Only those items that were voted on three or more times are presented here; for a complete list of categories and the frequency they were mentioned, see Appendix 1.

1. Light rail, transit (31)
2. Dedicated funding source for transit (28)
3. Reduction in auto centric spending + culture, reduction of lanes, focus less on road dev. (27)
4. Valley-wide transit (22)
5. Complete bike network (21)
6. Educating citizens on advantages of use, transit (12)

7. More accessible/frequent transit (12)
8. Protected infrastructure, bikes (12)
9. Affordable Housing + Zoning region-wide (11)
10. Mixed use development/ activity centers (11)
11. Extension of hours + service locations, transit (7)
12. Local option tax for transit (6)
13. Focus of electric vehicles + alt. forms (5)
14. Valley wide interagency collaboratives (5)
15. 100% clean transportation (5)

As shown, items recorded on table notes and sticky-dot voting generally aligned. Though, because each participant was given three sticky dots, some items appeared in slightly higher frequency than items listed on table notes. To ensure these results were consistent with the overall concepts and themes from this Conversation, voting items were juxtaposed to all table notes. By comparing voting items to the table notes, four interrelated themes of concern emerged:





ROBUST REGIONAL MASS TRANSIT

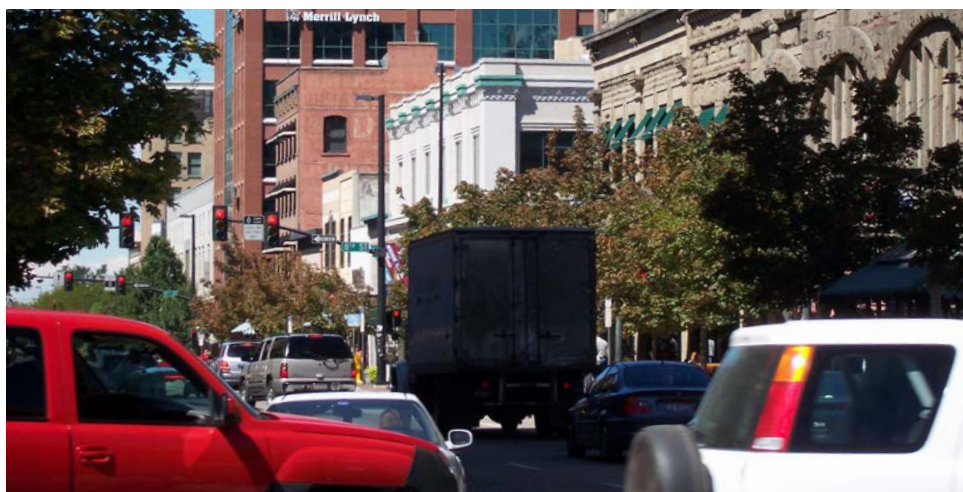
Mass transit was the issue that received the greatest number of mentions and votes throughout discussion at both sessions. At both workshops, the majority of comments focused on improving region-wide mass transit through: the creation of a light rail system; finding a dedicated funding source for transit, such as a local option tax or developer contributions; improved bus network and bus routes that offer more frequent, reliable service for everyone regardless of physical ability or socio-economic status; and educating the public on the advantages of using mass transit.

When discussing what's working with mass transit, participants noted that the evolution of bus system routes and frequencies are beginning to gain traction, but only along certain corridors such as State Street and Vista. Similarly, the Boise State University Shuttle was highly lauded, as it provides adaptive, frequent and free service around Boise State's campus. Participants also felt that the general accessibility of the bus for people of various cultural and socio-economic backgrounds was important, and something the city should work to maintain as the bus system expands and changes.

As participants turned their attention to addressing what's not working with mass transit, they primarily cited the lack of dedicated funding. Responses here highlighted the lack of a local option tax, developer contribution funds, and the need for better public/private partnerships that might fund mass transit now and into the future. Similarly, participants frequently cited a lack of intercity collaboration; a lack of education and awareness about promoting usage of the bus; better, more frequent bus service; and a lack of night and weekend bus service as areas for improvement. Table notes and comment cards also highlighted the need for greater education and awareness about the benefits of mass transit, as well as employer investment in mass transit. Participants also noted that they would like to see better bus stop amenities such as: bus stop shelters at all bus stops, real-time bus schedule information, bike racks at bus stops, and better bus stop signage.

Concerns about focused density along transportation-oriented activity

centers throughout the city were also closely related to the topic of robust regional mass transit. Participants shared that mass transit tends to emphasize Boise's "downtown core," but not the broader region or other neighborhoods and emerging activity centers outside of downtown. In addressing regional connectivity, one participant stated, "We have so many different agencies and so many different groups throughout the Valley that all share this same idea of, 'we want to be connected with each other, and we want to stop fighting with ACHD.' If we could form some collaborative group in the Valley [with] a common vision [...] that the community can also get behind that would help." Respectively, participants noted that they'd like to see the bus system model the BSU shuttle through dedicated circulator buses or smaller shuttle buses in neighborhoods and emerging activity centers that connect to a major bus line into the downtown or other major activity centers.



CHANGE THE CAR-CENTRIC CULTURE

Another issue that received a great deal of attention was the car-centric culture of the city and the broader Treasure Valley. In particular, participants frequently mentioned that they would like to see a reduction in auto-centric spending exhibited in the expansion of roads and lanes, which many felt only encouraged greater traffic and congestion. As one

community member shared on a comment card, “I would love to see better mass transit and do believe that ‘if you build it, they will come.’ If you build more car lanes, more cars will appear. If you make it less convenient for cars and more convenient to use alternatives, more will use alternatives.” In place of car-centric spending, then, participants would like to see more public funds devoted to supporting expanding mass transit, creating more bike lanes, and completing sidewalks. Participants would also like to see HOV lanes and greater law enforcement due to perceived increases in aggressive and distracted driving.

Beyond these concerns with the prevailing car-centric culture, participants also shared moderately positive attitudes about aspects of travel by car. For example, participants noted that traffic and commute times are not as bad as other cities in the Northwest. Generally, participants feel traffic is manageable, and at times of increased traffic, they feel that Google Maps or other routing apps are helpful in finding alternative routes, particularly during peak times in the morning and evening. Similarly, some participants shared that they liked the addition of roundabouts throughout the city as they facilitated a steadier flow of traffic.

Perhaps most telling in considering the challenges posed by the car-centric culture was the overwhelming feeling that there is a lack of interagency cooperation, communication and alignment between all cities in the valley, the Idaho State Legislature, the Ada County Highway District (ACHD), the Idaho Transportation Department (IDT), and Valley Regional Transit (VRT). Notably, participants feel that since ACHD owns the roads in the county, there needs to be more collaborative solutions aimed at a shared vision for the future of transportation across the entire Treasure Valley. To this end, participants want to see clearer, action-oriented long-term planning they can understand and get behind. Some participants even expressed a desire to be more informed and active in political advocacy aimed at obtaining dedicated funding for mass transit or, if need be, leadership change that will encourage greater collaboration for mass transit. Thus, changing the car-centric culture is closely related to both developing robust regional mass transit and collaboration aimed at marrying land-use and transportation.



COLLABORATE AND MARRY LAND-USE AND TRANSPORTATION PLANS

Underlying most of the concerns expressed at this workshop was the feeling that there needs to be more collaboration that merges land-use and transportation plans. Building off the previous themes, this theme highlights the growing tensions people feel with Boise's growth, as well as numerous possibilities born out of a common vision for the future. As one contributor stated, "We have so many different agencies and so many different groups throughout the Valley that all share this same idea of, 'we want to be connected with each other, and we want to stop fighting with ACHD.' So if we could form some collaborative group in the Valley [with] a common vision [...] the community can also get behind it." Thus, there is a longing for forward-thinking plans and policies that promote focused high density, housing affordability, and a diverse array of transportation options that get people to the places they want to go.

When it comes to improving transportation, the community is aware of the limitations posed by both the current mass transit system, as well as the plans, policies, and funding mechanisms that otherwise support land-use and transportation. In response, the community desires smart city planning and engagement to make regional public transportation more of a reality. Smart city planning concepts such as valley-wide interagency collaboratives, mixed-use development and activity centers, and affordable housing and multi-use zoning were frequently referenced and highly voted at both sessions. Table notes also indicate that improved partnerships between cities, ACHD, and partner agencies are a top priority for community members. Finally, numerous comments recorded on feedback cards from both sessions also indicated that participants want to see thoughtful planning, with comments ranging from wanting to learn how to effect change at the community level to creating better ways to access various activity centers to concerns that poorly managed development and density poses a moral hazard for the community.



IMPROVED BIKE LANES AND BIKE NETWORK

Given Boise's growing reputation as a bike-friendly community, the Greenbelt's expansive, scenic mileage for biking and walking, and the abundance of trails for outdoor recreation, it should be no surprise that biking improvements emerged as one of the top transportation priority areas. In particular, participants shared that they'd like to see more protected or buffered bike lanes throughout the city to help improve bike safety. Furthermore, participants would like to see a more interconnected bike network throughout the city, preferably with better North-to-South pathways that connect to the Greenbelt and new East-to-West pathways to decrease the increased traffic on the Greenbelt.

In terms of what's working, participants cited that the Greenbelt was one of the greatest successes for biking, walking, and other forms of transit. As one contributor stated, "The Greenbelt was a great vision. And to be able to have that dynamic, forward-looking mindset to really say, 'We're going



to take something very big that we're not sure is going to work, but we're willing to take that chance and that gamble that people will use it and enjoy it for years to come. [...] So to be able to have that vision is something that worked for Boise in the past, and we certainly hope that it works for it in the future too." The multiuse infrastructure of the Greenbelt, therefore, was praised as one of the best things about Boise because it allows so many people to commute to and from work and events, and because it serves as a source of recreation in the natural environment. The expansion of the bike network on the Bench at Kootenai, specifically, was also cited as an example of the kind of positive, bike-friendly changes community members would like to see throughout the entire city.

Additionally, while participants largely felt that the current protected bike lanes in Downtown worked well and that they'd like to see more protected bike lanes throughout the city, a few participants expressed that they felt these protected lanes were problematic because they were localized to Downtown only. A couple of participants also clarified that some cyclists were misusing the lanes by going in the opposite direction than intended. Participants were also vocal about figuring out how to get biking and walking paths along canals, as they believe these additional pathways will help improve the bike network, particularly in expanding East-to-West mobility. Similarly, participants want to see designated routes for children, as well as a diversified array of speed and lane options for cyclists of varying expertise.

SUMMARY





SUMMARY

Taken in full, participant comments indicate that transportation is a crucial, ongoing concern that is further intensified by growth in the city and throughout the region. The results of this report suggest that city needs to vigorously collaborate with neighboring cities and partner agencies to help create a regional transit system for everyone. The results also highlight a call to city leaders and partner agencies to carefully consider land-use and transportation decisions concurrently and with a more unified, long-term vision for the future.

Residents believe an interconnected regional transportation system is possible, and they long for reliable transportation options that will allow anyone to get around the region throughout the day and night.

But to reach these goals, residents believe change must occur at multiple levels:

First, they want dedicated funding for mass transit, and they want leaders and representatives from the city, neighboring cities, the State, and partner agencies who will prioritize funding for mass transit.



Second, they want to see a combination of thoughtful land-use and transportation plans that focus density along major roadways where people will have greater transportation choices and options. This entails improvements to pedestrian and biking infrastructure, as well as stimulating activity centers beyond the downtown core through better connectivity by a variety of transportation modes.

Third, they want the city and partner agencies to educate, promote and incentivize community members to use mass transit, as they strongly desire a shift away from the “car-centric culture” of the region. They believe this can be achieved through more reliable and available bus service—perhaps in the form of smaller connector buses—and better amenities that make riding the bus more appealing.

Ultimately, while residents long for a robust regional transit system, they also want it to be affordable and accessible for everyone, regardless of physical ability, socio-economic status, or cultural background. In this effort, participants were clear that they want the city to integrate a wide array diverse perspectives and experiences—particularly the voices of those who rely on mass transit as their primary transportation mode—into policy decisions that affect the future of mass transit. Decision-makers, then, must figure out how to reach and engage these populations to make sure proposed transportation improvements truly serve everyone.

APPENDICES

APPENDIX 1

AGGREGATE LIST OF ITEMS, WORKING (BOTH SESSIONS)

- Greenbelt and Multi-use Paths (20)
- Bike Lanes – Protected, Buffered, New (19)
- Public Transit (16)
- Public Transit Routes (15)
- E-Scooters (10)
- BSU Shuttle (9)
- Roundabouts (9)
- Traffic (9)
- Sidewalks (9)
- Pedestrian Crossings (8)
- Walkability (7)
- Rideshare (6)
- GreenBike (5)
- Comprehensive Planning/Vision for the Future (5)
- Options for Seniors (4)
- Downtown as Center/Core (3)
- Quality of Roads (3)
- Public Transit Hours (3)
- Bus Stop Shelters (3)
- ADA Accessibility (3)
- ACHD (3)
- Bike Culture (2)
- Bike Safety (2)
- Bike Racks on Buses (2)
- Accessibility (2)
- Parking (2)
- Non-ownership Model (2)
- Driving Culture (2)
- Signage (2)

APPENDIX 1

- Signalized Intersections (2)
- Freeway/Interstate (2)
- Wider Roads (2)
- Narrow Roads (2)
- Apps for Transportation (2)
- Bulb Outs (1)
- Traffic Lights (1)
- Traffic Calming (1)
- Transportation and Recreation (1)
- Electric Vehicle Parking (1)
- 20-Minute Free Parking (1)

AGGREGATE LIST OF ITEMS, NOT WORKING (BOTH SESSIONS)

- Public Transit (50)
- Auto (41)
- Need for Comprehensive Planning/Future Vision (37)
- Biking (26)
- Sidewalks (20)
- Limited Routes for Public Transit (17)
- Lack of Bike Lanes – Protected, Buffered (17)
- Partnerships between Cities, ACHD, and Other Agencies (15)
- Traffic (14)
- Land Use and Transportation Not Connected (11)
- Unreliable Public Transit (11)
- Not Frequent Enough Public Transit (10)
- Incomplete Sidewalks (10)
- Lack of Dedicated Funding for Public Transit (9)
- Lack of Education/Awareness for Public Transit (9)
- Walkability Throughout City (8)
- Limited Weekend and Evening Service (7)
- Car-Centric Culture (7)

APPENDIX 1

- Light Rail (7)
- Poor Bike Network Connectivity (6)
- Road Expansion/Road Widening (6)
- Lack of Amenities (e.g., Shelters, Real-Time Schedule at Bus Stop) for Public Transit (6)
- Obstacles in/on Sidewalks (6)
- Bike Safety (6)
- Parking (6)
- E-Scooters (6)
- Lack of Enforcing Laws for Bad Drivers (5)
- Safety on Roads (5)
- Unsafe Sidewalks (5)
- Speeding, Automobiles (5)
- City and ACHD Partnership (5)
- Lack of ADA Compliance (5)
- Signal Programming (4)
- Education/Culture of Drivers toward Bikes (4)
- Downtown Focus for Public Transit (4)
- Safety Concerns with E-Scooters (4)
- Sidewalk Crowding with E-Scooters (4)
- Confusion about Rules/Laws for E-Scooters (3)
- Park and Rides (3)
- Lack of Canal Pathways (3)
- Lack of Street Lighting (3)
- No Local Option Tax (3)
- Regional Connectivity (3)
- Decrease of Public Transit Ridership (3)
- Distracted Drivers (3)
- HOV Lanes (3)
- Non-Ownership Model Not Working (2)
- Environmental Concerns (Pollution and Climate Change) (2)
- Aggressive Drivers (2)

APPENDIX 1

- Roads Too Small, Automobiles (2)
- Intersection Crowding (2)
- Lack of Toll Roads (2)
- No Trolley (1)
- Urban Renewal Districts (URDs) (1)
- Need More Bike Racks (1)
- Bypass Loops for Truckers (1)
- Pedestrian Crossings on Major Roads (1)
- Alternating Work Hours (1)
- Too Much Construction Downtown (1)
- Investing in Library and Stadium (1)

AGGREGATE LIST OF ITEMS, PRIORITIES (BOTH SESSIONS)

- Public Transit (61)
- Automotive (48)
- Land Use and Transportation Planning (41)
- Walkability (39)
- Biking (36)
- Better Coordination of Land Use with Transportation and Housing (17)
- Dedicated Funding for Public Transit (14)
- Better Sidewalk Connectivity (13)
- More Protected/Buffered Bike Lanes (13)
- Reduce Car-Centric Culture (12)
- Better Bike Network Connectivity (12)
- Light Rail (12)
- Improve Partnerships between Cities, ACHD, and Partner Agencies (12)
- Frequency of Public Transit (11)
- Create More Multi-Use Paths (11)
- Accessible Public Transit for All (10)

APPENDIX 1

- Canal Pathways for Bikes and Pedestrians (10)
- Improve/Focus Density (9)
- Widen and Complete Sidewalks (9)
- Create HOV Lanes (8)
- Connectivity/Bus Network (8)
- Improve/Expand Pedestrian Crossings (8)
- Culture/Awareness and Education about Public Transit (8)
- Improve Enforcement of Laws for Bad Driving (8)
- Need Circulator/Smaller Buses (7)
- Improved Driver Education about Pedestrians, Bikes, and Proper Stopping (7)
- Expand Park and Ride Lots (7)
- Make Public Transit Reliable (6)
- Encourage Multi-modal Options/Thinking (5)
- Improve Transportation before Housing (5)
- Need to Narrow More Roads (5)
- Incentivize Employers and Workers to Use Public Transit (4)
- Create Laws to Address Distracted Drivers (4)
- Better Connectivity, primarily North to South Connections (4)
- Reduce Speeds/Speeding (4)
- Sidewalks as Buffers for Traffic (4)
- Better Marketing/Education of Available Services for All (4)
- Improve Parking (3)
- Help Educate Individuals to Take Political Action (3)
- Housing Affordability (3)
- Increase Traffic Calming (3)
- Region-wide Public Transit (3)
- Better Bus Stop Amenities (3)

APPENDIX 1

- Developer Contributions for Infrastructure (3)
- Reduce Lanes/Narrow Roads (Front and Myrtle; Chinden and State) (2)
- Activate and Encourage Neighborhood Involvement (2)
- Autonomous Vehicles (2)
- Improve Transparency with Transportation Funding/Spending (2)
- Better signage for Bike (2)
- More Park and Ride Lots (1)
- Discourage Student Drop-Off (1)
- No more “Super Blocks” (1)
- Bypass Road (1)
- Expand libraries around the city (1)
- Go to 100% Clean Transportation (1)
- Safe Bike Routes for Kids (1)
- Replace Tank Farm with Transit Center (1)
- Safe Routes for Kids to School (1)
- Expand Roadways (1)
- More Bike Racks/Capacity for Bikes on Buses (1)
- Expand Greenbelt (1)
- Offer Car-To-Go Services (1)
- Do Not Fund Library or Stadium (1)
- Bogus Basin Bus (1)
- Bike Lockers (1)
- License Bikers (1)
- Create “Spine” System for Public Transit (1)
- German Standard for Public Transit (1)
- Make State Street Car-less (1)

VOTING ITEMS

AGGREGATE AND RANK-ORDERED

- Light rail, transit (31)
- Dedicated funding source for transit (28)
- Reduction in auto centric spending + culture, reduction of lanes, focus less on road dev. (27)
- Valley-wide transit (22)
- Complete bike network (21)
- Educating citizens on advantages of use, transit (12)
- More accessible/frequent transit (12)
- Protected infrastructure, bikes (12)
- Affordable Housing + Zoning region-wide (11)
- Mixed use development/ activity centers (11)
- Extension of hours + service locations, transit (7)
- Local option tax for transit (6)
- Focus of electric vehicles + alt. forms (5)
- Valley wide interagency collaboratives (5)
- 100% clean transportation (5)
- Safe/Connected sidewalks for walking (4)
- Circulator buses in specific parts of town (4)
- 5-G to aid autonomous vehicles + alt. ways of working (4)
- Driver ed on interacting w/ pedestrians, walking (3)
- North/South Greenbelt infrastructure, biking (3)
- Canals for biking (3)
- Designated routes for kids (3)
- Grid system for transit (3)
- Education of Laws, rules, use of all modes (3)
- Distracted drivers (3)
- Work on reducing the congestion in the intersections (2)
- Lane options (HOV, alt. direction) (2)

APPENDIX 2

- Follow German traffic design – electronic toll canals on cars for driving in different districts (2)
- Safe bike network (2)
- Access for all, transit (2)
- Park n ride, transit (2)
- Pub/Private partnerships for transit (2)
- Consideration + accommodation for our vulnerable community partners (2)
- Incentives for multi-use development (2)
- Reducing speed limits, auto (1)
- Canals for walking (1)
- Protected infrastructure, walking (1)
- Multiple speed options, biking (1)
- Access for all, biking (1)
- Bogus bus (1)
- Familiarize public with all players involved (ACHD, States, Cities, etc.) – Neighborhood Associations (1)
- Multi-use zoning (1)
- “Baggage” storage for transit / bike users (1)
- No drop offs at School (1)
- Smart City planning – hubs, networks (1)
- Sidewalks for all new + old dev. (o)
- Access for all, walking (o)
- Pedestrian only block – increase (o)
- North/South Greenbelt routes, walking (o)
- Amenities to denote biking areas (o)
- More education on new/existing infrastructure (o)
- Expansion of transit subsidies – not just roads for cars (o)
- Creation of a shared goal to work towards (o)
- Multi-modal planning (o)

VOTING ITEMS

ORGANIZED BY MODE TYPE, RANK-ORDERED

AUTO

- Reduction in auto centric spending + culture, reduction of lanes, focus less on road dev. (27)
- Focus of electric vehicles + alt. forms (5)
- Work on reducing the congestion in the intersections (2)
- Lane options (HOV, alt. direction) (2)
- Follow German traffic design – electronic toll canals on cars for driving in different districts (2)
- Reducing speed limits (1)

WALKING

- Safe/Connected sidewalks (4)
- Driver ed on interacting w/ pedestrians (3)
- Canals for walking (1)
- Protected infrastructure, (1)
- Sidewalks for all new + old dev. (0)
- Access for all (0)
- Pedestrian only block – increase (0)
- North/South Greenbelt routes (0)

BIKE

- Complete bike network (21)
- Protected infrastructure (12)
- North/South Greenbelt infrastructure (3)
- Canals for biking (3)
- Designated routes for kids (3)
- Safe bike network (2)
- Multiple speed options (1)
- Access for all (1)
- Amenities to denote biking areas (0)

TRANSIT

- Light rail (31)
- Dedicated funding source (28)

APPENDIX 2

- Valley wide transit (22)
- Educating citizens on advantages of use (12)
- More accessible/frequent (12)
- Extension of hours + service locations (7)
- Local option tax (6)
- Circulator buses in specific parts of town (4)
- Grid system (3)
- Access for all (2)
- Park n ride (2)
- Pub/Private partnerships (2)
- Bogus bus (1)

OTHER

- Affordable Housing + Zoning region-wide (11)
- Mixed use development/ activity centers (11)
- Valley wide interagency collaboratives (5)
- 100% clean transportation (5)
- 5-G to aid autonomous vehicles + alt. ways of working (4)
- Education of Laws, rules, use of all modes (3)
- Distracted drivers (3)
- Consideration + accommodation for our vulnerable community partners (2)
- Incentives for multi-use development (2)
- Familiarize public with all players involved (ACHD, States, Cities, etc.) - Neighborhood Associations (1)
- Multi-use zoning (1)
- “Baggage” storage for transit / bike users (1)
- No drop offs at School (1)
- Smart City planning - hubs, networks (1)
- More education on new/existing infrastructure (0)
- Expansion of transit subsidies - not just roads for cars (0)
- Creation of a shared goal to work towards (0)
- Multi-modal planning (0)

APPENDIX 3 – COMMENT CARDS

DATE	WORKSHOP RATING	“WHAT COULD HAVE BEEN DONE BETTER?” (Open-Ended Response)	“ANY OTHER FEEDBACK?” (Open-Ended Response)”
05/09/2019	8	<i>A little more background on the cities future vision for transit. What's the plan? Where do we stand now for transit? What funding do we have now?</i>	
05/09/2019	9		<i>Excellent & IMPORTANT</i>
05/09/2019	8	<i>Longer session</i>	<i>It became very obvious that every table had very similar lists—and a Light Rail System as well as the entire Treasure Valley—*All Cities* come together to make it happen—is inevitable. So let's have the vision now to implement that system—a major spine that could then be expanded into spurs within their cities to facilitate their own community's needs. IE—Start Main line d.t. boise to Caldwell space via I-84. Later add a N.-South-line that makes it possible for those folks to park + Ride and so on...</i>
05/09/2019	9	<i>Perhaps limiting the comments from individuals reporting out to 3-5 comments.</i>	<i>Good—interactive feedback generating event. Well done!</i>
05/09/2019	8		
05/09/2019	7	<i>More time Individual/Dual meetings of 1/2 of transit methods</i>	<i>Boise Transit use *smaller* buses i.e. Sun Valley with more routes/stops. Majority of our buses run empty and take up a lot of space.</i>
05/09/2019	9	<i>Seemed time restricted as we tried to collect ideas.</i>	<i>Very valuable! Useful discussion & diversity of ideas. Everyone extremely respectful & participated.</i>

APPENDIX 3 – COMMENT CARDS

DATE	WORKSHOP RATING	“WHAT COULD HAVE BEEN DONE BETTER?” (Open-Ended Response)	“ANY OTHER FEEDBACK?” (Open-Ended Response)”
05/09/2019	9	<i>I know it was 2hrs, but more time. Prioritize things that can be done sooner.</i>	<i>Let us know where to park in email.</i>
05/09/2019	6	<i>We've had numerous conversations on what we need to do, but not how to fund it. We need a conversation strictly on replacing legislators who aren't in favor of LOCAL OPTION TAX! :)</i>	<i>We need to form a Canyon/Ada Coalition of elected officials, businesses and citizens demanding the ability to have LOCAL OPTION TAX! :)</i>
05/09/2019	10	<i>Take cars (positive or negative discussion points) off the agenda. More time spent boosting other modes *is* a way of addressing cars. When we've got 80% of folks in cars, it really *shouldn't* be something we spend too much time on.</i>	<i>This was fun!</i>
05/09/2019	6	<i>More outreach to marginal groups for representation. Less talk at intro for more time for table discussion.</i>	<i>Small thing. If continue to offer food, please separate meat from other options. Mixing on trays defeats having non-meat options available.</i>
05/09/2019	9		<i>It was well done. It was refreshing that there were relatively few zealots.</i>
05/09/2019	6	<i>Facilitator was great! Knives & Spoons!</i>	<i>City sponsored event, city staff I expected “neutral” facilitation</i>
05/09/2019	8		<i>Thank you for holding these events to hear from the public. There was a reference to Communities in Motion 2040, we have updated the plan since then.</i>

APPENDIX 3 – COMMENT CARDS

DATE	WORKSHOP RATING	“WHAT COULD HAVE BEEN DONE BETTER?” (Open-Ended Response)	“ANY OTHER FEEDBACK?” (Open-Ended Response)”
05/09/2019	6	<i>-Too much intro. time, eats into discussion time. -Explain to the citizens that VRT is a voluntary contribution from “members” and that Boise is covering the majority of the public funding—this needs to change.</i>	<i>Any/All decision can not be made in a vacume—Example: adding and increasing density impacts school capacity, the requirement of providing firestations (money), the exposure of people & property to risk in the WUI and in flood zones. Density everywhere whill create future problems to resolve which requires MONEY (Just as building a mass transit does now)—more money for more schools or expanding schools because density maxed out the capacity the school was sited and designed for. The WUI is not a smart place to continue building/exposes people to risk—a risk that is getting worse with climate change, not better. A risk that can become a major urban fire, which has happended before. A risk that is shifting the responsiblity to the taxpayer if a major fire occurs and the local/State/Federal resources are burdened with the cost of suppression and recovery. This is a moral hazard.</i>
05/09/2019	8	<i>Always more time for this passionate topic. Otherwise excellent</i>	<i>Keep doing these conversations, they are invaluable!</i>
05/09/2019	9	<i>Could have used more time for discussion—perhaps have different topics for tables + report to whole group + chance for comments from all</i>	<i>Facilitator was well prepared & did a good job! Good group for discussion. Super ideas put forward.</i>

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05/09/2019	8/9	<i>This was well run. Expectations were made clear. Table conversations were good & good diversity of backgrounds at the table. Can't think of things to make it better. Share this with Treasure Valley business leaders.</i>	
05/09/2019	10	<i>None—Excellent, from food to facilitator to table!</i>	<i>5:30-7:30 is a better for families</i>
05/09/2019	9		<i>New Builds and Developments should pay for the affected infrastructure demands.</i>
05/09/2019	9	<i>Transportation & land use are tightly connected but this conversation only dealt with transportation. We need to talk about them together.</i>	
05/09/2019	8	<i>Spend a little more time on solutions/priorities</i>	<i>Good process Appreciate being heard</i>
05/09/2019			<i>I came around the end—last 30 min. But, great 30 min!</i>
05/09/2019	10		<i>Please consolidate + communicate the feedback</i>
05/09/2019	10		
05/09/2019	7	<i>If you have extra staff here, spread out participants to increase input from public instead of consolidating</i>	<i>This is participation by the privileged. The report-out should show how Boise answered the criticism of the last listening sessions—less of folks who typically you engage, and *show us* how you engaged w/new audience in new ways.</i>

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05/09/2019	9	More time for each of the discussions & share-outs.	<i>The voices represented here do not capture (much) populations in our city who are most affected by availability (or not) of affordable, frequent, safe transportation options. We need to take these conversations to them. In general, keep doing these conversations!</i>
05/09/2019	8	Less introduction, more conversation	Good exercise overall
05/09/2019	8	Facilitators were great and fellow participants were engaged.	Always room for improvement.
05/09/2019	9	Make the need for tickets clear!	<i>I just hope it helps + makes change. Please!!!!</i>
05/09/2019	8	Thought it was good, however we need to have a little more time for discussion.	<i>Highly recommend Save The Date emails/notices even if you don't have date/location set yet. Many need to plan accordingly and less than 10 day notice is not always sufficient. The city needs to do more to get community representation. I know our community is not just a bunch of Caucasian folk. We have a growing diverse city and we need to be having conversations w/ all members/ segments of our entire Boise community.</i>
05/09/2019	7	<i>I think we do have to plan for the future, but we also need to address our needs + concerns of today. Should have had two discussions.</i>	

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05/09/2019	8	<i>For the activity to get ideas it would have been helpful to include timeframes (short, medium, long term)</i>	<i>Thank you for hosting & getting the conversation moving. City of Boise & ACHD *really* need to figure out how to work together more effectively.</i>
05/09/2019	10		<i>-appreciate the food -room was comfortable -Adam did a great job! -Bonnie + Lana did a great job!</i>
05/09/2019	9	<i>Would have appreciated more integration across the Valley.</i>	<i>Good manageable topic. Appreciated that it wasn't focused on cars only. -Thanks for the snacks! Didn't get dinner.</i>
05/09/2019	9		
05/09/2019	10	<i>Went well.</i>	
05/09/2019	9	<i>More representation from City leaders—especially from connected areas/communities (Meridian, etc.) Hear concerns directly from community members; better advertising</i>	<i>Great discussion—respectful, engaged! This was fantastic—these types of conversations are so critical & productive. I sincerely hope the comments & feedback have been taken seriously and help effect change.</i>
05/09/2019	10		
05/09/2019	8	<i>Smaller groups may have helped more in depth conversation. Wanted voices from ACHD, ITD, VRT.</i>	
05/09/2019	9	<i>Could have been Advertised better. Heard by word of mouth the day of the Event.</i>	<i>Good ideas for participants. Alot more agreement than expected.</i>
05/09/2019	8	<i>Telling us what you are going to with our input. What is the end result?</i>	<i>Nicely done. This format is better than an open house.</i>

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05/09/2019	9	<i>Cookies! More bike racks outside!</i>	<i>Great facilitation at our table! Thanks for providing us the opportunity to get together—it was fun! Please keep working on transportation—keep up the conversations! Try to get ACHD engaged in the conversations!</i>
05/09/2019	9	<i>A little more time on priorities, maybe less on intro. (Sorry.) We need cookies! More bike racks outside.</i>	<i>I appreciate the opportunity to participate + hope all the findings will be shared via email to participants. I'd also love to hear what Actions the city intends to take.</i>
05/09/2019	8	<i>Huge portion seemed to be Bicycle aficionados. May not be representative of all of Boise.</i>	<i>It's nice to have a forum like this</i>
05/09/2019	8	<i>Repeat, repeat—</i>	<i>Bring German transportation system to Mnt. Home, Boise, Meridian, Nampa, Caldwell + ONTARIO, OR. Germany divide pedal + foot paths for shared use. Electronic toll cards are in cars for driving in different city districts. Build out transit light rail now before houses. The transit design is what the residential areas are designed around. Save the green space where urban living goes to nature. Keep the cities green...via bike lanes and mass transit.</i>
05/09/2019	8	<i>Perhaps some of the topics could have been a little more focused especially considering the width + depth of the issue.</i>	<i>Where were the lemon bars!</i>
05/09/2019	10		<i>Kristine was a wonderful facilitator. Great job on the workshop City of Boise.</i>

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05/09/2019	8	-More time to understand life-contexts of table participants. -Opportunity to re-categorize issues -address housing + transportation more	Involve citizens more in what gets done with the summaries.
05/09/2019	9	get the word out for these workshops—helpful + informative.	Great format + well organized. Thanks.
05/09/2019	8	Less prep time, more focus on the entirety of the Treasure Valley.	These conversations need to start extending beyond city and into the entire Treasure Valley. Also, you took 40 minutes (1/3 of the time tonight) introducing the topic. It'd be useful to think about cutting this down.
05/09/2019	9	Nothing particular at this conference, but would definitely like to see more collaboration between Concerned Agencies in Government, developers, neighborhood assoc., etc.	
05/11/2019	7	Provide transportation for marginalized groups—elders, new immigrants, persons with disabilities to attend and voice their needs. Make additional efforts to reach out to those groups and persons of color.	We were pressed for time to discuss ideas at our table. Move plenary presentations on general info about transportation along quicker. Thank you for offering this opportunity on a weekend during the day off for city staff! Thank you for the opportunity to provide feedback! I loved the dots!
05/11/2019	9		
05/11/2019	9	Maybe more ways for individuals to contribute outside of group discussion. Some may be more comfortable writing ideas down, for instance.	Thanks for the refreshments! :) Would be interested to hear what other cities our size are doing. Thanks for providing a moderator as well!

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05/11/2019	9	<i>Partner these feedback workshops with an education workshop_just a longer session of how things work/are funded/how various agencies & organizations partner so we can give you more informed feedback based on our experiences + a more solid knowledge base.</i>	<i>Well organized. Thank you for providing a childcare option! I would not have been able to come otherwise.</i>
05/11/2019	10		<i>EDUCATE THE CITIZENS – about resources available.</i>
05/11/2019	10	<i>Combine what could be done better w/ prioritizing issues.</i>	<i>2 hours is good for the mtg.</i>
05/11/2019	9	<i>Too short or too much repeated.</i>	
05/11/2019	9	<i>More time for discussion so we can better explain our ideas. More time for discussion between tables.</i>	
05/11/2019	7	<i>the registration/rsvp system discouraged people from coming, location + time and location not conducive to getting with transit</i>	
05/11/2019	10	<i>More time for discussions!</i>	<i>Great facilitators and group.</i>
05/11/2019	7	<i>70% of the people in the room (Attitudes) are still the same people who show up to every meeting. The experience was great, but we have to bring more people (diverse) to the table.</i>	<i>Facilitators were great!</i>
05/11/2019	9	<i>Integrate people that can't attend these events somehow.</i>	<i>Get *more serious* about LOCAL OPTION TAX</i>
05/11/2019	8	<i>Longer if people are open to it.</i>	<i>It is good to have it narrowed down a tad after the broader outreach. Please keep it up.</i>

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05/11/2019	9	<i>More time, but honestly a very well facilitated meeting with limited time on a big topic.</i>	<i>Thank you for having a Saturday session!</i>
05/11/2019	5		<i>I cannot stress enough the importance of putting in the proper amount of infrastructure in areas of new Growth (example—LAKE HAZEL/Cole airport) just put in a 2 Lane Road. When plan is for 1,000's of homes—business' put in 4 lane rd./center lane/ Bike lane from the start!</i>
05/11/2019	8	<i>1) Longer/maybe with 3 hrs vs 2. 15-20 min potty break, food/tea break. 2) Suggestion for: —making what's good, better —making what doesn't work, work!</i>	
05/11/2019	5	<i>Good overall</i>	
05/11/2019	10		
05/11/2019	10	<i>This felt like a great opportunity to share my opinion + understand concerns of others. I'd like to see more concerted effort to bring in low-income folks to hear + learn about their struggles.</i>	<i>It would be good to take the top priorities discussed today + report out on practical options to implement + identify successes/barriers to implement.</i>
05/11/2019	10		<i>I appreciate the three questions that were addressed at each table and then discussed/shared with the rest of the workshop participants. I am interested to see how the city /city council addresses the points that were discussed and also look forward to continuing the “conversation” in future conversations. I like that there were facilitators from the city at each table.</i>

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05/11/2019	9	<i>-Provide free bus passes, not just free parking. -Provide people with transit options + walk/bike routes to get to these and other meetings.</i>	<i>Thanks to city staff for working Saturdays! Also send “thank you’s!” to VRT and ITD staff for being here. It’s appreciated. It was noticed that ACHD is absent today and Thursday, which speaks loudly about their leadership.</i>
05/11/2019	9	<i>fine</i>	
05/11/2019	7	<i>I wish the format allowed for more free flowing conversations. I felt pressured to speak to talking points.</i>	<i>Our facilitator also pushed the conversation towards “points” often cutting off the flow of the conversation.</i>
05/11/2019	5	<i>Might be too general for 2 hours. Housing was a little more specific + felt like more accomplished.</i>	<i>Might have 1 conference on Land use/Trust and one 1 conference on bike/walk etc. best planning + practice + 1 on roads/investment</i>
05/11/2019	10	<i>Management of (some) table presenters time</i>	<i>Thank you for offering this opportunity.</i>
05/11/2019	9	<i>I saw an improvement over the workshops I previously attended in that I did not feel “guided” toward what the city wanted the outcome to be. I would love more people to participate, perhaps on a neighborhood level.</i>	<i>I would love to see better mass transit and do believe that “if you build it, they will come.” If you build more car lanes, more cars will appear. If you make it less convenient for cars and more convenient to use alternatives, more will use alternatives. Have we tried a free Downtown Circular Bus as a preview of what the roll would be? Perhaps it has met with some resistance because the “Go big or go home—all of nothing” approach is overwhelming. Maybe we need to introduce it more gradually.</i>

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05/11/2019	8	<i>More focused areas for feedback/questions, “transportation” I believe is a bit too broad. Perhaps more focused discussions on each transportation facet will be more beneficial.</i>	<i>Culture is a hard problem to solve, so I think it would be best to plan for the future assuming culture remains the same. Projects like protected bike lanes are an example of a cultural neutral solution.</i>
05/11/2019	8	<i>More opportunity for others to speak. Trade off report outs.</i>	<i>This is great!</i>
05/11/2019	10		<i>Great face to face sharing of perspectives + ideas. Hope to hear back on results per multimedia.</i>
05/11/2019	9	<i>Have higher up the food chain people here from City of Boise, VRT, ACHD, ITD to hear what they have to say.</i>	<i>More welcoming venue.</i>
05/11/2019	8	<i>Could have used another half hour. Is the presentation available afterward? How does all this tie together with existing projects?</i>	<i>We need a Treasure Valley Plan with activity centers across the valley, not just downtown. Love the time availability for the workshop.</i>
05/11/2019	8	<i>Should have been a lot more people from the public here. Change the system to overbook because people don't always show up.</i>	<i>Appreciate City having F2F sessions. We need to do a lot more of this!</i>



Wayne Rysavy is the Communication Manager for Planning and Development Services with the City of Boise. Dr. Rysavy earned his PhD from the University of North Carolina at Chapel Hill. His dissertation, “Haunted by Specters, Surrounded

by Spectators: Technology, Law, and the Fragmentation of Identity” explored the ways social media facilitate the spread of imagery online and the often negative consequences such sharing poses for individuals, authority figures and institutions of authority.



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