

Open Ended Responses

State Street Maptionnaire

Do you have any other comments or questions about State Street before you go?
<ul style="list-style-type: none"> • * I do not support the approval of another URD in Boise and will not vote for any elected position who does. * Boise already has 5 URD's stripping away increased tax revenue from other essential agencies, such as ACHD, and using it for non-essential government expenditures such as art. Enough is enough. * Boise has been abusing the original intent of Idaho's urban renewal laws by arbitrarily stretching the meaning of the words. * This survey was designed to get the answers you want to justify the approval of an URD, as no open ended questions were included. * Having a 6th URD within the Boise city limits will further increase property taxes as an URD redirects future increased tax revenue toward developers projects. This means the general public is subsidizing developers while simultaneously supporting gentrification. * All Boise citizens who are concerned about rapid growth need to realize this and speak/act up, rather than thinking someone else should do something.
<ul style="list-style-type: none"> • A well paved street that can accommodate traffic more safely. This is a major thoroughfare for vehicle traffic and should not be concerned with other frills.
<ul style="list-style-type: none"> • Adding a HOV lane for busses and cars would be helpful
<ul style="list-style-type: none"> • Adding more housing in this area is unacceptable. There is not enough infrastructure to make it feasible for a large influx of people. I would like to see a map of where the people who are proposing these ideas live, because I'm guessing it is not along State Street or in the area. If you want more diverse housing products, do it in the neighborhoods of where those who are proposing this live.
<ul style="list-style-type: none"> • Am disappointed there were no questions about adding more driving lanes.
<ul style="list-style-type: none"> • Before anyone goes all-out adding bike lanes or public transportation options to State, I just want to say that State street is not going to be a great option for biking. It's not used for biking now, rightfully so b/c of traffic, and I don't think that's a bad thing. We need to admit our city is not necessarily bike-able November-March and I think this part of the conversation is oftentimes left out. Additionally, obviously thousands of people are moving here. I'm sorry to put it so bluntly, but they are not moving here to ride the bus. Ridership west of Glenwood, although opportunities exist, will always be a struggle. The near-term focus (for me) on State would be to ensure dedicated right-in turn lanes and dedicated left-turn lanes are available to keep the flow of traffic moving. If a bus lane were ever added, I would highly suggest making it an HOV lane (not just a dedicated bus lane), but again, I don't believe the ridership is there either now or in the next decade. Thank you,
<ul style="list-style-type: none"> • Bicycle and pedestrian improvements need to be made as a separated entity away from vehicular traffic.
<ul style="list-style-type: none"> • Bike infrastructure would be great, but it should be OFF state street - parallel but off the road. Something paved half a block north or south of state, or running behind businesses, would be excellent.

Do you have any other comments or questions about State Street before you go?
<ul style="list-style-type: none"> • Bike lanes DO NOT belong on a busy street like this! One bike - during nice weather - for every 10,000 plus cars . Stop pandering to the militant bike community. You are not paying attention to 99.999% of Boise.
<ul style="list-style-type: none"> • Bike lanes that are consistent and follow a route through the city. State st could be a great east/west route for bikes with lanes or dedicated paths that run from Eagle to downtown. The greenbelt is great for recreation, but not a good travel route for getting somewhere by bike.
<ul style="list-style-type: none"> • Build/Redevelop only at urban densities. The townhouses approved at Pierce Park and State are a joke. Why would the city use up resources of land and services for such a low density. Might as well approve three units per acre.
<ul style="list-style-type: none"> • Consider park and ride sites along corridor to decrease traffic volume and increase multi-modal use.
<ul style="list-style-type: none"> • consolidating access driveways would be welcome and an improvement. This effort could improve the safety for pedestrians and cyclist. For longer distance non-auto trips the greenbelt is a great option. Maybe consider or evaluate additional access to the greenbelt from State St.
<ul style="list-style-type: none"> • Definitely needs bike lanes and maybe an overall comprehensive plan to create another avenue for the rush hour traffic from Eagle to spread it out amongst State Street, Hill Road and Chinden.
<ul style="list-style-type: none"> • DO NOT add mass transit!!!! Have lived other places where it was profuse.....very low ridership and it just adds to the congestion and pollution (air and noise). A huge waste of money!!!! When it takes 3 or 4 times longer to get to your destination people will not use mass transit over cars.
<ul style="list-style-type: none"> • do not narrow state street, that is a very bad idea!
<ul style="list-style-type: none"> • Do what is needed and only what is needed to mitigate traffic. Do NOT spend more tax dollars on unnecessary projects. With housing costs going through the roof (ave Idaho housing is in the top 20 in the nation and quickly climbing!) the property taxes the city collects are also increasing. Maybe you should provide relief for all citizens who live in Boise by decreasing rates, since the basis is increasing so much. We don't need projects, we need housing affordability in the form of cutting taxes!
<ul style="list-style-type: none"> • Don't repeat the disappointing reallignment and turns mess made at State and Veterans Parkway -
<ul style="list-style-type: none"> • Except for giving my feedback, I would like opportunities to volunteer my time towards this effort
<ul style="list-style-type: none"> • Fix the light situation, remove turn barriers at 36th, State and Veterans
<ul style="list-style-type: none"> • Follow the State St TTOP. In order to get transit service eventually, widen State St as the plan describes, in sequence. Reconfigure State St and Pierce Park as soon as possible, and State and Glenwood soon.
<ul style="list-style-type: none"> • Get the bikes out of the road - sharing that road with bikes is dangerous for everyone. Do those completely separated barriers/dividers where they can ride in their own area. Don't reduce lanes - too many people use this street and the number of cars has increased incredibly.
<ul style="list-style-type: none"> • Good luck. You have a tough task ahead.
<ul style="list-style-type: none"> • Good survey, thanks for doing this. #1 need for state imo: bike lane, not on the street (eg enhanced sidewalks). Currently it's near suicide. Cars go 50+.

Do you have any other comments or questions about State Street before you go?

- Having only one route into Boise on the north side of the river does not meet the needs of the communities and creates bottle necks and safety issues. ACHD should have developed a 2nd route into the city.
- I access my home at State & Wylie Ln. -the "new " updated intersection has an awkward / hazardous right turn onto State Street. Due to the new railing by Thriftway, the curve around the jersey barriers, as well as the uneven asphalt design it is dangerous to see when it is safe to turn, especially in the dark...Please do something to improve the safety and visibility!
- I am a little disappointed in some of the changes of State Street. As a bicyclist that frequently bicycles State Street from Collister to 36th, I find the U-turn on State Street that allows those traveling west on State Street to then turn south on Veterans to be EXTREMELY dangerous for bicyclists. There is a lot of potential to provide neighborhood shopping and restaurants that can create more of a neighborhood feeling along this corridor which could then create a "neighborhood feeling" similar to what is experienced on the northend of Boise. I am hopeful that with continued outreach to the community and careful, meticulous planning that this can be created.
- I am concerned about creating an Urban Renewal District. To me an Urban Renewal District should only be used for areas that are blighted. As a whole I don't consider State Street to be blighted. If an Urban Renewal District is formed along State Street it will raise my property taxes as the tax dollars generated from those commercial businesses along State Street will go to making improvements on State Street rather than to the general funds of our local taxing districts. My neighbors and I will then have to make up for the loss of tax revenue to our local taxing districts. There needs to be additional tools to make the improvements on State Street rather than utilizing Urban Renewal Districts.
- I am on this street all the time. I would bike more if there were better, safer bike lanes. I go right to the greenbelt to travel as I don't feel safe on the street in this area. Thank you for making our streets better places to live.
- I am retired and no longer walk or bike. I do want those who walk and bike to have a safe trip without impeding traffic. Hoping for alternative East West and North South corridors to take some of the traffic load off State Street.
- I can't believe this survey doesn't address anything East (Southeast) of 27th street. The section between 23rd and 8th has PLENTY of room to be widened, and yet, it's a VERY narrow street with no parking, shoulders, bikelanes, etc.
- I can't wait for State Street to be transformed. I believe it could be such a vibrant corridor for Boise if implemented in the way that the city planners envision. I really like the rapid bus transit idea adapted from Bogota, and I think that will reduce a lot of vehicle traffic which will create a more inviting atmosphere for local businesses. I would travel on and visit State Street business a lot more if I could safely bike or take transit to them, but currently I don't visit them much because I have to bike through back streets north of the street to get to them which takes more time. I also strongly believe more pedestrian oriented development and connection to the neighborhoods will bring business to State Street as people feel safer walking and biking as a family to these locations. Luckily it can't be expanded and cause more induced demand. Thank you for thinking about Boise's future and involving the people that live here in the planning process!
- I do not support gentrification of the state street corridor. If this process displaces vulnerable populations you MUST have a plan in place to provide housing assistance to those displaced!

Do you have any other comments or questions about State Street before you go?
<ul style="list-style-type: none"> I don't have a lot of specific places where I feel improvements to transit service/bike-ped infrastructure/transit oriented development are needed because they must be implemented along the entire corridor in order to be helpful
<ul style="list-style-type: none"> I don't understand why there is such a push to change State street to become more Biking-forward. It is a state highway, and should be handled as such. There are already local shopping centers for people wanting to walk short distances from neighborhoods. For bikers, there is Hill road and the Greenbelt that already parallel State st on either side. If nothing else, just direct Greenbelt access in convenient locations like towards signaled intersections so cyclists may cross State st safely.
<ul style="list-style-type: none"> I generally walk, bike or carpool with my spouse in bad weather and when a vehicle is necessary to transport things or for timing issues. However, I might consider mass transit if it were available 24/7 and convenient - I am hopeful that driverless on-demand electric vehicles will someday be doable in Boise and would like to see projects developed for that possibility someday. In the meantime - biking and walking with pleasant streetscapes are priority. If vehicles (mine included) are hindered by that priority, I am fine with the hindrance.
<ul style="list-style-type: none"> I have always lived on or near State Street, and also always been a cyclist. I have been wondering why the only effort towards the main artery was to widen it and add cars. Now I see/hope that was just a first step to bringing life back to NW Boise! There are so many entrepreneurs, community-makers, artists, and just health-seeking folks that would like to live in central Boise, and get around in an eco-friendly way. I am already grateful and can't wait to see what comes of this.
<ul style="list-style-type: none"> I know there is a lot of emphasis on State Street but many of us can't access it without public transportation.
<ul style="list-style-type: none"> I know this is a difficult project to tackle. Thanks for your efforts! I would love to see a light rail someday, that runs down State Street. I live in Star and work in Boise. The reason I rarely took the bus was there was only 1 route in and back. I could almost never make that fit my schedule. If this light rail ran continuously, and had stops along the way at major intersections, I would LOVE it! I could catch the train part-way home, stop and grab some dinner or some groceries, and still catch the next train back to my car to drive the rest of the way home. It could run from Middleton to East Boise (Park Center or even just to BSU). At this point in Boise's development, it would either need to be a subway or an elevated train, so as not to disrupt existing business, homes, and recreation. I know this will require significant capital, but I think if you build it, they will come! :) Thanks for listening!
<ul style="list-style-type: none"> I realize it is confusing for me to say I want improvements in travel, safety, and green spaces at the same time. I honestly think Boise should adopt a rail system to help with traffic. More buses that are regularly scheduled more often for quick stops will help improve traffic as well. I would take the bus if they were more frequent. State Street has been busy historically. I have traveled and lived near State Street for thirty years. (But lived in Boise my life long). I was a North Ender for 25 years, I lived in Eagle for a year, in NW Boise for 3 years (off of Hill Road), and now in East Boise near St. Lukes downtown. I love State Street but I would never walk it. There are sidewalks but not enough crossings to safely go places. The new intersection at State and Veterans Parkway/36th is ridiculous. A bigger but basic four way with turning traffic signals is far better than U turns and restricted travel. Pedestrian bridges are a good idea, especially between 36th and 8th streets.
<ul style="list-style-type: none"> I think it could be a FANTASTIC feature for Boise - if it were narrowed and lined with dense residential above/behind dense walkable neighborhood businesses, and if transit were a

Do you have any other comments or questions about State Street before you go?
<p>PRIMARY FOCUS of the design. Lots of bus/train stops, and lots of shops/services along the way. Also, make crossings narrower, quicker, and more pleasant to get from the north side to the south side. Traveling from the North End/Highlands to Quinn's Park and the Greenbelt should be a pleasure, not a fright.</p>
<ul style="list-style-type: none"> • I think that widening State Street is the best option, even if using eminent domain is needed.
<ul style="list-style-type: none"> • I think the CCDC is a bunch of unelected bureaucrats spending taxpayer dollars on frivolous things. I see the money spent in downtown Boise and now you want to branch out to State Street. I will NOT ever ride a bike on State Street. Let's see members of this org lead the way with bike riding. I am sick of the wasteful and unnecessary spending for bike lanes, especially! They are rarely used! There has been enough construction and disruption in downtown and surrounding area. GIVE US A BREAK!
<ul style="list-style-type: none"> • I think the primary driver to constructive change will be redevelopment of the land use to allow denser residential. Limit access to State Street so it functions better as an arterial and plan for local access on a network of backage or frontage roads.
<ul style="list-style-type: none"> • I use a portion of it daily. I do not approve of building endless rows of apartments. I think most of State St is quirky and love it that way, however, there should be improvements regarding rundown businesses and/or houses.
<ul style="list-style-type: none"> • I would focus on street scene; medians, trees, sidewalks, etc.
<ul style="list-style-type: none"> • I would just like to share my vision for the section of State Street between 23rd and 18th which is a hybrid mix of commercial, residential and highway. This section of State Street is severely lacking and quite dangerous for residents and pedestrians and there are no commuter bike lanes at all. It also very heavily traveled and speeds are dangerously high even though the speed limit posted in 30MPH. There is also no parking whatsoever on this section of State Street. <p>I envision a fewer lanes for vehicles and slower residential speeds. Maybe consider a roundabout at 23rd and State converting the the 4-lane, E/W road to a one way road into the city. Or the road could be narrowed to two lanes coming into or out of the city or one lane heading East and one lane heading west adding bike lanes and more pedestrian friendly amenities. Beautifully landscaped median with turn lanes for traffic. Think "Harrison Blvd" from 23rd to 18th. I'd like to get more detailed but running out of room.</p>
<ul style="list-style-type: none"> • I would like sidewalks, but leave the roads alone.
<ul style="list-style-type: none"> • I would like to see a more beautified State Street. It's pretty much dominated by auto traffic and very unpleasant in its current state.
<ul style="list-style-type: none"> • I would like to see better public transit options on state street. i realize we cannot afford it, but a light rail that allowed bikes and ran out to star or further would be awesome, maybe with a spike up 10 mile to meridian and Kuna? also better access or signage about reaching the green belt from state might encourage more bike traffic
<ul style="list-style-type: none"> • I would like to see separation from the street and pedestrian walkways, similar to by the city hall, primarily on the south side of the street. State street is a fast road and additional separation would help. Veterans Park and Willow Lane seem under-used by virtue of State Street's lack of pedestrian friendliness.
<p>Some dedicated paths that let people living on the north side of State to access the green belt would be nice (signs, like on the bench, could funnel people to a few crossings).</p>

Do you have any other comments or questions about State Street before you go?

Dense housing with minimal parking! If you have too much parking, you undermine the purpose of dense housing. State Street is a unique spot where people can use the Greenbelt and public transportation. If people can live in apartments where they're expected to use those transportation options, it will mean they (especially the bus) can be more sustainable.

- I would like you to leave it alone for a while. The constant construction is worse than any other issues on the road.

- I would love to not add to the Treasure Valley's air pollution problem by riding a bicycle or walking instead of driving my car. A separated bicycle lane protected by concrete barriers is the only way to safely bicycle State Street. Paint does not protect bicyclists! Only a physical barrier will keep a car/driver from killing a cyclist.

- I would love to see a bus stop at Bogart Lane and State Street. There is currently a 2.3 mile length of State Street without a bus stop between Glenwood St. and Horseshoe Bend Rd. A stop here would be very successful, as Boise has recently approved several hundred homes here within walking distance of the intersection.

- I would love to see State Street become a little more pedestrian-friendly while maximizing mixed-income housing with retail on the first floor.

This would 1) maximize business and tax revenue, 2) increase tax revenue per sq ft, and 3) add affordable housing on a easy way to get into Boise or Eagle via public transit.

- I'd like to see State Street improved for walking and biking. I also hope that it can continue to handle the east/west traffic that will keep Hill Road safe for bicyclists.

- I'm sure Eagle residents want State to be an expressway so they can get there quickly, but making the road any wider with higher speed limits makes this area in question less attractive. The newly completed segments with more lanes are great for cars, but not inviting for pedestrians.

- In other cities, I've seen a big push to get people out of their cars. I find this to be extremely impractical. What about elderly people who can't walk long distances or drive? What about young mothers with sick infants who can't get on a bicycle and ride to the doctor in a snow storm. Before you force everyone out of their cars, think about young mothers with children, think about the weather, think about the elderly, think about the sick and infirm. Think about the merchants who sell goods that can't easily be transported on a bike. Don't just think about someone who is in their 20s and can cycle everywhere in any type of weather.

- Infrastructure first, then add housing, businesses, etc. We need adequate sidewalks, shelters, bike and walking routes, shade, greenery and shrubs, etc.

- Interesting survey. I hope you can figure out a couple of things to fix and not try and "fix" everything and mess it all up.

- It is great that Boise is looking into modernizing the important State Street thoroughfare instead of just adding more lanes of traffic!

- It needs more mass transit that discourages individual vehicle trips. It needs to be beautified.

- It would be so nice to be able to safely bike along State Street. We would definitely take advantage of it- going to restaurants and grocery shopping.

- It's not just bus transport. It's the bus SCHEDULE. Folks who need the bus, need it til 10pm!

Schedules ending at 6 is just shortsighted and it means you dont understand the customer.

Do you have any other comments or questions about State Street before you go?
<ul style="list-style-type: none"> It's well known that more lanes mean more cars. The biggest issue in Boise is a lack of roads running across the river.
<ul style="list-style-type: none"> Keep Boise the same!! Do not change it!!!
<ul style="list-style-type: none"> Leave it alone except the narrow lanes between about 14th to 8th. Quit reducing lanes from 4 to 2 or 3. Like 27th, Americana, Emerald from Iatah. Stop making Boise into L.A. or Portland. Stop the infill of apartments & ugly skinny houses. Two way streets in the downtown core are a hazard due to traffic in both directions...difficult at times to enter.
<ul style="list-style-type: none"> Leave it alone.
<ul style="list-style-type: none"> Like the Veterans Memorial Parkway intersection now. West of there really needs to be improved with the areas I checked. Also, Glenwood/State Street intersection could be improved.
<ul style="list-style-type: none"> Love the location where we are at! Hate the increase in the noise from the traffic. More speeding in the summer evenings and louder more modified vehicles it seems. My townhome is located just on the other side of a wood privacy fence from State. And especially as the trees leaves fall, noise level increases!
<ul style="list-style-type: none"> Mass Transit should be top priority, Affordable housing to avoid becoming like California, which it seems to be going in that direction.
<ul style="list-style-type: none"> MORE DRIVING LANES, NOT FEWER.
<ul style="list-style-type: none"> Most of State needs more visual improvements. Many parts of it, are run down, with trash and not well maintained. Maybe if it was more attractive, more people would walk/bike that corridor.
<ul style="list-style-type: none"> Need more transit stops with amenities including shelters with real-time stop information such as bus arrival time in minutes. Need system maps in shelters.
<ul style="list-style-type: none"> NONE of these are the first step in improving traffic flow in Boise. We need more north/south roads across the Boise River and need elevated causeways with exits for side streets & businesses using frontage roads to allow for smoother traffic flow. We don't need State St to become another Eagle Rd with stop lights every 500 yds on a 55mph road. Fix the roads THEN add the fluffy stuff. If you don't, Boise will become even more congested and constipated than we are now.
<ul style="list-style-type: none"> Please be better than what ITD or ACHD has done on this corridor. ACHD put unsafe bike lanes at Collister and ITD has done nothing for sidewalks. Become a voice at COMPASS so these agencies no longer ignore these needs while they divert tens of millions of dollars to road widening in west Ada while ignoring the safety of those of use who have to use State Street without a car.
<ul style="list-style-type: none"> Please give up on buses and do light rail
<ul style="list-style-type: none"> Please improve this to be an actual destination. There are so many businesses that I choose not to patron because of navigating State St. I would love to see something similar to Broadway Ave in the U District of Seattle.
<ul style="list-style-type: none"> Please make State street more bike friendly and get us a system of massive transportation that reduce the number of cars. Look at Fortcollings Max service, It does a great job
<ul style="list-style-type: none"> Please stop being so concerned about moving cars on the roads that the real safety for bikes and pedestrians is basically an after thought. Make bikes and pedestrians traffic a higher priority (it should be the highest priority).

Do you have any other comments or questions about State Street before you go?
<ul style="list-style-type: none"> Putting pins only allowed me to identify specific points on the map. If I were able to do so, I would add that protected bike lanes, green spaces, more frequent transit, and sidewalks would be great additions to State Street from downtown all the way to Eagle.
<ul style="list-style-type: none"> So much potential! Sidewalks / biking paths away from the road would transform things between Eagle and Downtown Boise. A few strategically placed crosswalks could connect us on the north side of State to the greenbelt too. Would love to see it and be able to travel to nearby groceries and restaurants without having to jump in my car!
<ul style="list-style-type: none"> State st is very important I'm glad these improvements are being considered
<ul style="list-style-type: none"> State St would serve our community if it became a boulevard with walking and biking amenities, green spaces, and plazas. Increasing housing density (transit-oriented development) and ACTUALLY WORKING WITH VRT to create BRT service will vastly improve the congestion (and AIR QUALITY) of our beautiful city. Good public engagement platform, well done.
<ul style="list-style-type: none"> State St. is a heavily used high capacity transportation corridor. We need to facilitate the movement of people and commerce efficiently and economically for the most significant impact. Pedestrians and cyclists need a separate safe space to reach their neighborhood destinations comfortably by utilizing multi-use pathways.
<ul style="list-style-type: none"> State Street and Bogart intersection needs to be improved and made safer for pedestrians and cyclists so they can access the green belt easier.
<ul style="list-style-type: none"> State Street and many other streets in Boise should be redesigned to incorporate a mass transit system of either trams or dedicated bus lanes.
<ul style="list-style-type: none"> State street as you get closer to the capital building it a nightmare and next to impossible to find public parking
<ul style="list-style-type: none"> State Street can be a vibrant part of the community if public transit and density is planned well. By growing up in our urban areas, rather than out, will also protect farmland and our rural character.
<ul style="list-style-type: none"> State Street is almost impossible to cross on foot or with a bicycle. Since we are talking about a rail line in the valley, State Street seems like the perfect place. It goes out of town and there are some parts of it that could have parking for a transit station. Please make it easier to cross on foot and cross on a bike. I would never ride my bike down State Street because that is too dangerous, but it would be great to be able to safely cross it. Thank you.
<ul style="list-style-type: none"> State Street is primarily a transportation corridor. It would benefit commuters to keep this as a primary high volume corridor and get the as much non-transportation related activity off the street frontage, at least West of Collister Dr. if bike lanes and sidewalks are to be added they should be part of a larger plan to widen the roadway to three lanes in each direction as much as possible west of Collister. taking roadway space for bike lanes constricts motor traffic and increases the chances of motor vehicle/bicycle accidents. Bike lanes are safer when they are not directly on the side of the active roadway. Too many cyclists in the Boise area are using vehicle lanes when bike lanes exist on the shoulder. The "jersey" left turn lanes are a nonsense invention and need to be removed and go back to sequenced left turn signals with double turn lanes where appropriate. They also waste time and fuel for the affected drivers. Next: more bridges across the Boise River
<ul style="list-style-type: none"> State Street is unpleasant to be on - in a car, on foot, on a bike. It feels dirty, hot, noisy, smelly. I don't feel safe crossing it, I don't feel safe walking alongside it.

Do you have any other comments or questions about State Street before you go?
<ul style="list-style-type: none"> State Street needs a major rethink. The state and ACHD believes it's a highway, yet the cities want to make it more livable. Those are at cross purposes. No one wants to live, bike, or walk next to a highway!
<ul style="list-style-type: none"> State Street needs an elevated express lane. Once that's done, the the street level can be improved. You have to solve the traffic issue first and the only way to do that is to put in an elevated express lane.
<ul style="list-style-type: none"> State Street needs separated bike lanes (sidewalks) from downtown through Eagle at least. The sidewalks there now are ridiculous and not continuous and not straight. I'll do anything to avoid State Street.
<ul style="list-style-type: none"> State Street should be pedestrian friendly and have mass transit. As for bikes, if the bike lane is not protected it should parallel State Street (might be more economical)
<ul style="list-style-type: none"> Stop widening which costs millions. Safe crossings like the two at the Capitol - traffic has no issue stopping. If bike lanes, they must have a physical barrier. Better connections to bus stops. Have a vision of a network and commit to it rather than piecemeal.
<ul style="list-style-type: none"> Thank you for asking about ways to improve my family's quality of life.
<ul style="list-style-type: none"> Thank you for considering these improvements, I think this street could be much better and like the ideas you have included here. I think this street could continue to serve cars while also being improved for other uses.
<ul style="list-style-type: none"> Thank you for this anppportunity to provide feedback. This is a difficult survey to complete, because I have different feeling about State Street, depending upon whether I view it as a cyclist/pedestrian, or a motorist. As a motorist, I have significantly fewer concerns about my safety, versus those concerns I have as a either a cyclist or a pedestrian. As a cyclist, I hardly ever bike on State Street, I am typically only crossing it, in favor of more safe / scenic cycling routes.
<ul style="list-style-type: none"> The #9 bus route is great. We need higher density housing along the corridor to maximize space. Build up, not out, and take advantage of that bus line and greenbelt access for alternative transportation so we don't add so many cars.
<ul style="list-style-type: none"> The burden of heavy traffic should move to Chinden, where access to freeways and Western suburbs is already in place. State st should be decreased in size and made to be a more residential thoroughfare. The Veterans/ State st "improvement" has no improved anything and made things worse, many neighborhood business suffered or closed due to "expansion". Increased stoplights and increased crossings would benefit the area. Increasing services, such as emergency services would better benefit the area.
<ul style="list-style-type: none"> The design of the new intersections offers a template for future bike lanes, which look promising. I avoid biking on State but cannot from Ellis/Lemp to Plantation on my route from home to Glenwood area.
<ul style="list-style-type: none"> The intersection on the curve at 36th and
<ul style="list-style-type: none"> The main problem with State Street is too much traffic during certain times of day. I also think that there should be no left turns across oncoming traffic from side streets that are not controlled by traffic signals. Adding high density housing along State Street will just make the traffic problem worse.
<ul style="list-style-type: none"> The map imagery and listed buisnesses was out of date- you need more current imagery/buisnesses. They need to restore left turns @36th and Veterans. Also, they need to balance new housing with preserving the character of the neighborhood and address traffic concerns.

Do you have any other comments or questions about State Street before you go?
<ul style="list-style-type: none"> The more you try to impose parasitic self-serving objectives, the more you bind yourself to karma. The commoners shall inherit the Earth.
<ul style="list-style-type: none"> The portion of State Street between Glenwood and Horseshoe Bend Road is not safe for bikes at all. There needs to be a sidewalk and bike lanes installed.
<ul style="list-style-type: none"> the segment of State St. from 13th St to 8th St. is much narrower than State St. west of 27th St.
<ul style="list-style-type: none"> The street is already too wide which encourages motorists to speed making it very unpleasant and dangerous for all concerned. Much of the street should have a raised, landscaped median.
<ul style="list-style-type: none"> There are other areas in Boise that are major transit areas that are being ignored by the city...Ustick Road comes to mind. The medians are always unsightly, full of weeds and unkempt, speeding is a major issue and because of traffic and speeding on Ustick access to Ustick from subdivisions is impossible and dangerous during heavy traffic hours. It is obvious that there was no planning between ADCD and the city of Boise when Ustick was expanded to 5 lanes and now residents are left with an unsightly mess.
<ul style="list-style-type: none"> There is no access for those of us who live on the north side of State Street to the Greenbelt. To cross state street on a bicycle is taking one's life in one's hands. <p>We are behind the 8 ball on upgrading state street. Public transportation is not the answer. I support density along Street but not in other areas of our city which is creating traffic flow problems.</p> <p>We have got to slow down our growth and quit whining about we can't stop everyone from coming. Actually can and should slow down development before it is too late</p>
<ul style="list-style-type: none"> There was a prior comment area asking people about ways to improve the subject area, and their needed to be a "None" or "No improvement" box. Shame on you for trying to skew the answer to one you want.
<ul style="list-style-type: none"> These questions pertain to activities I would have done PRIOR TO COVID. At least for me, a 74-year-old retiree who is spending 90 percent of her time at home until a vaccine makes "normal" life possible again, this survey is meaningless. What I want to see is enough public transit capacity to enable people living in Meridian and Eagle and in high-density developments along State to take the bus to and from downtown using State Street, instead of driving. I've seen traffic increase substantially on Hill Road in the last year, as commuters have used it to avoid State. That's not good. It's windy and cross-street congestion happens during rush-hour traffic, from the North End to Collister. Your survey doesn't ask about destinations for social events with friends, btw. Nor does it give an option for "retired." People over age 50 are the fastest-growing demographic here. After the pandemic, we will be out and about, especially during the day. So I don't know how useful this survey will be.
<ul style="list-style-type: none"> This is just about the lamest survey I have ever read. State street is not a place to ride a bike. It is becoming another Eagle road which is a mess.
<ul style="list-style-type: none"> This map, while very fancy, takes too long to navigate different sections. I chose one section and I use many more.
<ul style="list-style-type: none"> This poll appears to be a directed pole with questions designed to support a specific opinion. No where do you provide alternatives such as synchronizing lights, adding vehicle lanes etc. It appears to just want us all to ride bikes and take busses. This is not a realistic alternative for

Do you have any other comments or questions about State Street before you go?
<p>the overwhelming majority of Ada County Residents. No one wants to sit next to the stinky person that rode their bike to work. Car traffic should be the #1 Priority.</p>
<ul style="list-style-type: none"> • This street is prime for rapid transit. A city cannot build its way out of congestion, a shift in attitudes must take place. Incentivize public transportation on this road.
<ul style="list-style-type: none"> • This street needs to be brought back down to a human scale BUT with transit at it's core. Ceding space to cars as we have has only made this an area to go THROUGH, not a place to go TO. Let's turn this into the latter.
<ul style="list-style-type: none"> • This survey is biased against vehicular traffic. Your statement that it can't be widened to keep up with growth, as well as the anti-vehicle suggestions for ways to improve State Street render this survey invalid.
<ul style="list-style-type: none"> • To get real public transportation, you have to invest in it. Frequent busses that go where you need to go with reliable time tables and low fares. Without it, it's useless and no one will continue to be able to use the options available.
<ul style="list-style-type: none"> • Too many to say.
<ul style="list-style-type: none"> • Too much traffic. Too congested to walk comfortably. Crossing dangerous and lights to cross State Street too long. 45 MPH is TOO FAST! State St. Pierce Park intersection needs to happen NOW!
<ul style="list-style-type: none"> • turn lanes, separate walking and bike lanes, bus pick up turn outs.
<ul style="list-style-type: none"> • Upzone the entire corridor to allow it to develop into a walkable, mixed use area. With enhanced transit coming in the future, remove parking requirements so that developers can choose how much parking they think they should add.
<ul style="list-style-type: none"> • Would like to see monorail or tram of some sort on State.
<ul style="list-style-type: none"> • Would love for public transportation to become more convenient along State St, especially to and from downtown on the weekends, not just during M-F AM & PM commute times. Also, State St. traffic starts backing up at 28th westward during the evening commute.
<ul style="list-style-type: none"> • YES! Time the lights! I love off State and Lake Harbor and travel State St every day to get wherever I need to go. I can't believe how many stop lights I hit every time. If you timed them to the speed limit it would ease traffic and improve air quality. I cannot believe this wasn't on your list! I travel from Eagle to Downtown often as well and very often hit every single light!
<ul style="list-style-type: none"> • Yes! This survey was very biased towards particular views. I would like to see less residential development along State Street, particularly from Collister west. I would like to see incentives to reduce traffic on State Street, such as less businesses downtown and a less user friendly to traffic and housing. We need to encourage businesses to go to the people, rather than creating roads to more people to the businesses. I strongly dislike the many apartments that are being built near Gary Lane and State St. If State St is to move traffic to and from downtown, build the housing closer to downtown, rather than further out which just serves to encourage traffic.
<ul style="list-style-type: none"> • Yes, I would like to see phone/power lines put underground. The messy and unsightly coils of wires is annoying and detracts from our otherwise very appealing part of town.
<ul style="list-style-type: none"> • You're doing a great job! Thank you!
<ul style="list-style-type: none"> • You're never going to move commuter traffic along State St (or Chinden, Fairview, Overland, Franklin, etc for that matter) until you get rid of traffic signals. Installing smart signals (that work!) to sense cross traffic and flow would help, but not much.

Other improvements you would like to see here: [tied to a location pin]
<ul style="list-style-type: none"> • 36th to Whitewater again could be more people-oriented, fewer parking lot-dominated places.
<ul style="list-style-type: none"> • Add buffer between sw and travel way
<ul style="list-style-type: none"> • add buffer between vulnerable users and vehicular traffic
<ul style="list-style-type: none"> • Basically, from Collister to Pierce Park, there are opportunities for brining in businesses and affordable housing.
<ul style="list-style-type: none"> • Basically, from Collister to Pierce Park, there are opportunities for brining in businesses and affordable housing.
<ul style="list-style-type: none"> • Be able to safely cross State Street at Good Samaritan
<ul style="list-style-type: none"> • better safety and paths for walking and biking on both the north and south side of state st between 36th and Collister. Crosswalk at Lander to facilitate getting from north side homes (I live on Plum) to activities and businesses on South side.
<ul style="list-style-type: none"> • Cohesive plan for retail an dprofessional in this area. Clean uo access to allow for bike/pedestrian freindliness along state st. Develop buffers from road itself and safe paths/sidewalks. Bring towards state st the green space amenities and feel from the greenbelt area to the south
<ul style="list-style-type: none"> • Collister needs sidewalks and bike lanes.
<ul style="list-style-type: none"> • Create consistent plan for retail and restuarants in this area. It is currently a hodgepodge of businesses. Get some larger retail so we dont have to go all the way to Walmart at Glenwood. Develop a better restaurant experience, and spaces for outdoor dining.
<ul style="list-style-type: none"> • Cross walk at Wylie needed.
<ul style="list-style-type: none"> • definitely need to due something on the south side of the street
<ul style="list-style-type: none"> • Density. Apartments. Condos. Walkable streetscapes. First floor retail. No Parking.
<ul style="list-style-type: none"> • Get public transit in this area so we can access downtown and state street!
<ul style="list-style-type: none"> • Haha don't show this to ITD, but I think it would be very helpful if State Agencies went to the HP building, opening up prime real estate like their HQ for housing along the State corridor
<ul style="list-style-type: none"> • I love seeing how local businesses are rehabbing some of the old modern architecture on the street. I hope this can be preserved as we improve the overall frontage of these lots and increase density by transitioning surface parking lots to better uses.
<ul style="list-style-type: none"> • I love the little shops that are along this street and hope they can stay through changes. But they could definitely use improved streetscapes, public space out front, and the lots could support development of housing as well.
<ul style="list-style-type: none"> • I placed the pin at the area around State and Horseshoe Bend, but I feel that the entire length of State Street needs to have all of the above. State Street looks and feels like a street that serves industrial/low income neighborhoods. It would be wonderful if this corridor could be more aesthetically pleasing and have more of a neighborhood feeling to it. Similar to what one feels when in the north end area.

Other improvements you would like to see here: [tied to a location pin]
<ul style="list-style-type: none"> • ITD building site should have a better use
<ul style="list-style-type: none"> • more areas for parking for church events
<ul style="list-style-type: none"> • More small neighborhood parks and benches, more compact affordable housing AS LONG as its not made cheaply / out of wood from idaho forests :(ideally from eco friendly carbon negative concrete/ materials!!!
<ul style="list-style-type: none"> • Need transit stop with amenities on both sides of State Street near this intersection.
<ul style="list-style-type: none"> • New intersection
<ul style="list-style-type: none"> • NONE of these are the first step in improving traffic flow in Boise. We need more north/south roads across the Boise River and need elevated causeways with exits for side streets & businesses using frontage roads to allow for smoother traffic flow. We don't need State St to become another Eagle Rd with stop lights every 500 yds on a 55mph road. Fix the roads THEN add the fluffy stuff. If you don't, Boise will become even more congested and constipated than we are now.
<ul style="list-style-type: none"> • Pretty much all of State St is dangerous and intimidating for anyone walking and especially biking.
<ul style="list-style-type: none"> • Provide more space for bikes and pedestrians to move next to the canal.
<ul style="list-style-type: none"> • Redevelopment of the ITD parcel
<ul style="list-style-type: none"> • some kind of sound barrier if the traffic is going to continue to increase and speeds are kept at the 45 mph
<ul style="list-style-type: none"> • State street is very unpleasant to the eye, it's been designed solely to facilitate auto traffic - not for people. It's not a pleasant space to be in.
<ul style="list-style-type: none"> • This area could be better for non-car visitors. Walking here is unpleasant. More people-oriented things and community feel. Between Collister to Silver is too many parking lots for commercial area.
<ul style="list-style-type: none"> • This area is the default gateway to the downtown area. However, it is also a residential area where we live. The traffic is too heavy and too fast for a peaceful existence. It seems like the perfect area to transition from a highway with heavy traffic to a beautiful Urban gateway to downtown. The addition of more pedestrian friendly walkways and bike lanes with fewer vehicle traffic lanes, slower speeds and landscaped Center and side street medians would be a welcome development by most who live, shop and recreate in this particular area. Think a "Harrison Blvd" look and feel.
<ul style="list-style-type: none"> • This was made too wide and it's going to be hard to "Attract more local retailers and businesses to enhance commercial areas."
<ul style="list-style-type: none"> • Too many parking lots
<ul style="list-style-type: none"> • Traffic circle
<ul style="list-style-type: none"> • Traffic circle
<ul style="list-style-type: none"> • Traffic circle
<ul style="list-style-type: none"> • You need to update your retail buisness list- Nam King is still listed on the map; it's now "New Garden Chinese"

Other barriers? [tied to a location pin]
<ul style="list-style-type: none"> • A crosswalk is critical for greenbelt access! Either here or down by Duncan. Of course, sidewalks would also be necessary.
<ul style="list-style-type: none"> • All of State St needs bike lanes away from the traffic.
<ul style="list-style-type: none"> • almost got ran over several times
<ul style="list-style-type: none"> • Another section where it feels like you are walking into the traffic
<ul style="list-style-type: none"> • Another section where the roadway seems to flow into the walking/biking area. There is no curb here and the sidewalk snuggles right up to the road which is unnerving.
<ul style="list-style-type: none"> • Bad intersection for bikers and walkers
<ul style="list-style-type: none"> • Bike lanes, especially east-bound are narrow, close to traffic, and have a lot of debris, especially by the Jersey barriers on the south-side of State between Collister and Willow Lane
<ul style="list-style-type: none"> • Bus stop is unpleasant and greenbelt connection could be improved (physically and wayfinding). Also the walk light used to be really long but I haven't used it since new Collister done.
<ul style="list-style-type: none"> • Can't turn on 36th or veterans parkway from State street anymore. Lights all the way down state are ridiculous, have to stop at every one of them unless you speed, which most people do
<ul style="list-style-type: none"> • Collister needs bike lanes and sidewalks.
<ul style="list-style-type: none"> • Confusing navigation to bus stop in relation to curb ramp and sidewalk.
<ul style="list-style-type: none"> • Crossing as pedestrian here feels unsafe
<ul style="list-style-type: none"> • Curbs which prevent left turns
<ul style="list-style-type: none"> • Dangerous traffic condition with cars stopped in the lane to turn left blocking traffic near the light.
<ul style="list-style-type: none"> • Despite the controlled crosswalk just west of this pin, residents of the Good Sam home walk, push a walker, roll a wheelchair, or are pushed in a wheelchair straight across State St, east of the controlled crosswalk, to the convenience store. They often wait in the middle turn lane for a break in traffic. We need to protect these folks and give them safe passage.
<ul style="list-style-type: none"> • Difficult to access greenbelt.
<ul style="list-style-type: none"> • Difficult to cross between 22nd-26th
<ul style="list-style-type: none"> • Difficult to cross the street as pedestrian. It is very rare that drivers will stop and it is not possible to safely stand in the edge of the street.
<ul style="list-style-type: none"> • distance between Glenwood and Pierce Park is approximately a mile. There are no crosswalks between these two intersections. This is a particular concern where there are bus stops on one side of the street paired with bus stops on the other side encouraging transit users to cross unsafely.
<ul style="list-style-type: none"> • Drivers coming in/out of this gas station, very close to the intersection, often do not see bicyclists/pedestrians on the sidewalk. Terrifying to ride here with my kid.
<ul style="list-style-type: none"> • Even with crossing light, it takes far too long for the light to change and pedestrians don't wait. Also, cars turning west from Sycamore are so close to crosswalk they don't see the light and drive right into the crosswalk. A pedestrian island is needed.
<ul style="list-style-type: none"> • Fence blocks view of oncoming traffic
<ul style="list-style-type: none"> • Flashing yellow turn causes conflicts with those turning right onto Collister and those turning left onto Collister. WIDE street makes crossing a challenge when walking. This intersection

Other barriers? [tied to a location pin]
<p>doesn't make sense in many ways for walkers/bikers. People leaving the services at the shopping center are directed way out of their way to get to the infrastructure for them (crossing collister for example). The shopping center itself is a hot mess trying to navigate on foot or in a car.</p>
<ul style="list-style-type: none"> • For an area that is so close to be set up for walkability (housing near services/bus) the actual amenities for peds are so sad! Seriously, stand on this corner and try to use the push button. You feel like you are standing in the traffic!
<ul style="list-style-type: none"> • Generally speaking, State Street is unsafe to bicycle on. A majority of the street either doesn't have a place to bicycle or the infrastructure that is in place for bicycling is entirely inadequate.
<ul style="list-style-type: none"> • hard to turn left. Hard to cross on bike or walking
<ul style="list-style-type: none"> • horrible "thru-turn" intersection
<ul style="list-style-type: none"> • I absolutely hate the changes to this intersection . Intersection it makes no sense and creates hazards as people are inhibited to get to a destination with its appalling design which accomplishes nothing more than forcing people to circle Albertsons to go north from state street. It is a huge waste of money as are the changes currently between 6th and 3rd downtown. Seems your mission is more about trapping people in New commercial areas than supporting the people and business that have contributed to Boise over time. Quit selling Boise out.
<ul style="list-style-type: none"> • I drive!!! I Would never walk along State Street and I don't know how many people do I never see any and I rarely see a bicycle we don't need spending thousands and millions of dollars redoing State Street for one or two bicycle people forget it
<ul style="list-style-type: none"> • I live on Plum and would like a crosswalk at Lander that is pedestrian/bike friendly. This provides a good way to get to outdoor activities and businesses south of state st.
<ul style="list-style-type: none"> • I live on plum near silver and would like an easy way to walk to Albertsons at 36th and cross State street to get to Willow Lane, Burger n Brew, Wylie Lane, Greenbelt, etc. Only stop light is at Willow and it is slow to change, and not a direct route for most destinations (except for Willow Ln itself). Businesses along state as one nears 36th makes it hard to walk along State St. Need other pedestrian friendly crossings in this area.
<ul style="list-style-type: none"> • I live on plum near silver and would like an easy way to walk to Albertsons at 36th and cross State street to get to Willow Lane, Burger n Brew, Wylie Lane, Greenbelt, etc. Only stop light is at Willow and it is slow to change, and not a direct route for most destinations (except for Willow Ln itself). Businesses along state as one nears 36th makes it hard to walk along State St. Need other pedestrian friendly crossings in this area.
<ul style="list-style-type: none"> • I understand this "needs" to be a school zone, but it stalls the flow of traffic coming into and out of town unlike many other problems on this corridor. Maybe unfixable, but hopefully we don't continue putting school zones on highways that drop the flow of traffic during peak hours to 20mph
<ul style="list-style-type: none"> • Imagine that I put a barrier pin with these issues throughout this length of State St. This whole segment of state street experiences heavy traffic, inconvenient transit stops, terrible and unsafe bike lanes and poor sidewalks. It would take me forever with this system to indicate that.
<ul style="list-style-type: none"> • Intersection delay
<ul style="list-style-type: none"> • It would be great if I didn't have to walk/bike in a triangle at this intersection. A more direct path please!

Other barriers? [tied to a location pin]
<ul style="list-style-type: none"> • Lanes on State St between 4th and 15th are way too tight. The dip in the road near DK Donuts is like a rollercoaster. It feels unsafe to use a bicycle on State St, and it's hard to access the Greenbelt.
<ul style="list-style-type: none"> • Left turn capabilities need to be restored at Veterans and State!!! This is critical, and it was a horrible decision by ACHD to ban left turns from State Street/
<ul style="list-style-type: none"> • Left-hand turns at State and Veterans are messed up for biking.
<ul style="list-style-type: none"> • Long stretch of pavement between sections of sidewalk make navigation difficult if sight impaired.
<ul style="list-style-type: none"> • Lots of cars turning here. Would like to cross here walking. Bus stop is located too far from shopping.
<ul style="list-style-type: none"> • lots of pedestrians crossing without crosswalk
<ul style="list-style-type: none"> • Missing sidewalk here
<ul style="list-style-type: none"> • Near the Downtown YMCA there a section where State Street narrows. This is unsafe.
<ul style="list-style-type: none"> • Need dedicated turn lane. This would help flow of traffic
<ul style="list-style-type: none"> • Need dedicated turn lane. This would help flow of traffic
<ul style="list-style-type: none"> • Need park n rides lots
<ul style="list-style-type: none"> • Need park n rides lots
<ul style="list-style-type: none"> • Need park n rides lots
<ul style="list-style-type: none"> • Need park n rides lots
<ul style="list-style-type: none"> • Need park n rides lots, public parking areas needed to encourage use of multi-modal options.
<ul style="list-style-type: none"> • Need protected bike lane on entirety of State St.
<ul style="list-style-type: none"> • Needs a crosswalk with light
<ul style="list-style-type: none"> • Needs pickleball lines on tennis courts
<ul style="list-style-type: none"> • Needs pickleball lines on tennis courts.
<ul style="list-style-type: none"> • No bench or shelter at this bus stop.
<ul style="list-style-type: none"> • No bench or shelter with many people waiting at this stop.
<ul style="list-style-type: none"> • No crossing last time I was there. wanted to cross state to willow lane
<ul style="list-style-type: none"> • No curb ramp with tactile indicator for navigation.
<ul style="list-style-type: none"> • No curb. No adequate drainage. Water covers the sidewalk leading to the stop.
<ul style="list-style-type: none"> • No sidewalks on the west side of Ellen's Ferry to connect housing (including multi-family apartments/condos) to the bus stop.
<ul style="list-style-type: none"> • No tactile indicator on curb ramp.
<ul style="list-style-type: none"> • No tactile indicator on curb ramp.
<ul style="list-style-type: none"> • No tactile indicator on curb ramp.
<ul style="list-style-type: none"> • No tactile indicator on curb ramp.
<ul style="list-style-type: none"> • No way to turn left safely
<ul style="list-style-type: none"> • Non-ADA sidewalk
<ul style="list-style-type: none"> • Not easy to navigate if unsighted. There is usually rock/gravel across the sidewalk also.
<ul style="list-style-type: none"> • Not enough pedestrian crossings in this area, and most of State Street.

Other barriers? [tied to a location pin]
<ul style="list-style-type: none"> • Not enough vehicle lanes. They need to widen State St to 4 lanes in each direction plus turning lanes. This survey appears to be a push pole that does not factor in improvements to state street to facilitate traffic flow. That should be the #1 Priority. Not slowing things down and making the roads more dangerous by adding bike traffic. you will get people killed by doing that.
<ul style="list-style-type: none"> • Not navigable to people with sight impairment.
<ul style="list-style-type: none"> • Parking is a major challenge to attend major services in the church
<ul style="list-style-type: none"> • People cross here frequently, without a crosswalk, needs a sky bridge or push button crosswalk. Trying to get into or out of plaza is also dangerous, would recommend a stop light to ease traffic flow.
<ul style="list-style-type: none"> • Pretty unsafe during the heaviest traffic times 3-6pm
<ul style="list-style-type: none"> • Protected bike lane needed at that intersection. Cars turning right from State cut into bike lane
<ul style="list-style-type: none"> • public parking would encourage transit use.
<ul style="list-style-type: none"> • Really, I just bike on the back roads. No way would I want to bike on State street
<ul style="list-style-type: none"> • same comment as for Glenwood/State
<ul style="list-style-type: none"> • same comment as for Glenwood/State
<ul style="list-style-type: none"> • So generally speaking in other cities I've seen bus stops have sidebars/pull throughs. These would be supremely beneficial for traffic flow with minimal expense. Right now at each bus stop it creates a large traffic pile up as the bus blocks a lane of traffic while stopped.
<ul style="list-style-type: none"> • state st in general is a major barrier for my kids and the area where I will allow them to go. I do not like them (ages 10,12) crossing state st without an adult and that limits their access to many places.
<ul style="list-style-type: none"> • state street very narrow in spots as get close to downtown
<ul style="list-style-type: none"> • The "Walmart" light on a high speed road causes congestion. use elevated causeway with exits for side streets and businesses
<ul style="list-style-type: none"> • The black middle fence in the middle of the road makes it hard to see oncoming traffic when you are turning left if you are in a low car. I've noticed this only at night.
<ul style="list-style-type: none"> • The lack of sidewalks near the low income housing (trailer parks) is appalling. People have to walk in the street to reach a place like Walmart.
<ul style="list-style-type: none"> • The merge sign instead of a yield, when turning east on State Street from Glenwood, causes me problems daily. When I'm turning right and the traffic coming from the west has a green light and is heavy, I yield to the oncoming traffic. Drivers behind me sometimes honk and get aggressive. This is not a freeway on ramp and also traffic is not backed up at all. Someone has to yield and it's difficult and dangerous to try to squeeze in when there is a solid line of cars and 4 right entrances to the shopping mall. Please bring back the yield signs for the people turning right.
<ul style="list-style-type: none"> • The section of road by the Taco Bell is a long way from the nearest crosswalk and I often see pedestrians running across State Street in this vicinity. I also see this same problem on State Street on 21st between Westside Drive in and the Tobacco shop.
<ul style="list-style-type: none"> • The section of State Street between 23rd and 18th is both Residential and mixed commercial. This section of State Street is treated like a highway however it is in effect an Urban/Residential section. Traffic is very heavy and speeds are too fast. No room for bikes on the roadway. Lack of speed limit signs/warnings.

Other barriers? [tied to a location pin]
<ul style="list-style-type: none"> The transit stops early In the evening and then doesn't run on weekends. It's ridiculous. You can't actually use it as your only mode of transportation
<ul style="list-style-type: none"> There should be a crosswalk on the west side.
<ul style="list-style-type: none"> These slip lanes are TERRIFYING!
<ul style="list-style-type: none"> These slip lanes are TERRIFYING!
<ul style="list-style-type: none"> This crossing was installed - I guess to be helpful? - but it takes a loooong time for the light to change, and often pedestrians/cyclists end up just running across the road when there's a break in traffic. It is also very unpleasant to be stranded on the island in the middle of the road. Nothing about this would encourage a driver to choose walking/biking.
<ul style="list-style-type: none"> This intersection is quite dangerous due to the number of vehicles traveling. A major intersection/ cross roads for traffic traveling in and out of the area after crossing the Boise River.
<ul style="list-style-type: none"> This is a major biking/walking crossing and it is an unsafe flow for crossing State.
<ul style="list-style-type: none"> This section of the sidewalk snuggles extremely close to State and has no curb which has the feeling that you are walking directly into traffic that is going 35mph (ha! more like 45).
<ul style="list-style-type: none"> This stop should be located on the other side of the intersection to coincide with entry to the center.
<ul style="list-style-type: none"> too much traffic forced on this intersection due to limited north/south roads across the boise river and too many homes in Eagle for the east/west traffic - need a causeway with exits for side streets and businesses along State St
<ul style="list-style-type: none"> traffic lights on a high speed street causes congestion issues. Need raised causeway with exits for side streets
<ul style="list-style-type: none"> Ugly intersection. Unsafe for crossing when biking or walking.
<ul style="list-style-type: none"> Unable to access greenbelt.
<ul style="list-style-type: none"> Uncomfortable bus stop
<ul style="list-style-type: none"> unsafe for kids to cross, huge intersection, elementary school is right in the middle of it. Park access needs to be safer, access to food needs to be safer.
<ul style="list-style-type: none"> Unsafe left turn (going east bound) out of here
<ul style="list-style-type: none"> Unsafe pedestrian crossing
<ul style="list-style-type: none"> Usage walking conditions. How can you possibly lump unsafe driving conditions into the same answer, given the risk of injury in case of accident pedestrian vs. driver?
<ul style="list-style-type: none"> Vehicle congestion in the morning and in the evening at State and Glenwood
<ul style="list-style-type: none"> Very congested traffic lanes, with narrow bike lanes close to traffic
<ul style="list-style-type: none"> Very noising especially with increase of traffic, even just to walk on the sidewalk. Fast vehicles. Definitely to dark at night
<ul style="list-style-type: none"> Very uncomfortable to cross this huge intersection when walking or bicycling.
<ul style="list-style-type: none"> We avoid riding our bikes or walking along 36th St. to Veteran's Park because of the traffic and noise. We ride back streets and cross State St to Willow Park and then take the greenbelt to Veteran's.
<ul style="list-style-type: none"> Would be a great place to park and ride on transit but no way to know if I can park in lots without penalty

Other barriers? [tied to a location pin]

- Would be great to have a pedestrian crossing here so you could easily cross after getting off the bus.

If you chose "other", please describe your relationship to Boise.

- 40 year native and have lived within blocks of State St for virtually my entire life
- Boise ni longer exists thanks to elitists like you.
- Drive into and out of Boise frequently from our home in Hidden Springs.
- Garden City
- Garden City
- garden city
- Go to Boise for medical and other services, including movies, shopping, BSU activities.
- I also shop (at least 1/3-1/2 of the time) and find entertainment options in Boise (well, before covid)
- I am a retiree that moved to Boise to enjoy a active life style that includes extensive walking
- I am retired in Boise, but used to work in Boise.
- I drive on State Street to get to work, shop, get to Saint Lukes, to downtown entertainment, etc. I see the State Street that you are surveying as a major road like Chinden. Hill Road and the Green Belt are good for bikes.
- I frequent the church in Boise, St. John cathedral and/or Bronco St. Paul student chapel
- I go to Boise for Shopping, services and entertainment.
- I live close to Boise, in Eagle
- I live in Ada County right next to Boise. Half of our development is in Boise and I spend most of my shopping dollars in Boise.
- I live in Boise and have realized I don't matter. The city doesn't care what I think. I've been here for 27 years and seen change--more change than you'll ever imagine. I would love to be part of a restructuring of State. The city is owned by the developers.
- I live in Eagle
- I live in Eagle, travel State Street into Boise to do business on a daily/weekly basis.
- I live in GC but bike and drive in Boise
- I live right on the border of Boise and Garden City. Love the spot right south off state street because we can get to downtown and go anywhere for all the activities we like to do quickly. Also close to get onto the bike path along the Boise River
- I take grandkids to Lowell, North and Boise High
- I travel to Boise for shopping, dining, and medical services.
- I travel to Boise frequently for recreation, dining, and entertainment
- I visit Boise often
- I volunteer at St Lukes in Boise, My Dr.s there, love downtown
- Idaho native and I go to Boise only if I have to. Parking and traffic is a pain and I try to avoid Boise as much as possible
- live in Eagle and love Boise

If you chose "other", please describe your relationship to Boise.
<ul style="list-style-type: none"> • Live in Eagle just past horseshoe bend road
<ul style="list-style-type: none"> • live in Garden City
<ul style="list-style-type: none"> • Live in Garden City and use State street to go downtown boise and to Meridian
<ul style="list-style-type: none"> • Live in Meridian just outside Boise
<ul style="list-style-type: none"> • Live next door in Garden City but do most of my shopping in Boise.
<ul style="list-style-type: none"> • Many of my long term connections (church, shops, friends) are in Boise
<ul style="list-style-type: none"> • My children attended school from kindergarten up until graduation at Boise State University. I raised my two children in Boise.
<ul style="list-style-type: none"> • My kids take classes in Eagle
<ul style="list-style-type: none"> • retired
<ul style="list-style-type: none"> • retired
<ul style="list-style-type: none"> • Retired
<ul style="list-style-type: none"> • retired in eage use airport and downtown
<ul style="list-style-type: none"> • Travel to visit, family, friends, as well as activities and shopping.
<ul style="list-style-type: none"> • visit Boise for Botanical Gardens, parks greenbelt, restaurants, museums.
<ul style="list-style-type: none"> • we frequently go downtown to eat and socialize and also access the boise foothills from military reserve via either state or hill road

Other ways to stay informed about the project:
<ul style="list-style-type: none"> • BoiseDev
<ul style="list-style-type: none"> • Community partners
<ul style="list-style-type: none"> • Email
<ul style="list-style-type: none"> • email
<ul style="list-style-type: none"> • email
<ul style="list-style-type: none"> • email
<ul style="list-style-type: none"> • Email
<ul style="list-style-type: none"> • email
<ul style="list-style-type: none"> • email
<ul style="list-style-type: none"> • Email
<ul style="list-style-type: none"> • email alerts
<ul style="list-style-type: none"> • Email updates
<ul style="list-style-type: none"> • E-mail updates
<ul style="list-style-type: none"> • Email.
<ul style="list-style-type: none"> • emails from ACHD
<ul style="list-style-type: none"> • emails with pointers to news
<ul style="list-style-type: none"> • emails, like you already send me
<ul style="list-style-type: none"> • FaceBook paid ads
<ul style="list-style-type: none"> • Local events at state street.

Other ways to stay informed about the project:

- Newlunteers via email rather than traditional mail
- Nextdoor
- Press releases
- Push notifications
- RSS feed
- send me emails
- Send to HOA's and Neighborhood Associations
- signage/surveys/opportunities for feedback on the ground in the neighborhood
- You already have an agenda and plan, obvious from reading between the lines.

If you prefer to self-identify your race/ethnicity, please do so here:

- American
- American
- Czech American
- Eastern European
- German America
- Prejudice is viewing things through labels.
- Racist!

If you prefer to self-identify your gender, please do so here:

- Non-brainwashed.
- SR-71