

Online Survey Write-In Comments

This document includes all write-in responses received on the online survey that ran from March 15 to April 5, 2021. Where comments were tied to a specific pin placed on the map, the coordinates for that pin have been included.

Table 1: Comments on mobility tied to a specific location:

Coordinates	Comment
43.676666,-116.296836	Irene Street ius a natural bicycle traffic lane East to West, as it offers easy thoroughfare with advanced visuals on a slower speed road, and has four way stop signs or through bike lane acce4ss to intersections making bicycle transit safer than most other streets. I woudl encourage increasing the usefulness of this street and perhaps planning around making sure it becomes a bicycle thorough fare with possible connectivity to other bike friendly roadways, access points to public transit.
43.646606,-116.244841	This could be a natural connector from Irene bicycle access to public transit and hopefully safe crossing of state towards the waterpark and greenbelt access.
43.648307,-116.243599	Living on the north side of State Street in the neighborhoods NW of the major shopping area in question, it's extremely frustrating that there isn't an easy way to get there by foot or bicycle. State Street NEEDS a protected sidewalk / bike path. Getting in my car to make a run over to Chipotle or Albertsons or the local Indian food place or Boise Fry Company? It's ridiculous.
43.645253,-116.242421	Need protected bike lanes along state st from Collister to Veterans Parkway. Sidewalks on both sides of State St between Collister and Veterans Parkway. Sidewalks through bordering neighborhoods to facilitate walkability. Protected Crosswalks at Fargo and Lander. NO PARKING GARAGE.
43.647454,-116.259045	Sidewalk on Taft
43.683628,-116.312971	I WOULD NOT RECOMMEND A 300 PERSON VERY LARGE CONGREGATE HOMELESS SHELTER IN THIS LOCATION
43.645111,-116.242246	Some places of the greenbelt need to be repaired for biking.
43.646641,-116.244979	I placed markers at the state st and horseshoe bend corner because of significant current and future projects north of the corner down horseshoe bend rd. They include quarry village at 9975 horseshoe bend, stadium view center 10201 horseshoe bend rd. Also there is significant construction activity happening now (03/19/2021) at the Eage Sports Complex further north.
43.648182,-116.24176	This is a great location for new business. Retail stores, restaurants will bring a needed influx of money. We are losing a couple of businesses in the area. We need to have a reason for new businesses to see that it can be profitable to move to this area.
43.645053,-116.242769	I am unable to ride my bike on the Veteran's side of the street to get to the businesses there. This area of state street doesn't have a sidewalk or bike lanes on the east moving side. I come out from Alamosa or Silver on my bike or walking and usually end up on the wrong side of the road. That side needs sidewalks and bike lanes to keep people safe.
43.644761,-116.241976	Sidewalks are needed everywhere in this area. I love walking but the unevenness of the sideroads causes pain and destroys knees, ankles, etc.

	There is no place for handicapped people to leave their homes to go to local businesses.
43.634729,-116.227491	We need to be able to trip the light at Willow Lane. I have often waited several minutes to turn left or go straight onto willow lane when there is no traffic blocking me from going.
43.649002,-116.248526	This frontage road is very important to the area. It has the only protected (has a stop light) intersection - Willow Lane -that allows us to turn left onto State Street.
43.650842,-116.249272	A light rail system from near the Capital to Eagle would be great.
43.647675,-116.246203	
43.648606,-116.247233	A path along this canal would be a great way to bring pedestrians and bicyclist to this community center, to bus stops, and to improve connections to the greenbelt. CCDC could help ensure that the important connection point here is safe, visible, and inviting.
43.649522,-116.248821	ACHD's HAWK beacon is a good start. It could be improved with landscaping and physical infrastructure that makes a pedestrian waiting to cross feel more safe and comfortable. A center island (such as across State Street near the Albertson on 36th) would also make for a much better experience as the road is widened to 6+ lanes.
43.64078,-116.233951	I live right around the corner (3 minute walk from here) and would love to see some ~5 story apartment buildings put in over some of the existing surface parking. Although I would never use it, the current businesses may benefit from a parking structure to offset the potential loss in surface parking.
43.639678,-116.234981	I'm a seasonal (smoky and icy seasons) bus rider on the #9 line. State Street is a very hostile environment to stand beside for even 5 minutes while waiting for a bus. A bus stop that guards transit riders from the noise, splashing water, and pollution of State Street would make for a MUCH better transit experience. Also a landscaping buffer with (eventually) large trees would help soften the harshness of the environment and add a feeling of safety.
43.648793,-116.245684	A pedestrian crossing around here would help make walking to and from school safer for children and their parents. The State & VMP intersection is unsafe because of very high speeds and numerous conflict points, and the Sunset crosswalk is too far.
43.647825,-116.245257	State Street is a very hostile environment to stand beside. Bus stops that guard transit riders from the noise, pollution, and splashing water of the street would really help. Also a landscaping buffer.
43.647791,-116.246897	Moving interfaith sanctuary to state would be devastating to our community
43.642092,-116.23922	Moving interfaith sanctuary to state street would be devastating to our community
43.649553,-116.249655	Bike routes are only useful if they connect places. The parameters of this exercise are unclear as to what distance of bike infrastructure is being 'added' - I placed pins all along the corridor to illustrate that the lanes need to extend along the entire corridor, not just appear for a brief stint around the target hub.
43.665753,-116.274774	the South side of State Street does not have pedestrian infrastructure in this corridor.
43.667456,-116.278015	real time transit information is the most valuable addition of those listed, to me. My experience in using the web-based "real-time" app was that it was inaccurate and increased my frustration. the real-time messaging would only be useful if accurate, and arguably it would be more important as a web app than an installation at the bus location.

43.64556,-116.243193	I think parking structures are a terrible idea at State and Glenwood. They are not needed and would be unsightly.
43.644711,-116.244427	Better bike lanes along State Street would be nice.
43.639298,-116.233073	I ran out of money for projects before I got to the important Willow Street area.
43.667828,-116.278778	There is not adequate bike and pedestrian lanes on State Street and Willow lane. Also, in the space on the corner of Willow lane and State has plenty of room for a right turn only lane. Huge safety concern how it is and if they expand to 7 lanes...even more of a liability if the proposed homeless shelter gets approved...which i am against for many other reasons
43.615842,-116.203231	Focus on building bike and pedestrian facilities as a NETWORK that values connectivity. Neighborhoods, arterials like Whitewater, Veterans, or Collister, and paths like the Greenbelt should have continuity onto State Street bike and pedestrian facilities. Please stop trying to push a rope with transit. Your ridership numbers are terrible. People here value either human powered modes, or personal autos. More buses are not the answer. I'd rather you hand out Uber and Lyft vouchers for low income mobility - it's cheaper and more responsive.
43.668436,-116.278204	There is lots of room within parking lots and shopping complexes for development of bike and pedestrian facilities. How about doing something innovative and work with owners to redevelop modern commercial spaces with internal facilities, rather than insisting the streets need to handle all mobility. Separate the modes more, and it will be a safer and more enjoyable experience for all.
43.668418,-116.2781	More transit on State Street is misguided. Instead, how about wheeled trolleys Downtown where you are deliberately hazing people out of parking? Wheeled trolleys can have open air side seating that can be hopped on and off at brief stops at every block corner. Aim for five minute headways in loop routes on couplets like Main/Idaho and Capital/9th.
43.66131,-116.267905	It would be extremely helpful if the bus line went further than middle-of-nowhere Eagle (Bogart I think?). With all the development out near Star, the bus should go at least that far.
43.667352,-116.276673	I was mistaken, the bus should go beyond Ballantyne not Bogart.
43.668023,-116.27894	Install continuous bike lanes on both side of State Street preferably separated from traffic lanes.
43.627075,-116.215648	General transit comment: Maybe a no brainer, but I'm supportive of a transit lane, ie buses only. OR, please build pull outs for buses if we can't (politically) get to dedicated bus lanes.
43.628856,-116.218777	Improve safety and connectivity for bike crossings in at this intersection.
43.628104,-116.218301	State and 21st by West Side Drive Inn is too wide and speed on State Street is too fast for a safe pedestrian or bicyclist crossing State Street.
43.639128,-116.234359	State Street from 27th all the way into downtown has no bike lanes. It would be great for the future of State Street to provide better access for bike commuters.
43.630417,-116.222995	As the entrance to the downtown area, a roundabout at State Street and 23rd street to slow traffic down and prepare motorized vehicles to slow down and allw bikes and pedestrians a safer way to enjoy this "residential/mixed use" section of State Street.
43.662149,-116.266082	These improvements should occur all along State St. with additional spending tied to new development at nodes.
43.648074,-116.253016	This is a very difficult survey to understand and accurately complete.
43.646948,-116.241977	Since State Street is a major transit corridor there should be a suitable pedestrian crosswalk at least every quarter of a mile. Lack of adequate crossing opportunities creates a situation where pedestrians are

	encouraged to j-walk. This consideration should continue all the way to Eagle as density increases along this corridor.
43.670976,-116.282337	There needs to be a fairly direct bicycle/pedestrian access route from State Street to the greenbelt.
43.633843,-116.226067	
43.625983,-116.213369	I really encourage the raised median and curb/gutter/sidewalks along the whole State Street corridor.
43.624201,-116.212064	Please consider a pedestrian/bike overpass here. All of the residents north of State St. that use Whitewater Park are forced to walk/bike across State St. at dangerous crossings if they don't want to drive the short distance to the park. A pedestrian overpass would be an incredible amenity and improve quality of life greatly. Consider west end of Lowell School and ITD (Whitewater and State) as possible terminuses for the overpass.
43.676666,-116.296836	This seems like a fairly complex question for the public to determine. I would rather see some options that you experts have identified and then allocate within those. I don't know exactly where each of these is needed, but I think the most important are: transit, then pedestrian, then bicycle improvements. Parking should be very carefully considered and only added in best use.
43.646606,-116.244841	I think these are most important where people are currently using these modes and where growth is expected, like higher ridership bus stops.

Table 2: Comments on placemaking tied to a specific location:

Coordinates	Comment
43.651451,-116.254954	I'm unsure if this is a private access only lake, but it would be wonderful if this could be broadened out or defined if public to make access more available beyond those who own around the lake, unless it is indeed private only access.
43.644662,-116.242031	Well lit pedestrian crossings are needed on state from Lander through Sycamore
43.645683,-116.243562	Need to create a vibrant neighborhood feel through the area from Collister to Lander with a cohesive set of plantings and furniture along with signage. When that is coupled with Sidewalks, Cafes w/outdoor spaces, etc, it will make a vibrant neighborhood with a cohesive feeling
43.644738,-116.247576	Expand the pickleball courts. Pickleball is a very popular family game. With more courts we will need better parking. Build a sidewalk from the baseball parking to the courts. Add bicycle racks.
43.650593,-116.248972	A path along this canal create a great connection for biking and walking to this center. There is a great opportunity here to create some placemaking to really emphasize this as a gateway to the center.

43.650918,-116.250661	Street trees along and in the median of State Street are my NUMBER ONE wish for CCDC. State Street is currently an incredibly harsh environment that one only every travels outside of a car out of desperation. Vegetation to soften the asphalt and noisy cars and to place a physical barriers (large trees) between pedestrians and the roadway is critical to inviting people to voluntarily spend time near State Street.
43.653784,-116.260237	Moving interFaith sanctuary to State Street would be devastating to our community
43.641075,-116.236578	The opportunity for an urban corridor really only exists east of about Collister. Focus the placemaking, streetscaping, landscaping, and other features here where they are accessible to more densely populated areas, and roadway characteristics are consistent with close pedestrian amenities.
43.63388,-116.231645	If the state campus here redevelops, as has been rumored, favor something that has a parklike layout with built in amenities and connectivity to the greenspace along Whitewater and the River.
43.671848,-116.283777	Everything from Collister to Highway 55 north functions as an arterial highway for the necessary movement of autos. This is an important route into Downtown for Eagle and Northwest Boise. In order to maintain auto mobility, speeds need to remain as they are around 45 mph. As such, funding for placemaking, streetscapes, landscaping, and pedestrian amenities are better spent elsewhere.
43.656582,-116.259811	Some sections have improved landscaped shoulders/adjacent areas. Fill in the missing gaps or require property owners to clean, improve, install and maintain landscaping within 1-2 years.
43.652184,-116.251797	Ada county's major arterials are so unappealing. I grew up in conservative suburbs of San Francisco, and as early as the 1960s, the major roads had landscaped medians. Even just trees every 100' or so in extended islands would be huge. They protect motorists and are traffic calming. And yes, much more appealing than the miles and miles of barely used "suicide" lanes.
43.653846,-116.254443	Not super familiar with State Street closer to downtown Boise. However, there are a couple of stretches that look to need some improvements as far as bike lanes, and amenities. I would like to see improvements but not sure if I placed them correctly.
43.628534,-116.218309	In addition to a welcoming roundabout with landscaping, trees and public art the "entrance" to the downtown area could include additional landscaping and seating for mass transit needs.
43.625991,-116.211714	Same comment as previous, this is really complex. This is the order of importance in my opinion: user amenities, lighting, trees (for shade), should be highest priorities. Then parks and art are nice but not vital.

43.624864,-116.21275	Generally I think placemaking is most important where people are currently going, and Collister area seems to be a hot spot, as well as the higher ridership bus stops.
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Table 3: Locating Historic or Iconic Locations

Coordinates	Comment
43.664181,-116.272019	I have the fondest memories of going to Merritt's, it's become a classic gem.
43.640621,-116.235754	Viking Drive In is an awesome landmark!
43.636449,-116.239372	"the big tree" should be protected in any development plans! It is a beloved community resources, located near the River and Greenbelt Corridor at the south end of Veterans Park.
43.644357,-116.241618	
43.635347,-116.230541	The architecture of this green state government building is unique, but the setting seems wasteful of property that could be put to better use. Perhaps it could be incorporated into redevelopment of the property?
43.632605,-116.224377	Old gas station.
43.678062,-116.298277	Silos
43.631038,-116.222523	Historic homes
43.629673,-116.220642	This is the original Farm House from which the land that holds much of the West End Neighborhood was developed including Fairview Park.
43.629366,-116.220162	This was the Creamery that made milk and other dairy products from the locals farms.
43.636204,-116.230228	Idaho Dept Of Transportation....hard to locate on this map
43.633462,-116.224037	Lowell Elementary
43.634754,-116.223851	Lowell Pool

Table 4: Comments on economic development and housing tied to a specific location

Coordinates	Comment
43.648132,-116.245728	I'd like to see Intertfaith Sanctuary expand services into this area, as it is a need for our community and I believe the stigma and assumptive negative impressions being shared in the community are run counter to what a caring and Boise Kind neighborhood should represent. We must

	meet the needs of those who need, and in that effort, we become a true community of caring citizens, lest the same fate befall us as that of our neighbors who have fallen on hard times. Together, we are stronger.
43.645038,-116.242754	Purchase Salvation Army building and convert to mixed housing and retail/commercial that benefits direct neighbors.
43.644785,-116.242392	Ensure dollars flow to increase retail options in this area for direct neighborhood residents.
43.644523,-116.241898	Help get a consistent look and feel for the restaurants in this area.
43.647605,-116.245785	DO NOT BUILD A 300 PERSON VERY LARGE CONGREGATE HOMELESS SHELTER IN THE MIDDLE OF AN AREA YOU ARE TRYING TO IMPROVE AND BRING BUSINESS TO!!!!
43.645297,-116.242249	I am afraid to volunteer any money for Economic development as I feel it will be used to build giant homeless shelters. I am very much in favor of affordable housing in this area. Mixed use (not mixed income) housing
43.648981,-116.247254	I live very a couple hundred feet from the shopping center in a single-family home. This would be a great location for ~5 story apartments - I would gladly welcome them all into our neighborhood.
43.656463,-116.260838	Please help us stop the move of interfaith sanctuary to State Street. Community
43.657208,-116.265473	I think interfaith sanctuary to State Street would be devastating to our community
43.645381,-116.242104	The city needs more low income housing/ housing first initiative instead of large shelters. The battered womens and childrens home is right across the street from the proposed Interfaith Sanctuary shelter that will house almost 100 single males....HUGE LIABILITY and completely idiotic!!!!
43.645646,-116.24257	Spend public dollars on brownfield remediation, and the redevelopment that will follow will induce investment in the whole corridor.
43.645594,-116.241644	Put an open artisan center with a fruit stand where lower level of Old Salvation Army is and make warehouse part a neighborhood community center to revitalize this neighborhood. Do not let Interfaith Sanctuary cause further deterioration of this neighborhood and ruin the State Street Corridor plan.
43.644462,-116.240917	Buy the land between Lander and Arthur to build housing.
43.651424,-116.249294	This has been a blue collar working class community for a long time. I hope we can keep this gem of a neighborhood affordable so all those who currently live here and those who would like to in the future can.
43.655824,-116.25853	Provide funding for cleanup, landscaping and maintenance of areas immediately next to State St right-of-way.
43.654685,-116.256762	Not an expert in municipal funding of housing, but generally, I don't want my tax dollars going to land acquisition. I want there to be less regulation and development incentives for professionals to want to build on State. More housing, more housing, and one more time....more housing!
43.655052,-116.257867	The Automotive Junk Yard on State just east of Plantation River Drive should be converted to residential
43.645613,-116.24022	The Interfaith Sanctuary should not move to the old Salvation Army building!! The placement of a 300 resident homeless shelter with soup kitchen SHOULD NOT be on State Street with its high volume and speed of traffic. There is no buffer from adjacent residential areas which are already financially stressed. Local residents, businesses, and parks/green belt cannot thrive with the proposed move of the IFS to this State Street location. The whole City of Boise should share the responsibility of housing the homeless, not just one neighborhood. People who experience mental health disorders and substance abuse issues, and children should not be housed on a 4-lane highway which is scheduled to be widened

	even more. The old SA building should instead be made into commercial space, a local community activity center, or low income housing.
43.624166,-116.212314	I think the first two are most important. I don't know where the brownfield sites would be but would support that when beneficial or better than other options, for redevelopment. Building improvement is good but less important.

Table 5: Additional comments or questions about State Street

#NoShelterOnState
8125 W. Shady Bank Ln
Add and/or improved connections to the Greenbelt from State St (where feasible). Thank you for the opportunity to comment and best regards.
Any plans that the city has to beautify and grow the State St., Corredor would be devastated by interfaith sanctuary's move to State Street. It will deter future growth and Businesses
Don't try to make state street some "new age" modern living bulls***. Stick to basics and look at example of other cities that have don't good jobs of promoting living for locals not out of state people.
I am thrilled to see this happening finally. Please prioritize ped/bike crossing of State Street. In its current form it effectively serves as a major barrier separating the communities to the north and south of the street.
I do not think State street is the place to build/provide housing. I would like the Mayor to follow development plan not to do just whatever she wants. The development of Boise should be a longterm plan like what was done in the 80's not a plan as you go as it seems today
I look forward to State Street being accessible to all - not just vehicles. Its location is fantastic for getting around, but it just doesn't work for pedestrians or bicycles.
I think State street could be a really rad space like white water blvd. Super excited that y'all are getting community input, and will be excited for improved mobility and making it look nicer.
I would be happy to act as a neighborhood advocate in support of dense housing along and near State Street.
I would love to see the ITD facility and grounds turned into a huge mixed use area
I'm wondering how the purposed Interfaith Sanctuary move fits into this plan. I feel it's contradictory to what you're trying to achieve.
improve livability
Improvements to State Street should be mainly focused on widening State Street and improving traffic flow as it is one of two main roads from the west valley into Boise.
I've lived in Boise since I was 21 years old, I'm now 55 and have a 31 year old daughter living with me in the same home I've owned since 1991. The growth is going in the wrong direction. Improve existing buildings? Yes. Allow a mega shelter to take over a 300 foot radius? No.
Looking forward to safer and nicer State Street!
Make sure to communicate with neighbors and neighborhood associations (not all are great about communicating with their residents) to ensure residents are made aware of the project.
No Shelter at Salvation Army location.
Please consider voicing your opinion as developers on the addition of the new Interfaith Sanctuary to State street and the potential impacts to surrounding neighborhoods, neighbors, park space, wetlands, transit and businesses.
please don't allow a very large homeless shelter to drag down the area of State St between Sycamore and Lander
Please ensure the improvements are what the neighborhoods want and take measures to avoid gentrification, especially for refugee and low income populations.

Please stop the concentration of poverty onto State Street. This should be a city wide solution.
State Street is a great path for getting from Eagle to downtown Boise and I use it a lot. I am not familiar with all the side streets so my placements may be a bit off. However, I do find stretches of State to be a bit of an eyesore and would like to see it "cleaned" up a bit.
Thank you for focusing on this important area of growth through Boise's rapid population growth, urban density alongside advances in mass transit will help shape the future of this city while retaining the character elements we enjoy, namely our foothills, desert, public safety, and livability/walkability in a downtown core.
The area being overlooked is State Street 19th Street area to 23rd. The intersection by West Side Drive In is wide and drivers often speed up through the narrower section around 22nd/23rd Street. It is very dangerous for foot traffic or bicycle crossings.
The city can make small amenity improvements available for local organizations to take on. They could be wonderful service project ideas for the community and youth organizations to get behind.
The entire length of State Street needs to command the same response from Planning and Zoning and the City Council. I know rapid transit sounds great to get from one place to another, but for the businesses all along State Street we need transportation that allows people to visit all the businesses without having to wait 30 minutes for a bus. Businesses need to run at 10 minute intervals.
The State Street District should extend to 21st Street. 23rd Street to about 19th is mixed use Residential/Commercial. 23rd Street is a major arterial as it exists. Traffic to and from State and Main/Fairview travels on this street. From 23rd street heading east on State Street provides a unique opportunity to create a transition from ALL commercial to mixed use but mostly residential. A more welcoming entrance to the downtown area with a Traffic Circle, landscaping, public art, and accommodations for more biking commuters and pedestrian traffic.
The undertone of this whole project is one of pushing transit oriented development. I travel frequently, and I cannot point you to an example of where that has worked in a city in the western US where that has been successfully deployed, unless perhaps around a university campus somewhere. Please recalibrate your alternatives to what people who are fortunate enough to live in Boise actually desire. Buses are not their mode of choice. We value human powered transportation like bikes and walking, and we would like to get home in our automobiles since the city-wide transit system is not going to be a valid option in our lifetimes. I hope you can find a way to rebrand this to people-powered, green transportation, recreation and health choices, or some such thing; anything but the buses-or-death approach.
This is a tough topic with lots of different opinions. My opinions may be wrong, but ultimately, State st can't get any worse frankly. So cheers to any future improvement....we look forward to it.
To revitalize State Street, we need to provide a mix of income levels in housing options to avoid further concentration of poverty along this corridor. I support affordable housing development, but encourage you to include a high percentage of affordable housing units - say 25% to 45% (not the 5 to 10% we've been seeing) along with market rate units to avoid concentrating poverty. Due to the high level of poverty already present, I do not recommend considering this area for additional homeless services, beyond the two facilities already housed near Collister Center and one near Veterans Memorial Parkway.
two things need to happen: 1) please re-think allowing left turn access from State onto veterans/36th! disallowing left turns here was a horrible idea! 2) We need workforce housing, but opening a large homeless shelter will only lead to neighborhood blight; the opposite of what we all want to see.
Who would I contact if I want to contribute to your effort?
Yes, please be aware that the womens and childrens shelter will be greatly affected if the large homeless shelter goes in on state street. Please consider housing first initiatives and straying away from large shelters, megashelters, whatever you want to call it. Also, improve bike/ pedestrian lanes in that area and possibly make a right turn lane onto willow lane.
Yes. I am concerned and in opposition of the proposed IFS homeless facility at the old Salvation Army Thrift Store on State Street. Beyond the inevitable negative impact to the surrounding neighborhoods, I am very concerned about the long-term preservation of the Boise River and Greenbelt. Over 50 years

ago, some visionary Boise citizens developed the Greenbelt concept (which is close in proximity to State Street). We have an important responsibility to protect this diamond amenity of our beautiful city!

Table 6: ‘Other’ responses to relationship to Boise question

I am a Boise School District employee. My entire family (3 separate households) live in the West State Street area. I am a long-time Boise resident of over 20+ years.
I live in Eagle
I live in Eagle and work in Garden City, driving State St often (also ride my bike on the greenbelt)
I live in eagle but spend a lot of time along this corridor
I live in Eagle, but spend every day in Boise for work, shopping, entertainment, etc.
I live in Garden City (near Glenwood and Marigold) but walk daily on a loop that includes walking from Plantation River Drive to Saxton along State Street.
I live in Garden City, work in Boise, and State st is by far the most used major artery by our household.
I organize in Boise!
I visit Boise for dining, shopping, entertainment, and socializing.
live right on the border of Garden City and Boise, on the south side of State

Table 7: ‘Other’ responses to way to stay informed about the project:

Email
Email
email
email
Email
email.
emails
Neighborhood associations
Newspaper articles (Idaho Press/Boise Weekly) and radio interviews
Twitter, Disseminating updates through neighborhood associations

Table 8: Emails of those that wish to stay informed:

REDACTED