

VPNA BOARD MEETING | MINUTES

February 22, 2016 | 6:30-8:00 pm | Davis Park Apartments

Meeting called by Matt Ciranni

Attendees Board Members: Matt, Tyler, Laura, Rae B, Ron, Melvin, Kathleen C, Brian C, Brian K, Kevin C. Resident: Brooke.

AGENDA TOPICS

I. GENERAL ANNOUNCEMENTS

- The City has begun to dig the excavation pit for the Roundabout Art Project.
- A West End Historical Walking Trail sign was vandalized. Kathleen Lacey (City of Boise) would like to know if we'd like to fix it now or wait until the park opens so that increased traffic will keep away vandals. We agreed to defer to Kathleen Lacey's opinion, but would prefer to have it fixed as soon as possible. Ron suggested Matt ask the City to protect the signs with plexiglass.

II. STATE STREET-VETERANS PARKWAY INTERSECTION

(See update at end of minutes to clarify questions and inaccuracies during the discussion.)

Per Matt, ACHD has chosen Alternative 9 as its preferred alternative for the State Street corridor near its intersection with 36th Street. This includes installing landscaped medians on State Street and 36th Streets.

Matt is concerned about the fact that the medians on State Street will prohibit left turns from Clover and Clithero Drives onto State Street, so residents in these neighborhoods will always have to turn right and then make U-turns to go west. Also, the proposed barrier across from Anderson Street on 36th Street will hinder convenient drop-offs at Taft Elementary—and will force anyone who's leaving the 36th Street Albertsons make a U-turn on 36th Street to get back to State Street.

Ron feels that the median blocking Taft Elementary School will impede emergency services.

Brooke, an area resident, said a community proposal crafted by Taft Elementary is requesting additional drop-off behind the school, which will increase traffic in Brook's neighborhood – specifically, Arthur Street. Brook also said that the Alternative 9 will block access from Mercer Street to State Street, which will completely change how the residents in this area access their homes.

Brook says ACHD has open meetings every week and suggested we get in touch with our area's ACHD commissioner, Paul Woods, with comments and questions.

Action Items:

Rae will call ACHD to ask a representative to speak at our next meeting.

III. NEWSLETTER

Matt would like to create and mail a newsletter in advance of April's annual meeting to highlight neighborhood projects and put out a call for our volunteer positions.

The articles will be:

- VPNA – who we are, and a call to action to join us.
- Invitation to fill any of our three open positions: president, treasurer, and secretary
- Update on Esther Simplot Park
- The State Street/Veterans intersection

- Announcement about the annual meeting
- Fun summer events – Neighborhood Night Out, Movie Night, Esther Simplot opening party

Action Items:

Matt will write a few, and Rae will write the Esther Simplot story

IV. MARCH MEETING

The next VPNA meeting will be March 21.

V. ANNUAL MEETING

Our annual meeting will be April 18. We discussed a few different speakers.

Action Items:

- Matt will confirm a meeting space.
- Tyler might ask someone from his firm to speak about CWI.
- Rae will ask Wendy Larimore from Boise Parks and Rec to provide an Esther Simplot Park update.

UPDATE ON STATE STREET/36th STREET INTERSECTION

Per email from Rae on March 9:

I spoke with Joe Tate again about the State St. project and have more information to share:

1. The design phase of the project ended in 2015 and ACHD is now in the right-of-way acquisition stage. During the design phase, ACHD mailed out information, provided information on sandwich boards, invited comments on its website and held an Open House on 2 April 2015 where the public could provide input.

Attached is the information given out at the meeting, which provides background, a project timeline, traffic projections for State St. etc. According to this document, ACHD started with 22 alternatives for the intersection in 2012, with the public selecting the through-turn alternative at an Open House later that year.

ACHD is now appraising parcels involved in the changes and negotiating right-of-ways with landowners. Any minor changes made now will be related to negotiations acquiring right-of-ways, so unfortunately it's too late for our input to make a difference.

2. I think Brooke, the guest at our meeting, said there were only a handful of through-turns in the country and some were being changed, but that is incorrect. This type of turn -- where traffic goes straight through an intersection and then uses a left-hand lane to make a U-turn to get back to the intersection in order to then make a right -- is also called a Michigan U-turn. They have been used there for many years, and are also used in Arizona, Alabama, Indiana, Florida, Maryland, New Jersey, Louisiana and Utah. I drove on many when I was working in Louisiana after Hurricane Katrina. That was more than a decade ago, so they've been in use there awhile, too.

Studies have shown they do reduce wait times for left-hand-turning drivers -- and speed up overall traffic flow -- but there is a psychological hurdle to get past, as we don't generally like having to take a more circuitous route to get to where we want to go. Joe Tate: "Left turns blow up busy intersections. Taking left turns out is more efficient and safer."

There's even a website devoted to these kinds of turns: <http://thruTurnintersections.org/>

Here's link to a Salt Lake Tribune article written awhile after a through-turn was built in Utah in 2011:

<http://archive.sltrib.com/story.php?ref=/sltrib/politics/56602053-90/turn-intersection-thru-draper.html.csp>

Here's a link to a piece from another Salt Lake paper about a second through-turn:

<http://www.deseretnews.com/article/865600469/New-ThrU-Turns-should-decrease-Layton-congestion.html?pg=all>

And here's a link a government study of such intersections. They call it Median U-Turn Intersection Treatment or MUTIT, for short:

<http://www.fhwa.dot.gov/publications/research/safety/07033/>

3. We might want to reconsider whether we need someone from ACHD to come to our meeting. I think I suggested it as a solution, but now that we have this information, it seems unnecessary. If we were still in the design phase, then it would make sense. Let me know what you think. If anyone has questions after looking at this material, Joe is happy to answer them.

4. The rationale for preventing left turns onto 36th coming out of the school is safety, as it is so close to a busy intersection. As Laura reported, a community proposal crafted by the school requested an additional pick-up area behind the school. Brooke said that would increase traffic in her neighborhood.

Finally, the diversity panel that was vandalized has been removed and that spot is blank for now.

Welcome

Thank you for attending tonight's open house. The purpose of this open house is to give you an opportunity to:

- Review the design for the intersection of State Street, Veterans Memorial Parkway and 36th Street
- Ask questions of the project designers and agency staff
- Provide comments about the proposed improvements



State Street/Veterans Memorial Parkway/36th Street Intersection



April 2, 2015

Project Need

Improvements are being planned to:

- Improve traffic flow and safety at one of the busiest intersections in Ada County
 - Some motorists spend over three minutes waiting during the PM rush hour
- Provide pedestrian and bicycle facility upgrades requested by users
- Prepare for enhanced transit service on State Street

State Street/Veterans Memorial Parkway/36th Street Intersection

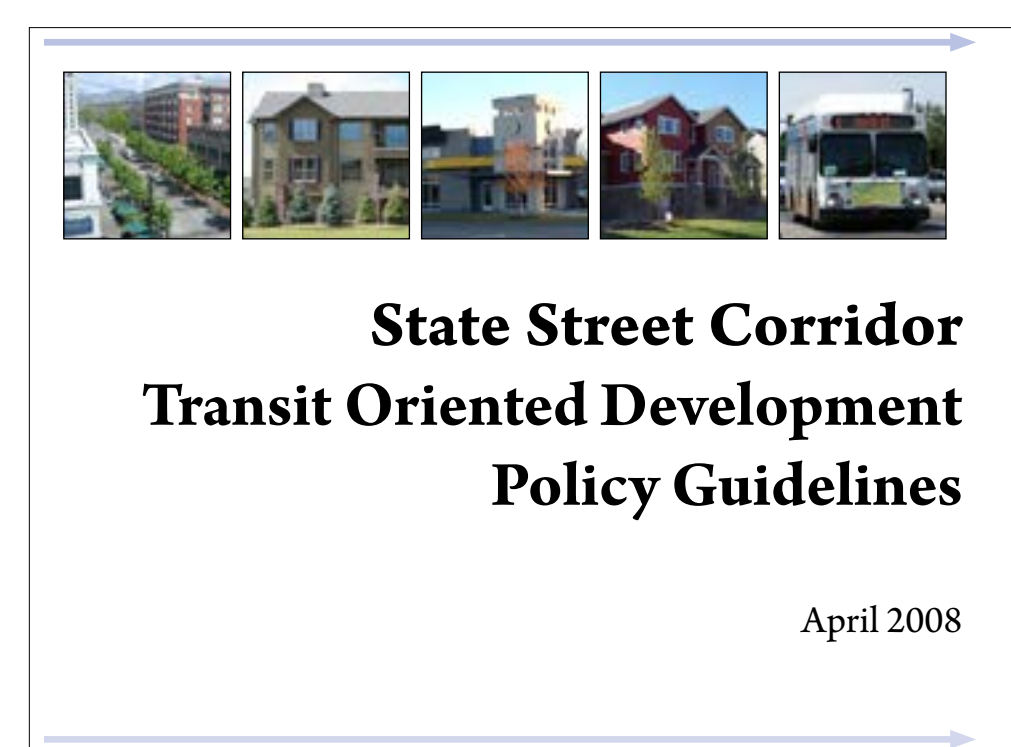


April 2, 2015

Background



Evaluated deficiencies along State Street, selected transit scenario and developed long-term improvements.



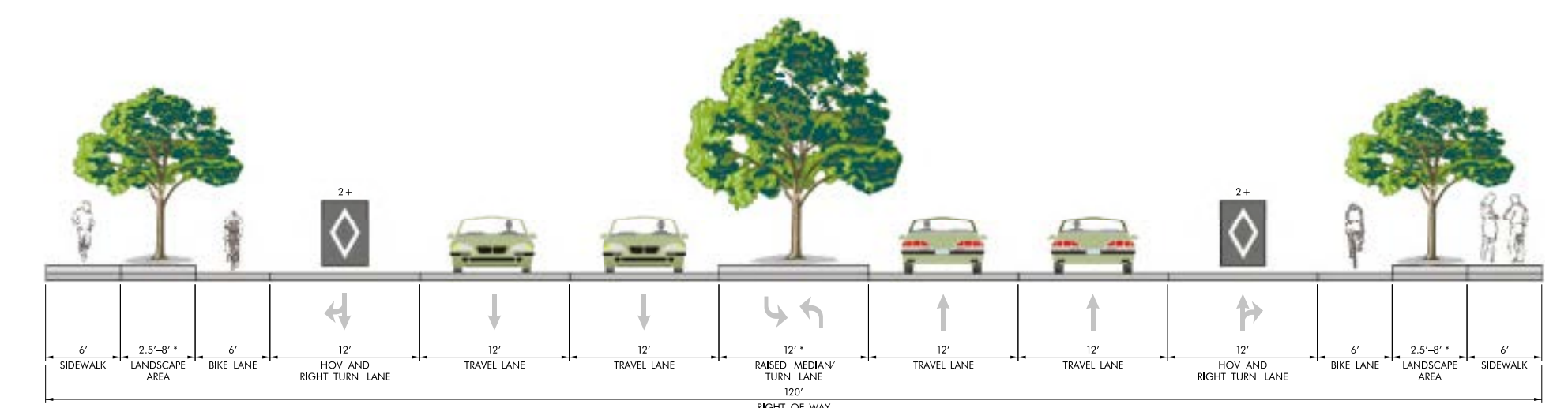
Developed guidelines encouraging transit-supportive land uses.



Identified and prioritized transit and traffic improvements.



Details the Comprehensive Plan for the City of Boise.



*Roadway section used in the State Street, Veterans Memorial Parkway and 36th Street Intersection Study.***
Based on public input through an online survey and an open house, a Median U-Turn (ThrU-Turn) alternative was selected.

The Median U-Turn (ThrU-Turn) alternative was adopted by the ACHD Commission.

*ACHD; ITD; Ada County; Community Planning Association of Southwest Idaho; Cities of Boise, Eagle, Garden City; Valley Regional Transit; and Capital City Development Corporation

**The landscape features and widths shown may be provided on a case-by-case basis if funded and maintained by a developer or local jurisdiction, as determined during project design.

State Street/Veterans Memorial Parkway/36th Street Intersection

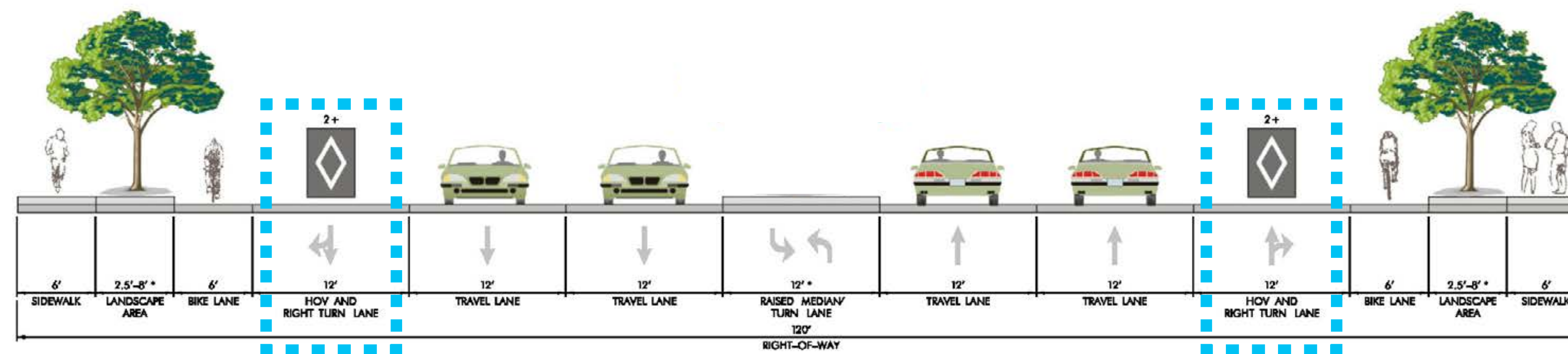


April 2, 2015

Future State Street

State Street is envisioned as a transit corridor with increased regional, express and local bus service, and high occupancy vehicle (HOV) lanes.

- The future HOV lanes adopted by the State Street Transit and Traffic Operational Plan (TTOP) will be dedicated for buses, multiple-occupant vehicles, and right-turning vehicles.



Future State Street Roadway Cross Section

State Street/Veterans Memorial Parkway/36th Street Intersection



April 2, 2015

Description & Purpose

Project Description

- Develop a design that balances the needs of all users – pedestrians, bicyclists, motorists, and transit riders
 - Add three midblock pedestrian crossings
 - Add bike lanes
 - Construct future State Street cross section from TTOP within project limits
- Integrate design with adjacent land uses – park, neighborhoods, businesses, school



Project Purpose

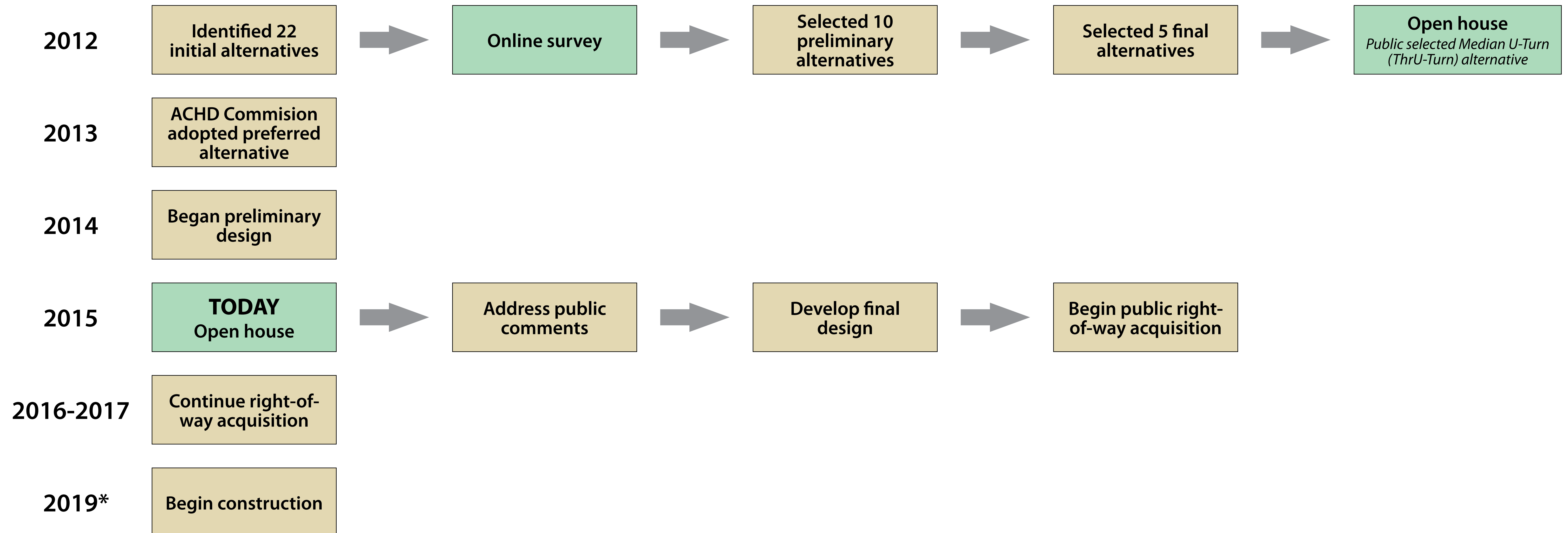
- Improve motorist, pedestrian, and bicyclist safety
- Accommodate transit and future traffic

State Street/Veterans Memorial Parkway/36th Street Intersection



April 2, 2015

Project Development



*Construction year depends on available funding

State Street/Veterans Memorial Parkway/36th Street Intersection



April 2, 2015

Intersection Considerations



- High vehicle traffic
- Many users – pedestrians, bicyclists, motorists, and transit riders
- Veterans Memorial Park
- Taft Elementary School
- Numerous businesses
- Residential neighborhoods

State Street/Veterans Memorial Parkway/36th Street Intersection



April 2, 2015

Traffic



Intersection

- Currently failing during AM and PM peak hours – too much traffic for this size of intersection
- Northbound left-turn movement is one of the highest in Ada County (800 vehicles/PM peak hour)

State Street

Current: 40,000 vehicles/day
Future (2035): 47,000 vehicles/day
(Current lane configuration can only handle 40,000 vehicles)

Veterans Memorial Parkway

Current: 28,000 vehicles/day
Future (2035): 39,000 vehicles/day

Number of Lanes vs. Daily Traffic Volume	
Number of Lanes	Average Daily Traffic Volume
2	up to 15,500
3	15,000 – 20,000
4/5	20,000 – 40,000
6/7	40,000 – 55,000

* Average daily traffic thresholds are for long-term planning purposes only and are only one of several factors evaluated in determining roadway improvements.

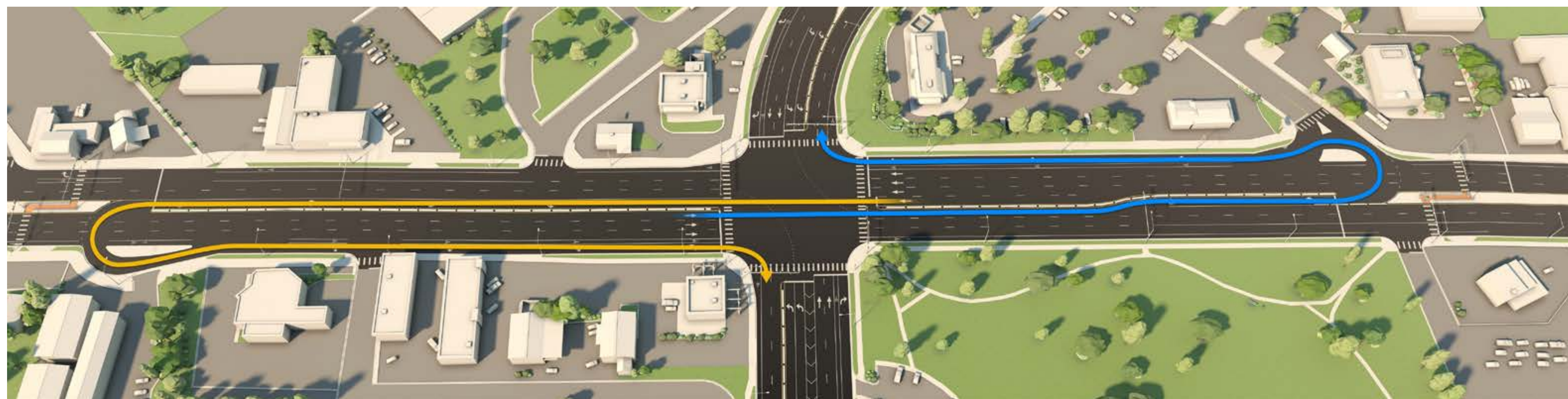
State Street/Veterans Memorial Parkway/36th Street Intersection



April 2, 2015

ThrU-Turn Features

- Direct left turns on State Street replaced with signal-protected U-turn followed by right turn
 - Eases congestion
 - Improves access to local land uses
 - Limits widening required on State Street



State Street ThrU-Turn movements

- Two-stage pedestrian crossings at signalized U-turn locations
 - Signalized crossings are safer for pedestrians and bicyclists
 - Median refuge helps pedestrians and bicyclists see oncoming traffic
 - Two-stage crossing reduces vehicle delay



Two-stage pedestrian crossing

State Street/Veterans Memorial Parkway/36th Street Intersection

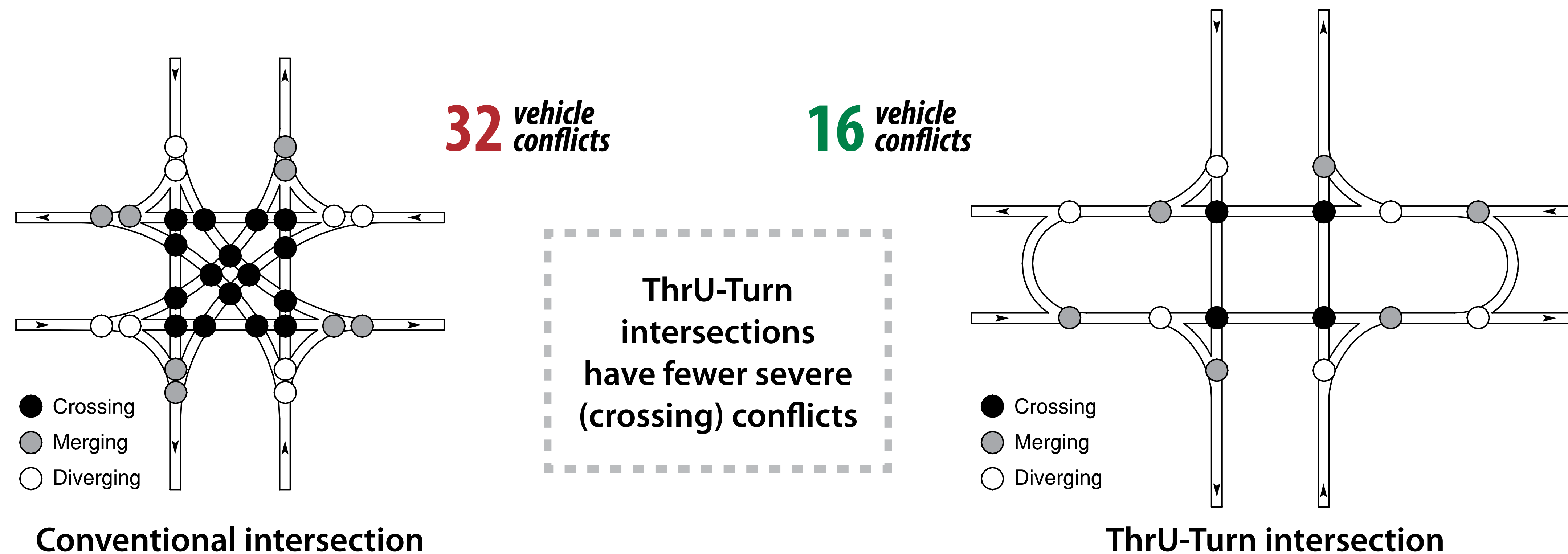


April 2, 2015

ThrU-Turn Safety

- The Federal Highway Administration reports* that past implementations of ThrU-Turn intersections have resulted in 20 to 50 percent reductions in crashes.

*Synthesis of Median U-Turn Intersection Treatment, Safety and Operational Benefits



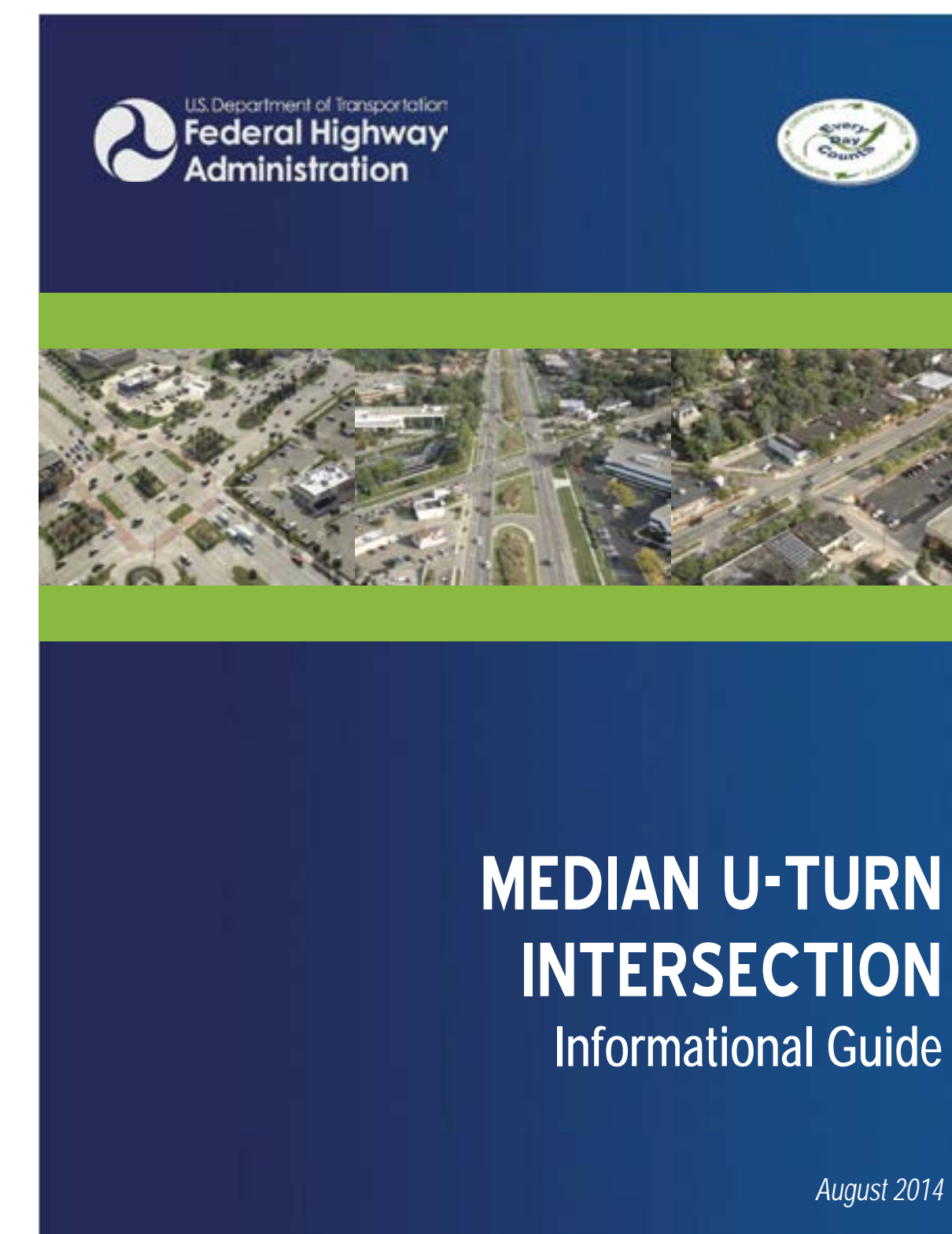
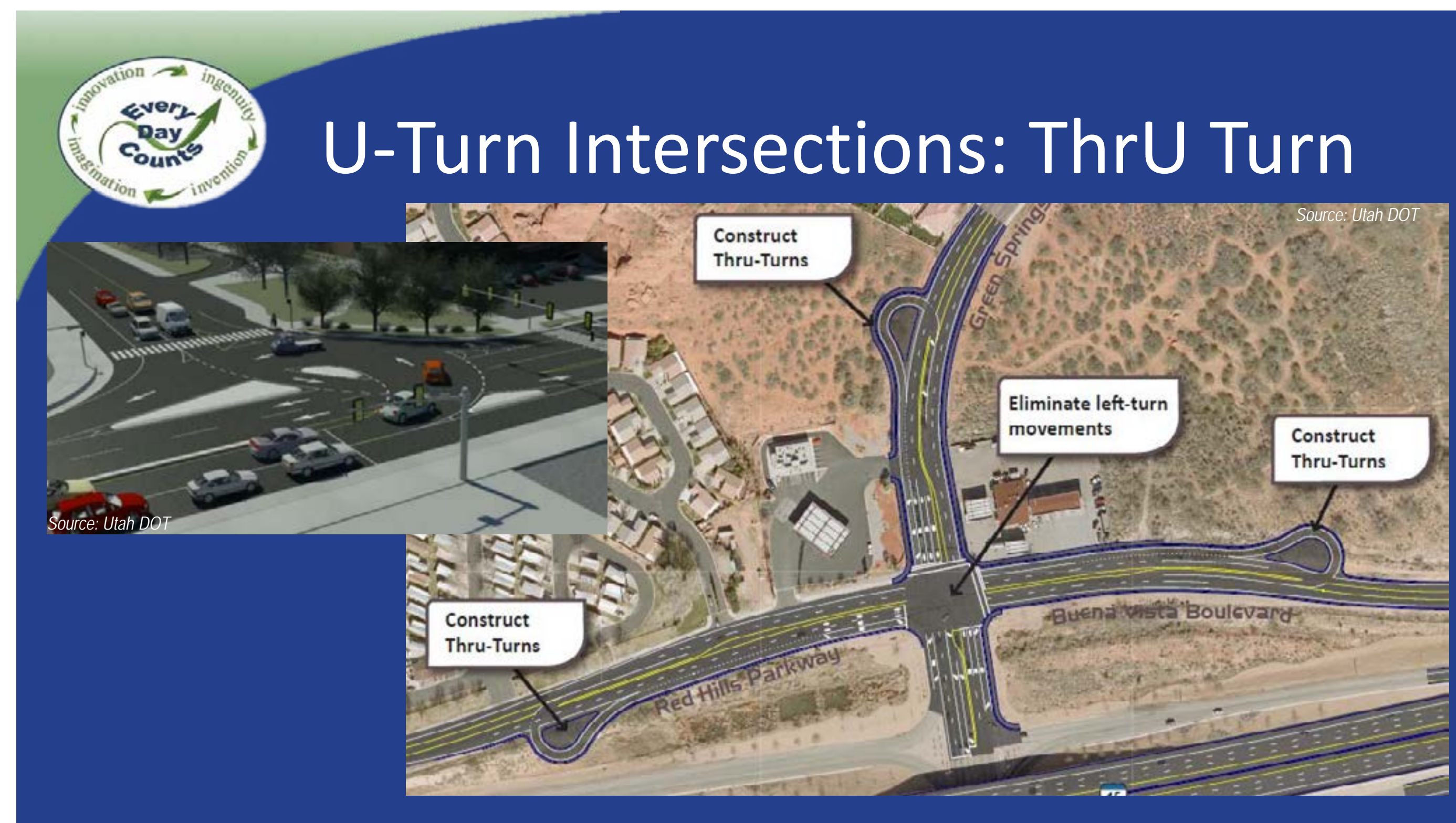
State Street/Veterans Memorial Parkway/36th Street Intersection



April 2, 2015

ThrU-Turns in Other States

- ThrU-Turns (Median U-Turns) have been successfully implemented in Utah, Arizona, Alabama, Indiana, Florida, Maryland, New Jersey, Louisiana and Michigan.



FHWA Every Day Counts Workshop, 2014 American Traffic Safety Services Association Expo

State Street/Veterans Memorial Parkway/36th Street Intersection



April 2, 2015

Thank you for attending

What's next:

- Review and address comments from open house
- Develop final intersection design
- ACHD will work with property owners to purchase needed public right-of-way
- Construction is scheduled to begin in 2019*

*Construction year depends on available funding

All displays and handouts will be posted at ACHD's website:

www.achdidaho.org

While your comments are always welcome, they can be best utilized if received by April 16, 2015.

State Street/Veterans Memorial Parkway/36th Street Intersection



April 2, 2015