

Hello again.

The survey has been re-opened. You can comment online at <http://www.surveygizmo.com/s3/902680/COMPASS-comment>.

Again, I apologize and look forward to your additional comments.

Amy Luft

Good Morning –

I am EXTREMELY sorry that the survey closed prematurely. I honestly don't know what happened. We are getting it re-opened and I will send you the link as soon as that is done. We will also enter your comments below.

Thank you for your patience. I again apologize.

Amy

(The "out of office" was a typo on my part. I was gone the first half of last week. I had clicked on the wrong return date and didn't realize it.)

From:

Sent: Monday, June 18, 2012 12:44 AM

To: Amy Luft;

Subject: Re: Public input Re: COMPASS needs for your help in defining what the future of the Treasure Valley should look like.

Ironic that the public input was shut down before the posted deadline, then the mail came back with an 'out of office' note.

-----Original Message-----

From: >

To: ALuft <ALuft@compassidaho.org>;

Sent: Mon, Jun 18, 2012 12:41 am

Subject: Public input Re: COMPASS needs for your help in defining what the future of the Treasure Valley should look like.

A basic problem we have struggled with for decades is repeated yet again in your critical planning data. Your disclaimer about the traffic counts is understood, BUT the counts in our part of town and on many streets are off by the thousands upon thousands of trips PER DAY. By the locations chosen for the counts you can see how the far lower counts could be slipped through, but better/more complete information is available, and necessary for public health and safety as the actual and far higher counts are in locations with far more children, pedestrian, cycling, and cross-traffic. You cannot create a good plan with bad information.

I have not studied the scenarios and all of the maps. We have spent years in such processes and felt they did absolutely no good. I read the response sheet and also felt it would do little good to fill out. The

best I can do is try to share another point of view and hope for the best. I can't address other parts of the City than our own neighborhood.

1. We are in the middle of the pedestrian, school, and cycling core of the historic North End. Our street has a park at the upper end, multiple crossings to a neighborhood park a couple blocks down from there, an elementary school and multiple crossings a few blocks down from there, immediately followed by multiple crossings to Hyde Park shops, then within another couple blocks multiple crossings to a Junior High School, then crossings to a senior citizen housing block, then to a grocery, then in a few more blocks, another park, all of this also being along the historic Ridge to Rivers Bikeway located here so the children could ride their bikes to school, then later to also connect cyclists from Ridge to Rivers. The crossing population consists of all ages of people on foot, on bikes, in vehicles, etc.. This is not a safe location to continue re-directing faster and ever increasingly aggressive cut-through traffic from the non-school Harrison Blvd arterial. Does not make sense in any way to do that to the health and safety of the thousands of children coming to this area daily, multiplied yearly, etc. And their families.

There is also the air pollution and cancer risks we have seen reports about for children next to heavy traffic streets. In this area it affects the cyclists as well, and families across many other streets as their children are sent into the heart of the traffic dangers every day. Maximizes the hazards and damages by the thousands more than is necessary, every single day. Think about all those related indigent health care costs and what that does to a City's economy.

2. This important bike way also connects Hill Road and the Foothills to Meridian to the West - Hill Road, Eagle to Bogus Basin, Hulls Gulch trails, 15th Street to Americana, which turns into Emerald, which turns into Pine into Meridian. One very heavily used and popular cycling and commuter route that could and should continue to provide air quality improvements, better health, and alternative transportation. The improvements are already paid for and constructed and in use successfully.

3. Our location in the heart of this pedestrianized neighborhood has a very high volume of crossing and through traffic - a planning error that completely ignores public health and safety from a common sense and federal planning perspective. Boise's own planning standards also previously expressly forbid what has happened to the heart of our neighborhood over the last few decades due to public health and safety considerations, as well as requirements to consider all alternative routes.

4. I ask that 15th Street, 13th Street, Fort Street, and 9th Street be reclassified as "Local" streets, as they are walkable neighborhood school streets and contain the highest volumes of the neighborhood's children. Currently they have been manipulated to function as cut-through arterials, which none of them were ever designed to be. 15th Street was originally closed at the upper end by Dewey Park, it's highest and best uses always were and are for the schools and school children to be safe and healthy. It would be great if planning encouraged and supported children riding to school more than a "walk to school day, or bike week", supported the cyclists of all abilities being safer all the time, instead of at higher risk every year due to redirected cut-through arterial traffic, and planning efforts improved to further encourage pedestrians to belong in the community, with walking and interacting within this existing neighborhood core of residents, children, and visitors, so that all ages and economics are included.

I'll quit now, after 2 decades it still doesn't feel like it does any good to participate. Our neighborhood has declined in quality so much over the past 20 years that people openly mourn the destruction of the sense of community it had. Very poorly planned and managed growth impacts are at the root of it, sadly the worst damages have been directed into the child and school environments. A community that sells out and attacks its own children, deliberately pumping deadly chemicals, stranger dangers, and speeding projectiles into their midst, is decaying from the inside out. Nothing has a deeper impact on a community, thus the larger world, than abused, sickened, and neglected children. Long range negative economic planning, from heavy indigent medical care costs to the higher costs of fighting and punishing crime. Why not reduce the impacts through better planning since you are already aware of some of them? 2000 trips per day on residential streets has been proven to begin to cause harm to humans, yet some of our streets are being pushed over 10,000 trips per day without the long range impacts being honestly depicted.

For our neighborhood, and perhaps some others, why not go around by going under with the cut and cover tunnel. It would provide jobs, would be a short and easy cut in this soil, and would have the potential to capture and clean a massive amount of cold start air pollution per day, while saving a valuable historic and economic tourism asset for the future. In the process avoiding and healing declining areas, thus preventing increased crime and those costs, along with avoiding some future health care costs. Even third world countries have done this, as have several American cities for various reasons.

No time to edit this. Please accept it despite it being a half hour late. Was discouraging to find you had shut down public input before the posted deadline, so almost gave up without trying.

NAME
Address