



### Comment Matrix

This matrix is intended as a summary only and documents comments received during the comment period between January 12 - February 15, 2011. Individual commenters are represented by numbers. All issues raised by the public are being considered by the project team. The City of Hailey and project team reviewed these comments and grouped them into 12 categories based on common themes.

Category	Stakeholder	Stakeholder Comment	Response
<b>1. Existing Landscape Impacts</b>			
	1	There are a few plants in our yard that may need to be removed or relocated once construction begins. How/when will we know if the plants need to be moved?	We will work with individual residents prior to construction about property and landscaping impacts.
	15, 27, 39, 40, 41, 57, 65, 74	We have fully-grown trees and landscaping that will be impacted by the project that we want to preserve. Existing landscape around home should be preserved and incorporated into the project. A smaller buffer zone would help preserve landscaping, maintain environmental quality and property value.	The team will make efforts whenever feasible to preserve mature trees and shrubs, and work around large landscaping features.  The width of the landscaping buffer will likely vary, depending on location. In the south section of Woodside, the landscaping strip may be narrower.
<b>2. Property Impacts</b>			
	6, 73, 76	The project will impede on my personal property. My neighbors do not understand where their property lines are, and don't have a clear understanding of the real impacts of this project before it begins.	All improvements are planned within the City's existing right-of-way. Project team members will work with residents prior to construction to clarify property line location.
	71	The proposed improvements will increase property values because of the aesthetic treatment and safety for pedestrians. Thank you.	No response required.
	72	The proposed changes to Woodside will affect business properties. Are different changes being considered for the industrial section of Woodside?	The project team recognizes that the industrial area has different needs than the residential areas and the preliminary design tries to address those differences. At the same time addressing the safety of bikes or pedestrians coming off the bike path is also important. The desire is to merge these two needs. We will continue to work closely with both residents and businesses.



3. Landscaping and Sidewalk Area

2, 10, 32, 37, 40, 41, 85

I don't want a sidewalk too close to my home that takes away from my privacy.

The team is taking into account the location of the proposed sidewalk in relation to homes. Homes on the south end are often closer to the road, which will be considered as a part of the design process for locating sidewalks.

21, 36, 64

No bike lane, no planter strip, keep street parking and sidewalk. No landscape buffer zone.

Sidewalks and bike lanes on Woodside will provide safe access to the existing transportation infrastructure, and improve access to transit service, schools and educational centers on the north and south ends of the corridor. Eliminating the landscape buffer eliminates an important safety zone between pedestrians and cars.

5, 10, 11, 32, 52, 63, 65, 77

Is there a possibility to move the sidewalk next to the curb in order to cut down on watering costs along the planting strip, avoid moving vegetation and enable residents to move snow off of walkway?

One of the main reasons for the proposed landscaping between the sidewalk and curb/bike path is to create a safety buffer between pedestrians and cars. Anytime there is horizontal and vertical separation between traffic and the path, the safer it is for people using the pathway.

25, 38, 53, 78

Create a landscape strip that is drought tolerant, uses native plants, rain water, reuses existing vegetation, has big shade trees. If mulch is used, there's a need for even less water and less need to weed.

Possible options being considered include:
· Drought tolerant grass and regularly spaced trees
· Drought tolerant grass with pockets of water-wise trees, shrubs, and perennials
· Drought tolerant grass

14, 23, 59, 82

How wide is the proposed bike path? How wide is the proposed planting strip?

The proposed widths are:
Travel lane - 11 feet
Bike lane- 6 feet
Landscape buffer zone/planting strip - this will most like vary, depending on location; for example, on the south end of Woodside where homes are not set back as far, the landscape strip may be narrower; so, this width could possibly be anywhere from 8 feet to 13 feet wide
Sidewalk - 6 feet
Landscape strip - 2 feet



16, 73	If the landscape buffer is put in place, where will the mailboxes go? Put the sidewalk in the street.	The most likely location for a mailbox is behind the curb and within the landscape buffer. The City and project team will coordinate with the Postal Service to determine the appropriate location for mailboxes.
40, 41, 61	Could the wide buffer, sidewalk and landscape area, cause the drivers to speed up with the illusion of larger pedestrian to vehicle buffer?	Landscaping along the roadway actually provides a cue to drivers to slow down.
<b>4. Landscaping and Sidewalk Maintenance</b>		
6, 15, 17, 20, 22, 27, 36, 37, 41, 42, 50, 54, 60, 61, 63, 64, 66, 75, 79, 81, 89	Who will maintain and irrigate the landscape area? Who will install the irrigation system? If residents are put in charge of maintenance, the area will become neglected. The city should put money aside to maintain and irrigate the landscaped area. Doing what you propose creates unnecessary maintenance without compensation from the City. There is already a water shortage.	The City is examining costs associated with installing and maintaining landscaping. There are challenges with leaving landscaping responsibilities with Woodside property owners.
22	What will be the consequences for those homeowners who do not maintain sidewalks or landscaped area?	Currently, the City does not have punitive ordinances regarding either of these issues. The City will evaluate the appropriateness of such as this project progresses.
41	Who will be responsible to repair the sidewalk if it deteriorates?	Repairing sidewalks is the City of Hailey's responsibility.
<b>5. Snow Removal</b>		
7, 10, 18, 24, 26, 27, 29, 36, 39, 46, 50, 55, 57, 62, 64, 67, 68, 69, 73, 79	Will homeowners be responsible for the sidewalk snow removal in front their homes? Will the city provide snow removal?	The subject of removing snow from the sidewalks is for the city council to decide and they have not made that decision yet.



29, 31, 38, 63, 73	If residents are responsible for snow removal along sidewalks, how will elderly residents, those who work or single parents clear their sidewalk?	There are challenges related to sidewalk snow removal, and the project team and City Council are taking these into consideration.
10, 17, 23, 39, 50, 52, 66, 67, 73, 86, 87	Where will the snow be stored after the street is plowed? Will there be room along the street or sidewalk?	A function of the proposed landscape strip is that it would allow for snow storage.
<b>6. Pedestrian and Bicyclist Safety</b>		
2, 39, 60, 73, 75	The bike path is currently well kept for bike and pedestrian use. There is no need to change the current bike path as a pedestrian route or create a second bike path on the opposite side of the road.	The addition of sidewalks and bike lanes on Woodside will provide safe access to the existing transportation infrastructure. For instance, a continual bike lane on Woodside provides a safe connection for a cyclist to ride to the path at Fox Acres, and then connect to the Blaine County Recreation District path along SH-75.
3, 9, 12, 17, 25, 28, 30, 33, 45, 49, 51, 53, 64, 69, 83, 87, 88, 90	The proposed improvements will allow for safer pedestrian routes and help keep children safe as they walk to school. Thank you!	Sidewalks and bike lanes improve access to transit service, schools and educational centers, and retail areas.
4, 10, 28, 51, 68	Will snow removal impede on the proposed pedestrian routes during the winter? The sidewalks need to be used for snow removal and storage.	Ideally, sidewalks would be available year round. The landscape buffer would likely be used for snow storage, making it more likely for sidewalks to be useable in winter. The subject of removing snow from the sidewalks is for the city council to decide and they have not made that decision yet.
17, 23, 27, 34, 38, 39, 51, 57	Lighting needs to be installed along Woodside or at bus stops.	Lighting is planned to be incorporated into bus shelters along Woodside and at the elementary school intersection.
58	Are there plans to make a safer pedestrian crossing at Woodside and Fox Acres?	Safe pedestrian crossings will be incorporated into the roundabout design.



69, 39	Could the east-west former drainage ditches be used as pedestrian and bike paths?	These east-west connections are currently being used as informal paths, but improving them is beyond the scope of this project. The City is aware of residents' desire to improve these paths and has included these projects in the Capital Improvement Plan and Development Impact Fees.
<b>7. Irrigation and Drainage</b>		
4, 22	Will I need to alter my current irrigation system once the proposed improvements are made? Will there be support provided to homeowners who will need to move their irrigation systems?	During construction, crews will either cap off, or tie into existing irrigation lines as needed, as part of the project. There will be further City Council discussion on an overall landscape and irrigation proposal for this project.
5, 39, 50, 57, 65, 77, 78	How is drainage going to take place if Woodside Blvd. is raised or changed? The road floods by Countryside when there is lots of water.	Right now, there is no formal drainage system on this corridor. With the installation of the rolled curb and dry wells, there will be an improved storm drain system. The creation of a formal storm drain system will help collect run-off and alleviate some of the drainage issues present on this corridor.
<b>8. Roundabout</b>		
5, 29, 54, 67, 76	The roundabout will be difficult in the winter when it comes to snow removal and storage.	The roundabout design will accommodate snow plows and allow for snow storage in center of roundabout.
9, 39, 48, 54, 59, 69, 81	The roundabout will be a great alternative to the 4-way stop that often gets ignored by drivers.	The roundabout is designed based on traffic volumes now, and takes into account future traffic patterns.
52, 75, 76	The roundabout could cause a backup for cars entering from Woodside Blvd. The roundabout is unnecessary; leave this intersection as a three-way stop or add turn lanes.	The existing signal at SH-75 and Fox Acres will generate gaps within the traffic movements, allowing cars from Woodside to enter the roundabout. The team is conducting a traffic analysis of a three-way stop at this location to compare which option provides optimal long-term traffic flow.
<b>9. Traffic</b>		
11, 12	Will there be new street signs when Woodside is complete? The current signs are outdated, hidden or in disrepair.	Yes. New street signs will be installed along Woodside Boulevard as part of this project.



36	Could speed bumps be installed in order to slow traffic?	Speedbumps are not being considered on this project because there are many more effective traffic calming measures available. Many drivers become immune to their presence over time. Speedbumps also tend to interfere with snow plows in the winter. Speed bumps or speed humps are not a recommended traffic calming measure on high traffic streets such as Woodside Blvd especially as pertains to emergency vehicle use.
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41, 57, 66	What planning is being done to control vehicle speeds? Added trees and landscape could help calm traffic.	<p>Several traffic-calming measures are being considered:</p> <ul style="list-style-type: none"> <li>· Landscaping</li> <li>· Pedestrian refuge areas where pedestrians can wait to cross the street</li> <li>· Meandering travel lanes - simply painting the lane stripes in a slightly meandering pattern (so it's not a straight path) can slow traffic</li> <li>· Radar speed signs: indicate the speed limit and the driver's speed act as a reminder to motorists slowing traffic</li> <li>· Narrower travel lanes: narrowing the lanes to 11 ft. (lanes are now at 12 feet)</li> <li>· Chicanes or bulb-outs: are curb extensions which alternate from one side of the street to the other, creating "S" curves along the centerline</li> </ul>
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**10. Parking**

10, 36, 37, 38, 39, 41, 42, 44, 45, 50, 53, 56, 59, 60, 65, 66, 73, 79, 80, 81, 84	The current plan does not allow for enough overflow on-street parking for me or my guests, and takes away from my driveway space.	The team is researching feasible alternatives to accommodate some on-street parking, including alternating pockets of landscaping and parking, and narrowing certain design elements (especially in the south end) to leave more of the right-of-way unused so that more space may be available for parking on homeowner property.
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72	The current plans diminish the parking area for my business and tenants.	The engineering team is investigating further to see if there are feasible options that will accommodate some on-street parking.
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**11. Bus Stops**

17, 23, 27, 34, 38, 39, 51, 57	Lighting needs to be installed along Woodside or at bus stops.	Lighting is planned to be incorporated into bus shelters along Woodside and at the elementary school intersection.
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12. General Project Comments

	1, 13, 19, 25, 26, 34, 35, 47, 83, 85, 86	Thank you for the great improvements to the road and neighborhood. The project is a very positive thing and a great opportunity for the city.	No response required.
	6, 44, 75	The proposed improvements are a waste of money. Unnecessary and expensive.	Woodside Boulevard is deteriorated and needs to be reconstructed. The project is funded by a \$3.5 million grant from the U.S. Department of Transportation, and the City is providing matching funds of \$800,000 as part of the grant requirement. A 2009 citizen’s survey ranked the need for sidewalks as one of the highest priorities. During public meetings held in Woodside during the City’s Comprehensive Plan update (2010), participants stressed the need for sidewalks and safety on Woodside.
	25	I’m hoping that the project can create some local jobs.	Local firms Benchmark Associates and Butler Associates have worked during the Design phase. The City anticipates four additional opportunities for local firms to compete for work during construction: 1) roundabout/overlay section; 2) south section; 3) north section; and 4) construction inspection.
	73	Why are comments not going directly to the City of Hailey? The Langdon Group has a personal benefit to have this project and may not give all comments to the City.	The Langdon Group was hired specifically to make sure all comments are passed on to the City; City staff has communicated to the public both positive and negative comments have been received.
	73	Will Woodside residents that are directly affected by the project have a chance to vote or whether or not the project should be constructed?	A formal vote will not be held about the project, though door-to-door visits, two Public Open Houses, and a Hailey City Council public hearing have provided opportunities for public input. The reason for these public involvement opportunities was to gain input from the affected residents, and incorporate their ideas and perspectives into the project design. Future public involvement opportunities will be posted on the City website ( <a href="http://haileycityhall.org">haileycityhall.org</a> ).
	67	Could the construction be done in two phases? Road improvements done in the first phase and the roundabout done in the second phase in order to better observe Quigley development.	In 2011, construction is planned for the roundabout, traffic signal at SH-75 and road resurface/improvements from Laurelwood to Countryside. In 2012, planned construction includes improvements from Fox Acres to Laurelwood, and from Countryside to SH-75.