

Table of Agency Comments

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Commenter	Reference	Comment	Nature ¹
Capital City Development Corporation	General	Multiple comments on punctuation, spelling, missing words, chart sizing and appearance	Grammatical Facts Style
Capital City Development Corporation	General	It would be nice to have a brief intro at the beginning of the report to the newer chapters so that the reader could skip ahead if they were already familiar with CIM: Chapter 7 Managing Congestion, Chapter 8 Improving the Environment, Chapter 9 Making Transportation Secure, Chapter 10 Making Transportation Safer, and Chapter 11 Moving Goods & Air Traffic.	Content
FHWA	General	The update includes many significant improvements including the incorporation of key SAFETEA-LU requirements and a general updating of the transportation program status and forecasts in light of the recent economic changes affecting the area. The update is complete and comprehensive. Some subject areas are so complete as to border on being too detailed. However, the top notch quality and style of writing exhibited in the update make even these more tedious sections workable.	Style Content
FHWA	General	While it is understood by those of us in "the trenches" that many of the elements of the Plan are required by Federal regulations, the public probably should not care that such is the case. Therefore, while it is reasonable to cite the regulations from which these sections of the plan first originated, care should be taken to not lead the reader to believe that this is the principle reason why a section of the Plan is there. In other words, try to present sections as being important in their own right and play down the fact that they are also there to fulfill a regulatory requirement.	Content
FHWA	General	Organization: Assuming that the target audience is the general public and that the typical reader does not have either an extensive background in planning or an unlimited endurance when it comes to reading complex descriptions, tables, lists, etc., use every reasonable opportunity to park detailed explanations and information in appendices rather than in the main body of the document.	Content
ACHD	Executive Summary p. 3	Is no public funding available for development not consistent with Community Choices, or just federal funding?	Content

¹ The categories are Grammatical, General (No reference to any specific issue in the draft), Factual, Stylistic, Content, and Policy. Only Content and Policy related comments will be addressed in detail. Grammatical, Factual and Stylistic comments will be considered for changes internally.

Commenter	Reference	Comment	Nature ¹
ACHD	Executive Summary p.4	"Over capacity" may need to be defined.	Content
ACHD	Executive Summary p. 5	Amity Road funding. The ACHD portion of this corridor is only about 35% funded, so it may be more appropriate to call it a partially-funded corridor.	Policy
Capital City Development Corporation	Executive Summary p. 8	Recommend inclusion of "streetcar" to the list of transit systems that can offer higher-speed transportation on separate travel ways. (Page 6) -As you know the downtown circulator was a significant part of the Treasure Valley High Capacity Transit Study (TVHCTS).	Content
ITD	Executive Summary p. 3	What are sources for growth noted in first paragraph? Are recreational and truck traffic growing in Boise and Payette Counties?	Content
ITD	Executive Summary p. 4	Transit system recommendation "...violates fiscal constraint on page 2."	Policy?
ITD	Executive Summary p. 7	Questions if counties can maintain their local road network with current funding. (In reference to last line of second paragraph.)	Content
ACHD	Chapter 1	Various grammatical and style recommendations	Grammatical Style Factual
ACHD	Chapter 1 p. 4	Give examples of the reasons to expect that the region will experience growth; perhaps low cost of living, quality of life, good business environment, etc.	Content
ACHD	Chapter 1 p. 7	This matrix is meaningless when 15 out of 16 boxes is checked. Perhaps instead of an 'x' boxes should include a rating of the relationship between the issues and the goals, such as 'weak' 'moderate' and 'strong'	Content
FHWA	Chapter 1	This is good. I will note, however, that I struggle with the Matrix. This may, however, reflect my admitted limitations in grasping matrices in general. In any case I, for one, am not gaining anything from having the matrix included.	Content
ITD ²	Chapter 1 p. 4	Do the jobs numbers include agricultural?	Content
ITD	Chapter 1 p. 4	Notes that federal funds are "probably going down" for roadways and transit in Idaho versus remaining stable.	Content

² ITD comments were provided via handwritten notes in the margin of a printed copy of the draft CIM.

Commenter	Reference	Comment	Nature ¹
ITD	Chapter 1 p. 1	States that CIM being a planning document for ITD for Boise, Gem, Payette and Elmore is not true.	Content
ITD	Chapter 1 p. 4	Wants sources and reasons for anticipated growth in region referenced in third paragraph.	Content
ITD	Chapter 1 p. 5-6	Wants "feedback loops" or justification for assumptions listed at bottom of page.	Content
Capital City Development Corporation	Chapter 2	There is no mention of the Downtown Boise Multimodal Center (MMC) or the downtown circulator project (streetcar) that were studied as part of the Treasure Valley High Capacity Transit Study (WHCTS).	Content
Capital City Development Corporation	Chapter 2 p. 20	Figures 7 and 8 are not referenced in the text. If an image does not relate directly to the text why use it?	Content
ACHD	Chapter 2 p. 5	Does the green box that discusses the history of national planning legislation need to be included?	Content
ACHD	Chapter 2 p. 5-8	Does the history of COMPASS need to be included?	Content
ACHD	Chapter 2 p. 9-12	Strike the discussion of how the original <i>Communities in Motion</i> was developed and just explain the update process	Content
ACHD	Chapter 2 p. 19	The first line on this page only mentions the Boise Cut-Off; all alternative corridors should be listed.	Content
ACHD	Chapter 2 p. 19	This section should include a link to the study: http://www.compassidaho.org/prodserv/specialprojects-hvis.htm	Content
ACHD	Chapter 2 p. 22	This section should define 'regionally significant.'	Content
ACHD	Chapter 2 p. 23	The first paragraph may be a bit over the top	Content
ACHD	Chapter 2 p. 23	This section should include a link to the toolkit: http://www.compassidaho.org/documents/planning/studies/AcMgtTkt_08Cover_Electronic.pdf	Content
ACHD	Chapter 2 p. 24	The section "Why are Toolkits important?" should be included in the intro section on toolkits.	Content
FHWA	Chapter 2	The chapter seems to be somewhat a hodge-podge of background information subjects, some of which might approach being "more than we need to know" (e.g., "A Region Takes Shape"), and some of which are informative but might be improved by streamlining or repackaging (e.g., "A Regional Plan Takes Shape, Communities in Motion"). Consider paring down or deleting some sections of this chapter and/or moving them to other chapters.	Content

Commenter	Reference	Comment	Nature ¹
ITD	Chapter 2 p. 2	Questions why Gem County information is shown since it is outside COMPASS area.	Content
ITD	Chapter 2 p. 4	Minor comments on historical accounts of development and transportation.	Content
ITD	Chapter 2 p. 15	A number of comments made re "corridor studies." Most significant are why only two corridor studies are shown and why description limited to roadway corridor studies.	Content
ACHD	Chapter 3 p. 8	This task is for a prioritization that focuses federal funding toward projects that promote desired outcomes in CIM for land use and travel choices, but the current TIP prioritization appears to do the opposite by promoting projects outside urban areas and cross-county commutes.	Policy
ACHD	Chapter 3 p. 8	Second paragraph, second sentence on the efficient spread of jobs and housing in the region; this plan should work with land use agencies to revise city requirements to make the distribution of jobs and housing more efficient.	Content
ACHD	Chapter 3 p. 17	This matrix is meaningless when 15 out of 16 boxes are checked. Perhaps instead of an 'x' boxes should include a rating of the relationship between the issues and the goals, such as 'weak' 'moderate' and 'strong'	Content
ACHD	Chapter 3 p. 21	Issue 4. Delete second paragraph, it's not necessary.	Content
Capital City Development Corporation	Chapter 3 p. 22	Where do the Five Density and Design Principles come from? How do the Principles relate to the preceding discussion in the text?	Content
City of Boise ³	Chapter 3	In the current draft, the vision for the region is embedded in a description of the public involvement approach in Chapter 2 and again in Chapter 3, and the goals, objectives, and tasks are found in the middle of Chapter 3. With the addition of many more chapters, it would be helpful to reorganize Chapter 3 as a policy chapter.	Content
City of Boise	Chapter 3	The recently adopted Complete Streets policy should be included as a new objective or an amended Objective 1.7.	Policy
City of Boise	Chapters 3, 4, 5...	The Community Choice scenario is unclear and underutilized in the document. Stronger language is needed on the purpose and intent of Communities Choices and the imperative to connect all transportation funding decisions directly to the adopted scenario.	Content

³ Letter dated June 10, 2010 signed by Mayor Bieter of the City of Boise.

Commenter	Reference	Comment	Nature ¹
City of Boise	Chapter 3, 4	Also, the map is not legible in the document. The "developed areas" layer should be removed to reveal the actual land use scenario. Since COMPASS indicates that mixed-use activity centers have been identified (Chapter 3, page 8), they should be included on the map. The map should be provided in a high resolution version that allows zooming into specific locations.	Content
FHWA	Chapter 3	Generally good. What is the table labeled, "Goals/Objectives/Tasks"? It appears to be the Annual Monitoring Report but there is no identification of what is actually represents. Also, table strikes me as being more information than the average reader might want to know. Consider parking this in the appendix. Finally, I still struggle with the Matrix (see my related comment in Chapter 1). I understand what the intended message is: to link the "Issues" and "Goals", however, I am no closer to grasping this after reviewing the matrix. No harm. Just wish there was a more effective way to illustrate the links.	Content
ITD	Chapter 3 p. 22	Asks what the definition is for prime farm land.	Content
ACHD	Chapter 4 p. 1	The quote on mortgages/neutron bombs doesn't appear to have anything to do with the subject of this chapter.	Content
ACHD	Chapter 4 p. 7-10	What do the colors mean? Is low or high defined anywhere? The maps show expanding population but don't really define what it is. Maybe a units/acre calculation would help	Content
Capital City Development Corporation	Chapter 4-5	No comments	
FHWA	Chapter 4	Most of us readers are, in reality, skimming for key points and facts and figures. I can find what I want easily enough in the "Regional Growth" and "Employment" sections but not in some other sections such as "Demographic Trends", I cannot in other sections such as "Demographic Trends", "Housing Trends", and "Energy Trends".	Content
ITD	Chapter 4 p. 3	In reference to a more balanced jobs/housing ratio, "What is the experience of similar urban areas? Is this realistic?"	Policy
ITD	Chapter 4 p. 4	Wants actual numbers for rail and trucking freight activity in first paragraph.	Content
ACHD	Chapter 5 p. 1	Are there more recent figures on congested ITD roadways than 2004?	

Commenter	Reference	Comment	Nature ¹
ACHD	Chapter 5 p. 1	This whole paragraph is awkward; I would change it to "Ada County is unique in Idaho, and perhaps the nation, in that it has a single, county-wide highway district, ACHD. ACHD is responsible for the maintenance, operations, and improvement of all non-state public roadways within the county, including those roads within city limits."	
ACHD	Chapter 5 p. 2	The Functional Classification Map should be explained here since it is reference here. Also, explain that this is the current adopted map, and that there is a proposed 2035 map.	
ACHD	Chapter 5 p. 3-4	Can this be an 11x17 pullout?	Content
ACHD	Chapter 5 p. 5	Do we have 2010, rather than 2008 demographics? % columns should include some sort of header, such as "Projected Increase"	Content
ACHD	Chapter 5 p. 6	Programmed, Funded, and Optimal network are referenced here, but not explained in detail until later. They should at least be briefly explained on page 5-6 when they're first referenced in order to avoid confusion.	Content
ACHD	Chapter 5 p. 6	The first paragraph under Functional Street Classification states that this plan proposes sub-area studies; where in the plan are they proposed? Specify.	Content
ACHD	Chapter 5 p. 10	Why are the I-84 overpasses for Cloverdale and Five Mile not depicted as new/rebuilt?	Content
ACHD	Chapter 5 p. 11-12	Will this be updated to reflect plans adopted since the last TIP, such as the ACHD 2011-2015 FYWP? If so, the following changes should be made: RC0127, RC0130, RC0131, RC0133, RC0135, RC0152 should go from PD to UF 11582 is in ROW, not development 12062 is in 2011 AND 2012; this project is in ROW, not development RD202-37 should go from PD to 2015, and it is currently in development	Content
ACHD	Chapter 5 p. 13	What does this table really show? Running 2035 demographics on the short term network does not seem to present relevant data. There will be many more projects in the medium and long term between now and 2035 that will impact travel time and delays	Content
ACHD	Chapter 5 p. 15	"shown on the following map" – I could not find the map.	Content
ACHD	Chapter 5	There needs to be a discussion of the impacts of not funding transit, on the road network and otherwise, if not in this chapter, then elsewhere.	Content
ACHD	Chapter 5	There needs to be a discussion of the impacts of not funding the ITD network on the local road network, if not in this chapter, then elsewhere.	Content

Commenter	Reference	Comment	Nature ¹
ACHD	Chapter 5 p. 16	Do we have to explain the 2006 prioritization, since it's no longer in use with this plan?	Content
ACHD	Chapter 5 p. 18	Amity is only about 35% funded on the Ada County side, and so should probably be listed as partially-funded. Five Mile Road is about 60%	Policy
ACHD	Chapter 5 p. 19	Five Mile, Lake Hazel-Chinden is about 60% funded, and so should probably be listed as partially-funded.	Policy
ACHD	Chapter 5 p. 22	Five Mile, Lake Hazel-Chinden is about 60% funded, and so should probably be shown on the map, independent of Cloverdale.	Policy
ACHD	Chapter 5 p. 23	The tables on this page make much more sense than the earlier table on page 5-13. These tell the real story.	Content
ACHD	Chapter 5 p. 26	Amity, Meridian/Eagle. YOE should be 2030, since our CIP says 2019-2027	Policy
ACHD	Chapter 5 p. 26	Cloverdale, Columbia/Lake Hazel and Overland/Franklin. YOE should be 2035, since our CIP has as ROW/corridor preservation only	Policy
ACHD	Chapter 5 p. 26	Cloverdale, Lake Hazel/Amity, Amity/Overland, Franklin/Ustick, and Ustick/Chinden. YOE ⁴ should be 2020, since our CIP says 2014-2018, and Franklin/Ustick is in PD in our FYWP	Policy
ACHD	Chapter 5 p. 26	Fairview, Meridian/Locust Grove and Cole/Orchard. YOE should be 2035, since our CIP has as ROW/corridor preservation only	Policy
ACHD	Chapter 5 p. 26	Fairview, Locust Grove/Eagle and Eagle/Cloverdale. YOE should be 2020, since our CIP says 2014-2018	Policy
ACHD	Chapter 5 p. 26	Franklin, McDermott/Black Cat. YOE should be 2035, since our CIP has as ROW/corridor preservation only	Policy
ACHD	Chapter 5 p. 27	Should construction of Ten Mile IC be listed?	Content

⁴ Year of Expenditure (YOE) is a requirement under Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU). It is intended to allow more realistic assessments of the future costs for projects. It is not a hard-line scheduling of construction.

Commenter	Reference	Comment	Nature ¹
ACHD	Chapter 5 p. 27	Lake Hazel, Happy Valley/Eisenman. Should be broken down (on the Ada side) into Meridian/Locust Grove (YOE 2035), Locust Grove/Eagle (YOE 2030), Eagle/Cloverdale (YOE 2020), Cloverdale/Five Mile (YOE 2020), Five Mile/Maple Grove (YOE 2020), Maple Grove/Cole (YOE 2020), Cole/Pleasant Valley (YOE 2035), and Pleasant Valley/Eisenmann (YOE 2035)	Policy
ACHD	Chapter 5 p. 27	Linder, Kuna-Mora/Ustick. Should be broken down into Overland/Franklin (YOE 2035), Franklin/Cherry (YOE 2030), and Cherry/Ustick (YOE 2030)	Policy
ACHD	Chapter 5 p. 27	Linder, Ustick/Beacon Light. Should be broken down into Ustick/McMillan (YOE 2030), McMillan/Chinden (YOE 2030), Chinden/State (YOE 2035), State/Floating Feather (YOE 2035)	Policy
ACHD	Chapter 5 p. 27	State, Glenwood/36 th . Should be broken down into Glenwood/Pierce Park (YOE 2020), Pierce Park/Collister (YOE 2020), Collister/36 th (YOE 2030), and 36 th /27 th (YOE 2035).	Policy
ACHD	Chapter 5 p. 27	Ten Mile, Lake Hazel/Victory. Should be broken down into Lake Hazel/Amity (YOE 2035) and Amity/Victory (YOE 2030)	Policy
ACHD	Chapter 5 p. 27	Ten Mile, Ustick/Chinden. YOE should be 2035, since our CIP has ROW/corridor preservation only	Policy
ACHD	Chapter 5 p. 28	Ustick, Can-Ada/Star. Shows YOE of 2035, but it's not in our CIP	Policy
ACHD	Chapter 5 p. 28	Ustick, Black Cat/Ten Mile. YOE should be 2020, since our CIP says 2014-2018	Policy
ACHD	Chapter 5 p. 28	Ustick, Ten Mile/Meridian. YOE should be 2030, since our CIP says 2019-2017	Policy
ACHD	Chapter 5 p. 28	This section should be moved to ahead of Table 10 Year of Expenditure. The last sentence in the first paragraph, "As part of the process, emissions are estimated and compared to budgets" doesn't make sense.	Content
ACHD	Chapter 5 p. 30	The corridors are an essential part of the plan, and so should be included in the main body, NOT in an appendix	Content
ACHD	Chapter 5 p. 31	This page should either be included with other discussion of implementation and TLIP at the end of chapter 4, or somewhere in chapter 6 (Expanding Transportation Choices)	Content
City of Boise	Chapter 5	The complete funding of the Ustick Road corridor and the Amity Road corridor while the SH 16 project, US 20/26, State Street, Lake Hazel and the High Capacity Transit Study struggle for funding seems to indicate that the prioritization system is not in alignment with regional priorities in CIM. For example, the plan identifies the Lake Hazel/Locust Corridor as providing an alternative to I-84, yet the more localized benefit of Amity Road is funded.	Policy

Commenter	Reference	Comment	Nature ¹
City of Boise	Chapter 5	Project Descriptions: The cursory descriptions of each project need to be expanded to more fully describe how the funded projects are consistent with the adopted Community Choices scenario and other policies in Communities in Motion. It is not evident on how the projects implement land use goals, pedestrian and bicycle needs, or transit needs. In addition, there should be an explanation on corridors not funded as to why they are a lower priority. We recommend a footnote be added to the funded project list noting that the COMPASS Board may amend the list prior to the next update of the plan.	Content
City of Boise	Chapter 5	A major investment in US 20/26 will have a far greater positive impact to the regional roadway than Ustick Road, so it is unclear why Ustick Road is fully funded and not US 20/26. If the issue is related to the inability of the State of Idaho to allocate sufficient revenues to this important regional corridor, then the COMPASS Board should review the need for a policy to use TMA funding on State corridors. If the region waits for the State to produce this revenue, many more locally funded investments will be needed to manage the additional traffic on the local system.	Policy
City of Boise	Chapter 5	Also, the region has invested millions of dollars in corridor plans for US 20/26 and SH 44, yet there is not a similar plan for Ustick Road or the complete Lake Hazel/Locust corridor. These plans should be completed before such a large regional investment is approved by the COMPASS Board. Corridor planning helps vet the various land use, environmental and design issues before proceeding to a concept plan and can identify any necessary land use policies needed by local governments. ACHD completed a plan for a segment of Lake Hazel Road, and that effort should be continued westward.	Policy
City of Boise	Chapter 5	In addition to Ustick Road, the large investment in Amity Road and the Lake Hazel/Locust corridors would warrant the completion of a corridor plan. The Lake Hazel Study completed by ACHD represents a segment of the corridor, but the remaining segments should be planned as well.	Policy
City of Boise	Chapter 5	Due to funding indicated in the draft TIP, Boise City requests that a specific reference be added to the US 20/26 corridor listing the replacement of the Broadway Bridge as a funded improvement.	Policy
City of Boise	Chapter 5	It is unclear why projects on the unfunded list would not be located on CIM corridors, e.g. Greenhurst Road. There should be a clear link between the funded and unfunded project lists and the corridor descriptions.	Content
City of Boise	Chapter 5	Boise City requests that the High Capacity Transit Study be shown on the funded project list and that RTAC and the COMPASS Board discuss strategies to fund the local match portion. The State Street Corridor Strategic Plan and subsequent work by the project partners is one of the best examples in the region of integrating transit, land use, and roadway design.	Policy

Commenter	Reference	Comment	Nature ¹
City of Boise	Chapter 5	On page 5-23, Boise City would request that the lack of funding for transit also be analyzed for its impact on the transportation system.	Content
FHWA	Chapter 5	The demographic information in Table 1, Existing Network with 2010 Demographics, and all of the information in Table 2, Summary of Demographics for 2035, seem to be more appropriate for inclusion in Chapter 4, Growing the Future.	Content
FHWA	Chapter 5	The lengthy explanation on functional classification seems to step over the line into the realm of "more-than-we-need-to-know". Consider scaling this (way) back and putting the details in the Appendix.	Content
FHWA	Chapter 5	The heading of Table-10 is confusing in a number of ways, due primarily to the wording. The reader is likely to interpret this to be a table about something concerning 10-Year of Expenditure for...(etc., etc.). Use a colon, not a hyphen to remedy that. Now, concerning the use "Year of Expenditure" to describe things other than funding (e.g., year of completion of a project) is only going to further confuse an already problematic subject. Year of Expenditure (YOE) is a new term conjured up by FHWA and FTA to refer to what is normally referred to as the "future-worth" convention in conjunction with discussions and analysis concerning the time-value of money. Let's not complicate things by also using it to refer to the anticipated year of completion of projects. Call it something else (anything else!) but YOE.	Content
City of Meridian ⁵	Chapter 5	US 20/26 and a rebuilt Meridian Interchange are two very significant roadway projects that should be "funded." The city realizes the plan must be fiscally constrained, but these projects on the State system must be part of the plan.	Policy
ITD	Chapter 5 p. 29	Questions why Dewey Road and Emmet to Mesa Highway are in Table 11. What is activity envisioned in SH 21 project shown in Table 11?	Content
ITD	Chapter 5 p. 29	States there is a county road department, too, for Payette.	Content
ITD	Chapter 5 p. 29	Asks if the corridors in Table 11 are part of the constrained funding. What is the source of estimates? Concern that the list reads as a priority order.	Content
ITD	Chapter 5 p. 29	Is the update referenced in the third paragraph to SAFETEA-LU or CIM?	Content
ACHD	Chapter 6 p. 2	Add that Commuteride vanpools saved 13.3M VMT in 2009.	Content

⁵ Meridian comment supplied in a handwritten note on the comment form for CIM.

Commenter	Reference	Comment	Nature ¹
ACHD	Chapter 6 p. 32	Delete the first paragraph, it is a verbatim repeat of the first half of the second paragraph on page 5-15.	Content
ACHD	Chapter 6 p. 4	It may be useful to include a statement that currently funding to implement the plan is not available.	Content
ACHD	Chapter 6 p. 7	This section should include a statement on how the 200,000 population/TMA restriction is likely to affect funding in the Treasure Valley in coming years.	Content
ACHD	Chapter 6 p. 7	Complete Streets is discussed in several different chapters, and should probably be consolidated into this chapter.	Content
ACHD	Chapter 6 p. 10	The discussion of the ongoing sustainable communities initiative between HUD, DOT, and EPA should probably include an identification of likely local candidates, such as State Street TTOP, Community Programs initiatives.	Content
ACHD	Chapter 6	Should Safe Routes to School be discussed in this chapter?	Content
Capital City Development Corporation	Chapter 6	In the discussion about Complete Streets relative to bikeways there is no mention of the ACHD Roadways to Bikeways Plan. Furthermore, the seven itemized parts of a Complete Streets policy are duplicated from Page 31 of 31 (Chpt. 5). This is redundant and unnecessary. p. 9-10	Content
FHWA	Chapter 6	Bikes: Where is the discussion of our nationally recognized bike system. I would expect to see something about the current network and any plans and projects for the future. Van Pool Program: The Commuteride vanpool program is easily the brightest light for the Treasure Valley in its efforts to support alternative modes of transportation. The plan needs to reflect this including identifying the current system and program and any plans and projects for the future.	Content
ITD	Chapter 6 p. 2	Add bus service in first paragraph to Eagle, Meridian, Star and Middleton. Note Treasure Valley Transit providing services in Mountain Home as MH Community Transit.	Content
ITD	Chapter 6 p. 3	Questions variance in measurement of service between different modes shown in Table 1: frequency of service vs. number of buses per period of time. Is "twenty trains a day" for commuter rail the number of vehicles or the number of trips?	Content
ITD	Chapter 6 p. 5	Wants to know if Table 2 can be updated for 2010.	Content
ITD	Chapter 6 p. 6	What is date of data in Table 3? Add local funding percent.	Content
ITD	Chapter 6 p. 7	Asks if the 200,000 cap on use of fed funds for operations affect Ada, Canyon or other areas.	Content

Commenter	Reference	Comment	Nature ¹
ACHD	Chapter 7 p.	How does this relate to the Congestion Management System discussed in chapter 2?	Content
ACHD	Chapter 7 p. 2	Where does this identify congestion? Only on CIM corridors, principal arterials, or all functionally classified roads? If so, this limitation should be stated explicitly.	Content
ACHD	Chapter 7 p. 2	Why doesn't the CMP use Level of Service standards, since they're widely recognized?	Content
ACHD	Chapter 7 p. 2	How is the CMP used to either reduce congestion or reduce the rate of increase of congestion?	Content
ACHD	Chapter 7 p. 5-6	The term "M&O" usually refers to maintenance and operations, so using it to refer to management and operations may cause some confusion.	Content
ACHD	Chapter 7 p. 6-30	This is good information, but is it necessary to include in the plan?	Content
ACHD	Chapter 7 p. 6	MTP. This acronym is first referenced on page 7-6. I assume it stands for Metropolitan Transportation Plan, but I cannot find that reference anywhere earlier in the document	Content
ACHD	Chapter 7 p. 8	What are "Preferential Based Strategies"?	Content
ACHD	Chapter 7 p. 8	Innovative Intersections is not listed in the table, but is listed in the paragraph following it.	Content
ACHD	Chapter 7 p. 11	A benefit versus costs ratio is not a benefit in itself, but a quantification of benefits.	Content
ACHD	Chapter 7 p. 13	Delete Eagle, Franklin to Fairview, since it is not complete and cannot be deemed successful.	Content
ACHD	Chapter 7 p. 13	Curtis Road has access management from Fairview to Chinden, not from Franklin to Ustick.	Content
ACHD	Chapter 7 p. 13	Glenwood/State and Glenwood/Chinden are examples of reactive, rather than proactive access management, and so are perhaps not good examples of successful access management.	Content
ACHD	Chapter 7 p. 14	Delete Franklin, Ten Mile to Linder, since it looks like the substantial access management features will be removed from that project.	Content
ACHD	Chapter 7 p. 14	Add Fairview Access Management, Linder-Orchard; 30 th Street, Fairview-State; State Street Corridor; Meridian Split Corridor	Content
ACHD	Chapter 7 p. 21	Please explain what IDAS software is/does.	Content
ACHD	Chapter 7 p. 21	Treasure Valley Intelligent Transportation Systems Strategic Plan Where is this thing?	Content

Commenter	Reference	Comment	Nature ¹
ACHD	Chapter 7 p. 26 Table 6	Why not use LOS rather than high/medium/low congestion?	Content
ACHD	Chapter 7 p. 28	ITD Transportation Access Plan. Shouldn't this be in the section on access management?	Content
ACHD	Chapter 7 p. 30	ACHD TLIP. This section should include an explanation of the Master Street Map	Content
Capital City Development Corporation	Chapter 7	Minor grammatical and style comments	Grammatical Style
FHWA	Chapter 7	Federal Requirements: Seems to be a bit more than we need to know concerning citing chapter and verse from the Federal regulations. The CMP is, no doubt, exists because it is a Federal requirement, however, this should not be the focus of attention on this subject. Rather, it should be a footnote to the more important issues such as what a CMP is, how it works, and what it provides to planners and decision makers.	Content
ITD	Chapter 7 p. 8	Make modifications to Table 2. Move Access Management policies to Corridor/Project Specific column and add Access Management to Long Term Corridor/Project Specific box.	Content
ITD	Chapter 7 p. 9	Provide specific examples of safety improvements in last paragraph.	Content
ITD	Chapter 7 p. 11	Modify third bullet item "Acceleration of deceleration lanes..." to note usage where justified.	Content
ITD	Chapter 7 p. 12	Note that last sentence does not tie into speed and operations discussion.	Content
ITD	Chapter 7 p. 13	What is time period for fuel savings noted in first paragraph? "Successful" might be too strong a word to use in header of last paragraph. Add Broadway medians.	Content
ITD	Chapter 7 p. 15	Questions where the 2001 intersection study was conducted.	Content
ITD	Chapter 7 p. 22	First paragraph. Signal synchronization doesn't help enter/exit moves. It helps travel to or through.	Content
ITD	Chapter 7 p. 28	Last section (ITD) should be rewritten to note that Transportation Access Plan (TAP) is not a given, merely a proposal.	Content
ACHD	Chapter 8 p. 30	Define what "special lands" are.	Content

Commenter	Reference	Comment	Nature ¹
Capital City Development Corporation	Chapter 8	Chapter Eight addresses air quality and climate change in a somewhat superficial manner. The Treasure Valley's air quality is one of the most significant environmental issues facing the region. The text then jumps to transportation conformity, non-attainment and motor vehicle budgets implying that the reader likely has sufficient knowledge about the air quality issues facing the region. The issue(s) of declining air quality and non-attainment ought to be acknowledged as an area of critical on-going concern.	Content
Capital City Development Corporation	Chapter 8	Revise Chapter 8 to include discussion about climate change impacts. (Extensive references to GHG studies in CCDC comments.)	Content
Capital City Development Corporation	Chapter 8	Reference to Appendix B - not sure where this information is located?	Content
Environmental Review Process Agencies	Chapter 8 p. 1	Change title to "Environmental Protection."	Content
Environmental Review Process Agencies	Chapter 8 p. 1	Rework last sentence to say "...they can be appropriately addressed in project design and planning to mitigate impacts to sensitive resources."	Content
Environmental Review Process Agencies	Chapter 8 p. 4	Add reference to long-range plan conformity.	Content
Environmental Review Process Agencies	Chapter 8 p. 5	Add links to documents on noise and mitigation measures	Content
Environmental Review Process Agencies	Chapter 8 p. 6	Reword last sentence to add "...project avoids <i>disparate/disproportionate</i> effects..."	Content
Environmental Review Process Agencies	Chapter 8 p. 6	Add a link to online map illustrating sensitive receptors.	Content
Environmental Review Process Agencies	Chapter 8 p. 7	Add city limits to the map.	Content
Environmental Review Process Agencies	Chapter 8 p. 8	Wetlands section, second paragraph, revise first sentence to add "...and other aquatic resources..."	Content

Commenter	Reference	Comment	Nature ¹
Environmental Review Process Agencies	Chapter 8 p. 11	Strike "(or Western Federal Lands)"	Content
Environmental Review Process Agencies	Chapter 8 p. 14	Is the Idaho Wetlands Working Group still active?	Content
FHWA	Chapter 8	Excellent. One minor comment concerning the title; we aren't so much focused on improving the environment as we are on protecting the environment. While many will see not difference in this choice of words, some will question how virtually any expansion of our transportation system could lead to an improvement of the environment.	Stylistic
ITD	Chapter 8 p. 3	Questions inclusion of Gray wolf and Bull trout in Table 1, Threatened and Endangered Species in Ada and Canyon.	Content
ITD	Chapter 8 p. 12	Cryptic comments regarding "3 Cities?" (river crossing?) in relationship to wildlife, fish and sensitive habitats.	Content
ITD D3	Chapter 8 General	Clearly define federal nexus versus local jurisdiction. If the document is only for federal aid projects? If not it needs to be adjusted to consider local projects funded in other ways.	Other
ITD D3	Chapter 8 p. 1	The first sentence is the only one that speaks to environmental concerns, which makes it very brief. The rest of the paragraph could be deleted or moved to a more appropriate location.	Content
ITD D3	Chapter 8 p. 2	This paragraph seemed out of place to me.	Stylistic
ITD D3	Chapter 8 p. 2	This section needs to address MS4's	Content
ITD D3	Chapter 8 p. 3, 1st parag.	Delete associated. The Transportation Department isn't a land use agency.	Content
ITD D3	Chapter 8 p. 3 Table 1	Needs updating. Add Bull trout, delete eagle, delete gray wolf, delete springsnail. Critical habitat for Bull trout is yet to be determined that any exists in Canyon County.	Content
ITD D3	Chapter 8 p. 4, 2 parag.	The date should be May 5, 2010 for approval of assumptions. Appendices D and E need updated.	Content
ITD D3	Chapter 8 p. 5, 1 parag	Replace "may also become" with "are". Replace "as federal initiative to address" with "related to".	Stylistic

Commenter	Reference	Comment	Nature ¹
ITD D3	Chapter 8 p. 5, 3 parag	Replace "also uncover" with "discover the potential to encounter HAZMAT during construction..	Stylistic
ITD D3	Chapter 8 p. 5, Noise	After "analyze guidelines" add "as well as any ordinances from local jurisdictions".	Content
ITD D3	Chapter 8 p. 5, Noise	All projects "must" not analyze noise. That depends on funding source, local and state and federal laws/ordinances. Replace "will usually be necessary only in.....nursing homes, etc" with "may be required if found feasible and reasonable. Of course this is what is applicable for federal aid projects. Others?	Content
ITD D3	Chapter 8 Noise	Local jurisdictions should develop noise ordinances that are compatible and considered shared uses such as residential development next to a highway. The cost for future abatement in the case where development is allowed adjacent to a receiver/highway should not be borne by the public.	Policy
ITD D3	Chapter 8 p. 6 Social	Note: Usually the trigger is federal funding.	Other
ITD D3	Chapter 8 p. 6 last bullet	Environmental Impacts should be replace Relocation Impacts	Content
ITD D3	Chapter 8 p. 6 last parag	Delete " in depth". Last sentence would be better if "disproportionate" was inserted before adverse effects	Content
ITD D3	Chapter 8 p. 7	Sounds like this paragraph should be in the Environmental Concerns location. Last sentence doesn't match what was previously discussed. "Foothills" is not consistent with floodplains and wetlands. Be more general such as conservation area.	Content
ITD D3	Chapter 8 p. 7 Map	Need a better map. It doesn't map what has been discussed. Separate maps may work better..	Stylistic
ITD D3	Chapter 8 p. 7 Floodplains	Any federal nexus can trigger the NEPA process. I'm not aware of 100 feet being a trigger point in Idaho.	Factual
ITD D3	Chapter 8 Floodplains	What about floodways? Floodways in Idaho can be regulated by EPA or a local jurisdiction (sic.)(ie: County).	Content
ITD D3	Chapter 8 Floodplains	A description of what a federal nexus is may be appropriate.	Content
ITD D3	Chapter 8 p. 8	What are flood zones as opposed to floodways and flood plains? Is the sentence needed? If it is a flood prone area it would be in a floodplain...	Stylistic

Commenter	Reference	Comment	Nature ¹
ITD D3	Chapter 8 p. 8 Wetlands	Perhaps replace with, "Three criteria must be present to be a wetland. These are hydrophytic (sic.)vegetation, soils with the hydrology to support such". Wetlands are USACE jurisdiction. Last sentence: Replace with When wetlands are impacted by a project, compensation for the impacts are required by minimizing and mitigation. Mitigation is in the form of restoring, enhancing or creating, usually at a higher ratio than the area impacted by the project.	Stylistic/ Content
ITD D3	Chapter 8 p. 8 General	What about IDWR and stream alteration?	Other
ITD D3	Chapter 8 p. 8 last parag	Delete significant. I think the line is pretty grey on whether a wild and scenic river would be a 4(f) resource.	Content
ITD D3	Chapter 8 p.9 1 parag	Replace "cross special lands" with " impact 4(f) resources". Check grammer(sic.)/typos.	Stylistic/ Grammar
ITD D3	Chapter 8 p. 9 2 parag	Replace with: Impacts that are "Constructive" (proximity impacts) can trigger 4(f).	Stylistic
ITD D3	Chapter 8 p. 9 bullets	Are the 1 st and 4 th bullets really the same thing? Clarify if it's noise vibrations or roller vibrations or just good vibrations ☺.	Stylistic
ITD D3	Chapter 8 p. 9 1 parag	In Idaho, Transportation facilities are more often than not a reaction to development which is also greatly affected by land use agencies.	Other
ITD D3	Chapter 8 p. 10 1 parag	Farmland must be assessed even if they are within an impact area. The sentence implies that that isn't the case.	Stylistic
ITD D3	Chapter 8 p. 10 2 parag	Regulations are inconsistently referred to. Call out a "Section" or leave it out.	Stylistic
ITD D3	Chapter 8 p. 10 bullets	Delete 3 rd and 4 th bullets.	Content
ITD D3	Chapter 8 p. 11 Water Quality	The language needs to be consistent with previous sections. Ie: where is creating wetlands mentioned. Generally the headings should be consistent with the previous sections. This section jumps from wetlands to runoff and back to wetlands. It needs better transitions or separation of subject matter.	Stylistic
ITD D3	Chapter 8 p. 11 3 para	Be consistent with the word compensate and mitigate. 3 rd sentence is redundant. The wording, "explore the use of a Short Term Activity Exemption" makes it sound like an option. Also, the exemption is not something that is acquired in the planning phase. Agencies involved varies greatly depending on the scope of work (global consideration needed). It may be best to describe who has jurisdiction over what in one place and then reference appropriate permitting... The level of coordination is also dependent on the level of NEPA required.	Stylistic

Commenter	Reference	Comment	Nature ¹
ITD D3	Chapter 8 general	Is this document for planning or construction?	Other
ITD D3	Chapter 8 General	Is this document for transportation or development or both?	
ITD D3	Chapter 8 p. 12	Don't forget MS4, CGP, MSGP. Other mitigation could be discussed such as early consideration of a SWPPP/ESCP, training, construction phasing and minimizing disturbance. The Idaho Construction Site Erosion and Sediment Control Field Guide is not conclusive of the myriad of manuals available and does not work with all jurisdictions.	
ITD D3	Chapter 8 p. 12 Wildlife	Replace first sentence with, "General mitigation strategies include identifying presence/absence of a species and critical habitat, then avoiding, minimizing and compensating for the impacts the those resources".	Stylistic
ITD D3	Chapter 8 p. 12 bullets	The bullets address mitigation more than they do avoidance and minimization . Mitigation might be to provide wildlife crossings for connectivity or habitat enhancement. The amount of attention a species gets can be dependent on the level of NEPA documentation or other local, state and federal protections.	Stylistic/ Policy
ITD D3	Chapter 8 p. 13 1 st and 2 nd inset bullets	Add, "when feasible and reasonable".	Stylistic
ITD D3	Chapter 8 p.13 7 th inset bullet	Properly design stream crossings for what?	Content
ITD D3	Chapter 8 p. 13 last parg	What about Proposed species?	Content
ITD D3	Chapter 8 Conclusion	I think this section needs to be strengthened quite a bit.	Stylistic
ITD D3	Chapter 8 Overall	The document was a difficult read, hard to follow and inconsistent. I was confused on what the purpose was and who the target audience is.	Other
ACHD	Chapter 9	Can this chapter be an appendix?	Content
ACHD	Chapter 9 p. 4	Which documents were reviewed?	Content
ACHD	Chapter 9 p. 6	This should note that the IROC is on hold indefinitely	Content
ACHD	Chapter 9 p. 8	Transportation Related References from Security Plans. Can this be in an appendix?	Content

Commenter	Reference	Comment	Nature ¹
Capital City Development Corporation	Chapter 9	Under 'Floods' section there is no discussion about the threat posed from a breach of Lucky Peak Dam and the implications to the communities lying in its path. According to an analysis by the Corps of Engineers the probability of dam failure is low, but the consequences of failure are high. A discussion of this risk is warranted. Graphic Figure 3 - 100 Year Flood Zones - What do the yellow arrows represent?	Content
Capital City Development Corporation	Chapter 9	Recommend removing the transportation-related references of putting in an appendix. p. 8	Content
FHWA	Chapter 9	Good. Including the list entitled, "Transportation Related References from Security Plans" doesn't seem to add anything to narrative in this Chapter. Therefore, put it in the Appendix.	Content
ITD	Chapter 9 p. 2-3	Cryptic notes about HSB Hill (Horseshoe Bend Hill?) and Warm Springs Mesa in relationship to landslide discussion.	Content
ITD	Chapter 9 p. 1	What is citation for interstate being primary access to/from Treasure Valley and is main transportation route for trucking in northwestern US. Minor changes to highway information at bottom of page.	Content
ITD	Chapter 9 p. 2	Please cite last year of major snow event that blocked highways in Ada-Canyon Counties.	Content
ITD	Chapter 9 p. 2	Requests that Dam section delineate between the federal dams subject to federal review and the non-federal dams under the purview of Idaho Dept of Water Resources.	Content
ITD	Chapter 9 p. 3	Requests citation for statement that "Downtown Boise can expect some older multistory buildings to suffer damage or collapse in the event of a moderate earthquake.	Content
ITD	Chapter 9 p. 3	How many bridges in Ada County can accommodate a 100 year flood? Document says "most."	Content
ITD	Chapter 9 p. 6	What is reference source for inclusion of security technology in proposed Downtown Boise Multimodal Center?	Content
ITD	Chapter 9 p. 6	Not sure if the Interagency Regional Operations Center (IROC) exists anymore.	Content
ITD	Chapter 9 p. 7	Much of the VRT Boise fleet operates on CNG (compressed natural gas). Where are the CNG fueling stations to refuel buses on moderate to long distance evacuations?	Content
ACHD	Chapter 10	Can this chapter be an appendix?	Content

Commenter	Reference	Comment	Nature ¹
ACHD	Chapter 10	Is it possible to get more recent data than 2005?	Content
ACHD	Chapter 10 p. 24	Add that ACHD adopted its Bicycle Master Plan in 2009, has a pilot program for bicycle wayfinding underway, and will re-stripe major roads for bike lanes where adequate width exists.	Content
ACHD	Chapter 10 p. 27	Add that ACHD has resolved to dedicate 5% of its annual capital budget and half of its new vehicle registration fee revenues (approximately \$4M total each year) to sidewalk and other pedestrian projects.	Content
Capital City Development Corporation	Chapter 10	Under "Implementation through CIM" suggest rewording the sentence to "Communities in Motion" cannot include greater levels of transit services because of financial limitations." p. 21	Content
Capital City Development Corporation	Chapter 10	The section discussing bicycles does not mention the growth in their use particularly as a commuting option. The City of Boise has done a lot of work in the past year to address bicycle safety issues. Other agencies such as the Downtown Boise Association (DBA) and Capital City Development Corporation (CCDC) have begun to address the bicycle commuter issue by investing in bicycle lockers in downtown parking garages. Suggest inclusion of local examples of implementation rather than recitation of generic strategies.	Content
Capital City Development Corporation	Chapter 10	Under 'Potential New Strategies' this raises a significant issue regarding the legality and constitutionality of sobriety checkpoints that should be highlighted, footnoted, or in some way acknowledged. Under Idaho State Law sobriety checkpoints are currently illegal. [See State v. Henderson, 756 P.2d 1057 (Idaho 1988), held legislative authority was required for a checkpoint. There is no such authority absent particularized suspicion in the Idaho statute that describes the circumstances under which police may put up a roadblock. State v. Medley, 898 P.2d. 1093 (Idaho 1995) held a fish and game checkpoint invalid under the U.S. Constitution. The Medfy Court noted that it was not addressing the issue of whether checkpoints violate the Idaho Constitution. Source: Insurance Institute for Highway Safety, http://www.iihs.org/laws/checkpoints.html .] p. 27	Content
FHWA	Chapter 10	Good. We will look forward to more on this as ITD's efforts in implementing the Statewide Highway Safety Plan (SHSP) progress.	Content
ITD	Chapter 10 p. 7	Suggestions that "Mandatory CDL (commercial drivers license?) testing" or regulations be instituted to address challenges with commercial traffic safety.	Policy
ITD	Chapter 10 p. 10	In reference to a discussion of the Interagency Regional Operations Center (IROC), the ITD commenter noted "TMC" presumably indicating the traffic management center now operated by ACHD.	Content
ITD	Chapter 10 p. 1	Lots of 2005 data in this section. Is anything more current available?	Content

Commenter	Reference	Comment	Nature ¹
ITD	Chapter 10 various	Questions Ada/Canyon data through 2009. States data not available for 2009.	Content
Capital City Development Corporation	Chapter 11	The discussion of passenger rail gets very brief mention at the end of this section and does not mention the evaluation of seven transportation corridors including the Boise Cutoff as part of the Treasure Valley High Capacity Transit Study (TVHCTS). TVHCTS was a significant regional initiative conducted by COMPASS and VRT in 2008-2009 and deserves attention in the CIM Update. p. 7.	Content
Capital City Development Corporation	Chapter 11	The results of the Great Recession have had a negative impact on operations at the Boise Airport. The statistics are misleading because they imply continuous growth which has not been the case particularly during 2008-2010 timeframe. p. 8.	Content
FHWA	Chapter 11	Excellent. Both complete and an appropriate level of detail for this subject.	Content
ITD	Chapter 11 p. 3	Is the freight information based on movements with or without a stop in the region? What are through train quantities?	Content
ITD	Chapter 11 p. 10	What about the STAA National Truck Network in considering freight corridors?	Content
ITD	Chapter 11 p. 11	What do the percentages mean for each corridor?	Content
ACHD	Chapter 12 p. 16	There needs to be a more robust discussion of increasing maintenance costs, both at the state and local level, and how this impacts the ability of transportation agencies to accommodate capital projects in their budgets. ITD has already shelved many of its capital projects indefinitely.	Content
ACHD	Chapter 12 p. 16	The last sentence of the second paragraph indicates that transit capital needs could be covered by impact fees, however, Section 67-8203(24) defines public facilities in the impact fee code, and transit is not included.	Content
ACHD	Chapter 12 p. 16	Fees must now be used within eight years, not five.	Content
ACHD	Chapter 12 p. 22	A Capital Improvement Plan is required by Idaho law in order to collect development impact fees, and has a time horizon of up to 20 years. Depending on its time horizon, a CIP may be either a mid-range or a long-range capital planning document. In the case of ACHD, its CIP serves as a long-range (20 years) planning document, while its FYWP serves as a mid-range (7 years) planning document.	Content
ACHD	Chapter 12 p. 28	Should there be a discussion of recent efforts to establish a general local option tax?	Content

Commenter	Reference	Comment	Nature ¹
Capital City Development Corporation	Chapter 12	Under The Importance of Financial Analysis' - there is no mention of the cost of transportation as part of the other expenses.	Content
Capital City Development Corporation	Chapter 12	Minor comments	Grammatical Style Factual
FHWA	Chapter 12	Excellent. Wundebaugh (sic) even. As reflected in the recent TMA Certification Review, FHWA-ID (and FTA) consider the subject of fiscal constraint to be the current highest priority need for COMPASS' planning program. Chapter 12 is right on the mark for addressing this need with respect to the long range transportation plan.	Content
ACHD	Chapter 13	This chapter needs to reference the other plans that already exist throughout the region.	Content
ACHD	Chapter 13 p. 2	This section should link to or reference the cities' existing economic development plans.	Content
Capital City Development Corporation	Chapter 13	Comments submitted under separate cover.	Grammatical Style See others below
CCDC	Chapter 13 p. 1 parag.1	and the annual Performance Monitoring Report documents progress toward the above goals. (Lisa, while the sustainability and core values may be included in the CIMPMR the 2010 CIMPMR metrics don't reflect that which is why I highlighted this sentence which you may want to amend.)	Content
CCDC	Chapter 13 p. 2 parag 3	has been cited by some businesses as a factor in their decision to locate elsewhere. (Lisa, I'm not aware of any examples where a business has not relocated to the Treasure Valley due to lack of transit. Perhaps you are aware of some examples? My knowledge is that the lack of electricity, water and other factors having changed a corporate location decision.)	Content
CCDC	Chapter 13 p. 2 last parag	Add reference to effort undertaken by COMPASS for the Southwest Idaho Mobility Management Plan.	Content
CCDC	Chapter 13 p. 3 parag 1	The partnerships formed during this CIM update provide an <u>excellent</u> opportunity to expand coordination into <u>sustainability</u> , <u>livability</u> , housing and other [than transportation] infrastructure investments. Add underlined.	Content
CCDC	Chapter 13 p. 3 last sentence	I believe that funding decisions are made to specific investments not the transportation system.	Policy/ content
FHWA	Chapter 13	A good (effort) in addressing an emerging subject.	Content

Commenter	Reference	Comment	Nature ¹
Capital City Development Corporation	Chapter 14	Minor comments	Grammatical Style Factual
FHWA	Chapter 14	A good lead-in to what comes next (i.e., the next plan update).	Content
ACHD	Corridor Sheets	Organization. The CIM Corridors should be included as a chapter in the main body of the document, they are too essential to relegate to an appendix	Possible Policy
ACHD	Corridor Sheets	Amity-2. The funding chart states that widening of Amity to 5 lanes from Southside to Cloverdale is funded. However, many of the segments in Ada County are only programmed for right-of-way, and then only to 3 lanes. I would estimate about a \$20M shortfall, which is about two-thirds of the cost of this project on the Ada County side	Policy
ACHD	Corridor Sheets	Cloverdale/Five Mile. Given that these roads each have substantial funding programmed and substantial traffic, shouldn't they be listed separately?	Possible Policy
ACHD	Corridor Sheets	Cloverdale/Five Mile-2. Five Mile funding is not listed here; about half of its widening to five lanes from Lake Hazel to Chinden (about \$60M total) is funded. Five Mile should probably be listed as its own corridor.	Possible Policy
ACHD	Corridor Sheets	Cloverdale/Five Mile-2. The I-84 overpasses are not funded for either of these roads. Should that be listed in the un-funded column?	Content
ACHD	Corridor Sheets	Fairview-1. The two points here seem redundant; they both talk about coordinating land use decisions to support transit.	Content
ACHD	Corridor Sheets	Fairview-2. Widening to 7 lanes between Meridian and Locust Grove is not programmed to occur until after 2015.	Content
ACHD	Corridor Sheets	Fairview-2. The chart shows raised median treatments as unfunded, but ACHD has plans to install access management improvements between Linder and Orchard in 2014.	Content
ACHD	Corridor Sheets	Franklin will be widened to 5 lanes between Ten Mile and Linder, as well as between Touchmark (Eagle) and Five Mile in 2012.	Content
ACHD	Corridor Sheets	Kuna-Mora is a candidate for major fixed route services? Are you kidding?	Content
ACHD	Corridor Sheets	Kuna-Mora-1. Calls for a 150' setback from centerline; we're currently only requiring 100'	Content
ACHD	Corridor Sheets	Lake Hazel-2. Add Lake Hazel from Pleasant Valley to Eisenman Interchange, which is programmed for right-of-way only	Content

Commenter	Reference	Comment	Nature ¹
City of Boise	Corridor Sheets	The corridor descriptions have been removed and are proposed to be inserted as an appendix to the final document. This section is perhaps the most used section of the current document, and we recommend they be retained in the main document. Without the understanding of the role of each corridor in the region, the reader of the plan is just presented with a project list without any context of how the projects contribute to a regional transportation system and what other needs were identified but were unable to be funded.	Content
City of Boise	Corridor Sheets	We did note substantive changes to the Lake Hazel corridor description, there should be a strikeout version of all of the changes to the corridors to focus on any proposed amendments. It is unfortunate that this content was not included in the draft document or Meeting in a Bag contents that were distributed for public comment.	Content

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