

Full Public Comments  
Draft FY2013-2017 Regional Transportation Improvement Program

From: Robert Simison  
Sent: Friday, August 10, 2012 12:58 PM  
To: [comments@itd.idaho.gov](mailto:comments@itd.idaho.gov)  
Cc: Toni Tisdale  
Subject: ITIP Public Comment

Thank you for including the Meridian Road Interchange in the ITIP. I commute to and from work over the interchange on Meridian Road and have had numerous occasions where I felt uncomfortable as a driver when pedestrians or bicyclists are on the structure due to the absence of a sidewalk or shoulder for safe use. In addition, with family that goes to Roaring Springs Water Park on the south side of the interchange and fast food restaurants on the north side, I know about the desire of kids to go from one venue to the other. For both of these reasons, I feel the rebuilding of Meridian Road interchange is not just needed, but is critical due to the lack of basic safety infrastructure and applaud the Board's decision to move the project forward.

Robert E. Simison

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**CITY OF KUNA**  
P.O. BOX 13 • KUNA, IDAHO 83634  
PHONE (208) 922-5546

Mr. Jerry Whitehead  
Chairman  
Idaho Transportation Board  
3311 W. State St.  
P.O. Box 7129  
Boise, ID 83707-1129

Dear Chairman Whitehead:

The City of Kuna, on behalf of our 16,560 citizens, would like to go on record supporting the draft 2013-2017 Idaho Transportation Investment Program (ITIP). We strongly appreciate the fine work of the ITD Board and staff in putting this complex program together and are especially appreciative of the Board including the \$40 million Meridian Road Interchange project. This project is critical to the City of Kuna as Highway 69 is our major corridor supporting our city and area growth as well as our future economic development. The project will provide congestion relief, safety and improve our area's connectivity with the metropolitan area and beyond.

As we all know, transportation and connectivity are the driver for growth and this is certainly true in our city where we have oftentimes been the fastest growing city in Idaho in the past 10 years. We are well aware of the statistics compiled by COMPASS indicating this project will have a benefit to cost ratio of 18:1 and certainly this project would provide the stimulus for continued rapid growth of the Kuna area. As you carefully plot projects in this recessionary period it is refreshing to know that this interchange project will certainly be a wise business investment of taxpayer dollars.

As the gateway city to the Morley Nelson Birds of Prey Natural Resource Area, this interchange will spur even greater access to Kuna and this very popular birding area and improve safety for the many vehicles, pedestrians and bicyclists that embark on an excursion into this national treasure.

Again, we thank you for including the Meridian Interchange in the draft ITIP and appreciate your including it in the 2013 construction plans. We look forward to working with ITD staff to help make this project a great success for Kuna and lower Ada County.

Sincerely,

  
W. Greg Nelson, Mayor  
City of Kuna

Online Comment Form

August 27, 2012

Bruce Krosch, Southwest District Health, 83706

TIP: Project SH-55 and Indiana, Key #H333. Consideration should be given to making that intersection improvement at SH-55 and Florida Road rather than Indiana. There is already commercial development at SH-55 and Florida Road.....none at SH-55 and Indiana. Both intersections are equally dangerous.

ITD response:

**From:** Michael Garz

**Sent:** Wednesday, August 29, 2012 8:23 AM

**To:** Toni Tisdale

**Subject:** RE: TIP comment regarding ITD project

[Thanks, but the Florida intersection does not meet the spacing on the corridor study is why we went with Indiana.](#)

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From: Janell Zuckerman

Sent: Monday, August 27, 2012 10:00 AM

To: Amy Luft; Toni Tisdale

Subject: RE: Wanted: Your Comments on Proposed Transportation Projects

Amy and Toni,

After reviewing the Treasure Valley Family YMCA SR25 FY13 project in the TIP I noticed that the description for use of the funds was not accurate. The \$150k would support 3 full-time positions in the Treasure Valley as a whole with a focus on the 3 school districts. Our current funding cycle that ends this week was \$78k which supported 1 full-time and 1 part-time staff.

Should I share this on the online comment form or is relaying to you appropriate?

Thanks,

Janell

Janell Zuckerman

Safe Routes to School Director

TREASURE VALLEY FAMILY YMCA | CHILD DEVELOPMENT BRANCH

COMPASS Response:

Janell: This method of comment is fine. I will be sure the description is corrected in the final version.

Thanks for your review!

Toni G. Tisdale

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Online Comment Form

August 27, 2012

Sharon Fisher, Gen State Community Development, 83634

TIP: I was disappointed to see only a single project for the Kuna area. Moreover, that lone project is appalling. I live down the street from the Linder-Deer Flat intersection. It is heavily traveled by walking and bicycling schoolchildren to the nearby neighborhood school, as well as by school buses that would have trouble traversing a roundabout. In addition, as a member of the Ada County Historic Preservation Commission and author of the Arcadia Publishing book on Kuna history, I am concerned about the Reed property on that corner, which is one of the oldest buildings in Kuna.

Finally, ACHD has been performing a number of presentations in Kuna about possible modifications, and this one never came up. I am sure that if it had been, they would have gotten an earful from the residents. And yet many of the possibilities they did present are not on this list at all.

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Online Comment Form

August 27, 2012

Anonymous, 83686

TIP: Uber kudos for taking steps to FINALLY get the I 84 Meridian Rd interchange project funded. This is really great news. Thanks

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From: Sue Sullivan

Sent: Monday, August 27, 2012 12:38 PM

To: Toni Tisdale

Subject: RE: Wanted: Your Comments on Proposed Transportation Projects

Toni,

A question - since they were in unfunded, does that mean you need to do resolve air quality conformity?

Thanks, Sue

On Aug 27, 2012, at 1:42 PM, "Toni Tisdale" <[TTisdale@compassidaho.org](mailto:TTisdale@compassidaho.org)> wrote:

Sue:

The TIP conformity was run with the assumption the rebuilds would occur, but they are considered "exempt" projects for ICC. I will need to ask MaryAnn if these switching the projects to funded would affect conformity for CIM 2035. I don't think it does, but I cannot answer why I think that is so. Maybe because they are exempt. There are no continuous traffic movement changes occurring with the rebuilds.

MaryAnn just left for a business trip and won't be back until Thursday. I will forward this to her so she can weigh in when she returns.

Toni

Hi Sue,

Toni is correct. These interchange reconfigurations and are exempt from conformity. Scott Frey was at the June ICC meeting where this was discussed. He had the federal regs with him and verified how these are to be treated.

However, the model networks for the FY13-17 TIP conformity reflect the reconfigurations since they are in the ITIP and TIP. Conformity for CIM does not have to be amended.

Thanks.

M

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**From:** oldsnut

**Sent:** Monday, August 27, 2012 7:30 PM

**To:** Toni Tisdale

**Subject:** Comments on proposed Transportation Projects

I agree with your plans for Exit 44 Meridian and Exit 57 Gowen Road. Exit 54 Broadway is not as important as the need for the new connection from Highway 16 to the Interstate. This valley has had such poor planning in the past that there are not enough North-South connections to allow motorists to cross the valley. Improving Interchanges with I-84 will

only exacerbate the problem. My suggestion would be to concentrate on the North-South connections especially since the Eagle Road Corridor is turning into a parking lot with the new developments between Pine and River Valley Roads. The full build out of the Center Cal development is scheduled to double traffic from 2010 and that doesn't count the Pine Street Market Place traffic. This valley has no real usable bus system and unless buses can run on a 15 min schedule it will never make workers leave their cars and ride the bus from the outer perimeters of the community. Until alternatives can remove some of the load from the existing connectors there needs to be more routes made available.

Thank you for the chance to comment.

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From: Monique Johns  
Sent: Monday, August 27, 2012 10:05 AM  
To: Amy Luft  
Cc: Toni Tisdale  
Subject: RE: Wanted: Your Comments on Proposed Transportation Projects

Amy,

I'd like to send this out to our partners within the disability community. However, can you give us an example of how the TIP has helped influence a specific transportation project in our area? I'd like to be able to show that participating in this comment period can actually be helpful - but I don't have any definitive examples to who how it's helpful.

I've cc-ed Dana Gover on this email as she is working on transportation projects as well.

Thanks,  
Monique

From: Toni Tisdale  
Sent: Monday, August 27, 2012 2:43 PM  
To: Monique Johns; Amy Luft  
Cc:  
Subject: RE: Wanted: Your Comments on Proposed Transportation Projects

Hi Monique:

In the past, the most notable situation where public comment provided the support needed to ensure funding for a project was when the Idaho Transportation Board was overwhelmed with support for the Ten Mile interchange project. Especially with very expensive projects, the state and local transportation boards like to know there is large public support for the project before funding is final.

Your comments would likely be to ensure the large interchange rebuild projects are designed with safety elements for persons with disabilities - for example, talking or beeping signals, ADA compliance (which is required, but good to show support), or accessible bus stops or park and ride lots in the vicinity. You could also encourage similar safety concerns for all projects currently under design. Your constituents typically support public transportation. It is always nice to hear support for expanded public transit, but with such little funding, those comments will be a building block for the future, when additional funding sources become available. If you support public transit, please provide your comments to build that support.

The COMPASS, Valley Regional Transit, and Idaho Transportation Boards definitely consider public comment, especially when many people are concerned about the same thing. I do encourage you to share this information and also comment yourself. The next step will be to get involved with public meetings regarding project design.

We will have an open house at our office on September 5th (10:00 am - 7:00 pm) if you would rather talk about projects one-on-one. Or if you are in the area, stop by to talk any time. I have a lot of meetings scheduled during September, so be sure to call first to be sure I am available. The reports can be overwhelming. If you decide to take a look on your own and see that it's too much, give me a call and I'll walk you through it.

Thanks so much for your time!

Toni G. Tisdale

From: Monique Johns  
Sent: Tuesday, August 28, 2012 2:05 PM  
To: Toni Tisdale  
Cc: Robbi Barrutia  
Subject: RE: Wanted: Your Comments on Proposed Transportation Projects

Sorry - one more question. In your email below, it says that COMPASS, VRT, and ITD review and consider public comment. I guess I'm confused why the boards from those agencies are reviewing comments since those agencies have submitted projects for funding. Who ultimately makes the decision on funding for projects? Thanks again for your help. This will help me to prepare comments and get sign-on from our partners.

Thanks,  
Monique

From: Toni Tisdale  
Sent: Tuesday, August 28, 2012 2:15 PM  
To: 'Monique Johns'  
Subject: RE: Wanted: Your Comments on Proposed Transportation Projects

Hi Monique:

Ultimately, the COMPASS Board makes the final decision locally and the IT Board makes the final decision statewide. As far as Ada and Canyon Counties, the two agencies must agree. Indecision or a different decision by either board can hold up the process in our area until agreement is reached.

Please let me know if this does not answer your question.

Thanks!

Toni

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Online Comment Form

August 28, 2012

Anonymous, 83709

TIP: As long as we continue to focus on projects that encourage auto transportation we will be stuck with traffic and air pollution. We need serious commitment to changing the way we approach commuting. When we attempt to ease traffic concerns by widening roads, we encourage more traffic and remove any incentive to carpool, ride the bus, and support construction of light rail.

**Air Quality Conformity:** People do not seem to care how polluted their air is. They seem more concerned about how congested the roads are than how congested their lungs are. When the weather forecasters tell us to drive because the air is too polluted to walk or ride a bike, we have reached the epitome of anti-logic. We should be encouraging people to not add to the pollution (or not cause it in the first place) by encouraging carpooling and other air-freindly modes of transportation. thanks.

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Online Comment Form

August 28, 2012

Anonymous, 83646

TIP: I fully support Key No. 10939, the Meridian Road Interchange reconstruction project. Please construct this project as soon as possible and pay special consideration to bicycle and pedestrian needs while designing. I support Key No. 13046, Treasure Valley High Capacity Corridor Analysis. Determining an alignment and preserving for future east-west mass transit needs should be done as soon as possible. I request this project be advanced in the TIP (currently programmed for 2015.) I support projects along the Ustick Road corridor (Key Nos. 13045, RD205-05, RD202-37 and RD202-35) and Franklin Road corridor (Key Nos. 12368 and RC0165). These are regionally significant corridors where investments should continue to occur. The reconstruction of the outside lanes of I-84 between the Meridian Interchange and Five Mile Road, Key No. 13057 as well as the new interchanges at Gowen and Broadway are also key projects for the network; please keep them in the program. Likewise, preserving future expansion needs for US 20/26 (Key No. 07826) and SH-44 should be priorities for our region.

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Online Comment Form

August 31, 2012

Robbi Barrultia, Idaho State Independent Living Council, 83702

TIP: August 31, 2012 Dear Valued Members of the COMPASS and Idaho Transportation Department Board of Directors: The Idaho State Independent Living Council (SILC) promotes the independent living philosophy for all Idahoans with disabilities: choice, self-determination, and access for all. The SILC recently conducted a series of focus groups throughout the state in preparation for the development of the State Plan for Independent Living (SPIL). The SPIL, which is prepared every three years, guides the advocacy and efforts of the SILC on behalf of Idahoans with disabilities. Nearly 130 individuals with disabilities, service providers, and families attended focus groups from May to August 2012 to provide input on the successful contributors that allow them to live independently in their communities, and to voice their concerns on the challenges that restrict daily life activities. Not surprisingly, public transportation was a topic of concern among many individuals. The greatest opportunities we found to improve public transportation included expanded services, better facilities (stops and shelters), and increased funding to transportation, especially in rural areas. With this preliminary data, we are strongly encouraging the board members of COMPASS and the Idaho Transportation Department to consider the following projects for future federal funding, which will have the greatest positive impact on people with disabilities who are living independently in the community. We believe that if you improve public transportation for people with disabilities, using inclusive design, you will effectively improve transportation for many other people, including Older Idahoans, students, Veterans, and commuters. If we can provide any additional information as to why we chose these projects as priorities for funding, please do not hesitate to contact me. Together we can create a better Idaho for all Idahoans, Robbi Barrutia, Executive Director Idaho State Independent Living Council

Projects that the Idaho State Independent Living Council Supports Funding for through the Transportation Improvement Program: Pedestrian Improvements (Signals, ramps, sidewalks, etc.)• ADA Ramp Improvements, Nampa• Biking Walking Path Extension and Pedestrian Signal, Caldwell• ITS Interconnect and Timing Plan, Nampa• Signal Timing Improvements, ACHD• State Street, Glenwood Street to Collister Drive, Pedestrian Improvements Public Transportation Improvements• Rideshare, ACHD's Rideshare Program, Ada County - FY2014 (and projects through 2017)• Rideshare, ACHD's Rideshare Program, Canyon County - FY2013 (and projects through 2017)• Transit - Bicycle and Pedestrian Infrastructure, Nampa• Transit - Capital Enhancements, Boise Urbanized Area (VRT)- FY2012 (and projects through 2017)• Transit - Capital Enhancements, Nampa (VRT) - FY2013 (and projects through 2017)• Transit - Demand Response Operations, Boise (VRT)- FY2013 (and projects through 2017)• Transit - Demand Response Operations, Nampa (VRT)- FY2013 (and projects through 2017)• Transit - GoRide Job Access, VRT• Transit - Marketing and Outreach, ACHD and VRT• Transit - Mobility Management, VRT - FY2012 (and projects through 2017)• Transit - Replacement Vehicle, CCOA• Transit - Rural Demand Response Service, TVT• Transit - Rural Service, TVT• Transit - Small Urban Demand Response, TVT

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From: CHRIS CAMPBELL

Sent: Tuesday, September 04, 2012 3:24 PM

To: Toni Tisdale

Subject: Compass project List

I am wondering why the following three issues are not included:

- 1) Widening I-84 from Broadway to Eisenmann Rd (traffic is terrible there)
- 2) Adding an interchange at I-84 and Five Mile Rd
- 3) A feasibility study on rail mass transit between the west valley and Boise

Thank you - Chris Campbell  
Boise resident

**From:** Toni Tisdale  
**Sent:** Friday, September 07, 2012 1:58 PM  
**To:** 'CHRIS CAMPBELL'  
**Subject:** RE: Compass project List

Hi Chris:

My apologies for taking so long to respond. Your questions are not simple and take some time to answer.

#### **I-84, Broadway to Eisenman**

This section will be extremely expensive to build and will not fit into the regular formula funding program. For example, the GARVEE project along that exact section cost almost \$16 million just to rehabilitate. Other projects through the GARVEE program were prioritized based on congestion, crash data, level of service, and pavement/structure condition. Along with these criteria, ITD's goal was to maintain their current system. Widening along this corridor did not rank high enough to program. Traffic increases on this portion of I-84 have not been as large as those sections farther west. Some demand has actually dropped due to declines in employment at Micron. You probably heard that ITD is adding some new projects to the FY2013-2017 program because of cost savings in the GARVEE and formula programs. Four projects are proposed to be added in the Treasure Valley (rebuild of interchanges at Gowen, Meridian, and Broadway and rebuild of I-84 between Meridian Interchange and Five Mile Road). All of these maintain the existing system rather than add new capacity. But they do add capacity in expanding the number of ramp lanes and/or lanes on the overpass/underpass.

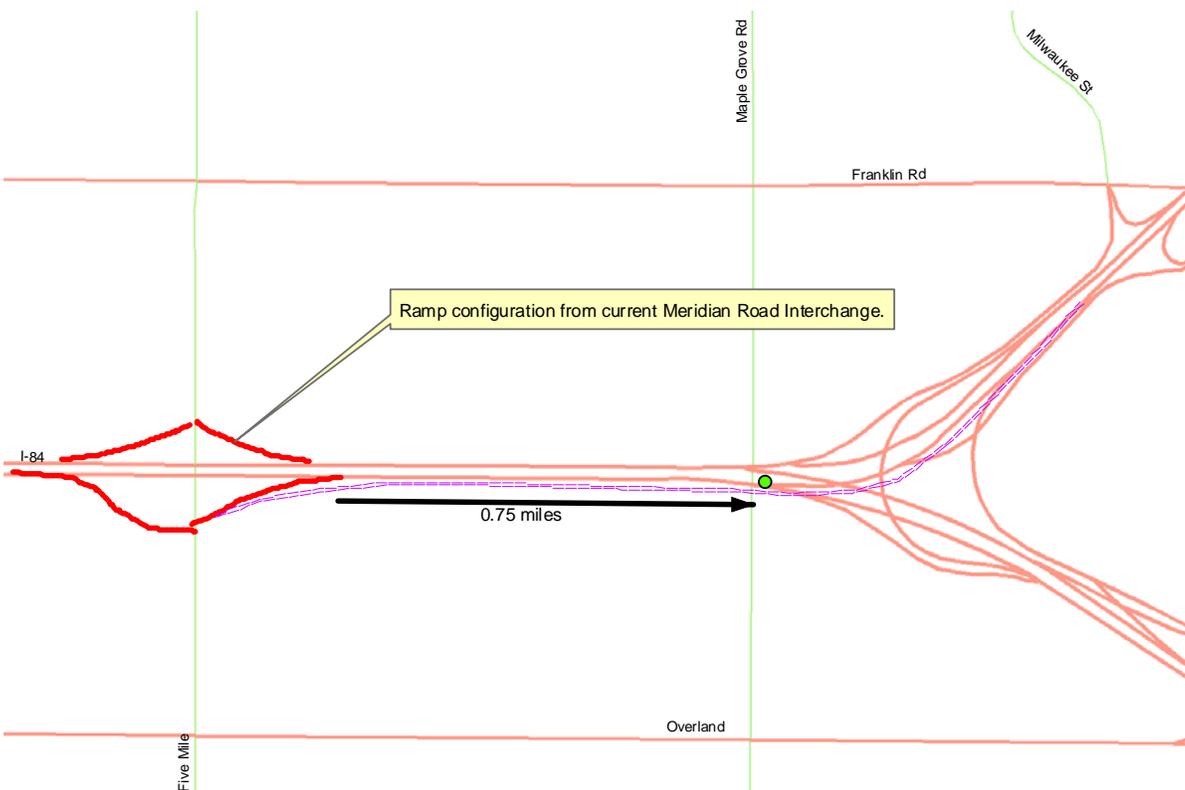
#### **Adding Interchange at I-84 and Five Mile Road**

This project has been discussed for much longer than I have even lived here! The main reason this project is not moving forward is because of safety issues. If this project were added, merging traffic would be too close to the Wye Interchange, causing grave safety issues. My co-worker, Charles Trainor, wrote the following explanation of a possible I-84 and Five Mile interchange last May:

There is no plan to connect Five Mile to I-84. A major reason is the cost of the south on-ramp connecting to EB I-84. There is not enough distance between the ramp convergence with the travel lanes and the Wye Interchange to safely allow vehicles to merge across three lanes of traffic (especially in the AM peak). The start of the ramp from EB I-84 to EB I-184 is approximately 0.75 miles, requiring drivers to cross three lanes in less than one minute at the posted speed of 65 mph. I recognize that effective speeds during the AM peak are far less than 65mph. This is countered by the nearly solid lanes of cars at 7:45 am. To provide for this movement, an elevated flyover ramp from Five Mile heading east, crossing over the flyover from WB I-184 to EB I-84 and connecting to I-184 prior to the entrance ramp from Franklin, would be needed. This was the conclusion of a study by Washington Group Engineers (now URS). This approach was estimated to cost approximately \$120 million back in 2002. Some advocates for a Five interchange have recommended not allowing an eastbound on ramp to avoid that expense. I should note that modern federal rules do not allow partial ramps—although

these were permissible years ago. In any case, the utility of an interchange without the connection to EB travel on I-84 would be questionable. (You may remember the situation for travelers entering I-184 from Milwaukee and trying to cross over multiple lanes to head east on I-84. This hazardous situation was fixed by the Wye project using a crossing ramp.)

It is more likely that a new interchange could be built at Cloverdale, since there is less issue with crossover traffic movements given the additional mile. This issue would still need careful consideration by engineers to avoid problems. A single point urban interchange (similar to Vista or Ten Mile) could be built for \$40 million or so. Furthermore, the Cloverdale connection is consistent with the preferred build option for the Three Cities River Crossing, which would connect SH 55 across the Boise River to Cloverdale and not to Five Mile. The Three Cities River Crossing is in the current plan but shown as unfunded due to its high cost and limited funds. While the plan does not include a Cloverdale interchange, I expect that it will come up during the next two years as we hold public comment sessions.



Note that an interchange at Cloverdale or Five Mile would require substantial acquisition of property, removal of homes, and extensive mitigation.

### Feasibility Study on Rail mass transit

Discussion on a possible rail corridor has also been an item for quite some time.

A rail corridor evaluation was completed in April 2003

(<http://www.valleyregionaltransit.org/PROJECTSSTUDIES/RAILCORRIDOREVALUATION/tabid/109/Default.aspx>)

The main issue with building such a system is cost. It could be possible to obtain federal funding to purchase capital equipment for a rail corridor, but there is no way to pay for the operations of the system once it is in place. It is unlikely that federal funding would be awarded unless we can demonstrate we have the funds to operate and maintain a rail system. The cost for constructing a rail system from Nampa/Caldwell through Boise would likely range from \$800 million up. The report above states the operating cost for the system would range between \$4.8M and \$5.1 M per year to operate (in 2003 dollars). In addition, the bus system would need to be expanded to improve connections and headways once people reach their

destinations. Without a dedicated funding source to transit, there is currently no way to accomplish this. Current Idaho law does not allow a local option sales tax or any other method of obtaining a dedicated funding source. COMPASS and other agencies have been working with the state Legislature for years to change those laws to no avail.

Currently, there is a funded project in the Transportation Improvement Program to fund an alternatives analysis for a high capacity corridor (Treasure Valley High Capacity Corridor Alternatives Analysis Key Number 13046). There is \$1 M programmed in FY2015 to begin an alternatives analysis either along State Street, I-84, or downtown Boise. The preferred route will depend on the priority through the update to the long range transportation plan, which is currently underway. These funds will only start the analysis, as we anticipate a full blown alternatives analysis will likely cost near \$3 M. An analysis of this type is necessary to obtain federal funding for capital improvements.

I hope this provides some detail to alleviate your concerns. I will share your original concern with our committees and board. IF you want to elaborate, please provide additional comments. We are available to discuss if you would like to as well.

Thanks for your time and thoughts into the transportation program.  
Toni G. Tisdale

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Comment via Phone Call (not encouraged)

September 4, 2012

Richard Cardwell

TIP: Bike lanes – good improvements. Saw wheelchair on Cherry go into the roadway. Please consider bike lanes and sidewalks, including curb ramps, when working on road.

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Online Comment Form

September 4, 2012

Anonymous, 83705

TIP: Thank you for including all forms of transportation in the plan. I love reading documents that showcase "streetlights, benches, way-finding, bike lanes, sidewalks. We are all in this together and everybody pays for it. Thank you for including these amenities. I don't mind my taxes going to things that will benefit all users.

Air Quality Conformity: Thank you for offering this study to the public. I am surprised air quality is not a hot button issue here in the valley. AQI will be something like mass transit that people will bicker about until it is too late or too expensive. With your help and studies like these maybe the public will have a visual to help inform them. Thank you.

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Paper Comment Form

September 5, 2012

Sharon Fisher, Kuna, 83634

TIP: I am appalled that 1) there is only one Kuna project 2) none of the Kuna downtown projects ACHD has been discussing are there and 3) why is Linder and Deer Flat, which is already signalized, being converted to a roundabout? There's a lot of pedestrian/bicycle/school bus traffic at that intersection plus a historic site.

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**From:** racpat hugens

**Sent:** Wednesday, September 05, 2012 6:41 PM

**To:** Amy Luft

**Subject:** Re: You Are Invited: Transportation Projects Public Comment Open House

I am not able to make this meeting but hope that you look at this link...

<http://www.npr.org/2012/09/01/160386904/in-bike-friendly-copenhagen-highways-for-cyclists>

Rachel

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Paper Comment Form

September 7, 2012

Gene E. Bray, Meridian, 83642

TIP: Regarding Key # 12368. For the intersection at Franklin and Black Cat Roads use the two (2) lane round-about alternative.

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**From:** Ryan Head

**Sent:** Thursday, September 13, 2012 9:39 AM

**To:** Toni Tisdale

**Cc:** Wade Christiansen; Felicia Statkus; Hennessy, Melissa; Jim Larsen

**Subject:** RE: KN 08821 Three Cities - PS&E Date on the milestone/deliverable spreadsheet...

[Please move CN to 2014. Thank you for making this happen.](#)

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**From:** Kellie Kohler

**Sent:** Tuesday, September 18, 2012 11:12 AM

**To:** Amy Luft

**Subject:** RE: Final Reminder! Don't miss your chance to comment on proposed transportation projects!

Hi Amy,

This is really neat. I love this stuff...all the planning and budgeting that goes into the Regional Transportation Improvement Program is amazing. Great work!

Kellie Kohler

EHS Health and Nutrition Coordinator

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**From:** Abdul Mohamed

**Sent:** Wednesday, September 19, 2012 3:09 PM

**To:** Amy Luft

**Subject:** Re: Final Reminder! Don't miss your chance to comment on proposed transportation projects!

Amy,

We received an email from your company and we understood that there proposal that needs to complete on Tuesday, Sept , 2012. We would like to learn more about the proposal. We are eager to participated on this project and others . We are Safari Transportation company, we work with refugees communities and local organizations to improve transportation in the low income families, veterans,and disadvantage groups.

Thank you,

Safari Transportation LLC Boise ID, 83706

**From:** Toni Tisdale

**Sent:** Thursday, September 20, 2012 9:54 AM

**To:**

**Cc:** Amy Luft; Mary Barker

**Subject:** RE: Final Reminder! Don't miss your chance to comment on proposed transportation projects!

Abdul:

Thank you for your comments! I wonder if you have been working with Valley Regional Transit (VRT), the regional Transit Authority? I know VRT is working with the refugee community on several transit programs and encourage you to talk with Mary Barker. She is copied on this email.

I am not certain if you have concerns or wish to comment further. If you do, please give me a call at your convenience.

*Toni G. Tisdale*

Full Public Comments  
*Communities in Motion 2035 Amendment*

Online Comment Form  
September 4, 2012  
Anonymous, 83705

CIM: I am in the mindset that ACHD, COMPASS, ITD and the respective cities are doing a good job, a good as they can with budgets and bureaucracy. I would like to see mass transit be more talked about or at least make new interchanges able to withstand mass transit for the future. If projects will be 40+ million dollars maybe we can plan for the future more and add things like bike lanes, park and ride areas and width for light rail. Keep up the good work. I know transportation planning takes time, money and education to implement. (the from will not allow me to select "don't know" for I-84/Gowen)

Survey: Do you support amending CIM 2035 to move the following projects to the "funded" projects category?

	Yes	No	Don't Know
Reconstructing I-84/Meridian Road Interchange (Exit 44)			X
Reconstructing I-84/Broadway Avenue Interchange (Exit 54)	X		
Reconstructing I-84/Gowen Road Interchange (Exit 57)			X

Paper Comment Form  
September 5, 2012  
Sharon Fisher, Kuna, 83634

CIM: Please improve wayfaring at Gowen to make it easier for people to find the Outlet Malls and not end up on 84.

Survey: Do you support amending CIM 2035 to move the following projects to the "funded" projects category?

	Yes	No	Don't Know
Reconstructing I-84/Meridian Road Interchange (Exit 44)	X		
Reconstructing I-84/Broadway Avenue Interchange (Exit 54)	X		
Reconstructing I-84/Gowen Road Interchange (Exit 57)	X		

Paper Comment Form  
September 7, 2012  
Anonymous, 83642

CIM: My first priority would be I-84-Meridian Rd Interchange.

Survey: Do you support amending CIM 2035 to move the following projects to the "funded" projects category?

	Yes	No	Don't Know
Reconstructing I-84/Meridian Road Interchange (Exit 44)	X		
Reconstructing I-84/Broadway Avenue Interchange (Exit 54)	X		
Reconstructing I-84/Gowen Road Interchange (Exit 57)	X		

Paper Comment Form

September 7, 2012

Anonymous, 83642

CIM: I support the reconstruction projects.

Survey: Do you support amending CIM 2035 to move the following projects to the "funded" projects category?

	Yes	No	Don't Know
Reconstructing I-84/Meridian Road Interchange (Exit 44)	X		
Reconstructing I-84/Broadway Avenue Interchange (Exit 54)	X		
Reconstructing I-84/Gowen Road Interchange (Exit 57)	X		

Paper Comment Form

September 7, 2012

Anonymous, 83642

CIM: No comment.

Survey: Do you support amending CIM 2035 to move the following projects to the "funded" projects category?

	Yes	No	Don't Know
Reconstructing I-84/Meridian Road Interchange (Exit 44)	X		
Reconstructing I-84/Broadway Avenue Interchange (Exit 54)		X	
Reconstructing I-84/Gowen Road Interchange (Exit 57)	X		

From: Paul Mann

Sent: Monday, September 17, 2012 11:03 AM

To: Toni Tisdale

Cc: Rob Hopper; Brian Billingsley; Rachel Winer

Subject: Comments on Communities in Motion 2040

Toni,

I could not attend the open house on September 5th due to oral surgery that day.

I have had to pleasure in participating on two workshops for the Communities in Motion plan for 2040. It was my observation at the first workshop that biking was being short changed. The professional leaders of that workshop wanted to skip over biking. And in the first drafts of the 2040 plan biking was not mentioned. However, there was a great deal of emphasis on the concept of "walkability" in the various scenarios.

I feel that Compass is missing an important aspect of living in the Treasure Valley. "Bikeability" should have the same emphasis as walkability. Granted, the concept of a friendly bike valley incorporates more area than having communities that are walking friendly. However, from a personal experience the ability to ride east and west and north and south across the Treasure Valley safely is needed. I worked for the J. R. Simplot Company for 32 years and I spent time at the Food Group office in Columbia Village in East Boise and I would ride my bike home during the summers. My home is near Jefferson Middle School in Caldwell about a half mile north of Ustick. It was a 32 mile trip, but the route was not ideal. I would ride south around the airport and then west on Victory. Sometimes I would ride north to pickup Ustick on either Eagle, Ten Mile or Blackcat. Other times I would ride to Nampa and wander through the east side until I could pickup the Nampa/Caldwell Boulevard and then connect to Ustick.

I rode to work a few times. It was uphill and required an additional 20 minutes of travel time. A case in point for safe bike routes across the valley is that one morning I rode into

a cold air drainage and there was fog. Being on a bike in the fog on a road with no bike lanes is not safe.

Also, having trans-valley bike route would appeal to non-residents. Look at the success of the Coeur d'Alene bike trail. It is an economic stimulus for the area. A similar stimulus could occur in the Valley in time.

From a health point-of-view the bikeability of the Valley could improve the health of kids by getting them from in front of their digital devices thereby contributing to a reduction in obesity which could contribute to reducing the long term cost of health care. Citizens of the other end of the age spectrum would benefit by having the opportunity to increase their levels of activity and possibly delay the onset of dementia.

Also, the planning for Valley wide bike routes now is important so that when funds become available in the future such projects cannot be denied because they were not in the plans.

If you need additional information, please advise.

Tks.  
Paul

From: Toni Tisdale  
Sent: Tuesday, September 18, 2012 11:08 AM  
To: 'Paul Mann'  
Subject: RE: Comments on Communities in Motion 2040

Hi Mr. Mann:

Thanks for your comments. I hope you are feeling well after your surgery. I will forward your comments to the COMPASS committees and Board for consideration during the update of the Transportation Improvement Program.

We will have hold specific comment periods on Communities in Motion 2040 as we get a little further along in the process. We will keep your comments to include with that outreach effort as well. But watch for that open comment period in case you would like to comment about specific projects at that time. Information on Communities in Motion 2040 can be found here: <http://www.compassidaho.org/prodserv/cim2040.htm>

Thanks again!

Toni G. Tisdale