Summary Public Comments
Draft FY2013-2017 Regional Transportation Improvement Program

Date Received	Name / Zip Code (optional)	Comment	Staff Response (if needed)
8/10/12	Robert E. Simison	Thank you for including Meridian Road Interchange. Important to design for pedestrians and bicyclists.	None.
8/27/12	Mayor Greg Nelson/83634	Support of the Draft 2013-2017 ITIP. Especially appreciative of the Meridian Road Interchange project. Important to design for pedestrians and bicyclists.	None.
8/27/12	Bruce Krosch/83706	Regarding project SH-55 and Indiana (H333) – consideration should be given to making that intersection improvement at SH-55 and Florida rather than Indiana, as there is already commercial development at Florida. Both intersections are dangerous.	ITD staff responded that the Florida intersection does not meet the spacing requirements determined in the corridor study.
8/27/12	Janell Zuckerman/83702	The YMCA Safe Routes to School project in FY2013 has an inaccurate description. The funds will support three full-time positions in the Treasure Valley as a whole with a focus on the three school districts.	Staff changed the description in the Draft TIP.
8/27/12	Sharon Fisher/83634	Disappointed to see only one project (Linder/Deer Flat intersection) in the Kuna area. Also concerned that the design is expected to be a roundabout.	Staff forwarded entire comment to ACHD for consideration.
8/27/12	NA	Kudos for taking steps to get Meridian Road Interchange funded.	None.
8/27/12	NA	Agree with I-84 interchange rebuild projects at Meridian Road and Gowen Road, but does not see the Broadway Avenue interchange rebuild project as important as the need for the new connection from SH 16 to I-84. There are not enough north/south connections. The bus system is not usable until buses can run on a 15 minute schedule. Until alternatives can remove some of the load from existing connectors there need to be more routes made available.	Staff note: the cost for SH 16 extension from Chinden to I-84 is much great than the available funding – estimated around $250 million.
8/27/12	Monique Johns	Wanted to send information about the comment period to partners in the disability community and needed examples of how the TIP has influenced a specific project in the area.	Staff provided information about how persons with disabilities could comment on specific projects in the draft TIP.
8/28/12	NA/83709	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. 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.	Staff note: investment priorities are established broadly in the regional plan which is in the process of being updated via CIM 2040. A major challenge is funding operations of expended transit, including light rail. Design of road facilities may include improved walking and biking facilities and provide for carpooling and transit.
8/29/12	83646	Full support for Meridian Interchange. Please construct as soon as possible and pay special attention to bicycle and pedestrian needs while designing. Support the Treasure Valley High Capacity Corridor Analysis – determining an alignment and preserving for future east/west mass transit	None.

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		needs should be done as soon as possible – request that it be advanced (currently in FY2015). Support for projects along Ustick Road and Franklin Road, which are regionally significant corridors where investments should continue to occur. The reconstruction of the outside lanes of I-84 between Meridian Interchange and File Mile Road as well as the new interchanges at Gowen and Broadway are also key projects – please keep in the program. Preserving future expansion needs for US 20/26 and SH-44 should also be priorities for our region.	
8/31/12	Robbi Barrutia/83702	The Idaho State Independent Living Council (SILC) recently held workshops with 130 individuals with disabilities throughout the state and found a lot of concern to have improved public transportation among this community. The comments included a long list of possible future public transportation projects, as well as support for programmed projects that will assist this community.	Staff note: the CIM 2040 update will address improvements to public transportation, but improvements will be limited until additional funding can be obtained.
9/4/12	Chris Campbell/Boise	I am wondering why the following three issues are not included: 1. Widening I-84 from Broadway to Eisenmann Road (traffic is terrible) 2. Adding an interchange at I-84 and Five Mile Road 3. A feasibility study on rail mass transit between the west valley and Boise.	Staff provided a detailed response about each of these projects. Staff also forwarded comments to ITD, ACHD, and VRT for consideration.
9/4/12	Richard Cardwell	Bike lanes are good improvements. Please consider bike lanes and sidewalks, including curb ramps, when working on roads. I saw a person in a wheelchair on Cherry Road have to enter the roadway.	None.
9/4/12	83705	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.	None.
9/5/12	Sharon Fisher/83634	I am appalled that there is only one Kuna project, none of the Kuna downtown projects ACHD has been discussing are there, and 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 and it is a historic site.	Forwarded comment to ACHD for consideration.
9/5/12	Rachel	I am not able to make the meeting, but hope that you look at this link: http://www.npr.org/2012/09/01/160386904/in-bike-friendly-copenhagen-highways-for-cyclists	None.
9/7/12	Gene E. Bray/83642	Regarding Key # 12368. For the intersection at Franklin and Black Cat Roads use the two lane roundabout alternative.	Forwarded comment to ACHD for consideration.
9/13/12	Ryan Head, ACHD	Regarding Key # 08821. On Three Cities ITS project,	Staff changed the Draft TIP to delay construction

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		please move CN to FY2014.	from FY2013 to FY2014.
9/18/12	Kelli Kohler	Likes the planning and budgeting that goes into the TIP. Great work!	None.
9/19/12	Abdul Mohamed	With Safari Transportation Company. Works with refugee communities and local organizations to improvement transportation to low income families, veterans, and disadvantaged groups. Eager to participate.	Staff acknowledged the response and encouraged Mr. Mohamed to contact Valley Regional Transit.

Summary Public Comments
Air Quality Conformity Demonstration Report for FY2013-2017 Regional Transportation Improvement Program

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8/27/12	Sue Sullivan, ITD	Does air quality conformity need to be redone in CIM 2035 since these projects are currently shown as unfunded?	No. The interchange reconfiguration/rebuild projects are exempt from conformity demonstration since they are replacements and not new interchanges.
8/28/12	David Cannamela/83709	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-friendly modes of transportation.	None.
9/4/12	83705	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.	None.

Summary Public Comments
Amendment to *Communities in Motion 2035*

The amendment includes changing three projects (rebuild I-84 interchanges at Gowen Road, Meridian Road, and Broadway Avenue) from “unfunded or partially funded” to “funded” in *Communities in Motion 2035*.

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9/4/12	83705	Supports Broadway and responded “don’t know” for Meridian and Gowen. I think the transportation agencies are doing a good job with budgets and bureaucracy. I would like to see mass transit be more talked about or at	Staff note: The interchanges at Meridian Road and Gowen Road are substandard for several reasons: age and structural condition, lack of pedestrian and bike facilities, and inadequacy for current/future

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		least make new interchanges able to withstand mass transit for the future. If projects will be $40+ million, maybe we can plan for the future more and add things like bike lanes, park and ride areas and width for light rail.	demand. Agencies, including ITD, Valley Regional Transit and ACHD are reviewing park-and-ride needs in the region. Light rail on I-84 is unlikely given the lack of right of way and the presence of a usable rail corridor that parallels I-84 between Nampa and Boise. The CIM 2040 update will address these issues in light of forecasted growth and travel demand. As noted in other responses, a major challenge is finding dollars to operate a greatly expanded transit system. COMPASS has prepared a financial forecast that lays out revenues and expenses through 2040.
9/5/12	Sharon Fisher/83634	Support for all three intersections. Please improve way finding at Gowen to make it easier for people to find the Outlet Mall and not end up on I-84.	Forwarded comment to ITD for consideration.
9/7/12	83642	Support for all three intersections. My first priority would be I-84 – Meridian Road interchange.	None.
9/7/12	NA	Support for all three intersections. I support the reconstruction projects.	None.
9/7/12	83642	Support for Meridian Road and Gowen Road, but does not support the Broadway Avenue rebuild.	None.
9/18/12	Paul Mann/83605	I feel COMPASS is missing an important aspect of living in the Treasure Valley. "Bikeability" should have the same emphasis as walkability. Having a trans-valley bike route would appeal to non-residents. Planning for valley wide bike routes now is important so that when funds become available in future such projects cannot be denied because they were not in the plans.	Staff responded and encouraged him to continue to be involved in *Communities in Motion*.

To view all comments verbatim, please see the COMPASS website: http://www.compassidaho.org/prodserv/transimprovement.htm.