

Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: April 1-15, 2019

Total number of comments received by COMPASS: 3

Outreach methods: Two email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Ms. Tisdale,</p> <p>I support the proposed TIP amendment to change the scope of work and termini for the roadway rehabilitation project on Old Highway 30 in Canyon County.</p> <p>Arlene McCarthy Eagle, ID</p>	<p>Ms. McCarthy:</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>83616 Arlene McCarthy Eagle, ID</p>	Email
<p>It is great to hear that the state recognizes the safety hazards on this highway. As a truck driver for a local farmer, I can tell you that there are numerous close calls between trucks, tractors and cars. The area still has a large agricultural presence as well as a big increase in residential traffic. This last fall (2018) there was a fatality at Goodson and HY 30. The woman, who died there, was trying to beat on come traffic coming from one direction and didn't see the car coming the other way. With widening the road and turn lanes, the out come could have been different. But you also can't plan for the none thinkers.</p> <p>Robert Thacker</p>	<p>Mr. Thacker:</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale</p>	<p>Robert Thacker</p>	Email

<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>A bypass for I-84 should be built from west of Caldwell to south of Gowen Road — south of Lake Hazel and Columbia; maybe as far south as Deer Flat. This road should run through the middle of the section along a new alignment, instead of following an existing road. This would help with right of way, as things are not as developed when they aren't along existing roads. Call this new road I-284. When State Highway 16 is completed, it should be divided highway and extend to this I-284 bypass to allow for a north/south connection through the valley. Eagle Road, 12th Avenue South in Nampa, and Simplot Boulevard could also connect to the bypass. This would provide a detour route for I-84 and allow through traffic to avoid I-84, thus reducing gridlock, especially during rush hour. We might be able to get federal funding to pay for it, especially if the economy crashes again.</p> <p>We need to have plans that are “shovel ready” to be prepared in case federal funding becomes available so that we are able to act quickly — whether for a bypass project or something else so we're ready to spend it if it comes our way.</p> <p>We need to build roads with the potential to expand many years into the future so we're not as far behind as we have been.</p>	<p>Thank you for your comments. We will share them with the COMPASS Board of Directors.</p>	<p>John</p>	<p>Phone</p>

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