

Public Comments Received (Verbatim)

DRAFT Communities in Motion 2050

Public Comment Period: September 16 through October 16, 2022

Total number of comments received by COMPASS: 44

Email: 10

Online comment form: 28

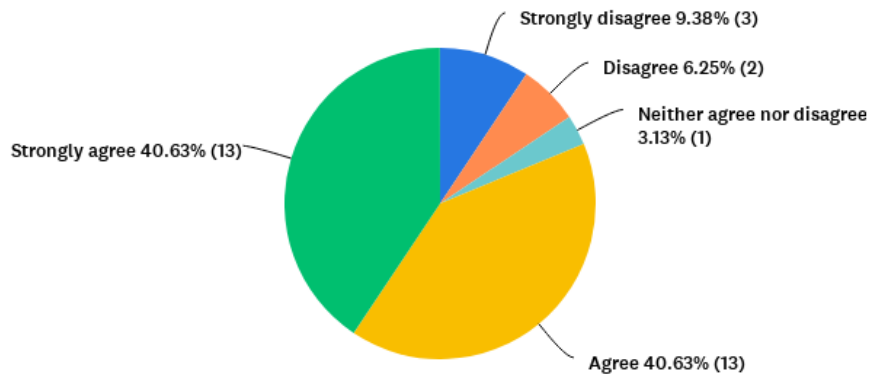
Paper comment form: 4

Letter: 1

Other: 1

The comment form focused on plan goals, implementation policies, and priority projects. For each of these questions, respondents were asked to rate their agreement on a scale of 1 to 5, with 1 indicating strong disagreement and 5 indicating strong agreement. Open-ended comments begin on page 3.

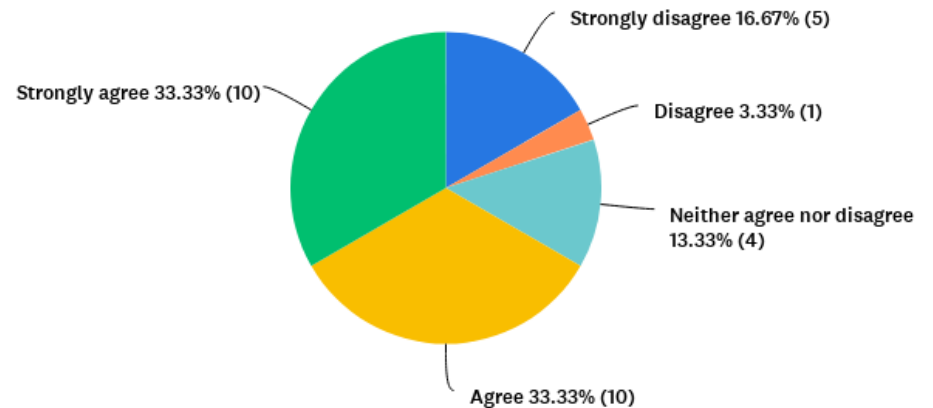
Do you agree with the plan's goals and objectives?



N = 31

Average Score: 3.97 (5 = strongly agree)

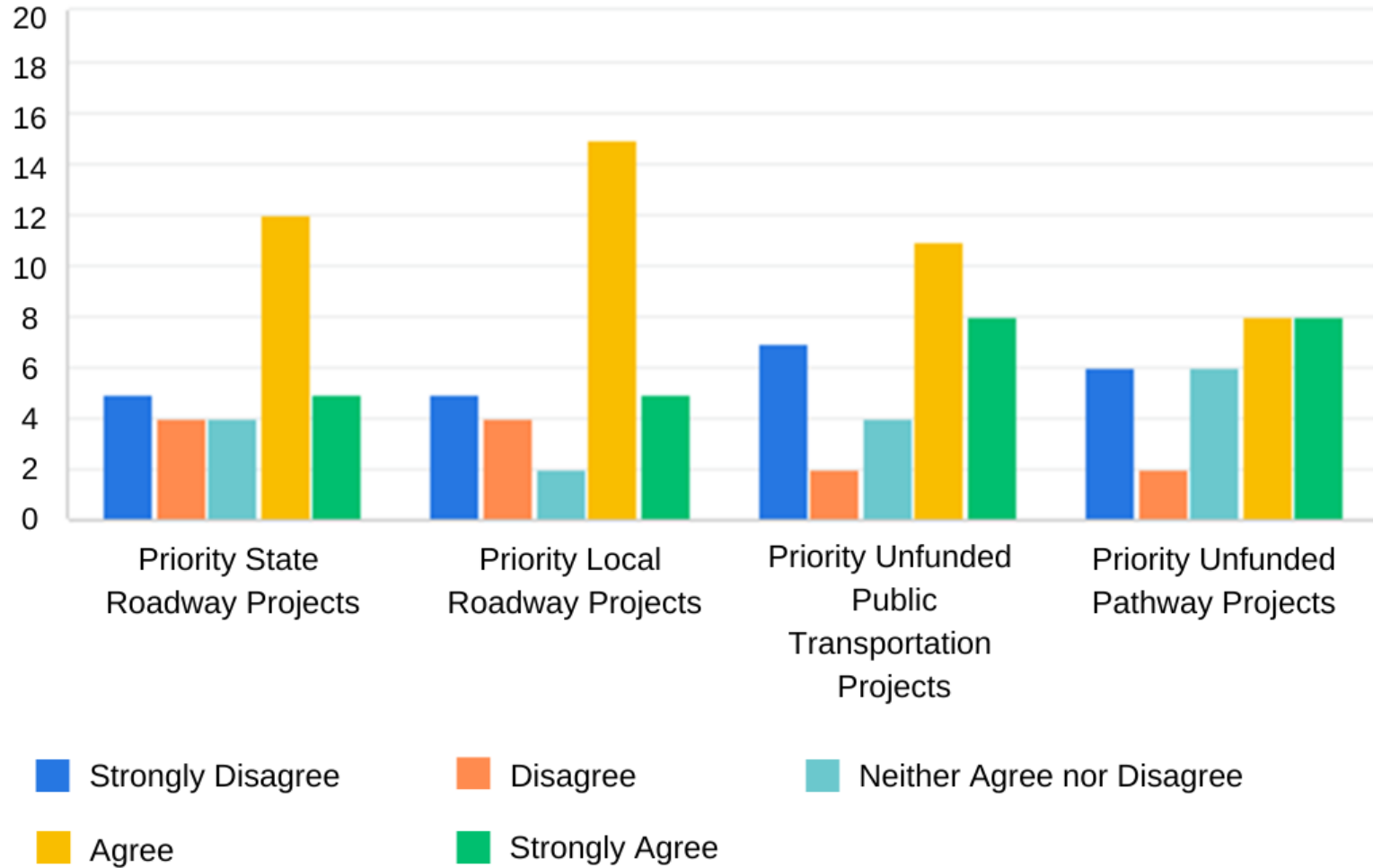
Do you agree with the policies to implement the plan?



N = 29

Average Score: 3.59 (5 = strongly agree)

Do you agree with the identified transportation priorities?



Do you agree with the plan's goals and objectives? Why or why not?

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
I firmly agree with the stated objectives of the CIM plan, our current transportation network has severe issues with fiscal sustainability, environmental friendliness, equity, and safety; seeing all of these being key pillars of the plan is a breath of fresh air.	Strongly agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83642 Stefan Nuxoll	Online comment form
The influx of so many people will require many upgrades and changes to current traffic patterns and capabilities, including SAFE options for those who decide to bicycle for business or pleasure purposes.	Agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form
As much as I understand growth is happening here in Idaho. I have to disagree and disapprove of future plans to grow transportation. Specifically the rail stations. It not only will destroy a great sense of community, it will also cause more negative growth and pollution, but most of all that type of transportation will bring nothing but high volumes of crime and more of people who commit crimes. I highly disagree with any rail systems. It will ruin this beautiful community.	Strongly disagree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83704	Online comment form
Safety is always number one. The need to address environmental quality is noted. Continuing to heavily rely upon expanded internal combustion driven transportation is short sighted.	Agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
Bicycles are not nor will they ever be a viable mode of transportation in the Treasure Valley. They are entertainment, and should be treated as such. It is irresponsible to funnel actual transportation funds to bike lanes. No trains, ever. There has never been a train that made a positive difference to a community, and Idaho will be no different. Promotion of a train or passenger rail is an indication that those implementing these plans have been corrupted and should be removed from their position.	Strongly disagree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	93634 Chris Philips	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
I like the systematic approach in identifying the [key] takeaways that all/in part can be overlooked in a complicated process like this.	Strongly agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83713	Online comment form
Needs to take more aggressive measures with the increase in population.	Disagree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
This is very much needed! Public transportation really needs to exist in order for traffic to be bearable. The traffic has more than doubled in the last couple months and has gotten out of control.	Strongly agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
I think the goal should be to provide people safe, efficient alternatives to taking a car for every trip they go on. This will allow commercial transportation to face less traffic and allow for population growth without massive road/highway expansions. More lanes is not the answer to address growth.	Strongly agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83703 Allen McLeod	Online comment form
I think it's important that Ada & Canyon Counties work together in a comprehensive plan for transportation. A plan that emphasizes a mixed transportation system and I hope that the different jurisdictions in this service area prioritize the goals and objectives, particularly the QoL goals and Safety goals.	Strongly agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	NA	Paper comment form
Providing acces & mobility for all is a goal I share. I especially appreciate the goal to protect and preserve farmland and preserve open spaces.	Strongly agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83607	Paper comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>The website says that the goals are "measurable," but I'm concerned that they are a bit vague and "squishy" as presented on the draft website. What exactly will be the metrics used to assess success of the program? How are you defining things such as "equitable"? At first glance, the bulk of the improvements appear to be going to Boise, followed closely by Meridian and Caldwell. There appear to be very few improvements planned for Nampa, currently, and while the potential for a rail line through downtown Nampa is exciting, the proposed bike/pedestrian paths are not as connected throughout Nampa as they appear to be in other Treasure Valley locations. This may lead to inequitable access to these new lines.</p>	<p>Agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Specific, measurable, performance measures and targets have been identified for each of the objectives. Direct links to each are below. COMPASS analyzes and reports on progress toward meeting goals every two years in its Change in Motion Scorecard. These are provided to the COMPASS Board of Directors and posted on the COMPASS website at www.compassidaho.org/prodserv/gt-sm-perfmonitoring.htm.</p> <p>Equity in transportation seeks fairness in access to affordable and reliable transportation options based on the needs of the community members, particularly populations that are traditionally underserved.</p> <p>Equity does not have a specific numeric target, as it is multi-faceted. Instead, progress toward equity will be described based on a variety of measures and the new COMPASS equity index mapping tool. The mapping tool can be found on the <i>Communities in Motion 2050</i> "master map" at compassidaho.maps.arcgis.com/apps/instant/portfolio/index.html?appid=6c1eebca233d49c4935825136f338fac.</p> <p>Link to performance measures: cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM_2050_Performance_Measures_Final.pdf</p> <p>Link to targets: cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050_Measures_Targets_Final.pdf</p>	<p>83651 Stephanie Binns</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>my concern with the transportation plan is primary bicycle accessibility. it's important to have safe bicycle options as gas becomes less favorable and electric vehicles are currently on the high end of affordability, bicycles are an option for a lot of able bodied people and it is not easy to bicycle commute safely. There are a lot of good segments of bike lanes along major roads, but there is not enough connectability. unfortunately, most of these changes are slated for too far in the future for a lot of commenters to enjoy.</p>	<p>Agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>I have only lived here twelve years, but the character of the Treasure Valley has been seriously degraded. Ultra high density housing with insignificant grass and open ares scar the landscape. Traffic overwhelms the roads. Roads where I once rode my bike are too busy and dangerous to use now. Drivers are ruder than ever and seem to try to knock riders off the road. The quiet country neighborhood I once called home is gone.</p>	<p>Neither agree nor disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>Safety for those outside of cars needs to be the number one priority in all design decisions. In the treasure valley we have a pandemic of Stroads which decrease safety, efficiency and quality of life for all residence.</p>	<p>Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704 Phillip Chaffee</p>	<p>Online comment form</p>
<p>These plans will definitely impact the congestion on the roads in the Treasure Valley, and are much needed to simulate our rapid growth here! Thank you for all you do!</p>	<p>Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>I like the use of the Boise cutoff for rail service covering the east-west corridor. I think this would be heavily used once established. For my commute in and out of Boise downtown each day, I bike 8.5 miles each way with one mile on Cloverdale until it intersects Emerald / Executive Drive. Americana and the Green Belt carry me to 8th St where there is a short commute up to Idaho. This has worked well as well and making this a solid bike route in the future would serve quite a few people well.</p>	<p>Agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
Plan accounts for growth and aims to build and/or expand multiple modes of transportation. Love it!	Agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83704	Online comment form
Would like to see added: "Preserve and protect neighborhood integrity and facilitate walkable neighborhoods."	Agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83706	Online comment form
Suggest increasing Percentage of roadway (arterial/collectors) with bicycle lanes/multiuse pathways to >50% (2030).	Agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83702	Online comment form
Somewhat agree: yes, I like transportation plan, but no, I absolutely do not agree on the Air Pollution plan. We don't have a pollutant problem and this is NOT a part that is needed in Idaho on any plans. Get rid of the entire air quality pollution plan.	Strongly disagree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form

Do you agree with the policies to implement the plan? Why or why not?

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
I do <i>*not*</i> agree with the overall network design, primarily the continuation of auto-centric planning that prioritizes speed and comfort of automobile traffic while making everything else second class citizen to be kept out of the way of cars, to the point that entirely separate travel networks are proposed instead of designing complete streets that accommodate multiple modes of use. Why should I be penalized for choosing to ride a bicycle or public transit, by being forced into a sub-optimal route, while private vehicle ownership continues to be subsidized by the proposed policies (continuation of abundant free parking, continued development of a car-focused transit network, etc)?	Strongly disagree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83642 Stefan Nuxoll	Online comment form
Seems like good ideas	Agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form
Greater emphasis needs to be made upon breaking large projects into segments and phases.	Agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
Taxpayer funds should NEVER be used to fund parks and recreation under the guise of transportation.	Strongly disagree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	93634 Chris Philips	Online comment form
The degree of hierarchy of these implementation policies are equitable and sustainable given where the anticipated growth will be seen in the Treasure Valley.	Strongly agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83713	Online comment form
The policies seem good, but don't seem to really tie to the goals.	Agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83716	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>Having clear objectives makes it easier to measure the success of the work completed. However, it is not clear what priority the objectives hold against each other and some of these will likely drive solutions that are in direct opposition to other objectives. I'd like to see Safety as the standalone top priority. I think we need to design cities to be pedestrian friendly and stop prioritizing cars the way American cities have for the last 70 years. The Safety target of "Reduce the rolling 5-year averages (number and rates from 2020) of auto and non-motorized fatalities and serious injuries by 75% by the year 2030" is too low. This goal is saying it is still acceptable to have approximately one person involved in a fatality a day (based on stats from the State Highway Safety Report - Idaho 2020). The target should be 95%+. We should get there by changing road design to slow vehicles down and providing safer pedestrian infrastructure.</p>	<p>Neither agree nor disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83703 Allen McLeod</p>	<p>Online comment form</p>
<p>The Major themes are cooperation, planning, and consideration for the future of the region. This is something that must be done with all of these groups together. Making Transportation a priority and directing a variety of funds to address current and future challenges is not just smart; its virtually necessary for life in the valley.</p>	<p>Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>NA</p>	<p>Paper comment form</p>
<p>The use of many different sources of funding, such as grants, is a great idea.</p>	<p>Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Paper comment form</p>
<p>They seem rather straightforward and common-sense.</p>	<p>Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83651 Stephanie Binns</p>	<p>Online comment form</p>
<p>I don't understand the implementation.</p>	<p>Neither agree nor disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>Generally agree, but the timeline is too far out from a cyclist standpoint. by the time you can make bicycle lanes available that i can use just to get to the greenbelt safely i will be 80 and probably no longer physically able to use. It's only 7 miles from my house to the greenbelt but I have to negotiate eagle road intersection like a car, which people are clearly not use to, or like a pedestrian, which is doable but awkward, instead of as a cyclist. Hill road/floating feather is a great ride because of its connectability. I would relook at the plan and see where you can make tweaks to connect significant segments. then get the word out to riders so they start being used. Also, tangent, street cleaners need to work more on roads with bike lanes. A street cleaner comes down my subdivision street which honestly has zero need for cleaning. But Linder road by the mormon church has a bike lane that is absolutely filled with gravel all the time forcing cyclists to the white line and into the vehicle traffic lane. a street cleaner is much more needed on that section. You have to have connected and cleared bike lanes for cyclists. I want to be able to connect to the greenbelt so i can ride all the way into downtown from my home as mass transit is not an option.</p>	<p>Agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>83646</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>Reading over the priorities, policies and monetary allocations it would appear the number one priority is moving cars quickly and conveniently between locations not matter the cost. Continuing our car centered development pattern has only increased our unfunded liabilities which increase with every vehicle mile traveled. Reading through the policies and monetary allocation what I'm not seeing is a priority to providing alternative transportation options. Would there be any ability to for our regional transportation system to adopt a dutch style road/street/highway classification which has proven to reduce road conflicts and increase efficiency without widening lanes? I'm also not seeing in any of these road widening projects designated lanes for public transit.</p>	<p>Disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>COMPASS adopted a Complete Network Policy* in December 2021. As we begin to implement that policy, we are looking for opportunities to learn from the experiences of other areas, including working to schedule a "peer exchange" with a Dutch transportation agency.</p> <p>*https://www.compassidaho.org/documents/people/policies/CompleteNetworkPolicy_Final_Dec2021_2022-01.pdf</p>	<p>83704 Phillip Chaffee</p>	<p>Online comment form</p>
<p>Your policies are equitable and forward thinking</p>	<p>Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>Based on my understanding, it seems like the policies are a wide set of strategies that COMPASS will utilize to implement plan. Strategies seem to cover a wide range of areas.</p>	<p>Agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
Funding policy is unclear on allocation for bicycles and pedestrians.	Neither agree nor disagree	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Improvements to facilities for bicyclists and pedestrians are included in several line items in the funding policy (cim2050.compassidaho.org/wp-content/uploads/2022/07/CIM2050FundingPolicyGoals.pdf), as listed below. The different categories provide funding for a variety of types of bicycle/pedestrian projects and circumstances.</p> <ul style="list-style-type: none"> • Pathways (on state highways or off-network in the Boise Urbanized Area) – 12% of Surface Transportation Block Grant (STBG) funding after “off the top” funding accounted for. • Local Network Improvements (Boise Urbanized Area and Nampa Urbanized Area – 72% and 85% respectively of STBG funding after “off the top” funding accounted for. <ul style="list-style-type: none"> - Improvements can include filling gaps on on-system bicycle/pedestrian facilities (including crosswalks and adding/widening shoulders) <p>The policy only addresses one type of funding. Other funding programs also can be used for bicycle and pedestrian improvements, such as the Transportation Alternatives Program, which focuses solely on non-motorized transportation improvement options.</p>	83702	Online comment form

Do you agree with the identified transportation priorities? Why or why not?

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
I do not support lane widening projects that only create temporary relief only to inevitably return to the same state due to induced demand, nor do I support the continued development of isolated bicycle facilities rather than incorporating them into the transit network with complete streets. This shows a concerning focus on continuing the car dependent design of the region, rather than any real commitment to moving to a more multi-modal transit infrastructure.	State Roadways: Strongly disagree Local Roadways: Strongly disagree Public Transportation: Agree Pathways: Disagree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83642 Stefan Nuxoll	Online comment form
I think there should be a plan to connect Amity Road between Maple Grove and Cole Road under the "Priority Local Roadway Projects" or at least in the "Priority Unfunded Pathway Projects". Yes, I realize there would have to be an overpass over the big canal. I don't think the expansion of Five Mile Road between Franklin and Emerald is necessary.	State Roadways: Agree Local Roadways: Agree Public Transportation: Agree Pathways: Neither agree nor disagree	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.	83709	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>Public transportation is the only solution to congestion in the Treasure Valley. The cost of "Commuter Rail" on the Boise Cut Off is 300,000,000 versus the 800,000,000 listed. Commuter Rail should be listed as the priority at the 300 million dollar price and it should be moved to a top priority. It is the only solution that truly addresses the Compass-wide issues for transportation congestion. It addresses air quality in a meaningful way, it addresses increasing cross valley transportation needs, and it addresses the increasing costs associated with fuel.</p>	<p>State Roadways: Agree Local Roadways: Agree Public Transportation: Strongly disagree Pathways: Neither agree nor disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>Pathways are recreation, not transportation.</p>	<p>State Roadways: Strongly agree Local Roadways: Strongly agree Public Transportation: Strongly disagree Pathways: Strongly disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>93634 Chris Philips</p>	<p>Online comment form</p>
<p>Most of the road projects aren't in areas I usually drive, so I don't have personal experience to say if they are the right priorities or not, but it looks like you did a big process to get to those priorities so I am comfortable with them. I like that the focus on "pathways" instead of on bike lanes. I like to ride my bike but riding on a bike lane in traffic scares me. I'd ride a lot more places if I had more separated paths to ride on, like the greenbelt or on Federal Way.</p>	<p>State Roadways: Agree Local Roadways: Agree Public Transportation: Strongly agree Pathways: Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83716</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>Local roadway project priorities need to include Happy Valley to include a bike lane. This would allow students to ride their bikes to Columbia High School and CWI in a safe way which is not currently possible. Traffic congestion and environmental and health issues are all impacted by this. Priority unfunded Public Transportation Projects need to include a rail and bus system to stay ahead of the game. We need to provide access to all residents to enable more economic opportunities and decrease the environmental impact.</p>	<p>State Roadways: Neither agree nor disagree</p> <p>Local Roadways: Disagree</p> <p>Public Transportation: Strongly disagree</p> <p>Pathways: Neither agree nor disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and the Nampa Highway District.</p>	<p>83686</p>	<p>Online comment form</p>
<p>I disagree with the basic premise of adding this many lanes to our roadways. The immense cost encourages sprawl and moves points of congestion but does not alleviate traffic. Large portions of this funding should be redirected to fund public transportation and pathways. Traffic can be reduced by providing safe, efficient alternatives to car travel and that is what the Treasure Valley should be doing.</p>	<p>State Roadways: Strongly disagree</p> <p>Local Roadways: Strongly disagree</p> <p>Public Transportation: Strongly agree</p> <p>Pathways: Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83703 Allen McLeod</p>	<p>Online comment form</p>
<p>I understand the limitations of creating and implimenting a realistic plan, but I'm not in allignment with some of the priorities I've seen made on the development of roadways (which contribute to congestion rather than reduce it). There is an uphill battle to fight against a culture that sees its potency and freedom in owning & operating individual vehicles. Mass transit can resolve so many of these problems.</p>	<p>State Roadways: Disagree</p> <p>Local Roadways: Disagree</p> <p>Public Transportation: Strongly agree</p> <p>Pathways: Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Paper comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>We can only make roads so wide- its time for a public rail system across the entire valley from Caldwell to Boise.</p>	<p>State Roadways: Agree</p> <p>Local Roadways: Agree</p> <p>Public Transportation: Strongly agree</p> <p>Pathways: Agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83607</p>	<p>Paper comment form</p>
<p>I understand why the roads identified as Sate and Local Roadway priorities need to be widened as identified, but I'm completely baffled that the passenger rail system is at the bottom of the priority list. Also, is the 1 mile of "Rail with Trail Nampa Spur" going to 3rd St N or 3rd St S in Nampa. Also, while that side of 11th is cut off from its northern counterpart, so is the side of Nampa east of 16th. The 16th St overpass, while it has bike lane markings is NOT safe to travel on (particularly for children) on bicycles. It is too narrow, too steep, and there is nothing to keep non-motorists safe. Effectively, the ONLY way to get from south to north Nampa on a bicycle safely is to go all the way down to 11th and use the sidewalk underpass to cross the railroad tracks.</p>	<p>State Roadways: Agree</p> <p>Local Roadways: Agree</p> <p>Public Transportation: disagree</p> <p>Pathways: Strongly disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the City of Nampa.</p> <p>Regional rail on the Boise Cutoff is identified as an unfunded public transportation need but was not prioritized, as the bus networks identified as priorities are necessary first to support a future high-capacity transit line. COMPASS will be conducting a planning and environmental linkages study to further define high-capacity transit service south of the Boise River to move closer to implementation.</p> <p>The one-mile Rail with Trail Nampa Spur pathway is on the north side of Indian Creek between 9th Avenue North and 3rd Street North. We will update the pathway description to clarify.</p>	<p>83651 Stephanie Binns</p>	<p>Online comment form</p>
<p>I've only read the plan overview, but it appears that the public transit focus is on improved bus service. The extent that I understand correctly, I support that. I live in a bus route and I see the buses go by almost entirely empty. Until and unless buses are running more frequently and are carrying more than a few people, I don't support light rail.</p>	<p>State Roadways: Agree</p> <p>Local Roadways: Agree</p> <p>Public Transportation: disagree</p> <p>Pathways: NA</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>

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<p>none of the priority state roadway projects impact me, thus i neither agree/disagree. I would like to see more connectivity for bike lanes in meridian that can get you to the greenbelt without being a pro cyclist. :-) please look at all the proposed projects with the cyclist lane filter and see if there is meaningful connectivity.</p>	<p>State Roadways: Neither agree nor disagree</p> <p>Local Roadways: Agree</p> <p>Public Transportation: Neither agree nor disagree</p> <p>Pathways: Agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, Ada County Highway District, and the City of Meridian.</p>	<p>83646</p>	<p>Online comment form</p>
<p>The plan will turn what were once country lanes into five lane roads, some of then very near my home. Not what I want. Very sad to see the area destroyed that way. I am seriously considering moving away. I didn't anticipate any of this. Twelve years ago, my home was close to quiet farm land that is now apartments, offices and strip malls. Traffic has increased by perhaps a factor of five, along with the noise.</p>	<p>State Roadways: NA</p> <p>Local Roadways: Strongly disagree</p> <p>Public Transportation: Neither agree nor disagree</p> <p>Pathways: Neither agree nor disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>There is no light rail, very little bus transportation, and no protected bike lanes. Light rail would allow more people to visit city centers. Less car traffic too. Additionally, traditional traffic lights are being proposed rather than innovative roundabouts or light solutions because citizens can't wrap their heads around "new." Start planning and funding projects that gets people to places without having to drive a car.</p>	<p>State Roadways: Strongly disagree</p> <p>Local Roadways: Strongly disagree</p> <p>Public Transportation: Strongly disagree</p> <p>Pathways: Strongly disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Interstate connector project from Star to the interstate would add significant value to the region, however, what I am not seen in the plans is a significant commitment in terms of committed dollars to develop a network of multi-use pathways throughout the region in the budgetary planes. Its proven that making these pathways is cheaper than building roads and takes less maintenance on an ongoing basis. Why are we prioritizing projects what will only increase vehicle miles traveled and increase the transportation budget shortfall?</p>	<p>State Roadways: Disagree</p> <p>Local Roadways: Disagree</p> <p>Public Transportation: Agree</p> <p>Pathways: Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>Both funded and unfunded roadway projects deemed needed by 2030 were prioritized based on a two-part scoring process that included an evaluation of each project's contributions to the CIM 2050 goals and the project's impact on the transportation network. In addition, COMPASS workgroups prioritized unfunded public transportation projects as well as unfunded regional pathways.</p>	<p>83704 Phillip Chaffee</p>	<p>Online comment form</p>
<p>I especially like the Eagle Road project from Lake Hazel area, as it will free up traffic during rush hour.</p>	<p>State Roadways: Strongly agree</p> <p>Local Roadways: Strongly agree</p> <p>Public Transportation: Strongly agree</p> <p>Pathways: Strongly agree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>83686</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
No strong preferences	State Roadways: Agree Local Roadways: Agree Public Transportation: Agree Pathways: Agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83704	Online comment form
Suggest more funding for all Middleton Road projects. Please consider more funding for bus service. Please fund all pathway projects.	State Roadways: Strongly agree Local Roadways: Agree Public Transportation: Agree Pathways: Strongly agree	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Middleton, and Canyon Highway District #4.	83702	Online comment form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Quantitative Response	Staff Response	Zip Code Name Affiliation	Format
<p>Keeping items unfunded that connect people to the current transportation service does not support the listed goals of "Develop a regional transportation system that provides access and mobility for all users via safe, efficient, and convenient transportation options. Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips. Manage and reduce congestion with cost-effective solutions to improve efficiency of the transportation system." For example, many of the side streets that could connect people to bus stops do not have current sidewalk access even though "improvements" were made several years ago. Additionally, the current bus transit does not make use of Ustick Road as a main east-west corridor as a bus route (at least between major areas such as between Eagle Road to Cole Road. Those areas have already been developed for decades and should have transit access by now.</p>	<p>State Roadways: Disagree</p> <p>Local Roadways: Disagree</p> <p>Public Transportation: Disagree</p> <p>Pathways: Disagree</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83703</p>	<p>Online comment form</p>

Other comments on the draft Communities in Motion 2050 transportation plan or Air Quality Conformity Demonstration for Northern Ada County.

<p>Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p>Staff Response</p>	<p>Zip Code Name Affiliation</p>	<p>Format</p>
<p>I appreciate the hard work that Compass is doing with the 2050 transportation plan. I understand that budget constraints are always an issue, but I do think that our biggest needs are for functional public transport and infrastructure for non-automobile modes of transportation. I frequently use my bicycle or walk to get around, but I also use an automobile frequently when I would prefer to use a different mode of transportation because there is not a safe or functional route to get where I would like to go. I use our public transportation system when I can, but it is not normally a viable option. I enjoy going to other cities that have public transportation infrastructure that is fast and inexpensive. The plan is a nice starting point, but we need to fundamentally change the focus of our transportation planning. No matter how many more lanes we build on roads we will still have congestion if we don't give ourselves other options. Thank you for your hard work</p>	<p>Thank you for your feedback on the long-range plan. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>NA</p>	<p>Email</p>
<p>I'm a resident here in Boise and have been for nearly my whole life. I wanted to put forward a suggestion and idea. After living in Asia for some time in Bangkok Thailand, I really liked the traffic infrastructure with regard to major intersections. I really think our community and planning committees should consider how other countries are managing traffic and roadway methods. Particularly at certain major intersections like off eagle road like thailand, there would be bridges that go over the intersections and allowing for steady flow of traffic north and south. Any traffic wanting to turn would get off and under the bridge there would be signals. It works really well from what I have experienced and seen.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>Ryan Lott</p>	<p>Email</p>
<p>PLEASE don't add any roundabouts! The mounded ones that exist are hazardous, since it's impossible to see what is coming toward you. If you have to make them, make them FLAT.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>

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>We need high-speed rail options badly! If all the folks who take a trip to "the coast" for the weekend were to use rail instead of their car, we would cut a large bit of emissions. Also, it would be fun and convenient. This includes the Utah loop. It needs to connect to the greater railways of America and not leave us isolated and dependent on cars. For me, I live in unincorporated Boise and there are no good options for me to use public transportation, even though I would be excited to use it if it was convenient.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>Compass needs to work with municipalities and other entities to allow voters in the Treasure Valley to vote on taxes and bonds to fund public transit. Until a stable source of funding is developed, transit will have short hours and limited routes. It's not helpful to take transit downtown for an event, but not have a ride home. Extensive waits between busses are not workable.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83716</p>	<p>Online comment form</p>
<p>Middleton Road, Greenhurst to Caldwell-Nampa Blvd is listed as a single project. It should be broken up into segments. Some segments need immediate attention while other segments can be delayed. Middleton Road, Hwy 55 to Nampa - Caldwell Blvd, needs expansion now.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors, the City of Nampa, and the Nampa Highway District.</p>	<p>83686</p>	<p>Online comment form</p>
<p>Learn how to implement roundabouts. Higher speed roundabouts need to be larger in diameter.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>93634 Chris Philips</p>	<p>Online comment form</p>
<p>I like the website</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83716</p>	<p>Online comment form</p>
<p>Please prioritize people over cars.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83703 Allen McLeod</p>	<p>Online comment form</p>
<p>I am hopeful for the implimentation of these plans despite having serious doubt about the political environment that exists (both in the state and in this region). I hope the best for your efforts.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>NA</p>	<p>Paper comment form</p>

<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>Idaho is not following the Eisenhower Interstate plan and needs to. We need interstates linking Reno to southwest Idaho to Emmett, McCall, Lewiston, and Moscow, as well as an interstate linking Idaho City to Boise. These interstates would allow better ground transportation and reduce the need to intrastate air travel, which is inefficient and environmentally harmful. Better interstates, connecting Idaho with surrounding states, will help freight movement, so that freight trucks do not get stuck in inclement weather or on bad roads.</p> <p><i>(Note: The above is a brief summary of the content of approximately 20 minutes of seven combined voice mail messages.)</i></p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">NA</p>	<p align="center">Series of voice mail messages left on September 28, 2022</p>
<p>Hello, my name is Conner, I am currently a senior in highschool and I have been a resident of the treasure valley for my entire life. First for context, I absolutely adore the treasure valley and it's connectedness to the outdoors and nature, and I want nothing more than to provide people who live here to live the best possible life that they can. Now with that out of the way let me start with my actual feedback. First of all I would like to state that specifically the "ticket to ride" plan that you all have created is definitely a good step in the right direction, however it really doesnt complete the picture. High capacity and frequent transit is a MUST for ANY mid-sized region that aims to be sustainable in the future. And that hadn't been prioritized nearly as much as it should, ultimately you're only creating these high capacity transit corridors as a "band-aid" to a significantly larger issue, that being poor land use and car dependency. Upwards of 80% of the treasure valley's land use is zoned for single family zoning and single family zoning ONLY. This creates deadzones of activity where people can only use an automobile to get to places that they do want to go too, ie the mixed use "activity centers" that you and the city of Boise talk about so frequently. These deadzones further worsen the issue of car dependency. Car dependency (incase you didn't know already) is a way of life where people have no other reasonable choice than to use an</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Nampa.</p>	<p align="center">Connor O.</p>	<p align="center">Email</p>

<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>automobile when doing basic activities in life. These basic activities include anything from shopping, getting to work, visiting family/friends, and visiting any sort of event/place outside of the previously listed things. These deadzones of r1 zoning also heavily strain city services and actually LOSE cities money year after year as explained in strongtown's article listed below this paragraph. Focusing more on the car dependency part, you all are still putting way to much effort towards subsidizing the use of cars. There are still planscreated by your organization to create what is one of the worst things in any city, the "stroad". The stroad is defined as a corridor that attempts to do the job of both a road, (a way to get to point A to B) and a street (a place you live and/or want to congregate/go to, for example you would take a road to get between 2 streets. Strods are also famous for doing neither of those jobs well, in any case. To give you some examples of some stroads in the treasure valley, look no further than Fairview avenue. Fairview avenue is not a place where people live or WANT to go to. Fairview is also not good at getting people from point A to B, being much slower than I84 or I184. Fairview is good at nothing and frankly, Fairview kind of sucks. What makes it worse is that this same exact commentary can be said about state street, chinden, ustick, McMillan, pine, Franklin, overland, Broadway, vista, northside Blvd, garrity, tenmile, eagle, and trust me there are much more than just these but you get the idea. In conclusion there needs to be a significantly higher separation between roads and streets, you cannot have both in 99.9% of cases. And now you may be thinking, "well we can't add more of these roads because then we would have way to many freeways" and to that I don't agree at all. Because roads don't mean automobile centric hell scapes, roads can be high capacity transit lines (and in most European cities they are). And now don't get me wrong COMPASS is trying (key word trying). BRT on state street is a great, albeit VERY small start. And regional rail on the Boise cutoff is something that people have wanted for decades, and should be the #1</p>			

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<p>top priority above all else other than upkeeping current infrastructure. But as said before, it needs to be taken further, MUCH further. So, here is my VERY rough/semi impromptu proposal,</p> <p>1.) Construct the regional rail from Caldwell to micron and the BRT line on state street from downtown to eagle (DO NOT WIDEN STATE STREET ANY MORE JUST GET RID OF A CAR LANE IN SOME AREAS, please, if you want statestreet to be a mixed use area making a 7 lane super-stroad is NOT what you want).</p> <p>2.) Construct an LRT line on eagle road that connects up with the Boise cut-off and statestreet BRT line. (Eagle road is so messed up that removing 2 lanes or some parking for a light rail is NOT going to make things worse than they already are.)</p> <p>3.) Construct a BRT or LRT line on Fairview, (your goal here is to create a symbiosis with the regional rail on the Boise cutoff, shorter distance, take Fairview, longer distance, take the cutoff)</p> <p>4.) DRAMATICALLY (And I mean DRAMATICALLY) Expand/improve cycling infrastructure on EVERY corridor in the city. Make sure it works well with transit and again works as another way to commute.</p> <p>5.) Work with the cities to develop a better land use plan to work for this transit, (eliminate r1 zoning, eliminate parking minimums, desubsidize not mixed use zoning). good transit with a bad land use plan is useless, and a good land use plan without good transit is a novelty. These 2 come in a pair and are NECESSARY to eachother.</p> <p>5.) Create a greenbelt (and no not the Boise river kind!) around the current limits of the cities in the area, this greenbelt is meant to stop ANY non agricultural development on existing farmland or the foothills. This is meant to preserve the non developed land we have left, and keep the treasure valley in touch with nature.</p> <p>Note: This plan is NOT detailed and I am NOT knowledgeable in the financing of such projects, however given the scale and attention you are giving to road projects, what is asked from me here doesn't seem that unreasonable. The strongtowns article:</p>			

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<p>https://www.strongtowns.org/journal/2022/3/8/where-weve-been-living-this-whole-time If COMPASS has any other inquiries about this style or development, especially with biking (which I could not get to in this email unfortunately) I highly suggest watching videos by the YouTube channel "Not Just Bikes". On the offchance that COMPASS has any further inquiries with me you can reach me by my email [removed for privacy]. Thankyou for your time reading this and thankyou for opening this time up to feedback</p>			
<p>Many of the ideas are good but two needs are extremely important. First we need light rail from Caldwell to Boise. Caldwell is at 70,000 today and will likely be over 100,000 by 2030. We also need a southern freeway like Kuna, Melba, Homedale, Vale, Oregon. 1-84 will have extreme congestion without a 2nd west major highway. We need to preserve farmland in southern Canyon County. We lose too much if sunnyslope is developed into housing projects.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors, Canyon County, and the Idaho Transportation Department.</p>	<p align="center">NA</p>	<p align="center">Email</p>
<p>i am fine with air conformity but it is important to note that a lot of vehicles should be allowed to "age out." An older vehicle may have trouble meeting emissions standards but would be offset by newer vehicles that do. People hold on to older vehicles because they do not have the means to afford newer vehicles. At some point older vehicles can not get parts to remain operable, at which point the owner loses their transportation options or has to find a means to get newer transportation. This is a big time of transition in transportation and patience will be needed for both early adopters and those who do not have the means to adopt.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p align="center">83646</p>	<p align="center">Online comment form</p>

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>I reviewed the latest COMPASS transportation plan and again see that the priorities are again to expand roads. I understand the need to improve intersections, freeway exits/entrances, and bridges. I do not understand why planners only see expanding roads as the solution to traffic jams. It has been known since at least the late 70s that it is not possible to build your way out of traffic jams. The only way to reduce traffic congestion is to expand public transportation. Unfortunately, the COMPASS Plan makes this an unfunded, unprioritized, afterthought. Constantly pouring additional concrete is an environmental disaster, as well as a bottomless pit for transportation dollars. While public transportation almost never pays for itself, subsidizing it costs far less than never ending road expansion which only encourages more people to drive. This construction and the additional vehicles on the road will only add to climate change-related problems. Please spend more time, energy, and money on educating the public about the need to reduce vehicle use and promoting the use of public transportation. Please spend more on developing an expanded public transportation system for Ada and Canyon County.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83642 Dean C. Hagerman</p>	<p>Email</p>

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<p>After moving here 3 years ago I was contacted by Compass to take a survey. I wrote that having public transportation would help employment of Idahoan's who do not drive or own a car. Also it would fill the many job openings and add to state revenue. I was told by Compass that Idaho is one of only two states that does not allocate state funds for public transportation. Since then I have told anyone interested in Idaho politics of this and was surprised how few persons knew this fact. Also their response was sad and negative, Idaho Public Transportation has been on the agenda for over 12 years with no real solution, only talk. Widening roads seem to be first priority. I told several people about the possibility of Amtrak service being reinstated to Seattle and Salt Lake, most comments were that they would be dead before this happened. If a senior citizen is no longer able to drive in Idaho, does not have family that can help, then they are destined for one of the many Elder Care Homes that are so numerous here. P. S. Do any of these responses go to the Governor's Office, or the combined percent of participants in favor of expanding public transportation?</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors, which is primarily comprised of local elected officials in Ada and Canyon Counties and also includes a representative from the Governor's office.</p>	<p align="center">NA</p>	<p align="center">Email</p>
<p>Focusing on pedestrian/bike/public transit offerings is the only way I see to meet our air quality goals set forth through communities in motion.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p align="center">83704 Phillip Chaffee</p>	<p align="center">Online comment form</p>
<p>I especially enjoy the beautiful website and how easy it is to maneuver to find all the transportation improvements.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p align="center">83686</p>	<p align="center">Online comment form</p>
<p>Thank you for your return call a few days ago, it was a pleasure and a privilege to speak with you. Most of my internet stuff is processed via my smartphone and data to respond to communications isn't easy to find or respond too from that handheld tool. This morning I'm on my desktop computer, its easier to read and it still lacks adequate information. So, I click on your video and up pops a subscribe request – HELL No I don't subscribe to much of anything as it puts my data on a list to be sold to other groups magnifying incoming data I don't want. As it is now, <u>every 24 hours I clean my junk folder of data, which on average runs about 325 unread messages discarded daily.</u></p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ron Dale</p>	<p align="center">Email</p>

<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>
<ul style="list-style-type: none"> • Next is the video link – give me the facts textual, I rarely watch videos as my retired days are filled with must dos and I don't have time to waste. <ul style="list-style-type: none"> ○ Textual data I can pop back to as time allows to acquire data presented, assuming data captures my interest and most meaningless word communications don't. ○ I hate Zoom conferences as they waste my day too. • Your "<u>Visit our website button</u>" didn't work either. <p><u>SUMMARY:</u> Today's Boom-Zoomer's seem to think they can blast useless website communications around to the masses, with little regard in ensuring their creations communicate efficiently. Their reader's time isn't considered, rather its violated extensively by wastefully imposing vast time wasted by their readers to grasp these ineffective web site communications. I understand you meant well and am not disrespectfully taking you to task, except to point out how utterly ineffective these communications are, and how wasteful of your readers time they are! Assuming your distribution list bothers to grasp them. So, if you want <u>to attain a higher rate of responses</u>, without need of sending repetitive reminder messages:</p> <ul style="list-style-type: none"> • Your mission is to be direct, • Use working links without playing games like 'subscribe' and • Focused exclusively upon delivering desired content with absolute minimal waste of your time by your readers. <p>-----</p> <p>As stated in my previous response, the data supposed to be available to us readers was not there. So, my response is generally as follows:</p> <p><u>Road Improvements</u></p> <ul style="list-style-type: none"> • I support all on your list because they are driven by traffic flow improvements or user safety improvements. <p><u>Public Transportation (Buses and Trains)</u></p> <ul style="list-style-type: none"> • All tax dollars spent on these useless venues are a waste of taxpayer dollars! 			

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<ul style="list-style-type: none"> ○ Because less than 2% of any population region will ride this inefficient route driven systems ○ Which unfairly imposes 98+% of the remaining population to pay for these systems through taxes with no meaningful payback to the majority. <ul style="list-style-type: none"> ▪ Why should many of our citizens pay for a useless public transportation system they will never use????? <p><u>Observations:</u></p> <ul style="list-style-type: none"> • We fled Portland Oregon 10 years ago because of runaway taxes driven by billions spent on a rail transportation system 2% or less of their citizens used. • Bureaucrats there unable to get cars off the roads onto their trains <ul style="list-style-type: none"> ○ With continued traffic congestion they spent billions more on traffic lights at freeway on ramps to space cars entering so as not impede traffic flow. ○ After billions spent on traffic lights, traffic there is worse now than ever during their rush hour events. Their freeways are parking lots as are their freeway on ramps. <p><u>REASONS:</u></p> <ul style="list-style-type: none"> • Busy highly motivated people (98+%) cannot justify use of route dedicated busses or trains which require far more time to use than personal cars or Taxi Cabs. • Personal cars or taxi cabs facilitates their users optimum efficiency of time management arrive timely at their must do events daily. <p><u>SUMMARY:</u></p> <ul style="list-style-type: none"> • If you want to improve traffic flow during rush hours daily in Boise, close the entrance ramps to the freeway between Boise and Nampa forcing folks to use local roads to commute. • Commuters from further away could arrive or pass through the Boise area much more efficiently. <ul style="list-style-type: none"> ○ Locals might complain of no access to the freeway, but soon they too will stop 			

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<p>complaining when they realize how much quicker their commute is and how much they save of fuel.</p> <p>Sadly, the only folks who will object to the pre-stated will be our government bureaucrats, with little creativity or common sense and daily wait in those long lines to enter our freeway at a pace of feet per hour. Whereas those who can see the grid system of streets moves far faster will see the logic of the suggestions presented.</p>			
<p>I cannot get the printable form to download in a way that I can use it on my computer. So here is just some short input from what I see as I review the website and proposals. Please share the following with those asking for input: I agree with the needed update to public transportation in the Treasure Valley. We need ways for people to get from their areas to Boise, the Airport, Gov't buildings etc as well as to Park and Ride places where public transportation can be accessed. Less vehicles on the road equals less pollution as well as less traffic hazards. The population explosion in our Valley has made travel between Boise and Nampa, Caldwell etc much less pleasant <u>and much more</u> frustrating. I see subdivision after subdivision being built and wonder how will all those people be able to travel to and from work, not to mention holiday shopping, trips to the grocery stores, malls and places of worship on weekends. The Treasure Valley simply CANNOT support the amount of traffic that will be on our roads in the next year and beyond. There must be solutions found and funded. I am a strong proponent of putting the cost of the needed improvements due to increased development of housing squarely on the shoulders of the Developers. <i>In no way should the tax payers</i> (many of which do NOT agree with how Developers are out-building our infrastructure) have to suffer under the load of all these needs. We didn't ask for this mess and expense. Please press the Powers That Be for more accountability before adding stress to our already overcrowded roads and infrastructure in the Treasure Valley.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors.</p>	<p align="center">83687 Joy Lewis</p>	<p align="center">Email</p>

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<p>Thank you for your work!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p align="center">83704</p>	<p align="center">Online comment form</p>
<p>More planning and construction funding for bicycles and pedestrians, please.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p align="center">83702</p>	<p align="center">Online comment form</p>
<p>The U.S. Environmental Protection Agency has reviewed COMPASS' draft regional long range transportation plan, Communities in Motion 2050 (RTP). The RTP will include a number of transportation projects that EPA will review once they enter the National Environmental Policy Act (NEPA) process. To aid in these future NEPA environmental analyses, EPA provides the following comments related to environmental justice, climate change, and air quality.</p> <p>Environmental Justice EPA appreciates COMPASS' efforts to recognize potential environmental justice concerns early during transportation planning, which includes developing a regional equity index to score and map the level of equity/inequity by geographic location. Consider supplementing the information with EPA's EJScreen,1 which is based on nationally consistent data and an approach that combines environmental and demographic socioeconomic indicators. EJScreen has twelve EJ indexes, including particulate matter 2.5, ozone, diesel particulate matter, air toxics cancer risk, air toxics respiratory hazard index, traffic proximity, lead paint, Risk Management Program (RMP) facility proximity, hazardous waste proximity, Superfund proximity, underground storage tanks, and wastewater discharge. EPA considers a project to be in an area of potential EJ concern when an EJScreen analysis for the impacted area shows one or more of the twelve EJ Indexes at or above the 80th percentile in the nation and/or state. As an example, for a sample stretch of the I-84 corridor between Caldwell and Nampa with a one-mile buffer, EJScreen shows all twelve indexes between 90 to 98 of the state's percentile (see attached sample project EJScreen report). EPA encourages COMPASS and transportation project sponsors to meaningfully engage the public, particularly communities with</p>	<p>Thank you for your comments. Your feedback will also be shared with the COMPASS Board of Directors.</p> <p>COMPASS developed its equity index based on regional and local data sources. As we refine this tool, we will continually seek additional and/or better data sources, including those included in the EPA EJScreen.</p>	<p align="center">Susan Sturges, National Environmental Policy Act Reviewer, Transportation Sector Lead, US Environmental Protection Agency</p>	<p align="center">Email</p>

<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>environmental justice characteristics, to identify potential impacts to communities and inform mitigation opportunities.</p> <p>Climate Change EPA appreciates that the RTP addresses climate change resiliency and adaptation considerations. Transportation is the largest contributor of U.S. greenhouse gas emissions, accounting for about 27 percent of total U.S. GHG emissions.² EPA encourages the RTP to discuss whether there are any local, regional, or state climate goals and how the plan can contribute to meeting those goals. EPA recommends including an assessment of how the plan’s strategy contributes to and/or reduces greenhouse gas emissions from the transportation sector. Identify mitigation strategies that projects can undertake to reduce greenhouse gas emissions or impacts from increased greenhouse gas emissions. For information on greenhouse gas emissions, please see tools and resources from the Council of Environmental Quality at https://ceq.doe.gov/guidance/ghg-tools-and-resources.html or EPA at https://www.epa.gov/state-and-local-transportation/estimating-greenhouse-gas-emissions.</p> <p>Air Quality In the Air Quality section of the Environmental Considerations and Mitigation Strategies document, EPA suggests rephrasing the first sentence which states...“so air issues are not tied to any particular location” and following with information and mitigation strategies on near-roadway air pollution. Common environmental justice concerns are near-roadway air quality and public health impacts from vehicle traffic in heavily traveled freeways or large roadways.</p> <p>Thank you for considering these comments and for the early engagement. EPA looks forward to continuing coordination with COMPASS. If you would like to discuss these comments, please contact me.</p>	<p>COMPASS plans to develop a resilience improvement plan and/or a regional carbon reduction strategy in compliance with the Infrastructure Investment and Jobs Act (IIJA), and to be eligible for additional federal funds. Those efforts should include regional climate/carbon reduction goals. Associated performance measures and targets will help track effectiveness of the strategies, programs, and projects aimed to improve resilience and reduce transportation emissions.</p> <p>COMPASS will revise the Air Quality section of the Environmental Considerations and Mitigation Strategies document to include discussion of near-roadway air quality and mitigation strategies.</p>		

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>We need to stop chasing development away from core communities by continuing to widen roads, and then ignore (i.e., continually not fund) amenities such as sidewalk access to major service routes already in place such as State Street. The entire bus service needs to be reviewed and focus on core service using routes such as Ustick Road where dense development has already occurred.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83703</p>	<p>Online comment form</p>
<p>It is important that the Long-Term Funded Regional Transportation Projects 2027-2050 specifically lists extending public transportation on State Street and Fairview to West Ada County and Canyon County. As it is currently listed on the plan, it does not specify extending to points further west than what the routes currently serve. On the Regional Local System Projects portion of the plan it lists "Emerald Street, Five Mile Road to Curtis" and widening the street to five lanes. In the description of the proposed project, it does not include bicycle and pedestrian facilities. Emerald Street is a major connection for those that walk and bike. Bike/ped facilities need to be included in the description of the project. I was disappointed to see that the "Unfunded regional priority [pathway] projects" aren't more of a priority in the Communities in Motion 2050 plan. These pathways will provide safe connectivity for those that bicycle and walk and should be a higher priority for the region.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, Valley Regional Transit, the Ada County Highway District, and the Idaho Transportation Department.</p>	<p>83703</p>	<p>Online comment form</p>

<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>Dear Compass, The third Southbound lane of off Karcher is going to fail. The lack of fundamental knowledge of this area is astounding after ITD Engineers screwed up the original design. Since this is the 3rd upgrade in 15 years so we should be used to ITD's failures. However, here is your opportunity to change our misfortune. As leaders of this valley, I'm speaking to the Mayors of Nampa and Caldwell, you can demand the immediate funding of the research of a new off ramp between Karcher and Franklin Road. This is actionable and needed. For goodness sakes, ITD is funding a project to identify the widening of I84 near Jerome because they are worried about traffic being 60,000 cars a day by 2050. They wouldn't even do this for us when we had 82,000 cars between Garrity and Franklin Road. They even let I84 completely fail costing Canyon County residents tens of thousands of dollars in repair bills on their vehicles. If the mayors of Nampa and Caldwell are unwilling to use their political capital as the mayors of the 3rd and 5th largest cities in the state what good are you. Finally, I wonder if my comment or any other citizens comment even matters if its not in favor of what Compass's desires. During the last comment period, my self and a friend of mine took the time to thoughtfully directing our comments to the ITIP just to have your subcommittee blow off the comments as nothing actionable but that the board should still read them since people took time to write them. That was taken straight from your last zoom meeting. Yes I listen to them while I am at work. We got the email saying you would pass it on to ITD and the mayors of Nampa and Caldwell but interestingly enough no one replied from ITD and the mayor's offices. I mean how hard is it to respond to a dozen emails regarding a billion dollars worth of infrastructure projects. Respectfully.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department and the Cities of Nampa and Caldwell.</p>	<p>Craig Allison</p>	<p>Email</p>

<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>#5- State Highway 44 needs to be a higher priority. With all the housing going in from Meridian to Caldwell, we need more than a 2 lane highway. There are many tailgaters on the road as well as Chinden and it's not safe to pull over and let them pass. It is also poorly lit and needs more road lights. I'm not sure what policies you are referring to. Safety should be #1. Roads in the treasure valley seem unsafe. It is great that Highway 20/26 Chinden Road out to Middleton will be widened. On October nights, that road gets backed up by the haunted place. It is great the roads will be improved.</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">83644</p>	<p align="center">Paper Comment Form</p>
<p>Think your growth figure might be conservative. Unfunded study- need to be funded + high priority by Middleton, Canyon Co., District 4 and Notus. *Interstate 84 Access Study (Sandhollow Exit 17 to State Hwy 44/Middleton Exit 25.) This will ease the 44 Bottleneck. Purple Sage + Galloway Rd Crossing Interstate should be a high priority to access development north of Middleton. *County should not allow any more building permit next to the potential exits. Why was Canyon Co. Dist. 4 working on Purple Sage if unfunded this summer?</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors, Canyon County, Canyon Highway District No. 4, and the Cities of Notus and Middleton.</p> <p>This summer Canyon Highway District No.4 did maintenance work (removed and replaced asphalt) on Purple Sage Road between Old Highway 30 and Emmett Road.</p>	<p align="center">Barney Lyons 83607</p>	<p align="center">Paper Comment Form</p>
<p>See attached letter at end of document***</p>	<p>Thank you for your input. Your comments will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the Idaho Transportation Department.</p>	<p align="center">Ralph Mellin 83709</p>	<p align="center">Letter</p>

Comments on the draft FY 2023-2029 Regional Transportation Improvement Program
COMPASS - Communities in Motion 2050

October 15, 2022

My comment is that there is a great need for an intermediate Interchange midway between the urban four mile stretch between the Cole Road interchanges and the Eagle Road Interchange.

Very few urban areas have such a four-mile distance between interchanges. Certainly, that significant distance is not the case through the rest of Boise and to west of Caldwell with current and proposed interchanges. See the enclosed regional map.

That interchange must have the east bound on ramp (if built) be limited so no on bound traffic can do immediate left lane changes to use the I-184 downtown connector. However there still would be a significant benefit to have the potential east on bound traffic still be able to go east toward Micron and other east points. (New potential I-184 users would continue to use their current routes.)

It would be most wise to review the scheduled rebuilding of the Five Mile overpass so a provision would be provided to add interchange ramps now or in the future. The Idaho Department of Transportation (ITD) currently is scheduling a review of the I-84 corridor from the "Y" intersection to the Meridian Interchange. They should be encouraged to include a study of, at least, a partial Five Mile Road interchange. The minimum of only westbound off and on ramps would give major benefit to road users of this four-mile non-interchange access area, of this west Boise area. Much of the southwest Boise area will be coming into the Boise city limits in the future so some type of interchange will give good tradeoffs.

Regarding a partial interchange, it is acknowledged that the US Federal Highway Administration prefers full interchanges; however, where local officials have strongly persisted less than a full interchange results. One example is in 2008 on Washington I-5, north of Vancouver near the town of Battle Mountain at milepost 11, only the northbound ramps were constructed. (Years later remaining ramps may be added.)

The current high-use hours have tremendous congestion at the Eagle Road interchange and at freeway entrances on the two Cole Road Interchanges. Those problems will become worse as more west Boise infill takes place and the large number of residents of Southwest Boise struggle to gain freeway access. These will increase as South Coverdale Road is expanded to a "built out" five lane road just south of Overland Road.

The potential Five Mile Interchange was first studied in 1981 by IDT when the Eagle Road location was subsequently picked as a first location. Forty years later the next phase appears as much overdue. Now a rebuilding of the last original I-84 overpass in Ada County from the

1960s is scheduled for design soon with ACHD input. It appears most important that its design study include the potential for some type or extent of an interchange.

The mayors of Meridian have encouraged the development of intermediate interchanges in their impacted areas with lots of resulting growth and lessor congestion. It is suggested that this also be the position of the mayor and staff in Boise and relative ACHD leaders as input to IDT for their corridor study and for the ACHD rebuilding of the Five Mile Road overpass.

Sincerely,

A handwritten signature in black ink that reads "Ralph Mellin". The signature is written in a cursive style with a large, stylized initial 'R'.

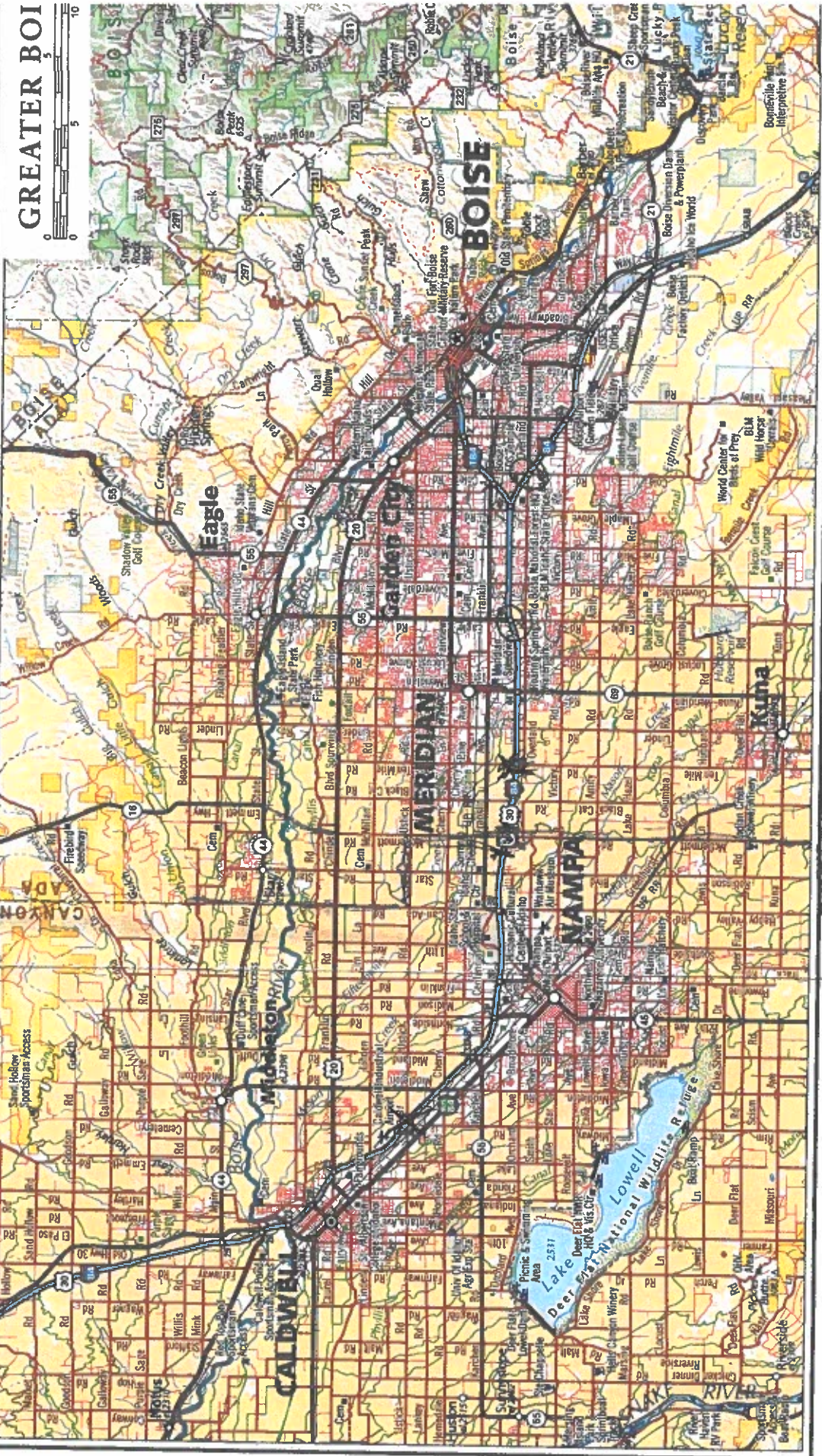
Ralph Mellin
Past Idaho Registered Civil Engineer

Enclosure: Area map



Land Ownership (Other public/tribal lands are named)

- Wetland (green highlight)
- State Land (blue highlight)
- BLM Land (yellow highlight)
- Grassland (orange highlight)
- Natl Forest Land (green highlight)
- Built-Up Area (red highlight)



GREATER BOISE

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