

## Public Comments Received (Verbatim)

- **Draft FY2020–2026 Regional Transportation Improvement Program**
- **FY2020 federal Program of Projects proposed for funding by Valley Regional Transit**
  - **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 7 – September 5, 2019

Total number of individuals submitting comments: 31

Voice Mail: 1

Online Comment Form: 25

Hard Copy Comment Form: 4

Letter: 1

(Individuals could submit comments on any of the three topics on one comment form; therefore, the total number of comments in the table below is greater than the number of individuals submitting comments)

<b>Comment</b> <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	<b>Staff Response</b>	<b>Zip Code Name Affiliation</b>	<b>Format</b>
<b>Comments on projects in the DRAFT FY2020-2026 Regional Transportation Improvement Program (TIP)</b>			
Regarding the expansion of Eagle Rd & Amity intersection (RD207-33), I feel with the rapid growth of the neighborhood and upcoming projects (new jr. high school, a library, expansion of the YMCA, more housing subdivisions, and an upcoming shopping center), a 2-lane roundabout will not meet the traffic needs of the area. I would like to see a full traffic light intersection and a slower speed limit (40/ mph) implemented,	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.	83642	Online comment form
I'm commenting on the capital maintenance phase 2, key 20129, Warm Springs Avenue between Glacier and Highway 21. This rehabilitation was originally supposed to go all the way to Eckert. The stretch of road between Eckert and Glacier has many rough spots, and the increase in vehicle traffic and especially construction vehicles (tractor trailer dump trucks) will only cause this to deteriorate more. This rehab project needs to be extended back to Eckert as originally planned.	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.  According to the Ada County Highway District, The pavement of Warm Springs Road, from Eckert to Glacier was rehabilitated in 2006 and maintains a high Pavement Condition Index (PCI). This segment was once part of a larger, paving process demonstration project on Warm Springs Road, but that demonstration project was canceled.	Robert Stark Barber Valley Neighborhood Association 83716	Online comment form

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<p>I do not favor widening any more roads beyond three lanes. It is well established that we can not build our way out of congestion--except through transit and bike/ped infrastructure. I do favor constructing detached bike/ped paths wide enough to accomodate both pedestrians and bicyclists safely. No one! who has any choices would choose to walk or bicycle right up against a five lane road!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>I am confused about the project sequence order to widen Chinden from Linder Road all the way to Eagle Road. Key # 20594 Advance</p> <p>The last I heard, the section between Meridian Road and Locust Grove Road was going to be done AFTER Linder to Meridian and AFTER Locust Grove to Eagle. That order doesn't make sense to me. But, it is not spelled out in detail on the Major Changes table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>ITD did initially intend to widen from east to west beginning at Eagle Road; however, with both Costco and WinCo now planned along Chinden Boulevard the order has changed. The developers of these two large projects will contribute funding toward widening Chinden near the developments (called "STAR" funding). In order to expedite the portions of Chinden that will be affected (and initially funded) by the Costco and WinCo stores, construction on those segments will now occur sooner than originally planned. The revised current schedule is:</p> <ol style="list-style-type: none"> <li>1. Eagle Road to Locust Grove Road, FY2020, funded by ITD.</li> <li>2. Linder Road to Meridian Road, FY2020, funded with STAR funding.</li> <li>3. Meridian Road to Locust Grove Road, FY2021, funded with STAR funding.</li> <li>4. Black Cat Road to Linder Road, FY2020/2021, funded with STAR funding.</li> <li>5. Black Cat Road to State Highway 16, FY2021, funded with STAR funding.</li> <li>6. State Highway 16 to Star Road, FY2023, funded by ITD.</li> </ol> <p>The STAR-funded projects may be completed sooner, but for planning purposes, they are scheduled as shown above.</p>	<p>Jennifer A Pedrali 83646</p>	<p>Online comment form</p>

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<p>There are MANY needs in the city of Meridian due to excessive growth. However, the main road being overlooked is McMillan between black cat and Locust Grove. Traffic is horrible because its only 2 lanes and there are hundreds of new homes planned for this stretch of road and no plans to widen it. It needs to be addressed within the next year or two.</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>Carrie Hovey 83646</p>	<p>Online comment form</p>
<p>My comment is in support of the current draft FY20-26 Regional TIP, and any further efforts to improve bike-ability and walk-ability to our regional transit plan will be much appreciated.</p> <p>In addition, I would like to comment that future projects can and should slowly transition funding, as our population increases, to light rail transportation connecting the Boise Train Depot, converting existing rail through fair market purchase or imminent domain, to light rail track with accompanying transit stops along the rail corridor to Caldwell. The recent comment on local option taxes from our governor is heartening that this option may become a reality in the near future, should the legislature be as wise as our governor and our local elected officials.</p> <p>Surely, as our population grows alongside fuel prices and pollution, investments in mass transit light rail and away from continued expansion of pavement for multi-lane roadways used primarily by single occupant vehicles will be well worth their cost in returns in many other areas, including resident affordability for higher quality of life as well as saved cost in distributed roadway upkeep and repairs. A small increase in local option sales tax could result in a net increase in savings for its residents in fuel, insurance, vehicle purchase, maintenance, and repair costs. This in addition to the realized gain in air quality (inversions), soil/water quality (oil emissions and oil waste into our sewers), and preservation of green spaces alongside the financial benefits of a better connected</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Joseph Schueler 83702</p>	<p>Online comment form</p>

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<p>community for stronger commerce and trade, the resulting economic boost in both purchase power and business location access notwithstanding.</p> <p>Thus far, investments in the current proposed areas are still wise to manage a growing population, but my hope is that advanced plans for the critical mass saturation of a fast growing Treasure Valley will point towards mass transit. This outcome will need to be well planned and well thought out well in advance of its need for it to be successful. Construction of commercial and residential property and density infill will be harder to anticipate if this change does not occur sooner rather than later.</p> <p>Finally, if light rail were to be a priority in the next 14 years (the next TIP budget), this would lay the foundations of needs for mass transit options retrofitted for the urban core. The two phase trolley proposed in our past is one such example, but a myriad of options could exist to aid in this important accent to light rail. Light rail might allow for concentrated use of busing in the urban core, for example, with expanded routes, stops, and hours of operation to ensure full and easy access for the larger population of residents who will be coming into and out of the urban areas of all municipalities along the light rail route (including Boise, Meridian, Nampa, and Caldwell).</p>			

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<p>Concerning SH-55/SH-44 intersection, CFI seems like a good idea for longer term, but meanwhile please implement an immediate simple fix to improve throughput. The strange entry to Chevron is rarely used, is unneeded due to riverside access, and is impeding southbound SH-55 traffic wishing to head west on SH-44 (traffic is blocked from entering turn lanes, so intersection is underutilized and delays increased). Please eliminate the extraneous chevron "exit" and extend the turn lane entry area to improve intersection throughput.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I would request that a connection between Highway 55 and Cloverdale Rd, crossing the Boise River and connecting the Island Woods and Lakemoor subdivisions such that they have an extra egress route in case of emergency.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Eagle.</p>	<p>Rob Brooks 83616</p>	<p>Online comment form</p>
<p>Completion of SH 16 to I-84 is critical to relieving congestion in the Treasure Valley. Its completion is far more important than pedestrian and bicycle bridges and pathways.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Fred Hoadley 83686</p>	<p>Online comment form</p>
<p>Hi – my name is Tina Elayer and I am a Brownfields Analyst at IDEQ. I would like to offer assistance if there is a need to address potential contamination on the proposed projects. I am attaching info sheets that show maps from our waste facility mapper (WFM). This website is a great resource to identify waste program actions that IDEQ is involved in. I'd be happy to talk to anybody who is interested in this service. Thank you!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Local Highway Technical Assistance Council, the City of Nampa, and the City of Meridian.</p>	<p>83706</p>	<p>Hard copy comment form</p>

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<p>Nowhere, do I see any planning for another bridge across the Boise River (specifically in the 5 Mile, Coverdale area). Traffic across the Glenwood bridge is approaching gridlock stage many times during the day, with more and more homes and apartments being built in Northwest Boise, increasing the demand on an already strained bridge. Why isn't this even on a "consideration" list?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, and the City of Eagle.</p> <p>The regional long-range transportation plan, <i>Communities in Motion 2040 2.0</i>, identifies needed transportation projects for the next 20+ years. The plan lists funded projects, as well as projects that are needed but are currently unfunded. One of the <u>unfunded needs</u> is the Three Cities River Crossing to preserve land for a future bridge over the Boise River east of the City of Eagle (#17 of Regional Local System Projects, p. 3 of the list linked above).</p>	<p>83714</p>	<p>Online comment form</p>
<p>My boys (8 and 9) and I regularly ride bikes along the greenbelt in Eagle and find crossing the Eagle bridge extremely hazardous. We would greatly appreciate sidewalk being added (or a wide enough shoulder to accommodate the high driving speeds.) Also, our family and several other classmates have had multiple near misses at the crosswalk of Ustick and Curtis from vehicles heading N on Curtis and making a L onto Ustick at the flashing yellow. I understand the pedestrian signal is on for 5 seconds before the open left turn is available. I have not seen the drivers habitually check the crosswalk before turning onto Ustick – they are instead focused on beating the oncoming traffic crossing Chinden. Can pedestrian crossing signs be added please? Are flashing lights able to be installed to further alert drivers? Please?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Eagle.</p> <p>According to the Idaho Transportation Department, a project is scheduled to build a bicycle and pedestrian bridge adjacent to Eagle Road (State Highway 55) over the North Channel of the Boise River in FY2023. There is an open house on Monday, September 23, at the Eagle City Hall to present this proposed project to the public, see <a href="#">here</a>.</p> <p>Regarding Curtis and Ustick crosswalks, according to Ada County Highway District, the organization is in a yearlong process of implementing new technology at all of their signalized intersections with flashing yellow arrows. This technology will inhibit flashing yellow arrow operation when there is a conflicting pedestrian crosswalk activation.</p>	<p>83704</p>	<p>Hard copy comment form</p>

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<p>- 20/26 Projects (Key #: 20594, Key #: 19944, Key #: 21858, Key #: 20367, Key #: 20227) - Hwy 20/26 through canyon and Ada counties must be a priority. ITD needs to do a better job working with and supporting large commercial developments as part of the STARS program to widen and improve 20/26 immediately. It is heavily traveled and relied upon by Canyon/Ada/Gem county commuters. It has become extremely congested and unsafe.</p> <p>- With Meridian being the second largest city in Idaho and continuously one of the fastest growing in America for the last 10 years arterial roadways need to be widened and improved for vehicles, bicycles and pedestrians. The areas of concern are as follows:</p> <p>- Key # : RD202-31 - With growth this needs to be a top priority and should be improved as 20/26 is done.</p> <p>- Key # : RD202-32 - With growth this needs to be a top priority to improve traffic flow from the ten mile exit.</p> <p>- Linder (Franklin - Pine) - Key # : RD213-16 - Needs to truly be widened up to Ustick to connect with the recently completed section.</p> <p>- Locust Grove (Fairview - Chinden) - Don't see Locust Grove on the draft at all which is a heavily traveled and heavily congested roadway through a dense part of Meridian.</p> <p>McMillan Rd (Locust Grove to McDermott) - Don't see McMillan on the draft at all and is a heavily traveled roadway through a dense and rapidly growing part of Meridian.</p> <p>- Eagle - Key # : RD207-33, Key # : RD216-04 (Victory to Lake Hazel) - Growing area but nearly as much of a priority as the north and northwest portion of Meridian</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Meridian, and the City of Eagle.</p> <p>The Transportation Improvement Program does not include a comprehensive view of the Ada County Highway District's project schedule. The Ada County Highway District's Five-Year Work Plan does include funding for Locust Grove improvements, from Fairview to Ustick. You can find that by searching key number RD210-02 on this link:  <a href="http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx">http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx</a></p>	<p>83646</p>	<p>Online comment form</p>

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<p>I fully support adding the roundabouts on Centennial and Middleton/Ustick. The traffic backs up and it takes so long to make it thru both intersections. Not to mention those people who don't understand how 4 way stops work or don't pay attention to who stopped first. I feel like both roundabouts will improve traffic conditions and lower crashes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the City of Caldwell.</p>	<p>83607</p>	<p>Online comment form</p>
<p>reinstitute the light rail system throughout Treasure Valley with grade separation; coordinated public transport system between light rail and bus/van schedules; extend bus transport system to cover heavily populated areas of Eagle, Meridian, Star, Middleton, Caldwell, Kuna; add more bus stops at major points of interest, such as schools, churches, malls, libraries, office buildings, parks, etc.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online comment form</p>
<p>1. I don't understand why N. Linder Rd. is being prioritized over N. Meridian Rd. for road widening. There is not even a freeway overpass at Linder Rd. Meridian Rd. has a major freeway interchange, yet quickly narrows to 2 lanes a few miles north. It would make more sense from a planning perspective to prioritize widening roads that connect to the interstate for smoother traffic flow. As bad as Eagle Rd is, it now takes me less time to commute to work using Eagle Rd. than taking Meridian Rd. I live near the intersection of Meridian and McMillan. With all the new homes, apartments and schools built over the past 10 years, Meridian Rd. is not equipped to handle the volume of traffic created by the developments.</p> <p>2. Since N. Meridian Rd. is not going to be widened from Ustick to Chinden anytime soon, it might be worth considering a single lane roundabout at the Meridian/McMillan intersection to improve traffic flow for the morning/evening commuters. There is a school on the corner too, so it might improve safety.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p> <p>The Transportation Improvement Program does not include a comprehensive view of the Ada County Highway District's project schedule. Please follow the attached link to see a full list of projects in ACHD's Five-Year Work Plan (Meridian Road, Cherry Lane to Ustick Road, is included for a widening project in FY2020):  <a href="http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx">http://www.achdidaho.org/Departments/PlansProjects/IFYWP.aspx</a></p> <p>ACHD's 2016 Capital Improvement Plan (CIP) includes a list of intersections that may be good candidates for a roundabout. The intersection of Meridian Road and McMillan Road did not make it on the list. ACHD's 2016 Capital Improvements Plan can be found here:  <a href="https://www.achdidaho.org/Documents/Engineering/ImpactFees/Ordinance231/ProjectsByYearTables_A4_A5.pdf">https://www.achdidaho.org/Documents/Engineering/ImpactFees/Ordinance231/ProjectsByYearTables_A4_A5.pdf</a></p>	<p>83646</p>	<p>Online comment form</p>

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New ORN22385 Boise State Greenbelt. What is this project and when do you think it will be completed?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Boise State University.</p> <p>The project makes safety improvements to an existing pathway near Boise State University by widening the multi-use pathway and adding a buffer between the pathway and the roadway. Timing is unknown, but currently expected to be completed after Fiscal Year 2024.</p>	83706	Online comment form
Please install a traffic light on Hwy 45 and Locusts Lane in Nampa	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and the Canyon Highway District.</p>	83686	Online comment form
I didn't see anything planned for the McDermott/Ustick vicinities to accommodate the new high school. I know McDermott will eventually tie SH16 to I84, but are no improvements being planned out for Ustick to meet increased traffic?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.</p> <p>The West Ada School District will be required to make road improvements on the roads adjacent to their new school, as will developers of other properties in the area. The extension of State Highway 16 (Key # 20788), from US 20/26 (Chinden) to Interstate 84 (I-84), is in the design and right-of-way acquisition phases of the project. The construction phase of the State Highway 16 project is unfunded and not currently scheduled in the Transportation Improvement Program. The intersection of State Highway 16 and Ustick Road is planned as an interchange, which ACHD will require to be designed to accommodate the future traffic needs of the area.</p>	83646	Online comment form

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<p>I appreciate attention to the issues of public transportation both for Ada County and Canyon county. The Treasure Valley is growing so fast, it is essential we have better public transportation, and less congestion on our highways and freeway. I am disappointed to see NOTHING about an HOV lane between Caldwell and Boise on I-84. It works well in other bigger cities. Some even have the HOV lane movable to accommodate morning, then evening commuters. It is a great idea to use less space for a welcome relief to getting stuck behind a slow vehicle in "rush hour" and it promotes car pooling. Seems like a No-Brainer for I-84!</p> <p>We really, really need more safe bike paths/lanes along major through roads like Happy Valley and Robinson Rd so people can utilize alternative transportation. More people would ride bikes and scooters if it was safer. But both of those roads have narrow gravel shoulders that are not safe to ride on with the speed limits posted thereon. Couldn't those right-of-ways along both roads be utilized as wider, smoother shoulders for pedestrians and bikes?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Caldwell, and the City of Boise.</p> <p>Under Idaho law, high occupancy vehicle (HOV) lanes are restricted to counties with populations of less than 25,000. As both Ada and Canyon County populations exceed this amount, HOV lanes are not currently a viable option for the Treasure Valley.</p> <p>According to Nampa Highway District staff, both Happy Valley Road and Robinson Road are arterial roadways with only 50 feet of right-of-way, which does not leave room to build bicycle lanes at this time.</p>	<p>Joyce Lewis 83687</p>	<p>Online comment form</p>

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<p>The widening of Chinden by ITD without consideration for its impacts on already unsafe conditions for pedestrians who use and cross Chinden in Garden City should not be supported by COMPASS through adoption of the TIP.</p> <p>COMPASS data show that the widening of Chinden west of SH55 will induce more traffic on Chinden through Garden City. The sections of Chinden west of 43rd Street to the Garden City western limits lack sidewalks and have no safe places to cross other than at sparsely-spaced intersections.</p> <p>The result is people in wheelchairs being forced to use the two-way left turn lane. <a href="https://twitter.com/KostelecPlan/status/996067213403602945?s=20">https://twitter.com/KostelecPlan/status/996067213403602945?s=20</a></p> <p>The result is a senior citizen trying to get to a grocery store and only having a shoulder next to high speed traffic for her walk. You can view that image here: <a href="https://twitter.com/KostelecPlan/status/1169236040277618688?s=20">https://twitter.com/KostelecPlan/status/1169236040277618688?s=20</a></p> <p>Further, ITD is proposing to build sidewalks (a pathway) on one side of Chinden until a future additional widening takes place. This is counter to prevailing FHWA guidance on this type of high speed, high volume arterial. ITD's District 3 Engineer asserted in emails that they feel this is somehow safe. The above picture of the senior citizen walking on a shoulder is what ITD said would be safe on Chinden through Meridian.</p> <p>The ITD projects for Chinden that COMPASS is approving in this TIP clearly prioritize the convenience of motorists over the safety of people. COMPASS has been admonished in the past for failing to properly consider the needs of people outside of vehicle. This occurred by FHWA during its certification review of COMPASS. The approval of this TIP continues</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Garden City.</p>	<p>Donald Kostelec 83716</p>	<p>Online comment form</p>

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<p>the prioritize unsafe investment by ITD and subject to COMPASS approval.</p> <p>I request COMPASS either deny the TIP until ITD can commit to addressing existing pedestrian safety issues in Garden City and incorporate the design of a temporary sidewalk (asphalt?) along the north side of Chinden in the widening projects proposed in this TIP.</p> <p>If COMPASS does not feel empowered to deny the TIP based on safety reasons, then I request COMPASS act immediately upon the approval of the TIP to form a group of COMPASS, ITD, ACHD, and Garden City officials to develop a strategy to complete the sidewalks on Chinden to be as close to concurrent with the Chinden widenings west of SH 55. Otherwise, ITD's actions will only compound the already-unsafe engineering on Chinden through Garden City.</p>			
<p>Chinden does NOT need to be widened. When are wider sidewalks coming? Can Front and Myrtle in Boise be converted to two-way traffic?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Boise.</p> <p>According to the Idaho Transportation Staff, Chinden Road needs to be widened to accommodate both the existing and the projected future growth in the area. Chinden will be widened to two lanes in either direction, a center turn lane and wider sidewalks on the south, from Eagle Rd to SH-16 beginning in 2020. Wider sidewalks will be installed in 2020, also.</p> <p>Additionally, converting Front and Myrtle in Boise would not accommodate the existing peak traffic volumes that the downtown corridor experiences. The couplet allows for better circulation of the heavy volumes of commuter traffic that would otherwise cause significant congestion/delays.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>

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Please include rail between Caldwell and nampa.	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and the City of Caldwell.	83651	Online comment form
<p>There is a great need to plan for the re-building of the Five Mile interstate overpass. This antiquated, narrow, two-lane, heavily used overpass in the Boise city limits has no provision for walkers or bicyclists. The roadway is used by perhaps 18 sq. miles of residents for their north-south travel. That is one mile on each side of Five Mile Road for 4 ½ miles north of the interstate (9 sq. mi.) and the same south of the interstate.</p> <p>While planning for the overpass's rebuilding consideration should be given to making this an interchange for these 18 sq. miles of residents. (That is a lot of housetops.) One, of course, would restrict the east-bound on ramp so no left crossover would be allowed to go downtown on the I-184 connector. Those destination travelers would use their current routes thus the interchange would be used mainly by the sole I-84 users. Part of the project could provide for another westbound interstate lane, which is sorely needed leading up to this overpass. That is there are three west-bound I-184 lanes (counting the Franklin Rd west-bound entering lane) that must merge into one lane on I-84 so there is tremendous afternoon congestion there. The east-bound I-184 entering or morning users have two lanes. Now it would seem like our local leaders would provide for interstate access and structure updates for the residents in this west side of Boise as it seems like residents of other areas of Ada County are provided. It is seen the leaders of Meridian seem to get things done for their area; hopefully our leaders can do the same for this center of the four mile stretch of west Boise without central interstate access. That is to have an interchange at the standard two mile interval through our heavy populated areas of the above noted 18 sq. miles of residents as is done through the rest of the</p>	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, the City of Boise, and the City of Meridian.	Ralph Mellin	Online comment form

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heavily populated Ada County through East Canyon County It would seem to be wise for there to be a line item for this above project; however, perhaps it could be a part of the line item of Planning – Metropolitan Planning Funds 2020-24 for \$7,000,000 with perhaps some increase of these funds. But something needs to be done.			
I would like to see any funds approved to help widen road in Ada County require ACHD to design and build bike lanes that meet the requirements of the Bike Facilities Matrix in their Roadways to Bikeways plan.	Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Ada County Highway District.	Clancy Anderson 83702	Online comment form
Letter from the Ada County Highway District attached at the end of this table.	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, Valley Regional Transit, the City of Boise, and the City of Meridian.	83642	Letter

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<b>Comments on the FY2020 federal Program of Projects proposed for funding by Valley Regional Transit</b>			
I favor investing in transit and transit infrastructure	Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.	83702	Online comment form
Absolutely no public transportation. Only degenerates use public transportation.	Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.	83686	Online comment form
<p>I'm interested in the bus routes, we live on Maple Grove, just off of Maple Grove near Hyatt Hidden Lakes, McMillan and Mitchell area. We've lived here for 10 years and when we first got here, Maple Grove had been cut through down to Chinden from McMillan. And we kept thinking maybe they'd put a bus route down there sometime, but it seems like we're kind of like a little island, it comes down Maple Grove and turns and goes east.</p> <p>And then the other one, the route 8, goes the other direction. The 8X does come down, but it doesn't stop anywhere really close to us.</p> <p>We thought maybe sometime – I'm disabled now – but I had wanted to ride the bus into downtown and to doctor's appointments and things like that. It's just impossible to get there for me, I can't walk that far and it seems like we've got a little island stuck out. Since Five Mile is, turns at Ustick and goes over – the number 8 does.</p> <p>And then the 12 turns and goes the other direction and kind of leaves us up a creek.</p> <p>And if I could cut across, if I <i>could</i> cut across, the Hyatt and Hidden Lakes, which is</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>ValleyConnect 2.0 is Valley Regional Transit's plan for expanded transit service in the Treasure Valley. This plan would improve service around Hyatt Hidden Lakes, but is unlikely to extend service down Maple Grove. Currently, there are two options for people in the identified service gap. In January, Valley Regional Transit began a pilot project with Lyft which allows anyone in this area to schedule a Lyft ride to select bus stops for \$2. From these stops, riders can continue their trip on fixed route transit for their regular fare. Alternatively, persons with disability who live within ¾ mile of fixed route service, which would cover this area may qualify for ACCESS door to door transportation.</p>	83704	Voice mail

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code Name Affiliation</b>	<b>Format</b>
<p>impossible, but that would take us down to Chinden, and it seems to be shut off right now, the 8x. And I would still have to get across and it's just impossible.</p> <p>I know if I'm looking at this area, and there's a lot of people up here that could use this, we'd like to put a word in to maybe look at Maple Grove and take it on down the hill, if possible.</p> <p>Thank you.</p>			
<p>Valley regional transit is a good alternative to driving but must expand service and stops. More importantly treasure valley cities need to collectively work towards providing more alternatives to public transit such as a rail system.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83646</p>	<p>Online comment form</p>
<p>reinstitute the light rail system throughout Treasure Valley with grade separation; coordinated public transport system between light rail and bus/van schedules; extend bus transport system to cover heavily populated areas of Eagle, Meridian, Star, Middleton, Caldwell, Kuna; add more bus stops at major points of interest, such as schools, churches, malls, libraries, office buildings, parks, etc.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We should be thinking about a metro service that links Nampa/Caldwell + downtown Boise + airport.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, Valley Regional Transit, the City of Caldwell, and the City of Nampa.</p>	<p>Richard Winn 83642</p>	<p>Online comment form</p>
<p>We were out of town so did not get to attend the open house. However we are highly concerned about public transportation and pedestrian/bike paths in rural Nampa. It is becoming a highly URGENT issue we cannot ignore or postpone!</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the City of Nampa, and Valley Regional Transit.</p>	<p>83687</p>	<p>Hard copy comment form</p>
<p>From what I can tell, a lot of the budget goes to fixing / maintaining rolling stock. I would like to see purchase of more rolling stock to satisfy the transit needs of the valley. Not in terms of ridership per se, but availability. Ridership won't go up unless availability goes up.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>

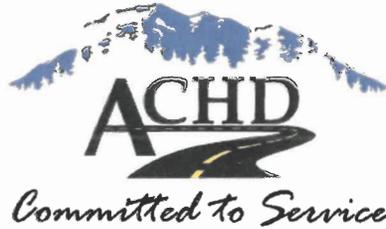
<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code Name Affiliation</b>	<b>Format</b>
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**Comments on the Air Quality Conformity Demonstration for Northern Ada County**

<p>We are greatly affected (to the point of wearing face masks!) by the air pollution at Curtis and Chinden on our daily walks and bikes ride to school. Can any further research be put into synchronizing the N/S lights along Curtis at Chinden, Ustick, Northview, the light/school zone at Koelsch, Fairview, and connector onramp please?</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>Answer from Ada County Highway District staff:</p> <p>These signals are synchronized from Emerald Street to Adams Street. During the morning commute timing plan, southbound (from Chinden to I-84) is favored, but there is a cycle length difference between the signal at Fairview (and to the south) and Plymouth (and the signals to the north), due to the traffic flow differences between these two areas. Because the cycle length is not the same between these two groupings of signals, there can be some increased congestion between Fairview and Plymouth.</p> <p>During the midday timing plan, the cycle lengths are the same, and because traffic volumes are balanced, we do the best we can to allow flow in both directions. However, because of the inconsistent spacing between the traffic signals, and more vehicles on some side streets than on others, the flow may appear to be "choppy" in either direction on Curtis Road.</p> <p>During the evening commute timing plan, there are quite a number of different issues that occur that make it difficult to provide smooth traffic flow. The signal at Chinden needs a much longer cycle length than is needed for the other signals on Curtis Road to the south. So we operate the signal at Ustick at a cycle length that lines up well every 3rd cycle, but is likely less optimal on the other two cycles. This helps meter the traffic arriving at Chinden and helps traffic move away from Chinden. The remaining signals (from Northview south), operate at the same cycle length, and we primarily favor northbound traffic, but there is also some southbound flow as well.</p> <p>At Chinden, the "synchronized" (and favored) movements are on Chinden. However, we have made every effort to</p>	<p>--</p>	<p>Hard copy comment form</p>
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<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code Name Affiliation</b>	<b>Format</b>
	<p>provide as optimal of flow as we can for the northbound and southbound traffic while still favoring the higher traffic volumes on Chinden during all of the timing plans.</p> <p>There are also a large number of emergency vehicle preempts on this corridor, as ambulances go to (and from) St. Alphonsus hospital. A preempt is when the emergency vehicle overrides the normal operation of a traffic signal to expedite there travel to and from an emergency situation. When this occurs, it does disrupt the flow along a corridor for a few cycles. Also, when this occurs, the emergency vehicles may not necessarily have their lights and sirens on, so it can be difficult for the average driver to know it is happening.</p> <p>As you can see, there are a number of issues that make this corridor very challenging to operate. We are doing the best that we can within the constraints that we have to work in, to provide the best traffic flow that we can achieve. We do analyze and retime corridors of signals every 5 – 7 years, and this corridor was last done in 2015. It is on the list to be looked at in the next couple of years, and we may find a change that will work better at that time, but that is not guaranteed.</p> <p>We will keep your comments in mind when we begin the next retiming project along this corridor. Your comments and input are appreciated.</p>		
<p>Air quality is always a concern with significant increases in vehicles on the road. Emissions testing and requirements should always be something state and local government should be focusing on and requiring improvements to emission rules.</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>use of light rail, electric vehicles or buses fueled by natural gas, if possible</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code Name Affiliation</b>	<b>Format</b>
<p>Why is the PM10 budget increase in 2024-2030 viewed as permission to increase PM10 emissions? Is unhealthy air somehow getting healthier to breathe? Stop widening roads, fund actual transit.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Idaho Department of Environmental Quality.</p> <p>The increase in the PM10 budget after 2023 is based on assumed growth in the Treasure Valley and the increase in vehicle miles traveled on the roadways that is anticipated to accompany growth through the year 2050.</p> <p>When the motor vehicle emissions budget is developed, expected future emissions from other sources are also calculated. Modeling must demonstrate that all emissions sources <u>combined</u> (vehicles emissions, emissions from industry, smoke from fireplaces/woodstoves, dust from agricultural tilling, etc.) will produce concentrations of PM10 below the national standards.</p> <p>The US Environmental Protection Agency (EPA) reviews the vehicle emissions budgets and must determine them to be "adequate" to maintain compliance with air quality standards. The EPA has reviewed the PM10 vehicle emissions budget for northern Ada County in light of all anticipated sources of PM10 in the valley and determined that it is adequate to maintain compliance, even with an increase in the budget amount after 2023.</p>	<p>Bridger Putnam 83702</p>	<p>Online comment form</p>



Rebecca W. Arnold, President  
Mary May, 1<sup>st</sup> Vice-President  
Sara M. Baker, 2<sup>nd</sup> Vice-President  
Jim D. Hansen, Commissioner  
Kent Goldthorpe, Commissioner

August 29, 2019

Matt Stoll, Executive Director  
COMPASS  
700 NE 2<sup>nd</sup> St., Ste. 200  
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the DRAFT FY2020-2026 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. The draft TIP supports the Communities in Motion 2040 maintenance funding policy by dedicating a steady funding source for pavement preservation and Americans With Disabilities Act (ADA) repair projects within the Boise Urbanized Area. The TIP aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for capacity improvement projects. Through experience, ACHD has found that pavement preservation projects are an efficient and effective use of valuable federal funds. These projects also help eliminate substandard ADA infrastructure in the Boise Urbanized Area by ensuring that all curb ramps within the boundaries of a project meet current ADA standards. These improvements support ACHD's efforts to sustain the public's infrastructure in a "very good" condition for motorists, cyclists and pedestrians.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2020-2026 TIP:

- ACHD fully supports the two State Tax Anticipated Revenue (STAR) capacity improvement projects on US 20/26 from Linder Road to Locust Grove (KN 20594), advanced to FY2020, and from SH-16 to Linder Road (KN 21858), programed in FY2020. These improvements will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways. In addition, the advancement from PD to FY2023 for the Transportation Expansion and Congestion Mitigation (TECM) funded US 20/26 from Star Road to SH-16 (KN 20367) will support the improvements being funded by the above-mentioned STAR projects.
- It is noted that the widening of SH-44, between Star Road and SH-16 (KN20574) has been delayed from FY2023 to FY2024. This capacity project remains a vital project that will benefit the growing cities of Eagle and Star.
- The advancement of all FY2026 Pavement Preservation and ADA Phase I and II projects (ORN22390 and ORN22391) and FY2024 Pavement Preservation and ADA Phase I and II projects

(KN20674 and KN 20538) supports ACHD's efforts to use federal funds for pavement preservation and ADA projects.

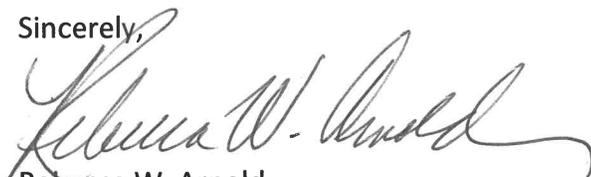
- The addition of Interstate Maintenance projects, East Boise Entry, Ada County (ORN22237) and I-84, Interchange Ramp Rehabilitation, Boise (ORN22246) benefit the regional needs of Treasure Valley residents and complement ACHD's transportation network.
- The Transit Asset Management (TAM), Boise Area, VRT, projects (FY2020 to FY2025) support ACHD's efforts to maintain the Commuteride fleet in good condition for all users. The continued support of the Rideshare program with the advancement of Urban funds in FY2023 and FY2024 (CPA3 15914,) and FY2025 (CPA3 ORN22386) is valuable to the commuters of the Treasure Valley.
- ACHD appreciates the highlighting of locally funded and regionally significant ACHD road capacity projects (RD216-04, RD207-29 and RD207-30). In addition, the locally funded FY2024 and FY2026 Pavement Preservation and ADA projects (KN 20683 and ORN22392) provide funding flexibility within the Boise Urbanized Area.

As the Treasure Valley rapidly grows, the complexity of the region's transportation problems increase along with the public's desire for solutions. ACHD appreciates ITD's extra efforts to fund and support large capacity projects on the state highway system in the Treasure Valley. These significant improvements to the regional highway system are critically needed and help relieve congestion on ACHD's network. ACHD will continue to work with its city and county partners, COMPASS and ITD to maintain the network and plan for necessary capacity improvements in growth areas across the county.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at [tferch@achdidaho.org](mailto:tferch@achdidaho.org) or 208-387-6157.

Sincerely,



Rebecca W. Arnold  
ACHD Commission President

Cc: COMPASS Executive Committee