

Public Comments Received (Verbatim)

FY2020-2026 Regional Transportation Improvement Program Amendment

Public Comment Period: November 26 through December 10, 2019

Total number of comments received by COMPASS: 17

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

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>Having lived in Houston and Seattle, I know how important it is to have a Transit system. You need to build bus Park & Ride lots along I-84...perhaps in Nampa and Meridian to start. Those transit centers will have their own access to I-84 for easy on and off. At some point, you will need to add a lane that is HOV designated during rush hours.</p> <p>At later dates, expand to say Caldwell.</p> <p>I may be mistaken, but I heard/read that there is some backwards law that determines when park and rides can be built. It seemed that if the population was high, then the P&R's could not be built. If true, that needs to change.</p> <p>All of this needs to be done now! Construction will add to traffic woes, but if you wait, the traffic is only going to get worse on it's own.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>83706 Mark Spinks</p>	<p>Email</p>
<p>I hardly ever see the large city buses filled! I would recommend adding x100 new 12 person VANS and providing smaller bus stops threw out Boise and to the other cities, so drivers could get around them easier.</p> <p>I would also recommend that underground pneumatic tube transport be started under all major streets throughout Boise and to other cities in the valley. The tunnels would be built over 10 years as each road is dug up for new swearer and street tar replacement. Then all the tubes would be connected and new transport tubes installed. Each transport tube would run to each depart and loading dock every 15 minutes threw out the city and entire valley. The 2 programs would eliminate about 50% of the private wheeled transport. Large cargo trucks could unload outside of Boise and a tube, with merchandise, could be sent to businesses and warehouses threw out BOISE.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Lester A. Meade Retired Shop Teacher Retired Navy Vet</p>	<p>Email</p>

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<p>Amity road need to be rebuilt to 3 lane with wide shoulders - and connected to COLE. Victory Street need to be widened to 4 lanes + center turn lane.</p> <p>Lake Hazel needs to be rebuild to 5 lanes from freeway to Meridian - like yesterday!</p> <p>I predict a population increase of 30 to 40 % in the next 10 years all south of Vivtory Street! I also see Kuna tripaling in population in the next 10 years because of the high price of land and housing in Boise. Most of these parents will be working in Boise. The amount of cars on the streets will double because each household will also have 2 to 4 teenage drivers. 🙄🙄🙄🙄</p>			
<p>I would like to submit my comments for the proposed amendment to the FY19-23 Regional TIP. I support the addition of the following projects into the TIP:</p> <ul style="list-style-type: none"> • RC0299: Ten Mile Rd, Victory Rd to Overland Rd • RD2017-19: Linder Road, US 20/26 (Chinden) to SH44 (State) <p>I support the addition of the following projects into the TIP if the multi-use paths are expanded from 10ft to 12ft:</p> <ul style="list-style-type: none"> • RD216-05: Lake Hazel Rd, Maple Grove Rd to Cole Road • RD209-18: Lake Hazel Road, Eagle Road to Cloverdale Road • RD207-30: Lake Hazel Road, Cloverdale Road to Five Mile Road <p>I urge COMPASS to support walking and bicycling as viable modes of transportation throughout the treasure valley by creating inviting places to walk, bike, scoot, and roll along these high speed, high volume corridors.</p> <p>Thank you for soliciting comments and incorporating public input into the decision-making process.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Rachel Grosso</p>	<p>Email</p>

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<p>Most of the projects listed are road widening projects. These projects are mere bandaids as the population continues to boom. A public transit system needs to be implemented before it's too late.</p> <p>As housing in Boise becomes less affordable, people have to move further out of the city and commute for work. This would be a more economic option if it didn't take as much time or money to do so.</p> <p>Fuel costs alone are already taking up sizable amounts of middle class budgets, especially when more than one household member commutes. It becomes a tragedy when a car falls under disrepair due to the stress of a 60 mile commute and lack of time to do routine maintenance.</p> <p>Wages are not rising fast enough to support people actually living in Boise as their rent continues to go up. Without a public transportation option people of the middle class will be spending hours every day commuting, leaving less time for important life activities, such as exercising or cooking healthy meals. Those with children also incur increased childcare costs, as their children don't go to daycare from 8-5, but more often from 7-6, or even longer.</p> <p>Although the stresses are not solely due to transportation, lives could be improved significantly if mass transit were implemented. People could go from sitting for an extra one to two hours per day to a mere, reliable, 30 minutes a day, regardless of weather, regardless of traffic. Continuing to spend money on the bandaids of road expansion after road expansion is not a long term solution. Our roads will soon turn into the crowded, overpacked super freeways of California if something isn't done now.</p> <p>I genuinely appreciate your consideration of these comments.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Haley Tyron</p>	<p>Email</p>
<p>Last week an 8 car accident on I84 near Maple Grove with at least one other simultaneous accident near 13th St. on the Connector proved we are approaching gridlock. I took lots of pictures. Every east/west and north/south road was in gridlock.</p> <p>Daily, I see cars on Overland heading west after work and the solid line of cars goes from about Curtis Road to Meridian Road. An example of a north south route I see daily is a solid line of commuters from State Street, across Veterans Parkway, up Curtis, an ungodly long single lane of cars waiting for egress into I184 to head west to I84. The rest of</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>The Downtown Boise Multi-Modal Center (underground terminal at the Grove) cost about \$11 million, mostly using funds obtained through a nationally-competitive grant in fiscal year 2006. In fiscal year 2018, Valley Regional Transit reported over 1.1 million rides on the Ada County fixed route public transportation system alone. All public transportation services throughout Ada and Canyon</p>	<p>Jan Strough</p>	<p>Email</p>

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<p>the solid line of poor commuters are waiting on Curtis to cross Fairview, to go over the over pass, to cross Emerald, to get to Overland to head west and wait in the line on Overland to at least Eagle Road or Meridian Road.</p> <p>When I was with ITD, I attended meetings to put a bridge where The gravel pit is in Eagle to connect SH55 with I think Five Mile. Last time I drove by the the SH44/SH55 intersection, just to the west of the gravel pit I saw the area is filling up with apartments. I know stock answers. There needs to be more river crossings.</p> <p>Maple Grove Road south of Overland is so rough you need spurs.</p> <p>Everyone is talking about the nuisance and inefficiencies and wasted monies on Boise buses. Myself and others note we never see anyone or maybe one or two people on a bus. I recommend getting a daily count of passengers, getting paperwork on maintenance costs, getting readings from the DEQ, and eliminate these white elephants. What was the cost of our taxpayer money to put an underground terminal in under the Grove? It had to be tens if not hundreds of millions of dollars. I think before that much money is ever wasted again because a politician wants it, should go through Compass or a group of intelligent people and a group of common sense people.</p> <p>I looked at the results of your former transportation queries and i gleaned from it that people are never going to give up their individual cars and trucks. So, our quickest resolution to, what I think is an emergency transportation issue, is for you to work with employers and staggering work hours, work from home or other alternative.</p> <p>One idea I had a long time ago was to create "flush hours routes." Example: From 4PM to 6PM turn State Street into a Flush-hour One Way Grid outbound, keeping all the signals green (for our air quality too). Do the same thing with Chinden Blvd, same time frame. That might alleviate some I84 and Overland congestion. At the same time, make Fairview a one way grid Eastbound if you have to. You could create the same flush hour routes in the AM commuting time also only reverse. I know this idea seems far fetched but I heard it is being used in other cities.</p> <p>In the meantime I wish I could eliminate the little projects, say under 10 million, until all the poor working people have a better commute.</p> <p>Ps. Roundabouts. The three of them on or off of Cassia to Franklin Road, Boise, are insane, inefficient, uncalled for even if the did have other plans. One works, the one closed to Franklin for the Bishop Kelly kids who have a half mile long</p>	<p>County reported a total of almost 1.9 million rides during the same time frame.</p>		

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<p>wait to get out of school. But the other two to the south just make a lot of work and slow down emergency services. Further, why are we going to added expenses to add fancy grasses or flower bushes in roundabouts which means expensive water lines and maintenance costs. The driver has to see through the roundabout for merging purposes. Adding anything other than concrete with a lamp post in the middle is nuts. Please delegate common sense.</p> <p>While I am at it, speed bumps hurt when you are old and have arthritis. I have been to many cities over my lifetime and never, ever, have I had to deal with speed bumps. They should be removed. Example: you are pulling into the parking lot near Red Robin off of Milwaukee, immediately, we have to stop practically to go over an obnoxious speed bump right at the entrance. If we don't stop before going over, we will be back at the Spine Institute.</p> <p>Last but not least, the only somewhat halfway designed right parking lot in this valley is Costco off Cole. Who ever is designing all the these crazy fancy curbs and adding trees is nuts. Lay out the asphalt, that's all.</p> <p>Keep our costs to a minimum. Example: you are northbound Curtis or Orchard: you are going to get on the connector, there is fancy grass and underground water lines to keep the grass pretty, even under the overpass where old Main Street meets Chinden. Tons of fancy grass and water there. Please take it out and add lovely white rock and no water no mtce. Save the water for important things like your grandchildren, not making pretty grassy areas.</p> <p>The Village in Meridian should remove all the trees because you can't even see what stores are included in there. Look up parking lot lights in Google and you will be amazed at the ideas so much better than trees and more water lines and we could see where we want to shop.</p> <p>I said it all. I have been through this before in civil engineering and building and transportation issues.</p>			
<p>I support adding the 10 new projects</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Mac McOmber</p>	<p>Email</p>

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<p>I could not access the website from your Nov 26th e mail.</p> <p>What is the actual website? ***</p> <p>The website for Community comments of Regional transportation or some such. It is referenced in the Nov 26th e mail</p> <p>Here is comment I have had for a long time:</p> <p>My understanding is that there will not be large parking lots near the bus/ train along State Street. I firmly believe that people will not walk more than a few blocks to take the transportation. There needs to be adequate parking or people will just drive. I have experience with BART in the SF Bay area. They have provision for people to park at most stations. And have you seen the cars parked in a long line far from the stations for the Sacramento transportation? It can be seen as you pass on I 80.... What a nightmare for those people ***</p> <p>Thank you. I read it and it all looks good. I am glad you are looking ahead and acquiring land for the ultimate build-out of the PD207-19 project</p>	<p>Hi Claudia:</p> <p>What are you trying to locate? ***</p> <p>Here is the website for open comment on the Transportation Improvement Program: https://www.compassidaho.org/comm/comments.htm. There is an additional link within this website for the details regarding the projects currently proposed.</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors. If you have additional comments, please let me know and I will add them. ***</p> <p>Thank you! Your additional comments are added.</p>	<p>Claudia Fernsworth</p>	<p>Email</p>

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<p>I have mentioned several times and seems to fall on deaf ears. in stead of building highways to connect with I-84 why isn't a bypass freeway being considered? A freeway south of Kuna, Meridian, that would start somewhere between Nampa and Caldwell or close to eastern Nampa that would take the East West freeway traffic around Boise connecting somewhere in the Blacks Creek area with I-84. A lot of the freeway traffic are trucks, R.V.'s, vacationers, that are not stopping in Boise but are made to go thru the edge of Boise in traveling East or West to there destination. Thank you</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors. *** Regarding your question about a bypass:</p> <p>In developing the regional long-range transportation plan, Communities in Motion, COMPASS evaluates future transportation needs based on forecasted growth. A southern bypass for additional east-west connectivity was first considered in the 2006 plan. A Kuna-Mora Road to Bowmont Road connection is the #16 unfunded need on the local system in the current long-range transportation plan, Communities in Motion 2040 2.0. The proposed corridor would include rebuilding the existing road and constructing a seven-mile extension, curb, gutter, sidewalks, and bike lanes. The corridor also includes two canal bridges and a railroad overpass. The planning-level cost estimate is over \$52 million to complete the proposed corridor.</p> <p>A four-phase study was started on the Kuna-Mora Road portion of the corridor in Ada County in 2007 by the Ada County Highway District (ACHD).</p> <ul style="list-style-type: none"> • Kuna-Mora Road Corridor Study, Phase 1 was adopted by the ACHD Commission on November 8, 2008. • Kuna-Mora Road Corridor Study, Phase II was postponed indefinitely on April 15, 2009, by the ACHD Commission, due to budget constraints. <p>Recent freight studies show the vast majority of trucks using I-84 have a destination in the valley, rather than driving through.</p>	Bruce Mark	Email
<p>An I84 freeway exchange at Ustick Road would reduce congestion at Karcher. With all of the new home construction in Caldwell, it makes sense to add another exchange.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	(unsigned)	Email

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<p>Please find federal, state and local funding to create a light rail system anywhere between Caldwell and Boise that would be so popular that it would generate so much ridership and publicity that the general public would want more such transportation. We need to start somewhere according to your master plan now. I grew up in Boston in the 50's and over the years, they have done wonders with commuting lines from way out in communities never thought possible. They have horrid traffic today, but just think if they had not been working on it over the years. Hats off to your organisation and for driving things forward in hopes of cleaner air and reducing our carbon footprint in our area.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Ed Shaul</p>	<p>Email</p>
<p>As a resident of Boise living in the Vista Neighborhood I am qualified and motivate to comment in support of the following projects. Unlike some of my neighbors, I applaud the planning and efficiency of ITD. Specifically, the projects to replace the Broadway bridge and improve Columbus Street were well managed and completed within the projected time frames. I use the new sidewalks on Columbus and Overland. I would support all ITD projects to improve the sidewalks on streets that intersect Vista Ave and provide improved access to the VRT route #3 (Mani St to Airport along Vista Ave).</p> <p>I support theses projects: #19783: Bogus Basin Road Safety, Maintenance and Trailhead #19847: Capital Maintenance, Local, Boise, FY2020 #18854: Capital Maintenance, VRT, Boise, FY2019 (I ride the bus Route #3 to get to work) #18854: Planning and Mobility Management, VRT, Boise #13903: Capital Maintenance, Phase 1, Boise, FY2019 #20003: Capital Maintenance, Phase 2, Boise, FY2019 #20091: Capital Maintenance, Phase 3, Boise, FY2019 #20536: Microseals, Ada and Canyon Counties (the reseal in my neighborhood was a great improvement)</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Gene McGill</p>	<p>Email</p>

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<p>Thanks for including multi-use pathways, sidewalks, Level 3 bicycle facility in a number of the projects where it is actually useful.</p> <p>Here's a picture of an area where I ride in November [from staff: referenced in link below, location is Las Cruces, NM]</p>  <p>Protected path along a major highway.</p> <p>I hope that Compass can get behind the idea of all streets should be complete streets and can encourage the development of off street pedestrian and bike paths along canals.</p> <p>https://www.facebook.com/groups/626400844096182/permalink/2506796272723287/</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Davis Straub</p>	<p>Email</p>

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<p>With regard to these projects, I have one concern. Why is the improvement to Indiana and Orchard in Nampa requested? I am aware that property in that area was recently subdivided, but it is on the edge of and will impact Deer Flat National Wildlife Refuge.</p> <p>One other project request, not included that I'm aware of, is to widen Ustick Rd (Boise) from Mtn View to Cole Rd. This pattern of ACHD to funnel traffic from 5-lanes to 2 is ridiculous and a very ineffective method of moving traffic. ***</p> <p>I have one more comment that concerns a much needed roadway improvement...completing the widening of Fairview, between Locust Grove & Eagle Rds, to five lanes to facilitate better traffic flow.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>The improvements to Indiana Avenue and Orchard Avenue would add four-foot paved shoulders to allow safer access to Deer Flat National Wildlife Refuge by pedestrians and bicyclists. This project is funded through the Federal Lands Access Program, which is specifically for projects that provide better access to federal lands. ***</p> <p>Thank you for your additional comment.</p>	<p>Tricia Matthews</p>	<p>Email</p>
<p>First, thanks to the inclusion of some facilities for bike lanes - like the level 3 bike facility (Ten Mile) and I'm assuming that the multi-use pathways listed are for bikes. Though I am not sure what a level 3 bike facility is and could not easily find the definition on your website (nor the multi-use pathways).</p> <p>I am wondering how bike friendly are the shoulder widening projects (like Swan Falls) and the shared road widening (Indianan & Orchard) are for bicycles. I do know that it would be nice to have safe areas on these roads for biking.</p> <p>Also I would like to urge you to make the bike lanes safe and to consider future off-road pathways in their bridge replacement and repair plans. ***</p> <p>Thank you Toni for the information. I found the definitions for the different facilities. Though how does the shoulder widening projects (like Swan Falls) differ from the shared road widening (Indianan & Orchard)?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Please see ACHD's Roadway to Bikeways Plan for definitions of bicycle facilities. Yes, multi-use pathways are for both pedestrian and bicycle use (we will add a definition of multi-use pathways on the COMPASS glossary webpage). See the Indiana Avenue and Orchard Avenue Shared Roadway project development plan for additional information about a shared roadway. ***</p> <p>The projects on Swan Falls and Indiana and Orchard are very similar. The improvements on Swan Falls Road would add five foot paved shoulders to allow better access to the Birds of Prey National Conservation Area by pedestrians and bicyclists. The improvements to Indiana Avenue and Orchard Avenue would add four-foot paved shoulders to allow safer access to Deer Flat National Wildlife Refuge by pedestrians and bicyclists. These projects are funded through the Federal Lands Access Program, which is specifically for projects that provide better access to federal lands.</p> <p>Thank you for your interest</p>	<p>Annette Hanson 83712</p>	<p>Email</p>
<p>I disagree with the addition of these ten projects. The most urgent need in our valley is the extension of Hwy. 16. By adding these projects we are diapering funds across the valley that could be used for the completion of the Hwy 16 project.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Fred Hoadley</p>	<p>Email</p>

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<p>I support the projects listed in COMPASS Amendment #10 for the FY2019-2023 Regional Transportation Improvement Program (TIP) and Amendment #2 for the FY2020-2026 TIP. I am especially supportive of Key No. RD20719, Linder Road, US 20/26 (Chinden) to SH44 (State), Ada County. This project is critically needed to address the traffic demands on Linder Road between US 20/26 and SH44. The need for this project will become even more significant with the increased traffic resulting from the highway widening that is underway on US 20/26 from SH16 to Eagle Road, and from the significant commercial development that is underway for the new Costco at Ten Mile Road, and for the Linder Village development at Linder Road.</p> <p>Thank you for the opportunity to comment on these Amendments.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Richard L. Jacobson 83646</p>	<p>Email</p>
<p>I drive a dully with a 41 foot trailer. There is no way I can get turned on your "cute" little turns. Like the one you are planning on S. Cole and Victory. Remember, we are still in the country !</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>		<p>Email</p>

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