

## Public Comments Received (Verbatim)

- **Draft FY2022–2028 Regional Transportation Improvement Program**
  - **Proposed changes to the regional long-range transportation plan, *Communities in Motion 2040 2.0***
  - **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 2 – August 31, 2021

Total number of individuals submitting comments: 29

Email: 3    Online Comment Form: 23    Hard Copy Comment Form: 0    Letter: 2    Phone: 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>Name, Zip Code, Affiliation</b>	<b>Format</b>
<b>Comments on projects in the DRAFT FY2022-2028 Regional Transportation Improvement Program (TIP)</b>			
Linder Road buildout to seven lanes seems incomprehensible given capacity of surrounding roads	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Candice Hopkins 83616	Online Comment Form
Again, I am shocked at the lack of vision and output that comes from a 'regional transportation' longevity planning group. You will pursue something like the divided 'continuous' flow intersection (that is not emergency vehicle friendly), at a cost of \$8.9 million, but dont consider improvements at TenMile/84 with the use of a Cloverleaf intersection (there is space for it). I guess it is easier to justify the need for something once it gets about as bad as it will.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Richard 83646	Online Comment Form
Agree and support completion of SR16 to I-84 in 2022; this north/south route is critical to reduce congestion on roads Like Eagle Road.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, and the Idaho Transportation Department.	83616	Online Comment Form

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<p>Project 23095 Five Mile overpass is unfunded and years away from starting construction. Due to current and projected traffic volumes near this overpass I recommend this project be given much higher priority and construction funding come from other projects such as road maintenance (chip sealing). I did not see any widening or ramp improvements for Eagle Rd overpass and connections to SR84. This bottleneck at Overland and north to St. Luke's must be resolved with widening, ped/bike access and eliminating turn lanes to access SR84 westbound when heading north on Eagle.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83642</p>	<p>Online Comment Form</p>
<p>Hello, Looking at the Draft TIP, I did not see:</p> <ul style="list-style-type: none"> <li>• Capacity improvements on Eagle Road between SH44 and Franklin Ave. Are there any?</li> <li>• Project to extend SH55 to Chinden. Is there a project?</li> </ul>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>In response to your questions about the Draft FY2022-2028 TIP:</p> <ul style="list-style-type: none"> <li>• There is a capacity project to add one lane southbound on Eagle Road (State Highway 55) between River Valley Street and Franklin Road in the City of Meridian. The project is currently budgeted in FY2021; therefore, it is not included in the draft updated TIP, which begins in FY2022. The Idaho Transportation Department (ITD) expects the project to go to bid on the construction this summer. You can learn more in the current (FY2021-2027) TIP at <a href="https://www.compassidaho.org/documents/prodserv/trans/FY21/Detailed_Report_FY2127_210728.pdf">https://www.compassidaho.org/documents/prodserv/trans/FY21/Detailed_Report_FY2127_210728.pdf</a> under Key Number 13349.</li> <li>• Regarding a project to extend State Highway 55 to Chinden, could you please clarify what you are asking? Are you referencing a future Three Cities River Crossing? If so, additional information may be found on the Ada County Highway District's webpage: <a href="http://achdidaho.org/projects/proj_study_three-cities-river-crossing.aspx">http://achdidaho.org/projects/proj_study_three-cities-river-crossing.aspx</a>. Currently no project is budgeted.</li> </ul>	<p>Not provided</p>	<p>Email</p>
<p>Hi there, I am a resident of Meridian, Idaho and a frequent user of hwy 55 north and south between Boise and McCall. I appreciate the hard work and dedication of transportation employees working on the project near Smith's Ferry straightening and widening the highway along with guard rail installation. This has</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Not provided</p>	<p>Email</p>

<p style="text-align: center;"><b>Comment</b></p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Name, Zip Code, Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>been greatly needed in the past and is a welcome addition to the highway 55 corridor. Hwy 55 continues to have busy and congested driving and the use of turnouts for slow vehicles is not utilized enough. I suggest more policing of the corridor with hefty fines for those who wish to impede traffic while driving their slow vehicles along this roadway. I believe the road needs to be improved in several locations. I would suggest a "third lane" be installed throughout the route from Boise to McCall. The best way I can think of to utilize this lane is to set it up like the traffic lanes for car pools that the roads in the Seattle area have. Allow enough room to place concrete barriers along the corridor with in/out exits in select spots along the way allowing only passenger cars/trucks to utilize or maybe set it up along the same lines as Seattle does for commuters and car pools. This would give drivers a chance to pass the slow movers and speed up the flow of traffic along the route, increasing safety and preventing accidents along the road. Another area needing remedial action is the intersection at Banks for the Banks-Lowman highway junction with highway 55. I have pondered on this problem and I doubt it is going to be an inexpensive proposition to remedy. A quick, easy fix would be to install a light(s), but I believe the long term solution should be to set up a smaller example of the flying wye used in Boise. I would suggest having it planned aesthetically to reflect both the modern construction and rural nature of the area. Something that might be investigated as well would be re-routing a section of highway 55 away from the route along the Payette river and up over the hill to the northeast of the intersection. Land there was recently available for purchase which could make the idea more cost effective. On these same lines might be to consider keeping the current roadway along the river but smoothing out the corners and use the section of roadway as a 2-3 mile passing lane for south-bound drivers, while incorporating the same idea for 2 lanes when going over the</p>			

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<p>hill on the northbound route allowing a passing lane for these drivers as well. Granted, this idea would only separate the roadway for a few miles but would allow a lot more room for southbound drivers to maneuver through the sharp corners along this section of the highway. I drove the route last weekend and almost got side-swiped by an 18 wheeler whose trailer drifted into my lane forcing me to hug the wall to avoid a collision. Utilizing two lanes here would give those larger vehicles more room to make it through the tighter spots on the road. The last area I see needing help would be at the Rainbow Bridge. I would suggest a full replacement of the bridge using the same design but with upgraded construction methods learned over the years and look into widening the bridge to either 4 lanes, or consider splitting the roads again and building a second bridge a mile or so downstream, then moving the northbound traffic across the river and onto the railroad grade or near the grade and move the road north on the east side of the Payette river, meeting back up around High Valley. This might include a short tunnel through the mountain to the southern entrance to High Valley. All of these suggestions are not cheap but are much needed for this busy vital north-south bound route. Traffic is only going to increase in the years to come and further stress the existing roadway. With a national infrastructure deal on the cusp of approval, I believe some of those funds should be used responsibly to upgrade this roadway for future generations. Thank you for allowing me to enter my submissions for Transportation Improvements in our great state.</p>			
<p>All of the proposals serve vehicle traffic when what we really need is mass transit and other transportation methods that reduce the number of vehicles (pollution, fossil fuel consumption, climate change) on the road. We need an effective and coordinated system of light rail, bus, bicycle, and pedestrian transportation.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">83709</p>	<p align="center">Online Comment Form</p>

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<p>Acquiring right-of-way, and planning for a light-rail system to connect Caldwell, Nampa, Meridian, and Boise Downtown-to-Airport, East-West adjacent to I-84, and State Streets, and North-South adjacent to Capitol/Vista, and Meridian Roads Should be top priority now, while the land acquisition is still possible. The Treasure valley needs mass transit that is not affected by street/highway traffic, as is the case with buses or other on-road vehicles. A light rail system will reduce emissions from vehicles on the roads, and increase highway safety by reducing the number of drunk, inattentive, and unskilled drivers on the roads.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p style="text-align: center;">83706</p>	<p style="text-align: center;">Online Comment Form</p>
<p>Though I support the proposed projects, I think there should be more of a focus on public-transportation throughout the valley.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p style="text-align: center;">83705</p>	<p style="text-align: center;">Online Comment Form</p>
<p>I agree that the majority of these improvements must be done. However, I would really like to see someone study the effects of using a railway solution for commuters. There are existing stations that could be utilized in Caldwell, Nampa and Boise. Furthermore, ample parking is available to create a "park and ride" situation at both Caldwell and Nampa. Buses could then run from the Boise Depot to designated areas around Boise. This would eliminate so many cars on the roads. I am sure funds could be secured from the new infrastructure improvement plan.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p style="text-align: center;">Kori Lester 83646</p>	<p style="text-align: center;">Online Comment Form</p>
<p>As the valley's population continues to grow with alarming speed, and corresponding traffic grows, it is important to continue to provide for bike lanes for alternate modes of travel. Thank you for what you have done to date to address this issue. This comment pertains to buffered bike lanes mentioned in the TIP. Please note that I could not find a definition for your use of this term, or a design standard, in the documents provided to the public for this comment period. However, having observed other drivers, as a driver since 8/2019, and seeing that cell phone text laws are not being enforced, I am requesting projects that are installing buffered bike lanes include the use of edge line, bike tolerant rumble striping, especially in areas of</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District (ACHD).</p> <p>The project that includes buffered bike lanes is a locally-funded project funded by ACHD. Please see ACHD's definition on page 13 of their <a href="#">Roadways to Bikeways Plan</a>.</p>	<p style="text-align: center;">Margo Mandella 83646</p>	<p style="text-align: center;">Online Comment Form</p>

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<p>congestion or where vehicles would likely encroach the bike lane. Distracted drivers need an auditory cue that they are out of lane, especially when users of the other lane are at a distinct mortality disadvantage in a collision. Bike tolerable rumbles would protect both drivers and bike lane users. Rumbles also do not prohibit lane cleaning. Rumbles are a big bang for your buck road safety feature, especially for cyclists. Because I could not find any Idaho bike lane standards, I am submitting the following design information for bike tolerable edge rumbles to be considered. The information comes from the Pennsylvania DOT, Design Manual Part 2: Highway Design Publication 13 M, page 12-68 at <a href="http://www.dot.state.pa.us/public/pubsforms/Publications/PUB%2013M/September%202018%20Change%20No.%203.pdf">www.dot.state.pa.us/public/pubsforms/Publications/PUB%2013M/September%202018%20Change%20No.%203.pdf</a></p> <p>Excerpted below: F. Guidance on Shoulder and Edge Line Rumble Strips (SRS/ERS). SRS are installed 16 in × 7 in × 1/2 in on interstates, freeways and expressways (where bicycles are prohibited), and 16 in × 5 in × 3/8 in on other undivided two- or four-lane roads where bicycles are permitted (see Publication 72M, Roadway Construction Standards, RC22M, Sheets 2 and 3). ERS are placed 8 in × 5 in × 3/8 in. It is preferable to locate ERS so that the edge line runs through the rumble strips. This increases the visibility and durability of the edge line pavement marking. • Shoulder Rumble Strips and Edge line Rumble Strips are considered "bicycle tolerable" when they have a milled depth of 3/8 in instead of 1/2 in and a width of 5 in versus 7 in. They may be considered for installation on rural highways with a paved shoulder width of 4 ft or greater where bicycle traffic is expected. Provide full depth and width SRS/ERS on both the left and right shoulders of interstates, freeways and expressways (See Publication 72M, Roadway Construction Standards, RC-22M, Sheets 4 and 5). If you deem this comment "out of scope" during the comment analysis, I would appreciate you forwarding the comment to the engineering design team anyway for consideration for future projects. Thank you</p>			

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<p>One of the questions I have is had all avenues for federal funding been used? I saw that the ADA project in Greenleaf has no federal funding. Shouldn't Feds have \$ for ADA projects?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Federal funding is fully budgeted through FY2028. The project in Greenleaf uses a program administered by the Idaho Transportation Department using state funding. Other federal programs are also eligible to be used for ADA improvements.</p>	<p>John Gilmore 83644</p>	<p>Online Comment Form</p>
<p>Key #13476- Please make a pedestrian/bike walkway over the highway so people from South Eagle can get into downtown Eagle in a safe manner. And hurry up with the pedestrian bridge over the South channel. This has been promised for years and still hasn't happened and now says it isn't happening until 2023. Lastly, more north/south roads to the interstate to get people off of Eagle Road.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Eagle.</p>	<p>83616</p>	<p>Online Comment Form</p>
<p>A top priority needs to be opening all canal paths to bicycle and pedestrian traffic to increase community connectivity.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online Comment Form</p>
<p>The map for the Stoddard Pathway in Nampa is incorrect. It should go straight north along the abandoned rail line, not east along Sherman Ave.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>The correction to the map is made. Thank you for notifying COMPASS staff.</p>	<p>83607</p>	<p>Online Comment Form</p>
<p>(Thank you for the opportunity to view and comment on these projects. And especially for the clarity and accessibility of the documents.) The only projects which touches us most personally at this time is the Fairview from Locust Grove to Eagle one, a stretch we travel frequently, and my main concern is that egress from Fred Meyer (currently difficult) not be made more dangerous but in fact be improved upon.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>83642</p>	<p>Letter</p>
<p>Control growth</p>	<p>Thank you for your comment; it will be shared with the COMPASS Board of Directors.</p>	<p>83642</p>	<p>Online comment form</p>
<p>Every project that helps pedestrians and bicycles gets my support. I appreciate the bike and pedestrian lanes on the Cloverdale overpass so much. I feel safe on my bike now, for simple little trips like going to the fruitstand a mile from my house but on the other side of the interstate. I hope you do the same thing for Five Mile overpass..</p>	<p>Thank you for your comment; it will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Ada County Highway District.</p>	<p>83709</p>	<p>Online comment form</p>

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<p>I only have one comment, regardless of current transportation or proposed changes to transportation, and that is that a subway, light-rail, or other type of mass transit should be considered sooner than later. The Treasure Valley is not going to stop growing and vehicular traffic will only increase. Start thinking now about mass transit, and always, always gain input on the routes from the community. Thanks much.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>There's a good list if needed projects. Would have liked to see more widening to 5 lanes in SH55, 10th St to Middleton. Current intersection fixes don't quite work for the volume of cars, trucks and other slow moving vehicles.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Ustick Widening from Linder to Ten Mile in 2025. It's outrageous that this will not be done until 2025. This keeps getting pushed back and it's a nightmare, especially due to the opening of Owyhee High School and it's impact on the Bridgetower Development even more now that our high school students are getting bused instead of going to nearby Rocky Mtn. HS. Not to mention Ustick is now being used to commute back and forth to the Amazon Distribution Center in Nampa. PLEASE expedite the widening of Ustick!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p>	<p>David Foster 83646</p>	<p>Online comment form</p>
<p>I expected to see a project for widening Cloverdale Road between Overland and Victory Roads, but did not see one. With the massive amount of home construction in south Meridian, Cloverdale Road needs to be widened.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p>	<p>Robert M Neilson 83642</p>	<p>Online comment form</p>
<p>Build light rail projects sooner than later, now! The longer one waits the harder it will be to secure land and parking areas. Down Chinden from Caldwell. Down the middle of the 84 to connector, airport and Micron. People will use it once there. They will never demand it as long as they have personal transportation. Take a look at the history of Boston MBTA and Amtrack. I will be dead with 10 years...but for the sake of the future generations, get on with it. Thanks.</p>	<p>Thank you for your comment; it will be shared with the COMPASS Board of Directors.</p>	<p>Not provided</p>	<p>Email</p>



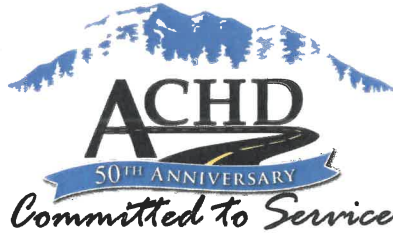
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Wanted to add that when SH69 improvements are made to add right turn lanes at Hubbard and Lake Hazel Roads. Now some use the shoulder as a right turn lane while others turn right out of the correct causing possible accidents.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Not provided	Online comment form
1. For the improvements on Lake Hazel Rd, please include bike lanes each way. 2.Changes to the N. Curtis Rd and the on-ramp to US-184 needs to be improved to a two lane turn lane to enter US-184 and adjust the on-ramp and US-184 accordingly. That area causes heavy congestion that backs up to Northview Street and many accidents have caused because of it.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Ada County Highway District.	83709	Online comment form
Highway 21 needs to be widened beyond just near Columbia Village, at least to past Warm Springs. The bridge over the Boise River near Warm Springs and the High Bridge need to be widened to allow more lanes for traffic, but also provide for safe places to ride a bike – don't add more lanes without widening the actual bridges and take away room for bikes. Cyclists need to be able to safely cross the bridge near Warm Springs (coming from the west) to access the greenbelt.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Nancy Holbert	Phone
See letter below at the end of comments.	Thank you for your comment; it will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Ada County Highway District	Letter

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<b>Comments on changes to <i>Communities in Motion 2040 2.0</i></b>			
<p>Long range plan? Where is the desire to pull a southern connector between something like TenMile or Hwy45 all the way over to I84 (possibly the Kuna Mora bypass)?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, and Canyon Highway District No. 4.</p> <p>A connection between Bowmont Road and Kuna-Mora Road in southern Canyon and Ada Counties has been studied. Topographical, environmental, and other impediments were identified and the study was subsequently put on hold. However, we continually evaluate transportation needs and projects to address them as part of the planning process. Needs will be re-evaluated in early 2022 as part of an update to the long-range transportation plan; that draft plan will be provided for public comment in fall 2022.</p>	<p>Richard 83646</p>	<p>Online Comment Form</p>
<p>Agree and support completion of SR16 to I-84 in 2022; this north/south route is critical to reduce congestion on roads Like Eagle Road.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83616</p>	<p>Online Comment Form</p>
<p>I support adding the construction of S.H.16 to the short-term projects list.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83705</p>	<p>Online Comment Form</p>
<p>I would really like to see someone study the effects of using a railway solution for commuters. There are existing stations that could be utilized in Caldwell, Nampa and Boise. Furthermore, ample parking is available to create a "park and ride" situation at both Caldwell and Nampa. Buses could then run from the Boise Depot to designated areas around Boise. This would eliminate so many cars on the roads. I am sure funds could be secured from the new infrastructure improvement plan.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kori Lester 83646</p>	<p>Online Comment Form</p>
<p>All future projects should be for updating the current infrastructure where new developments are being built. At this stage, the traffic is bad where new subdivisions are being built. This is where the effort should be made with projects.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>John Gilmore 83644</p>	<p>Online Comment Form</p>

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<p>I only have one comment, regardless of current transportation or proposed changes to transportation, and that is that a subway, light-rail, or other type of mass transit should be considered sooner than later. The Treasure Valley is not going to stop growing and vehicular traffic will only increase. Start thinking now about mass transit, and always, always gain input on the routes from the community. Thanks much.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>South Meridian road from I-84 to Deer Flat road and North Eagle road from I-84 to State street in Eagle. Both need to become interstates like the connector. With the rate of growth in the treasure valley and the lack of infrastructure to support said growth, traffic congestion needs to be alleviated with freeways.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83634</p>	<p>Online comment form</p>
<p>I would have like to seen a plan to incorporate a rail system, such a light rail. The Treasure Valley is at a great spot in time to build that could be utilized for decades and help the valley get to carbon neutral by 2050. This area is IN need of better public transportation. If not a rail, a better bus system that is inclusive to the majority of neighborhoods. We need BETTER public transportation!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>

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<b>Comments on the Air Quality Conformity Demonstration for Northern Ada County</b>			
Agree and support completion of SR16 to I-84 in 2022; this north/south route is critical to reduce congestion on roads Like Eagle Road.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	83616	Online Comment Form
<p>we need a system that reduces pollution and improves air quality- mass transit. see comments above.</p> <p>[This comment references a comment made on the regional transportation improvement program: "All of the proposals serve vehicle traffic when what we really need is mass transit and other transportation methods that reduce the number of vehicles (pollution, fossil fuel consumption, climate change) on the road. We need an effective and coordinated system of light rail, bus, bicycle, and pedestrian transportation."]</p>	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83709	Online Comment Form
Ada and Canyon Counties must start enforcing the illegal use of modified exhaust systems for all vehicles, for noise, particulate, and gas emissions. The enforcement and fining of non-compliant vehicles can provide revenue to sustain such enforcement. Too many "coal rolling", and race-type exhaust systems are being permitted on valley roads.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83706	Online Comment Form
I am glad that air quality is a consideration. The last thing anyone wants are worse inversions / smog.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83705	Online Comment Form

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<p>Unfortunately, most of your air quality conformity relies on people driving new cars that have improved emissions rates. This could be a major flaw. Many individuals who commute or simply drive within the city drive older models, or use the cheapest fuels, or even fail to maintain their vehicles. Would a rail commuter system make more sense? Simply removing cars from the roads will certainly improve the air quality. Additionally, it could be wise to plant bamboo in roadside areas, as bamboo is one of the best absorbers of the emission given off from cars. Several varieties of bamboo thrive in our area.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kori Lester 83646</p>	<p>Online Comment Form</p>
<p>See my comments in part 2. Better public transportation is equal to less personal cars on the road which is equal to less pollutants in the air.</p> <p>[This comment references a comment made on <i>Communities in Motion</i>: "I would have like to seen a plan to incorporate a rail system, such a light rail..."]</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>



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Kent Goldthorpe, President  
Dave McKinney, Vice-President  
Jim D. Hansen, Commissioner  
Mary May, Commissioner  
Alexis Pickering, Commissioner

August 25, 2021

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 FY2022-2028 Regional Transportation Improvement Program (TIP). COMPASS' support of Ada County transportation projects through grants, federal funding, and planning is greatly appreciated by ACHD. The draft TIP continues to support the Communities in Motion 2040 funding policy by dedicating a steady funding source for maintenance and Americans with Disabilities Act (ADA) 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 and Community Programs projects.

In the last year, the ACHD Commission has expanded the District's roadway maintenance projects to include evaluating and providing accessibility for all users. Prior to this, the District's goals were to maintain the public's infrastructure in a "very good" condition and to repair Americans With Disability Act (ADA) violations. Going forward, ACHD will now address accessibility issues on existing sidewalks, eliminate sidewalk gaps, and improve pedestrian crossings. This change is reflected in the DRAFT TIP with various alterations to ACHD's annual Roadway and ADA Improvement projects.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2022-2028 TIP:

- The addition of the Garden Street Multi-Use Pathway, Cassia Park to Albion Street, Boise (ORN 23324), and the addition of federal funding in FY2024, supports the regional bike and pedestrian network.
- The addition of a study to evaluate a Southern Connection to I-84 at SH-16 Interchange will provide valuable data for decision makers to consider as ITD completes the extension of SH-16 from Chinden Blvd to I-84.
- The advancement of ITD's pavement preservation/restoration project on Eagle Road (SH-55), from I-84 to SH-44 (KN22665) is greatly appreciated as the pavement condition on this heavily traveled road has degraded significantly since last winter.
- Including the SH-16, Ustick Road to US 20/26 and SH-44 project (KN23408) in FY2022 will complement the projects ACHD is planning in this portion of Meridian. Specifically, ACHD will drop the McDermott Road, McMillan Road to Chinden Boulevard segment from the FY2023

Roadway and ADA Improvements, Part I project (KN 20259). McDermott Road runs parallel to the soon-to-be-built extension of State Highway 16 and any pavement improvements and ADA work will be completed with the highway extension project.

- ITD's addition in FY2022 of the US 20/26, Middleton Road to Star Road project (KN23337) is greatly appreciated. These improvements will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways.
- ACHD is pleased to see the addition of ITD and Boise Valley Railroad's jointly sponsored railroad crossing safety improvement project at Milwaukee Street, just north of Franklin (KN23389).
- ACHD fully understands the necessity to sometimes delay projects because of unanticipated changes in funding or better than forecasted pavement conditions. ACHD encourages the continued project coordination for ITD's two microseal projects delayed until FY2026 on the following ITD roads: Front, Myrtle, Broadway, State, Glenwood and Chinden.
- The support of ACHD's Commuteride public outreach efforts is valuable for current and future commuters of the Treasure Valley. ACHD appreciates COMPASS' support through the advancement of KN22738 and KN22386, and the addition of ORN23328.
- The new FTA 5339 Small Urban funding project titled "Commuteride, ACHD, Van Replacements, Canyon County", will help Commuteride replace vans that have exceeded their useful life.
- The funding of Commuteride's, Safety and Security Cameras, Ada project (ORN23314) will benefit commuters with more secure park and ride lots for riders and their vehicles.

ACHD appreciates COMPASS' annual effort to update the Treasure Valley's Regional Transportation Improvement Program, and COMPASS' oversight of the region's federal funds. ACHD will continue to work with its city and county partners, COMPASS and ITD to maintain the transportation network, improve access for people who walk and ride bikes, and plan for necessary capacity improvements in growth areas across the county.

Thank you 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,



Kent Goldthorpe  
ACHD Commission President

Cc: COMPASS Executive Committee

## Public Comments Received (Verbatim)

Public Comment Period: August 2 – August 31, 2021

Additional comments that were not shared with the COMPASS Board of Directors, as they were received after the action took place.

<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>Name, Zip Code, Affiliation</b>	<b>Format</b>
<b>Comments on Draft FY2022-2028 TIP</b>			
Commenting on Key # 22715 (SH-55 [Karcher Road], 10 <sup>th</sup> Avenue to Middleton Road, Construction, Canyon) – I completed a study on this corridor and this congestion has been steady for over 5 years, doing this roadway by 2027 will be outdated and will not solve the congestion issue. Why are the developers not being charged more of an infrastructure fee and homebuyers getting such a high tax incentive? This money could aid in a quicker resolution.	No response. Shared with ITD and City of Nampa.	Lindsay Simmons 83651	Hard copy comment form
A crosswalk on the corner of Florida and Holly by the bus stop.	No response. Shared with City of Nampa.	Anonymous	Hard copy comment form
Not sure where to comment, but we need stoplights on 12 <sup>th</sup> Ave South of town by Dooley Road.	No response. Shared with City of Nampa.	Anonymous 83686	Hard copy comment form