

# Public Comments Received (Verbatim)

## Proposed Changes to *Communities in Motion 2040*

Public Comment Period: July 17 – August 15, 2017

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Zip Code Name Affiliation	Format
<b>Comments on proposed changes to <i>Communities in Motion 2040</i></b>			
<p>I would like to preface my comments by acknowledging all the hard work, effort, and successful projects which ACHD has already completed and continues to work on. These are all necessary and very important projects. Thank you for all you do.</p> <p>My main concern though is we don't seem to ever address the "Elephant In The Room" issue but continually focus on "band-aid" solutions to our significantly growing traffic and congestion problems. We have an ever increasing population in Ada and Canyon Counties. Much of the traffic problems are concerning North &amp; South transportation. There is only one main North and South route in the valley (Eagle Rd.) and this is a surface street which is essentially at capacity (if not already exceeded). We have no freeway exits or onramps between Eagle Road and well beyond the Flying Y. This situation forces a large majority of traffic heading to Eagle, Star, Garden City, Emmett, Middleton and much of Meridian to funnel onto Eagle Road causing unnecessary freeway backups and Eagle Road traffic nightmares. Widening the road(s) and adjusting signal patters isn't going to solve the long term problem. We need a Freeway or Express Way system running North and South and even a beltway loop style system removing the majority of the traffic off our surface roads. I never hear of any talk about these types of solutions. Is anyone aware of future projects in this regard?</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> <p><u>COMPASS response to commenter:</u></p> <p>The prioritized list of unfunded corridors and projects in <i>Communities in Motion 2040</i> includes three projects addressing north-south connections: #6 <a href="#">Linder Road</a>, #14 <a href="#">State Highway 16/McDermott Road</a> and #18 <a href="#">Middleton Road</a>.</p>	<p>93616 Bill Warnick</p>	<p>Online comment form</p>
<p>When Eagle RD is 10 lanes, there will be more congestion than ever because the traffic will still be trying to go North and South to/from Eagle with only one way to do it. Additionally, w/o more access lanes on and off of the Interstate, most cars still have no place to go. This does not solve the congestion issue.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83642</p>	<p>Online comment form</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>Zip Code Name Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p><a href="http://www.meridiancity.org/uploadedFiles/Departments/Planning/Comprehensive_Plan/Meridian-CompPlan-Full.pdf">http://www.meridiancity.org/uploadedFiles/Departments/Planning/Comprehensive_Plan/Meridian-CompPlan-Full.pdf</a></p> <p>This link on your site does not work.</p> <p>I would like to encourage bike lanes with the community transportation, I believe these are the future.</p>	<p>Provided to the COMPASS Board of Directors.</p> <p><u>COMPASS response to commenter:</u> Thank you, the link has been fixed.</p>	<p>83642 Brian Skellenger</p>	<p>Online comment form</p>
<p>What if there was a way to make US95 have a spur that goes to Kuna Mora Road and then That becomes part of the spur as well? I don't know how spurs are decided, but perhaps that could give additional funding for making that an expressway in the future. Also is it possible to make a push for Interstate 11 to go through the Treasure valley in the distant future?</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> <p><u>COMPASS response to commenter:</u></p> <p>Plans for future roadways and connections are based on projected growth and development in the region and the transportation needs they create. The long-range regional transportation plan, <i>Communities in Motion</i>, is updated every four years and the need for new connections will be evaluated for each plan update. An extension of Kuna-Mora Road, which would connect to US 95 on the west and I-84 on the east, was evaluated in the past, but the need for major roadway expansion in the southern portion of the region is just not there yet. To learn more about the earlier Kuna-Mora Corridor Study Phase I and II, please see <a href="http://achdweb.achdidaho.org/Projects/pastProjects.aspx">http://achdweb.achdidaho.org/Projects/pastProjects.aspx</a>.</p> <p>The COMPASS Board was briefed in February 2017 on the current status of <a href="#">Interstate 11</a> and the work done by the Arizona Department of Transportation and the Nevada Department of Transportation to initially provide a connection between the metropolitan areas of Phoenix and Las Vegas. There is currently no formal engagement to move the <a href="#">Intermountain West Corridor Study</a> and the planning for Interstate 11 forward to determine the longer-range vision for connecting northern Nevada to Canada. Current corridor options could connect from northern Nevada to California, Oregon, Idaho, and/or Utah. Engagement of adjacent states will be critical for defining preferred routing through the Northwest U.S., and states' commitments to implementing such a corridor.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Re: US 20/26 (Chinden Boulevard), Star Road to Locus Grove Road. Scope: Widen from two to five lanes So thankful to see this is finally on the approved list. It is so overdue. Now with</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83713</p>	<p>Online comment form</p>

<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>the temple, WinCo and Costco planned too it will be even more needed. It has been terrible since 16 pushed through. There is nowhere for the traffic to go. Heading West on Chinden after work is awful. I would like to see the priority and urgency of this work increased. Thank you.</p>			
<p>PLEASE, PLEASE do NOT stop at Locust Grove on your plan to widen US 20/26 (Chinden Blvd). It MUST go to Eagle Road. Otherwise what is the point? You will just have a bottleneck there vs. where we have it now (Eagle &amp; Chinden). Also, need relief from Eagle Rd. on a north/south route. What about Linder from Franklin to Hwy. 44? In particular, Linder from Chinden to Hwy 44. Between the Temple and future Costco &amp; possibly a Winco, we will be bottlenecked with just 2 lanes.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> <p><u>COMPASS response to commenter:</u> US 20/26 (Chinden Boulevard) is already programmed to be widened from Locust Grove to Eagle Road.</p> <p>ACHD has plans to widen two segments of Linder Road in its Integrated Five Year Work Plan: Franklin Road to Pine Avenue and Ustick Road to McMillan Road. These projects are not considered "regionally significant," therefore, they are not shown in the TIP.</p>	83616	Online comment form
<p>Having been an Ada County resident since 1993 I have seen the explosion of all types of development within our county. As a business owner and daily commuter from Star to Garden City the last 4 plus years it would seem that I am not the only driver who would love to see State Street/Hwy 44 from Linder Rd west to Hwy 16 become a four/five lane State Highway. I personally have witnessed increasing 'road rage' incidents heading west from Linder between the time Eagle High gets dismissed and 6:30pm when the evening rush settles down. The mile long single lane coming east in the 7-8am hours on weekdays from Hwy 16 to Linder is as much a bottleneck but without the honking horns, finger waving and other expressions of frustration all drivers experience in the late afternoon at the Linder westbound bottleneck. If it were up to the majority of commuters that follow the same taillights every weekday afternoon, I would bet that they would opt for a widening project between Linder and 16 over the proposed Star Rd east to 16.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	83669	Online comment form
<p>Add to List of Funded Projects -Overland Road, Locust Grove Road to Five Mile Road Scope -Widen from five lanes to seven lanes As a resident who lives in Muir Woods on the corner of Cloverdale and Victory, I'm thrilled to see the addition of</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p>	83709	Online comment form

<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>Overland Road lanes. Thank you for being aware of the incredible amount of traffic and time it takes to traverse that section of road during rush hour.</p>			
<p>Please expand affordable public transportation services for both Ada and Canyon Counties to serve needs of all: seniors and handicapped, school children, workers, struggling poor families. Some seniors need roundtrip transportation to doctor's appointments, workers need transportation to their workplace, struggling poor families need transportation to places of worship, local stores or shopping malls, community events or activities. Mass transit can be in the form of public buses, vans, light rail or reopen previously existing train operations in the Treasure Valley, especially around Boise proper. Increase routes and frequency of existing bus system, reaching out to new housing subdivisions and all points of interest, such as learning institutions, places of worship, health clinics, gyms, public parks, government buildings, event centers.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please expedite improvements to Chinden, it is a huge safety issue, traffic is typically backed up from Eagle to past Locust Grove, improvements to nearby roadways and population increases as well as new retail will funnel even more traffic through this area, something needs to be done sooner rather than later.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83646 Kevin Abernathy</p>	<p>Online comment form</p>
<p>Comment regarding: US 20/26 (Chinden Boulevard), Star Road to Locus Grove Road (divided into four discrete segments) o Scope: Widen from two to five lanes Comment: This is a very important project, but you better widen it all the way to Eagle road otherwise there will be a massive traffic snarl heading east from Locust Grove to Eagle Road. That is the worst/busy part of it now, why in the world leave this little strip 3 lanes??</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> <p><u>COMPASS response to commenter:</u></p> <p>US 20/26 (Chinden Boulevard) is already programmed to be widened from Locust Grove to Eagle Road.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Overland does not need widened. What is needs is better traffic light flow to keep cars moving. Currently I spend more time waiting on non-synced lights than moving. That not only increases traffic and wastes my time, but generates a lot of pollution due to idling then re-accelerating.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p>	<p>83709</p>	<p>Online comment form</p>
<p>I do NOT support adding State Highway 21. There are many projects that are more needed now. COMPASS has a list of needs and this isn't on it.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83716</p>	<p>Online comment form</p>

<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>All adjustments appear reasonable. Thank you for taking the time and effort to reconcile the updates!</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>
<p>I see plans to widen busy roads. What I would love to see are plans to improve intersection planning. Roads are wider, but everyone still stops and sits at stoplights. We surely can be more wise than just having people sit at stoplights.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83605</p>	<p>Online comment form</p>
<p>This is totally unacceptable. once again we see the side of Compass not having the backs of the residents of Canyon County. What your saying is that ITD does not want to spend any money on HWY 55 so they dont do the environmental impact study to get you guys to take it off. Right now Midway has 20,000 cars and they say that this stretch of road can last 20 years. These are the same engineers that said I84 would last 5 years but it only lasted 2 before failing. If you remove State Highway 55 (Karcher Road), 10th Avenue to Middleton Road this from the list it will only prove this organization is corrupt and a lap dog for ITD and ADA county. You have no commitment to our economic growth or safety. Just look from 2003-2012 their were 564 accidents 412 injuries and 8 deaths on that stretch. they are have only complete 3 safety improvements. This organization did nothing while we had 50 accidents a year and the first safety was put in 2015. Stand up to ITD and for us.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83607 Craig Allison State of Idaho employee and Army Reserve Officer</p>	<p>Online comment form</p>
<p>Strongly oppose the elimination of HWY 55 widening from 10th Ave to Middleton Road.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83626</p>	<p>Online comment form</p>
<p>Please do not expand Linder between Chinden and HWY 44. We love the rural aspect and do not want to keep chipping away at it.</p> <p>Also, don't like the idea of Linder being expanded between HWY 44 and Floating Feather. Is the traffic really that bad?</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We, at Ada County Development Services, are pleased to learn about two ITD funded projects that are added to CIM 2040 – State Highway 44, Star Road to State Highway 16 and US 20/26 (Chinden Boulevard), Star Road to Locust Grove Road. Both these projects will benefit Ada County residents by</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p>	<p>Meg Leatherman, Ada County Development Services</p>	<p>Hard copy comment form/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>Zip Code Name Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>providing improved east-west regional connections. Furthermore, we noticed that a series of scope changes are proposed within unincorporated Ada County to currently listed ACHD projects, resulting in reduction of lanes, and in many instances, removal from the funded project list for CIM 2040. We fully understand that these changes are resulting from lower than projected growth noticed through current traffic counts on these roadway segments. Therefore, we are supportive of those changes. However, we would like to request ACHD and COMPASS to use similar traffic counts for reevaluating growth patterns around these segments and for keeping pace with transportation needs in those areas in the future.</p>			
<p>I support the changes in Amendment 3.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>
<p>Long term plans for Ada and Canyon County need to include a feasible and viable solution to the traffic congestion, air quality, noise quality, and improvements to infrastructure. Improvements to existing roads, including widening Interstate 84 through Canyon County to a minimum of four lanes in each direction, making US 20/26, Idaho 44, and Idaho 16 an interstate style road with an interchange of 16 and 84. Caldwell needs an exit off Interstate 84 between Franklin Road and Karcher. Ustick would be most ideal. Improvements and plans must include a reliable mass transit system including bus, for inner city, as well as light rail for inter-city and commuter and passenger rail service connecting the Treasure Valley to other parts of Idaho, Portland, Salt Lake City, and Seattle. You can only widen roads to a certain point, add so many more busses, and eventually you run out of room and busses also sit in traffic. Air quality, worker productivity, and quality of life and health should be considered when planning and funding these projects. These investments will be paid for by increased business and residents moving to a location that has improved infrastructure and is easy to navigate as well as ship and receive goods and services.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and VRT.</p>	<p>83605</p>	<p>Online comment form</p>
<p>Road widening is not the answer to Ada Counties problems. Quoting from the City of Boise's TAP..."Building bigger roads does not solve congestion - in fact, it creates new problems for safety, livability...and more congestion. Building for peak hour traffic means underutilized infrastructure for most of the day." Why is ACHD designing for high speed automobile traffic? This</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD and VRT.</p> <p><u>COMPASS response to commenter:</u></p>	<p>83616</p>	<p>Online comment form</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>Zip Code Name Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>lessens our convenience and quality of life. Where are the plans for multimodal transportation? Making what we have more efficient? My family just moved here from Portland, OR, a metro area more than dbl the size of Ada county and I am shocked at the traffic solutions here. They do not use 7 lane roads. They are creative and forward thinking. Please take a look at their example before we all die of automobile exhaust.</p>	<p>COMPASS plans for a multimodal transportation are available for review in the long-range transportation plan, <a href="#">Communities in Motion 2040</a>. Next year, we will introduce the update to that plan which takes a deeper look at bicycle and pedestrian networks, public transportation, freight, and roadways. In the meantime, there are many projects in the current TIP that include bicycle and pedestrian improvements by adding bike lanes, restriping to allow more room for bicycles, or by adding or maintaining pathways. Currently, all public transportation projects in the TIP are for maintenance only. Improvements to the public transportation system, such as increased frequencies and additional bus routes, are included in CIM 2040 unfunded priorities as # 11 <a href="#">valleyconnect near-term</a>, # 16 <a href="#">valleyconnect medium-term</a> and #29 <a href="#">CIM 2040 transit, long-term</a>. These projects are listed as “unfunded” because the region doesn’t have a local dedicated funding source for public transportation, making it difficult to fund expensive expansion projects. A train, or similar “high capacity” public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future “high capacity” public transportation to be ready when that time comes.</p>		
<p>Any reducing in the ability to move traffic is short sighted and a detriment to the public in general. There is no reason to widen Overland from 5 to 7 lanes, when so many roads are 2-lane and unable to handle the traffic that is on them now. Increase all the 2-lane roads (like 5-Mile, Cloverdale, 10-Mile) to 5-lanes and then worry about widening places like Overland.</p> <p>IDT has proven themselves to be very poor at traffic management and increasingly a poor manager of public money. They appear to have no idea what is needed or required and continue to make excuses.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p>	<p>83709</p>	<p>Online comment form</p>
<p>Since they have to have funding, I agree with the proposed changes. If they didn't need to have funding I would only agree with the additions, all the changes and removals I would leave. Growth is happening so fast right now, our roadways are not keeping pace.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>

<p align="center"><b>Comment</b></p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>The project to widen 20/26 should go further west beyond Star Rd. There is so much traffic on this highway. The changes should extend to the freeway because right around there there are 5 lanes that merge into 2. With all the new homes going into the existing subdivisions the congestion will still exist. And potentially become worse over the next 5 years.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83687</p>	<p>Online comment form</p>
<p>We need more street lights on Broadway. Traffic is increasing and it is getting like a game of chicken to enter off a side road. it used to be we could wait for a light change down Broadway for traffic to ease. However, there are more and more vehicles entering from side streets and sometimes there is not much of a break in traffic.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD and ITD.</p>	<p>83706</p>	<p>Online comment form</p>
<p>More people should bus. No more pollution. Its all killing the earth and all living things. God bless.</p>	<p>Provided to the COMPASS Board of Directors.</p>		<p>Hard copy comment form</p>
<p>Enough studies and planning! Boise has been "studying" transportation for decades and what have we got? A barely adequate bus system that closes down at night, on weekends, and on holidays and a culture that is still wedded to the single-passenger automobile (er, pick up truck). How about just taking some simple "baby steps" and see what results and how it changes the public's transportation behavior? For instance, here are several experiments that could be tried to get people out of their cars and using mass/public transit, if only for one day out of every week, or one week out of every month:</p> <ul style="list-style-type: none"> <li>- Make bus transit free for everyone on winter inversion days or summer days when temperatures exceed 95 degrees. Driving makes bad air even worse. Link transit to health!</li> <li>- Establish a more frequent and later-at-night Vista bus line to the airport, so people could avoid costly auto parking when flying out-of-town and expect to catch a bus when they return.</li> </ul>	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p>	<p>David Klinger</p>	<p>Hard copy comment form</p>