

Communities in Motion 2040; Verbatim Public Comments

Comment Period: August 5 – noon, September 4, 2013

33 Prioritized Corridors/Projects

24 Comments Received

Responses:

- Online comment forms = 4
- Hard copy comment forms = 3
- Online map = 14 comments (5 different individuals)
- Emailed comments = 2
- Letter = 1

Comments	Staff Response (if needed)	Comment Mechanism	Name/ Zip Code**
Do you agree with the list of 33 transportation corridors, as prioritized? Why or why not?			
Amy, I live on [location removed to protect privacy] and have owned this property since 1989 so I have been going back and forth to downtown Boise for a long time. Now that SH 16 is nearing completion and will most likely dump more traffic on Chinden why is there no plans accommodate that traffic. I am half way between State and Chinden on Linder and NEVER take Chinden East because it takes much more time since most drivers drive below the speed limit. WHY IS THERE NO PLAN TO WIDEN CHINDEN FROM SH 16 EAST TO EAGLE ROAD? It seem ridiculous not to do so? Ron	Thank you for your comment. There is a plan to widen Chinden Boulevard (US 20/26) – and it ranks very high (#3) on the prioritized list of corridors/projects for <i>Communities in Motion 2040</i> . Unfortunately, funding is very limited and widening a road such as Chinden is very expensive. So, while widening US 20/26 (Chinden) ranks very high in terms of need, there simply isn't the money available to widen it. Until additional funding is available, we anticipate very few projects to expand (widen) roads anywhere in the Treasure Valley, especially on the roads managed by the Idaho Transportation Department (ITD), which includes Chinden. Most available funding will be used for maintenance. You can find background on US 20/26 (Chinden), along with a discussion of potential improvements beginning on page 9 here: www.compassidaho.org/documents/prodserv/PublicComment/33_Prioritized_Corridors_CIM2040_Aug52013_SmallerForWeb%20-%20Copy.pdf . You also mentioned State Street (State Highway 44). You can find information on it in the same document, beginning on page 4. Before ITD can build any widening project, they are required to conduct an environmental study – the study for US 20/26 is are nearing completion. ITD has a webpage for the environmental studies on US 20/26 (Chinden) and also has one for State Highway 44 (State Street). See http://itd.idaho.gov/Projects/D3/US2026Corridor/ and http://itd.idaho.gov/Projects/D3/SH44Corridor/ . Both studies are focused on the highway corridors between I-84 (Caldwell) and Eagle Road. In the near-term (5-year) budget (called the Transportation Improvement Program), ITD has funds to do maintenance and minor improvements on US 20/26, and a small amount of money is budgeted to buy right-of-way as development occurs. The City of Caldwell is also working with ITD and developers to widen US 20/26 west of Middleton Road. Thank you for your time in reviewing the corridor information and providing comments. Please let me know if I can be of further assistance.	Email	Ron Sali

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Do you agree with the list of 33 transportation corridors, as prioritized? Why or why not?			
I somewhat agree. I like the alternative transportation projects, but I would like to see more projects that benefit active and alternative transport. If we continue to incentivize single occupancy vehicles, we will get just that.		Online comment form	83705
<p>Prioritized List:</p> <ol style="list-style-type: none"> 1. SH-16: I-84 to Chinden, freeway 2. Eagle Road: I-84 to Chinden, widen to 6 through lanes 3. Meridian Road: Cheery Lane to Chinden, 4 lanes 4. Hwy 44: Linder to I-84, 4 lanes 5. Chinden (20/26): Eagle Rd to I-84, 4 lanes 6. Ten Mile Road: Cherry Lane to Chinden, 4 lanes 7. Fairview: Cole Rd to Meridian Rd, widen to 6 lanes 8. Ustick: Eagle Rd to Ten Mile, 4 lanes 9. Middleton Rd: Nampa to Middleton, 4 lanes 10. Franklin Rd: Ten Mile to Garrity, 4 lanes 11. Victory Rd: Five Mile to Meridian Rd, 4 lanes 12. Overland Rd: Ten Mile to Nampa, 4 lanes 13. Cole Rd: Reroute between Ustick and Chinden, 4 lanes <p>The talk about building a rail system is not practical. It costs millions of \$\$\$ per mile, and most if not all systems in the U. S. do not generate enough ticket revenue to even pay operating costs, let alone fund the capital costs. People need to know this.</p>		Hard copy comment form	83616
<p>I would prioritize differently. I think most mass transit items need to move up in priority. Here's my new list:</p> <ul style="list-style-type: none"> • 2 [State Street] • 3 [US 20/26] • 5 [regional park and ride, near term] • 15 [Boise downtown circulator] • 10 [regional park and ride, medium term] • 11 [Valleyconnect, near term] • 12 [Treasure Valley high capacity corridor] • Then all the rest <p><i>[Note: commenter referred to the projects by priority number; staff added the corridor/project names for clarity].</i></p>		Hard copy comment form	83702
NO. We should have in the top 10 a light rail corridor.		Online comment form	83686
Great list! I can't even begin to prioritize the top ten as they are all important and highly beneficial to so many. So I will defer to your expertise and you if you feel this is the order than I agree.		Online comment form	83705

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No. I think you should privatize roads and let an actual market decide what should be prioritized. It is rather silly to think that one can plan transportation systems 30 years into the future.		Online comment form	83646
Any project that provides for more public transportation services to the elderly or disabled who are not able to drive their own vehicles would be beneficial. Your open house was very informative. Thanks.		Email	Dan Schara
I do not agree with priorities #14 and #22. Please see attached. (NOTE: Attached to end of comments)		Hard copy comment form	Karen Wright 83687
Linder road: Access to proposed LDS temple will require turning lane(s), particularly a LH turn lane for Northbound Linder traffic entering temple property.		Online map	Jeff Madsen
<u>RE: Warm Springs:</u> Connect Warm Springs to Warm Springs, going around on Barber Dr. is ridiculous. - 1 additional person "supported" this comment		Online map	Brian
<u>Comment on Warm Springs comment above:</u> I agree, It makes no sense the way it is done now.		Online map	---
<u>RE: Beacon Light Purple Sage.</u> I don't understand the thinking here, pushing main roads through the hills and quiet neighborhoods. Id suggest to get these folks to Boise, just widen some roads down to State and make that already main commercial road much larger. If you're looking to get people to Highway 55, why not pave the already existing Chaparral Road? - 2 additional people "supported" this comment		Online map	---
<u>RE: State Street</u> This transit route has the highest ridership in the Valley, but isn't most of that due to students traveling to school. Are summer rider levels also high?	Ridership levels for Routes 9 and 9X (the two State Street Routes) are the highest in the valley even during the summer. Student/faculty passengers on routes 9 and 9X account for approximately 20-25% of all riders, which is similar to the percentage of student/faculty ridership for the entire system.	Online map	Liz Paul, Idaho Rivers United

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Do you agree with the list of 33 transportation corridors, as prioritized? Why or why not?			
<p><u>RE: Hwy 44 Corridor:</u> The "significant land use changes" expected along this corridor will have a negative impact on the Boise River and all of benefits that flow from the Boise River ecosystem. Increasing the capacity along this corridor will lead to further encroachment into the floodplain increasing flood risk for new and existing residents. More growth will lead to riparian area disturbance and the attendant loss of wildlife habitat and scenery, water quality degradation, and reduced public access. Development along the Boise River encouraged by this project will change the character and feel of the Boise River and divorce us from the rich historic legacy the river provides us. Idaho Rivers United does not support the high priority given to increasing the capacity of this corridor. IRU believes that growth should be encouraged in other areas of the Valley that won't have such a direct and deleterious impact on the Boise River.</p>		Online map	Liz Paul, Idaho Rivers United
<p><u>RE: State Highway 44:</u> Current congestion on this corridor could be addressed by more transit as proposed, but the transportation project as a whole will lead to even more housing and business development and put even more cars on the road. It's a vicious cycle that will result in change the character of your neighborhood and town will change as well as the character and health of the Boise River. Better to send a clear message now that a new superhighway is not in the works, that people want great blue herons, wild trout and scenic views not a congestion-free commute. We can't have both.</p> <p>- 1 additional person supported this comment</p>		Online map	Liz Paul, Idaho Rivers United
<p><u>Hwy 20/26:</u> IRU [<i>Idaho Rivers United</i>] agrees with the description of environmental factors that should be considered when weighing transportation options for this corridor. We especially agree that "The proximity to the Boise River presents a problem for induced development along the corridor." IRU doesn't disagree with the #26 ranking of this project, but believes the project should be limited to creation of park and ride lots and potentially slow vehicle lanes in stretches that have good space availability.</p>		Online map	Liz Paul, Idaho Rivers United
<p><u>RE: Future Park and Ride:</u> IRU supports the creation of additional park and ride lots as proposed. Availability of parking near transit and popular commuter routes will ease traffic congestion now and in the future and bring a huge number of environmental benefits to the region (cleaner air, cleaner water, smaller carbon footprint). These projects should be the highest priority.</p>		Online map	Liz Paul, Idaho Rivers United

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<p><u>Linder Road Bridge</u>: The proposed widening of Linder and the new overpass will transform Linder Rd into a new Eagle Road destroying the open space, natural resources and environmental values now found in the Linder Rd Corridor. Widening of the bridge would destroy floodplain and riparian habitat and have a permanent negative impact on the Boise River and the benefits it provides to our community. In addition, the project would encourage more growth in the Eagle and Star area encroaching on the Boise River. If you don't build the roads, they won't build the houses.</p>		Online map	Liz Paul, Idaho Rivers United
<p><u>Valleyconnect</u>: Idaho Rivers United supports the near, medium and long term improvements to the Valley Connect Transit system as described. Making more efficient use of existing roads and transportation infrastructure will protect the Boise River by making the Boise River more resilient to the impacts of climate change and by reducing our region's contribution to climate change.</p>		Online map	Liz Paul, Idaho Rivers United
<p><u>State Highway 16, State Street to Chinden</u>: This section of Hwy 16 must be multi-modal. The road and bridge must be pedestrian and bike safe and friendly. If \$111 million is spent to build a bridge, it can't be for the exclusive use of cars. We must encourage walking and biking in this Valley, and making sure our infrastructure is multi-modal is an important step.</p>		Online map	Liz Paul, Idaho Rivers United
<p><u>Middleton Road</u>: Widening Middleton Road, including the bridge over the Boise River will have a huge impact on the Boise River, therefore all other alternatives must be carefully considered before deciding how to address transit needs in that area. If the road or the bridge is widened, many features must be part of the package including floater-friendly bridge piers, bridge design that spans the flood way and 100-year floodplain, multi-modal roadway, path access under the bridge, path connection to the bridge, boater access, and public access and parking. The area is a popular recreation destination for youth and adults who visit the river to fish, swim, start or end float trips and hang out. Access must be provided in a safe and environmentally-friendly fashion.</p>		Online map	Liz Paul, Idaho Rivers United

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<p><u>Three Cities River Crossing</u>: This project should be stricken from the list because it would destroy wild, ecologically functioning areas of the Boise River ecosystem. The crossing would displace significant natural areas and open space and the road would bring thousands of people into the area each day forever altering the character and legacy of this reach of the Boise River.</p>		Online map	Liz Paul, Idaho Rivers United

**Names are only included when specifically granted permission on the survey form or if the comment came via email or letter.

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Priority 14 – State Highway 16/McDermott Road (Ada/Gem County line to Kuna-Mora Road)

McDermott Road is not the appropriate location for a future expressway for the following reasons:

1. There are numerous homes within feet of McDermott. While increased population and development is unavoidable, an expressway would negatively impact the quality of life of residents who have chosen to live in a semi-rural area. I live on Spring Drive, which is a beautiful and quiet cul-de-sac with approximately 11 homes situated in a country like setting. Additional homes are located right on McDermott. The majority of the homes along McDermott are modest and affordable homes owned by residents with no financial or political resources to protect themselves against unwanted development. The social impact of a future expressway will indeed be significant.
2. I-84 has exits at Garrity, Ten Mile, and Meridian Road. Additional freeway access within that area would be too close to existing exits. It is already difficult for traffic to merge safely within these three exits.
3. A new bridge and interchange would be very costly.
4. There are geographic and manmade features located at Columbia and McDermott that would be costly and challenging to any such project. These features include a significant curve, homes located right in the proposed path, and train tracks.

Alternatives – Each of these roads has an existing interchange, already experiences high traffic volume, and continues all the way to Kuna.

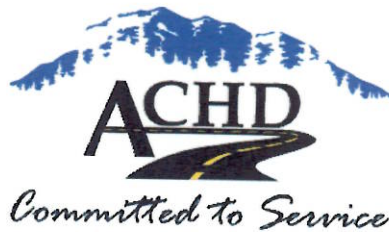
1. Happy Valley Road
2. Ten Mile Road
3. Meridian Road

Priority 22 – Lake Hazel/Amity Corridor

Lake Hazel Road is also not a good choice for a corridor. There are homes situated very close to Lake Hazel, both west and East of McDermott. The majority of these homes are modest as well, owned by residents with limited financial and political resources. Social impact would be significant. West of McDermott, Lake Hazel has a sharp curve, which would be prohibitive to increased speed and traffic. Finally, there homes located in the path of the proposed route.

Alternatives – These roads experience high traffic volume and they extend to Gowen Road, or nearly to Gowen Road.

1. Amity Road
2. Kuna Mora Road – This road is essential to the growing city of Kuna and designated for additional improvements
3. Victory Road



Sara M. Baker, President
John S. Franden, Vice President
Rebecca W. Arnold, Commissioner
Mitchell A. Jaurena, Commissioner
Jim D. Hansen, Commissioner

September 4, 2013

Amy Luft
COMPASS
700 NE 2nd St., Ste. 200
Meridian, Idaho 83642



Dear Ms. Luft:

Thank you for the opportunity to comment on the ongoing efforts to update COMPASS' planning documents. ACHD offers the following comments for your consideration:

- **Communities in Motion 2035 Amendment** – ACHD supports the proposed changes to the Plan.
- **Draft FY2014-2018 Regional Transportation Improvement Program (TIP) Update** – ACHD appreciates COMPASS' support for the District through grant funding. The federal funds programmed for ACHD will assist in meeting our mission of driving quality transportation for all Ada County. Specifically, ACHD supports additional federal funds to support maintenance of existing facilities.

We have the following comments regarding the TIP update:

ITD has done excellent work using GARVEE dollars through Connecting Idaho to improve I-84 and in initiating the Highway 16 Corridor Extension with the Boise River Crossing. Further, ITD has had great success in making critical improvements by partnering with ACHD and local developers to provide substantial congestion relief, most notably Eagle Road (SH 55) from I-84 to River Valley (13349 & 13473), SH 44 and Linder (now under construction), and the Eagle/McMillan Intersection (2015).

However, the Chinden Boulevard (US 20/26) corridor has received little or no attention. Of greatest concern to ACHD is the section between Eagle Road and Locust Grove. The directional lane volumes on Chinden currently exceed planning threshold in both the morning and evening peak periods, and this road is the most congested two-lane road in the area if not the entire state. The draft RTIP contains a project for a surface treatment on Chinden, Locust Grove to Cloverdale (H310), and eastbound right turn lanes at Meridian Road and at Locust Grove Road (H328).

While these projects are probably well justified from a safety and congestion standpoint, they do not address the nature and magnitude of congestion in the Chinden corridor. In order to take advantage of any available funds for construction, ACHD would encourage ITD to begin design of this corridor. Land development is increasing in north Meridian, and soon the parallel

ACHD roadways will not have the capacity to handle the traffic best served by the state highway system. ACHD is interested, where appropriate, in discussing partnership opportunities with the State to improve our joint intersections in this area. We believe projects such as SH44/Linder and Eagle/McMillan have provided wonderful templates for how partnerships can materialize.

- **Communities in Motion 2040 Priority Corridors** – ACHD appreciates the opportunity to participate in the identification and prioritization of the corridors to be placed in the long-range plan. The COMPASS Board shows foresight in directing available federal funding towards maintenance. This will aid the region in protecting the significant transportation investments it has made.

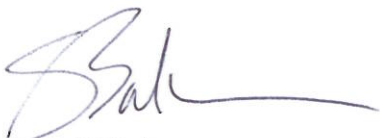
ACHD would add one voice of caution to the way the prioritized corridors are presented. It should be clearly noted that many improvements planned in ACHD's Capital Improvements Program were assumed in determining the priority corridors. Without the significant investment planned on the part of ACHD, the prioritization may look substantially different. It should be noted that the ultimate programming and construction of these planned improvements is dependent on future budgeting decisions. Where ACHD has actually scoped a corridor or project, we recommend a parenthetical annotation of the value we have determined. This will provide the COMPASS Board a clearer delineation of those corridor/project elements which have planning level values associated with them.

In addition, the focus in CIM2040 includes pedestrian and bicycle and transit projects. ACHD supports this holistic approach, but believes the scale of the planning for these efforts should be done by the implementing agencies. ACHD has a countywide prioritization process and numerous neighborhood plans both adopted and ongoing. We look forward to partnering with COMPASS to provide these outcomes.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Ryan Head, Planning and Programming Supervisor, at rhead@achdidaho.org or 208-387-6234.

Sincerely,



Sara M Baker
Commission President
Ada County Highway District
3775 Adams Street
Garden City, Idaho 83714