Communities in Motion 2035 Amendment; Verbatim Public Comments

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

Widen Eagle Road/Design to widen US 20/26

21 comments received

Responses:

- Online comment form = 17
- Hard copy comment form = 2
- Email = 1
- Letter = 1

Quantitative Results:

Do you support amending *Communities in Motion 2035* to widen Eagle Road and begin designing a project to widen US Highway 20/26?

	Eagle Road	US 20/26
Yes	8	11
No	5	4
Don't Know	1	1

Individual Results:

Agree with Amendment?	Comments	Comment Mechanism	Name/ Zip Code**
Eagle Road			
No	Hard copy: It seems the primary issue is the timing of the traffic lights. Widening would help, but until we address the flow of traffic as it relates to stop light timing and detection, it seems we are just treating the symptom. Online: As for the Eagle Road widening, I would rather see investments in better, smarter light traffic technologies. I think widening would only have minimal impact. Eagle Road used to be a nice through-road alternative between the freeway and 20-26. The additional traffic signals, which are either not timed or poorly timed, make it difficult to travel from one end to the other (not to mention the environmental impact by accelerating, stopping, accelerating, stopping, etc.)	Hard copy comment form + online comment form	83687, Doug Thompson
No	When we build for cars, we get more cars. When we build for people... I would like to see money go towards making communities more livable, not more congested, dangerous, and polluted.	Online comment form	83705
Yes	My only comment is that ALL projects taken into consideration should include, as an essential element, planning compatible with the COMPLETE STREETS format, so as to provide SAFE alternate transportation options such as bicycling, walking, and public transit such as bus or light rail.	Online comment form	83703

Agree with Amendment?	Comments	Comment Mechanism	Name/ Zip Code**
Eagle Road			
No	I don't support widening Eagle Road north of Fairview unless there is an effort to improve the ability of pedestrians and bicyclists to cross the huge span that would be the result of this widening. There is a major regional park being developed just to the east of Eagle road south of Fairview and residents west of Eagle Road shouldn't be required to drive to the park. Without good, safe crossings they won't have any choice.	Online comment form	83712
Yes	---	Online comment form	83705
----	Both Eagle road and 20/26 sound like reasonable (for safety on Eagle Rd as well).	Hard copy comment form	83704, J. Ross
Yes	I think widening it is appropriate but with some amendments. 1. Add a bus and commuter land (more than 2 people in the car) 2. Add a light rail train 3. Prevent new shopping centers from being so car focused 4. Add a bike pathway, off the road, next to a sidewalk.	Online comment form	83702
No	When we widen roads, we effectively incentive's more personal car use. This comes with great expense both monetarily and public/environmental health.	Online comment form	83705
No	---	Online comment form	83616
Yes	---	Online comment form	83705
Yes	Eagle Rd. Needs to be widen not only from River Valley St. but from Chinden Blvd. all the way to I-84. But this widening of Eagle Rd. will prove useless if Hwy 20/26 is not widened from Eagle Rd. to Caldwell.	Online comment form	83713, Fernando Bolanos
Don’t know	---	Online comment form	83687, Bruce Wiley
----	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
Yes	---	Online comment form	83646 Isabel Orellana-Villers, Hispania for Kids, LLC
Yes	---	Online comment form	83713
Yes	---	Online comment form	83646

Agree with Amendment?	Comments	Comment Mechanism	Name/ Zip Code**
	US 20/26		
No	Hard copy: Similarly, the traffic light at Middleton and 20/26 is miserable. We shudder when we have to go that way. I would rather see an improvement here instead of widening. Add left turn-outs (like on other parts of the highway, like Midland) to some of the subdivisions. I would rather postpone the widening until the long-term plan can be implemented. Online: Between Smeed and Middleton, I believe we need to do 4 things: 1) Increase the speed to 55 closer to Flying J 2) Allow left-turn-on-yield for 20-26 (East-West and West-East) traffic 3) Improve the Middleton Rd./20-26 signal (I currently rate it in the 'dismal' category). In particular, the signal should favor 20-26 (highway) traffic. There should also be a left-turn-on-yield option. 4) At some turn locations (i.e. subdivisions), add a left-turn lane (similar to what was done at Midland). I would rather see the funds for widening wait until the 'real' widening project actually happens.	Hard copy comment form + online comment form	83687, Doug Thompson
Don't know	---	Online comment form	83703
Yes	---	Online comment form	83713
Yes	---	Online comment form	83686
Yes	---	Online comment form	83712
No	---	Online comment form	83705
----	Both Eagle road and 20/26 sound like reasonable.	Hard copy; open house	83704, J. Ross
Yes	1. Ensure a center turn lane. 2. Add bike lanes.	Online comment form	83702
Yes	I support both, but HWY 20/26 would have greater benefit for me personally.	Online comment form	83607
Yes	Please include bike lanes or at least wider shoulders on 20/26, we use that road quite often for cycling and there are already bike lanes on the freeway overpass leading to it.	Online comment form	83687, Bruce Wiley
No	When we widen roads, we effectively incentive's more personal car use. This comes with great expense both monetarily and public/environmental health.	Online comment form	83705
No	I think you should privatize all roads and let private business build and maintain the roads. They would have to obtain their funding through voluntary methods, rather than through coercive taxation. Plus, since they wouldn't be monopolists such as yourselves, they wouldn't be able to charge ridiculous fines for traffic infractions that harm no one. Nor would they take forever doing road construction projects, but would do it during low traffic periods rather than during the middle of the day, as government road construction workers typically do. They can do this because they have no competition and can offer shoddy service.	Online comment form	83646
Yes	---	Online comment form	83616
----	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
Yes	Highway 20/26 needs to be widen all the way from Eagle Rd. to Caldwell. Highway 20/26 is a bottleneck for the traffic crossing Eagle Rd. at rush hour. Specially for the traffic heading West where 4-lane Chinden becomes 2-lane Hwy 20/26.	Online comment form	83713, Fernando Bolanos

Agree with Amendment?	Comments	Comment Mechanism	Name/ Zip Code**
US 20/26			
Yes	Regarding US Highway 20/26, what is really needed is to widen it all the way from Eagle to Caldwell, since there are long lines going East in the mornings, and going West in the afternoons. This is without bad weather or accidents, which makes the situation a lot worse. In most areas, it is a one lane avenue and in Locust Grove it doesn't even have a lane to take this street, so cars coming East at speed limit of 50 miles/hour have to almost stop when cars take the right turn in this street without warning. Lowering speed limits would only make traffic slower, not safer. Please consider that Chinden (US Highway 20/26) is a main access for people living in Emmett, Caldwell, Nampa, and many new subdivisions in Meridian. Highway I84 would make a big loop and US Highway 20/26 is the ONLY alternative for people living in this area.	Online comment form	83646 Isabel Orellana-Villers, Hispania for Kids, LLC
Yes	---	Online comment form	83713
Yes	Also widen Chinden Rd (20/26) as well to 5 lanes. It gets so backed up bumper to bumper during rush hour in the morning and in the evening until you get to Eagle Rd. (coming from Caldwell). Need more than 1 lane on each side. Please!	Online comment form	83646

**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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ACHD
Committed to Service

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

September 4, 2013

RECEIVED
SEP 05 2013
By

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