

FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Amendment #1 November 17 through December 1, 2014

Number of comments received: Email: 7 Letter: 0 Phone: 1

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>On the US 20/26 and Farmway intersection, I think a traffic signal would be better than a warning signal, if funding is available. I think it would be better that way. I think a warning signal is a waste of money and time...Do it right the first time.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Carol Meek</p>	<p>Phone</p>
<p>I realize there is limited ability for COMPASS to respond to the requests of the Treasure Valley citizens given the strangulation by the federal government and inflexible criteria on how transportation dollars can be spent. COMPASS is being forced into ridiculous positions of making sure roads have been evaluated for environmental justice, taking up valuable road space for the enormously limited numbers of people who ride bikes, and forced planning for mass transportation as boundaries of growth are set around our towns which force people into a more dense area. Perhaps if money was not wasted on such agenda driven projects there would be more money to invest in the improvement of our roads such as cited by so many citizens regarding the freeway section between Nampa and Caldwell.</p> <p>Regardless, I would like to direct you to two items for your future. This is the eventual goal of our federal government, perhaps your planning could get a jump start and just start planning for this now.</p> <p>http://www.activistpost.com/2012/07/agenda-21-dense-megacities-of-future.html http://agenda21news.com/2014/08/nightmarish-megacities-near-future/</p> <p>Happening in California and will eventually come to us http://www.america2050.org/</p> <p>And the UN plan for megacities http://www.unep.org/search.asp?q=megacities&sa.x=0&sa.y=0&cx=007059379654755265211%3Ajkngxjgnyii&cof=forid%3A11 and megaregions http://www.unep.org/search.asp?sa.x=0&sa.y=0&q=megaregions&cx=007059379654755265211%3Ajkngxjgnyii&cof=forid%3A11&siteurl=http%3A%2F%2Fwww.unep.org%2F</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>

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<p>Thank you for the opportunity to comment on the proposed Transportation Improvement Plan amendments including:</p> <ul style="list-style-type: none"> • A pavement restriping project on I-84 in Ada and Canyon Counties • Minor improvements at the intersection of US 20/26 and Farmway Road in Canyon County • Major improvements at the intersection of State Highway 55 and Farmway Road in Canyon County <p>We offer the following comments:</p> <ol style="list-style-type: none"> 1. Work on I-84 is essential. Amidst an entire network of critical highways and surface streets, Interstate 84 is a backbone for interstate and local travel, freight, and economy. We support needed improvements on I-84 and would again strongly encourage planning of both reconstruction and capacity improvements on Interstate from Nampa through Caldwell. 2. Improvements on State Highway 55 are certainly needed. Planned signalization projects will provide significant relief of congestion and will improve safety on that corridor. Both for the proposed Farmway and SH55 project as well as others, it is critical that design efforts and planning be synchronous with Idaho Transportation Department's Corridor plan for this area. Aligning present design work with the plan will help minimize loss of invested tax dollars, loss of infrastructure that might have to be replaced in a more costly way to enact the plan (if not built according to or harmoniously with it), and will initiate the measurable benefits of the plan immediately with the construction of three and now one more signalization project on this important corridor. <p>Sincere thanks for your consideration!</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Brent Orton, City of Caldwell</p>	<p>Email</p>
<p>Hello! Thank you for sending out the e-mail.</p> <p>I am wondering about a couple things in particular:</p> <ol style="list-style-type: none"> 1) What ever happened to the work that was to be done at the intersection of Karcher (Hwy 55) and Middleton? I thought that was supposed to be done a year or two ago. 2) There is a new high school being built just a mile South of Hwy 20-26. That area has been mostly farm land for a very long time, and I am concerned about the impact on the infrastructure, particularly the traffic implications. Is there something that can be done ahead of time to curb the issues that will surely come? I haven't seen anything about that in the plans (unless I missed it) <p>My comment is that we ought to focus on getting some of these on the books (and finished in the case of Karcher/Middleton) before moving forward further with other projects.</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Staff response to Mr. Thompson: The Karcher/ Middleton project was obligated at the end of the summer 2014 and recently bid for construction. Work on that project will begin when the weather permits.</p> <p>I am not familiar with the school you are talking about that will be south of US 20/26. I will have someone here look into the issue and get back with you.</p> <p>***</p>	<p>Doug Thompson</p>	<p>Email</p>

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	<p>Thanks for your comments and information on the new high school.</p> <p>COMPASS is also concerned about large traffic generators. COMPASS provides information to the local land use agencies to indicate the impact of new developments on the transportation network. With the newest COMPASS long-range transportation plan, <i>Communities in Motion 2040</i>, our elected officials have asked us to increase our consideration of the role of transportation and the impact on farmland, housing, open space, and other quality of life issues. That information will now be included in our development reviews as well. Authority to grant approval or denial is still completely within the city or county's purview.</p>		

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<p>Can you explain the difference to me between the 2 projects (18852 & 18841) on Farmway Road in Canyon Co. and also tell me where they are located?</p> <p><i>[Staff responded]</i></p> <p>Thanks Toni, I had a hard time finding Farmway but finally did and I thought this might be case but wasn't sure. How well do these projects fit into CIM? Will either include any infrastructure for bike/ped? I'm not seeing bike in either description and I think at least adequate ROW reserved for bike lanes on 20/26 might be a good idea.</p> <p><i>[Staff responded]</i></p> <p>...Thanks Toni. I expected that there would be no facilities leading up to these intersections. I know staff has proposed developing a regional bike plan, not sure it includes ped, but this is a good example of why COMPASS should do this. Something I fully support. We can't know whether a project needs to add either infrastructure if there is not plan. Has anyone looked at Caldwell's and Nampa's plans to make sure they don't have something in their plans that will connect to either in the future? If not I recommend this be included in the review.</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Staff responses to Ms. Smith: These are on opposite ends of Farmway. One for \$400,000 is at US 20/26 and Farmway. The other for about \$3,000,000 is at SH-55 (Karcher) and Farmway.</p> <p>Hopefully this helps. Call me on my cell if you would like more details. ***</p> <p>These are both safety/ intersection projects. Since there are no bike/ped facilities in the area leading up to the intersection, no bike/ped facilities are proposed for the intersection project at this time. No right-of-way acquisition is expected for either project. Your concerns will be shared with ITD for consideration during design.</p>	<p>83702 Deanna Smith, Idaho Smart Growth</p>	<p>Email</p>
<p>These comments are in support of the TIP Amendments to the projects listed here. The Improvements to State Hwy 55 at Farmway Road are particularly important due to the high number of fatal crashes there. We deeply appreciate your attention and inclusion of this in the list of projects to be completed in FY 2015-2019.</p> <ul style="list-style-type: none"> • A pavement restriping project on I-84 in Ada and Canyon Counties • Minor improvements at the intersection of US 20/26 and Farmway Road in Canyon County • Major improvements at the intersection of State Highway 55 and Farmway Road in Canyon County 	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83686 LaRita Schandorff, Bike Walk Nampa</p>	<p>Email</p>

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<p>I do not have any concern with the three added projects and I feel they are warranted. However, I am concerned with project 12046 the Karcher Road (SH 55) and Middleton Road intersection. This was slatted for 2014 and I'm not sure if it has actually been completed, but that intersection is a huge problem for commuters and you can spend an extreme amount of time sitting at that intersection. I think that intersection needs to be seriously looked at for widening, round about or something. I think it should be put back on the list for some major change.</p> <p>That's my two cents. Thanks.</p>	<p>Comments provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Staff response to Ms. Burrows: The Karcher/Middleton intersection was obligated in late summer 2014, and was recently bid for construction. Work should begin as weather permits. (Once funds are obligated, the project is no longer shown in the Regional Transportation Improvement Program.)</p>	<p>Wendy Burrows City of Wilder</p>	<p>Email</p>
<p>I know that a new hearing will be held on Jan 15, 2015 regarding the development of the property between Gary and State by the Hawkins company. It seems to me that if this area is to be a "transportation node" that here should be retail and a parking structure with limited residential units. If people are to use public transportation from this "node" they will need parking--a very limited number of people will actually walk to this "node." Planning ahead for when there is a train or other HOV transportation up and down State Street, there needs to be parking. Look at BART and the Sacramento trains and you will see large parking near the nodes. Some are already inadequate. It would be smart that we plan ahead for this eventuality. Filling this land with a large residential development is short sighted and not in the best interests of being fiscally responsible.</p>	<p>Comments provided to the COMPASS Board of Directors Valley Regional Transit, and City of Boise</p>	<p>Claudia Fernsworth</p>	<p>Email</p>

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