

## Public Comments Received (Verbatim)

- Proposed Change to *Communities in Motion 2040*
- FY2017-2021 Regional Transportation Improvement Program (TIP)
  - Draft FY2018-2022 TIP

Public Comment Period: August 27 – September 11, 2017

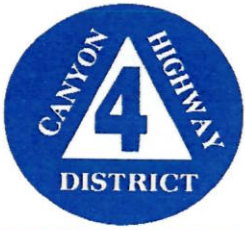
Total number of comments received by COMPASS: 7

Email: 6

Letter: 1

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Agree with all. But a question, are the changes/deletions to the Hwy 20/26 intersections a result of moving up the eventual widening of 20/26 all the way from Caldwell to Eagle Road?</p> <p>Follow up to the response:</p> <p>Would be great if the US 20/26 projects could move up their schedules. We'll see!</p>	<p>Shared with COMPASS Board and ITD.</p> <p>The US 20/26 corridor is a focus area for ITD District 3, with the portion from Eagle to Locust Grove programmed to be built in 2021 and the mile between Locust Grove and Meridian Rds scheduled for 2022. Unfortunately, these projects have not been accelerated as funding is not available at this time.</p> <p>Regarding the intersections in question, a review of the proposed treatments, their benefits and cost, and how they would ultimately fit into the overall corridor plan did influence the treatment changes and deletions. A review of accident history at these locations, along with options to address the causes, led to the changes in the projects.</p>	<p>Mac McOmber 83616</p>	<p>Email</p>
<p>I have no issues with the proposed changes to TIP in Canyon County. However, I wish I could see a project out there in the future to widen US20./26 to four lanes with a center turn lane from Eagle Rd. to Caldwell. I-84 is too busy and an alternate East/West corridor would be very valuable.</p>	<p>Shared with COMPASS Board and ITD.</p>	<p>Wayne Albright</p>	<p>Email</p>
<p>I wanted to suggest that part of the plan for transportation in Ada and Canyon counties include widening Ustick road all the way from Boise to US 95 near Homedale to four lanes in each direction with a major interchange at I-84 in Caldwell.</p>	<p>Shared with COMPASS Board, ITD, ACHD, and VRT.</p>	<p>Dr. Rich Guggenheim 83605</p>	<p>Email</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 and Name/affiliation (if included)</b></p>	<p align="center"><b>Format</b></p>
<p>Improve that with a major light rail line. Make 44, and 20/26 a highway like I84 is now. There is no reason why we should not have a commuter rail line that connects the magic and treasure valleys with light rail within the Treasure Valley. Work to bring Amtrak to Boise with service to Seattle and Portland. Boise Airport needs to expand with more direct flights to more destinations such as LA, San Francisco, Chicago, Atlanta. The expected growth that i going to occur in this state and valley demands progressive and aggressive thinking, planning, and spending now!</p>			
<p>I have just one comment...finish the SH16 connection to I84...soon.</p>	<p>Shared with COMPASS Board and ITD.</p>	<p>Gary Moles</p>	<p>Email</p>
<p>I wanted to submit comments for the TIP but quite honestly there is just too much to take in with so many plans from the different agencies (TIP, ITIP, IFYWP, CIM etc) it's hard for a lay person to review/understand all the different pieces, what's funded/unfunded etc etc! Therefore, I will put in my annual plug for moving up the widening of Chinden from SH55 to Caldwell. The lack of an adequate state highway system causes our local road department (ACHD) to continually widen local roads at huge expense to taxpayers. I would like to see our tax dollars go to improving the state system first. This may change traffic patterns in a way that eliminates the need for these local road widening projects thus saving tax dollars and preserving our neighborhoods.</p> <p>I would also like to understand why a traffic light is going in on SH16 at Beacon Light Road when Ada West will be building a school (middle for 2018, high school in the future) west of SH16 along Pollard, closer to Floating Feather which also intersects with SH16. Not too long ago, a young driver was killed at that intersection. With a school going in soon, there is likely to be a lot more traffic there. Wouldn't this take precedence?</p> <p>Thanks for considering my input ...</p>	<p>Shared with COMPASS Board, ITD, and ACHD.</p> <p>The intersection of State Highway 16 and Beacon Light Road has been identified as a "High Accident Location" by ITD. Since 2009, there have been 14 crashes at this intersection, of which nine resulted in injuries and one in a fatality. Thirteen of the 14 crashes were T-bone type crashes, which is another factor that is considered in determining where signals should be installed.</p>	<p>Kathy Pennisi</p>	<p>Email</p>
<p>As a general statement I support the changes as presented.</p> <p>In the case of hiway 20 I do not support signalization at any of the proposed intersections and others which may be in the works. My tried and true answer is round-a-bouts which have been very well received in eastern Canyon county and other jurisdictions where they have been put in.</p> <p>Making Hiway 20 which is a major arterial, a stop and go road between Caldwell and Boise is in no ones best interest</p>	<p>Shared with the COMPASS Board and ITD</p>	<p>Hubert Osborne</p>	<p>Email</p>



**CANYON HIGHWAY DISTRICT No. 4**  
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September 6, 2017

Toni Tisdale  
Principal Planner  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Re: Comments on ITD's proposed changes to Communities in Motion 2040 (CIM 2040), and the Regional Transportation Improvement Program (TIP) dated August 15

Dear Toni,

Please accept this feedback on ITD's proposed changes to the TIP:

- It appears that the proposed changes represent a net loss of transportation funding to the COMPASS area. I would prefer expenditure neutral TIP changes within the county, or at least within the COMPASS area.
- Key NEW, I-84 Karcher Road Interchange to City of Caldwell
  - Our agency is supportive of adding the project to the TIP.
- Key 19111, US 20/26 & Franklin Road Intersection Improvements
  - The highlighted comment indicates that "some improvements" will be salvaged from this deleted project and added to the scope of Key 19415; improved radii for right turns. Based on the crash data, Franklin Road ranks among the highest intersections and segments in the county worthy of attention. Per the recent public hearing for the US 20/26 corridor study, ITD representatives indicated that a signalized intersection would not only provide protected turning moves at this specific location, but also benefit the corridor at large through platooning between Star and Middleton roads to increase safer turn opportunities within the 6 mile corridor segment. It would be a shame to defer these site and systemic benefits as the needs for better safety and mobility exist today.
  - As such, our agency is opposed to this change.
- Key 18779, SH55 Intersection Improvements
  - The highlighted comment indicates that the elimination of the project will prevent adding unjustified right turn lanes. It was our understanding that the project scope also included left turn lanes as well, or that slight changes in scope would not routine. While the crash data available do not show a relative glut of crashes at these locations

*relative to other intersections and segments* within the County and COMPASS area, it is very obvious by the plethora of skid marks at Riverside that some form of dedicated left and right turn lanes is warranted at this intersection. With the year around landfill traffic and considerable recreation traffic to the wildlife refuge at Riverside, it makes good sense to salvage at least that element of the project. Sacrificing the proposed changes at Pride (good sight distance, low volumes) and Hoskins (poor WB sight distance) in favor of other high priority intersection or safety projects is a reasonable measure. Not so for Riverside; at the very least this project site needs to be retained in the project scope and the project left in the TIP.

- Our agency supports a reduction in scope to include improvements at Riverside, but does not support deletion of the entire project.
- Key 19415, US 20/26 Intersection Improvements
  - The highlighted comment indicates that only modest and relatively low return on investment improvements will be made at Northside and Franklin. Based on the crash data, Franklin Road is among the highest intersections and segments for crashes, and clearly worthy of attention. Northside is arguably less so. Likewise, Midland isn't near the top of crash locations on US 20/26. However, Midland has the highest AADT north of US 20/26 in the county other than Middleton Road, and with the new Suncor gravel operation coming to that route, truck traffic will exacerbate the challenging turning and crossing opportunities from Midland. Six Mile Engineering has provided a Traffic Impact Analysis that shows an additional 316 trips per day for the new gravel operation. They also conclude that a WB right turn lane is already warranted, LOS will drop to D during the peak hour for turning traffic, and the WB to NB turns will require widening.
  - Clearly, there is some value in keeping to the original scope for all 4 intersections, but if sacrifices have to be made, our preference would be to retain all of the intersection improvements at Midland and retain the revised project in the TIP.

Sincerely,



Dave Jones,  
Canyon Highway District No. 4 Director