



CANYON HIGHWAY DISTRICT No. 4
15435 HIGHWAY 44
CALDWELL, IDAHO 83607
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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