

Public Comments Received (Verbatim)

Attachment 2

For amendments to:

FY2021-2027 Regional Transportation Improvement Program

Public Comment Period: May 3 through 17, 2021

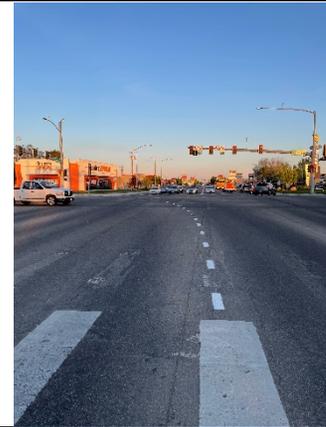
Total number of comments received by COMPASS: 13

Topic: Significantly change the scope of an Idaho Transportation Department project to replace two culverts on US 20/26 (Chinden Boulevard) into a preventive maintenance project to repair six culverts on Chinden Boulevard and one on State Highway 44 (State Street)

Outreach methods: 3 email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
I TD, Why would you want our comments? You're just like Gov't, you don't listen to us and haven't for the past 10 years. Look at the mess on hwy 55 which I've been commenting on for the past 10 yrs; you didn't listen then and won't now so why bother. Your organization has absolutely no forward planning at all and every time it doesn't happen, you use \$ as an excuse.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	(Caldwell) Chuck Stadick	Email
Has anyone ever thought about a car pool lane, encourages car pooling and motorcycles. Thank you for your time	Thank you for your comments; they will be shared with the COMPASS Board of Directors. Regarding your question, yes, carpool lanes have been discussed for various corridors in the region. However, while carpool lanes, or high-occupancy vehicle lanes, can provide many benefits, they are currently not allowed in Ada or Canyon Counties, per state statute. Removing this restriction is one of the COMPASS Board of Directors' legislative priorities.	(Nampa) Dusty	Email
I am 100% behind any effort to improve our east to west transportation in Boise. I would love to see a light rail from east Boise out to Caldwell. It would ease up the traffic on I-84 tremendously.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Kevin Dougherty	Email

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<p>Dear loved ones, It seems to me as this: YES - on preventative, and YES to additional access points for commuters. But NO to the majority of these being solely placed on the Chinden Blvd area. State street corridor is long, even unto Middelton. I am not sure of the numbers, but one maintenance covert on each stretch (Chinden and State St). And a more even divide of additional coverts for each stretch (Chinden and State St). I will let you decide on the comparison of numbers of coverts per stretch, but it had seemed to me as being off in balance. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>Can we get the doted turning lane from karcher heading south turning left onto caldwell boulevard repainted. I see so many drivers start on the outside lane of karcher end up on the inside lane of caldwell boulevard because they turn to early or sharp. Many close calls. It's sad no one can drive without lines any more. Please and thank you.</p> <p>***</p> <p>Thank you so much. I greatly appreciate you taking care of this. I drive this intersection in a semi 3 times a day.</p>	<p>I forwarded your request to ITD and received this response: In response to this concern, our paint crew was able to adjust their schedule in order to get the intersection of Karcher Rd. and Caldwell Blvd. completed yesterday evening. Please see the attached photo. Thank you for your comment!</p>	<p align="center">(Nampa) Dusty</p>	<p align="center">Email</p>
<p>My 2 comments 1) do it once. Make the culvert changes so they are compatible with the coming road widening projects. 2) fast track this. We are years behind on road improvements. We need to start catching up!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">(Middleton) Steve Flora</p>	<p align="center">Email</p>



<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I fully support this amendment to the FY2021-2027 Regional Transportation Improvement Program. Completing preventative maintenance work by doing culvert repairs now while other work is already scheduled to be performed will reduce future restrictions to traffic along these corridors. ***</p> <p>I am generally in favor of any fiscally responsible projects that improve traffic flow, safety, road wear, and add more public transportation options. We are woefully behind on public transportation and have been for decades. Yes, change the scope of work at the intersection of State Highway 44 and State Highway 55 to a traditional intersection if studies show that it will improve traffic flow. Additionally, this valley cannot wait 20 more years for a light rail system. In addition to high traffic, low parking, and the safety issues caused by them, our valley is missing out on vast amounts of commerce. Large corporations want to move to areas like the Treasure Valley, but when they review our mass transit system to get their employees to their locations, they find we basically don't have one. We have a subsidized private bussing system that covers about half the routes that it should at this point in our Valley's development. No light rail means no major corporations moving their headquarters here and bringing thousands of high-paying jobs with them. The lack of public transportation also greatly increases the current housing crisis that we face. Without effective public transportation, every adult in this valley must have a car to get where they are going. Having a car becomes a much bigger burden when living in high-density housing as there are parking costs and restrictions involved. Improving our mass transit systems in the short-term will go a long way toward improving both our housing shortage and improve our economic outlook. I don't like taxes anymore than anyone else, which is one reason that I love Idaho. But we must do something in the Treasure Valley to address this mass-transit issue today. If that means a special transportation tax for all Treasure Valley residents, I am for it. I know that our legislature must change laws for that to happen, but it is time for somebody to step up and lead that charge. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>***</p> <p>Thank you for your additional comments, they will also be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>I'm OK with this</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Mac</p>	<p align="center">Email</p>
<p>These look like justified projects to improve traffic and public safety. Full speed ahead. Best Wishes,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ron</p>	<p align="center">Email</p>

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<p>I'm hopeful as a bus passenger and walker that this part of town becomes safer for that population I also feel like in the future there should be a north south route bus that goes to kuna eagle and meridian and a more regular chinden route that more people know about this will help with the transportation and it will be helpful to have it walkable walkability is lacking in chinden and I know that because of frequent times at the fairgrounds at memorial stadium at the special Olympics office and riverside hotel at the bowling alley and on the garden city greenbelt thanks for your time I hope to hear from the other statements soon</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>We did receive your comments submitted on April 8, 2021, about the transit projects on State Street. Thank you. They were provided to the COMPASS Board of Directors, and the Board did vote to add the projects to the regional long-range transportation plan and transportation improvement program (budget of federally funded transportation projects). You can find the updated long-range plan here and the updated transportation improvement program here.</p> <p>In addition, you can find all comments submitted in recent public comment periods, as well as results from the survey we conducted earlier this year on high-capacity transit, on the COMPASS website at https://www.compassidaho.org/comm/comments.htm#Comm.</p> <p>If you are looking for additional information, or response from us regarding a question that we missed, please let me know and I'll be happy to get you what you are looking for.</p>	<p align="center">Ian Bott</p>	<p align="center">Email</p>
<p>I support the change of plan to include the two now scheduled into the upcoming upgrade of six more. The only concern is to not delay more than six months as that might lead to destructive deterioration.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>The proposed amendment to the FY2021-2027 TIP to provide for adding 6 culverts on US20/26 (Chinden Blvd), and adding 1 culvert on State Highway 44 (State St.) is very needed. Both these roads are heavily used, melting snow or heavy rains can cause serious problems. I personally use Chinden Blvd. frequently. It will be much safer for everyone when these needed improvements are made.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Just to clarify, the proposed change is to repair seven culverts instead of replacing two. With the change, no new culverts will be added at this time, but the repair will extend the overall life of the existing infrastructure.</p>	<p align="center">83704 (Boise) Betty Brigante</p>	<p align="center">Email</p>
<p>I believe that to address further growth, etc. that the 6 culverts should be added rather than just two.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Just to clarify, the proposed change is to repair seven culverts instead of replacing two. With the change, no new culverts will be added at this time, but the repair will extend the overall life of the existing infrastructure.</p>	<p align="center">Gary Martin</p>	<p align="center">Email</p>

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