

# **Public Comments Received (Verbatim)**

## **Proposed amendment #7 to the long-range transportation plan, *Communities in Motion 2050*, and the DRAFT FY2026-2032 Transportation Improvement Program**

Public Comment Period: July 1 – July 31, 2025

Total number of individuals submitting comments: **33**

Email: **3**    Online Comment Form: **27**    Hard Copy Comment Form: **3**    Letter: **0**

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Method Received</b>	<b>Name, Zip Code, Affiliation</b>
<b>Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i></b>			
North Liner Road - More pedestrian and bicycle infrastructure is good, but road widening is awful and shouldn't be done, five lane roads suck. Do all the pathways though, those are good. Wide Multi-use pathways are better than having a narrow bike lane and narrow sidewalk.	Thank you for your comments; they will be shared with the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83704
Cloverdale, Five Mile and Maple Grove all need to be widened south of Overland, for several miles on each road, to accommodate all the residences being built on the south side of town. Victory Road needs to be widened to 2 lanes each direction, from Cole Road to Meridian Road, to also accommodate the rapid growth.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Meridian, the City of Boise, and the COMPASS Board of Directors.	Online Comment Form	83642
Increased capacity is desperately needed on Middleton Road from State Highway 55 to Nampa-Caldwell Blvd. Although the proposed amendments are helpful. The need for increased capacity of Middleton Road is overwhelming.	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, the City of Nampa, the City of Caldwell, and the COMPASS Board of Directors.	Online Comment Form	83686
As a resident actively involved in transportation advocacy in Ada County, I appreciate the opportunity to comment on the proposed amendment to Communities in Motion 2050. I strongly support the proposed amendment, particularly the inclusion of multi-use pathways that are protected from car traffic. These pathways not only enhance safety and accessibility for pedestrians, cyclists, and individuals with disabilities, but also provide benefits to motor-vehicle users by reducing congestion	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Bryan Keen 83704

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and improving traffic flow. It is crucial, however, that all pathway crossings prioritize safety and accessibility to ensure these improvements genuinely benefit the entire community. I encourage COMPASS to integrate comprehensive accessibility standards and continue active engagement with the disability community in ongoing project development.			
Live to see walking paths proposed. Opposed to widening any roads. Dissapointed there is no public transportation involved.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	David Kohagen 83651
I want expansion, but there is road work everywhere that never seems to get fully done. Mass transit between Ada County and Canyon County needs to improve. Maybe road work should work nights to increase speed of progress.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83646
I live in Eagle and I would like to see a local bus service with many pickup points in the Eagle residential neighborhoods. I would love to use a bus but if I have to drive somewhere to catch one there's no point. Sure if all I want to do is go into Boise, Nampa, Caldwell then I would be prepared to drive. You need to bring the transportation to the people.	Thank you for your comments; they will be shared with the City of Eagle, the City of Boise, the City of Nampa, the City of Caldwell, and the COMPASS Board of Directors.	Online Comment Form	83616
Is there a plan for a light rail system?	Thank you for your question. COMPASS is currently working on a Planning and Environmental Linkages study, referred to as "Let's Ride Treasure Valley," for a possible high-capacity transit system in the Treasure Valley, which could include a rail mode option. ( <a href="#">Learn more on the COMPASS website here</a> ). However, funding to implement a high-capacity transit system is not yet secured. Your comment will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Email	NA
<b>Comments received above were in regard to Amendment #4 and the comments below are in regard to Amendment #7. The wrong document was initially inadvertendly uploaded to the COMPASS website and corrected on July 14, 2025.</b>			
I support the project to construct a pathway alongside Ridenbaugh Canal in Boise. I want to be able to use this pathway more and have more access to it. I also think the widening projects, while construction may be a little inconvenient, will overall help the congestion in those areas. Thanks for the opportunity to comment!	Thank you for your comments; they will be shared with the City of Boise, the City of Nampa, the City of Middleton, and the COMPASS Board of Directors.	Online Comment Form	83704

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Yes, I think the Ridenbaugh Canal should be a high priority project and be added as an amendment.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.	Online Comment Form	83714
I love the incorporation of multiuse pathways and the added pathway along the canal. I don't love that transportation is stuck trying to resolve the cost of living crisis by making car commuting easier when we need housing reform.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.	Online Comment Form	83705
I am supportive of the two proposed pathways in the amendment. I have no opinion on the road widening measures.	Thank you for your comments; they will be shared with the City of Boise, the Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83712
I support the proposed amendments #7 especially number 4, state Hwy 44 Star to State. Would love to see better sidewalk connectivity on Hill from Hwy 55 to Horseshoe Bend Rd and down Horseshoe Bend Rd. from Hill to Hwy 44.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hard Copy Comment Form	NA
Ramp metering should be considered sooner or later. Coming into Boise – there could be signs advising thru traffic to use left lanes. Bypass of Boise needs to get started, using private money or state/federal money on a combination of gov/private partner dollars.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hard Copy Comment Form	NA
The Boise Valley needs a bypass south of town. I believe it would be used by truckers and locals who don't need to go through town. If cost is an issue I for one would be willing to pay a bill to avoid the horrible traffic around the Flying Y. Ten Mile road is starting to have the same issues as Eagle Rd to many feeder streets on the main road. Action needs to be taken now to avoid the same issues.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hard Copy Comment Form	NA
I think these proposed amendments would be a great addition especially the multi-use pathways.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83634
Please prioritize any public transit opportunities over any new road projects. Prioritize bike infrastructure as well.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
The improvements in Nampa would be wonderful!	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83686

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I support adding projects, the more the better	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
While widening roads it not the best use of money, glad to see that there is additions for other forms of transportation.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83705
We need railroad going from Caldwell to Boise. To make most effective it should be fast, safe, and affordable taking you right to hotspots like offices and housing. High density housing, shops etc should be build next to stations so people don't have to use cars, less cars on the road! = money saved on less road infrastructure/ maintenance/ crashes etc..	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83642
My comments pertain to simple and cost effective restriping to keep traffic moving. I request for Compass/ACHD to please consider excessive queuing of vehicles for left hand turns and right hand turns which delays traffic. For example, most left hand turn lanes can only accommodate a certain number of vehicles. I suggest extending the length of the lanes by simply restriping. The extension typically does not incur additional right of way. Vehicles turning left that cannot enter left hand turn lane and remain in the main through lanes back up traffic. If the left turning vehicles can proceed into the left hand turn lane they would reduce the queue in the through-lanes. Site location: northbound Eagle Road left hand turn lane at Chinden Ave intersection. No additional right of way is needed. Removal of island, removal of a u-turn lane, and striping would accommodate this request. There are numerous examples of this in Ada County. Please consider simple and cost effective restriping to keep traffic moving. For right hand turn lanes, I have similar concerns. A dedicated right turn deceleration lane and queuing lane could alleviate traffic back up in the through-lanes. However, some locations would require additional right of way and construction and not as easy as just restriping. Site location: northbound Eagle Road right hand turn lane at Chinden Ave intersection. This location does not have a dedicated right hand turn lane and if a right hand turn vehicle has to stop for a pedestrian, for example, the whole lane is stopped. There are numerous examples of this in Ada County. I believe these two	Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.	Online Comment Form	83616

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suggestions would reduce the wait times due to the many stop light cycles ("level of service") a vehicle waits. I also suggest public service announcements (general education on the rules of the road, etiquette, etc.) on the ability for vehicles to keep moving.			
We need railroad going from Caldwell to Boise. To make most effective it should be fast, safe, and affordable taking you right to hotspots like offices and housing. High density housing, shops etc should be build next to stations so people don't have to use cars, less cars on the road! = money saved on less road infrastructure/ maintenance/ crashes etc..	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83642
While widening roads it not the best use of money, glad to see that there is additions for other forms of transportation.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83705
Please move up the hill and horseshoe road project. to make it easier for walkers and bikers.. with the speed in the area and crossing the road it is not safe heading to Wincc.. Also what gives can we please stop increasing the speed limits on all roads.. people, bikers and walkers are dying this summer and this year, Can we try something different in being a safer city in lowering speed limits and not increasing them... When you ad speed to the equation to those many drivers not paying attention we are getting an increase on accidents. Not getting home by 5 or 10 min while driving is not worth getting some killed. One idea would be designating preferred bike roads with slower speeds to prevent driver and road bike interactions or confrontations., An example would be slower the speed for biking preferred on Floating feather road to take the pressure of of hill road and Beacon.Light rd. Home many people need to get injured before things change for it to be safer on the roads. increasing speed is not the answer on connecting roads... I bike several times each week..drivers are sure not slowing down in road construction areas either, they need to be fined...	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Nel 83616
Constructing a 12-foot-wide multi-use pathway along the south side of the Ridenbaugh Canal from Maple Grove Road to Milwaukee Street in the City of Boise is absolutely not a "high priority", rather a pet project of Boise City Council and ACHD	Thank you for your comments; they will be shared with the City of Boise, Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83705

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staff who are anti-commerce due to restriction of motor vehicles and exacerbating the downtown traffic situation by restricting vehicle lanes of major thoroughfares.			
On state hwy 44 pathway: how does separating it from the larger road projects impact it's constructable under new state laws? Will there be dedication from the state to build it separately? Id prefer seeing it kept in the larger corridor project.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709

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<b>Comments on projects in the regional transportation improvement program (TIP)</b>			
10 Avenue Caldwell - Seems good. 2nd Street Nampa - Could be better but seems fine. Cherry Lane Nampa - Looks good Cherry Lane 2 - Not very good, cars don't need shoulders, that just allows them to speed and makes them more dangerous. Cole Road Boise - Looks fine Columbia Village Roadway Boise - Looks fine I guess. Commuterride - More transit is always good. Less private vehicles clogging the street is needed.	Thank you for your comments; they will be shared with the City of Caldwell, the City of Nampa, and the COMPASS Board of Directors.	Online Comment Form	83704
We need more public transportation that runs more often for people who can't drive or don't have cars. I don't drive for different reasons (health) and I've been looking for work over 8 months and it's impossible for me because I don't drive.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83607
As a resident actively involved in transportation advocacy in Ada County, I appreciate the opportunity to comment on projects in the Regional Transportation Improvement Program (TIP). I support projects that prioritize enhanced accessibility, mobility, and safety for all users, particularly individuals with disabilities, pedestrians, and cyclists. Investments in infrastructure such as protected multi-use pathways, accessible transit facilities, and improved intersections contribute significantly to community safety and equitable transportation access. I urge COMPASS to ensure all TIP projects incorporate rigorous accessibility standards, safety enhancements, and continued dialogue with	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Bryan Keen 83704

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communities directly impacted by transportation planning and implementation.			
Nampa looks neglected and pedestrian improvements look to be more recreational than useful for day to day use. Pave a path along every canal in Nampa for meaningful pedestrian and bike connectivity.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	David Kohagen 83651
I like the changes to Glenwood street pathway. Also add the overhead walkway across Chinden. We need it for better pathways to the new soccer stadium.	Thank you for your comments; they will be shared with the City of Garden City and the COMPASS Board of Directors.	Online Comment Form	83704
The SH-44, Star to Eagle, Sealcoat, Ada County project is great EXCEPT not until 2029? Much of this section of road, particularly from Hwy 55 to Linder Rd is already very riddled with potholes and seam patches that have come loose.	Thank you for your comments; they will be shared with the City of Eagle, the City of Star, the Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83616
Please please please paint reflective stripes on our roads. It is soooo hard to see the lines at night when it rains or even when it rains hard during the day. Especially on our highway 20 in Middleton/Star, Hwy 44, Star Rd.	Thank you for your comments; they will be shared with the City of Star, the City of Middleton, the City of Meridian, and the COMPASS Board of Directors.	Email	Cheryl Burgess
I read through all 97 proposed projects and did not see any projects for additional lights or traffic circles between Star and I-74. Is there a plan for traffic management on State Highway 44 between Star and I-84? The traffic at the intersection of Hwy 44 and Old Highway 30 needs a light due to the high volume of traffic. Additionally a light at either Lansing Lane and Hwy 44 or Diff Lane and 45 is needed. There have been multiple serious accidents and fatalities at these intersections due to the high traffic flow on Highway 44 and the high feeder volume on both Landing Lane and Duff Lane. There is not adequate break in traffic to safely turn onto Hwy 44 in either direction due to a continuous flow of traffic on Hwy 44. Thank you for informing the public and allowing for public input.	Thank you for your comments. The Idaho Transportation Department (ITD) is currently conducting an environmental study along State Highway 44 between the City of Star and Interstate 84. When the environmental study is complete, ITD will have a plan to make improvements along the state highway. No funding is currently planned for these improvements. We will forward your concerns to the Idaho Transportation Department, the Cities of Star and Middleton, and Highway District 4, as well as the COMPASS Board of Directors.	Email	Tamie Bromley
I support any that help reduce congestion and make my travel time to and from work more manageable.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83704
I would like to see even more investment in pathways and public transportation long-term.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83714



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<b>Comments on projects in the regional transportation improvement program (TIP)</b>			
I have to trust you on these. I want trains.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83705
I support more pathways and light rail projects. I would also like a more sensible approach to scheduling roadwork Downtown but that's a different subject.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83712
Support key #24228 especially Hill and Edgewood, Support Key #13484, very needed but would request consideration for pedestrians and cyclists to get through the intersection. Centennial Way blocks ped across from downtown to greenbelt and parks. Support all VRT projects and pathway projects.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Hard Copy Comment Form	--
Light-rail – I am in favor of.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Hard Copy Comment Form	--
Someone needs to make sure the developers of all the subdivisions that keep going in are paying their fair share for the roads, water, etc. They are increasing use of the infrastructure and need to be paying for that use.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hard Copy Comment Form	--
Related to bike infrastructure, the Emerald road bridge over I-184 needs a dedicated bike lane, and improvements overall	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
I have some concerns about the proposed project at Linder Road from Overland to Franklin (Key #24099). I live in the housing community near this project, and I am not sure why this project is needed. I pass by this road often and there doesn't seem to be significant enough traffic to widen a road like this, especially since we have the Meridian road, already a major thoroughfare, close by. We don't have businesses that would cause turning traffic on that road (unless there are plans to add businesses to the area). The only people turning there would be residential drivers. It's already a pretty fast road (45 mph) so a turning meridian lane might be difficult. Still, there's probably a good reason for this project that I'm not aware of. In addition, noise from Overland road and the nearby interstate already causes a significant amount of noise pollution in the area, and I worry that allowing more cars even closer to residential neighbors will worsen the problem. If possible, I hope this project takes into account	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83642



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<b>Comments on projects in the regional transportation improvement program (TIP)</b>			
noise pollution to the surrounding neighborhoods. I'd love to see the transit team do more work with noise pollution, as it is continually worsening around the valley. Thank you for all your hard work!			
1. Lake Hazel Street between and including the Cloverdale and Five Mile intersections is about to fall apart. There is no sidewalk, the pavement is falling apart and there are many churches and a school there. 2. The State Street Corridor TOD project/idea exists with many options, but no one wants to implement it. Piecemeal improvements along this street will not improve the traffic situation. 3. Lack of meaningful projects in Garden City. Marigold/Glenwood and Glenwood/State intersections leave much to be desired. Significant improvements are needed to normalize traffic flow. 4. There are very few projects in Kuna. The region is growing both west and south. All roads towards Kuna are rural with many stop signs.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
Worse stop light ever at the intersection of Madison and Karcher. Extremely long wait with no cars. Constant line going East and sitting with no other cars from any other direction.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83687
Build better highways not stroads to keep traffic moving. Build more roundabouts and less lights to reduce traffic and collisions. For example, some spots on Fairview are 5+ lanes wide. Doesn't encourage walk/ bikability to nearby shops. If we reduce lanes, it will encourage people to walk, bike, and/or take the train. PLEASE LEARN FROM LA's mistakes!! SAVE TIME AND MONEY!!	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83642
Please ensure that when constructing multi-use paths and sidewalks that they are detached not attached.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83705
Greatly appreciate seeing the garden street connection to cassia park and hope to see it remains prioritized for 2027. Such a small connection with such great opportunity.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.	Online Comment Form	83709
1. For the I-84 Garrity I.C. westbound on ramp to the Franklin I.C. off ramp, add an auxiliary (merge) lane to give merging traffic adequate space to merge. Currently the west merging traffic impedes and slows the adjacent traffic back east to before the Garrity I.C. west bound off ramp. 2. For the I-84 crossing of	Thank you for your comments; they will be shared with the Idaho Transportation Department; Ada County Highway District; the Cities of Boise, Caldwell, Kuna, and Nampa; and the COMPASS Board of Directors.	Online Comment Form	82709 Ralph Mellin

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<p>Ustick Rd and Midland Ave, get on the schedule a study of a new interchange to relieve congestion at the Karcher Rd/Midland Blvd I.C. Growth projections show very high future growth of this rapidly growing area. 3. For the I-84 Five Mile replacement overpass (Key #23095), in order to relieve congestion at the Eagle Rd I.C., the Franklin Rd I.C., and the Cole Rd I.C. and their close connecting roads, add a west bound exit ramp and west bound entrance ramp to the overpass. This likely should include extending the west bound Y one plus two merge lanes to Five Mile Rd and repeatedly to the Eagle Rd I.C. Much transportation assistance seems to be needed to help West Boise develop more competitively with areas to its west. That would include the dense unincorporated area directly south of this project clear to Kuna's impending impact area.</p>			