

Public Comments Received (Verbatim)

Draft FY2024–2030 Regional Transportation Improvement Program (TIP), proposed changes to the regional long-range transportation plan, *Communities in Motion 2050*, and the Air Quality Conformity Demonstration for Northern Ada County

Public Comment Period: June 30 – July 31, 2023

Total number of individuals submitting comments: 29

Email: 9 Online Comment Form: 15 Hard Copy Comment Form: 0 Letter: 5

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
stop taking away vehicle lanes. All people will not be riding bikes.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Cheri Silva, 83716
My comments are pretty much summed up in No. 1 2/2 [See comment 1/2 on page 3]	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83617
Greenbelt connection near 52nd seems like a much needed connection and long past due.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors. Yes, transportation agencies in the Treasure Valley use a variety of strategies to improve the transportation system, such as providing buses, carpools, and bike paths; incentivizing telework; and optimizing how infrastructure works (e.g., using signal timing, restricting left turns, providing traveler information). Widening is often the last option considered.	Online Comment Form	Phillip Chaffee, 83704

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
[See attachment on pages 13-14]	Thank you for your comments. They will be shared with the COMPASS Board of Directors. On July 18, 2023, COMPASS staff met with the City of Middleton to review the status or the projects listed in the letter.	Letter	Jason Van Gilder, City of Middleton
Thank you for considering an intersection at the Ustick location!	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	Online Comment Form	Mark Pemble, 83605
I-84 and Ustick Road Interchange- best idea on the list	Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, the City of Caldwell, the City of Nampa, the City of Middleton, and the COMPASS Board of Directors.	Online Comment Form	83709
An analysis shouldn't cost \$1,000,000. This is the definition of fraud, waste, and abuse. Who's conducting the analysis. What are their salaries and bonuses? Go F*** yourself	Thank you for your comments. They will be shared with the COMPASS Board of Directors. COMPASS' Planning and Environmental Linkages (PEL) study is conducted by a third-party consultant. Their salary is not yet determined.	Online Comment Form	83686
What happened to the planning of researching the new interchanges between Sandhollow exit and Middleton exit on I-84. The Galloway bridge doesn't meet height requirement for the Interstate and should be in the planning. Loads are diverted to Highway 30 to avoid this overpass.	Thank you for your comments. They will be shared with the Idaho Transportation Department, Canyon Highway District, and the COMPASS Board of Directors. An Interstate 84 Access Study, Sand Hollow (Exit 17) to State Highway 44/Middleton (Exit 25), is identified in the regional long-range transportation plan, <i>Communities in Motion 2050</i> , as an unfunded study. This unfunded access study could include preliminary traffic analysis to help identify the need and/or location of an additional interchange. At this point, no funding is identified for this study.	Online Comment Form	83607
We definitely need affordable public transportation between Boise, Nampa and Caldwell	Thank you for your comments; they will be shared with the City of Boise, the City of Caldwell, the City of Nampa, Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83687

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program			
stop taking away car lanes and putting bike lanes	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Cheri Silva, 83716
The highway 16 extension from Chinden to I-84 looks all well and good, but all I have seen regarding SR-16 north from SR-44 to SR-52 out to 2030 is an environmental study reevaluation. There are thousands of homes going in along this corridor, most of which will probably be built before 2030. The widening of SR-16 is necessary and needs to be addressed now.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Online Comment Form	83669
It 's what I don't see regarding Emmett/Gem County that concerns me in yhour planning. It's happening all around us, but not much to assist our transportation and growth issues. (1/2)	Thank you for your comments; they will be shared with the COMPASS Board of Directors. Emmett and Gem County are outside of COMPASS' planning area, and as such are not included in COMPASS TIP.	Online Comment Form	83617
I wanted to just add a comment about road work in general in the State of Idaho. With all of the road construction and road closures, it is extremely important that ACHD & ITD communicate so we are not ending up with detours that lead to more road closures and detours, which is what we are seeing this summer. Currently, anyone traveling from Meridian to Nampa or Caldwell will have a maze of detours to navigate unless you use the freeway or Cinden which are always backed up. This is a problem with a solution and it comes down to planning & communication. Don't close so many roads at once!! Stagger the road closures and plan to accommodate local traffic please.	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, the City of Meridian, the City of Caldwell, the City of Nampa, and the COMPASS Board of Directors.	Email	Maria Kuhel

<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">Method Received</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p align="center">Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</p>			
<p>I'm sorry if this is the wrong spot but all my Google searches bring me here. All I'm trying to do is comment on the commercial you have Airing right now of bicycle safety here in the Treasure Valley streaming on Roku for Channel 6 news station. The commercial is played quite often and every time I try to listen better as to why the message is being passed that to me as a bicyclist would be a no-brainer on getting hurt. You are passing amendments and programs improving transportation because we all know it is getting a little crowded. So I cannot understand why the commercial keeps repeating over and over that is okay to treat a stoplight as a stop sign and a stop sign is a yield sign! Regardless of what Idaho law states there is no way anyone can keep an eye on three different directions with hopes that oncoming traffic, people of all ages in a huge variety of different types of vehicles in the middle of summer with their windows up AC cranked music blaring while they are watching maps to doordash or checking up on the Instagram making it okay for a pedestrian to run a stoplight is a bad idea. Sure I wouldn't mind a million dollar lawsuit if I'm alive to spend it but around here I'm not going to chance it. The commercial also talks about reflective gear while riding although he is wearing dark clothing with a black vest. Having correct Visual aids that are what you are speaking about is vital for the development young minds and/or people with hearing disabilities. I will copy this post and place it around in a few different spots hopefully someone can see it and see where I'm coming from. Or will someone please contact me and let me know what I am missing here? Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Safety for everyone is a top priority at COMPASS and is the reason we sponsor these commercials. We appreciate the feedback and are sorry you feel they missed the mark. We will keep your feedback in mind for future iterations. As the commercials were a joint effort with the City of Boise Police Department, we have shared your feedback with them as well.</p>	<p align="center">Online Comment Form</p>	<p align="center">83709</p>
<p>Generally, there are a lot of widening projects (35 in total I counted) am concerned about the quality of life that begins to deteriorate as we look more and more like Los Angeles, Pheonix and other sprawling cities that chose a 45 mph streets with 5-7 lanes. To see just one roundabout project in the TIP is a bit revealing as to the planning/engineering focus.</p>	<p>Thank you for your comments; they will be shared with the COMPASS board of directors.</p>	<p align="center">Online Comment Form</p>	<p align="center">NA</p>

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Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program			
<p>I still do not understand why we don't have a train line from Mt. Home to Ontario.</p>	<p>Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS board of directors.</p> <p>Preparation for a future high-capacity service (which could be a train) in the Treasure Valley has been underway for many years and COMPASS is about to begin a large study, which will be a significant step forward in this process. However, the region does not have a way to pay to operate this type of service. Until that changes, a train – or other type of regional “high-capacity” transit – cannot become a reality.</p>	<p>Email</p>	<p>Helen Cough</p>
<p>Hello! Thank you for making your proposed projects available for community members to view and make comments on. My comment is related to grave concern about delaying installation of a traffic signal at Hwy 45 and Locust until 2027. When pulling into the intersection from Locust it is very dangerous due to the high speed of cars traveling on Hwy 45. I realize it takes time to procure rights to land, engineering, construction bids, etc. But if there's any way you can make this project a higher priority it may literally save lives. There have been a number of serious accidents here already. In the meantime, I hope you might consider warning drivers to slow down by placing a roadside digital speed monitor along both lanes of Hwy 45 before reaching the Locust intersection. Although the speed limit is now posted at 45 (scary), many cars are still traveling at 50 or more (very scary) when they reach this crossing. Thank you for allowing me to add my two cents.</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the Idaho Transportation Department, and the COMPASS board of directors.</p>	<p>Email</p>	<p>Jill Hallows 83686</p>
<p>I'm concerned with road widening in Boise particularly along state street. This seems like a project which will induce demand and create additional barriers for active transportation across State street. The few projects to connect Boise with multiuse pathways are good but it seems like its still a disconnected network and does not help Boise reach its transportation goals</p>	<p>Thank you for your comments; they will be shared with the City of Boise, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>Online Comment Form</p>	<p>Phillip Chaffee, 83704</p>

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Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program			
<p>Expand Ustick Road to four lanes from Linder Road west to business Interstate-84. Expand Idaho-55 to four lanes from Interstate-84 south to US-95.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Email</p>	<p>Dave Barb</p>
<p>Expanding Hwy 44 from Hwy 16 to Star Road. This section is a nightmare for those living in Star and commuting through Star, especially during peak hours.</p>	<p>Thank you for your comments. They will be shared with the Idaho Transportation Department, the City of Star, and the COMPASS Board of Directors.</p>	<p>Online Comment Form</p>	<p>83669</p>
<p>Centennial Way Roundabout, Caldwell: Access to the greenbelt path should be considered for this design.</p>	<p>Thank you for your comments; they will be shared with the City of Caldwell and the COMPASS Board of Directors.</p>	<p>Online Comment Form</p>	<p>Mark Pemble, 83605</p>
<p>ACHD suggested a bike route through my neighborhood which includes crossing Five Mile at K-Bar-T. There is no light at that location on Five Mile. Seriously think someone riding a bike can safely get across a 5 lane road without something to stop traffic?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Online Comment Form</p>	<p>83709</p>
<p>Excess funds are directed towards Marketing. One-hundred percent of funds should be spent on staffing and infrastructure improvements. San Francisco's Trolley System was opened in 1935. At this time, the SF County population measured at 634,000 compared to 494,000 in Ada County for the year 2020. Salt Lake City's light rail was built between 1999-2003. Idaho is decades overdue for a rail system. A person who refuses to invest in their self is a failure of a person, and a government that refuses to invest in its citizens is a failure of a government.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Online Comment Form</p>	<p>83686</p>
<p>Will this project [KN: 23833] include Detectable Warnings/Truncated Domes on the ramps? Truncated Domes have not been a requirement at curb ramps since 2010. They are only required a raised rail platforms and federally funded transportation hubs. Federal funding of these projects does not cause compliance with DOT 406.8 The 2010 ADA Standards for Accessible Design deleted 406.8 that existed in prior versions. Although Detectable Warnings/Truncated Domes are still defined in the 2010 ADA document, nowhere are they mandated. My concern is that the DOJ-ADA division has known for decades that truncated domes are a safety hazard to the mobility impaired community. People who use walkers, manual driven</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.</p> <p><u>Response from the Ada County Highway District:</u></p> <p>Yes, all of our projects in Access to Opportunity include pedestrian ramps with detectable warnings and truncated domes.</p> <p>ACHD has an obligation to uphold requirements for ADA. Our legal team's position is that truncated</p>	<p>Email</p>	<p>Mark, 83642</p>

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<p>Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</p>			
<p>wheelchairs, canes, crutches, ankle and foot orthotics, prosthetic legs, and those who are simply unstable walking encounter serious risks trying to get past these monsters. There are no studies that show truncated domes provide a benefit to any ADA group except when used on elevated rail platforms. They were originally developed specifically for elevated rail platforms where they are beneficial to ADA limited people and people with no disability. To be precise, my wife is an amputee. She cannot step on the truncated domes with her prosthetic leg without great risk of falling. When they were installed in front of her office, she had to avoid the curb ramps and step up the vertical curb to get from her car to the sidewalk. Falling and breaking a hip as an amputee is a very serious risk. COMPASS does community studies. Study the use of truncated domes. I can help anybody understand the issues as I have studied them for 4 years. btw, ACHD has been installing hundreds of these monsters each year. Staff Attorney Scott Spears at ACHD refuses to update ACHDs standard to comply with the 2010 Standards for Accessible Design. he refuses to justify why ACHD continues to install these risky barriers. If my wife ever suffers an injury due to these barriers, ACHD will be liable.</p> <p>Thanks for getting back to me. Scott Spears and ACHD are dead wrong. I've seen that pasted response before. They refuse to back it up with LAW. Guidelines are not law. The DOT only requires detectable warnings at public transportation facilities. The DOJ-ADA standards do not. https://www.ada.gov/law-and-regs/design-standards/2010-stds/</p> <p>The Access Board is in full support of detectable warnings but they correctly address them when they note: [ADA and ABA Accessibility Standards Standards issued under the Americans with Disabilities Act (ADA) include requirements for detectable warnings, as do similar standards issued under the Architectural Barriers Act (ABA) for federally</p>	<p>domes are still required by the DOT in implementing the ADA.</p> <p>Beyond federal requirements, our ADA Transition Plan, adopted by the Commission, also states "ACHD will seek to implement best practices such as PROWAG where deemed feasible and practical by qualified engineering staff."</p> <p>Within the Public Right-of-Way Accessibility Guidelines (PROWAG) it states:</p> <p><i>"R208 Detectable Warning Surfaces</i> R208.1 Where Required. <i>Detectable warning surfaces complying with R305 shall be provided at the following locations on pedestrian access routes and at transit stops:</i></p> <ol style="list-style-type: none"> 1. <i>Curb ramps and blended transitions at pedestrian street crossings"</i> 		

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<p>funded facilities. Specifications in the <u>ADA Standards</u> and the <u>ABA Standards</u> address spacing, height, and diameter of truncated domes to ensure a distinctive yet uniform texture to the warning surface (§705). They also require that detectable warning surfaces contrast visually with adjacent walking surfaces either light-on-dark, or dark-on-light. Detectable warnings are required on curb ramps at certain transportation facilities and at rail station boarding platforms with unprotected drop-offs. <i>Curb Ramps: Public Transportation Facilities</i> ADA Standards for public transportation facilities issued by the Department of Transportation (DOT) require detectable warnings on curb ramps. They must extend the full width of the curb ramp (exclusive of flared sides) and extend either the full depth of the curb ramp or 24 inches deep minimum measured from the back of the curb on the ramp surface (§406.8). This requirement is unique to DOT’s ADA Standards (2006), which apply to facilities used by state and local governments to provide public transportation. Other types of facilities covered by the ADA are subject to standards issued by the Department of Justice (DOJ). Neither DOJ’s ADA Standards (2010) nor the ABA Standards, which apply to federally funded facilities, require detectable warnings on curb ramps. However, the Access Board is developing new guidelines that will address access to public rights-of-way, including detectable warnings on curb ramps.] I have never argued against detectable warnings at public transit facilities. They are being improperly installed at generic curb ramps without justification. The Proposed Guidelines requiring detectable warnings are not codified into any statute or standard. As I pointed out, 406.8 is absent from the DOJ-ADA Accessible standards. 406.8 only exists in the DOT standards for public transit facilities. COMPASS, charged with benefiting the entire population, should do the research. Call or contact the DOJ-ADA division. They will confirm that detectable warnings are not required. Survey the people who receive your emails with a target of the people with mobility limitations. This is not a virtue signalling or guilt accommodation by able bodied</p>			

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<p align="center">Comments on projects in the DRAFT FY2024-2030 Regional Transportation Improvement Program</p>			
<p>people. It is a serious barrier and physical risk to the mobility challenged. Everybody I have mentioned this to just recites wrong information and when challenged, they just repeat their wrong information. Scott Spears appears to be a very powerful attorney who refuses to answer legitimate questions. Every time I need to help my wife get past these monsters, I think of how many others struggle with them to. ACHD is continuing to remove existing, ADA approved curb ramps and replacing them with curb ramps with truncated domes. These changes are costing taxpayers millions of dollars that could be used for much more needed projects. One quote I saw suggested \$3500 per 2 ramp corner. Are these cash cows used to enrich the construction companies? ACHD says they do not have the funds to upgrade a signaled pedestrian crosswalk on Ten Mile to a much needed HAWK. Please, Josie, Do the research to see the facts that ACHD is denying.</p>			
<p>[See attachment on pages 15-16]</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Meridian, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>Letter</p>	<p>83707</p>
<p>I would love to see the 3 Rivers Crossing and another off-ramp to connect to that crossing come about. This would take traffic off Eagle Roads, provide a much needed off freeway off ramp between the 10 miles of Cole to Eagle Roads, and make traffic more efficient. This area is only growing and by prioritizing this project, we can save millions of dollars later.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Online Comment Form</p>	<p>83616</p>
<p>If indeed, as is stated in your plans, you wait until 2027 to seal coat Hwy 21 you will be lucky if there is a pavement surface left to seal coat. It is badly cracked now, and winter damage was significant in 2022-23. Further winter damage can be anticipated in the years leading up to 2027, as cracks continue to widen and spall, and pot holes become more numerous.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Boise, and the COMPASS Board of Directors.</p>	<p>Email</p>	<p>Barbara A McClain, 83631</p>
<p>[See attached letter on pages 17-18]</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Letter</p>	<p>City of Meridian</p>

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Roundabouts only work where there is little traffic. When on a busy street or at a busy time, those on the side that have a YIELD sign, do not get a chance to enter. And it is not a problem with informing drivers on how they work. Thanks for listening, try it yourself in a really busy, like 5 pm rush hour on a busy street, you on the side street.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Email	Gary Gray
I think there should be lots of bus routes in Meridian and also to and from Boise. There are many residents of Meridian that are seniors and others that do not drive. Our city is still growing and we need affordable transportation.	Thank you for your comments; they will be shared with the City of Meridian, the City of Boise, Valley Regional Transit and the COMPASS Board of Directors.	Email	NA
Major intersections on Eagle Road, Franklin, Fairview, Ustick, Chinden, should be rebuilt with bridges to allow thru traffic on Eagle and the crossing road to pass without stopping at a red light.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83714
Nearly every project details bike and pedestrian improvements but ignores vehicles. Federal dollars come with strings. It is very obvious the funding is anti personal vehicle.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83704
We definitely need affordable public transportation between Boise, Nampa and Caldwell	Thank you for your comments; they will be shared with the City of Boise, the City of Nampa, the City of Caldwell, Valley Regional Transit, and the COMPASS Board of Directors.	Online Comment Form	83687
Tye public transportation sudtem in the Treasure Valley is totally inadequate! I would love to use an efficient light rail or bus to work on Eagle from SE Boise. It is expensive and impacts the number of cars on the road for my commute. I teach students aboyt daily living that includes teaching how to get to work but tgere is no system. Thectreasure Valley has grown in population so a bus/ light rail is justified for publuc use. When I travel to Portand, OR I use trimet from thecairport to downtown. It is a greatcway to commute and many citizens use it.. Please consider a light rail and bus service that connects Boise to Caldwell, Nampa, Eagle and Star. Thank you!	Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, the City of Caldwell, the City of Nampa, the City of Eagle, the City of Star, and the COMPASS Board of Directors.	Email	
[See attachment on pages 19-20]	Thank you for your comments; they will be shared with the City of Caldwell, Canyon Highway District, and the COMPASS Board of Directors.	Letter	Kris Crookham

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Buses on Sundays! And after 6PM! Please & thank you [See full size attachment on page 21]	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Letter	NA

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Comments on the Associated Air Quality Conformity Demonstration			
stop taking away car lanes, and replacing them with bike lanes.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Cheri Silva, 83716
I don't see the need to spend \$3M on an environmental impacts study to widen HWY55. 5 lanes to 7 lanes will place children and teenagers at risk to develop chronic obstructive pulmonary disease (OCPD). A study if done, should also produce insights on how massive highway projects bifurcate communities, create more safety hazards for all modes of travel, create more congestion, and diminish the quality of life of residents of Idaho. In my opinion, 7-lanes of traffic is a terrible idea no matter where you live. https://www.lung.org/clean-air/outdoors/who-is-at-risk/highways	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83704
best move was to eliminate the emission testing	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
Again, you are chasing federal \$\$ and the significant strings they come with. Most of the improvements are spurious at best and do not address the needs of 95% of the population that drives.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83704
Public transportation will cut back on pollution.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83687

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Comments on the Associated Air Quality Conformity Demonstration			
<p>Current plan of road widening looks to induce demand and increase vehicle miles traveled. Have the agencies looked in to alternatives to road widening?</p> <p>Mr. Gallup, Thank you for reaching out i appreciate COMPAS's Willingness to engage. As part of this road widening project was there research done to make sure widening the road won't lead to an increase in VMT? If so is there a way for the public to get a copy of the report? Also can you provide examples of where in this area Compass tried providing alternatives such as multi-use pathways or dedicated bus lanes to try and encourage people to leave the car at home? My concern is that I am unaware of any instance in the U.S. where widening roads has led to a reduction in traffic congestion over a 10 year period, when a region has has any sort of population growth. Typically it just increases traffic as was/is the case with the Katy (sp?) freeway in Houston. Again, thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.</p> <p>Yes, transportation agencies in the Treasure Valley use a variety of strategies to improve the transportation system, such as providing buses, carpools, and bike paths; incentivizing telework; and optimizing how infrastructure works (e.g., using signal timing, restricting left turns, providing traveler information). Widening is often the last option considered.</p> <p><i>COMPASS staff have reached out to the Ada County Highway District regarding a response to the question. The response will be added here and sent to Mr. Chaffee upon receipt.</i></p>	<p>Online Comment Form/Email</p>	<p>Phillip Chaffee, 83704</p>



CITY OF MIDDLETON

1103 W. MAIN STREET, MIDDLETON, ID 83644

208-585-3133, 208-585-9601 FAX

WWW.MIDDLETONCITY.COM

July 10, 2023

Community Planning Association (COMPASS)

700 NE 2nd Street, Suite 200

Meridian, ID 83642

Sent via email to: info@compassidaho.org

RE: CIM 2050 Public Comments

To Whom it May Concern

The City of Middleton requests that the following projects be added to the Communities in Motion 2050 plan.

Cemetery/ SH44 Intersection Signalization

Precision Engineering's 4/10/2023 final report on the SH-44, Emmett Rd to Duff Ln, Middleton Traffic study found,

Installation of a traffic signal at Cemetery Ln is the suggested next operational improvement that will be most effective in improving traffic flow through the City of Middleton and particularly the area adjacent to Middleton Middle School. Additionally, signalizing the Cemetery Rd intersection would improve mobility by providing a signalized north-south crossing of SH-44. Currently there are none within Middleton.

South Middleton Road Straightening.

This project would re-construct South Middleton Road to align with North Middleton Road and install a signalized intersection at SH44 and Middleton Road.

SH44 Signalization of the arterial intersections along SH44 within the Middleton Area of Impact.

These intersections include:

- Old Hwy 30
- Emmett Road
- Duff Lane
- Lansing Lane
- And Kingsbury Road

While each of the above intersection projects may be a component of the *State Highway 44, Interstate 84 (Exit 25) to Star Road* project (CIM 2050 Priority Roadway Projects – State #5),



CITY OF MIDDLETON

these projects are likely to be necessary based on development in the area independent of the State's study to add additional lane capacity on SH-44.

Pathway Map

The Unfunded Regional Pathway Priorities list should include the Proposed Pathways shown on Compass' current Bike Walk Map in the Middleton Area of Impact.

Thank you for your consideration of these projects. Please contact me at 208-585-3133 if you have any further questions.

Jason Van Gilder
Public Works Director

July 19, 2023

Idaho Transportation Department
Attn: Office of Communication
PO Box 7129
Boise, ID 83707-11

Re: Linder Road Overpass

To Whom it May Concern:

The Foundation for Ada/Canyon Trail Systems', Inc. (FACTS) Board of Directors have asked me to provide input to you regarding the proposed Idaho Transportation Department's (ITD) Linder Road Overpass project. (Refer to ITD Early Development Program Key Number 24099). We understand that ITD will be refining the project design during the summer of 2023.

We are pleased that the Idaho Transportation Department (ITD) is planning an improved passage for pedestrians and bicyclists by widening Linder Road over I-84 and its approaches. Our concern relates to the multiuse pathway design for pedestrians and bicyclists. We are aware that the preliminary engineering design indicates a 10-foot pathway. We strongly urge that this pathway on each side of the project area be expanded to 14 feet.

We feel there is ample evidence demonstrating the inadequate width of this multi-use path as follows. This evidence includes:

- "The Federal Highway Office of Safety & Highway Capacity Manual" stresses that sidewalks/pathways directly behind curb and retaining walls/ barricades reduce functional width by 1.5 feet each side. This means that the width of this multiuse pathway is functionally only 7 feet wide creating significant conflicts with passing pedestrians, wheeled users, and bicyclists.
- ITD's "Roadway Design Manual (August 2013)," Appendix A, pages 43-44 provides that "paths should be 12 feet wide in areas with high bicycle volumes or when used by a combination of bicyclists, pedestrians, skaters, and joggers. A minimum 2 feet clear zone should be maintained adjacent to both sides of the pathway to provide clearance from poles, trees, fences, and other obstructions."

The impact of this narrow 10-foot width multiuse pathway creates the following issues:

- The bridge rail and parapet/fence are close enough to the pathway to cause pathway users to drift towards the centerline or into adjacent lanes.
- Even when properly designed and delineated, there is an increased risk of a pathway collision with a bridge end closer to the edge of traveled way.
- There will be handlebar conflicts with bridge railings, causing bicyclists to veer away from these obstacles.

The Foundation for Ada/Canyon Trails Systems, Inc. ("FACTS") is an Idaho non-profit corporation recognized by the IRS as a 501(c) (3) charitable and educational corporation. Our Foundation has been in existence since 1987 and has since worked with governmental agencies and private entities in the planning, development, and improvements of pathway systems supporting Active Transportation. FACTS has a primary mission of facilitating and advocating the development of greenway and pathway systems throughout Ada and Canyon counties in Idaho.

Respectfully,



William F. Gigray
FACTS President

CC:

City of Meridian

Community Development

ATTN: Miranda Carson, Comprehensive Associate Coordination Planner

33 E. Broadway Ave., Suite 102

Meridian, Idaho 83642

Community Planning Association of Southwest Idaho (COMPASS)

ATTN: Matt Stoll, Executive Director

700 NE 2nd Street, Suite 200,

Meridian, ID 83642

Ada County Highway District

ATTN: ACHD Commissioners

Executive Director Bruce Wong

3775 Adams St.

Garden City, ID 83714



Mayor Robert E. Simison

City Council Members:

Joe Borton
Liz Strader
Brad Hoaglund

John Overton
Jessica Perreault
Luke Cavener

July 26, 2023

ITD – Draft ITIP Comment
Attn: Office of Communication
P.O Box 7129
Boise, ID 83707-1129

As the State of Idaho continues to grow, providing for the mobility needs of our residents and businesses will be key to continued success. This letter is the City of Meridian comments to the FY2024-2030 Draft Idaho Transportation Investment Program (ITIP) which outlines the proposed transportation priorities to address those needs.

We are supportive of the effort of the Idaho Transportation Department (ITD) to advance the design of the Linder Road overpass project with the allocation of early development design funding in the ITIP. Construction of the overpass and associated roadway widening north and south of the Interstate are critical improvements needed as soon as possible if our region is to have an efficient, effective, and integrated roadway network to transport goods and services. Without the Linder Road overpass, the functionality of the interchanges at Ten Mile and Meridian will degrade further, as these facilities are struggling to meet the needs of current users and will continue to get worse if nothing is done while the Valley continues to grow.

With the recognition of its importance through the planning of construction funding for the roadway, Meridian made a commitment to this project in 2023 and allocated \$2.5 million from our general fund. That commitment has funded design of the overpass and the associated widening which is scheduled to reach substantial completion in early 2024. Additionally, the Ada County Highway District (ACHD) has signaled the readiness to execute this crucial project. The current draft of their Integrated Five-Year Work Plan (IFYWP), 2024-2028, has programmed funding for the acquisition of right of way in FY24 and FY25, with construction of the roadway portions of this project scheduled in FY26. In order to align the construction of this project, we ask that ITD also provide funding dollars for construction of the Linder Road overpass to be included in the FY2024-2030 ITIP.

The new overpass over I-84 at Linder Road will provide additional capacity and north-south connectivity between Kuna, Meridian and Eagle. The City believes that the overpass over I-84 at Linder Road is one of the most critical improvements that ITD can make - it will improve safety, have a positive impact on economic development and improve mobility of our region and the State of Idaho.

With the allocation of early development design funding and the steps taken by ACHD to programming the funding for roadway construction in their IFYWP, we encourage ITD to include funding for the construction of Linder Road overpass in the FY2024-2030 ITIP. Taking this step will align with ACHD, and further the effort to construct this critical improvement as soon as possible.

Sincerely,



Robert E. Simison
Mayor

cc: Bill Moad, Chairman, Idaho Transportation Board
Scott Stokes, Director
Caleb Lakey, District 3 Engineer
Caleb Hood, City of Meridian Planning Manager

Comments on 2024-2030 Regional TIP * July 31, 2023

Comment 1: Roundabout on Centennial Way Key#13905

Comment 2: Supporting any public transit that will bring people who would like to work near this intersection, in the Simplot corridor, or in downtown Caldwell.

Comment 3: Orchard Street Caldwell Key #22602

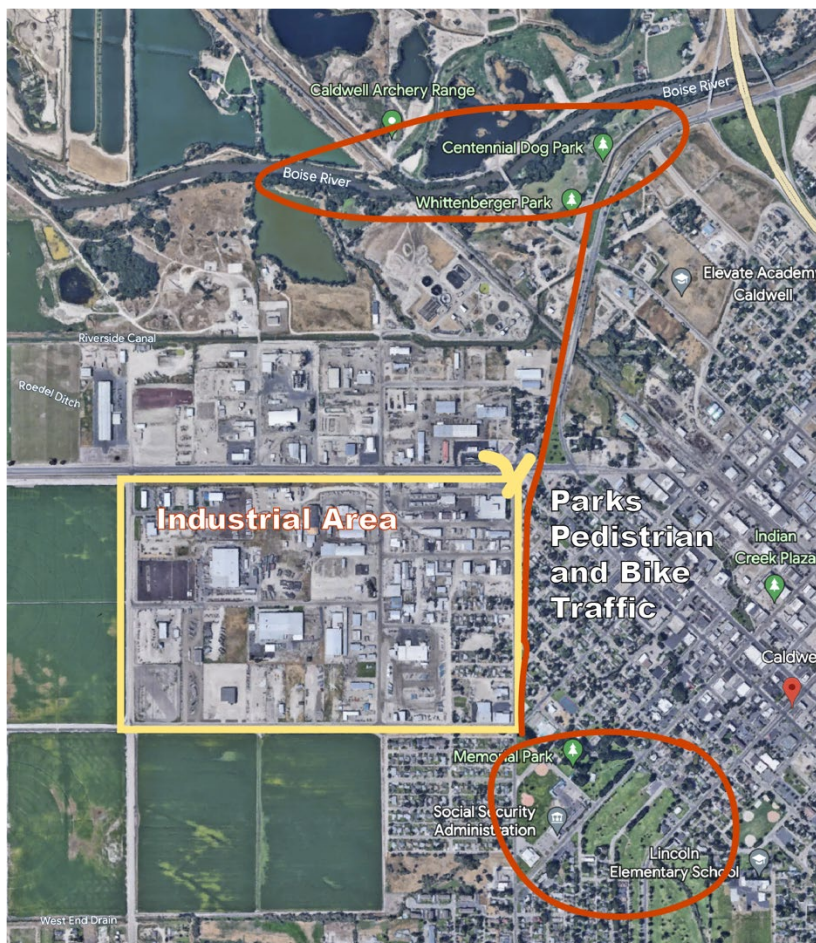
#1 Centennial Way Roundabout

I work at the corner of Simplot Blvd and Paynter Ave at Crookham Company. This intersection has been difficult to navigate for anyone who works here.

There are a lot of big rigs hauling agricultural equipment that use this intersection. Also, produce is hauled in, and products are hauled out. The roundabout will need to handle these wide loads.

Secondly, workers from the industrial corner cross Simplot Blvd to access food at the gas station and the BBQ food truck by the car wash at the Paynter intersection and Simplot Blvd. This is difficult and looks dangerous. For those who live to the Southwest of Simplot Blvd., and who would like to walk or bike to the parks on the Northside of Simplot Blvd, it is also difficult to cross this intersection. Some sort of cross walk will need to be addressed so that people can access the open spaces and parks on either side.

#2 I'd like to support public transportation for anyone who would like to work near the intersection of the round about and the industrial park near it, in downtown Caldwell, and along the industrial corridor of Simplot Blvd that might live along the I84 corridor, or the Wilder or Middleton area.



#3 Orchard Street by Lake Lowell in Caldwell

The addition of the shoulders will be helpful in sharing the road with bikers and pedestrians; however, their safety will still be in jeopardy without reducing the number of cars that use this route as a short cut and reducing their speed. People have figured out that by using Orchard Street they can avoid Highway 55. This problem will not lessen with the widening of Highway 55 as indicted in ITD's traffic operational analysis report on highway 55 and the time that people will be spending at stoplights there. This report covers operations through 2040. It is time to look at calming the speed of the vehicles on Orchard now. I would like to suggest this be wrapped into this design and speed bumps, humps, or tables, or changing the road texture be considered. I do believe that some sort of road texture should mark the boundaries of the cycle/walk shoulder and the main road. I would also investigate signage that says to watch out for pedestrians and cyclists, and mark the shoulder well with wide lines showing the shoulder area.

Respectfully,
Kris Crookham
Work
301 Warehouse Street
Caldwell ID 83605
Residence
1957 E Mortimer Dr
Boise, ID 83712

Buses on
Sundays!

and after 6pm!

Please & thank you