

Public Comments Received (Verbatim)

FY2019–2023 Regional Transportation Improvement Program Amendment

Public Comment Period: May 28 – June 11, 2019

Total number of comments received by COMPASS: 6

Outreach methods: Two 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 Name Affiliation	Format
<p>There needs to be some sort of walking, biking path between Middleton and Midland along Greenhurst. I see people quite often swerve around walkers, joggers and bicycles. It's an accident waiting to happen. Thanks.</p>	<p>Mr. Clark:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>Fred Clark City of Nampa</p>	<p>Email</p>
<p>Dear Daniel,</p> <p>I am writing today to express my support for the Boise Green Bike program. I've been a member of the bike share program for a few years, and find the service invaluable. Bike share has become the most convenient transportation mode for the short trips I make during the day. I am not interested in using the e-scooter program, since it is "for-profit" and not well-maintained. I think the bike share provides a service that enhances our transportation options rather than clutters and confuses.</p> <p>There is no doubt that changes in technology will necessitate changes to the program. It is my sincere hope that my tax dollars will support this change and ensure the bike share program's continued operational success. As a life-long Treasure Valley resident, I'm proud of the work Valley Regional Transit has done to meet the needs of our growing population. The bike share program is one valuable tool that I can use to improve mobility in and around Boise- especially downtown.</p> <p>I understand that the purchase order should not be completed as written because the technology infrastructure is not compliant with equipment requested. However, I do not wish the funding to be diverted. Please earmark or save the funds already approved so they may be accessed by the bike share system operator in the future once alternative methods are identified.</p> <p>Thank you.</p>	<p>Ms. Keating,</p> <p>Thank you for your comments! We will share them with the COMPASS Board of Directors.</p> <p>Daniel E. Hernandez Assistant Planner</p>	<p>Morgan Keating</p>	<p>Email</p>

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<p>I agree with both deletions</p>	<p>Mr. McOmber,</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>Thank you,</p> <p>Hailey Townsend Communication Assistant</p>	<p>Mac McOmber</p>	<p>Email</p>
<p>Thank you for being on top of these issues. I'm very much in agreement with your recommendations for these two expenditures. It seems to me that to continue would be a waste of money which would just have to be repeated in the near future.</p>	<p>Mr. Shurtleff:</p> <p>Thank you for your comments! They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>David Shurtleff Shurtleff Architects, PLLC</p>	<p>Email</p>
<p>Hi I read the project descriptions and seems that not doing them is responsible. Thanks. I support use of bikes, ride sharing and walking. Please exert control on scooters! Seems dangerous to have scooters on sidewalks or streets. No helmets? Cut speeds.</p>	<p>Ms. Brudenell:</p> <p>Thank you for your comments! They will be shared with the COMPASS Board of Directors.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>Ingrid Brudenell</p>	<p>Email</p>
<p>Ms. Tisdale,</p> <p>I am disappointed to hear that ACHD has decided to remove the ITS Advanced Signalization project (Key 22100) from the TIP.</p> <p>While I was at ACHD, I was involved in writing this project application and to my knowledge there were "no faulty assumptions" in the project application as stated by ACHD.</p> <p>All of the information in the application was based on facts provided to ACHD by the Utah Department of Transportation (UDOT) and several radar detection vendors. UDOT has installed new Advanced Traffic Controllers and new radar detection equipment at over 1,200 signalized intersections in the state of Utah the past several years.</p> <p>UDOT has provided the overall benefit results from these deployments on their webpage and in many technical reports and presentations. In a report by UDOT that came out last week, UDOT stated "with this new technology, only 1 in 4 vehicles now stop for a red light at any intersection in the state of Utah."</p> <p>The benefits of this technology help all vehicles including freight vehicles on the roadway system.</p>	<p>Mr. Larsen:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and ACHD.</p> <p>Toni G. Tisdale Principal Planner</p>	<p>Jim Larsen Rocky Mountain ITS Chapter President Nampa, ID</p>	<p>Email</p>

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<p>The technology in this grant application would specifically give additional green time to freight vehicles based on the trucks speed and distance from the intersection as an additional safety benefit. ACHD contacted two radar vendors who verified their radar technology could distinguish a freight vehicle from a car and thus relay this information to the new advanced signal controller which would then extend an existing green light.</p> <p>ACHD staff spoke to and met with UDOT staff several times during this application process to make sure information in this application was accurate. There were "no assumptions" in this application, just facts from previous implementations.</p> <p>I gave several presentations on this grant application project to ITD's Freight advisory team with nothing but positive feedback and strong support for its implementation.</p> <p>Technology should always continue to improve and never stay stagnant and this is very disappointing to see ACHD drop this project.</p> <p>The bigger disappointment was to see that ACHD also dropped the SMART Arterial Management project (Key 20782) that was awarded by FHWA and was only 1 of 10 awards across the US. This deletion was also based on "faulty assumptions" which again that proposal was based on facts and no assumptions. That proposal took over 5 months to write by a combination of ACHD and COMPASS staff.</p> <p>By cancelling both of these projects ACHD will have a hard time getting any further technology grants from FHWA or ITD.</p> <p>A big missed opportunity.</p>			

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