

Public Comments Received (Verbatim)

- **Draft FY2019–2023 Regional Transportation Improvement Program**
 - **Proposed Change to *Communities in Motion 2040***
- **FY2019 federal Program of Projects proposed for funding by Valley Regional Transit**
 - **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 1 – August 30, 2018

Total number of comments received by COMPASS: 78

Email: 3

Online Comment Form: 72

Hard Copy Comment Form: 0

Letter: 3

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Zip Code Name Affiliation	Format
Comments on projects in the DRAFT FY2019 - 2023 Regional Transportation Improvement Program (TIP)			
Letter submitted by the Ada County Highway District and received by COMPASS. Comments are attached at the end of this document.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83714	Letter
Bicycle/pedestrian bridge Eagle Rd: My family and I have been wishing for this for 10 years. It looks like we wait another 5. Can you speed it up, PLEASE!!	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form
Need to identify funding for Highway 16 and the Linder overpass. most importantly we need Interstate 11 to come to the Treasure Valley. Tell ITD to bring I-11 to Idaho. No one cares about bikes.	Thank you for your comments. They will be provided to the Idaho Transportation Department and the COMPASS Board of Directors.	83687	Online comment form
Road/intersection widening helpful in some situations, but an unnecessary thing in others roughly 32%(28/88) required widening existing roads. What if we used the roads more efficiently instead? Induced demand will obliterate almost any advantage hoped to be achieved from widening: https://www.citylab.com/transportation/2015/03/the-one-chart-that-explains-all-your-traffic-woes/386594/	Thank you for your comments. They will be provided to the COMPASS Board of Directors.		Online comment form

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<p>Review of the cost of the projects indicate extreme amounts far exceeding posted inflation rates or even real inflation rates. Are all of the agencies receiving more than adequate bids on each project from a very wide variety of bidders? Any evidence that the few bidders are taking calculated turns winning bids to keep the costs higher and contractors getting work? What efforts are being made to manage the cost?</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD), the Idaho Transportation Department (ITD), and the COMPASS Board of Directors.</p> <p>ACHD follows public bidding and contract laws provided by the State of Idaho. ACHD carefully monitors bid items and cost increases. At times, the ACHD Commission has chosen to reject bids if the costs significantly deviate from the engineers estimate.</p> <p>Additionally, ITD bid results can be viewed here (https://apps.itd.idaho.gov/apps/contractors/br.htm) to see who is bidding on what. ITD has a justification process that requires Board approval when bids come in more than 110% of engineer's estimate as a check and balance that bids are justified.</p>	<p>83709</p>	<p>Online comment form</p>
<p>Key #20788 what can I say but STOP. This is a pet project by ITD. Mrs. Schroder briefed you saying that there was 22,000 cars a day on it. There is not even 15,000 cars a day on HWY 16. She used the original estimate from years ago. Why are you signing off on this? The 6 million can go towards adding an auxiliary lane from Garrity to Franklin blvd. I asked Mrs. Schroder this why they had an auxiliary lane going East already but not adding one now. She had no idea. They forgot basically because they are doing the widening hap hazard. For instance, this year alone we are averaging over 89,000 cars between Garrity and Franklin BLVD. In Boise, Overland had 79,213, Vista has 97,000, and Broadway has 74,600. The distances are exactly the same between exits. Why is it that we cant get the same treatment from this organization. You can not argue these facts because there from ITD's website.It literately is there data. Why cant we get you to fight for the same treatment that you give ADA County and Boise. If your unwilling to do this the Canyon County members should leave the board and ADA County could fund this group.</p> <p>Key# 20351 We have huge issue cars trying to come off the east bound exit toward the BLVD.</p>	<p>[Response from Idaho Department of Transportation]:</p> <p>Thank you for your comment. You address a number of items and we would like to address them individually.</p> <p>KN20788</p> <ol style="list-style-type: none"> 1. Why is ITD doing preliminary engineering for the Idaho Highway 16 corridor? <ol style="list-style-type: none"> a. The future ID-16 corridor will serve as a high-volume, access-controlled expressway offering a critical north-south connection in the heart of Idaho's largest metropolitan area, the Treasure Valley. b. The \$6 million investment to conduct preliminary engineering allows ITD to gather updated information for right of way acquisition, refine preliminary designs, and develop construction phasing options. This positions the Department to act quickly and efficiently when funding becomes available to finish the design, purchase right of way, and construct the corridor. 2. This money could be invested to add an auxiliary lane on westbound I-84 between Garrity Boulevard and Franklin Boulevard. <ol style="list-style-type: none"> a. As Program Manager Amy Schroeder discussed with you at the open house in July, ITD conducted a thorough analysis 	<p>Craig Allison 83607</p>	<p>Online comment form</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>I have had cars stop traffic trying to get into the turn lanes going East on the Nampa Caldwell BLVD after coming off that flying right turn exit. A third Southbound lane was supposed to be being put in on the Interchange once money was available. Why is it not on the plan? Also, How about the Ustick overpass. Ustick is in the long term plan of Caldwell to be 4 lanes. ITD has sure taken care of Boise with the Cloverdale Bridge being widen because its in the long term plan of ACHD. I will tell you this right now ITD is looking to cuts their costs and we are only going to 2 lanes because they will force us to justify it further with traffic counts. So where is the support for equality from you organization?</p>	<p>of the current and future needs of I-84 in Nampa. This study looked at traffic demand models out to the year 2030 The analysis showed there was no warranted demand for an auxiliary lane in this location.</p> <p>b. While average daily traffic (ADT) is one consideration in determining which improvements are needed, it is not the only one. An auxiliary lane serves as a connection between interchanges and is needed at locations where the volume of vehicles exiting and entering the freeway between interchanges warrants a lane. The traffic modeling does not support that this condition exists at this location. An auxiliary lane does not add through capacity.</p> <p>c. This project includes adding a travel lane from Franklin Blvd. to Karcher. This improvement better addresses the congestion in Nampa.</p> <p>d. The Department strives to make wise investment of taxpayer dollars. This means we must use the best available data to determine and prioritize the needs on the state highway system. The Department cannot justify building an auxiliary lane in this location when the engineering analysis does not support the need.</p> <p>e. Regarding traffic counts at other locations, our traffic data shows the average daily trips in the comparative locations you mentioned are:</p> <ul style="list-style-type: none"> i. I-84, Franklin Blvd to Garrity Blvd: 87,000 ADT ii. I-84, Overland to Orchard: 89,500 ADT iii. I-84, Orchard to Vista: 94,000 ADT iv. I-84, Vista to Broadway: 74,000 ADT 		
	<p>KN20351</p>		

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	<ol style="list-style-type: none"> 1. A third southbound lane on the Karcher Interchange bridge. <ol style="list-style-type: none"> a. We are aware of no past/historic agreement to add another southbound lane to the bridge that crosses I-84, however operational issues at this interchange are being considered as we study the corridor from Karcher to Caldwell. This may include widening of the bridge or other improvements, depending on analysis 2. Construct a four-lane bridge at Ustick. <ol style="list-style-type: none"> a. Projected traffic data suggests additional lanes are not required on Ustick Rd until around 2040. b. While the City of Caldwell does have plans for Ustick Road to one day be a four-lane facility, they have not identified a funding mechanism to construct that expansion. No projects are currently in a planning process. Without a plan for the widening, it would not be a wise expenditure of our limited resources to build a wider bridge at this time. ITD is working with the city of Caldwell as we plan to replace the Ustick and Middleton overcrossings so that we do not preclude future expansion, however additional lanes on these two bridges will not be funded within the budget that has been established to widen I-84 from Karcher to Caldwell. c. The comparison between Ustick and Cloverdale is a helpful one. The Ada County Highway District also had plans to expand Cloverdale Road from a two-lane to a four-lane facility – expansion that is warranted based on current and future traffic data – with only a short segment either side of the bridge that had not already been expanded. When the bridge was damaged ACHD approached ITD with the opportunity to replace the bridge with additional lanes, while they took on funding the expansion of the connecting roadway. The alternative ITD considered was simply repairing the damaged 		

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	<p>section without expanding the bridge, estimated to cost \$1.5 million.</p> <p>With the ACHD partnership, the Department is able to wisely invest in an expansion today that will serve the local users for many years to come. Regarding Ustick, ITD will continue to partner with the City of Caldwell in planning for a wider roadway and ensure our current investment will be able to be utilized as part of the future expansion of these roadways.</p> <p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>		
<p>Letter submitted by the City of Nampa and received by COMPASS. Comments are attached at the end of this document.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and COMPASS Board of Directors.</p>	<p>Mayor Debbie Kling, 83642</p>	<p>Letter</p>
<p>Can't tell you how many ITD meetings we've attended over these past 10 years re improving Hwy 55 with little/no progress. Many of us won't attend another meeting because of those empty promises. It's like hollering wolf too many times.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Chuck Stadick Cedar Park Subddivision</p>	<p>Email</p>
<p>Can you tell me if the future extension of Hwy 55 from Hwy 44/State Street to Chinden Blvd is in the TIP? If so, where can I find info on it (project description, estimated cost, planned year, etc.)? Also, is the land where this road will go already publicly owned?</p>	<p>This proposed river crossing, called the Three Cities River Crossing (3CRX), was studied for its potential to connect the intersection of State Highway 55 and State Highway 44 (State Street) on the north with US 20/26 (Chinden Boulevard) on the south. The final outcome of the environmental document was "no build." Therefore, there is no funded project in the TIP.</p> <p>Here is a bit more information on that particular project and a link to ACHD's website: http://www.achdidaho.org/Projects/proj_study_three-cities-river-crossing.aspx</p> <p>Additionally, you can find this project in the current <i>Communities in Motion 2040</i>, listed as #27 unfunded. Here is a link to that, as well: http://www.compassidaho.org/documents/prodserv/CIM2040/27_ThreeCitiesRiverCrossing.pdf</p>	<p>Arlene McCarthy</p>	<p>Email</p>

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Letter submitted by the Idaho Conservation League and received by COMPASS. Comments are attached at the end of this document.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Austin Hopkins Idaho Conservation League Crystal Rain Conservation Voters for Idaho 83702	Letter
I see a number of "planning" projects that are being done in preparation for federal support projects. I believe that the best answer to our congestion problems here in central Idaho is a passenger rail line from Ontario, Oregon to Mountain Home. (I'd actually like to see an entire network of passenger trains from Seattle, Portland and other large Northwest US urban areas through to capitols and other larger urban areas in Idaho, Utah, Wyoming and Montana.) I don't know if ACHD would be the right place to begin this. If you know of another agency please let me know.	Thank you for your comments. Valley Regional Transit is the public transportation authority for Ada and Canyon Counties, and as such would operate any future passenger rail service. Your comments will be provided to Valley Regional Transit, the Ada County Highway District, and the COMPASS Board of Directors.	83706	Online comment form
I have a family of four girls ages 8-17. They work and play in downtown Old Eagle and we live in Two Rivers. Currently the only way for them to safely travel to downtown Old Eagle is via the greenbelt and Merrill Park which is very time consuming and inconvenient. We would also LOVE to patronize, on foot and bike, the businesses that would be more easily accessible if the Eagle Pedestrian/Bicycle bridge was constructed. This is a wonderful idea to increase safety and allow residents of Two Rivers to have better access to businesses so close to us by car, but not easily accessible on foot. It would reduce Eagle pollution/traffic and allow for a happier and safer lifestyle for Eagle residents! I am in full support of this bridge.	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form
Our family would benefit greatly by the footbridge across the Eagle river on Eagle Rd. Not only safer for them but less distraction for the auto traffic. Great initiative. Thank you.	Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.	83616	Online comment form

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>The pedestrian/bicycle bridge across eagle road near the north channel of the Boise River is needed for safety of those trans-versing Eagle Road. Good idea, this should be a high priority on the TIP.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I do not believe that Linder Rd should be widened through this stretch of road as there are MANY new expensive homes that were just built there and Linder Rd is their backyards. The traffic is ALREADY horrible with speeding, etc, this would make the property values go down on these Brand New homes as the traffic would be heard even more so. There are also lots of people who use this road as recreational running, biking, and walking their dogs, and I believe it would become much more dangerous for them and myself with more traffic as the speeds are not being monitored at all at this juncture, much less with more lanes. I understand nobody wants to have construction on or near their homes, but this particular stretch of road just doesn't seem to be the answer to ease of traffic.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Natalie Anderson</p>	<p>Email</p>
<p>RH turn lanes at intersections: Incorporate flowing rh turn lanes at more intersections that turn into a zip lane of that road. With this in place traffic would flow easier and not get stacked up at stop lights and stop signs. This is used in Athens, Ga and it worked quite well.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Need to include and prioritize widening Ustick between Lake and Middleton. The City of Caldwell informed me that the only improvements on the books are a roundabout at the Middleton intersection and improvements to Ustick from Lake to Cleveland Blvd. The Ustick overpass is terrible as it the roadway linking it from Cleveland to Middleton.</p>	<p>Thank you for your comments. They will be provided to the City of Caldwell and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>I support the Eagle pedestrian Bridge project.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

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<p>Key# 20841: Not a matter of if but when a tragedy will occur. We walk over this bridge regularly with our dog as vehicles zip past at 45+ mph only a few feet away without a barrier, very scary. I see families with young children on bikes riding across daily.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>As a homeowner resident in Eagle and living on the Island, I strongly support the funding and construction of the proposed pedestrian bridge over the north channel of the Boise River as a means to improve access to downtown businesses and the safety of pedestrians and bicyclists crossing the river.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>It is imperative that a safer route for pedestrians and bicyclists to cross over the north channel of the Boise river on Eagle Road be implemented. It is not IF but WHEN someone is going to be killed trying to cross the river on Eagle road. There are many residents that live on the south side of the river that want to walk into downtown Eagle to support local businesses but to do so is taking your life into your hands...When I moved here 4 years ago it was my understanding that a pedestrian bridge was already in the planning. I am shocked that this is now being proposed for 2023. I am not sure who holds the liability for the current unsafe passage but I encourage responsible authorities to fund and complete this project ASAP. Liability concerns/issues are far more costly than the proposed project!!!</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>As a long time resident of Eagle and one who often walks along the River paths and into Town, please support the Eagle Pedestrian/Bicycle Bridge Project. You will be adding a much needed route of Safety for bicyclists and walkers alike. After-all, as you are aware, the present traffic is horrendous....and actually scary as it whizzes past you at 50 mph. Thank You in advance!</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

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>The pedestrian bridge across Boise River along side Hwy 55 needs to be done sooner than 2023. I've nearly been hit while transgressing the river on the shoulder. When Eagle Rd was originally widen, it was suggested to include a pedestrian crossing.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Yes - to the pedestrian bridge to cross the north channel of the Eagle River on Eagle Rd. I live on Eagle island and would definitely use this. Thanks</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please make the Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle a priority project. This is sorely needed. As it stands, cyclists and pedestrians must traverse the Eagle Rd bridge with traffic traveling 55mph. This really would enhance safety and make the community more "bikeable".</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Key # : ORN21913 I support putting covered bike facilities on campus. They are much needed. Key # : 20841: I support adding this bridge.</p>	<p>Thank you for your comments. They will be provided to Boise State University and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I am in support of the pedestrian bridge across Eagle Road. I live in Mace River Ranch and would love to walk to the restaurants and stores and would likely frequent them more if I didn't have to drive there. Crossing Eagle Road by walking is way too dangerous especially with a dog in tow.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please help make a safe crossing for pedestrians and cyclists across the north channel on Eagle Rd. Thank you.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please build the pedestrian bridge over the North channel of the Boise river in Eagle ASAP! It will be invaluable to all!!</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

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<p>I would support a pedestrian bridge over the north fork of the Boise River at Eagle. This is a highly used area. I would also support ANYTHING that improves traffic flow on Eagle road around the Island Woods intersection as well as in downtown Eagle</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>The pedestrian bridge on Eagle Rd is imparative. We would love to take our family to downtown Eagle on our bikes or by walking, but as it stands we do not feel safe taking 3 small children on Eagle Rd to get across the river.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>RE: Bicycle and Pedestrian Bridge over North Channel of Boise River, Eagle 20841 2023 \$1,237 I am in support for a safer route for pedestrians and bicyclists to cross over the north channel on Eagle Road. I have lived in Island Woods for 22 years and was told for many of those years that a safer option would be build "eventually." Now is the time! Thanks for YOUR support to fund this bridge.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We would really like to have a pedestrian bridge/walkway over north fork of the Boise River on Eagle road. So many times I have thought of walking or biking to Albertsons or Walgreens, but jump in my car because I don't feel safe.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We live in Two Rivers subdivision. Like so many of our neighbors we enjoy walking and riding our bikes throughout Two Rivers. However we feel shut off from the businesses and parks north of the river because access is limited to crossing along with Hwy. 55 traffic. Please move forward soon with the pedestrian bridge. We would hate to experience a serious auto/pedestrian accident on the highway bridge while we wait for a pedestrian bridge</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616 Gary & Linda Paterson</p>	<p>Online comment form</p>

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<p>I would very much like to see a pedestrian/bike path crossing the north channel of Eagle road. I ride my bike often and this would allow me to feel much safer. Thank you.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I have a number of comments on the upcoming projects in the area:</p> <p>Bike Lanes - I don't think we need bike lanes on the edge of vehicle travel lanes on our major roadways. Putting the bike lanes up behind the roadway curb and gutters is a great idea; just like ACHD is doing on Cloverdale between Overland and Franklin. Even better is the design ACHD is using on Eagle Road between Victory and Amity, where the bike lane is actually a part of the sidewalk set back from the curb and gutter.</p> <p>The State Street widening plan to 6/7 lanes is great, doing the major intersections first is certainly the way to go. As the fill in sections are done in the future, I hope the outside lanes are NOT restricted to buses only; "pull out" areas for loading/unloading passengers should be maximized for them so as not to impede normal traffic flow, altho the buses should have priority.</p> <p>The Meridian Road build out plan should have it 5 lanes all the way from Cherry Lane to Chinden. Meridian Road is a major thru street connecting from Chinden all the way to I-84.</p> <p>Making Linder Road 5 lanes from Hwy-44 to Chinden should be a much higher priority than currently shown.</p> <p>Widening Eagle Road to 6/7 lanes from Franklin to Chinden has started with the north bound 1-1/2 mile section being done from Franklin to part way between Fairview and Ustick. It would seem that the cost of widening the rest is relatively low, as only minimal right of way should be required. As one of the heaviest traveled roads in the</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>83616 Mac McOmber</p>	<p>Online comment form</p>

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<p>valley, it seems a high priority should be put on this.</p> <p>Chinden-Hwy 20/26: With the Costco - STAR financing of a goodly portion of Chinden in the that area, it looks like there will be 4/5 lanes on Chinden from Hwy16 east to Linder. Then there will be a 3 mile section of 2/3 lanes from Linder to Eagle. I know Chinden from Eagle to Locust Grove is on the plan for 2021 and Locust Grove to Linder in 2022; it seems they could be advanced to earlier dates in order to have a continuous 4/5 lanes from Hwy 16 to Eagle Road.</p> <p>I would hope Hwy 16 construction from Chinden to I-84 stays on ITD's radar screen.</p>			
<p>why are you widening streets to connect to I84 ? Its already crowded. Get a freeway south of Boise, Kuna, that will take traffic off I84. Area needs a 2nd freeway around town, not thru it. Thru traffic can go around. Do not widen a street and then flood it with traffic lights.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>I support the projects in the draft FY2019-2023 TIP, particularly project 20842, with widening and other improvements (such as ped and bike) to the overpass.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>
<p>Only 1 request for State Highway 45 over the next 5 years?? That's being really pro active. Between Dooley Lane in Nampa to Bowmont Road there are at least 7 east/west canal culverts that will need to be widened and 1 bridge that will have to be replaced in order to expand Hwy 45 to 5 lanes. Probably will take ITD 5 years or more to accomplish. 10 years too late. Forgot about all the utilities that will have to be moved, another 5 years. And the RTW purchases, another 5 years. Also, the environmental studies that will have to be done, 3 more years. That should put it out there to about 20 years down the road. Check out the bottlenecks this year at Lake Shore Drive, Deer Flat Road and Missouri Road and compare to next year same time.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>

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<p>Please consider grade separated intersections for major streets such as Eagle rd and Franklin, Fairview. & Ustick. This would allow thru traffic to move thru without stoplights. Turning traffic would have stoplights. I have seen this work well in several major metro areas.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>John Olden Retired PE 83714</p>	<p>Online comment form</p>
<p>My concerns that we as a community don't look at the big picture or ignore it in planning. Traffic studies don't look at "downstream" impact from one community to the next. Like FEMA and flood control cities look at each subdivision's impact but not the total sum of future run off. What I have seen is "if you approve it or build it the rest will come". Grow needs to slow down and keep up with current structure. Roads, schools, tax base. Cities like Star ignore COMPASS and other agencies recommendations so why plan if city leaders don't follow?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I think Chinden will need to be widened to handle the increased traffic. The intersection at Eagle & Chinden also is backed up considerably in the peak hours.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>After review there are a lot of really interesting projects going on. I am particularly interested in seeing continued improvement along the 184 corridor. It is also good to see continued greenbelt improvements across the valley.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Jearmy Avery 83605</p>	<p>Online comment form</p>
<p>I dug through the excel spread sheets and technical writing and it comes down to a few things.</p> <ol style="list-style-type: none"> 1. Use all the money scheduled for small projects on more important large projects. 2. Make all major roadways at least 4 lanes in Boise. Quit starting a road like Cloverdale and complete it all the way 4 lanes. People need to be able to get into Boise and out to wherever they live. There are too many bottle necks that have been created. 	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>

<p align="center">Comment</p> <p align="center">(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 Name Affiliation</p>	<p align="center">Format</p>
<p>3. Make Chinden at least 4 lanes all the way to the interstate.</p> <p>4. Make State street at least 4 lanes all the way to the interstate in Middleton.</p> <p>5. Stop fixing sidewalks and gutters and chip sealing until this is finished.</p> <p>6. Use the people and money spent on unnecessary projects and direct them on each one of these roads until you can check each one off.</p>			
<p>This area has the best signage. In places where the roads are totally confusing and are not intuitive, such as Hill Road, there are very informative signs. Each sign is very much appreciated.</p> <p>ITS seems to be a popular aspect of traffic planning. ITS components are expensive and there is very little unbiased information regarding the effectiveness of such an installation. 99% of the information available is rendered by those who will gain financially from the sales of ITS. The use of ITS will result in a huge amount of information to be mined by those who do not have the City of Caldwell's residents' best interests at heart. Regularly we hear of some system being hacked. How will the City of Caldwell ensure that there is secure communication between each vehicle and ITS? How will the city ensure that there will not be any jamming attempts by malicious vehicles? Will the malfunction of ITS leave the City of Caldwell open to lawsuits when ITS causes damage?</p> <p>Key #12484 Intersection at Centennial Way and Simplot Blvd. should not be converted to a round about. It has too much traffic to be changed into a traffic solution, which is only appropriate for a suburban low traffic situation. The majority of the traffic is either on Centennial Way or Simplot Blvd. There isn't as much on Cleveland or Blaine. It would be wiser to</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD), City of Caldwell, City of Nampa, and the COMPASS Board of Directors.</p> <p>These ITS systems are not associated with "connected" vehicle technology, but rather timing of traffic control devices. The ITS projects referenced in the TIP permit traffic signals to communicate with each other allowing a more efficient flow of traffic movements. Traffic controller devices include safe guards which will not allow all four legs of an intersection to turn green at the same time.</p>		<p>Online comment form</p>

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>create a signaled intersection at southbound Centennial and Simplot. Northbound Centennial at the triangle park would be placed next to southbound Centennial, just north of Simplot. Cleveland Blvd., between Simplot and 2nd Ave. would become two way. Blaine St., between Simplot and 2nd Ave. would be vacated. Traffic on Blaine would need to turn left onto 2nd and then right onto Cleveland. With a traffic signal at Centennial Way and Simplot, it would be much safer for large trucks, vehicles, bicyclists and pedestrians. With a traffic signal, emergency vehicles can trigger the light to change in their favor and get through more quickly. This intersection is too important to have it jammed up with round about traffic and have the first responders stuck in traffic.</p> <p>Key # ORN22102 Franklin Blvd. and Karcher Rd. intersection needs to have a roundabout larger than most because of the heavy truck traffic in the area. The roundabout is only temporary. Once the area gets built up a bit more, it will have to be changed to a signal controlled intersection because then it will have more varied non-vehicle traffic. Europe had some of the first roundabouts. They are taking some out now and putting in signal intersections because so many bicyclists were getting hurt.</p> <p>Key # 13487 Middleton Road and Ustick Road intersection is already terrible congested. If a round about is installed, it will become even more so. Roundabouts do not function well in areas with varied vehicles. That intersection has a large number of trucks and farm implements plus the usual cars. Once the gas station is built on that corner, there will be children traveling either on foot or bicycles to go to the convenience store. There will be children hurt as they attempt to navigate the round about. This intersection is close to an elementary and middle school. Middleton Road is a major arterial for traffic parallel to I-84. When</p>			

<p align="center">Comment</p> <p align="center">(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 Name Affiliation</p>	<p align="center">Format</p>
<p>construction is being performed on I-84, it will become more so. The other factor is human inaction. Four way stops are notorious for drivers not being sure of what to do. Roundabouts are another place where different driver personalities create mixed speeds and responses. A signal light takes that inaction or hesitation away. The first responders will not be able to get through with various vehicles plodding around in a circle. If there is a signal, the first responder vehicles can trigger the light to change in their favor.</p> <p>Thank you for allowing those who utilize the roads in the area to comment.</p> <hr/> <p>Thank you for your quick response. It is very much appreciated. It is very helpful to read a clear and detailed explanation. The possibility of lights in all directions turning green at once never occurred to me. That sure wouldn't be exactly wonderful. I am glad there are safeguards in the system.</p>			
<p>Ped/bike bridge on Eagle Rd over N. channel of Boise River- 5 years is a long time- why not a barrier between roadway and shoulder over bridge as a temporary? The standard 30" tall would be good- or even a 4ft chain link.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p> <p>The cost of the interim improvement (a barrier with curbing, candles and re-striping of the hwy) was considered by the City and the cost was estimated at \$350,000-400,000 or roughly a 40% of the cost of the permanent bridge. With limited funding and the requirement for the city to save it would take 2-3 years to construct the interim improvement (2022) and the City would still need to pursue and additional \$1+ M for the final bridge. The choice was made by the CC to pursue the full improvement over 5 years with construction in 2023. The city is actively pursuing other dollars in order to advance construction, if possible.</p>	<p>83616</p>	<p>Online comment form</p>

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<p>I support the bicycle/pedestrian bridge needed to safely cross the north channel of the Boise river. It will give all the families living on Eagle island and surrounding areas a safe way to cross the river. With a speed limit of 55mph on the bridge it is unsafe to try to walk or bike to any of the restaurants and businesses in downtown Eagle. There are currently over 1200 families living on Eagle Island with more under construction, we need a bridge to reach our downtown safely.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>The list and map do not include improvements to Meridian Road- north of Ustick. As is the standard in Idaho- a freeway exit road dead ends at Chinden, but bottlenecks first. The emphasis seems to be at Linder Road, which should have been the freeway access. It is difficult to understand the logic behind these decisions. Tenmile freeway access road also deadends at Chinden. Zero faith in planning of the roadways. Garrity interchange is a prime example of poor planning. Try to use this at anytime after 3p.m. on a weekday. Numerous agencies and yet all are failing. Nice work though on Highway 16- with zero access for eastbound traffic. The good news is...traffic pushes to McMillan and Ustick, so children walking to school can be mixed in with rush hour traffic. Applause to the poor planning. Perhaps this contributes to air quality issues with thousands of vehicles sitting for hours in traffic.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>I think it is a major misstep to replace the Cloverdale overpass without adding a freeway on and off ramp, or some way to add that easily in the future. Adding freeway entrances and exits at 2 of the 3 overpasses (Cloverdale / 5 mile / Maple Grove) would SIGNIFICANTLY reduce overcrowding at the Eagle exit. Has anyone tried to drive on the south side of the freeway in the last couple of years? It can take 20 minutes to get between the silverstone plaza and the freeway (maybe 1/4 mile) - both ways. I also think that the corner at Locust Grove and Victory needs to be widened. I see several near misses with either other cars and/or the light post weekly because it is such</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD), Ada County Highway District (ACHD), and the COMPASS Board of Directors.</p>	<p>83642-1639</p>	<p>Online comment form</p>

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a tight turn going from EB Victory to SB Locust Grove. Given the amount of residential construction happening in south Meridian, it is going to get a lot worse very quickly.			
This entire comment process is so complicated and overwhelming, and presented in such visually intimidating format, that I can't imagine it will attract any meaningful comments from the average residents of this region you are hoping to attract. Thus, the few respondents you might attract with this survey instrument will be lawyers, developers, others with vested interests in the "growth industry". If you seriously want to gain input from the citizens most affected by all of these changes, this isn't the way to do it. Most everyday citizens think the process of governmental planning is too complicated, too arcane, too intimidating, and too irrelevant to their everyday lives. This sort of a "public comment process" tends to confirm those suspicions.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	David Klinger Vanishing Boise 83702	Online comment form
I wanted to comment on the lighting in the bicycle / pedestrian tunnel under the 10th st. bridge. Will it be basic lighting? Feature lighting? LED Strip? And if there is a committee to design the lighting.	Thank you for your comments. They will be provided to the City of Caldwell and the COMPASS Board of Directors. The lighting for the pedestrian underpass will include all LED lighting.	Mark Pemble Caldwell Young Professionals 83605	Online comment form
Comment 1. Key # : RD207-01 Project Description : Realign and widen Orchard Street from Gowen Road to I-84. I thought that the recent extension of Lake Hazel Rd East was going to be tied into either Orchard or Gowen Rd better than it was. I can't tell if this project will improve the circuitous connection or not. If it doesn't some adjustment should be considered. Comment 2. I thought that some PE work was going to be included to improve the narrow section of Locust Grove between Ustick and McMillen. Didn't see anything.	Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.	Jerald Heimbuch Alexandria HOA Board 83646	Online comment form

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>Comment on Widening of Highway 55 between Sunnyslope Lane and Middleton Road. The accident rate was well articulated by my son, a radiologist in Nampa describing a high accident rate. Widening does not always insure safer driving but it should at least make vehicle to vehicle contact a little less frequent. I would not even suggest bicycle travel on Highway 55.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD and the COMPASS Board of Directors.</p>	<p>Sharon Hubler Secretary, F.A.C.T.S. 83605</p>	<p>Online comment form</p>
<p>Please proceed with the pedestrian bridge over the north channel of Eagle Rd (20841) as soon as possible. It is very dangerous the way it is now. A pedestrian bridge would give residents to the south of the river so much more access to the city of Eagle.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Angie Creasey 83616</p>	<p>Online comment form</p>
<p>This site is WAY TO COMPLICATED to use. Waste of time. I bet you are receiving 5% of the comments that people would like to make.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Michael Heinz Heinz Built Homes, LLC</p>	<p>Online comment form</p>
<p>The Eagle pedestrian bridge is badly needed before someone gets hit running across Eagle road. Thank you.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>		<p>Online comment form</p>
<p>As a resident of XXXXXX, would like to see a pedestrian/bike bridge over the river near Eagle Rd</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Deborah Nelson 83616</p>	<p>Online comment form</p>

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<p>Important for the growth that is going on. Do it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Jim Reed 83646</p>	<p>Online comment form</p>
<p>An Eagle Road Pedestrian Bridge is a much-needed safety feature!!! It is wonderful to have so many active residents in the Eagle area. Every time I have to ride my bike across Eagle bridges, it feels unsafe with the high speed and volume of traffic.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>		<p>Online comment form</p>
<p>I am in support of the Eagle Pedestrian/Bicycle Bridge Project (Draft 2019-2023).</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Ref. Key 20841: Would like to see this happen earlier than 2023. I've seen way too many kids and families walking and or riding along Hwy 55 in order to access the neighborhoods and downtown Eagle or the businesses adjacent to the neighborhoods. I worry about the safety along this corridor and the safety concern should be noted in the description.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Sharon Wiggins</p>	<p>Online comment form</p>
<p>We need a bicycle-pedestrian bridge to cross the river at Eagle road. Too dangerous as is.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>		<p>Online comment form</p>
<p>We want to communicate our strong support for the Eagle Road Bicycle/Pedestrian Bridge Project in Eagle. The current situation which requires walking on the highway shoulder for more than 800 feet is very dangerous. It is also dangerous for young children on their bikes, which is the only way for them to cross the Boise River to ride to school, the library, a city park, or even to get a shaved ice on a hot summer day. We would prefer to see it constructed sooner than 2023, but understand there is a lot of competition for this funding.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Rick Tholen 83616</p>	<p>Online comment form</p>

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>The project to provide pedestrian lanes across the Boise River on Eagle Road is essential before someone gets hurt or killed.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Doug O'Neil President, The Shores HOA 83616</p>	<p>Online comment form</p>
<p>Key # 20841 Bicycle and pedestrian bridge over the north channel of the Boise River in Eagle. This project is vital for safety of those using the green belt in Eagle and those who wish to walk between residential and commercial areas of town. The bridge is frightening to cross on foot with fast heavy traffic passing and no protection or sidewalk for those on foot. This project is long overdue and I am strongly in favor of it. It will get tremendous use, especially since the green belt now connects to the area and Eagle has developed substantially on both sides of the river. There needs to be a safe way for people to cross the river between their homes and the city's commercial elements.</p>	<p>Thank you for your comments. They will be provided to the City of Eagle and the COMPASS Board of Directors.</p>	<p>Joyce Hemmer 83616</p>	<p>Online comment form</p>
<p>Redoing roads to include sidewalks and bike lines is always good to see. Too many roads are scary to share w/ bicycle commuters as there is no shoulder (where there is plenty of room to add more shoulder). I did not see anything in there for Columbia Rd, off of Technology Rd. This one needs a lot of work to accommodate all the development that is going on out there. Perhaps more strongly consider means of ensuring the developers pitch in for such improvements?</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Kyle Ross 83716</p>	<p>Online comment form</p>
<p>Need to widen SH-16 from SH-44 to Gem County line, due to current level of congestion.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>

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>Many of the neighbors along the Five Mile Corridor are disappointed to be left out of the plan. Particularly since we have more businesses at the Overland and Five Mile Intersection and half the work is already done (five lanes up to Victory), why not complete the five lanes and sidewalks up to Amity or Lake Hazel? This seems like the most inexpensive of the four projects that should have been under consideration (Maple Grove, Five Mile, Cloverdale, Eagle). Three out of the four are in the plan, but Five Mile is the most central and should be the easiest/cheapest to accomplish.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>Irena Sagan Five Mile Estates 83709</p>	<p>Online comment form</p>
<p>Commuteride needs to pay for itself.</p>	<p>Thank you for your comments. They will be provided to the Ada County Highway District (ACHD) and the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>The construction of SH16 from I-84 to US 20/26 must be raised in priority. It is our only north south expressway in the valley. It will relieve congestion on SH 55 in Eagle as well as other north/south arterials.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>

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
Proposed Change to <i>Communities in Motion 2040</i>: Environmental Study on State Highway 55 in Canyon County			
<p>Do you have to do these in order to do a project?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>Yes. Agencies are [ITD is] required to consider the environmental effects of their proposed project that would include federal funds. Before proceeding with final design, right-of-way acquisition, and construction, the environmental assessment will identify any environmental consequences and evaluate alternatives to lessen or avoid the project's impacts.</p>	<p>83687</p>	<p>Online comment form</p>
<p>Development on Meridian Road and Eagle Road south of I-84 appears to be similar to the development north of I-84 on Eagle Road. Appears no one has learned from the horrible mess Eagle Road has become. Fore planning and common sense appears to be short supply.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>This is long overdue. You allowed ITD to drop \$111 on HWY 16 and only 12,885 cars a day passed by the counter. Not the 22,000 that Mrs. Schroder briefed you agency on. Now you want to do engineering adding another \$6 million. However, we had over 15,000 on hwy 55. The counter is at Indiana and we have subdivisions at Florida, Lake, and Midway being built. How is this being treated fairly by your organization? We have more cars and we can barely get an environmental impact study while you prioritize a road with millions of extra cash with less traffic.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Craig Allison 83607</p>	<p>Online comment form</p>
<p>Letter submitted by the Idaho Conservation League and received by COMPASS. Document is attached at the end of this document.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Austin Hopkins Idaho Conservation League Crystal Rain Conservation Voters for Idaho 83702</p>	<p>Letter</p>

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>This road needs to be widened ASAP, no need for a study. Talk to families of lost loved ones who have died. Also this road is heavily used by all travelers going and coming from California and I think it's embarrassingly sad after all these 55 yrs of my life that it's still the same. 20\26 s the same as well. More people will die until these roads get improved. In the mean time I think there needs to be at each major right turn lane a section of 100ft of pavement to prevent traffic from stopping and rear end collisions.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Silvia Garcia</p>	<p>Online comment form</p>
<p>I fail to see the need for an IES for the widening of SH-55. This road section has been under designed since before the Midland IC was constructed. After complaining to the Transportation Board, recent improvements to several intersections has provided some relief. I drive this route regularly to work at Deer Flat NWR. As a major north-south route serving interstate travel and the heaviest populated cities in our region, widening SH55 is long overdue. Its major impacts would include piping or relocation of irrigation and minor loss of agricultural land; otherwise, not worth mentioning.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Why don't we consider a light train to connect the communities instead of adding more lanes to the highway? Let's step out of the last decade and into the future. Think of the reduction in pollution by elimination of commuter cars!</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes.</p>		<p>Online comment form</p>

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<p>Better control on growth. Make the developers foot more of the bill for the problems they are creating.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>My concerns that we as a community don't look at the big picture or ignore it in planning. Traffic studies don't look at "downstream" impact from one community to the next. Like FEMA and flood control cities look at each subdivision's impact but not the total sum of future run off. What I have seen is "if you approve it or build it the rest will come". Grow needs to slow down and keep up with current structure. Roads, schools, tax base. Cities like Star ignore COMPASS and other agencies recommendations so why plan if city leaders don't follow?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I think it is a good idea to move forward with an environmental study even if eventual construction had to be delayed.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>Jearmy Avery 83605</p>	<p>Online comment form</p>
<p>You have way too many project consultants and technical writers on this project it is plain to see!</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>
<p>Who establishes I84 laws- like not driv9ng in the left passing lane? Why are people not ticked for driving well below the posted speed limit? Or for not moving over if someone is trying to pass?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p> <p>The Idaho Legislature is responsible for regulating I84 laws. HB 471 was passed in the 2018 legislative session, stating:</p> <p>"Amending Section 49-655, Idaho Code, to provide that notwithstanding any minimum speed that may be authorized and posted, no person shall operate a vehicle in the extreme left-hand lane of a controlled-access highway for a period of time that impedes the flow of other traffic traveling at a lawful rate of speed."</p> <p>https://legislature.idaho.gov/sessioninfo/billbookmark/?yr=2018&bn=H0471</p>	<p>83646</p>	<p>Online comment form</p>

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Yes this is needed	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	Jim Reed 83646	Online comment form
Highway 44 State St and Highway 20/26 Chinden should be a top priority in widening from Caldwell to Boise. The growth in this area is tremendous and the traffic is getting really bad. Please put Hwy 16 expansion on the back burner	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	83669	Online comment form
Agree w/ the proposed change.	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	Kyle Ross 83716	Online comment form
Where's the link?	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors. The description for the proposed change to <i>Communities in Motion 2040</i> is provided in the hyperlinked portion of this question (click on the blue " <i>Communities in Motion 2040</i> ") and is also provided on the COMPASS website under "Comments and Questions." Here is a link: http://www.compassidaho.org/comm/comments.htm	83709	Online comment form
It is not nearly as important to widen SH 55 in this area as it is to complete SH 16. This money should be redirected to the completion of SH 16.	Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.	83686	Online comment form

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
FY2019 federal Program of Projects proposed for funding by Valley Regional Transit			
<p>Again, I'd like to see more passenger rail and less automobile planning. One way to do this would be to charge companies/corporations for the areas they provide for employee parking. If it becomes more cost effective to use a train or bus for individuals the need to cover more land with concrete and asphalt will be reduced. In the future we are going to need more agricultural land, green areas to provide oxygen, and less covered surface to prevent floods.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>As previously stated, I am not a fan of spending many millions more dollars on VRT. We all see many of the buses running around town with VERY few riders aboard.. When and if the ridership improves substantially. I will be there to support more \$\$\$\$. In the interim, lets look at expanding CommuterRide, in my mind a quite successful program that is USED.</p> <p>By the way, I'm skeptical of the argument that putting on more and more VRT buses will actually increase ridership/bus trip. Perhaps on a few routes, but not overall.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83616 Mac McOmber</p>	<p>Online comment form</p>
<p>Lightrail is a great plan longterm, but we don't need a particular technology to prevent us from starting with that transit future today. Dedicated bus lanes would provide many of the benefits while minimizing the initial capital required to boot up the rapid cross valley program. In Jarrett Walker's book, Human Transit, he argues that the method of transportation is secondary to the frequency with which the transit is available. We don't need rails in the ground to inspire more usage, but we do need better availability.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>

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
All I care about is a light rail.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	83687	Online comment form
Get serious about mass transit (light rail) and plan and build transit and roads first and then allow residential and commercial devopment as it fits the transportation system. Development/developers should pay for needed rails, roads, buses and trains; not existing users and businesses. Also, set a firm and limited figure for the amount of farmland that can be taken out of agricultural use per year (say, 200 acres per year). negative	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	Dean Zeller	Online comment form
Lake Hazel Road: This plan is 5-10 years too late in completion. The City of Boise and Ada County Commissioners and developers cannot wait to over build/complete high density projects now. Therefore, when the project is completed, it will be too late. Please include requirement to delay high density projects until this element is complete. Begin improving Kuna Mora Road now instead of Lake Hazel Road.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	83709	Online comment form
Please plan for light rail from Caldwell to downtown Boise using the I84 corridors and out to the airport to the Micron exit. Please include commuter parking lots along the way. Make Chinden at least 4 lanes from Eagle Road to Caldwell I84 junction. Start bus service on Ustick, Fairview/West Cherry. And also from Meridian to Chinden via Meridian Road. Also, widen Meridian Road considering the number of apartments now being constructed at McMillan and Meridian Road. TenMile will need future considering also.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT), Idaho Transportation Department (ITD), the Ada County Highway District (ACHD), and the COMPASS Board of Directors.	83646	Online comment form

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>I see a number of "planning" projects that are being done in preparation for federal support projects. I believe that the best answer to our congestion problems here in central Idaho is a passager rail line from Ontario, Oregon to Moutain Home. (I'd actually like to see an entire network of passenger trains from Seattle, Portland and other large Northwest US urban areas through to capitols and other larger urban areas in Idaho, Utah, Wyoming and Montana.) I don't know of ACHD would be the right place to begin this. If you know of another agency please let me know.</p>	<p>Thank you for your comments. Valley Regional Transit is the public transportation authority for Ada and Canyon Counties, and as such would operate any future passenger rail service. Your comments will be provided to Valley Regional Transit, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>Wish you would work with the City of Meridian to encourage public transportation there as well.</p>	<p>Thank you for your comments. They will be provided to the City of Meridian, Valley Regional Transit (VRT), and the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Develop the mass transit for Caldwell to Boise. Start a rail program, the rails are already in place, just need some terminals. I am familiar with Seattle's. It took several years for the system to become profitable. But is now running at capacity every day. Six or seven trains in the AM and Same in PM. Each train has 6 cars that holds prox 150 people. Something that Treasure valley will need.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>83651</p>	<p>Online comment form</p>
<p>ADA County and Treasure Valley are to small to support Valley Regional. If it can't support it's self then we don't need it. I lived in NYC. 8 million people in 25 sq. miles makes sense. Several hundred thousand does not. Buses are empty and not convent for anyone so if they can stand on their own discontinue it.</p>	<p>Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.</p>	<p>Gary Smith Star Community Updates 83669</p>	<p>Online comment form</p>
<p>I am missing a rail system (metro) from Nampa to the Boise airport, looping to downtown and out to the Town Square Mall. How does it make sense to only rely on buses for intercounty transportation, which are (today) very infrequent and, therefore, not used.</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department (ITD) and the COMPASS Board of Directors.</p>	<p>83642</p>	<p>Online comment form</p>
<p>I am totally confused on the costs and how it is funded but i think public transportation is great. That being said if i can be afforded lets do it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Jearmy Avery 83605</p>	<p>Online comment form</p>

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
Busses in Boise need to be much smaller. They are empty most of the time or have 3 people on them. I rode a few just to see if they are used and it's crazy! Nampa will be the same!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83704	Online comment form
Waste of money until roadways are fixed.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
I was drawn to the list of subregional actions in Nampa for bicycle/pedestrian, replacement of vehicles for Canyon County and the newer stops in Middleton and College of Western Idaho. Appreciate the COMPASS view of Canyon County.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Sharon Hubler Secretary, F.A.C.T.S. 83605	Online comment form
There must be improvement. Please push this.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jim Reed 83646	Online comment form
Can't tell what they do.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form

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
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Comments on the Air Quality Conformity Demonstration for Northern Ada County

<p>Letter submitted by the Idaho Conservation League and received by COMPASS. Comments are attached at the end of this document.</p> <p>Three specific questions were raised in the letter:</p> <p><u>Question 1.</u> Tables 2, 4, 6, and 9 in COMPASS' Air Quality Conformity Demonstration (AQCD) show vehicle emission estimates based on MOVES modeling. Appendix B of the AQCD describes the assumptions made when calculating these estimates. With regards to fuel supply and formulation, Appendix B states, "national default fuel supply inputs were used for all source types." We request that COMPASS clarify what the national default standards are (i.e. – provide a numeric value that was utilized, if possible).</p> <p><u>Question 2.</u> Further, we are curious if COMPASS included consideration of our current administration's efforts to roll back fuel economy standards, known as CAFE standards. The fuel economy of vehicles is directly related to their emissions of numerous harmful pollutants, including PM10, NOx, VOCs, and CO. Our concern is that the MOVES modeling performed for this demonstration may no longer be accurate if input assumptions were based on previous projections of increasing fuel economy standards.</p> <p><u>Question 3.</u> In addition, earlier this year we saw efforts by the Idaho Legislature to significantly reduce vehicle emission testing in the Treasure Valley. While this effort ultimately was unsuccessful, we are curious if COMPASS has performed any modeling or analysis of air quality conformity based on a scenario where vehicle emission testing was reduced.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p><u>Response to Question 1:</u> The fuel supply and fuel formulation default data are part of the MOVES program. Each conformity analysis year requires the appropriate fuel supply and formulation input data; therefore, no one numeric value exists. Each fuel related inputs required to run MOVES consist of 12 worksheets, each one for a specific purpose. Based on your request, COMPASS will post these MOVES input files to the COMPASS Air Quality Conformity web page (www.compassidaho.org/prodserv/aq-demo.htm) within the next 30 days. We will email you when the files have been uploaded. We will also add a link to these files in Appendix B in both the final Air Quality Conformity Demonstration for the FY2019-2023 TIP and final Air Quality Conformity Demonstration for <i>Communities in Motion 2040 2.0</i> (and future conformity documents) when this is complete.</p> <p><u>Response to Question 2:</u> Regarding discussions to change the CAFE standards: The MOVES modeling is based on existing environmental laws, regulations, and standards; therefore, scenarios regarding potential changes to those standards are not part of the modeling process. When these laws, regulations, and standards change, model inputs and assumptions are updated as appropriate to reflect those changes.</p> <p><u>Response to Question 3:</u> COMPASS did not run any modeling analyses based on discussions in the 2018 legislative session regarding changes to emissions testing.</p>	<p>Idaho Conservation League 83702</p>	<p>Letter</p>
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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
Use electrical light rail and people movers where possible...and propane combustion as necessary.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
The best way to improve air quality will be to increase rail and bus services. The bus system is poorly designed. I live near Morris Hill cemetery and worked at Boise State. Because the bus routes only intersect at the downtown terminal it would more than triple the time needed to drive from my home to Boise State. We need a bus system that has more transfer points so that not everyone has to go downtown to transfer. I've lived in other major university towns that had such systems and they made taking the bus instead of driving easy (Madison, WI and Iowa City, Iowa). We need better answers that just wider roads and streets.	Thank you for your comments. They will be provided to Valley Regional Transit (VRT) and the COMPASS Board of Directors.	83706	Online comment form
Northern Ada County has always been subjected to increased air pollution due to the mountainous topography and the direction of air movement. The source of this pollution originates as far away as eastern Oregon. Therefore, ANY increase in vehicular traffic, based on population growth, NOT highway improvements, will add to air pollution. Studies mandated by the federal government will only confirm this. Not much can be done except tighten emissions and provide realistic and feasible public transportation.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
Cars cannot sit on the freeway or in traffic idling, that increases our pollution level. Boise sits against the hills so the pollution control needs to start in treasure valley.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83651	Online comment form
With over growth comes pollution. I have lived in NYC, Los Angles and traveled the world. People bring pollution. To date no solution that works other than controlling population works. We are seeing it already.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Gary Smith Star Community Updates 83669	Online comment form
I say based on that information we need to continue to closely monitor emissions test and start looking at ways to possible reduce emissions in future projects.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jearmy Avery 83605	Online comment form

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
How many agencies does it take to blow funds in every direction but forward?	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
This link immediately above, "Air Quality Conformity Demonstration", took me to another page and I lost all my prior comments. It troubles me COMPASS is requesting comments limited to how it words its own questions. The questions assume that these are the only relevant concerns? I don't have any time now to redo my comments above. I moved here from Oahu, Hawaii two years ago. I was there for 35 years. They have a major problem with transit, which has only been exacerbated by the city's rail project. In addition, the cost-overruns and project delays have been a tremendous burden on the economy there. I am a good resource for information on rail, and the contacts I have there can outline the pitfalls of using a 19th century technology in the 21st century. https://fee.org/articles/5-reasons-to-neglect-transit/	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Guy Monahan 83616	Online comment form
Very important for health and future of living conditions in Meridian	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Jim Reed 83646	Online comment form
Better air quality improvements would come from banning F## jets from the Boise Airport.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form



Sara M. Baker, President
Rebecca W. Arnold, Vice President
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner
Paul Woods, Commissioner

September 11, 2018

Matt Stoll, Executive Director
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the DRAFT FY2019-2023 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. The draft TIP supports the maintenance policy of Communities in Motion 2040 by dedicating a steady funding source for maintenance projects within the Boise Urbanized Area. The TIP aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for system expansion projects. Through experience, ACHD has found that maintenance projects are an efficient use of valuable federal funds, and they support ACHD's efforts to sustain the public's infrastructure in a "very good" condition for motorists, cyclists and pedestrians.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2019-2023 TIP:

- As the local project partner, ACHD strongly supports ITD's accelerated replacement of the damaged Cloverdale Bridge in 2019 (KN 20842).
- The addition of the ITD Freight Program funding for ACHD's ITS and Advanced Signalization projects (ORN22100) will improve safety and freight movement in Ada County.
- ACHD fully supports the two State Tax Anticipated Revenue (STAR) capacity improvement projects on US 20/26 from SH-16 to Tree Farm Way (ORN21864), programmed in FY2021, and from Tree Farm Way to Linder Road (ORN21858), programmed in FY2019. These improvements will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways.
- ACHD is pleased to see State Highway Safety funding advance from PD to FY2023 for the widening of SH-44, between Star Road and SH-16 (KN20574), and for the widening of SH-44 from SH-16 to Linder Road (KN 20266). These capacity projects will benefit the growing cities of Eagle and Star.
- The advancement of all FY2025 Capital Maintenance Phase I and II projects (ORN21896 and ORN21898) and FY2023 Capital Maintenance Phase I and II projects (KN20259 and KN 19993) supports ACHD's efforts to use STP-TMA funds for maintenance projects. The conversion of

FY2019 Capital Maintenance Local (ACHD funds) to Phase III (STP-TMA) proves the concept of annually designing a maintenance project to federal standards with local funds.

- ACHD is glad to see that the pedestrian safety project for US 20/26 at 43rd Street (ORN20578) has been advanced.
- Commuteride Replacement Vans (KN 20136a) funding in PD supports ACHD's efforts to maintain the Commuteride fleet in good condition for all users. The continued support of the Rideshare program both in FY2022 (KN20792) and FY2023 (ORN22015), and in PD(ORN15914) is valuable to Ada County commuters.
- ACHD appreciates the inclusion or advancement of locally funded and regionally significant ACHD road widening projects (RD202-17, RD209-28 and RD207-33).

ACHD is encouraged to see the number of capacity projects on the local state highway system, and the amount of federal funding ITD has successfully applied for and received. These improvements to the regional highway system are critically needed and help relieve congestion on the local network. ACHD will keep working with its city and county partners, COMPASS and ITD to plan for necessary capacity improvements in growth areas across the county.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sara M. Baker', with a long horizontal flourish extending to the right.

Sara M. Baker
ACHD Commission President

Cc: COMPASS Executive Committee



August 20, 2018

Mr. Matt Stoll
Executive Director
Community Planning Association of Southwest Idaho
700 Northeast Second Street, Suite 200
Meridian, ID 83642

RE: Draft Fiscal Year 2019-2023 Regional Transportation Improvement Program

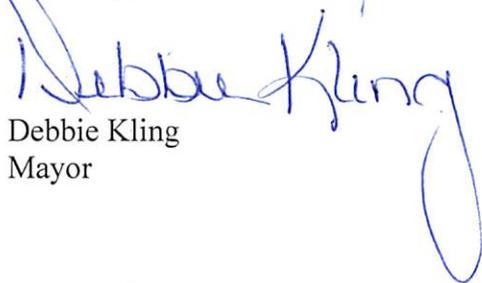
Dear Mr. Stoll,

Please accept this letter as the City of Nampa's (City) comment to the Community Planning Association of Southwest of Idaho (COMPASS) Draft Fiscal Year 2019-2023 Regional Transportation Improvement Program (TIP).

The comment is specifically concerning the Idaho State Highway (SH) 16 design project. The City greatly appreciates the Idaho Transportation Department (ITD) programming this important project. Once the SH 16 project is constructed between US 20 and I-84 it will provide another needed north south connection in the Treasure Valley and improve the mobility of the entire region. In reviewing the proposed alignment, it is noted there is not a southern leg of the interchange at I-84 to complete the conductivity of McDermott Road. The City requests that ITD consider a southern leg to the interchange as the connection will allow for the continued growth of Nampa in the southeast corner of the City's impact area.

The City is committed to needed improvements for McDermott Road to tie into a southern ramp off I-84.

Sincerely,


Debbie Kling
Mayor



208.345.6933 • PO Box 844, Boise, ID 83702 • www.idahoconservation.org

August 29, 2018

Community Planning Association of Southwest Idaho
700 NE 2nd Street, Suite 200
Meridian, Idaho 83642

Submitted via e-mail: info@compassidaho.org

RE: COMPASS Comment period on Regional Transportation Improvement Program, proposed change to Communities in Motion 2040, Air Quality Conformity Demonstration, and FY2019 Federal Program of Projects

Dear COMPASS Staff:

Thank you for the opportunity to provide comments on transportation plans and projects for Ada and Canyon Counties. Below are comments submitted on behalf of the Idaho Conservation League and Conservation Voters for Idaho. We look forward to seeing these plans and projects implemented, and we appreciate COMPASS' work to reduce traffic, maintain good air quality, and preserve the quality of life in the Treasure Valley.

Should you have any questions, please don't hesitate to contact any of the undersigned.

Thank you,

A handwritten signature in black ink that reads "Austin Hopkins".

Austin Hopkins
Idaho Conservation League
ahopkins@idahoconservation.org
208.345.6933 x23

A handwritten signature in black ink that reads "Crystal Rain".

Crystal Rain
Conservation Voters for Idaho
crystal@cvidaho.org
208.342.1264 x103

RE: ICL and CVI comments on Regional Transportation Plans and Projects August 1 - August 30, 2018

Page 1 of 3

Regional Transportation Improvement Program

At this time we do not have detailed comments for any specific project included in the TIP. However, we wish to share our appreciation for COMPASS' consideration of environmental justice as part of developing the TIP.

Proposed change to Communities in Motion 2040 – Canyon County SH 55 Project

According to the U.S. Fish & Wildlife Service's (USFW) Information for Planning and Consultation (IPaC) online database, the project area along SH 55 includes a number of threatened or endangered species as well as the presence of wetlands (Appendix A). The proposed study should consider the impact from widening this section of SH 55 on each of these species. This list is not exhaustive though, and we would encourage the study authors to also consult with Idaho Fish and Game to ensure all potentially affected species are considered as part of the study.

We appreciate seeing discussion around public transportation and walking/biking as well. In the coming years, this region is likely to see significant development occur. We would encourage the study to research and develop programs aimed at educating and communicating with new residents on alternative forms of transportation. Increasing utilization of alternative transportation would cut down on traffic, prolong working conditions of roadways, and help to improve air quality.

Air Quality Conformity Demonstration

Tables 2, 4, 6, and 9 in COMPASS' Air Quality Conformity Demonstration (AQCD) show vehicle emission estimates based on MOVES modeling. Appendix B of the AQCD describes the assumptions made when calculating these estimates. With regards to fuel supply and formulation, Appendix B states, "national default fuel supply inputs were used for all source types."

We request that COMPASS clarify what the national default standards are (i.e. – provide a numeric value that was utilized, if possible). Further, we are curious if COMPASS included consideration of our current administration's efforts to roll back fuel economy standards, known as CAFE standards. The fuel economy of vehicles is directly related to their emissions of numerous harmful pollutants, including PM₁₀, NO_x, VOCs, and CO. Our concern is that the MOVES modeling performed for this demonstration may no longer be accurate if input assumptions were based on previous projections of increasing fuel economy standards.

In addition, earlier this year we saw efforts by the Idaho Legislature to significantly reduce vehicle emission testing in the Treasure Valley. While this effort ultimately was unsuccessful, we are curious if COMPASS has performed any modeling or analysis of air quality conformity based on a scenario where vehicle emission testing was reduced.

Appendix A

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Canyon and Owyhee counties, Idaho



Local office

Idaho Fish And Wildlife Office

☎ (208) 378-5243

📠 (208) 378-5262

1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Snails

NAME	STATUS
Snake River Physa Snail <i>Physa natricina</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/305	Endangered

Flowering Plants

NAME	STATUS
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Slickspot Peppergrass *Lepidium papilliferum*

Threatened

There is **proposed** critical habitat for this species. Your location is outside the critical habitat.

<https://ecos.fws.gov/ecp/species/4027>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME)

SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle *Haliaeetus leucocephalus*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Breeds Dec 1 to Aug 31

Brewer's Sparrow *Spizella breweri*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9291>

Breeds May 15 to Aug 10

Clark's Grebe *Aechmophorus clarkii*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds Jan 1 to Dec 31

Golden Eagle *Aquila chrysaetos*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/1680>

Breeds Dec 1 to Aug 31

Lesser Yellowlegs *Tringa flavipes*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9679>

Breeds elsewhere

Lewis's Woodpecker *Melanerpes lewis*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9408>

Breeds Apr 20 to Sep 30

Long-billed Curlew *Numenius americanus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/5511>

Breeds Apr 1 to Jul 31

Marbled Godwit *Limosa fedoa*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9481>

Breeds elsewhere

Olive-sided Flycatcher *Contopus cooperi*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3914>

Breeds May 20 to Aug 31

Sage Thrasher *Oreoscoptes montanus*

Breeds Apr 15 to Aug 10

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
<https://ecos.fws.gov/ecp/species/9433>

Willet *Tringa semipalmata*

Breeds Apr 20 to Aug 5

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Willow Flycatcher *Empidonax traillii*

Breeds May 20 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
<https://ecos.fws.gov/ecp/species/3482>

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

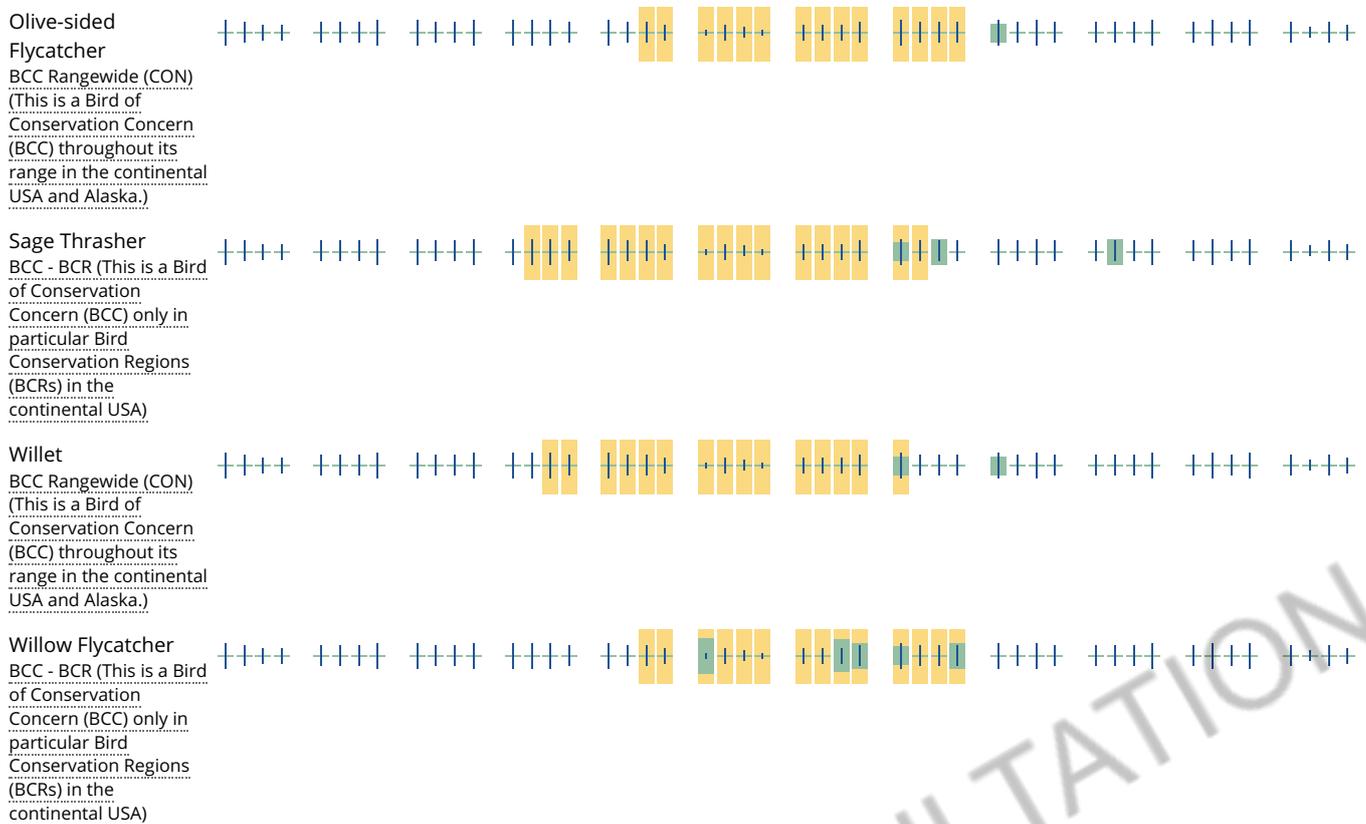
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

Wildlife refuges and fish hatcheries

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

[PEM1Cx](#)
[PEM1C](#)
[PEM1F](#)
[PEM1/USC](#)
[PEM1A](#)

FRESHWATER FORESTED/SHRUB WETLAND

[PSS1A](#)
[PFO1Ah](#)
[PFO1Ch](#)
[PSS1C](#)
[PSS1Cx](#)
[PFO1A](#)

FRESHWATER POND

[PUBHh](#)
[PAB4/UBHr](#)
[PUBHr](#)
[PUBH](#)
[PUBHx](#)
[PUBFh](#)

LAKE

[L2EM2Fh](#)

RIVERINE

[R3UBH](#)
[R4SBCx](#)
[R4SBCr](#)
[R5UBFx](#)
[R5UBH](#)
[R4SBC](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus,

detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION