

Public Comments Received (Verbatim)

For amendments to:

Communities in Motion 2040 2.0 and

FY2021-2027 Regional Transportation Improvement Program

Public Comment Period: December 28, 2020 through January 11, 2021

Total number of comments received by COMPASS: 21

Topic: Five Mile Road Overpass, Boise, widen bridge with curb, gutter, sidewalks, and bike lanes

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

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
<p>Thank you for continuing to provide this kind of outreach.</p> <p>I very much appreciate that bike lanes are being considered for this overpass. As a bike commuter and a previous ad hoc member of the COMPASS planning efforts, I'm pretty aware of the biking facilities around town and also the areas for improvement for biking around the Valley. Clearly, the closer to Meridian biking gets the less accommodating the roadways are for biking. I'm very glad to see that planning for the future includes these types of considerations.</p> <p>By the way, I haven't been as involved in COMPASS as I previously was and would be interested in getting more involved again. I've done quite a bit of research on what types of bike safety recommendations have been developed and implemented around the US. My research is out of date but I would definitely update it if there was a way for me to be part of planning.</p> <p>My previous participation in COMPASS came as a member of the board for the Treasure Valley Cycling Association (TVCA). I'm no longer involved with them but I would still like to be a contributor to efforts like those of COMPASS.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>[Staff will follow up "off-line."]</p>	Dan Morrow	Email

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<p>I'm supportive of replacing the Five Mile overpass. It's currently a bottleneck for automobile traffic and should be four lanes. It's also very dangerous for bicyclists and pedestrians. I assume you'll take care of that issue in the new design.</p>	<p>The concept level design for the Five Mile Overpass and roadway widening includes curb, gutter, sidewalks, and enhanced bike lanes on both sides of the roadway.</p> <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Rick Just</p>	<p>Email</p>
<p>Purchase lands now for a North and South of Boise highway. Down to Kuna and up to North Eagle. From Memory road to Middleton. Phoenix, Las Vegas, Denver all waited and paid premium prices for the real estate later.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p>Email</p>
<p>I'm all for it. That being said, not having an off-ramp availability between the flying Y and Eagle Rd. is severe traffic liability and feel the ability to create this on/off connection particularly going east to west is a huge long term liability for the amount of people that are expected to move to the Boise area in next 10 years and creating that ability at 5 mile seems logical. You can't do a full circular like 10 Mile – but simply having the ability long term is needed.</p> <p>In addition, another on/off between 10 mile and Garrity should also be addressed and a 4 lane highway either State St. or Chinden all the way to Middleton or Caldwell will be needed. Lastly a large circle loop/freeway from E. of Micron – Kuna – Caldwell(ish) circling south and west of valley where the growth is happening should be a long term strategy. It's not that far fetched for us to be the next Austin, TX – and they failed miserably at traffic....yet other larger cities who institute these "loops" have done a better job of weathering large traffic concerns.</p> <p>Now – who writes the check? To start – increase DMV car/truck registration fee's. I grew up in Cd'A and moved to Portland for college – and now I'm back in Boise. I feel we could easily "double" these fee's statewide and still be under the cost of what most states charge in vehicle fee's. A great way to make money statewide – and keep those funds in the counties where the vehicles are registered.</p> <p>Thanks.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83642 (Meridian) Mike Kirby First Federal Bank</p>	<p>Email</p>

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<p>I fully support going forward with the planning/studies for the Five Mile Road overpass at I-84.</p> <p>I am sure it will be designed, similar to the Cloverdale overpass, such that the abutments will allow for the future widening of I-84 to 5 lanes in each direction.</p>	<p>Yes, the concept level design is very similar to the Cloverdale Road Overpass with the intent to allow for future widening of I-84 underneath.</p> <p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Mac</p>	<p align="center">Email</p>
<p>I am surprised that comments are not being captured directly from the website. May times citizens may be reluctant to comment if they are required to use their an e-mal address, not wanting to get added to some distribution list.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p align="center">Patrick Malloy</p>	<p align="center">Email</p>
<p>I am not in favor of the additional unfunded \$10.2 million for construction and \$2.6 million in designing the project. There must be another budget minded solution to this issue.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Philip Johnson</p>	<p align="center">Email</p>
<p>100 % support widening this overpass and adding pedestrian areas to cross. It is dangerous and traffic is getting heavy with this ***** of a mayor and the prior one building a **** ton (technical term for too many) of apartments out this way. Five mile needs to be widened to move people along across that bottleneck that currently exists.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>		<p align="center">Email</p>
<p>Hello and thank you for allowing us to comment on this project.</p> <p>I think it is a good idea to replace the overpass.</p> <p>I don't think Five Mile needs to be widened, we need to promote mass transit not more cars on the roads.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Caile Spear</p>	<p align="center">Email</p>
<p>I would like to personally go on record as being opposed to this project and concept unless and until it is expanded to include an interchange, complete with on and off ramps. Merely widening the overpass will not accommodate the growth that is currently being experienced in our region.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Kent Goldthorpe, President ACHD Board of Commissioners</p>	<p align="center">Email</p>

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<p>Looks good from what I see.</p> <p>I'm sad there wasn't a COMPASS comment period for the Karcher, Middleton, Ustick and Linden overpass projects.</p> <p>If there was, I don't remember.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Regarding public comment opportunities on the other projects you mentioned...</p> <p>Public comment is requested each year (usually in August) on the entire transportation improvement program (budget). Individual projects typically only have their own unique comment periods if they are added or significantly changed mid-year.</p> <p>The Karcher Interchange project was added mid-year, so did have its own public comment period, which occurred in May 2016.</p> <p>Similarly, the environmental study (comparable to this study for Five-Mile) for the I-84, Karcher Interchange in Nampa to the City of Caldwell project was added mid-year, so had its own public comment period in summer 2017. Actual construction of the project was also added mid-year, with a comment period in January 2018. The Middleton, Ustick and Linden overpasses were part of this larger project, which was later broken into smaller projects and more detail was added as design occurred. Through that process, the Middleton and Ustick overpasses became discrete projects. The Linden overpass technically remains part of the larger widening project. These additional details were reflected in the annual update open for comment, but did not have their "own" separate public comment periods.</p>	<p>Mark</p>	<p>Email</p>
<p>I vote to create another East-West Freeway running from I-84 east, then west along the Terrace Front, north of the North End, through North Eagle and North Middleton to connect with I-84 north. That IMHO should be your #1 priority.</p> <p>I am not enthused about additional Bike Lanes running outbound from the downtown college.</p> <p>I am DEFINITELY NOT in favor of any light rail options ANYWHERE.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>John D. Fortier Middleton</p>	<p>Email</p>

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<p>Hi, this piece of 5 mile Road is a real bottle neck on a busy artery. I can say that this really needs to be done. Thanks</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Susan Bradley</p>	<p>Email</p>
<p>I would like to put forth my support toward the amendment of the CIM 2040 2.0, adding 5 Mile overpass and a section 5 mile to the TIP. This is a hugely important area of improvement for pedestrian and bicycle movements. This overpass has no sidewalk or bike lane, no shoulder even, and it serves as an important connection to grocery, jobs, medical, and other services for the northern side of the current bridge. Given the future of 5 Mile road to the south of this project, and the widening that is coming, this project will be the necessary network connection in the regional bike and pedestrian movements.</p> <p>One item which was brought to my attention is the maintenance plan for this overpass, as well as so many other projects put forth by ITD/ACHD. It is my understanding that there is a deficit in the budget for ongoing facility maintenance, and that is concerning. Expansion should always be weighed against the long term care and keeping of the roadway system. I assume that this study will take into account all types of design, and will land on the most long term cost efficient and equitable project possible.</p> <p>Thank you for allowing public voice to this project!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>83702 (Boise) Lisa Brady</p>	<p>Email</p>

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<p>Thank you for the opportunity to comment on the Five Mile Overpass Project!</p> <p>Having worked as a Senior Right-of-Way Agent for the Idaho Transportation Department I understand the process.</p> <p>Having worked in civil engineering and construction also I understand obstacles.</p> <p>I am grateful to see the cooperative agreement between agencies and all that is necessary to widen Five Mile.</p> <p>Note 1. I earlier requested personnel to drive south on Five Mile Road from Franklin Rd. after dark being sure to go over the overpass as cars with headlights on are driving north on Five Mile.</p> <p>The southbound driver will experience headlights appearing to be approaching him from his own lane.</p> <p>As a R/W agent I looked around the area for a logical explanation for this alignment configuration (without bothering anyone for a public records request).</p> <p>A couple of guesses: a. At the corner of the storage units, near the freeway, which is north of I-84, there might be an irrigation system or other utility that may have not wanted to sign off on an air easement, b. I talked to former landowners who dealt with right-of-way in that area and perhaps, at the time, an agency could not obtain the land needed for a clean alignment.</p> <p>To wit: I am pleased to read the widening will happen. It would be fascinating to look at the original project plans and R/W notes.</p> <p>You are surely inundated with requests for road improvements. Best of luck to you. If I can be of assistance in any way I am more than happy to listen.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Jan Strough</p>	<p>Email</p>

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<p>I believe replacing and widening the Five Mile Road Overpass over I-84 to 4 lanes is a valuable project and improves another important north-south corridor. However, I think the money can be better spent:</p> <ul style="list-style-type: none"> • Is the Five Mile Road Overpass currently a significant safety risk because of repair status? • Five mile is only 2-lane with a turn lane north of Ustick Road and not an efficient solution for a continuous north-south corridor all the way to Chinden Blvd. I believe that most important roadway investments need to efficiently connect south Boise and Meridian all the way to Chinden Blvd. (Hywy. 20/21). This is needed to keep traffic from diverting among alternate streets to find the fastest route connecting south of I-84 to Chinden Blvd. • Cloverdale Road already does provide a 4-lane with center turn lane all the way to Chinden Blvd. • The next overpass that would greatly relieve north/south commuting traffic congestion would be constructing a Linder Road Overpass over I-84. • I think the greatest valley need is enhancing east-west corridors to provide greater capacity for commuting traffic, (i.e., I-84 corridor, Chinden Blvd., and State Street). • I would much rather see this proposed \$2.6 million earmarked and set aside to develop and start a high-capacity east/west rail solution. <p>***</p> <p>This is the pertinent information I was seeking.</p> <p>You all have expert knowledge that I do not have. I would consider that "fair" condition means there is not an urgent roadway/bridge security issue. The lack of dedicated pedestrian and bicycle facilities is more complicated. I will have to observe again when I cross the overpass. While definitely not ideal, is there not a road shoulder on the overpass that is currently used. If that is the case, my position is that construction of a new Linder Road overpass would be of much greater value to our communities and do more to ease traffic congestion and pressure.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>The current overpass was built in 1966 and is considered in "fair" condition. It does not have dedicated pedestrian and bicycle facilities, so a new overpass will provide a much safer facility for those users and is anticipated to function better for all users.</p>	<p align="center">83713 (Boise) Michael (Mick) D. Armstrong, Jr, CPA, CGMA Idaho State Board of Accountancy, Meridian Chamber of Commerce, Boise Rescue Mission Ministries</p>	<p align="center">Email</p>

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<p>I wished to comment regarding my support for expanded bicycle and sidewalks along 5 mile, and hopefully along all roads in the valley eventually. Walkable neighborhoods and communities have become more desirable over the years, and have had positive impacts on home values for any home I've owned. Personally, I'd love to take a bike shopping trip during the summer instead of driving. It'll be good for both the environment and my waistline!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Kyle Farley</p>	<p>Email</p>
<p>These comments are regarding the project to plan for the Replacement of the Five Mile Bridge over I-84 and the Widening of Five Mile from Smoke Ranch Rd. to the south side of the Franklin Rd. intersection.</p> <p>This project has been extremely needed for the last ten years! I am shocked to find that planning has not even started! The current two lane bridge is completely inadequate and could be completely blocked by a single accident, which is very likely when the bridge is icy.</p> <p>The replacement bridge needs to be at least four lanes wide. It needs to have wide sidewalks on both sides of the bridge. The approaches to the bridge need to be at least four lanes wide. The current bridge is totally inadequate for emergency vehicle use, especially by Fire Trucks!</p> <p>I think this is the most urgent project in all of Ada County! It should be completed by 2022 if at all possible.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Elizabeth Brigante</p>	<p>Email</p>

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See attached letter.	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>We maintain an email list for direct contact for public comment opportunities. Please let us know if you would like to be added to that list for direct notification in the future. In addition, we post information about public comment in the Idaho Statesman and Idaho Press, and on COMPASS' social media sites.</p> <p>This public comment opportunity is just a first step, to add a study to the budget. Once the study begins, there will be multiple opportunities to be involved through the Ada County Highway District (ACHD) and Idaho Transportation Department. Information on the project, and how to be involved, will be available here: http://www.achdidaho.org/Projects/projects.aspx</p> <p>We reached out to ACHD for answers to your cost questions. Their response is below:</p> <p><i>ACHD has been planning a 5-lane Five Mile Road between Overland and Franklin. It has been included in our Capital Improvements Plan since 1992. ITD has jurisdiction over the interstate including the Five Mile Road overpass. ACHD can't design and build the overpass, ITD must design and build the overpass. We will be involved with improvements leading up to the overpass.</i></p> <p><i>The cost estimate for this project is a planning level estimate. Right-of-Way impacts, irrigation crossings, and other specific project elements differ between Cloverdale and Five Mile. In addition, Five Mile is being prepared as a Federal Aid project which has more requirements including a full environmental review. Costs also increase over time due to inflation and increased construction costs.</i></p>	David Palumbo	Letter via Email
I highly support the replacement and widening of the five mile overpass. It is very important as it would be the final bridge on I-84 to upgrade in Boise, and it would provide the space under the bridge for a HOV lane which is very important.	Thank you for your comments; they will be shared with the COMPASS Board of Directors		Email
See attached letter.	Thank you for your comments; they will be shared with the COMPASS Board of Directors	Ralph Mellin	Letter via Email

ttisdale@compassidaho.org

January 11, 2021

RE: Compass Amendment #3; Communities in Motion 2040 2.0; Five Mile Road Overpass and Widening, NEPA, Boise

I have lived south of I-84 off Five Mile Road (5MR) for over 40 years. I have traveled over the interstate uncountable times at a multi-variety of times over those years.

I am greatly surprised the replacement of the Five Mile Road Overpass is not further along in the planning process. With the extensive residential and commercial real estate development south of the interstate between Meridian Road and Curtis Road, I would believe the priority of the subject project planning and construction would be much higher on the planned transportation construction timeline. Do you know how many living units are approved and planned for the cited area?

Prior to the current Covid situation, the traffic on Five Mile Road, Cloverdale Road and Maple Grove Road was very busy. During morning and evening commute times, autos were stopped behind traffic lights for half a mile or more. Funneling that traffic through the Five Mile Road overpass can be an interesting opportunity for defensive driving. Especially, given the fact drivers in the right hand merge lane, in front of the post office, believe they have the right of way! I also believe the living unit development at the SW corner of 5MR & I-84 to be very dangerous opportunity for accident.

With the current Covid situation, traffic has been reduced to below the most recent traffic counts I have read. These counts were apparently taken during the summer of 2018 and 2019 and dishonestly utilized as traffic statistics for approval of real estate projects south of the interstate. Dishonest because “+/- half” the population of those who utilize Five Mile Road were on vacation.

Therefore, please do the the project planning that should have been completed years ago. Please schedule the completion of the project for sooner than “as soon as possible.” I find it discouraging that Compass and Ada County Highway District do not have the authority to require the area cities and Ada County to delay planned residential and commercial projects until the transportation and other required infrastructure has been properly completed to best serve all the people (the primary source of funding for both ACHD and Compass) impacted by those development activities.

I do not have much experience in budgeting the planning or construction of road/overpass projects. The \$2.6 million dollar estimate appears excessive given you recently completed the overpass on Cloverdale Road. There should be considerable cost savings by utilizing the plans for that project. The end result would be similar. Do you utilize David Bacon Wage Rates for the project planning process? The estimate for the construction portion also appears to be excessive. Is this due to Davis Bacon Wage Rates or there are not adequate competitive companies (who may take turns low bidding projects) to work on these type of road work or some other reasons? With the current unemployment rates in and around Idaho, there should be plenty of potential workers willing to work for less than the inflated and unnecessary David Bacon Wage Rates.

Lastly, today, I just learned of this request for comments on this specific project as today being the deadline for these comments. Please communicate why I and my many neighbors were not notified in writing in a more timely fashion.

Thank you and Peace,
David E. Palumbo

COMMENTS ON ADMENDMENTS TO CIM 2040 2.0 AND FY 2021 – 2027 TIP
By Mellin Properties Limited Partnership on January 11, 2021

We support the proposed amendments to the above CIM and TIP to add an item for the replacement of the Five Mile Road overpass and to widen Five Mile Road.

NEED. This section of road improvement is long overdue in this increased use area of the western portion of the City of Boise and the eastern portion of the City of Meridian. This overpass is seemingly the last one-mile section-line road to not to be replaced from the original construction of I-84 about 60 years ago in the early 1960s in Ada County. That is when the population of this part of the county was very much less.

This somewhat narrow two-lane overpass is certainly quite dangerous for pedestrians and bicyclists that use it to cross I-84 from the suburban shopping centers located ½ mile and 1 ½ mile on either side of it.

In addition, the congestion in this two-lane, one-mile road is such that traffic generally flows continuously at a slightly reduced rate during its daily high-use time. However, adjacent subdivision traffic attempting to access Five Mile Road during these times is forced into a dangerous situation. There are generally no merge lanes from these side road or businesses. Even if available, a merger would generally have to force a break in traffic to gain access to the main single traffic lane. Also during lengthening high use times, southbound traffic on Five Mile Road at the Franklin Road traffic light back up for several blocks as they are forced from two lanes into a single lane. So in summary, a four to five lane road is sorely needed in this last main section line road crossing of the interstate without four or five lanes in Ada County.

DESIGN CONSITERATIONS. Now when design discussion is undertaken, it is strongly encouraged that the elected decision makers look seriously to encourage an interchange be placed at this two-mile interval from the adjacent interchanges so that we do not continue to have four miles between interchanges in this fast growing area of the western portion of Boise and eastern portion of Meridian. The congestion at the Eagle Road Interchange and connecting roadways are becoming a significant problem. A significant amount of this congestion can be relieved by letting some of the traffic off and on at their closer desired entrance/exit point in this four mile area.

Now, of course, any such interchange design must be made so the east-bound on ramp does not allow but blocks entering traffic from immediately doing left lane changes to enter the I-184 connector to downtown Boise because of the danger of such a three-lane lane change. Those desired users would continue to use their current traffic routes.

IN SUMMARY. It seems it is significantly past the timely time to improve the above noted roadway. And even with the current addition to the noted plan, several more years still will be needed to design and construct such a needed road improvement.