

Public Comments Received (Verbatim)

- **Draft FY2021–2027 Regional Transportation Improvement Program**
- **Proposed changes to the regional long-range transportation plan, *Communities in Motion 2040 2.0* (CIM 2040 2.0)**
- **Air Quality Conformity Demonstration for Northern Ada County**

Public Comment Period: August 14 – September 14, 2020

Total number of individuals submitting comments: 60

Phone: 1

Online Comment Form: 56

Hard Copy Comment Form: 2

Letter: 1

(Individuals could submit comments on any of the three topics on one comment form; therefore, the total number of comments in the table below is greater than the number of individuals submitting comments)

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Name, Zip Code, Affiliation	Format
Comments on projects in the DRAFT FY2021-2027 Regional Transportation Improvement Program (TIP)			
<p>ADA Ramps, Greenleaf - As a person in an electric wheelchair, if that picture is accurate, my wheelchair will not be able to negotiate the ramp. It will turn off as soon as it hits that "bump" to go up the ramp. I don't care about what the ADA approves, unless you have someone actually show you, in an electric wheelchair that it is not negotiable, you wouldn't understand the difficulty.</p> <p>Centennial Way Roundabout, Caldwell - Round-a-bouts cause more confusion, driver hesitancy, possible increase in accidents, than a traditional four-way stop. It would be more prudent to install a signal. This may be a more costly idea, but it is so much easier to handle.</p> <p>Franklin Boulevard and Karcher Road, Intersection Improvements, Nampa - See above - no more round-a-bouts.</p> <p>Middleton Road and Ustick Road, Roundabout, Caldwell - Please, just put in traffic lights with crossing abilities. These are all roads that I</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department and the Cities of Caldwell and Nampa, and Valley Regional Transit.</p> <p>The picture of the ADA ramp was intended to provide an example for those who do not understand the term. The picture was replaced to better represent current guidelines.</p> <p>Multiple projects are included for "Transit – Rolling Stock, Infrastructure, and Technology." 1) Some projects are for the Boise Urbanized Area and some for Nampa Urbanized Area, 2) projects include various funding sources. More explanation is provided in Valley Regional Transit's (VRT's) Program of Projects, which is developed each year. These projects are also tied closely to VRT's Transit Asset Management Plan (http://valleyregionaltransit.org/) which is a program to replace assets at the end of their service life - Rolling Stock (buses, commuter vans, support vehicles), equipment (for operations and maintaining vehicles), and facilities (buildings, bus stops).</p>	<p>Sue Hoffman 83651</p>	<p>Online</p>

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<p>travel (see above), and I find myself trying to avoid the round-about that already exist. TRAFFIC LIGHTS!</p> <p>SH-44 (State Street) and SH-55 (Eagle Road) Intersection, 1/2 CFI, Eagle - I see this, and I understand what you're trying to do - but there will be accidents!</p> <p>May I suggest that the next time you put out items for comment:</p> <ol style="list-style-type: none"> 1. That the drafts are separated by city and county for relevancy, and then even more separated by types of issues like pavement redos, bridges, transportation purchases, etc. 2. Put the information out in stages - this was very long and very detailed. Most people won't bother reading all of this. 3. I noticed that in one of the Boise items - Transit - Rolling Stock, Infrastructure, and Technology, Boise Area, VRT - FY2025/6/7 - has three inputs. I am assuming that just because you gave them different numbers that it should be okay to request the same amount of money for three different things with the same descriptions. Nampa did that also for 2 things. I have no idea why you need that much money without more explanation. 			
<p>Key# 20428 SH-21, Technology Way to Surprise Way, Boise. It isn't clear what if any benefit a 4-foot median will provide, but we badly need a left turn lane from Hwy 21 northbound into Alta Ridge Ct. Heartleaf Dr was vacant land five years ago, but now has 30 newly built homes and a lot more traffic. There are often a lot of trucks pulling big boats and moving fast on Hwy 21 during the summer, and that left turn lane would reduce some of the scary near-misses. Even a right turn lane from Hwy 21 southbound would be helpful, though less crucial.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>Stephen Leonard 83716</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>ITD needs to look at placing an exit at Ustick Road on I-84. The Bridge is already going to be redesigned to accommodate increased traffic loads. In the next 5-7 yrs Ustick road will get encumbered with subdivision replacing open farm ground. Some Residence will need to get to work using I-84, they would need to use midland or northside. Which is already going though a redesign to "Catch up" with traffic loads. An exit at Ustick would help with midland congestion releasing pressure from the caldwell-nampa blvd. and help when accidents happen between exit 28 & exit 33, (2 happened today making me and others 40+ min late). Idaho has been playing catch up with traffic with regards to I-84 for my whole life, by the time 3 lanes are installed it will require a 4th. It would be proactive to install an exit for these new residence of our area, both Nampa and Caldwell are growing along Ustick. This will also help development along the Blvd, to facilitate growth around caldwells walmart making the area much easier to access.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Caldwell.</p> <p>The I-84, Ustick Road Overpass is currently scheduled for replacement in FY2022. An interchange at this location is not anticipated.</p>	<p>Kyle Schab 83661</p>	<p>Online</p>
<p>Eagle road needs to expanded from I84 to chinden to 7 lanes in both directions. This could impact some biking/pedestrian ways that are in draft. Please consider it before proceeding. In addition to the expansion of Eagle Rd, it needs to include the tall barriers at the few subdivisions impacted similar to the barriers going up on Chinden. Eagle road is supposed to be up to 55 mph with often large trucks using it. It must be kept as a strong north/south thoroughfare. In future, laws should be changed that buildings cannot be placed so close to highways and highways should be built with large medians between the two directions to allow for future expansion to take place by using the land in the median.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Cities of Boise, Meridian, and Eagle.</p>	<p>83713</p>	<p>Online</p>

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<p>Highway 69 south to Kuna was repaved recently but right-hand turn lanes were not provided at major intersections any further South than at Columbia Rd. Kuna is growing at an incredibly fast pace and residents are using the shoulders as turn lanes as a courtesy to other drivers at Hubbard and other intersections along the highway. This is not what the shoulders were designed for. Please plan to add right turn lanes at every major intersection along HW69 south to Kuna. Thank</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Kuna.</p>	<p>83634</p>	<p>Online</p>
<p>I would propose that the state street project should be light rail/ subway instead of bus. Also, the fare should be free to encourage more people to use.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online</p>
<p>For the project with Key #20428, will the widening include a center turn lane? We have been asking for a center turn lane for the last 20 years and now, with the road widening, this would be the time to add the turn lane.</p> <p>Additionally, will the road be extended on both sides from the widening or will it only affect the field? Will ITD be widening the road into the berm on the Superior/Legend Ridge Neighborhood side, as well?</p>	<p>Thank you for your comments. They will be provided to the Idaho Transportation Department and the COMPASS Board of Directors and the City of Boise.</p> <p>Yes, the continuous center turn lane will extend through the area/intersection in question (from Technology Way to Surprise Way).</p> <p>No additional right-of-way is being acquired as part of this project; all widening will be within existing ITD right-of-way. Generally speaking, ITD will widen equally on both sides; however, in some locations, in order to make the drainage work ITD will widen towards the open land vs the existing rock walls or berms.</p>	<p>83616</p>	<p>Phone</p>
<p>I saw nothing in this document that addresses road improvements to serve the Hidden Springs/ Dry Creek area. With continued construction and increased population in this area, road improvements are needed on Seaman's Gulch, Dry Creek Road and Cartwright Road. There are many bicyclists sharing the roads with vehicular traffic. There are no designated bike lanes and vehicular traffic often crosses the double yellow line to pass slower moving cyclists. In addition, the current roads are eroding. If the County is approving land development projects in this area, road access and infrastructure to support additional traffic must be part of the plan and not an afterthought. If there is a plan in place to address these issues please inform me of the plan.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and Ada County.</p> <p>Widening State Highway 55 from Beacon Light Road to Ada/Boise County line is #8 of the unfunded state system priorities in <i>Communities in Motion 2040 2.0</i>. As part of the regional long-range transportation plan update, in 2021, COMPASS will develop a regional pathway plan that will include an analysis of other infrastructure accommodations.</p>	<p>83714</p>	<p>Online</p>

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Pedestrian access to the Boise River from Downtown should not be overlooked in the Centennial Way roundabout.	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Caldwell.	Mark Pemble 83605	Online
PLEASE provide a sidewalk alongside Eagle between Ustick and the Village. On either side of the road one encounters "no sidewalk" and must walk on the shoulder with traffic 55 mph two or three feet away; bicycles and strollers make me shudder.	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Meridian.	83646	Online
We live on Legend Ridge off of Hwy 21 and would REALLY like to see the project (key 20428) tweaked just a bit to ensure the safety of our residents and families. As it stands, the project plan mentions a 4ft median but this is NOT the same as an actual turn lane which is what is really needed.	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise. Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."	83716	Online
The project Key number is: Key #: 20428 *A center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened). *Can the speed be reduced to 45MPH past our street? *A center turn lane is desperately needed since have no other safe alternative entering/exiting our street.	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise. Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders." The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.	83716	Online
Key #: 204280 SH-21 Technology Way to Surprise Way, Boise	Thank you for your comment. Your comments will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	83716	Online
RE: Key# 20428 My family resides in Legend Ridge, a neighborhood with its only ingress/egress being Hwy 21, in the subject area of this project. I'm writing in hopes of enhancing the	Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.	Douglas Gale 83716	Online

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<p>proposed improvements so that the results will better benefit all of those who use HWY 21 and those who live off of Hwy 21. To be as concise as possible, I'll get right to bullet points.</p> <ul style="list-style-type: none"> - Currently, there is no turn lane into our neighborhood. There are 54 homes in this development, many of us with children who drive, so at least 120 drivers, not to mention guests. Stopping on Hwy 21, backing up traffic, to turn into our neighborhood is unsafe, and I have seen more than a few near accidents. This is especially true on the weekends as people head to Lucky Peak and beyond to go boating and camping. We desperately need a left turn lane into Legend Ridge as part of this widening project. The project identifies a 4ft center median, but it makes no mention of turn lanes. - Similar to the last point, the increased traffic on HWY 21 makes it difficult to enter it and get up to 55 mph in the small gaps in traffic, again especially on the weekends. Moreover, the traffic at 55 mph creates a lot more noise than the 35 mph speed limit that was in place when we bought our lot. We request that the speed limit be reduced to 35 mph at least 1/4 mi before the entrance to Legend Ridge. The traffic flow from Lucky Peak is highly likely to be stopped at Technology Way (1/4 mi away) or at Federal Way (1/2 mi away) anyway, so this isn't a large impediment to their travel. Similarly, traffic flowing toward Lucky Peak is just taking off from one of those two lights and must use excessive fuel (causing unnecessary pollution) to get up to 55 mph (sometimes just to slow down again at Technology Way when coming from Federal Way). It makes more sense, and is more environmentally friendly, to stage the speed limit on Hwy 21, setting it to 35 mph from Federal Way to 1/4 mile past Legend Ridge entrance, then increasing it to 55 mph. This reduces the speed for only about 1 mile, but will make a world of difference to the residences of Legend Ridge. - Boise has great trail systems, but on this end of town they are not connected. The 	<p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>		

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<p>Greenbelt comes down Surprise Way and ends at Hwy 21; similarly, there is a large pathway that runs alongside Federal Way ending at HWY 21. We get a lot of bikers coming down HWY 21 and it is unsafe because the shoulders are tiny. It seems to me that it would make a lot of sense to connect the Federal Way pathway to the Greenbelt with a wide, protected (either by separation from the highway, or a curb, or something), paved pathway on the south side of Hwy 21. This has the added benefit of connecting the paved trail systems to the Oregon Trail Reserve and recreational area. It is sad that we live less than 1 mile from these sites, but we can't travel to them safely without getting into our car. This connector would open many more opportunities for distance bikers and runners, as well as those venturing downtown on scooters, e-bikes, and such.</p> <p>- The plan calls for a 4ft center median, but it does not specify what kind of median. This area has a lot of new development, with a lot more to come. It is also the gateway to the local boating hot spot, as well as many camping spots. Accordingly, a raised median with trees, flowering bushes, etc. would be pleasing to users and would welcome the right kind of development in the area. Much like the other edge of Boise, bordering Meridian, used roadway improvements and development guidelines to minimize the effects of that area's industrial parts, we should be doing the same here.</p> <p>Thank you for your time and consideration of my comments.</p>			
<p>Project 20428: I live in Legend Ridge, near the fire station on Highway 21 where the speed limit is 55. I can't even count the number of times we've almost been rear-ended while trying to turn left into our neighborhood off 21. I once watched a motorcycle pass me on the left while I was stopped and had my turn signal on to turn left. During the summer, trucks w/ boats & campers, barrel down this stretch with no expectation of having to slow</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The</p>	<p>Heidi Dean 83716</p>	<p>Online</p>

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<p>down or stop and it's scary. Please add a turn lane for Legend Ridge/Alta Ridge in this expansion and consider dropping the speed limit until all residential areas are passed. The only reason nobody has died is because of the large dirt patch to the right that lets vehicles illegally pass on the right when they can't stop.</p>	<p>project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>		
<p>Key # : 20428 A center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened). ·Would speed be reduced to 35 MPH past our street? · A center turn lane is desperately needed since have no other safe alternative entering/exiting our street.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Dirgha Khatri 83716</p>	<p>Online</p>
<p>Project key 20428 (widening of Hwy 21 from Technology Way to Surprise Valley). Please put in a turning lane for Alta Ridge residents. There are over 50 homes in this subdivision and no ability to safely turn into the subdivision. Many of us in the subdivision have had multiple close calls and have witnessed accidents at this intersection. As this road is being widened, it would be the perfect time to make this a safer place for all people driving highway 21. Thank you.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>83716</p>	<p>Online</p>

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<p>The project Key number is: Key # : 20428A</p> <p>Center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened).</p> <ul style="list-style-type: none"> · Can the speed be reduced to 35MPH past our street? · A center turn lane is desperately needed since have no other safe alternative entering/exiting our street. 	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>A center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened).</p> <ul style="list-style-type: none"> · Can the speed be reduced to 45MPH past our street? · A center turn lane is desperately needed since have no other safe alternative entering/exiting our street. We have a lot of teenagers in our neighborhood and big trucks with boats or campers won't slow down! 	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>I am a resident of the Legend Ridge (Superior Ridge) subdivision off Highway 21. This stretch of road has become increasingly dangerous over the years with the increased speed limit (55 mph), the lack of a turn lane, and the increased volume of cars utilizing Hwy. 21. I strongly support the need to widen this stretch of road, but I am deeply concerned about the details outlined in the Regional TIP (Key #20428). A 4 ft. center median will not adequately ensure the safety of our residents as we enter and exit the subdivision, especially as we will now be required to cross 2 lanes of traffic. In addition, the speed limit of 55 mph is DANGEROUS when we are forced to stop on Hwy. 21 to make a left turn onto Alta Ridge Dr. There have been many accidents at this</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Liz Parsons 83716</p>	<p>Online</p>

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<p>location. Thankfully, to my knowledge, there have been no fatalities, but that possibility only increases with the addition of more lanes. Since Hwy. 21 is the only entrance / exit from our subdivision, there is no other option than to use this road. PLEASE consider 1) putting a turn lane on Hwy. 21 into the Legend Ridge (Superior Ridge) subdivision, and 2) lowering the speed limit to a maximum of 45 mph along this stretch of road. Thank you for your consideration.</p>			
<p>More pedestrian improvements on Chinden/US 20-26, please. One crosswalk in the year 2023 is inadequate. There should be crosswalks at 33rd, 34th, and 35th Streets so folks can cross the road safely when needed. Same goes for 44th, 46th and 48th. "Frogger"-style road crossing is for video games, not real life.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, and the City of Boise.</p>	<p>83704</p>	<p>Online</p>
<p>I am disappointed to see that a stoplight or traffic circle isn't on the plan for Hwy 45 at Locust Ln. in Nampa. It is a very dangerous intersection. Midland Ave. also needs a traffic circle at Lake Lowell Ave. where accidents occur frequently.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Nampa.</p>	<p>83686</p>	<p>Online</p>
<p>What is the ratio of planned capital expense on automobile infrastructure vs. bicycle infrastructure? Also, what is the net present value of maintenance liabilities that will be incurred from those new infrastructure investments? From a quick glance at the projects list, it is very light on spend for bicycle infrastructure. I would like to see at least one of the major intersection/interchange projects (ie. \$34 million) scrapped to make room for expanded spending on bicycle infrastructure.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors.</p> <p>Please note that some roadway projects include some aspect of public transportation, pathway, bicycle lanes, and/or sidewalks. In these cases, the ratio of cost is figured at 75% roadway solutions and 25% alternative solutions. With these assumptions, the overall percentage of funds programmed in the Draft FY2021-2027 TIP for roadways is 69.61% and alternatives solutions is 25.07%, air quality is 2.28%, and "other" is 3.04%.</p> <p>The net present value of maintenance liabilities is not readily available.</p>	<p>83703</p>	<p>Online</p>
<p>I would like to see more projects focusing on mass transit to move more people in smaller pockets of high density areas: e.g. expand bus service to Eagle, Star, Middleton and beyond, more bus stops; reinstate the rail system in Boise area up to Nampa, for example; or institute a modified rail system in Treasure Valley.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83616</p>	<p>Online</p>

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<p>Generally support the list. I would hope that when SH69 improvements are made between Kuna and Meridian that right turn lanes could be added when exiting Meridian Road at both Hubbard and Lake Hazel Roads. In heavy traffic these right turns are hazardous.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Cities of Meridian and Kuna.</p>	<p>83709</p>	<p>Online</p>
<p>SH 16 right of way acquisition should be fully funded before other street widening projects are undertaken. SH 16 should be completed to Ustick. By phasing the completion of SH 16 funding should be found by delaying the widening of other state highways.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83686</p>	<p>Online</p>
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed 4' median is insufficient, particularly for turning in or out of my subdivision off Legend Ridge.</p> <p>The amount of traffic on ID-21 has reached a point that it is dangerous in that corridor. I have been passed by people on the left doing above the speed limit while waiting for traffic to clear to turn left off the highway.</p> <p>The growth of Boise - and use of that stretch of highway - is making it more dangerous.</p> <p>There truly needs to be a full turn lane for Alta Ridge so we can safely enter and exit our subdivision - particularly as there is not a usable alternate entrance/exit to this subdivision.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Jack Thornton 83716</p>	<p>Online</p>
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed four foot median is not a safe or sufficient improvement. HWY 21 is dangerous and deadly. Please listen.</p> <p>With the growing sprawl of Southeast Boise (the ever-expanding Harris Ranch area and the subdivisions off Columbia Road behind Micron in particular), many more people are using Highway 21. I live on Alta Ridge Court off Highway 21. Over the past eight years my subdivision, Legend Ridge, has nearly doubled in the number of homes and drivers that access Highway 21. Turning left or right onto Highway 21 from Alta Ridge is treacherous. Oncoming cars on Highway 21 are often traveling sixty or more miles per hour. Please add a turn lane on Highway 21. The proposed</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>Lauren Scheid 83716</p>	<p>Online</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;">Name, Zip Code, Affiliation</p>	<p style="text-align: center;">Format</p>
<p>four foot median is not a sufficient improvement. There already have been fatal accidents in this corridor of Highway 21 in 2016 and 2018. I've also had several instances where I've been in near collisions with speedy cars that drive around me while I'm waiting for a clear left turn onto my street. This section of Highway 21 is dangerous. How many more people need to die for ACHD to listen?</p> <p>http://www.ktvb.com/article/news/local/man-killed-in-highway-21-motorcycle-crash-identified/277-197365078</p> <p>https://www.ktvb.com/article/news/local/boise-teen-dies-after-idaho-21-collision/277-534283359</p> <p>I don't want any more deaths or near deaths in my neighborhood.</p>			
<p>Key # : 20428 SH-21, Technology Way to Surprise Way, Boise - as residents of Legend Ridge since 2002, we have often been concerned about the danger involved in turning into our subdivision off Hwy 21. It is now habit to watch the rearview mirror in fear of someone rear-ending us as we wait to turn into our subdivision (not that we could do anything to prevent it at that point). A turning lane is desperately needed as the area is rapidly increasing in traffic, both into the subdivision and traveling past it on their way to/from Lucky Peak/Surprise Valley/Harris Ranch, etc. We urge you to provide for a turning lane in the interest of safety for all. Thank you for your consideration.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>Nancy Logan 83716</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>We are current homeowners on E. Heartleaf Dr. and would like to see the following considered and implemented. 1) Adding a left hand turn lane into E. Alta Ridge Court. 2) Lowering speed to (45mph) until after Alta Ridge Ct. going north. 3) Making it a double yellow from Technology Way until Diversion Dam as there is a potential for a head-on collision.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>	<p>Kim Carstensen 83716</p>	<p>Online</p>
<p>Re: Key # 20428 SH-21, Technology Way to Surprise Way, Boise Regionally Significant:</p> <p>We live in the Legend Ridge Subdivision. The only entrance/ exit into our subdivision is off of Hwy 21. With the HWY 21widening project, we would like to request the following:</p> <p>1) Left Turn Lane into Legend Ridge Subdivision. As it is, the left turn is very dangerous, and there have been several accidents where cars turning left have been rear-end at 55 mph,</p> <p>2) Reduce speed to 45 mph until past the Legend Ridge entrance heading east</p> <p>Thank you for your attention.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>A glaring omission in the plan is the lack of widening with bike lanes on Beacon Light Road and Floating Feather Road. Traffic has increased dramatically over the past 10 years with the many approved subdivisions with no improvement to the roadways. This is long overdue.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>Tim Yoder 83703</p>	<p>Online</p>
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed 4-foot center median is not a safe turn lane into our neighborhood. Highway 21 is dangerous with many drivers going well above the speed limit on this stretch of Highway.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has</p>	<p>Emma Green 83716-7126</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>The growth in Southeast Boise has many more residents/people/recreationists using Highway 21. I live on Alta Ridge Court off of Highway 21. During the 21 years I have lived in the Legend Ridge subdivision we have more than doubled the amount of people/homes/drivers. Turning left or right in or out of our neighborhood to/from Highway 21 from Alta Ridge is treacherous. Cars travelling on Highway 21 are usually going much faster than the posted 55MPH. We need a sufficient turn lane that can keep everyone safe. The proposed 4-foot center median is not a sufficient improvement. In the last 5 years there have been 2 fatal accidents in this area. I recently went to turn left onto Alta Ridge Ct from Highway 21 and a car was attempting to pass me on the left as I was turning. We currently have a dotted yellow stripe right in front of our street. NO cars should be passing where there is an intersection. We often gets cars passing on the shoulder, which is also a violation since they are partially on the gravel. This section of Highway 21 is dangerous. As a neighborhood we also need a double yellow strip on this section of Highway 21 while we wait for the widening project to begin. As residents of Legend Ridge, we do not have the luxury of another entrance/exit to our neighborhood. We are bound to one way as an exit and entrance and we need to have a safe way to do that. We would also love if the speed limit could be lowered to 45 MPH when the project is completed.</p>	<p>been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>		
<p>I have viewed the proposed projects in the budget. That is a lot of material. It still seems inadequate and piecemeal. Perhaps because this is just the federal dollars being spent. Then there are other transportation projects funded by the state or county?</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors.</p> <p>The budget ("TIP") includes projects that are federally-funded, state-funded, and projects considered to be "regionally significant" (generally capital improvements on principal arterials) no matter the funding source. The cities and highway districts in Ada and Canyon Counties have additional projects funded with local funds that are not included in the TIP.</p>	83713	Online

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<p>Project Key 20428: SH- Technology Way to Surprise Valley.</p> <p>ATTENTION PLEASE. The proposed four feet median is not a safe or sufficient improvement. HWY 21 is dangerous! Please listen.</p> <p>With the ever-expanding neighborhoods of Southeast Boise, many more people are using Highway 21. I live on Alta Ridge Court off Highway 21. In the past 8 years alone, the number of homes in my subdivision, Legend Ridge, has doubled. The only access into our neighborhood is off Highway 21...and it is treacherous! Oncoming cars on Highway 21 are often traveling 60+mph.</p> <p>WE NEED A TURN LANE ON HIGHWAY 21 INTO THE LEGEND RIDGE SUBDIVISION. I constantly worry for myself, my neighbors, and especially my teenage drivers. There have already been fatal accidents in this corridor of Highway 21 in 2016 and 2018. I personally have had several instances where I've been in near collisions with speedy cars that drive around me while I'm waiting for a clear left turn onto my street. It is also crucial that the speed limit be lowered in the section of Highway 21 where you enter and exit neighborhoods. Perhaps 45 mph and NO PASSING until you hit Diversion Dam.</p> <p>I don't want any more avoidable deaths or near deaths in my neighborhood. Please make this dangerous section of Highway 21 safe for the thousands that use it daily!!</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>	<p>83716</p>	<p>Online</p>
<p>Project Key 20428: SH- Highway 21 Legend Ridge/Superior Ridge E. Alta Ridge Rd.</p> <p>Subject: Left turn lane needed for subdivision on Hwy 21.</p> <p>HWY 21's issues causing hazard for cars entering or leaving subdivision:</p> <ul style="list-style-type: none"> • Increased volume of traffic; • A hazard for subdivision cars stopping to turn into or exiting; 	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>83716</p>	<p>Online</p>

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<ul style="list-style-type: none"> • 55mph speed limit or cars traveling faster; • Passing permitted on Hwy 21 at subdivision entrance; • Unsignaled intersections and/or lack of turn lanes; • Increased volume of multi-axle vehicles unable to react quickly. <p>There are young drivers in our neighborhood and the potential for serious injuries and/or fatalities are very real when exiting and entering Hwy 21. Traveling vehicles on Hwy 21 are not expecting a car to stop in front of them or pull out in front of them. A left turn lane, lower speed limit and prohibited passing needs to be incorporated to Project 20428. Thank you for considering our safety concerns during the planning phase.</p>	<p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>		
<p>I think more walking and biking projects would be a great asset for the newer subdivisions in Nampa and Caldwell. Currently, access to shopping is restricted due to all of the road work being conducted, and with a few walking and biking paths put in place prior to these projects, both time and money could be saved by residents by allowing them to get to shopping and dining without having to drive long detours, which would also help local businesses.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the City of Nampa, and the City of Caldwell.</p>	<p>Kyle Farley 83687</p>	<p>Online</p>
<p>More emphasis on safety for pedestrians as well as other mobility, such as bikes, scooters, etc...</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online</p>
<p>Highway 21 Widening Technology Way to Surprise Way Key # : 20428</p> <p>My husband & I have lived on Alta Ridge for 5 1/2 yrs. & have seen drastic changes in the traffic on Hwy 21. Heartleaf Rd has been completely built out which has greatly increased the number of cars going in & out of our entrance. I would love to see a turn lane added, speed limit decreased & a no passing zone extended. Each time I pull into our neighborhood from either direction I continually watch my rear view mirror to make sure an impatient driver isn't passing & plowing into me and that my turn signal has</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>83716</p>	<p>Online</p>

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<p>been recognized. I am especially concerned about our young teen drivers who have not developed good judgement in evaluating speed of oncoming traffic when pulling out. The evidence of skid marks on the roadway is testimony to the close calls we have endured.</p> <p>I also would love to see a paved bikeway added that would connect us to the greenbelt. The current rough, gravel path is very unsafe with traffic whizzing by at 55 mph. To safely access the greenbelt we must bicycle through Columbia Village then out to Amity Rd. It would be so nice to have easier access from our end of town.</p>	<p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>		
<p>This is regarding project key #20428, Technology way to Surprise Way in Boise (altering Highway 21). As a resident of Alta Ridge and with a NEW driver in the next two years, we are HIGHLY SUPPORTIVE of this plan! We would hope that a SLOWER SPEED LIMIT (55pmh is TOO FAST and drivers consistently exceed this limit making turning on to Alta Ridge dangerous) would be taken into consideration, as well as NO PASSING lines and signs (trying to wait for traffic so I can turn left is scary as fast cars from the rear often GO AROUND a stopped car!), and a TURNING LANE available in both directions (a 4 foot center median is NOT SUFFICIENT!!! Instead of a 4 foot median and a 6 foot shoulder, we need a DESIGNATED TURNING LANE.). Noting that there is only ONE entrance end exit to Legend Ridge, I truly hope that by the time my children are old enough to drive (18 months!!!!) that our access to our OWN HOMES is made SAFE. I am tired of being honked at and "flipped off" for slowing down to safely turn on to the street in which I LIVE with my children and husband. THANK YOU SO MUCH for your consideration and for your time in reading my comments.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>	<p>83716</p>	<p>Online</p>

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<p>I live in Legend Ridge off SH 21. There is only one way in and out of the neighborhood. We are a family of six with three inexperienced drivers. There have been numerous times I have been making a left-hand turn into our neighborhood and have nearly been rear-ended or the cars come up right on me and swerve into the dirt instead of stopping and waiting for me to turn. This is especially bad in the summer when there is far more traffic going to and coming from the lake. Last week my husband was driving, I was in the passenger seat and my 12 year old was in the back. We made a RIGHT hand turn out of the subdivision onto SH21 and were nearly hit head-on by someone who was passing the cars travelling toward the lake. At a bare-minimum that should be a double-yellow line so, in theory, people wouldn't pass there. We really need this widened with a turn lane into the subdivision. I have had too many near-misses and have only lived in the subdivision for 2 years.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly extending the "No Pass" zone.</p>	<p>Danielle Scarlett-Hardee 83716</p>	<p>Online</p>
<p>I am not in favor of bicycle bridge over the river on Eagle Road Key #20841.</p> <p>I am generally not in favor of the funding for VRT. Especially with the decreased ridership recently, we can better use the funds for improved maintenance work and roadway widening projects.</p> <p>I am in favor of increased funding for ACHD's Commuter Ride, it's used!</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the City of Eagle, Valley Regional Transit, and the Ada County Highway District.</p>	<p>83616</p>	<p>Hard Copy Comment Form</p>
<p>It appears that our particular subdivision is not included in a project, although I could not understand how to use the "interactive" map to identify one short segment that appeared to be located in or near us. (When I was working in downtown Boise, I stopped in to participate in COMPASS surveys. They were far less complex then.)</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors.</p>	<p>83642</p>	<p>Hard Copy Comment Form</p>
<p>RE: Key# 20428</p> <p>My family resides in Legend Ridge, a neighborhood with its only ingress/egress being Hwy 21, in the subject area of this project. I'm writing in hopes of enhancing the</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the</p>	<p>Jared Scott 83716</p>	<p>Online</p>

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<p>proposed improvements so that the results will better benefit all of those who use HWY 21 and those who live off of Hwy 21. To be as concise as possible, I'll get right to bullet points.</p> <ul style="list-style-type: none"> - Currently, there is no turn lane into our neighborhood. There are 54 homes in this development, many of us with children who drive, so at least 120 drivers, not to mention guests. Stopping on Hwy 21, backing up traffic, to turn into our neighborhood is unsafe, and I have seen more than a few near accidents. This is especially true on the weekends as people head to Lucky Peak and beyond to go boating and camping. We desperately need a left turn lane into Legend Ridge as part of this widening project. The project identifies a 4ft center median, but it makes no mention of turn lanes. - Similar to the last point, the increased traffic on HWY 21 makes it difficult to enter it and get up to 55 mph in the small gaps in traffic, again especially on the weekends. Moreover, the traffic at 55 mph creates a lot more noise than the 35 mph speed limit that was in place when we bought our lot. We request that the speed limit be reduced to 35 mph at least 1/4 mi before the entrance to Legend Ridge. The traffic flow from Lucky Peak is highly likely to be stopped at Technology Way (1/4 mi away) or at Federal Way (1/2 mi away) anyway, so this isn't a large impediment to their travel. Similarly, traffic flowing toward Lucky Peak is just taking off from one of those two lights and must use excessive fuel (causing unnecessary pollution) to get up to 55 mph (sometimes just to slow down again at Technology Way when coming from Federal Way). It makes more sense, and is more environmentally friendly, to stage the speed limit on Hwy 21, setting it to 35 mph from Federal Way to 1/4 mile past Legend Ridge entrance, then increasing it to 55 mph. This reduces the speed for only about 1 mile, but will make a world of difference to the residences of Legend Ridge. 	<p>description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>		

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<p>- Boise has great trail systems, but on this end of town they are not connected. The Greenbelt comes down Surprise Way and ends at Hwy 21; similarly, there is a large pathway that runs alongside Federal Way ending at HWY 21. We get a lot of bikers coming down HWY 21 and it is unsafe because the shoulders are tiny. It seems to me that it would make a lot of sense to connect the Federal Way pathway to the Greenbelt with a wide, protected (either by separation from the highway, or a curb, or something), paved pathway on the south side of Hwy 21. This has the added benefit of connecting the paved trial systems to the Oregon Trail Reserve and recreational area. It is sad that we live less than 1 mile from these sites, but we can't travel to them safely without getting into our car. This connector would open many more opportunities for distance bikers and runners, as well as those venturing downtown on scooters, e-bikes, and such.</p> <p>- The plan calls for a 4ft center median, but it does not specify what kind of median. This area has a lot of new development, with a lot more to come. It is also the gateway to the local boating hot spot, as well as many camping spots. Accordingly, a raised median with trees, flowering bushes, etc. would be pleasing to users and would welcome the right kind of development in the area. Much like the other edge of Boise, bordering Meridian, used roadway improvements and development guidelines to minimize the effects of that area's industrial parts, we should be doing the same here.</p> <p>Thank you for your time and consideration of my comments.</p>			
<p>Re # 20428 SH-21, Technology Way to Surprise Way, Boise I live in one of the 54 homes on Legend Ridge. Hwy 21 is the sole access road to our street. I have listed my comments below.</p> <p>#1 Please include a turning lane in the 4 foot median into our neighborhood from Hwy 21. a. Much of the traffic coming into our</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from</p>	<p>83716</p>	<p>Online</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;">Name, Zip Code, Affiliation</p>	<p style="text-align: center;">Format</p>
<p>neighborhood is coming from the west (due to I-84 access) and requires a left turn. We must slow down from the 55mph road and signal left. The cars traveling behind are not always expecting this change in speed and it can be dangerous. Many of us have experienced "close calls" performing this left hand turn. As we have new drivers each year I worry about their ability to navigate this situation.</p> <p>#2 Please include a NO passing zone near all residential access streets along this stretch of Hwy 21. a. Currently traffic heading to Lucky Peak can pass on either side. The landscape appears very remote (for now) and drivers heading to recreation really aren't expecting residents to be turning out onto the road. Drivers can pass each other on the left or right. If a resident is making a right hand turn out of the neighborhood they can encounter a head-on collision if a driver is trying to pass another at that same point in the road. My neighbors have had "close calls" with this scenario as well.</p> <p>#3 Please decrease the speed limit to 35mph on this stretch of Hwy 21. a. It is difficult to turn into a neighborhood off of a 55mph street. There are 4 residential streets that intersect with Hwy 21 along this stretch. This is especially difficult for new drivers to navigate. b. It is very common to have bikers along this stretch of the highway. There is a nice spot for bikers to come off Federal Way in front of Albertsons. They can pick up the greenbelt across the bridge or access it from Surprise Way. It would be safer for the speed limit to be less to accommodate for this type of recreation.</p> <p>#4 It is worth considering a biking lane along this stretch of Hwy 21. a. As mentioned above, bikers can enjoy what Boise has to offer the outdoor scene by riding down Federal Way and connecting to the greenbelt. Having a safer way to close this loop for them would be safe and increase our bike friendly scene. b. I personally would enjoy easier access to the green belt and Bown Crossing from my home.</p>	<p>Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>		

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<p>There will likely be many homes in the future in this area and many people would benefit from this feature. Where good outdoor trails exist, so do nice homes. It would benefit us all to continue to improve Southeast Boise into an attractive living area for all.</p>			
<p>Having an East bound center lane for cars to turn in to Legend Ridge (Alta Vista) is an absolute must. If that makes the road 5 lanes wide then it needs to be 5 lanes. Honestly, I'd take a center lane over having duplicate lanes in each direction. The center lane would also definitely need several hundred feet of length so that during the snow season there is enough room to safely slow down from 55mph. No matter what the solution ends up being the goal must be to allow cars to safely slow down for a left turn without risking a rear end collision or slowing everyone down to a stop.</p> <p>For Westbound traffic it would also be extremely beneficial to have a dedicated turn lane on to Alta Ridge for those turning right after coming up the hill. This, again, would allow cars to safely slow down to a reasonable turning speed without affecting the other cars behind or risking a rear end collision in the snow season.</p> <p>We don't need that much excess capacity that two lanes (or wider lanes) in each direction would provide but we do need safe ways to turn off of (and maybe even on to) Hwy 21 without risking damage or safety.</p> <p>The proposed plans do not help the safety situation. The shoulders don't solve the problem of a single car having to stop completely while waiting for a gap in opposing traffic to turn onto Alta Ridge. The larger shoulders do not solve the problem, the center median don't solve the problem, and the one thing (a full on center lane) isn't even mentioned.</p> <p>I strongly encourage someone from the planning agency to come talk to every single house of the Legend Ridge community (Alta Ridge, Heartleaf Drive, and all the off shoot streets) so that the situation can be properly understood. If congestion is the thing that is</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Mike Campbell 83716</p>	<p>Online</p>

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<p>being solved then it must be understood that it is only congested because of the times when people have to stop, or nearly stop, traffic to safely turn on to Alta Ridge. Anything that is done that does not solve that problem is entirely a waste of funds! The residents of Legend Ridge are part of the Boise community and contribute a lot to taxes (especially property taxes) and we deserve access in and out of our street to be safe for us and for everyone using Hwy 21. As it stands now there have been far too many accidents and too many times we have been at a stop and watching with held breaths wondering if the person behind us is actually going to stop or if they won't notice the brake lights or realize that it is icy and ram into us.</p> <p>Center turn lane for East bound, right turn lane for west bound, and maybe even a merge lane going westbound for people exiting Legend Ridge. These are the things that will reduce congestion and contribute greatly to safety. Please pay attention and solve the real problem and not spend a lot of time and money (because we know whatever is done will take the better part of two years to accomplish) on things that won't help the problem.</p>			
<p>Key #: 20428 - widening highway 21 from T geology way to Surprise way.</p> <p>We live in Alta Ridge subdivision, Off from highway 21 just past the fire station. we have seen our share of accidents in front of the turn into our subdivision. This is our request to improve the safety of our family and the neighbors who live in our subdivision:</p> <p>1. Please change the speed limit to 35 (no more than 45). Current speed limit is 55. People speed 60-70 on that road with their trailers and boats going to lucky peak. Turning 'right' out of our subdivision is difficult with fast drivers as there is hill coming up from the bridge and You can't easily see the drivers speeding up to you until it is too late. You either have to gun it onto the highway or you</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit and extending the "No Pass" zone.</p>	<p>Jared Adams 83716</p>	<p>Online</p>

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<p>make them slow down as they come upon you (road rage waiting to happen).</p> <p>2. Please add a dedicated turn lane from the highway into our subdivision. A 4 foot wide center meridian with an opening into our subdivision is not sufficient. It is extremely dangerous to turn left into our subdivision when you make drivers slow down from 55+ to 0. Many times they try to go around you onto the dirt edging, several months back I was turning left Waiting for traffic the opposite direction to clear when a car came fast upon me, slammed on their breaks and the car behind them did not have time to stop and slammed into them and they went careening off the side of the road. The speed limit HAS TO CHANGE! And for public safety there has to be a dedicated turn lane much like the turn into Columbia village just down the road before the bridge.</p> <p>3. Please make this widening extension into the BLM Land and not take up any space into our subdivision. The road noise is already really bad. Putting the vehicles closer to our subdivision will make the noise even worse. Slowing the speed down will also help the road noise.</p> <p>4. Perhaps the center meridian will solve this problem, but there should not be a passing lane going too or from the entrance of our subdivision. When I moved in a few years ago, I almost got in a head-on with a car passing in The opposite lane in front of our subdivision. It is a dashed yellow line, not solid. When turning right, since it is difficult to see fast moving traffic coming up the hill, you focus most your attention looking to the left, you assume no one is coming from the Right, so when you pull out, that is when you notice cars passing. In my case I swerved off the side of the road just missing the head on collision. Please make solid yellow or no passing meridians to prevent this from happening. Note: we only have one in trance in and out of our subdivision.</p>			

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<p>RE: KEY 20428</p> <p>A four foot center turn lane is an inadequate solution along this section of Highway 21. The common vehicles that travel Highway 21 are large SUVs/pickups, often with tow behind RV's and Boats. There have been accidents along this road in the past and speeding is commonly observed. For the safety of our community we must lower the speed limit to no more than 45 mph and widen the center median to at least 10 feet, large enough to accommodate a full size pickup with trailer. Please hear our call for safety before there are additional deaths along this corridor. Thank you!</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>Key #20428, project SH-21 Technology Way to Surprise Valley, Boise.</p> <p>The widening project MUST include a center turn lane at Alta Ridge Drive and Highway 21 (the only entrance and exit point for residents). There are turn lanes all along Highway 21 from Technology Way to Surprise Valley, a total of 3 turn lanes, not one at Alta Ridge Drive. Development at Alta Ridge Drive goes into 2 developments with over 55 high end homes, many of which have children who are learning to drive and elderly residents. I have lived in my home for 12 years and have nearly been rear ended dozens of times (being saved only by making a turn earlier than what was safe or pulling off onto the dirt shoulder). How is it reasonable for all other housing developments to have turn lanes, except ours? Money must be allocated for a center turn lane onto Alta Ridge Drive for consistency in planning and safety for residents, as well as those driving on Highway 21. An additional safety concern is the lack of an acceleration lane when exiting Alta Ridge Drive onto southbound Highway 21 (there is an acceleration lane at Surprise Valley). There is a limited sight distance of slightly more than 1/10th of a mile with vehicles driving at 55 mph (residents are expected to make a 90 degree turn and get up to speed or risk being rear ended). Though the speed limit could be decreased, an acceleration lane would solve this safety concern.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Decateur Reed Citizen for consistency and safety 83716</p>	<p>Online</p>

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<p>Dear IDT, I am writing you as a resident of the Superior Ridge I subdivision and would like for you to please consider adding a center turn lane for project #20428 (SH-21, Technology Way to Surprise Way, Boise). I have lived at E. Alta Ridge since year 2000 and over the years have seen many residence have very close calls getting rear ended turning off the highway into our sub-division. Also as our city growth rate continues to rapidly increase it is getting much harder to pullout of our subdivision due to the heavy traffic on HWY 21. Turning east bound on the weekend is very difficult. If we had a center lane it would be much easier to turn out into the center lane and then continue to merge as traffic permits. Please consider the safety of the residence living in both Superior Ridge I and II as you proceed with the build out of this project. With the planned 4 ft median it would seem like making some modifications to the current plan to change this median to an 8ft center lane could be considered. Thank you for allowing me to provide feedback and I hope you will please take this into consideration.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>Shawn Gunter 83716</p>	<p>Online</p>
<p>Letter from the Ada County Highway District attached at the end of this table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, Ada County, the Idaho Transportation Department, the City of Boise, and the City of Meridian.</p>	<p>83714</p>	<p>Letter</p>

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Comments on changes to CIM 2040 2.0			
<p>Exit at Ustick. It is going to be 5 Lanes wide without an large ingress-egress route to the interstate. it is just creating a corridor to be clustered up with all the 4 way stop idaho likes to put in. Creating back ups at each mile causing more expensive redesigns to elevate traffic in Congestion areas (Northside). The road need to be designed to accommodate rush hour traffic. All this money is wasted on these projects if the Treasure valley turns into a small LA and 2 hr commutes are the norm. Plan for the busy times and the rest will work out. The last 3 yrs I have seen the congestion issue first hand with my commute into Nampa from Payette. Accidents on the interstate can completely clog 5 miles of traffic. Before Covid-19 an accident was happening in that corridor almost twice a week. It takes 25 min to drive from the Oregon border to Middleton, then traffic makes the next 10 miles take another 25 min. one fender bender it adds 10-20 more mins, increase the ability to exit the interstate between Caldwell and Nampa before development requires it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, and the Cities of Caldwell and Nampa.</p>	<p>Kyle Schab 83661</p>	<p>Online</p>
<p>I believe a light rail system that connects downtown Boise to Eagle, Meridian, and so forth should be in this plan.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Cities of Boise, Eagle, and Meridian.</p> <p>COMPASS also recently updated a 2009 High Capacity Transit Study on passenger rail connecting Caldwell and Boise (find the link here: https://www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf). COMPASS will solicit public feedback on high capacity transit options via a survey in early 2021.</p>	<p>83616</p>	<p>Online</p>
<p>This area continues to treat 'roads' like 'expressways'. It costs all of us constantly to repair these roads that were not originally planned to carry so much traffic, so many heavy vehicles, create so much dirt, dust and noise next to homes. That is a raised interstate or expressway. Why do we continue to pay for this instead of creating a N-S expressway for all of this load?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>In <i>Communities in Motion 2040 2.0</i>, State Highway 16 is envisioned as a north/south limited access expressway from I-84 to Ada/Gem County line. The segment from I-84 to US 20/26 has funding for preliminary engineering and right-of-way purchase, all construction is currently unfunded.</p>	<p>83642</p>	<p>Online</p>

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<p>I would like an app that makes it easy for me to see where the buses are at and also exactly how I get from point A to point B. like google maps in big cities or something similar. I'm here, how to get there.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>Real time bus information is currently available through the Routeshout app. It can also be accessed through the VRT website. VRT is working with Routematch on getting real time information about our buses available on other platforms. Trip planning is also currently supported through Google trip planning and other transit applications. These options are also identified on the VRT website (http://valleyregionaltransit.org/).</p>	<p>Monte Gerlach 83713</p>	<p>Online</p>
<p>Compass has been very wrong in recent history with determining growing in the valley and needing to fix roads more upgrade roads. I feel that the Ustick overpass should be made into an on and off ramp as well to accomodate growth and help lessen congestion on the Karcher overpass in Nampa and on the 20/26 overpass in Caldwell. SH55 should be widened to five lanes from Middleton Rd to Farmway Rd. Would be nice to have more buses more frequently going back and forth between Ada and Canyon counties. Maybe look at developing plans for passenger rail to help reduce traffic at rush hour.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Caldwell.</p> <p>The I-84, Ustick Road Overpass is currently scheduled for replacement in FY2022. An interchange at this location is not anticipated.</p> <p>The widening of SH-55 from Pear Lane to Indiana Avenue is #4 of the unfunded state system priorities in <i>Communities in Motion 2040 2.0</i>.</p> <p>COMPASS also recently updated a 2009 High Capacity Transit Study on passenger rail connecting Caldwell and Boise (find the link here: https://www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf). COMPASS will solicit public feedback on high capacity transit options via a survey in early 2021.</p>	<p>83607</p>	<p>Online</p>
<p>PLEASE provide a sidewalk alongside Eagle between Ustick and the Village. On either side of the road one encounters "no sidewalk" and must walk on the shoulder with traffic 55 mph two or three feet away; bicycles and strollers make me shudder.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Meridian.</p>	<p>83646</p>	<p>Online</p>

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<p>The project Key number is: Key #: 20428 *A center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened). *Can the speed be reduced to 45MPH past our street? *A center turn lane is desperately needed since have no other safe alternative entering/exiting our street.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>A center turn lane is needed at all road/street intersections with Highway 21: this is a dangerous roadway with vehicles traveling in excess of speed limit of 55 MPH. A 4 foot center median will not be wide enough to handle the issue.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>I prefer that the roads are not widened. Please spend money on community transportation, protected bicycle lanes, and pedestrian improvements. Look to areas of Europe for ideas instead of congested areas in California. Making more space for traffic increases speed and congestion. We love our neighborhoods when roads don't get wider. People will choose to live near places that they usually drive if we keep narrower calmer roadways. Neighborhoods will be designed to meet the needs of people living within them. It is fine to have the interstate highway just leave the wide big roads out of the city.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Debi K 83702</p>	<p>Online</p>
<p>I would like to see a 3-4 times a day shuttle from points in the western part of the Treasure Valley to the Boise Airport.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83686</p>	<p>Online</p>

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What would the cost be to repave sections of the greenbelt that are very rough and bumpy? Can we include that on the spending list?	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>To repave 11' wide pathway with 2.5" thickness costs about \$46/foot of pathway. This cost includes additional components such as tree removal, root cutting, fence removal and rebuilding, hydrant relocation, etc. <i>Communities in Motion</i> doesn't list individual maintenance projects (which this would be) even when they use federal funds.</p>	83703	Online
Support dropping expansion to seven lanes on both Fairview and Overland. While useful, other items seem to have a higher priority.	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	83709	Online
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed four foot median is not a safe or sufficient improvement. HWY 21 is dangerous and deadly. Please listen. With the growing sprawl of Southeast Boise (the ever-expanding Harris Ranch area and the subdivisions off Columbia Road behind Micron in particular), many more people are using Highway 21. I live on Alta Ridge Court off Highway 21. Over the past eight years my subdivision, Legend Ridge, has nearly doubled in the number of homes and drivers that access Highway 21. Turning left or right onto Highway 21 from Alta Ridge is treacherous. Oncoming cars on Highway 21 are often traveling sixty or more miles per hour. Please add a turn lane on Highway 21. The proposed four foot median is not a sufficient improvement. There already have been fatal accidents in this corridor of Highway 21 in 2016 and 2018. I've also had several instances where I've been in near collisions with speedy cars that drive around me while I'm waiting for a clear left turn onto my street. This section of Highway 21 is dangerous. How many more people need to die for ACHD to listen?</p> <p>http://www.ktvb.com/article/news/local/man-killed-in-highway-21-motorcycle-crash-identified/277-197365078</p> <p>https://www.ktvb.com/article/news/local/boise-teen-dies-after-idaho-21-collision/277-534283359</p> <p>I don't want any more deaths or near deaths in my neighborhood.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	Laureen Scheid 83716	Online

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<p>The additions to Ustick road will be a great help for the newer homes being added along the road. Especially with the nearby schools, dedicated bike lanes will go along way with helping students arrive safely.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p>	<p>Kyle Farley 83687</p>	<p>Online</p>
<p>Add training for the ACHD planners to study traffic flow in other cities and states. Hopefully, will discover that a simple way to reduce congestion and vehicle emissions is to just reduce the light cycle times. By half. Maybe more. No other city in my travels has the ridiculously long light cycles as here in the Treasure Valley, especially along Eagle Road and Chinden.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p>	<p>83713</p>	<p>Online</p>
<p>Where are the rail projects, bicycle infrastructure and pedestrian accommodations?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>CIM 2040 2.0 includes a list of unfunded public transportation needs, and passenger rail is part of the 2040 (unfunded) system: https://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Unfunded_All_Priorities.pdf.</p> <p>COMPASS also completed the Rails with Trails Feasibility and Probable Cost Study https://www.compassidaho.org/documents/prodserv/CI2040_20/COMPASS_FINAL_RWT_COST_STUDY_090419_web.pdf) in September 2019 to estimate cost of trail development along the Boise Cutoff rail corridor, and identify barriers associated with trail development.</p> <p>Most funded roadway projects include enhancements for bicycle and pedestrian infrastructure. Pathway and pedestrian improvements with federal funding are listed in the short-term and long-term funded projects: https://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Funded_All.pdf.</p>	<p>83712</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>I will be submitting comments on the Ustick Road, Ten Mile Road to Linder Road, Meridian Key#: RD207-24. I'm a resident of the Bridgetower Homes that are located in the square mile bordered by Ustick, Ten Mile, McMillan, and Linder roadways in Meridian. My home at W. Primeland Drive, is an original Phase I property that is closest to the Main Bridgetower entrance at Towerbridge and Ustick. Since we purchased our home in 2010, we have experienced dramatic increases in the traffic at this intersection. During the evening commute traffic heading West on Ustick between Linder and Ten Mile because it is only a 2-lane road, traffic often is backed up from the traffic signal at Ten Mile all the way back to Linder. Heaven forbid we try to exit our tract from Towerbridge onto Ustick during these times! And now Owyhee High School will be opening in the Fall of 2021 about 2 miles to our West which will certainly make matters worse. In addition, there is currently no Bike Lane on Ustick because of the narrow roadbed caused by Ustick being paralleled on its Northside by Five Mile Creek. Whenever a bicyclist is riding on this section of Ustick, it is extremely unsafe with the current level of daily traffic. This project has been delayed and rescheduled several times and I believe that any further delay in scheduling this project beyond 2021, should be seriously re-evaluated. Thank you for your consideration.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p>	<p>David Foster 83646</p>	<p>Online</p>
<p>I am concerned as to how these surveys relate to municipality decision making inasmuch as, although the survey results in all cases confirm our neighborhood's position, yet the comprehensive plan developed by the City of Meridian contradicted our preferences in almost all ways, e.g. homes on larger lots, residential neighborhoods, nature (for leisure), more farming methods.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and the City of Meridian.</p>	<p>83642</p>	<p>Hard Copy 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;">Name, Zip Code, Affiliation</p>	<p style="text-align: center;">Format</p>
<p>In the "Add to Short-Term Funded Projects," a study similar to the Northside Boulevard (Karcher Road to Birch Lane)'s "Complete concept and start the National Environmental Policy Act (NEPA) alternative analysis study" for \$250,000. That would be to develop a study to place an interchange on I-84 at Five Mile Road with the same low level of early study money to be made. ACHD's Integrated Five Year Work Plan 2021-25 has a project to widen Five Mile Road from Overland Road to Franklin Road with design to be in 2023 and with the overpass cost to be by the Idaho Department of Transportation. The large distance of four miles between interchanges is likely greatly excessive in an urban area. It appears the standard distance is two miles from East Boise at Broadway Avenue for 21 miles to the Karcher Road Interchange. (That is with the future connection of Idaho Highway 16 near McDermott Road.) It seem much beyond time for the City of Boise to stand up and advocate for their west side residents. Other towns are capturing the potential west side Boise development. The congestion on the four mile distance interchanges at Eagle Road and the Cole Road areas seems very great and has the potential to become much greater with more development in these areas. Any study would seem, of course, limit Boise city center inbound users to their current routes because of lane cross-over constraints; however, I-184 connector outbound users could be greatly benefitted as well as the nearby I-84 main road users. IN SUMMARY - Time is of essence because of the Five Mile overpass early rebuild design study in 2023. So again it beyond time for the City of Boise's leaders and other local leaders to get behind this west side Boise need that was first shown in a January, 1981, ITD interchange study.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p>	<p>Ralph Mellin Mellin Properties Limited Partnership 83709</p>	<p>Online</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
Comments on the Air Quality Conformity Demonstration for Northern Ada County			
Thank you for the air quality study. Similar study needs to take place with sound in some areas. Eagle road subdivisions are exceedingly federal sound requirements.	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83713	Online
Air quality should be given top attention. We need cleaner transportation options like light rail/subway. Also, we should be taking advantage of solar power.	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83616	Online
I question the logic and even the authority for Compass acting as AQB to require all motor vehicles someone owns to a single address, even if that individual owns multiple homes in various locations and leaves a vehicle at those additional locations.	<p>Thank you for your comment. While COMPASS provides administrative support for the Air Quality Board, the Air Quality Board itself is a stand-alone Board of Directors, with no relationship with the COMPASS Board of Directors. As your comment addresses an Air Quality Board issue, but was submitted via a COMPASS public comment period, it will be provided to both Boards of Directors.</p> <p>The requirement to which you refer is not a requirement created by the Air Quality Board, but is an Idaho law, Idaho Code 49-401B(5), addressing motor vehicle registration. This code states, in part, "Every owner of a vehicle registered by a county assessor shall give his physical domicile residence address or the business physical principal address to the assessor so that the proper county can be entered upon the registration. ... The department shall then attribute the registration ... to the county of residence regardless of the county in which the registration occurred. ... For the purposes of vehicle registration, a person is an actual and permanent resident of the county in which he has his principal residence or domicile. A principal residence or domicile shall not be a person's workplace, vacation, or part-time residence."</p>	83646	Online
Would be nice to see something like this for Canyon County	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83607	Online
PLEASE provide a sidewalk alongside Eagle between Ustick and the Village. On either side of the road one encounters "no sidewalk" and must walk on the shoulder with traffic 55 mph two or three feet away; bicycles and strollers make me shudder.	Thank you for your comments. They will be shared with the COMPASS Board of Directors.	83646	Online

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
<p>That's a lot of information to digest. Keeping things simple, if we encourage people to ride bikes instead of drive automobiles not only will that result in an IMPROVEMENT to air quality (unless those automobiles are run on 100% renewable energy), it will also result in a healthier population and community.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>83703</p>	<p>Online</p>
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed four foot median is not a safe or sufficient improvement. HWY 21 is dangerous and deadly. Please listen.</p> <p>With the growing sprawl of Southeast Boise (the ever-expanding Harris Ranch area and the subdivisions off Columbia Road behind Micron in particular), many more people are using Highway 21. I live on Alta Ridge Court off Highway 21. Over the past eight years my subdivision, Legend Ridge, has nearly doubled in the number of homes and drivers that access Highway 21. Turning left or right onto Highway 21 from Alta Ridge is treacherous. Oncoming cars on Highway 21 are often traveling sixty or more miles per hour. Please add a turn lane on Highway 21. The proposed four foot median is not a sufficient improvement. There already have been fatal accidents in this corridor of Highway 21 in 2016 and 2018. I've also had several instances where I've been in near collisions with speedy cars that drive around me while I'm waiting for a clear left turn onto my street. This section of Highway 21 is dangerous. How many more people need to die for ACHD to listen?</p> <p>http://www.ktvb.com/article/news/local/man-killed-in-highway-21-motorcycle-crash-identified/277-197365078</p> <p>https://www.ktvb.com/article/news/local/boise-teen-dies-after-idaho-21-collision/277-534283359</p> <p>I don't want any more deaths or near deaths in my neighborhood.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>Laureen Scheid 83716</p>	<p>Online</p>

<p>Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p>Staff Response</p>	<p>Name, Zip Code, Affiliation</p>	<p>Format</p>
<p>The easiest way to reduce emissions is to allow for other modes of transport, such as biking and walking. We are blessed with great weather here in the valley, and could walk and bike for many months out of the year. With a few walking paths and shopping destinations like The Village in Meridian, air quality could improve greatly. Add in that many will be working from home even in a post Covid environment, and walkways and bike lanes will improve our air quality further.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and the City of Meridian.</p>	<p>Kyle Farley 83687</p>	<p>Online</p>
<p>This is probably the most important way in which our input (approximately 40 families) aligns with COMPASS concerns but which have been ignored or dismissed in planning during the last two years. Our subdivision of 50 acres has abundant, mature, diverse trees and open space, yet the City has projected in its FLOM replacing us with the commercial development. We believe this will destroy the great advantage and contribution our land currently adds to air quality. Could COMPASS please give us some attention in this overall process?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and the City of Meridian.</p> <p>COMPASS doesn't have authority for zoning or other land use decisions. COMPASS has designed the development review tool for local governments to evaluate whether land developments are consistent with the goals of <i>Communities in Motion 2040 2.0</i> (CIM 2040 2.0). This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals. https://www.compassidaho.org/dashboard/devreview.htm</p>	<p>83642</p>	<p>Hard Copy Comment Form</p>



Mary May, President
Kent Goldthorpe, Vice-President
Rebecca W. Arnold, Commissioner
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner

September 9, 2020

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

Dear Mr. Stoll:

ACHD appreciates the opportunity to comment on the DRAFT FY2021-2027 Regional Transportation Improvement Program (TIP). COMPASS' support of Ada County transportation projects through grants, federal funding, and planning is also greatly appreciated by ACHD. The draft TIP supports the Communities in Motion 2040 funding policy by dedicating a steady funding source for maintenance and Americans with Disabilities Act (ADA) projects within the Boise Urbanized Area. ACHD has found that these types of projects are an efficient and effective use of federal dollars, and support ACHD's efforts to sustain the public's infrastructure in a "very good" condition for motorists, cyclists and pedestrians. The TIP aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for capacity improvement and Community Programs projects.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2021-2027 TIP:

- The advancement of all FY2027 Roadway and ADA Improvement Part 1 and Part 2 projects (ORN22816 and ORN22817) supports ACHD's efforts to use federal funds to maintain the Ada County roads.
- The addition of three ITD pavement preservation/restoration projects supports the region's need to maintain its roads. The three Microseal projects on, Front/Myrtle/Broadway, Boise – FY2022 (ORN22677, SH-55(Eagle Road), I-84 to SH-44 Meridian to Eagle (ORN22665) and SH-69, Pavement Preservation, Kuna to Meridian are all state routes that support the local network. ACHD is also pleased to see the addition of an I-84 Bridge repair project (KN 20405) that helps maintain the region's bridges.
- ACHD fully understands the necessity to sometimes delay large, complex projects like the State Tax Anticipated Revenue (STAR) capacity improvement project on US 20/26 from SH-16 to Linder Road (KN 21858). When completed in FY2021, this \$24 million project will benefit the residents of north Meridian and help share the traffic load on parallel ACHD roadways.
- The addition of the SH-44 (State Street), Palmer Lane Intersection Improvements project (ORN22718) supports the efficient operation of SH-44 and the local street network in the growing city of Star.

- The support of ACHD's Commuteride public outreach efforts is valuable for current and future commuters of the Treasure Valley. ACHD appreciates COMPASS' support through the advancement of ORN22386 and the addition of ORN22738.
- The new 5339 Small Urban funding project titled "Commuteride, ACHD, Van Replacements, Canyon County", will help Commuteride replace vans that have exceeded their useful life.
- ACHD welcomes the addition and highlighting of locally funded and regionally significant ACHD road capacity projects on Fairview Avenue, Locust Grove road to SH-55 (RC0133), Roadway and ADA Improvements, Part 3 (ORN22927) and Ustick Road, Ten Mile Road to Linder Road, Meridian (RD207-24).
- The funding of ACHD's Bicycle Improvements, Signs and Pavement Markings, Ada County (ORN22995) project will benefit cyclists with some of the first low-stress bikeways, based on ACHD's approved Roadways to Bikes plan.

The fiscal uncertainty of the FY2021 federal fiscal year prompts the need for continued good planning and cooperation. ACHD appreciates COMPASS' efforts to update the Treasure Valley's Regional Transportation Improvement Program, and COMPASS' oversight of the region's federal funds. ACHD will continue to work with its city and county partners, COMPASS and ITD to maintain the network and plan for necessary capacity improvements in growth areas across the county.

Thank you 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 that reads "Mary May". The signature is fluid and cursive, with the first name "Mary" and the last name "May" clearly distinguishable.

Mary May
ACHD Commission President

Cc: COMPASS Executive Committee