

Public Comments Received (Verbatim)

Amendment #3 to the long-range transportation plan, *Communities in Motion 2050*, and the FY2024-2030 Regional Transportation Improvement Program (TIP).

Public Comment Period: April 30 – May 14, 2024
 Total number of comments received by COMPASS: 13

Topics:

The proposed changes would add one project in the Treasure Valley to widen Ustick Road, Phyllis Canal to just west of Owyhee Storm Avenue, including intersection improvements at Star Road, in the City of Nampa.

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
All of Ustick needs to be widened from Nampa to Boise. What about east of Cole Rd. toward Curtis/Memorial Pkwy in Boise?	<p>Thank you for your comments; they will be shared with the City of Nampa, the City of Boise, the Ada County Highway District, and the COMPASS Board of Directors.</p> <p>Ustick Road between Cole Road and Curtis Road is listed in ACHD’s Capital Improvements Plan to be widened to 5-lanes. More information can be found here: https://www.achdidaho.org/projects/achd-plans/capital-improvement-plan</p>	Tricia Matthews
I am against widening roads after 60 years of living in the U.S. All it ever does is make people drive more and drive faster and does absolutely nothing to improve quality of life for people in cities. It seems all we do in this country is make life better for cars.	Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.	Mary Dragone

<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>Hello. The proposed widening of Ustick Road Would be a great blessing! They say "If you build it, they will come." That is certainly true of a brand new high school. As the developments are going in and I'm sure many more to come, the widening will Will be in great demand. The condition of the road is already a problem going west of 10 mile. And with the daily commute of Thousands of people Driving their children and themselves to and from the school, It's already A tough drive with no shoulder and a rougher road in places. As you consider this, can you please, please, please pass the word along that there is a great demand for a stoplight at Leighfield drive and Locust Grove in Meridian? The traffic backs up so far even during school hours. Cars are trying to cut in and out there in a dangerous way. And, there's also all the traffic exiting the charter schools, just south, and all the traffic waiting to turn at star lane just north. I'm surprised there haven't been fatalities there. Also, because there are students that walk home, having a light to cross there is essential. I don't know why I haven't seen something like this in the works yet despite about 6 requests from me and likely others. much of the Eagle Road traffic is now diverting to Locust Grove and Cloverdale. Fortunately, being a 2 Lane Rd., it's not faster anymore. However, that just makes the intersections even More dangerous. Please look at the statistics At those three intersections, and also look at the quantity of traffic so that people can cross this 2 Lane Rd. to get into their subdivision despite massive traffic at rush-hour. And no breaks caused by lights in that segment. Idaho is such a great place to live! You At compass have helped make it so much better. I'm so grateful to you. Seeing the outlook of the next 25 years and 30 years is pretty difficult. I do expect a downturn in the housing market financially over the next 10 years, Likely dramatically At some point If the economy reduces as we continue to normalize from Covid, And other corrections in the economy. However, I think people will continue to want to come here And the growth will continue. So I'm grateful for your outlook and I think it's an excellent plan. Kudos.</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>Marit Walker</p>

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p>The proposed changes to add one project to both CIM 2050 and the TIP to widen Ustick Road from Phyllis Canal to just west of Owyhee Storm Avenue, including intersection improvements at Star Road in the City of Nampa are needed to maintain adequate transportation infrastructure that will support regional growth in the Treasure Valley. Waiting until the improvements are critical and traffic becomes congested, will be too little and too late!</p> <p>I am in favor of adding the project to widen Ustick Road between Phyllis Canal and just west of Owyhee Storm Avenue in the City of Nampa. The work to widen the roadway to a five-lane section with continuous curb, gutter, and side paths, as well as improvements to the intersection of Star Road is critical. The Treasure Valley continues to grow in population and is one of the most desirable places to live in the USA. Staying ahead of the congestion that comes with growth by planning and dedicating funds to improve transportation corridors is essential.</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p align="center">Pike Teinert</p>
<p>Hello! Ustick needs to be widened from Linder Rd westbound through Can-Ada (same for McMillan). Have you been on these roads during rush hour westbound? It backs up from Black Cat to Linder. These 2 lane roads can't support the thousands of homes that have been added in NW Meridian. I think the implementation of Impact Fees needs to occur for all of these new homes and businesses...although it should have been in place for the past two decades also. Black Cat also needs widened between Franklin and Chinden to 5 lanes. The intersection at Black Cat and Franklin is HORRIBLE when the Compass School kids are going to school and leaving school...cars blocking traffic to turn in and out of the school. Why aren't there turn lanes, at the very least? I drive 12 miles to work and that trip to/from work combined is nearly an hour at non-peak times (6:45am and 3:15pm). The traffic in the area is just horrible now and the lights aren't timed well either, which doesn't help. Thanks for letting me vent my frustrations!</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p align="center">Sheena</p>
<p>Good plan. I support it</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p align="center">Mac McOmber</p>
<p>Dear sir With money already in place I would say get er done as quickly as possible Ustick road needs relief.</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p align="center">Hubert Osborne</p>

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Ustick Road needs to be widened to a four lane road from Ten Mile Road to Star Road before any other projects are considered. Once this is completed then yes proceed with the widening of Ustick Road from Phyllis Canal to just west of Owyhee Storm Avenue, including intersection improvements at Star Road in the City of Nampa.	Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.	Dave Brown
To COMPASS: I drive along Ustick Rd fairly often, and it is way past due to widen Ustick Rd as described, between Phyllis Canal and Owyhee Storm Avenue. I will look forward to this being completed as soon as practical. Best regards,	Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.	Paul D. Rolig, 83704
It looks good to widen Ustick so that people have a good east west corridor to use.	Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.	Susan Bradley, 83709
So many homes have been built south of Star we desperately need the widening of Ustick as soon as possible. The Owyhee High School has created a traffic nightmare — every student age 16 or over is driving and it takes forever to get through the area when school begins and ends. I am wondering why the roads were not widened BEFORE the school was built????	Thank you for your comments; they will be shared with the City of Nampa, the Ada County Highway District, and the COMPASS Board of Directors.	Lynn Davis, 83669

I just saw the media coverage from Channel 7 regarding Idaho's Traffic problems and the Community In Motion 2050 Plans. I and my husband were born and raised in Idaho and have seen the tremendous growth these past years in the Treasure Valley. We are also retirees and have traveled all over the U.S. in our Motorhome. We have been through many highly populated metro areas with much larger populations and have seen how they've addressed their traffic issues. Never have we seen such congestion as we are experiencing here in Idaho's Treasure Valley. One of the items on the CIM2050 Plan references the I-84 Corridor. Why can't the State Of Idaho recognize that all of the East/West bound traffic on I-84 does not need to be routed through the Boise to Caldwell corridor? We have a large enough problem managing the commuter traffic of those trying to get from city to city to go to work without adding all of the 'Through' traffic that I-84 carries from those just crossing the state. Many major cities have bypass routes that direct the through traffic out and around the major traffic areas. Idaho needs to establish an outside corridor that runs from the Middleton exit 25 to Blacks creek exit 64, allowing all of the truck and car traffic trying to travel beyond the Boise area to be directed out and around the main valley traffic. The bypass would have to go South of Lake Lowell and head east between Kuna and Melba. I know this is Birds of Prey area but I'm sure something could be figured out. Yes, this would be a big project, but funding at the Federal Level should be available to allow us (Idaho) to achieve it. Idaho needs to think outside of the box and long term. They have always been years behind the curve on Idaho's transportation needs and something needs to be done. I use to commute to & from downtown Boise 25 years ago when I was working and I-84 was 5 years behind the expansion demands then. And it has only gotten worse. 2nd Suggestion: The City of Caldwell is considering putting another I-84 interchange at Ustick Road & I-84. Why isn't anyone instead considering putting the new interchange at Middleton Road & I-84?? If you look at the current congestion around the Karcher Rd/Nampa-Caldwell Blvd/I-84 Interchange area and Midland Road Marketplace/I-84 areas a large part of it is commuter traffic from people living in SW Nampa & Middleton areas just trying to get to and from the freeway. Not to mention the Highway 55 traffic coming to/from the West that leads to Marsing and beyond. The current traffic from SW Nampa is being forced through the Karcher Rd & Nampa/Caldwell Blvd intersection to get to I-84. From the Middleton direction traffic is forced to go through the Midland Marketplace/Costco area which is a nightmare in itself. If Middleton Road had an interchange at I-84 it would be a direct North

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In regards to your concerns about east/westbound traffic on Interstate 84 through the Treasure Valley, a regional connectivity study south of I-84 is identified as a needed, but currently unfunded, study in the regional long-range transportation plan, [Communities in Motion 2050](#). To that end, a study is currently being considered to analyze extending State Highway 69 to the south, identify possible "paths" to make Kuna-Mora Road a continuous corridor, identify the potential type of roadway that would be best fit for the area, and more.

Regarding your question about the need for an interchange at Middleton Road and I-84, the Ustick Road & I-84 Interchange Justification Report ([Key # NEW2](#)) will help determine the location of any potential interchange. The name may imply Ustick Road, however that study will be looking at I-84 between Nampa and Caldwell to determine if an interchange is justified, and what location is most appropriate.

Marla Holste

<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Name, Zip Code, Affiliation</p>
<p>& South route to/from the freeway and alleviate the bottleneck that exists around the Karcher Road, Nampa-Caldwell Blvd, and Midland Marketplace areas. On the Channel 7 news clip I watched, Compass CEO Matt Stoll solicited input from the public, so I am responding. Hopefully, my suggestion will be taken under serious consideration and the appropriate people pursue it. If you are not the correct person to receive this correspondence, please forward it to the correct person so my voice can be heard. Thank You, Nampa Resident</p>		
<p>Here are my comments for Compass future planning: 1) Stop saying you have \$ problems, no you have enough \$ but you aren't managing well! Stop spending so much \$ on research and just get to work, start taking immediate action! 2) Build before housing development, this has been a huge fail in the past 5 years! Again, start taking action! 3) Mass transit/train system is a must!!! Start along the 84 freeway and branch out, thereafter. This does not need to be expensive! Start with the most basic train cars, does not need to be fancy! Enhance once system is in use. Use our local and state prisoners and all of our welfare & unemployment recipients to do the work! Cheap labor and they need to be working to pay back their city, county and state- win/win! 4) Freeway and Bypass is a must! There needs to be north and south Bypass routes! Ustick or Chinden and your north Bypass and Amity or Lake Hazel and your South Bypass. All bypasses should connect with the 84 freeway to make a figure 8 type of system in the Treasure Valley! Future access to Kuna, Eagle and Caldwell to the 84 should be part of this plan! 5) High density housing should ONLY be allowed along the freeway or bypasses! Stop the madness of building high density on every road, this is poor planning and not practical for the people in those apartments or condos! All high density needs to be next to freeway, mass transportation, biking, shops and stores! 6) Large parks and farmland are a must in Idaho and Treasure Valley! Please do not forget that space is needed for these areas! Lastly, my final comment, if nothing else, please build the train! This would probably be the easiest, self explanatory project, along the 84, into downtown, that you could possibly do! Take action!!! No more delays</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the City of Kuna, the City of Eagle, the City of Caldwell, Valley Regional Transit, the Ada County Highway District, and the COMPASS Board of Directors.</p>	<p>Megan Kiska</p>