

## **Public Comments Received (Verbatim)**

Attachment 3

### **Amendment #8 to the regional long-range transportation plan, *Communities in Motion 2050*, amendment #7 to the FY2025-2031 Regional Transportation Improvement Program (TIP) and amendment #2 to the FY2026-2032 Transportation Improvement Program, the budget(s) of transportation projects.**

Public Comment Period: October 27, 2025 – November 10, 2025

Total number of comments received by COMPASS: **9**

#### **Topic:**

This amendment would add two new projects: one short-term funded project for the Ada County Highway District to construct four multimodal transportation facilities in the City of Boise, and one Valley Regional Transit project to purchase three replacement vehicles for Boise State University. The amendment would also change an Idaho Transportation Department project to widen State Highway 69 (Meridian Road), including updates to the project's budget and location.

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
I am in favor of the following projects in the subject Amendment. Given the growth in Treasure Valley and BSU's importance to the Treasure Valley's future growth, delaying projects like these are a detriment to Boise and the surrounding communities in Treasure Valley NEW8, BUILD the Boise Bench, IP NEW9, Transit, Replacement Vehicles, Boise State University 24818, SH-69 (Meridian Road), Columbia Road to Victory Lake Hazel Road, Ada County	Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.	Pike Teinert

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
<p>When looking at the costs of these two projects, I doubt whether they justify the cost vs positive revenue for taxpayers. These two programs will be another burden to taxpayers that will never be recovered. These projects remind me of a certain segment of our government that has "Pipe Dreams" thinking it will be great for all, but they turn out to be great for the few and the "all" are saddled with high taxes to continue to pay for it. The 5C committee out of Canyon County has produced a cost comparison of public transportation considering 3-4 Pacific Northwest heavily populated areas and none of the comparisons justify the costs vs revenues received. The closest area was Salt Lake City because it has a high population of college students. The only other location this type of transportation was revenue positive is Japan; it stands by itself needless to say.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.</p>	<p>Chuck Stadick</p>
<p>Good Morning, Thank you for sharing the proposed amendments to CIM 2050 TIP. I am in full support of the amendment as proposed. The BUILD project for the Boise Bench is especially important for the safety and active mobility for residents of this section of Boise. There are missing sidewalks and drainage issues all around the area and it's great to see investment in this zone. There are many young people living and working in this area and it will truly improve livability. I will not comment on the bus as I am employed by Valley Regional Transit. I can say I support transit and riding in safe vehicles matters. Regarding the amendment on the widening project for SH69. I am supportive of the project, mostly from the standpoint of adding traffic signals in the three designated intersections. The safety of drivers in this corridor is important and the speeds people reach when heading south from Overland is worrisome. Additionally, the proposed ped facilities, where possible, is important as this area continues to grow. Complaints from the younger folks in Kuna include not being able to cross the streets as well as having faster moving traffic near them when biking. This project can help mitigate some of that. I am thankful that there is recognition of the importance of pedestrian facilities on state highways. The small and growing towns across Idaho need pedestrian facilities. Thank you,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit and the COMPASS Board of Directors.</p>	<p>Lisa Brady</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
<p>Hi Compass, I oppose replacing vehicles for VRT BSU. I support accelerating construction of Highway 16 by ITD. I support more lanes on the Meridian Road and I84 interchange. Why does COMPASS not work on ITD issues? Sincerely,</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.</p> <p>In response to your question, while COMPASS doesn't directly manage or construct ITD projects, we work closely with ITD to plan and fund their projects through our long-range transportation plan, <i>Communities in Motion 2050</i>, and our Transportation Improvement Program.</p>	<p>Tom LeClaire</p>
<p>Hello, Glad to see that you are planning ahead on much needed changes! I approve!</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.</p>	<p>Tammy Roby</p>
<p>I wanted to voice my opinion on the widening of Highway 69. We travel that road daily. It doesn't need to be widened. What it needs are Right Turn lanes. That is what will help make the road traffic run smoothly. I am strongly against widening the road if you plan to just widen it and not put in turn lanes. I'm not sure why turn lanes aren't even a consideration! Please, do not widen the highway. It's not necessary. Put in turn right hand turn lanes.</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.</p>	<p>Elizabeth Kuntz</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Name, Zip Code, Affiliation</b>
<p>Although I can't say that I am surprised at the Projects proposed, I find it incomprehensible that the #1 primary goal of transportation is NOT ROADWAYS. Just over 23 million on the four multimodal transportation facilities and not 1 foot of roadway. Bicycle lanes and sidewalks do not move automobiles of which the vast majority of people utilize. The Boise area is not and will not ever be a similar transportation mode and areas in Europe. Hundreds of people move into the area every day and roadways rarely change and if they do, they are grossly underbuilt. Case in point - SH 16 from Chinden to the Freeway should have acquired land for 8 lanes and built at least 6. Like other road projects in the past, it will not be enough from Day 1. In addition there clearly needs to be another crossing to connect State Street and Chinden Boulevard. Both Glenwood and Eagle Roads are virtually stationary during rush hour and not much better other times. It's over 5 miles between both crossings. Maybe someone should check on the transportation department in Reno, Nevada. They plan ahead! BTW the widening for Meridian Road is good! Build Roads, Build Roads, Build Road.....</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.</p>	<p>NA</p>

<p>I am all in favor of new sidewalks, better ADA compliance, get that lights wear out or new concepts that improve safety become available, and generally taking care of needed maintenance before more expensive failures occur, but have a few questions regarding NEW8: Franklin Rd, Milwaukee to Liberty Who do we envision utilizing these new sidewalks? Do we have a pedestrian equivalent of an Average Daily Traffic count? There are paved areas around current bus stops, and sidewalk over this distance on the south side of the roadway. In the eight years I have lived in this area, I have rarely ever seen pedestrians on the north side of the road. Aside from, "We want all our major roads to have curb, gutter and sidewalks on both sides, which would be an acceptable answer, I don't see the logic of building sidewalks adjacent to the tEracks when there are no adjacent businesses, or their customers or employees to utilize it. Do we have to apply to the railroad to do this work as crossings 906394X, 819606K, 819607S, 819608Y, 819609F appear to potentially be in the work zone, something that will add at least 24 months to the process. W Irving St, Curtis to Roosevelt Will this replace 100% of existing pedestrian facilities, or tie into existing? How will the differently positioned sidewalk north of Phillipi be addressed as there is a drainage ditch adjacent to the roadway, with the sidewalk set back. Will this entire length be standardized? Will we install drainage along the north side, the folks north of Philippi seem to think a place for rainwater is required. By the way, the Irving St statement is duplicated. Phillippi St, Overland to Irving Do we need the railroads permission to install continentals for crosswalks here given that the tracks cross diagonally, especially given that there is no sidewalk on the west side south of the tracks. Will sidewalk be added where missing through the entire length of the work zone? Allumbaugh Street, Fairview to Northview I love that we are doing bulb outs here, anything that calms traffic is a <i>big safety plus!</i> Are we also doing continentals at Poplar, it's 4-way! I have never driven Northview so don't have firsthand experience with traffic volumes so wonder if there was any consideration to adding a temporary flashing caution light at the new Allumbaugh crosswalk since drivers won't be expecting it?</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department and the COMPASS Board of Directors.</p> <p><b><u>Response from the Ada County Highway District:</u></b></p> <p><i>Thank you for taking the time to review the BUILD project's information and for sharing your thoughtful questions. Your input is appreciated and helps us ensure the project addresses both safety and community needs as we move through final design. Below is some additional context for each of the locations you mentioned.</i></p> <p><i>Franklin Road (Milwaukee to Liberty): This corridor is being improved to create a continuous, ADA-compliant pedestrian network on both sides of the roadway. While pedestrian volumes may appear low today, this section of Franklin Road is identified in both ACHD's and the City of Boise's long-range pedestrian and bicycle plans as a key corridor for future connectivity. The goal is to provide safe, accessible routes that close existing gaps and connect major destinations such as transit stops, schools, Boise Towne Square Mall, and nearby commercial areas.</i></p> <p><i>The new sidewalk on the north side will also enhance access to transit and support future development consistent with Boise's land-use plans. Coordination with Union Pacific Railroad (UPRR) is required for improvements near their right-of-way, and ACHD's design team is already working closely with UPRR on permitting and scheduling. During these discussions, UPRR mentioned the potential addition of a second track along Franklin to accommodate future passenger rail service, including a possible stop at or near this location. Anticipating future pedestrian and bicycle activity associated with that system, it's important that we provide a safe, ADA-compliant facility now to serve both current and future users.</i></p> <p><i>W. Irving Street (Curtis to Roosevelt): The project will</i></p>	<p>Shawn Jefferds</p>
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	<p><i>replace noncompliant sidewalk sections, driveway approaches, and pedestrian ramps while filling in missing sidewalk gaps.</i></p> <p><i>In the area north of Phillippi where the existing sidewalk is set back from the roadway, we do not plan to remove or relocate it closer to the street due to the presence of the existing irrigation ditch. There are several factors behind this decision, including design and construction costs, coordination with the irrigation district, environmental considerations, and the fact that shifting the sidewalk closer to the roadway would not provide a significant safety benefit for such a short segment.</i></p> <p><i>Maintaining the sidewalk in its current location and tying into existing facilities offers a safer, more cost-effective, and practical solution for this portion of the corridor.</i></p> <p><i>Phillippi Street (Overland to Irving): Yes, coordination with UPRR will be required where the tracks intersect Phillippi Street. The project will include new ADA-compliant pedestrian crossings and fill in missing sidewalk segments along the corridor to provide continuous connectivity.</i></p> <p><i>The new sidewalk and pedestrian ramps will extend beyond UPRR's right-of-way limits so that future improvements along Emerald Street can tie in without requiring additional coordination with the railroad. This approach will streamline future construction efforts and minimize delays related to railroad permitting.</i></p> <p><i>Allumbaugh Street (Fairview to Northview): Traffic calming features such as bulb-outs are being added to improve pedestrian safety and reduce vehicle speeds. However, we also need to accommodate larger vehicles that regularly use these roadways, including trash trucks and school buses, particularly at the Poplar intersection. The design team has coordinated with multiple agencies and reviewed traffic data to determine the most effective layout for this corridor. Our goal is to create a safe and comfortable environment for all users without restricting necessary access. As part of the improvements, we will install a</i></p>	
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	<p><i>Rectangular Rapid Flashing Beacon (RRFB) at the Allumbaugh and Northview enhanced crossing, along with additional bulb-outs to further enhance pedestrian visibility and safety.</i></p> <p><i>Overall, the BUILD projects are focused on creating safer, more connected, and accessible routes for people walking, biking, and using transit while supporting future growth and improved connectivity across the Boise Bench and Garden City areas.</i></p> <p><i>Please don't hesitate to reach out if you have any further questions or concerns about the project. I've included links below to the project websites where you can view detailed plans and visual renderings of key features within each corridor.</i></p> <p><i>BUILD the Boise Bench (Allumbaugh St, Irving St &amp; Franklin Rd): <a href="https://engage.achdidaho.org/phillippi-st-malad-st">https://engage.achdidaho.org/phillippi-st-malad-st</a></i></p> <p><i>BUILD the Boise Bench (Phillippi St &amp; Malad St): <a href="https://engage.achdidaho.org/phillippi-st-malad-st">https://engage.achdidaho.org/phillippi-st-malad-st</a></i></p> <p><i>Thank you again for your engagement and continued interest in this project.</i></p> <p><i>Best regards,</i></p> <p><i>Stihles Clark</i>  <i>ACHD Sr. Project Manager</i></p>	
<p>I support the amendment to add two new projects: one short-term funded project for the Ada County Highway District to design and construct four multimodal transportation facilities in the City of Boise, and one Valley Regional Transit project to purchase three replacement vehicles for Boise State University. respectfully, gene</p>	<p>Thank you for your comments; they will be shared with the Ada County Highway District, the Idaho Transportation Department, Valley Regional Transit, and the COMPASS Board of Directors.</p>	<p>Gene McGill</p>