

Public Comments Received (Verbatim)

Amendment #9 to the regional long-range transportation plan, *Communities in Motion 2050*, Amendments #4 and #5 to the FY2026-2032 Regional Transportation Improvement Program (TIP).

Public Comment Period: June 9 – June 23, 2026
Total number of comments received by COMPASS: **9**

Topic:

This amendment would significantly increase the cost of an existing project and add two projects.

- Proposed Cost Increase, Existing Project: The Idaho Transportation Department requested to increase the design costs on a project to improve mobility along Interstate 84 in southern Idaho by \$5 million to complete final design. An ongoing study will determine the most effective locations and improvement types.
- Proposed New Project: 43rd Street, Ustick Road to the Boise River Greenbelt, City of Garden City (Ada County Highway District). Add a project to purchase right-of-way for a future project to rehabilitate the roadway and improve pedestrian and bicycle travel.
- Proposed New Project: Swan Falls Bridge (Ada County Highway District). Add a project to design a bridge over Indian Creek and the Union Pacific Railroad in the City of Kuna.

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
I support the additional funds for the I-84 design. It is disappointing how quickly congestion has returned to I-84. This vital east-west link is important to a high percentage of Treasure Valley residents. It appears that the addition of some axillary lanes at congested interchanges may relieve some of this congestion. If these projects were phased and taken individually, costs could be far more acceptable than seeing these improvements as a single unitary project. Opening an additional lane across the Nampa corridor my also prove critical to relieving I-84 congestion.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Ada County Highway District.	Fred Hoadley, 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
I support the \$5 million increase in design funding for a project to improve mobility along Interstate 84 in southern Idaho and complete the final design. And I support the two new projects 1) 43rd Street and Ustick Road to the Boise River Greenbelt in Garden City and 2) Swan Falls Bridge - the design of an overpass to replace the bridge over Indian Creek and add an overpass over the railroad tracks, replacing the existing at-grade railroad crossing.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Ada County Highway District.	Pike Tienert
See attachment 1	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Ada County Highway District.	Ada County Development Services
I approve	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Ada County Highway District.	Mac McOmber
I absolutely think we should give them the funds they are asking for! Public transportation as it is here, is astonishing. Any improvements are welcome and should be supported 100%.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Ada County Highway District.	NA
\$5m (more) of taxpayer money just for design phase is excessive. Please reconsider.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Ada County Highway District.	Jeff Schaberg
I like the idea of providing a direct access to the greenbelt on 43rd. The access on curtis/veterans parkway is not safe for cyclists as we need to ride on the sidewalk since there are no bike lanes. Crossing chinden is a problem at 43rd unless an overpass or stop light is added.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.	NA

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
Dear Compass, The bridge over Indian Creek and Union Pacific is a chance to get ahead of the game. We need this desing to be done by then end of 2027 and then fund it and build by 2030. Currently Kuna is one of the fastest growing commnities in Idaho. Growth on the "other sides of the tracks" is happening. Now there is a new fire station and this will create more growth. I have lived in Kuna for over 30 years and seen the growth and the talk about a birdge has been since this community went from 69 two lanes to now a 5 lane highway. Kuna needs this bridge. My idea is take 69 all the way south across to either king or Kuna rd and do a bypass out to the black creeks exiti to the freeway. This will create a full circle around the valley beuceee you could connnect 16 south through McDermitt out to the bypass on King or Kuna RD. THEN 69 could connect into this. Do this while the land is available and not built on. Thanks,	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.	NA
Hello:I live in Kuna, south of the railroad tracks, so my wife and I drive over that Swan Falls railroad crossing almost every day and sometime multiple times a day. Crossing the double tracks is one of the roughest rides anywhere in the county. There was an effort to smooth it out a few months ago but it didn't make much of an improvement. The, of course, there's the issue of the trains blocking the crossing. Some trains move quickly, so you only get stopped for maybe 3-4 minutes. Some trains move very slowly so you're stopped for maybe 6-7 minutes. And some trains just stop across the roadway. And then go back and forth a number of times. Usually, at those times they are either picking up or dropping off cars on a siding next to the main tracks. When that happens, traffic could be stopped for 10 minutes or more. On at least one occasion when we were stopped there, an ambulance with lights flashing had to get to the other side of those tracks and had to wait for 4-5 minutes. Holding up the regular traffic is bad enough. Holding up an ambulance is unacceptable. All this to say, the proposed change to Communities in Motion 2050, amendment #9, is crucial. It ought be made a high priority item, especially if more housing is planned for and approved on that side of the tracks.Thank you.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.	Bruce Wasserman



ADA COUNTY DEVELOPMENT SERVICES

TO: COMPASS

FROM: Ada County Development Services

DATE: 6-12-2026

RE: Proposed Amendments to Communities in Motion 2050 and the FY2026–2032 Regional Transportation Improvement Program

CC: Richard Beck, Development Services Director

To whom it may concern,

Ada County Development Services supports the proposed amendments to Communities in Motion 2050 and the FY2026–2032 Regional Transportation Improvement Program, including the additional design funding for Interstate 84 mobility improvements, the 43rd Street corridor project in Garden City, and the Swan Falls Road grade-separated crossing project in Kuna.

These projects address identified transportation needs and support the continued function of the regional transportation network as population and employment growth occur throughout Ada County and the Treasure Valley.

Interstate 84 Mobility Improvements

Ada County supports the proposed increase in design funding for Interstate 84 mobility improvements. Interstate 84 is a major transportation and freight corridor serving residents, businesses, and communities throughout southern Idaho. Completing final design work will help identify and advance improvements that address congestion, improve traffic operations, enhance safety, and support efficient movement of people and goods.

43rd Street Corridor Improvements

Ada County supports the addition of right-of-way funding for the future rehabilitation of 43rd Street between Ustick Road and the Boise River Greenbelt in Garden City. The project will improve roadway and pedestrian infrastructure, address accessibility needs, and provide bicycle facilities within an established corridor. Acquiring right-of-way at this stage helps preserve opportunities for future transportation improvements and supports coordinated infrastructure planning.

Swan Falls Road Grade-Separated Crossing

Ada County supports the addition of preliminary engineering and design funding for the Swan Falls Road grade-separated crossing project. Replacing the existing at-grade railroad crossing and bridge with a grade-separated facility has the potential to improve safety, reduce transportation delays, improve emergency response reliability, and accommodate projected traffic demand in the area. The

project would also improve connectivity for all roadway users and support long-term transportation system efficiency.

In conclusion, these projects represent strategic investments in transportation infrastructure that support safety, system reliability, freight movement, and long-term planning efforts throughout the region. Ada County Development Services supports adoption of the proposed amendments.