

Public Comments Received (Verbatim)

Public Comment Period: August 2 – August 31, 2021

Total number of comments related to the *Communities in Motion 2040 2.0* amendment: 8

(The public comment period was held in conjunction with a public comment period on amendments to the FY2022-2028 Regional Transportation Improvement Program. Only comments relating to the Communities in Motion 2040 2.0 amendment are provided below.)

Topic: Remove one project that had previously been identified as funded, and add four new short-term funded projects (FY2018-2024) and seven new long-term funded projects (FY2025-2040). See details on page X.

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

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 changes to CIM 2040 2.0			
Long range plan? Where is the desire to pull a southern connector between something like TenMile or Hwy45 all the way over to I84 (possibly the Kuna Mora bypass)?	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, and Canyon Highway District No. 4.</p> <p>A connection between Bowmont Road and Kuna-Mora Road in southern Canyon and Ada Counties has been studied. Topographical, environmental, and other impediments were identified and the study was subsequently put on hold. However, we continually evaluate transportation needs and projects to address them as part of the planning process. Needs will be re-evaluated in early 2022 as part of an update to the long-range transportation plan; that draft plan will be provided for public comment in fall 2022.</p>	Richard 83646	Online Comment Form
Agree and support completion of SR16 to I-84 in 2022; this north/south route is critical to reduce congestion on roads Like Eagle Road.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	83616	Online Comment Form
I support adding the construction of S.H.16 to the short-term projects list.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	83705	Online Comment Form

<p style="text-align: center;">Comment</p> <p>(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>I would really like to see someone study the effects of using a railway solution for commuters. There are existing stations that could be utilized in Caldwell, Nampa and Boise. Furthermore, ample parking is available to create a "park and ride" situation at both Caldwell and Nampa. Buses could then run from the Boise Depot to designated areas around Boise. This would eliminate so many cars on the roads. I am sure funds could be secured from the new infrastructure improvement plan.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p style="text-align: center;">Kori Lester 83646</p>	<p>Online Comment Form</p>
<p>All future projects should be for updating the current infrastructure where new developments are being built. At this stage, the traffic is bad where new subdivisions are being built. This is where the effort should be made with projects.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p style="text-align: center;">John Gilmore 83644</p>	<p>Online Comment Form</p>
<p>I only have one comment, regardless of current transportation or proposed changes to transportation, and that is that a subway, light-rail, or other type of mass transit should be considered sooner than later. The Treasure Valley is not going to stop growing and vehicular traffic will only increase. Start thinking now about mass transit, and always, always gain input on the routes from the community. Thanks much.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p style="text-align: center;">83646</p>	<p>Online comment form</p>
<p>South Meridian road from I-84 to Deer Flat road and North Eagle road from I-84 to State street in Eagle. Both need to become interstates like the connector. With the rate of growth in the treasure valley and the lack of infrastructure to support said growth, traffic congestion needs to be alleviated with freeways.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p style="text-align: center;">83634</p>	<p>Online 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>I would have like to seen a plan to incorporate a rail system, such a light rail. The Treasure Valley is at a great spot in time to build that could be utilized for decades and help the valley get to carbon neutral by 2050. This area is IN need of better public transportation. If not a rail, a better bus system that is inclusive to the majority of neighborhoods. We need BETTER public transportation!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p style="text-align: center;">83709</p>	<p>Online comment form</p>

Public Comments Received (Verbatim)

For amendments to: *Communities in Motion 2040 2.0* and FY2021-2027 Regional Transportation Improvement Program

Public Comment Period: September 3 through 17, 2021

Total number of comments received by COMPASS: 20

Topic: Add project to design the widening of Linder Road, from Overland Road to Franklin Road, including adding an overpass over Interstate 84, in the City of Meridian.

Outreach methods: 3 email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code (City) Name Affiliation	Format
I wanted to provide feedback on the proposed Linder Road, Overland to Franklin, overpass and widening. With the recent change to school district boundaries, this overpass is absolutely necessary. Many families that live between Overland and Victory now have to get their kids to Peregrine Elementary and there is no easy way to get there. Going over Meridian Rd. or Ten Mile overpasses at 8:30 in the morning and 4:00 in the afternoon are a cluster so to have a through way on Linder would ease congestion for those that are trying to just get North/South in Meridian and do not need to get on the interstate.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.	Rochelle	Email
I would love to see this project funded and added as we live on the West side of Eagle and it is time consuming and traffic congested to get to the 84 freeway to say the least. I believe this route would save a lot of time and lessen the traffic on Eagle Rd from those on the West side of town. I didn't see a note about whether they would add freeway on and off ramps, or whether this would just be an overpass. Hopefully it would include the ramps as that would be even more beneficial. Even if that is not included though, it would give us a way to get to the other overpasses that do allow freeway ingress and egress. Thanks for reading my comments.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian. The project is currently planned as an overpass, with no direct access to Interstate 84.	Kristie Neil	Email

<p align="center">Comment</p> <p>(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">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I strongly recommend making the proposed overpass and widening improvements to Linder Road between Overland Road and Franklin Road. I live off Linder and Victory. I work in Meridian by the Speedway. Having the ability to navigate north on Linder and take Franklin would provide relief from the congestion at Overland and Meridian. It would be even more beneficial to add on and off ramps at Linder to allow further congestion relief at Overland and Meridian.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p>Nick Corisis</p>	<p>Email</p>
<p>I find most of the people who drive in Meridian and the surroundings are not very aware of traffic patterns. They take lefts when traffic is heavy instead of taking a route allowing for a right turn. This is very true on Linder Road where it is two lanes from Cherry to Ustick. This would increase traffic on this already crowded corridor. If you widen Linder to 4 lanes all the way through this may work. I know the creek along Linder at Claire makes this problematic. We live right off Linder at Claire street and traffic is already heavy, primarily in the mornings and afternoons, not only rush hour. Large trucks and loud cars are going by all the time. We are literally next to Linder. I support the idea of another way across the freeway in meridian, but Linder needs to be adjusted to make it work right. We are moving out of Meridian in the next 6 months, hopefully, so this will not directly impact us but we plan on renting the house out after moving. Good luck.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p>Lance Mertz</p>	<p>Email</p>
<p>Family homes: - I do not want to see any more track housing for renters. - Every NEW HOME, should have at least 1/2 acrea, and there should be no less than 10 feet on each side of the home, 20 -30 feet in front and 30 -50 feet in the back yard. Every new home should be over 1600 square feet, have x2 20 x 30-foot garages and x1 storage garage 12 x 30 foot deep. One side of home should have a concrete pad an RV, work trailer, or boat. Each home must have at least 6 trees, 4 of which must be fruit trees. Roads Victory, Cloverdale, Amity, Eagle and Lake Hazel -- should be widened to 5 lanes. The traffic on these is terrible already. There is no excuse for the downtime on Eagle, at this time, because of ALBERTSONS CONSTRUCTION FIASCO at Amity and Eagle! Engineer design malfunctions by Albertsons Designers is NOT acceptable! The TAXPAYERS ARE BEING SCREWED BY THE RICH CEO,S OF ALBERTSONS !</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(Boise) Lester A. Meade</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I DO NOT HAVE ANY FATH IN THE MERIDIAN SENIOR ENGINEER THAT AUTHORIZED the design mistakes of the Albertsons NEW Store Design.</p> <p>No NEW ROADS in the south end should be designed with fewer than 5 lanes!</p> <p>If Boise and Meridian see another 20,000 new homes built in the next 2 years, We will need wider roads, better home designs that will not burn like dominoes - like the new TRACK</p> <p>TWO STORY HOMES being built some 10 feet apart. This is a fire hazard and a health hazard to both communities. I can not believe that the CITY COUNCIL, OF BOTH communities 3was dumb enough, or paid off \$\$\$\$\$, to allow greedy Contractors to build these TRACK HOMES FROM HELL! IN 10 YEARS - THEY WILL LOOK AND FEEL LIKE GETTO CAVES FOR THE POOR!</p> <p>MEDICAL The TAXPAYERS, like most of us RETIRED INDIVIDUALS, WILL NEED new hospitals within 15-minute distance on the far south end of the current community. Because of health issues, the hospitals downtown, the VA, and the Meridian Hospital, north of the freeway, are just too far!</p> <p>Home Depot</p> <p>Lows New stores will be needed on the far south end to supply goods for the new homes, and for wood for the TRACK HOMES THAT WILL BURN. Driving from 5 miles south of Boise and Meridian will be normal in 5 years!</p> <p>NEWSCHOOLS - BOISE A=and MERIDIAN need new grade, junior high and high schools south of Lake Hazel. The TRACK HOME RENTALS will bring in thousands of grade school and junior high level students! The current High Schools are already over-full. Students on Victory Road are now traveling over 6 to 8 miles just to get to school! Maybe they should walk! The Republicans don,t think the climate is changing. There will not be 12 inches of snow in the valley during the winter or 120°F summers ! We will see - if the nonexistent Covid 19 mutants don,t kill most of us off.</p>			

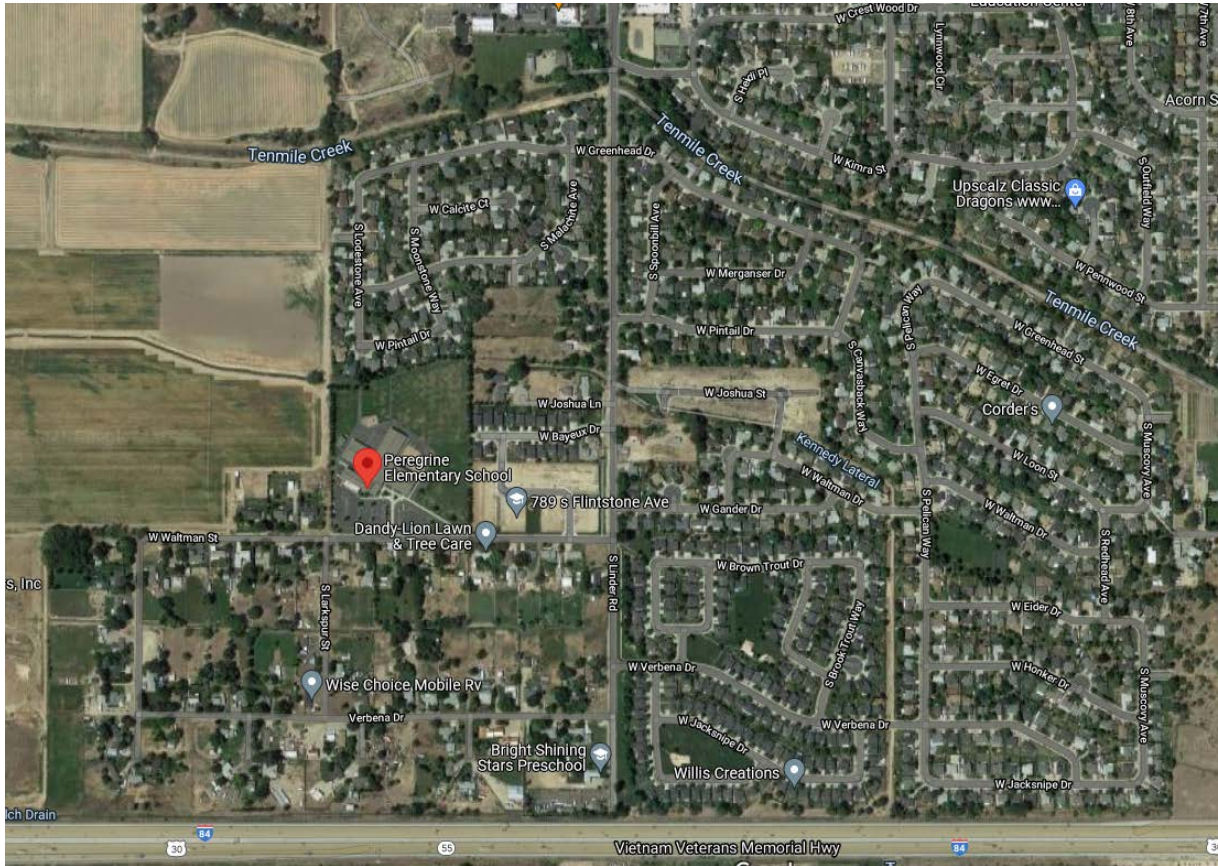
<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>Yes, please!! I support the TIP amendment to add Linder Road, Overland Road to Franklin Road as a new project. It is sorely needed to reduce congestion on Meridian and Ten Mile Roads, and to connect north and south Meridian. Thank you,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">83646 (Meridian) Stephen Lewis</p>	<p align="center">Email</p>
<p>Today my remarks will concern adding new overpasses to I 84. I do not believe that constantly adding lanes and overpasses costings millions of dollars in any way improves our transportation problem in the valley. I believe that a regional transportation system must be created using buses and light rail. This could cut down on numbers of cars, fuel used (pollution) and commute time. Another concern I have is because of heavy car traffic people are becoming frustrated- (road rage) and take risks that I never used to see much of like pulling out in front of a vehicle when there isn't room to do that safely. Thank you</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, the City of Meridian, and Valley Regional Transit.</p>	<p align="center">Gary Martin</p>	<p align="center">Email</p>
<p>I was very excited about the proposed overpass and widening on Linder Road between Overland and Franklin. If projected growth is somewhat accurate, that direction is one of the only areas that Meridian can really expand. It will be in high demand as Owyhee high school pushes more development west of Ten Mile road. So far, the infrastructure and maintenance of roadways and utilities have ramped up efficiently with the rapid growth. My comment is that 2040 is too far away to acquire that land. In 2006 I thought that the land along Ten Mile should be purchased to create a wide roadway to take some strain off Eagle Road while there was still land. It wasn't the beat idea, but widening Linder Road all the way to and over the interstate takes a big load off Eagle Road and helps connect many people to employment north and South of the interstate. The traffic is already backing up on Meridian despite the wide road and by 2040 it will be egregiously crowded and expensive. Please prioritize the acquisition of land as soon as possible to prevent further development and increase the cost of land even more. And if projected growth continues, please move this closer to 2030 as a priority because the demand will certainly be very strong there by then.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">(Meridian) Marit Welker</p>	<p align="center">Email</p>
<p>thank you. with over a million people now living in the treasure valley, we sorely need more access to I-84. i moved from star to meridian several years ago. i know people living in west ada county will greatly benefit from the project. i now live in meridian and grateful for the Eagle road</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">Not provided</p>	<p align="center">Email</p>

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<p>widening project south of I-84. on a side note, i hope the next road project will be widening Eagle road. it takes me 45 minutes even during light traffic to get from meridian to Eagle. finally, i used to live in Eugene Oregon.40 years ago they built a " beltline" road circumnavigating the entire city connecting to I-5. what a time savor!</p>			
<p>See attached letter.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the Idaho Transportation Department.</p>	<p>83642 (Meridian) David W. Turnbull Brighton Corporation</p>	<p>Letter</p>
<p>I propose a railroad overpass at Ten Mile in Kuna; builders (and the city) added many housing developments south of Kuna Road, causing way too much traffic off of Kuna Road onto South School Street and South Ash Street.</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 Kuna.</p>	<p>Bill Reid</p>	<p>Email</p>
<p>I'm in favor</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District and the Idaho Transportation Department.</p>	<p>Mac</p>	<p>Email</p>
<p>Why is the stretch between Hwy 16 and linder not already under construction for widening to 4 lanes? The project is basically shovel ready and could be complete in 6-9 months. No bridges, utilities are set back and all ROW have been cleared. I question the priority of Franklin verses Hwy 44.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, the Idaho Transportation Department, and the City of Meridian.</p> <p>Regarding your question: A widening project on State Highway 44 between State Highway 16 and Linder Road is currently in the design and environmental review phase. Construction is scheduled in FY2023.</p> <p>Franklin Road, McDermott Road to Black Cat Road, widening from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes is funded in the long-term for 2026-2030. Black Cat Road to Linder Road is already five lanes.</p>	<p>(Middleton) Steve Flora</p>	<p>Email</p>
<p>What I see in this image (provided below table) is a Pre-K through Grade-5 walk-zone without any through traffic. There is no through traffic because there is no overpass for Linder road. There are over 500 children enrolled at that school. Building a Linder Road overpass will make their daily walk to and from school more dangerous. I live off of Linder Road a few miles north of this. When I want to drive south and cross I-84, it is a simple matter to either go one mile east or one mile west and use one of the existing overpasses we already have. If the intent is to add north-south capacity,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, the City of Meridian, and Valley Regional Transit.</p>	<p>Not provided</p>	<p>Email</p>

<p align="center">Comment</p> <p>(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">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>perhaps we should instead focus on getting vehicles off of the road. It is far more cost effective.</p>			
<p>These are my comments on COMPASS Amendment #8 for Communities in Motion 2040 2.0, Amendment #8 for the FY2021-2027 Regional Transportation Improvement Program (TIP), and Amendment #1 for the FY2022-2028 TIP: Linder Road, Overland Road to Franklin Road, Widen and Add Overpass, Meridian.</p> <p>I live in the Mallard Landing subdivision which has Linder Road south of Franklin Road as its only means of access. This, in itself, has posed access problems for the Mallard Landing subdivision. While I support this proposed project, I recognize the greatly increased traffic volume this will introduce on Linder Road and, in turn, the even greater difficulty of ingress and egress to and from the Mallard Landing subdivision.</p> <p>I want to see the problems of accessing the Mallard Landing subdivision mitigated as part of this project - particularly since this project will radically exacerbate the problem. This would include the following two actions:</p> <p>1) Provide outside access to the east end of the Mallard Landing subdivision, most likely by extending the stub road, W Ruddy Dr, to W Waltman Ln.</p> <p>2) Provide a traffic light for the W Pintail Dr/Linder Road intersection including a left turn signal from SB Linder Rd to W Pintail Dr. I believe W Pintail Dr is the busiest street in the subdivision. It can be accessed by the entire subdivision. If another access street for the Mallard Landing subdivision is busier, then place the light there.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">83642 (Meridian) Robert S. Klammer</p>	<p align="center">Email</p>
<p>Most of the projects that I read about mitigate the congestion caused by autos on the County's roads and streets. the projects always accommodate the vehicles without ever reducing the number of vehicles, which are the cause of the congestion. All the tricks that traffic planners use: round-a-bouts; impediments to turning traffic from turning lanes; U-turns at intersections; no turn intersections; unusual paint schemes; etc. do not address the actual problem of so many vehicles.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, the City of Meridian, and Valley Regional Transit.</p>	<p align="center">83704 (Boise) Joe Gallagher</p>	<p align="center">Email</p>
<p>I am in favor of improving Linder Road from Overland Road to Franklin Road as an amendment to the Transportation Improvement Plan. This project is important to Meridian's current and future development.</p> <p>Thank you for listening to my comments on this matter.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">83642 (Meridian) Tom LeClaire Meridian Transportation Commission</p>	<p align="center">Email</p>

<p align="center">Comment</p> <p>(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">Zip Code (City) Name Affiliation</p>	<p align="center">Format</p>
<p>I would like to submit comment on behalf of the West Ada School District in support of the Linder Road overpass. Among other benefits to our community, it would allow better connection to our schools in the north and south. It could provide more options for balancing enrollment among schools. With our recent elementary boundary changes, parents and busses crossing over the freeway to Peregrine Elementary will have a much quicker option than traveling the Meridian Road Overpass. The Linder Road Overpass could also allow for consolidated bus routes and provide more efficient transportation. Another benefit will be improved emergency response times and access to Peregrine Elementary. Currently there is limited access to the school.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">83642 (Meridian) Marci Horner West Ada School District</p>	<p align="center">Email</p>
<p>I support this as described with the inclusion of pedestrian and bicycle paths. The I 84 overpass is long overdue</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">Not provided</p>	<p align="center">Email</p>
<p>Please accept my comments on the proposed amendments to CIM 2040 2.0 and the TIP to add the Linder Road, Overland to Franklin project into both of these documents. There are many benefits I believe will be realized with an I-84 overpass, roadway widening and intersection improvements in this area. First, and probably most significant is the positive impact to community safety. With the recent opening of Fire Station #6 on Overland Road, an overpass of I-84 will allow emergency responders better access to properties north of the freeway. Likewise, for those living north of I-84 near Linder, who currently have to go north to Franklin and then east or west to Ten Mile or Meridian to go south over the Interstate they will see a great benefit in travel time reduction. Having an overpass of I-84 at Linder Road will also allow additional opportunities for business and economic development on both sides of the freeway. There are several undeveloped parcels south of I-84 that become more viable with a nearby overpass and the lands near the new Amazon and FedEx distribution centers along Franklin also benefit from this additional route. Today, trips that do not need to get onto the Interstate are mixed with those that are and contribute to the delay of getting on and off the Interstate. With an overpass, "local" trips would no longer be forced to interchanges, freeing up capacity at the Meridian and Ten Mile interchanges. Therefore, I strongly support amendments to the TIP and CIM 2040 2.0 for design of the subject Linder Road project. NOTE: I'm hopeful that right-of-way and construction dollars can be found soon so</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Ada County Highway District, Idaho Transportation Department, and the City of Meridian.</p>	<p align="center">Caleb Hood Planning Division Manager and City of Meridian Resident</p>	<p align="center">Email</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;">Zip Code (City) Name Affiliation</p>	<p style="text-align: center;">Format</p>
<p>that construction can commence. I look forward to commenting on adding those funds to the TIP and CIM in the near future. Thank you for the opportunity to comment.</p>			



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September 7, 2021

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

Dear Mr. Stoll,

Through Brighton, I have personally witnessed, and participated in the dramatic growth of the Treasure valley over the past thirty years. The relocation of our office two years ago to Ten Mile Crossing—and the Ten Mile Interchange—has given us a close-up view of recent transportation system upgrades, including the 2010 interchange, additional I-84 travel lanes, Ten Mile Road and Franklin Road widening and, peripherally, the 2015-16 reconstruction of the Meridian Road and I-84 interchange.

While those improvements have improved system capacity and traffic flow, increasing traffic volumes at both interchanges—coupled with the anticipated growth in Meridian’s southwestern quadrant—make construction of the Linder Road/I-84 overpass an imperative.

Without that facility, all “*local*” north/south trips west of Meridian Road will continue to mix with, and fight their way through I-84’s on/off movements. Linder Road’s location mid-way between the interchanges will provide relief for intra-community trips, and I-84 access, just as the Locust Grove Road overpass did for the City’s east side more than a decade ago.

Please add my personal support, along with that of Brighton Corporation, for inclusion of the Linder Road overpass to the TIP to assure this project becomes a reality “soon.”

Respectfully,

David W. Turnbull

cc: Mayor Robert E. Simison and Meridian City Council

Communities in Motion 2040 2.0 **Amendment #7**

Communities in Motion 2.0 (CIM 2040 2.0) is the regional long-range transportation plan for Ada and Canyon Counties. It was adopted by the Board of Directors of the Community Planning Association of Southwest Idaho (COMPASS) in December 2018, and, to date, has been amended six times. Learn more about CIM 2040 2.0 at <https://compassidaho.org/CIM2040-2.0/>.

Public comment is being sought on a seventh amendment (described below) from August 2 – 31, 2021, and on the Linder Road project from September 3 – 17, 2021. The COMPASS Board of Directors will be asked to act upon the proposed amendment in October 2021. All public comments will be provided to the COMPASS Board of Directors for consideration before any decisions are made.

The long-range transportation plan is fiscally constrained, which means that it can only include as “funded” those projects that have funds identified to pay for them.

The proposed amendment would update the list of projects funded in CIM 2040 2.0 by removing one project that had previously been identified as “funded” and adding 11 new funded projects, divided into short-term projects (FY2018 – 2024) and long-term projects (FY2025 - 2040).

These changes reflect updates to the Idaho Transportation Department’s and local agencies’ plans and budgets.

Add to Short-Term Funded Projects:

State Highway 16 – Interstate 84 to US 20/26 (Chinden Boulevard)

Construct new expressway. Phase 2 construction with at-grade interchanges.

Sponsoring agency: Idaho Transportation Department

Year: 2022 Cost: \$170,000,000

Garden Street Multi-Use Pathway – Cassia Park to Albion Street

Construct new multi-use pathway in Boise.

Sponsoring agency: City of Boise

Year: 2024 Cost: \$1,733,000

Linder Road, Overland Road to Franklin Road

Design in preparation for future widening and adding an overpass over Interstate 84 in the City of Meridian (right-of-way acquisition and construction are currently unfunded).

Sponsoring agencies: Ada County Highway District, Idaho Transportation Department, and the City of Meridian

Year: 2022 Cost: \$1,010,000

State Highway 55 – Pear Lane to Indiana Avenue

Fund design and right-of-way acquisition for future widening from two lanes to four lanes.

Sponsoring agency: Idaho Transportation Department

Year: 2022 Cost: \$40,000,000

US 20/26 – Middleton Road to Star Road

Fund design and right-of-way acquisition for future widening from two lanes to four lanes.

Sponsoring agency: Idaho Transportation Department

Year: 2022 Cost: \$52,000,000

Add to Long-Term Funded Projects:

Franklin Road – Star Road to SH-16 southbound ramp

Widen roadway from two lanes to five lanes.

Sponsoring agency: City of Nampa

Year: 2026-2030 Cost: \$3,500,000

Lake Hazel Road, Cole Road to Orchard Street Extension West

Widen roadway from two lanes to five lanes.

Sponsoring agency: Ada County Highway District

Year: 2036-2040 Cost: \$6,400,000

Northside Boulevard – Karcher Road to Ustick Road

Widen roadway from two lanes to four lanes.

Sponsoring agency: City of Nampa

Year: 2026-2030 Cost: \$6,000,000

Pathway – Federal Way and Broadway Avenue

Construct a new multi-use pathway to connect Federal Way and Broadway Avenue in Boise.

Sponsoring agency: City of Boise

Preliminary Development, funding year not yet identified Cost: \$1,400,000

State Highway 16 – SH-44 to Junction SH-52

Conduct environmental reevaluation.

Sponsoring agency: Idaho Transportation Department

Year: 2026 Cost: \$3,000,000

State Highway 55 – Farmway Road to Indiana Avenue

Widen roadway from two lanes to four lanes.

Sponsoring agency: Idaho Transportation Department

Year: 2029/2030 Cost: \$30,000,000

Ustick Road – Ustick Road Overpass to Middleton Road

Widen roadway from two lanes to five lanes with curb, gutter, sidewalks, and bike lanes in the City of Caldwell.

Sponsoring agency: City of Caldwell

Year: 2030 Cost: TBD

Remove from Long-Term Funded:

Intersection – SH-44 and Palmer Lane

Install a traffic signal.

Sponsoring agency: Idaho Transportation Department

Year: 2027 Cost: \$850,000