

Public Comments Received (Verbatim)

Proposed amendment #10 to the long-range transportation plan, *Communities in Motion 2050*, and the DRAFT FY2027-2033 Transportation Improvement Program

Public Comment Period: July 1 – July 31, 2026

Total number of individuals submitting comments: **29**

Email: **3** Online Comment Form: **23** Hard Copy Comment Form: **2** Letter: **1**

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
Glad to hear about the new sidewalks in Garden City -- they need it! Unfortunate about Ustick. It is still needed too.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Garden City, the City of Nampa, and the COMPASS Board of Directors.	Online Comment Form	83716
The 43rd Street, Ustick to the Boise River project is a much needed project for residents on the Bench and in Garden City. 43rd Street is a connection to neighborhoods in the area, schools, parks, the Boys and Girls Club, the Greenbelt and essential services. It will provide connectivity to the newly built enhanced pedestrian crossing on Chinden and to Adams Street which is currently being designed to provide safe, connected facilities for people walking and bicycling. The Kent Street (Lane) from Chinden to Alworth project will provide pedestrians and bicyclists a safe place to walk and roll to Fred Meyer (the only grocery store currently in Garden City), the Park at Expo Idaho and provide safe connectivity to Adams Street and the Greenbelt. I look forward to seeing both of these projects being built.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	Mary Beth Nutting, 83703
I support amendment 10 to add access to the greenbelt in Garden City. I use the greenbelt for exercise.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83705

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Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
I agree with these amendments, although I hate seeing projects removed.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, the City of Nampa and the COMPASS Board of Directors.	Online Comment Form	83642
I support this amendment. Pedestrian safety and additional opportunities for healthy, safe exercise and social connections would greatly benefit and improve our community. We live here for this type of environment and opportunity.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District and the COMPASS Board of Directors.	Online Comment Form	83676
Happy to see improved pedestrian and bicycle access near Garden City!	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83709
I support the sidewalks for Garden city. I don't live in Nampa so I won't comment on Ustick, but I hope the widening includes safe structures for bikes.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, the City of Nampa, and the COMPASS Board of Directors.	Online Comment Form	83702
Be sure the new pathways Sidewalks in pedestrian ways ensure protection of adjacent private property. I have a pathway adjacent to my property, and it has been a nightmare. It is become an awful leash, dog run, dog, toilet, E bike raceway and access for who knows who. I've seen an increase in peace disturbing noises from dog, barking, environmental pollution from dog poop, erosion of Canal, embankments and chasing of waterfowl. Pedestrians in the public just do not respect, adjacent property rights, nor obey existing laws when there is no enforcement. Provide enforcement or don't do the project. It's not worth it. Also be sure that you're not removing automobile lanes for slowing down their use for unused bicycle, routeways and unused pedestrian ways. I see it all over. I think you should be clear of what this cost each and every taxpayer in Ada county as part of your public outreach. If there's no funding for a project then obviously it shouldn't be done.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83709
Please consider widening Cloverdale south of I84 sooner than later.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Online Comment Form	83646
I would like to see more walking pathways using the canals and irrigation ditches in Nampa. I live in part of Nampa where there is a lot of seniors who has to try crossing Flamingo, where the cars don't always slow down. We need pathway.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Online Comment Form	83651

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Comments on the proposed amendment to the regional long-range transportation plan, <i>Communities in Motion 2050</i>			
I know in the future, but please keep HWY 16 South on the dream list.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Online Comment Form	83686
These pedestrian improvements would be much appreciated in Garden City, due to increased use of these areas.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83704
I agree with the amendments. I think new sidewalks and pathways are a great addition to that portion of roadway. Thanks for the opportunity to comment!	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83642
New sidewalks are always nice.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83642
It seems like the Garden City improvements would have more positive impact to people than widening of that Ustick section. I'm all for the change.	Thank you for your comments; they will be shared with the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors.	Online Comment Form	83642

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on projects in the regional transportation improvement program (TIP)			
The projects all look fine, but I'm concerned about the projects that are "unfunded." Is that because of the legislature cutting taxes so much? They need to understand that their job is to provide for public needs, like transportation and education. We can't solve our problems with less and less money!!	Thank you for your comments; they will be shared with the COMPASS Board of Directors. The "de-funding" of previously funded projects along Interstate 84, US 20/26 (Chinden Boulevard), and State Highways 16, 44, and 55 was due to reductions in transportation funding at the state level. COMPASS is working with the Idaho Transportation Department, the Governor's office, and the Legislature in an effort to restore funding to these critical corridors as soon as possible.	Online Comment Form	83716

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Method Received	Name, Zip Code, Affiliation
Comments on projects in the regional transportation improvement program (TIP)			
It seems like the pavement preservation program on SH-69 should be widening. ITD had a long study on it. What happened to Costo widening from Victory to somewhere in Kuna? Is it just going to not happen now? Preservation for the year 2033 kind of implies not.	Thank you for your comments; they will be shared with the Idaho Transportation Department, the City of Kuna, the City of Meridian, and the COMPASS Board of Directors. The Idaho Transportation Department (ITD) project on State Highway 69 (Meridian Road), Columbia Road to Victory Road, is currently under construction. The work includes widening the road to three through lanes in each direction; a raised median; full-width shoulders; buffers for curb, gutter, and drainage; upgraded intersection improvement; and detached pedestrian facilities.	Online Comment Form	83642
I'm happy to see projects on this list to include all types of mobility in the valley. I'd like to see increased investment in pathways and pedestrian crossings which would allow for an increase in walking or biking for local trips as well as commuting to work or school. In addition to these improvements, we should always prioritize safety of roadway users above all else. In particular, I'm concerned with the speeds of motor vehicles and the prioritization of vehicles traveling through corridors instead of prioritizing neighbors that actually live in close proximity to these streets. Chinden and State St. are the easy ones to identify where we know conditions are not safe to cross or navigate. I'd like to see a real vision of what these corridors could look like in 20-30 years with better transit, predictable patterns, more shade trees, and increased economic development (housing, local shops, etc).	Thank you for your comments; they will be shared with the Idaho Transportation Department, Valley Regional Transit, the City of Garden City, the Ada County Highway District, and the COMPASS Board of Directors. Significant planning for roadways, transit, and transit-oriented development has been conducted for State Street. You can find details at https://www.buildabetterstatestreet.org/.	Online Comment Form	Taylor Clark, 83714
Construction companies start tearing up roads then the equipment sits for months before the construction is finished. Ten Mile Road and Linder Road from Meridian to Kuna is almost always under construction, makes it hard to get from one to the other.	Thank you for your comments; they will be shared with the Ada County Highway District and the COMPASS Board of Directors.	Hard Copy Comment Form	NA

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Comments on projects in the regional transportation improvement program (TIP)			
My comments aren't so much about the projects in the TIP, but rather some glaring project needs that aren't listed. The first project that should be included is a rebuilt interchange at I-84 and Eagle Rd. This interchange lacks basic pedestrian facilities and has auxiliary lanes that negatively impact the functionality particularly the NB to WB on-ramp being a single lane. Please scope, design, and reconstruct this IC. Another major need is a rebuilt intersection at SH-69 and Overland Rd. This intersection negatively impacts safety and functionality of the Meridian Road IC and stacks traffic for several hundred feet in multiple directions. Meridian/Overland Should be in the TIP	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Meridian, the Idaho Transportation Department, and the COMPASS Board of Directors.	Hard Copy Comment Form	NA
Hi there, I heard compass was taking public comments. Are there any plans to improve the ability to bike up/down the hill on Amity towards Federal Way? Right now that shoulder is quite skinny, and makes it dangerous to get onto the paved path on Federal Way. Once on Federal Way, it makes it much easier to get downtown - but getting up that hill is the most dangerous path. I usually bike with my family to the greenbelt instead, but it would make a big difference if there was just a bit more room to get up/down the hill. Thank you for your time!	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise, and the COMPASS Board of Directors. Amity has also come up repeatedly in past community input as a corridor that needs attention and it is identified in Ada County Highway District's (ACHD) plans as a future upgraded bikeway. To expedite this project, the City of Boise has applied for grant funding through COMPASS to analyze the Amity Road corridor for a multi-use pathway from Federal Way to Surprise Way. The study would identify the best route and design for a continuous pathway along Amity to connect neighborhoods to schools, shopping areas, the Greenbelt, Barber Park, and more. If the grant funding is awarded the City of Boise, ACHD, and COMPASS will work together to figure out what's needed to make Amity Road safer for people walking and biking. If the project is funded, public input will be a big factor in shaping the final recommendations, so please continue to stay involved.	Email	NA

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Comments on projects in the regional transportation improvement program (TIP)			
Key # ORN 25461 - Replace permanent bicycle and pedestrian counters for COMPASS. It is necessary that these counters be replaced as is necessary so that COMPASS can provide precise data on the usage of pathways. It is my hope that the technology evolves over time that these counters can one day be placed in bicycle lanes so as to show the number of people using bicycle lanes and the importance of designing and building bicycle lanes throughout the Treasure Valley. In the meantime, as a bicycle advocate, I fully support replacing the COMPASS bicycle and pedestrian counters as necessary and was very happy to see them added to the list of projects.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	Mary Beth Nutting, 83703
Main concern is the gap in cyclist infrastructure between Emerald and Fairview on both Curtis and Orchard. Bike lanes dissolve on Curtis between Fairview and railroad tracks South of Emerald and on Orchard between Emerald and Irving.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise, and the COMPASS Board of Directors.	Online Comment Form	83705
I support the improvements to the transit station at Boise Towne Square.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83705
I am very concerned about the unfunded projects. I am hopeful that the state Legislature will consider reinstating funding for state and local projects in the future. Transportation expansion is so important for this growing region. I would like to know what is planned for I-84. Seems like a massive project without any detail about what will actually happen! I'm also concerned about the congestion on Meridian Road south of the interstate - especially near Overland Rd. There doesn't seem to be anything in the plans to relieve the congestion there. I don't like the sticks in the roadways to direct traffic. I feel it is a distraction. Thank you for what you do to help keep us safe in our valley!	Thank you for your comments; they will be shared with the City of Meridian, the Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83642

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Comments on projects in the regional transportation improvement program (TIP)			
Nampa: Midway between Marsing Hwy and Caldwell Blvd 2027 Please install a sidewalk on EITHER SIDE of the road with painted crosswalks. Bus barn area: sidewalk should be on east side near housing to access Chevron. North of Moss: already sidewalk on west side. North of canal: already sidewalk on east side with Wagers Dairy development. North of Homedale: ?? west side makes more sense to connect the trailer parks. We don't need the expense of sidewalks on both sides as long as there is access connecting the entire route. Somewhere to walk, stroller, pets without being on 6" shoulder in puncture vines.	Thank you for your comments; they will be shared with the City of Nampa and the COMPASS Board of Directors.	Online Comment Form	83651
None of these proposed changes concern me. I understand the need for updating transit stations and expanding infrastructure to meet the current and anticipated needs of our growing region. I feel strongly that providing safe routes to school and improved lighting, signage, and traffic flows near schools for drivers should be the #1 priority.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83676
Please include bicycle infrastructure along Franklin Road in Boise between Milwaukee and Liberty. Seeing a new sidewalk on the North side of Franklin is an improvement, but Franklin badly needs bicycle infrastructure. Franklin could be improved on the Bench with bike lanes, a single vehicle travel lane each direction, and a shared turn lane. Today, the lack of a turn lane often causes traffic issues.	Thank you for your comments; they will be shared with the Ada County Highway District, the City of Boise and the COMPASS Board of Directors.	Online Comment Form	83709
I support all of these, but am more interested in some investment into public transport instead of continued highway widening and lane additions. But I know maintenance is necessary until that happens.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83702

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Comments on projects in the regional transportation improvement program (TIP)			
I am in support of widening Lake Hazel Road from Cloverdale Road to Maple Grove Road as this project is long overdue. I am also in support of widening Five Mile Road from Overland Road to Franklin Road. It is time for projects to be built in Southwest Boise as this area has been ignored and neglected by ACHD for many years. It appears to me that ACHD's emphasis since the pandemic has been on bike lanes rather addressing traffic congestion. Not everything is going to be solved by bike lanes or busses. The people that have moved here prefer to drive and they have shown that are not interested in taking the bus. In addition, there needs to be more thought and planning on alternative high speed east-west routes to serve as alternative routes to Interstate 84. Unfortunately, a lot of the opportunity for a higher speed east-west route has been squandered as State Street, Chinden Blvd, Franklin Road, and Overland Road have been developed into commercial fronting stroads, which do a poor job in moving people across the region and do not function particularly well for pedestrians or cyclists. An expressway along Kuna Mora Road needs to be fully planned with the right-of-way reserved NOW. This expressway needs to be constructed within the next 10 years and needs to be limited access. The limited access nature of an expressway would be safer than a 35 mph stroad with traffic signals every 1/2 mile. Also, the Lake Hazel Road connection needs to be completed within the next few years as well. This road needs to be a higher speed road as well (45 mph to 55 mph) and needs to be designed in such a way as to have minimal access points. This road is important due to Micron's expansion and it would help to alleviate some of the traffic going or coming from Micron on I-84 and also on Cole, Maple Grove, and Five Mile as Micron workers living in Southwest Boise would not have to drive to I-84 or Victory/Gowen to get to work. Since the Idaho State Legislature has such a disdain for local government. The local governments need to reach out to our business leaders in the Treasure Valley for them to lobby the legislature for more funding for transportation improvements on our behalf. Maybe our business leaders will have more success with the legislature in getting much needed transportation funding to the area.	Thank you for your comments; they will be shared with the Ada County Highway District (ACHD), the City of Boise, the Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83709

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I am not seeing the need for buses. When I observe them, I see one or none riders going in an empty bus. So obviously the fair structure is not paying for operation of the buses. So you wanna spend more tax pay or pay dollars for something that nobody uses. Doesn't make a lick of sense to me. Then I think the folks in Nampa came to that realization as well by removing their funding of the bus transit. Public transportation is great provided they can pay for itself. I don't see that happen at any time here in the future. Make it easier for people to drive their cars and park them where they want to go. I rarely go down to downtown Boise anymore, cause it's so difficult to park. So I don't think you're serving the interest of the taxpayer.	Thank you for your comments; they will be shared with Valley Regional Transit, the City of Boise, the City of Nampa, the Capital City Development Corporation, and the COMPASS Board of Directors.	Online Comment Form	83709
Q#1 How much is this project costing taxpayers in Seattle, Denver, Salt Lake City and Portland? Q#2 Are any of the aforementioned Cities in the BLACK re costs vs expenses, including salaries, benefits, etc.? Q#3 Is VRT in the BLACK or Red re services rendered vs costs?	Thank you for your comments; they will be shared with the COMPASS Board of Directors. <u>Questions #1 and #2:</u> As Denver, Seattle, Portland, and Salt Lake City are outside of COMPASS' planning area, we do not have detailed insight into their budgets beyond what is available online. You can find each of their budgets at the links below to review in detail. You will find that each is structured differently, with different populations, geographies, services, and funding sources. In addition, in some you will find one-time expenses (e.g., large capital projects) and revenues (e.g., one-time grants), which can make it difficult to compare across years and cities. Regarding costs to taxpayers – each are funded differently, with different combinations of local, state, and federal funds, as well as other revenues such as fares, special taxes or levies specifically for public transportation, and advertising. Each budget outlines its revenue sources.	Email	Chuck Stadick, Caldwell City Council

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Comments on projects in the regional transportation improvement program (TIP)			
	In general, local or state funds are needed to provide a required "match" to receive federal funds, so limited local funds can decrease the amount of federal funds an agency is able to use. Seattle Area: Sound Transit: https://www.soundtransit.org/sites/default/files/documents/2026-adopted-budget-financial-plan.pdf King County Metro: https://kingcounty.gov/en/dept/metro/about#toc-budget Denver Area: https://www.rtd-denver.com/budget Salt Lake City Area: https://www.rideuta.com/About-UTA/Utah-Transit-Authority-Budget Portland Area: https://trimet.org/budget/ <u>Question #3:</u> You can find Valley Regional Transit's 2027 budget at the link below – see page 25. There you will see that their 2027 budget balances, with expenses and revenues each at \$34,005,151. https://www.valleyregionaltransit.org/wp-content/uploads/2026/07/PACKET-Board-of-Directors-Meeting-8.3.26.pdf		
This project [Spoils Bank and Farmers Canal Pathway] has been a long time in the making, and it's encouraging to finally see it included as a draft in the TIP. Improving safety for cyclists and pedestrians while reducing vehicle interactions along this corridor will benefit everyone involved. These changes will ease stress for cyclists, pedestrians, and motorists alike, creating a smoother and safer experience for all.	Thank you for your comments; they will be shared with the City of Boise and the COMPASS Board of Directors.	Email	Debbie Lombard-Bloom

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What is missing is a study or actually planning of a commuter rail line from Micron to Caldwell.	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors. Earlier this year COMPASS completed a study of potential high-capacity transit between Boise and Caldwell. Learn more about the study at https://compassidaho.org/public-transportation-high-capacity-transit/ .	Online Comment Form	83705
Widening highways is not preferred as it encourages use and increases latent demand. Pedestrian safety projects should be prioritized over vehicular convenience.	Thank you for your comments; they will be shared with Ada County Highway District, the Idaho Transportation Department, and the COMPASS Board of Directors.	Online Comment Form	83704
I'm excited to see improvements that will assist in congestion management and making it safer and easier to travel around. Anything that can alleviate congestion on I-84 specifically would be especially helpful.	Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.	Online Comment Form	83642
These all sound great!	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Online Comment Form	83642
We NEED the transit station improvements at Boise Towne Square Mall like YESTERDAY! Please approve these plans, I'm all for these!	Thank you for your comments; they will be shared with Valley Regional Transit and the COMPASS Board of Directors.	Online Comment Form	83642
[See attachement 1]	Thank you for your comments; they will be shared with Valley Regional Transit, the Idaho Transportation Department, and the COMPASS Board of Directors.	Letter	Elmore County Board of Commissioners

Elmore County Board Of Commissioners

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Date: July 30, 2026
ITD-ITIP Comment
Attn: Brianna Fernandez
P.O. Box 7129
Boise, ID 83707-1129

Subject: Comments from Elmore County Board of County Commissioners on ITIP 2027-2033

Dear Ms. Fernandez,

The Board of County Commissioners for Elmore County, Idaho ("Board") appreciates the opportunity to comment on the Idaho Transportation Department's ("ITD") Idaho Transportation Investment Program ("ITIP") for FY2027 to FY2033. The ability for local agencies and the public to review and provide comments is an important exercise in gathering information from the constituents this Program effects.

We understand that ITIP is a multi-modal program that includes highways, bridges, public transportation, railroads, aviation, and non-motorized transportation throughout Idaho. Our state and local transportation systems are a network of cross-jurisdictional routes that require cooperation, coordination, and continuous planning to operate, maintain, and improve. The draft ITIP includes a financial plan and should be developed in cooperation with the metropolitan planning organizations ("MPOs") and local officials. It outlines how projects contribute to meeting federal performance targets. We also recognize that the Idaho Transportation Board approves the Statewide Transportation Improvement Program (STIP) submittal in September, and in October, ITD submits the STIP to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for approval.

Proposed Projects in District 3:

Elmore County, Idaho is a part of ITD District 3. The Board noted a few surface restoration or pavement preservation projects proposed in the draft ITIP 2027-2033 in the District 3 Highway Project List within Elmore County, which are important for ITD's highway network maintenance. We also noticed a couple of fencing replacement projects along Interstate-84 ("I-84"). We recognize the importance of those improvements for ongoing operation and maintenance of I-84, which is at the core of our state's economy. We appreciate the proposed funds for the replacement of the Middle Fork of Boise River Bridge in northern Elmore County.

While the Board appreciates these maintenance projects in Elmore County, we are concerned that the draft ITIP 2027–2033 appears to place a disproportionate emphasis on interchange and interstate improvement projects, as well as associated federal and state funding investments, in Ada and Canyon Counties. We therefore wish to draw ITD’s attention to an emerging trend in District 3.

Since 2020, Elmore County has experienced steady population growth and increased interest in development, driven by regional economic expansion along the I-84 corridor. The County has considered, and continues to receive unanticipated large-scale development proposals, including utility-scale renewable energy projects, tribal economic development initiatives, logistics centers and warehouses, solid waste disposal sites, as well as mixed-use planned communities in its western areas. The Board appreciates ITD District 3 recognizing this trend and initiating "the I-84 Corridor Study between Gowen Road to Mountain Home" ("Corridor Study"), which will provide important transportation and traffic information for this growing region of Elmore County. To respond to this development trend and to benefit from the Corridor Study, the Board wishes to make two requests for ITIP 2027-2033:

- 1) **Exit 90 Interchange Planning and Improvements:** The County sent a letter to Mr. Jason Brinkman, ITD Engineering Division Administrator for District 3 in April 3rd, 2026, regarding our desire to collaborate with ITD in addressing this unsafe interchange (Attachment A). The Board wants to request adding: 1) Exit 90 Interchange Preliminary Engineering Planning and Scoping, and 2) Exit 90 Interchange Improvement Program to ITIP 2027-2033 immediately following the Corridor Study, to ensure necessary safety improvements at Exit 90 interchange. Should ITD elect to place this request on District 3 Highway Project List, the Board will be able to contribute a small local match to this project.
- 2) **Exit 70 Interchange Planning and Improvements:** To support the Corridor Study, Elmore County Land Use and Building Department ("Department") staff are working closely with ITD staff to provide Traffic Impact Studies from large development proposals at and around this interchange. This is an important interchange of local and statewide importance. Three Planned Communities with 20,000 future homes to the north, and all the industrial, commercial, and agricultural operations along Simco Road, as well as Mountain Home Airforce Base and Simco Training Area of the Idaho National Guard to the south use this interchange as the primary access to and from I-84. The Board wants to request adding: 1) Exit 70 Interchange Preliminary Engineering Planning and Scoping, and 2) Exit 70 Interchange Improvement Program to ITIP 2027-2033 immediately following the Corridor Study to support success of these economic drivers of our state. Should ITD elect to place this request on District 3 Highway Project List, the Board will be able to work with ITD District 3 staff to receive proportional share contributions from these development proposals.

In addition to the ITIP Project List for District 3, the Board wishes to work with ITD in developing a multi-disciplinary team of the County emergency responders (Sheriff, EAS, and extrication), Idaho Office of Emergency Management (IOEM), and District 3 in development of: 1) On-scene Operations and Traffic Control Measures, 2) Traffic Incident Management, and 3) Emergency

Operations Plan for I-84. In absence of these measures, the County's emergency response needs, general fund budget, and taxpayers are getting adversely impacted by crashes along I-84. These measures should at a minimum consider:

- Agreements for deploying incident report vehicles to clear minor crashes and to divert traffic away from major crashes;
- Relieving local emergency responders by handling minor roadside hazards and non-emergency traffic problems;
- Roadway clearance minimizing secondary collision risks by working alongside hazmat crews, tow operators, and EMS to clear highways quickly;
- Training for firefighters, emergency medical services, law enforcement, and transportation workers focused on joint communication and scene safety;
- Management of severe weather, wildfires, and structural emergencies.

COMPASS and VRT Collaboration:

The Board is pleased to inform you that Elmore County is now a member agency of COMPASS. As proposed in ITIP 2027-2033, we hope that ITD will continue to support Planning and Transportation Study, Travel Characteristics Study, Freight Plan Study, and Metro Planning, which we hope will help Elmore County alleviate some of the auto and freight movement related issues of regional nature.

Similarly, the Department is working with Valley Regional Transit ("VRT") staff to identify transit opportunities in Elmore County. The Board wishes that ITD will continue supporting VRT's Statewide Rural Area Formula Program and Elderly and Disabled Transit Program, which is critical to success of our workforce, veterans, elderly, and disabled population.

Thank you for your consideration of these requests and continued commitment to transportation safety in Elmore County and throughout Idaho.

Sincerely,

By 

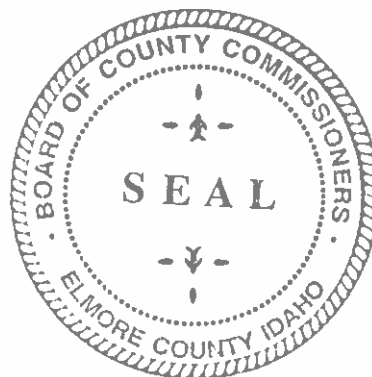
Albert Hofer, Chairperson

By 

Franklin L. Corbus, Commissioner

By 

Crystal Rodgers, Commissioner



CC: Jason Brinkman, ITD District 3
Wendy Howell, ITD District 3
Kendra Condor, ITD District 3
Col Kyle Carpenter, Idaho National Guard
Tracy Jiles, Mountain Home Airforce Base
Toni Tisdale, COMPASS
Stephen Hunt, VRT

Attachment A

Elmore County Board of Commissioners

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Idaho Transportation Department
11331 W. Chinden Blvd.
PO Box 7129
Boise, ID 83707

C/o Jason Brinkman, ITD Engineering Division Administrator District 3.

Subject: Safety Concerns and Request for Traffic Study at the intersection of Exit 90 Ramp, Sunset Strip, Frontage Road, and Ditto Creek Road

To Whom It May Concern:

Elmore County wishes to formally express its concerns regarding the safety of the intersection at Exit 90 Ramp, Sunset Strip, Frontage Road, and Ditto Creek Road. Many County constituents such as residents, Emergency Services, Elmore County Sheriff, and Idaho State Police have expressed safety concerns related to this intersection. Many of these individuals have personally observed multiple unsafe conditions that appear to create significant risks for drivers.

Specifically, the County has heard issues related to:

- Drivers not being able to see coming out of Frontage Road and Ditto Creek Road. e.g., limited visibility when turning left, speeding traffic approaching the intersection, confusing lane markings, lack of protected turn signal, etc.
- There have been over 37 crashes at that intersection since November of 2019. That does not account for the near misses that have happened and have not been reported.
- December 6, 2018, ITD Report: *Interchange Modification Report for the Interchange and Access Study, Elmore County Project No. A019(143) (See attached #1):
 - Chapter 5 Alternatives Analysis: 5.2.1 Exits 90 and 99 "However, as described in Section 4.2.2, providing a diamond interchange improvement for Exit 90 will provide significant benefits to the region and address the safety concerns.
 - Chapter 7 Recommendations: Exit 90, "The off and on ramps at Exit 90 should be reconfigured to meet the current geometric standards for acceleration and deceleration from an 80-mph interstate facility." "These improvements are recommended to be implemented as soon as practical." "Due to the safety concerns of the current interchange configuration, it is recommended that a diamond interchange be constructed at Exit 90." "This improvement can be made as soon as appropriate with ITD's planning and programming process as it is not tied to capacity needs."
- Crash Data: * (See attached #2)

These ongoing hazards are causing many residents, EMS, Sheriff, and ISP to feel increasingly concerned about the likelihood of serious collisions at this intersection. Because of this, we respectfully request that the Idaho Transportation Department evaluate the need for modifications, maintenance, or improvements to this interchange and intersection included but not limited to,

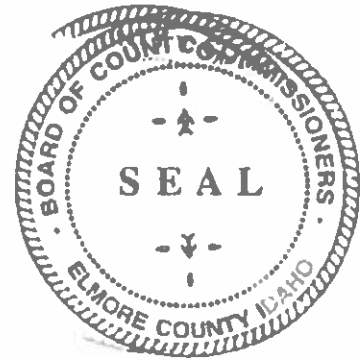
conducting an official traffic and safety study at this location, making interim maintenance improvements, and evaluating more comprehensive, long-term improvements to this area. We believe an evaluation of traffic volume, crash history, signal timing, signage, and geometric design of the exit and intersection would help determine whether improvements such as additional signage, revised signal phases, lighting enhancements, different design of the on and off ramps of both east and west bound exits, or other safety measures are warranted.

Our intent is to draw attention to this intersection and interchange for ITD's review and hopefully help ensure that this roadway's safety is improved for all who use it. We would appreciate any updates ITD can provide regarding planned reviews or the expected timeline for and such studies or evaluations. In addition, to ensure this issue is at the forefront of ITD's planning efforts, the County Commissioners would request the opportunity to speak with ITD on next steps and ways the County can assist with these efforts. Please let us know your availability to meet with the County in April or May 2026.

Thank you for your time and for your continued commitment to transportation safety throughout Idaho.

Sincerely,

By 
Albert Hofer, Chairperson
By 
Franklin L. Corbus, Commissioner
By 
Crystal Rodgers, Commissioner
By 
Alan Roberts, EMS Director
By 
Mike Hollinshed, Elmore County Sheriff



*Attachment #1 Interchange Modification Report for the Interchange and Access Study, Elmore County Project No. A019(143)

*Attachment #2 Crash Data from Elmore County Sheriff's office.