

Public Comments Received (Verbatim)

For amendments to:

Communities in Motion 2040 2.0

Public Comment Period: March 24 through April 7, 2021

Total number of comments received by COMPASS: 28

Topic: Add two projects for Valley Regional Transit Project to improve infrastructure and pedestrian connections to public transportation on State Highway 44 (State Street) between State Highway 55 (Eagle Road) in the City of Eagle and downtown Boise.

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 think a transportation service to all of the major city centers in the treasure valley to include the BOI airport would be a great way to use taxpayer money. This would allow for greater use of public infrastructure, local amenities, and makes travel from out of state more accessible which in turn can allow for more money to enter the valley. This also allows under privileged families or individuals to travel with ease, still allowing money and capital to be better spent on local shops, small business, and within the valley. All in all I think public transportation infrastructure would be a great fiscal and public benefit to the treasure valley and all its visitors.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Bryce W.	Email


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
<p>What we need in treasure valley now. Mass light rail, like what Portland Oregon and Salt Lake City Utah has now. We used to live in Salt Lake area for ten years and we used the light rail system all the time going to large events such a Bee's baseball games, football games at Univ of Utah, Jazz basketball games and concerts. The Portland light rail is nice because we can stay at less expensive hotel on out skirts of town and take the train into town down. Now is time to start grabbing the land and right always needed for light rail. Like to also see interstate-84 expanded to at least 3-4 lanes in each direction all the way past the Param/Notus HWY-20-26 exit. You may also want to think about another interstate HWY that goes around the city, like 205 in Portland or 215 in Salt Lake does. Anyway, wish you best in getting these projects going. We look forward to riding the rails from Nampa to BSU football games in the future.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>Don Benson</p>	<p>Email</p>
<p>I grew up in San Diego California and as a kid my mom and I used the bus system daily. It was great, one of the best. Then they got the trolley. Fantastic! The trolley system is so good there. It has been expanded over the years to go many places in the county. Well worth looking into. I would use it if we had it here!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p>Email</p>
<p>I support the amendments outlined in the link below. https://www.compassidaho.org/documents/prodserve/trans/FY21/1Amend4_Public.pdf</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Valley Regional Transit.</p>	<p>Bob Taunton President, Taunton Group, LLC</p>	<p>Email</p>
<p>I highly oppose high capacity transit in this valley. I grew up in the Portland area and have seen first hand what this type of transportation does to a community. I understand the need some have to get from place to place, but what I have experienced is individuals using these modes of transportation (light rail specifically) for free rides, a place to sleep, Etc. All my experience has taught me is that these types of transit options more easily bring crime and are aesthetically unappealing. This valley needs to stay special, not end up looking like Portland or Salt Lake. I DO NOT want my tax dollars wasted on such a project.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Becky Woolley</p>	<p>Email</p>
<p>I am hoping that these projects will assist the transition from all automobile transportation to a more social form of transportation. A form of transportation where most folks will use the bus or train like much of the east coast does.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83704 (Boise) Joe Gallagher</p>	<p>Email</p>

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<p>I'm in favor of proceeding with the State Street Corridor Plan, as long as it specifically includes pull-outs for all bus stops. I seem to recall there was talk about when the 3rd lanes were to be added to State Street, that the buses would stop for loading in that 3rd lane, thereby blocking all other traffic. I am totally against this. Is there a plan for holding COMPASS meetings in person again?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>COMPASS Board and committee meetings are currently open to the general public subject to physical distancing. The public is requested to let us know if they plan on attending and are requested to wear a mask. The public can also watch the meetings live via COMPASS' various social media platforms (i.e., Facebook, Instagram, etc). We will resume in person meetings with the option of Board and Committee members to participate virtually once the Governor moves the state to Stage 5. We are currently in Stage 3.</p>	<p>Mac</p>	<p>Email</p>
<p>The state street corridor for Valley Ride is terrible idea and bad plan in my opinion. Else your widening State Street from the beginning to the end of public transportation, so valley ride may have their own lane with covered / heated/ with actual pickup times and drop off times it will never work for majority of workers . It's always needs to run 7 days a week and 24 hrs a day for at least some routes . It's time we as a Society get out of thinking the Treasure Valley isn't ready for real access public transportation that won't block traffic that needs to get to our main northbound route 55. I'm tried of stop and go /stop lights that aren't synchronized. Most importantly we as a community need some type of train transportation between Caldwell and Boise . Then the same maybe from Star to Boise . Stop saying we as a State aren't ready for 21 century public transportation. I'm sick of North End running our city and city council. It's time for real term limits on all boards and politicians in Idaho .</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83709 (Boise) Robert Clark</p>	<p>Email</p>
<p>I would like to see a new East-West Trending Freeway north of the Boise River along the break-in-slope between the Boise River Floodplain and the Pleistocene River Terraces. This Freeway would start East of Boise near the Highway 21/I-84 Interchange, and travel westward North of Downtown Boise, the North End, Eagle, Star and Middleton. It would then connect into I-84 North near the Highway 44/I-84 Interchange near Middleton. I am also NOT in favor of any light rail system. I am in favor of a regional bus system. Thank you for listening.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>83644 (Middleton) John D. Fortier</p>	<p>Email</p>

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<p>Stop this constant push for light rail. Don't you realize that light rail is just a racist attempt to get low income minorities, in Idaho, this means Hispanics, to underpaid jobs in the more affluent business areas so they can do the grunt work in the convention and hospitality industry and other low pay jobs? Rather than pay them a wage worthy of funding their own commute, you make taxpayers pay for expensive fixed guideway transportation systems that require continued taxpayer subsidies. Any public -transportation system should be required to be self-funding. Taxpayers are taxed out. Instead, encourage business development away from downtown Boise and closer to residential areas. The real estate developer can make money developing other areas.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>(Meridian) Mark</p>	<p>Email</p>
<p>(regarding transit) It looks wonderful and I hope to get it continued to work towards a route from eagle to kuna and a redoing of the train across treasure valley and a way to have it run more regularly given covid-19 and not most people doing the bus however that will take some time</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Ian Bott</p>	<p>Email</p>
<p>I'm 48 & disabled. Please consider ramping up bus access to & from downtown Eagle. There is a disproportionately large group of people (young & older disabled & teens) that would REGULARLY access a bus system if available to them. Also please consider ADA compliant improvements to sidewalks to/from all bus access points- such that it's more realistic for scooters & bikes to get to/from the bus pickup/drop off & bk hm. I'm dual insured (Medicare & Medicaid) my own car (but can't drive it myself) & qualify for caregiver (but hardly hsrve 1 due to severe shortage & they don't want to drive anywhere) I have additional insur policy & still have very very limited true transport options- as almost no errand (including Dr appts) can a person gain a 3+ minimum BUSINESS day notice to use any transport system- many many many more people could be working &/or volunteering if they had access to same day transport. Thank u for your time. (Disabled financial planner- excuse typos per brain disease.)</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Lisa A Schweiter</p>	<p>Email</p>
<p>I have a special needs daughter who lives in Boise and uses the busses, longer hours if possible so she can use them in the evening, and more frequent time runs so the wait isn't too long. It's a great service! Thank you!</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p>Email</p>

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<p>I do not have any input on which of the options I recommend or why. But, having seen these discussions unfold over many years in medium and large cities, I offer the advice to "always go big" because, especially in a growing environment like Ada county is in, having good transit is critical. It supports the growing community, makes life better for those who are not happy with the population growth, and is basic to a good local economy. These are things that we all want no matter what political side or personal preference we have. Hope this helps.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>Paul Moller</p>	<p>Email</p>
<p>I am in favor of light rail in the middle or on the side of the interstate between Boise and Caldwell. It would be awesome on so many levels, especially if bus stops were at light rail stops, so short interior journeys could be made by passengers using the bus. I so hope this happens.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>83631 (Boise) B A McClain</p>	<p>Email</p>
<p>I am opposed to the State of Idaho spending and wasting money on public transportation in the City of Boise! I support the other two amendments. They are not a waste of money. Public transportation is never affordable and will never pay for itself. It is a drain on all citizens of the state. If Boise wants public transportation then they, the citizens of Boise, should pay for it. Not all the other citizens of the state.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>		<p>Email</p>
<p>There's only one possible future for the public transportation method and volume. That is its increase in various current abilities.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p>Email</p>
<p>I 100% support expanding public transportation. We need it SO badly. I know people in Star, for example, that need out patient rehab in Ada County. Anything closer, such as Eagle, would make it easier on the person recovering and the family and friends supporting them. I have a disability. I may not be able to drive for much longer. I would also like to lose the expense and pollution of a car. I do live in Ada County. Pretty close to downtown Boise. I'm lucky because I am near several bus stops. However there is always room to improve. It would be great if I could (and users) be educated on how to get from point A- Point B via bus. I have no idea how it works.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Katy Costa</p>	<p>Email</p>
<p>I think having a system like Denver's light rail would be a great idea for the Boise area.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p>Email</p>
<p>Dear Sir, I see our busses are rarely filled and notice the same observations in most cities. Which gives the appearance buses are a poor use of taxpayer dollars in every community, with possible exception of high density cities like</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>(Boise) Ron Dale</p>	<p>Email</p>

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<p>New York or Chicago. The hey day of trains and busses ended shortly after WWII, replaced by improved road infrastructure, vehicle dependability and commercial aviation modes of travel. I've studied bus and train modes of travel and observed 100% of the community pays taxes to finance systems which never run profitability and only attracts 2% or less of a local populations use! I read an article in the statesman in February 2017 essentially telling us taxpayers we should pay more taxes to create a better bus system for the less than 2% of our population to use in SW Idaho! A somewhat offending article which never addressed how to wisely use rather than waste taxpayer dollars. I responded to that article; we should shut down our bus system and with the massive savings realized issue travel vouchers to the under 2% who truly need transportation assistance for use with local taxi cabs. Cabs already run 24/7 and improve public safety by taking customers door to door, which systems based upon predetermined routes cannot compete with. Shutting down our community bus system would save millions, while still insuring those in need obtain a safer door to door commute. Further, route systems are highly inefficient to the high demand schedules of the remaining 98+% of our population, hence it's cheaper when time savings are factored in to use ones own personal vehicles. Therefore expanding transportation systems of buses or trains becomes a terrible waste of taxpayer dollars ultimately destroying community affordability like that which has occurred in Portland Oregon where until 8 years ago we lived. During the years of 2008 to 2013, I observed a paradigm shift occurring. In those years my customers started taking other jobs after retiring because runaway taxes destroyed their retirements incomes. Let's not let the same bad management decisions destroy our livability here in Idaho. Oh these inadequate transportation systems are always passed off as a method of reducing traffic congestion. Another lie, because 98% of our population will continue to use their own cars. Portland, OR (and other cities) have a massive traffic problem every day, not solved with the use of trains or busses. Here in SW Idaho close our 'on ramps' out to around Nampa forcing local traffic to use our surface streets, reducing freeway congestion to all traveling greater distances. Stop Crime from expanding radically in our communities by not bringing trains here, and replace our inefficient bus system with taxi cabs. Save millions in tax</p>			

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<p>payer dollars while significantly improving citizen user safety and community affordability.</p> <p>***</p> <p>I responded earlier, but received another invitation to do so again. The following clarifies better my earlier response and thank you for this opportunity to respond with clarification. As for traffic projects to improve traffic flow, all look excellent and I believe will benefit our community directly. However trains and busses I disagree with for the following reasons:</p>  <p>I see our busses are rarely filled (as Valley Regional Transit's website picture confirms) and I notice the same in most cities. Which gives the appearance buses represent a very poor use of taxpayer dollars in every community, with possible exception in high-density cities like New York and Chicago.</p>	<p>***</p> <p>Thank you! We included the new information in your comment to the COMPASS Board of Directors and Valley Regional Transit.</p>		
<p>Glad to see the amendment for VRT as it will be an important long term community investment. Hopefully after enough enhancements to public transit, we'll need less highway construction projects.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">Jordan Engstrom</p>	<p align="center">Email</p>
<p>Please use buses instead of dedicated rail. Cheaper, and more flexible. It uses roads instead of having to get right of way land. Don't spend so much for landscaping and then there is no money to keep it up. Educate drivers on common rules of road. Glad they changed the CFI to a regular one, that one was going to be very confusing to motorists.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">Gary Gray</p>	<p align="center">Email</p>
<p>I have biked and or bused to work for the last 20 years. It is cheaper for me to use bus transportation than it is to own a car. That being said, I have also used bus and rail transportation in other states. All have had systems that had busses or trains running every 15 minutes to half an hour. Most had a system that had ridership till 10pm. You can't build a ridership if you don't have a system that is useful to the average consumer. We have a great downtown hub that is not being utilized by people. As far as I know the only route that has a lower wait time is the State Street route. I know ridership is down due to covid, but it is my hope that we can have a better bus system in the near future.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p align="center">Kim Gibbons</p>	<p align="center">Email</p>

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<p>Changes to regional valley transit will be of no use, unless bus stops/pick-up points are located where residents can actually get to the bus. For Meridian, a bus stop is needed at either Cherry Lane/Ten Mile or at Ustick/Ten Mile. Another pick up point, for residential passengers, should be at Franklin Road and Locust Grove.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p align="center">Email</p>
<p>Thank you for the opportunity to review the hard fought transportation plan. I can only suggest a development moratorium if congestion cannot be curbed by these projects in a timely manner.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">(Wilder) Keri Gibbs</p>	<p align="center">Email</p>
<p>I have to ask that you consider the impacts to parallel streets when the improvements are made to State Street. Vehicular traffic will be forced on to streets such as Hill Road; Fairview Avenue; Chinden Blvd; Victory Road; and probably others. The problem is that with no reduction in total motor vehicles, changes to one street will not result in safety and less danger on other streets. The system as a whole has to be considered. Begin by reducing the total amount of traffic through alternatives and penalties (like a mileage use tax). Improving State Street is like squeezing a tub of toothpaste with the lid still on it. The seam at the bottom will rip and toothpaste will come out the seam. Same for traffic.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">83704 (Boise) Joe Gallagher</p>	<p align="center">Email</p>
<p>I am pleased there is a project to be mindful of traffic and 'passenger amenities' such as bus stops/bike racks/cross walks, but I didn't see any information concerning the environmental impact or how this is included in the construction. I did see plans for a retaining wall, however it would be prudent to include and implement natural water wise plants and utilizing Idaho native plants/trees around the area of increased pavement. Especially if bus stops are not covered, and flooding is a concern. It is important to include and be mindful of the natural landscape not only for esthetic purposes but also for the animals that are local to the areas and to benefit the ecosystem in which we take part in.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>The following response is provided by Valley Regional Transit staff regarding your inquiry about environmental impact: The State Street Premium Corridor Part1 and 2 TIP amendments include projects that are to occur largely within the existing right of way. The project is currently in planning and environmental review but it is expected that the majority, if not all elements related to these amendments will fall under a Categorical Exclusion under National Environmental Policy Act.</p>	<p align="center">Stephanie Grover</p>	<p align="center">Email</p>

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