

Public Comments Received (Verbatim)

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

Public Comment Period: July 6 through 20, 2021

Total number of comments received by COMPASS: 17

Topic: Add multiple design and land purchase projects and a study on Interstate 84 in Canyon County, a study to determine needs and weigh options for a southern connection to Interstate 84 in the City of Nampa, additional design on State Highway 16 in Ada and Canyon Counties, design and land acquisition on State Highway 55 in Canyon County, design and land purchase on US 20/26 in Ada and Canyon Counties, and a rail safety project in the City of 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
The rapidity of growth in Canyon County is deserving of the proposed amendments to Communities in Motion 2040 2.0 (CIM 2040 2.0). Like a tree you plant under whose shade you may not sit I see that the effort for the future is getting a good hold in this plan. The over-all scope of these projects is huge and the frequent construction delays that I encounter in my everyday life living in Caldwell and frequently going to Meridian and Boise are well warranted. Thank you for inviting comment.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83605 (Caldwell) Sharon Hubler	Email
All those projects appear worthwhile. What is needed in a Freeway north going east/west .. State street might be used,. Also, north/South connectors should be built all the way south in preparation for the massive population increases coming as our southwest neighbors find their states unlivable due to heat.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	(unsigned)	Email
All improvements that COMPASS solicited for public comment need to be done; however there is another major need, widen and improve Ustick Rd in Nampa, including I84 ramps. Not only is the Ustick overpass degraded" it is under-designed. In addition, the distance between Franklin and Midland interchanges is much too far. Also need to buy ROW to widen Tenmile south of I84.	Thank you for your comments; they will be shared with the COMPASS Board of Directors. Improvements to the Ustick Road Overpass started in May 2021. You can get additional information, as well as sign up for updates on ITD's I-84 corridor webpages .	Tricia Matthews	Email
I'm in favor of the projects in the Plan.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Mac	Email

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<p>this is not in response to ITD's proposal but it is a request to plan and build a new bridge over the Boise River. I use Glenwood and Veterans often. Glenwood is horrid. Always crowded. Veterans is occasionally crowded. Use the area between Glenwood and 51st street for a new bridge. It won't be cheap but it will be needed sooner rather than later.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">83704 (Boise) Joe Gallagher</p>	<p align="center">Email</p>
<p>I support all highway infrastructure improvements. Our payback on tax payer dollars is short and highly beneficial. Your public transportation proposals are a terrible waste of tax payer dollars. So few will ride high capacity rail and costs to build and maintain will destroy citizen affordable in SW Idaho with sky rocketing tax increases.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ron</p>	<p align="center">Email</p>
<p>Thank you for allowing a public comment on these future plans. I am not sure how many people participate but I know that I speak for many fellow Idahoans that I see and communicate with on a daily basis working in retail sales. My comment is that in the vast majority of cases, widening roads is not the answer to future traffic congestion. There has been much evidence that widening roads just encourages more people to drive. I do not feel that in an age where we absolutely must limit CO2 emissions and with vehicles being a major emitter of these emissions that we should be expanding roads. I know that the treasure valley used to have an extensive system of trolleys and rail which effectively moved people all around the valley. This is what we should be striving for again. We should not make the same mistakes as cities such as Seattle, San Francisco and Los Angeles who have some of the worst traffic in the nation. We should be proactive work toward a multifaceted public transportation system. I would also like to point out that roads, being black, have a very low albedo (the amount of light absorbed or reflected). More roads means more heat (heat island effect) and in an era of wildly increasing temperatures it is a public health issues to add to add black tarmac. Heat induced deaths are on the rise nationally and will only get worse with climate change. I seriously urge you to reconsider these antiquated road widening policies and have provided some literature to check out as well via hyperlink after this paragraph. www.sciencedirect.com/science/article/abs/pii/S0967070X18301720 www.epa.gov/heatislands/smart-growth-and-heat-islands Thank you again for the opportunity to comment and I hope this email finds you well.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">(Boise) Ryan Goforth Idaho Mountain Touring</p>	<p align="center">Email</p>

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<p>Thanks for gathering public input on how best to move ahead with transportation in the Valley. I much appreciate your efforts! My input is pretty simple. I think it best that we no longer implement any further widening projects or other improvements that increase the capacity of our highways and roads. This is an endless and futile cycle to address congestion that usually only leads to more congestion through growth. Rather I would suggest that transportation projects focus on how best to remove vehicles from the roads. This would reduce congestion as well as improve air quality and reduce CO2 emissions that continue to exacerbate climate change. If we discontinued highway and road expansions, I think we would find we had more than enough funding to pay for those projects that would reduce vehicles and peoples need for them.</p> <p>***</p> <p>One more thing I would like to add for input. I think some of what they are doing in TX is relevant to the Treasure Valley. I would strongly urge you to consider some of what they are doing and to evaluate those same opportunities here. You can find some background on this here: https://www.thenation.com/article/environment/texas-transportation-highways-racism/</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>
<p>When are you going include added bus service in Treasure Valley Transportation Improvements, all additions and improvements are directed toward auto road travel. Also just came aware of Amtrak adding 160 new stations to their service, even Wyoming is getting a new connection. Why does Idaho lag behind in alternate transportation, especially for seniors, those below driving age, and adults who are non-drivers. Surely the added population and property tax should cover these improvements. Your minimum wage businesses are lacking employees and many of your citizens would be able to apply if they had convenient transportation, and from this need additional tax revenue would be generated. Thank you for bringing my concerns to Compass and the planners.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p> <p>Regarding funding for an expanded bus system: Idaho is one of only two states in the nation that does not have dedicated funding for public transportation. Therefore, funding for public transportation is extremely limited. We are currently trying to obtain the ability to provide a dedicated funding source through the Idaho Legislature.</p> <p>We are aware of discussions regarding Amtrak expanding services, and are currently working with the United State Congress on authorization language for Amtrak long-distance service through Idaho. Amtrak has not been receptive to returning service to Idaho.</p>	<p>Mary Lynn Kaldenberg</p>	<p>Email</p>
<p>I agree with the proposed amendments to the proposed Communities in Motion 2040.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Lynda Friesz-Martin</p>	<p>Email</p>

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<p>I think all cars should be stopped before the tracks and not one, two and that third with its butt of the car sitting on tracks, in front at the light. It's the same with the intersection at Cole and Franklin. I've lived here since 1997 and I have never seen a train at either of those crossings. Weird but true. Because Nice Matters</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>
<p>Here are my comments: I approve of all of the adjustments being considered but am concerned that almost all focus on Canyon County, which has important needs and is growing rapidly, but there is more growth happening in the eastern end of the valley. (South Meridian and Northwest Meridian specifically.) I definitely support the preparation for widening the roads between I-84 and Star on Star road. That is really needed now and in the long run. So is widening of 20/26 everywhere. But I also think that railroad safety is hugely important and long overdue on several roads in the valley, but Milwaukee is a great starting point since it's such a high-traffic road. I believe that Meridian will grow even faster over time, as it's closer to Boise and more central to the valley and there are so many business parks moving in, and it will need more widening of roads heading south from central Meridian. That is where most of the land is left and the building is happening. Once materials are back in stock, the building will skyrocket and we can be assured that the roads will be needed sooner than expected. Also, Northwest Meridian out to CanAda road is in need of preparation for road widening. It isn't built out yet, but that means now is the time to prepare and make sure the land is available while it's undeveloped. The entire valley will fill in faster than expected over time. Be sure of it. Thank you so much for all you do!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Marit Welker</p>	<p>Email</p>
<p>I've emailed and left messages multiple times requesting signs be put up at Cassia & Karcher Rd. interchange. Many times, thru out the day, east bound traffic on Karcher RD. is blocking traffic from Cassia Rd. to get out unto Karcher Rd when light turn green. We need large signs put up on Karcher Rd. stating not to block intersection. Also, it would be nice to see right turn only lane on Cassia. This would help in traffic build up. Thanks again for your time.</p>	<p>Thank you for your comments; they will be shared with the Idaho Transportation Department and the COMPASS Board of Directors.</p>	<p>Don Benson</p>	<p>Email</p>

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<p>These projects aren't bad, but we need functional public transportation as well as safe options for bicycles and pedestrians.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>
<p>I think the two projects that need funding and to be priority is connecting highway 16 to 84 and the Karcher interchange. Especially important would be highway 16. Heck it's been in the works for twenty years. There's too many people for the current road system. I also think highway 16 needs to be more of an expressway with exists at Ustick and Franklin only.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Lynda Wojcik</p>	<p>Email</p>
<p>I support the proposed changes on the I-84 corridor. They are long overdue and will aid the growth in the valley. As we have seen with the last two years of explosive growth, our highway system (while much improved) falls far short of the current and future need. And yes, I support increased gas taxes if needed.</p> <p>I will probably sound like stuck record, but I think more attention should be paid to light rail. A few years ago it was dismissed as not big enough for such a project. It seems clear to me that we are or soon will be. Buy the right away now. Be planning now or we will be faced with staggering costs in right away purchase in the future (look at Seattle). Let's attack the problem now before it gets beyond our reach.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(unsigned)</p>	<p>Email</p>
<p>I would like to comment on the changes to the TIP. I say changes because we all know its already a done deal. ITD is only asking for this because its required by law. But I do challenge you to actually ready the comments as I have 17 years of transportation experience in the Army coordinating truck convoys and have been trained to route truck convoys through large cities and to design cargo transfer points. I also know a thing or two about money since I have a decades worth of governmental accounting.</p> <p>KEY NAM02</p> <p>Happy Valley and the Garrity East bound onramp are getting to capacity once again. You can either spend more money updating Garrity and Happy Valley RD. or you can connect Robinson RD. or McDermott Rd. This will decrease the traffic flowing to Happy Valley and on to Garrity. The land will be a lot cheaper near Robinson than trying to buy business to add lanes. This would also make it easier for tractor trailers to bypass Garrity's tight interchange.</p> <p>KEY 23336</p> <p>This Should not be funded by TECM funds. This should be funded by Garvee Bonds and should have been included in the widening of I84. However, do to the poor leadership of</p>	<p>Thank you for your comments; they will be shared with the City of Nampa, the Idaho Transportation Department, and the COMPASS Board of Directors.</p> <p>All comments are considered and shared with decision-makers; we also endeavor to answer any question raised in comments submitted.</p>	<p>Craig Allison</p>	<p>Email</p>

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<p>this COMPASS and ITD, especially Board member DeLorenzo, who saw fit to not approve any money for pre- planning for widening I 84 and to minimize the scope of the project to save money to spend on pre-planning for HWY 16. I guess it was more important to please Representative Moyle than do the job correctly in the first place out here.</p> <p>This lack of planning and funding has now yielded a project that will waste \$30 million on a free running right turn lane that will not serve one purpose. First of all, ITD couldn't even label the current offramp properly so tractor trailers are still getting in the wrong lane. I can get you're the photos if you like. All they needed to do was to put up a big brand new sign saying Marsing and Caldwell BLVD trucks stay right before they enter the off ramp. However, the first sign anyone see is after you complete the tight right turn where you then finally see one little sign that says trucks only. However, by that time its to late for some to get into the right lane.</p> <p>This intersection has been a disaster since it has opened and you keep putting band aids on it wasting millions that don't work or doesn't even last long enough have justified the cost. Here is a list of items that needs to be fixed that your design fails to fix or will create more headaches.</p> <ol style="list-style-type: none"> 1. No second lane for East bound onramp coming from HWY 55 and the BLVD- This should have been done when I84 was widened but you left it only one lane and we still have cars stacked all the way to Middleton intersection. Got photos of cars having to hit the brakes and almost stopping to let cars merge into the lane. If you create another lane you could add a lot more capacity and stop the stacking and the ten minutes to get from Middelton to the onramp. 2. Lack of storage for the west bound on onramp- consistently cars and trucks overflow the storage on the interchange blocking one of the through lanes. 3. The interchange already has a flying right turn and it creates major issues with cars trying to get to the left turn lanes onto the BLVD. So adding this new flying right turn is only going to exasperate the problem when you allow traffic to come south bound through the interchange while allowing a significant amount of cars and trucks trying to get over. 4. Unless ITD has designs to have 2 right turn lanes onto the BLVD only having the third through lane end only 100 ft after going through the intersection is going to cause a huge traffic jam and choke point. 			

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<p>This would all be fixed if they just turn the interchange into a SPUI. However, since the men and women of ITD don't bother to actually come out and evaluate the traffic at the height of traffic we will get a stupid design that we will have once again need to complain about so they can come back and actually fix the new problems they will bring or not have fixed.</p> <p>With using the GARVEE bonds on this project you can use the TECM funds to move up the widening of Karcher from Middleton to Indiana KEY 22715. Currently there is between 20,000 and 21,000 cars on the road at Indiana and if we wait till 2025-2027 to complete this project we will have 25,000 on the road. We don't have the luxury like people using HWY 16 to go down 1 mile on a brand new 4 lane road to ten mile which is 4 lanes all the way to I84. We have secondary roads that have stop signs every mile. That's some great planning pushing all this traffic to side roads.</p> <p>KEY 20351</p> <p>Once again this should be funded by GARVEE not TECM funds. TECM funds should be used to advance current projects that don't qualify for GARVEE bonds.</p> <p>KEY 23337</p> <p>This must be a priority over HWY 16. There is so much traffic on 20/26 that when you get behind a slow moving vehicle you don't have enough time and distance to pass the vehicle. Once again when you have Ada County residents making the decisions on the fund for projects Canyon County residents "get the short end of the stick" since the powers to be don't drive those roads because if they did it would be at the top of the list.</p> <p>KEY 23335</p> <p>Right funding source but the money needs to be spent on 20/26 and on Karcher from Indiana to Middleton first. Those two projects need to be advanced by years. If COMPASS or ITD doesn't think so maybe we should relocate COMPASS' headquarters out in Canyon County and see if the members like the drive.</p> <p>KEY 20788</p> <p>This should be funded last after the funding for I84 interchange and widening is paid for by GARVEE Bonds out in Canyon County. HWY 16 extension right now is just a road of convenience. Neither ten mile or 20/26 from HWY 16 to ten mile are near capacity. All this \$156 million is being used for right now is to save a minute or two of travel time to I 84. However, politically connected people from the Star and</p>			

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<p>Gem County area are pushing this project over projects that are more congested and have not other better options to travel on.</p> <p>There is a lot here but everything I said is true. HWY 16 has less traffic than Karcher and 20/26. ITD cant argue those numbers because those numbers came from their website. You can see by looking at the projects ITD has completed or is currently working on in Canyon County the cost cutting measure they have performed on the projects. However, if you look at Ada county projects you can see the extra care and extras they are willing to put in for their projects and I will gladly point that out to them or to the COMPASS board. Lastly I believe COMPASS or ITD should be responding to everyone concerns or comments. If you have any questions please let me know</p>			

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