

# Public Comments Received (Verbatim)

**For amendments to: *Communities in Motion 2040 2.0* and  
FY2021-2027 and FY2022-2028 Regional Transportation Improvement Programs**

Public Comment Period: October 26 through November 9, 2021  
Total number of comments received by COMPASS: 29

**Topic: Add project to design auxiliary lanes on Interstate 84 in the City of Meridian and remove an Ada County Highway District roadway improvement project, two Boise State University bicycle parking facilities, and a City of Nampa roadway reconfiguration project.**

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
It would be very helpful and beneficial to the community to have full transportation options throughout the valley. We live in Middleton and there are zero options other than hiring drivers for our son who is high functioning autistic and does not drive. He attends CWI in Nampa and it would be very helpful to have public transportation to/from every community to the different colleges in the valley. Thank you very much for your consideration.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Christi Martin	Email
My opinion: -Keep the I-84 projects in place. -Keep the Northwest Nazarene College reconfiguration. -REMOVE the bicycle project. -REMOVE rehab projects. Thank You,	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	(Caldwell) Chuck Stadick	Email
I'm sending this to show my support for the proposed auxiliary lanes on I84 between Meridian and Eagle Road. I hope eventually that I 84 will have HOV lanes throughout Boise but auxiliary lanes are also very useful and are needed.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Anonymous	Email

<p style="text-align: center;"><b>Comment</b></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;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Zip Code (City) Name Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
<p>I am writing to encourage compass not to adapt the they proposed amendments to the communities in motion 2040 2.0.</p> <ul style="list-style-type: none"> <li>• <b>Widening the interstate between Meridian Rd. and Eagle road</b> would only create induced demand along the roadway, leading to increased traffic and further create a gouge through Meridian, separating the community north and south of the freeway. Widening this road would continue to exacerbate the current inhospitable environment for all non-vehicular usage between the north and south eroding the community. I don't believe southwestern Idaho can continue to subsidize personal vehicle travel in this way when we don't seem to have the funds to invest in public transportation between the various communities in the treasure valley. Unless this added lane would be solely used for car-pooling and bus rapid transit this would be a tremendously negative change to the Treasure Valley.</li> <li>• <b>Bicycle parking-</b> I'm not sure as to what value removing this project would provide to the community. It seems as though bike parking takes less space and costs less money than a comparable parking for motor vehicles and would lessen reliance on personal vehicle travel in the Valley. When I have visited the Boise State campus it seems as though the bike facilities they have are typically well utilized and creating additional secured parking would encourage alternative transportation methods to and from campus. Removing planned bike parking would be a net negative to stakeholders and further propagate our addiction to vehicular travel.</li> <li>• <b>Holly Street-</b> Not undertaking the renovation to Holly Street to reduce lanes of traffic and eliminate bike lanes seems like a terrible idea. Even if Nampa had a thorough network of multi-modal pathways (which it doesn't) bike lanes would still be necessary to access businesses and the University along Holly Street. Unless the planned bike lanes would be replaced by separated, protected, lanes removing this project would appear to be a terrible idea and would materially the health and safety of the community. If a road is not safe enough for you to feel comfortable sending your kids or grand kids down on a bike unattended why would you impose this danger on other members of the community?</li> <li>• <b>ADA compliant sidewalks-</b> Reading your website I'm not sure what valley would be gained through this amendment. On its face this seems to be a discriminatory move which would further limit individuals with disabilities from free movement within our community. If there is a replacement plan for increasing accessibility in these areas for members of our community with disabilities not making these upgrades would be understandable.</li> </ul> <p>Thank you for your time,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Boise State University, City of Nampa, and the Ada County Highway District.</p>	<p>Phil Chaffee</p>	<p>Email</p>


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<p>Oh my gosh this sounds like the perfect solution to the most horrible exits! Meridian Exit. I always feel like I am taking my life in my hands when I enter the freeway from Meridian road. Everyone drives sooo slow going down the exit and makes it hard to move onto the freeway.</p> <p>Something will need to be done to the Eagle Exits and roads by the freeway with all of the new construction. New traffic will be way more that it will be able to handle!</p> <p>COMPASS Amendment #8 for Communities in Motion 2040 2.0 (CIM 2040 2.0), Amendment #9 for the FY2021-2027 Regional Transportation Improvement Program (TIP) and Amendment #1 for the FY2022-2028 TIP</p> <p>I still think adding overpasses on Eagle from the busy thoroughfare streets would relieve alot of congestion.</p> <p>We also need to use train service. I am sure since Motive Power left Union Pacific would welcome the new usage and money. Would also alleviate the congestion.</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>Tamalla Roby</p>	<p>Email</p>
<p>I agree with &amp; support this study (Adding lanes on I-84 in Meridian)</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Mac McOmber</p>	<p>Email</p>
<p>As usual it is dissapointing to see that public transport and alternative modes of transportation are not being developed. We are growing rapidly, but have no functional public transport. I would like to have more bicycle infrastructure. I would like public transportation options that are frequent and wide spread.</p> <p>Dissapointed, but not surprised,</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Alex</p>	<p>Email</p>
<p>I strongly support the proposed amendments would add the following projects to both CIM 2040 2.0 and the TIPs:</p> <ul style="list-style-type: none"> <li>• I-84, Meridian Road to Eagle Road in the City of Meridian</li> </ul> <p>Along with the removal of the the following projects from the TIPs:</p> <ul style="list-style-type: none"> <li>• Two bicycle parking facilities at Boise State University</li> <li>• A reconfiguration project on Holly Street near Northwest Nazarene University in the City of Nampa</li> <li>• A rehabilitation project sponsored by the Ada County Highway District</li> </ul>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(Meridian) Ken Nordhoff</p>	<p>Email</p>

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<p>I just wanted to comment on the proposed amendment of adding an additional lane and shoulder on the eastbound on- and off-ramps of Meridian Road. I live South of the interstate, just down Meridian and that on-ramp to get on eastbound I-84 during rush hour in the mornings is crazy. It was so great when the lanes of Meridian at Overland going Northbound were adjusted to have a separate turn lane onto Overland as it eased the congestion of those going straight through the light to get onto the interstate...only to find that the on-ramp causes so much of its own congestion. For some reason, people getting on from the South panic and have to immediately try to merge over into the left-hand lane of the on-ramp causing a huge back-up of traffic in the mornings. If there were two on-ramp lanes, this would ease that issue considerably as people would not feel the need to merge over immediately causing the congestion. In order to avoid that mess, I often take Victory down to Eagle to get on the Eagle on-ramp instead which seems like it would be a bad move, but is often faster than trying to get on at Meridian.</p> <p>Thank you for allowing us to provide input!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Rochelle Lim</p>	<p>Email</p>
<p>I am in favor of "I-84, Meridian Road Interchange to Eagle Road Interchange, Design, Meridian" if it can be funded from something other than the taxpayers. Anything to make traffic flow more smoothly! The onslaught of population growth (many of who live in Idaho but pay taxes in another state) should hold some responsibility for additional improvements and services needed.</p> <p>The increased population, therefore the increased traffic, is becoming a real issue in the Treasure Valley. One can only hope the Powers That Be have learned a lesson about not planning ahead when doing improvements on our highways and the freeway. Please give extra careful consideration to what traffic patterns and needs will look like in another 5 years. It is very financially irresponsible to build/improve with only the concerns of today in mind.</p> <p>In addition, as has been stated in other responses to projects, the responsibility for funding should be directly related to the Developers who are making the money off all the building projects and causing stress on our community. Why should tax payers foot the bill when many of us did not want all this development in the first place.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Anonymous</p>	<p>Email</p>

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<p>PLEASE!!!! That on-ramp is in desperate need of a project to increase its ability to get traffic onto I-84. The on-ramps are so short, coupled with the major intersection at Meridian and Overland that supports nearly 100% of the flow out of Kuna that it makes for a daily disaster.</p> <p>My only suggestion to the plan is that design and construction take place in 2022... I say that sarcastically but there is a desperate need for this last year not four years from now.</p> <p>Thanks!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">Chase</p>	<p align="center">Email</p>
<p>Great Job keep up the good work.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>
<p>I agree that an auxilliary lane may be needed eastbound from Meridian Road to Eagle and from Eagle Road eastbound, but as I have previously written, money needs to be spent on transportation projects that take people off of our increasingly busy highway systems-possibly light rail or better busing systems. People are here to stay and these problems will only grow worse in the next decade.</p> <p>I am in agreement with studying changes for Holly Street in Nampa.</p> <p>I agree that bicycle parking at BSU needs to be considered.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, City of Nampa, and Boise State University.</p>	<p align="center">Gary Martin</p>	<p align="center">Email</p>
<p>Auxiliary lane between meridian and eagle is a great idea. The congestion there is unbelievable at times.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>
<p>I would like to comment on the study to add an auxiliary lane between the Meridian Road and Eagle Road interchanges. I think it would help alleviate some of the traffic congestion during the peak hours. Here is my firsthand experience since I have to take that route to work daily.</p> <p>With three lanes merging into one on the eastbound Meridian Road on ramp, then shortly after having to merge onto the freeway, it gets backed up pretty quickly during the morning commute. I've adjusted my commute to leave at least 30 minutes later because of the congestion. I actually save 10 to 15 minutes on my commute by waiting to leave until later. Thankfully, my occupation allows me to have flexible office hours.</p> <p>I've also noticed a significant increase in vehicles exiting eastbound at Eagle Road. It started getting worse right around the time the new office buildings on the southeast side of the Eagle Road interchange opened, so within the last year. Sometimes the far right lane backs up on the freeway because the off ramp is full. This is creating a traffic hazard during the morning rush hour for a couple of reasons.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">Anonymous</p>	<p align="center">Email</p>

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<p>First, I've noticed that vehicles intending to exit at Eagle Road are now changing into the far right lane sooner than before. It's becoming more common for them to change into the right lane in the same place where vehicles are trying to merge onto the freeway at the Meridian Road eastbound on ramp, which just backs everything up further.</p> <p>Second, the far right lane is often moving very slowly or stopped altogether while the other lanes are moving at freeway speeds. I feel that it is a bit risky to try to change into a lane where traffic is going 55-65 mph from one moving at about 10-20 mph. Some drivers get impatient and do it regardless because otherwise they would have to wait several minutes for the line to clear at the Eagle Road exit.</p> <p>It might be worthwhile to also consider expanding the Eagle Road off ramp to multiple lanes, just to keep exiting vehicles from stopping on the freeway.</p>			
<p>I think these are exceptionally good additions, considering how our community has grown and likely will continue to grow, albeit at a slower rate with current housing costs. The land and area most appealing for development will likely be around Owyhee high School and south Meridian because there isn't a lot of land left in North Meridian except to the far west. So, I think it's important to develop the infrastructure to sustain the growth impacts we'll see by 2030 that will make this project crucial to safety on Meridian and Overland Road, as well as diffusing the impact of rush hour traffic in that interchange.</p> <p>That being said, there is a strong need for better safety on Holly street to mitigate the impact of traffic for NNU's Brandt Auditorium. I believe both are very important but I believe that there is a much stronger need for the Meridian Road I-84 improvements looking ahead to 2030 and 2040.</p> <p>Thanks for all you do in planning for our safety and growth.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Nampa.</p>	<p>Merit Welker</p>	<p>Email</p>

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<p>My main issue with biking is the inability to find covered bike parking. I think that removing the BSU bike parking facility project is the wrong direction for helping stem car traffic downtown. If you want to encourage biking (which is the fastest and easiest way to reduce traffic) you need to build the same infrastructure that you do for cars. It's not fair that when I decide to bike that I have an extremely limited infrastructure compared to cars. Even when it's way cheaper to put in bike infrastructure. I have a car, I pay road taxes. I want those taxes to also support me as a complete transportation being and help me when I decide to leave the car at home.</p> <p>You should keep the bsu bike parking facility project. And you should add a covered bike parking spot in Hyde Park, at North Junior high, and at the Capitol building/and or 8th street. We need more bike specific covered parking.</p> <p>Fastest way to reduce car traffic without limiting transportation options is to provide easier biking options and infrastructure. Kill two birds with one stone!</p> <p>Thanks for your work.</p> <p>Cheers</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Boise State University, City of Boise, and Ada County Highway District.</p>	<p>Larissa DeHaas</p>	<p>Email</p>
<p>Last week I attended the Star's Mayor's state of Star address to express my concern that your plans are too long in coming to help Star.</p> <p>We have a state of emergency/safety with so much traffic now coming through the town on State St. I know your statistics show that our problems are due to the extremely heavy traffic increasingly coming from Middleton. So perhaps you need to re-route that traffic through safer corridors that need to be put into place.</p> <p>State Street running through Star is ALL DAYLONG unsafe. It is very very difficult to get off and into State Street to our developments. It is only a matter of time before we have traffic deaths. There is no rush hour anymore — it is CONSTANT.</p> <p>You need to excelerate your plans to make Star safe ASAP. We cannot wait 2-3 years down the road; we will be having many traffic incidents. We need help NOW.</p> <p>Please re-configure your timeline and get Star some relief now from the unsafe traffic. You need to ask the Governor to release some of his surplus to make our town safe. Safety should be trumping everything else, especially since the problems are caused by our neighbor to the west.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Star.</p>	<p>83669 (Star) Lynn Davis</p>	<p>Email</p>

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<p>Texas tried to build their way out of congestion. They now have the Katy Freeway and traffic is worse than ever. Humans have an unsurpassed potential to learn from the mistakes made by others and an unsurpassed ability to not do so.</p> 	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p align="center">83706 (Boise) Gary Ackaret Idaho Department of Environmental Quality</p>	<p align="center">Email</p>
<p>I agree with the above re it's a priority over the others. Take care</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Chuck Stadick</p>	<p align="center">Email</p>
<p>I am in agreement with the proposed changes. The Holly street changes as proposed in particular are a waste of money which could be better used elsewhere Thank You</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">(Nampa) Hubert Osborne</p>	<p align="center">Email</p>
<p>Someone really screwed up on street planning for this area. (Staff note: referenced "streets in Southern Boise and Meridian" in subject line) The nearsightedness of both city's councils is not acceptable. THE VALLEY WILL RECEIVE OVER 500,000 NEW RESIDENCE during the next 10 years, is my opinion. I calculate this on the loss of land near both oceans and the GOM. The increase in storms and their severity has increased along all 3 bodies of water and more cities are flooding each year. More families will move here because of our better weather and the increase of business by Micron and Amizon. This P A N D E M I C is not over as our stupid politicians design CDC and Scientific evidence on world warming! But where will the VALLEY find more water for 1 million new residence and businesses? Because of the stupidity of these counsels pertaining to TRACK HOUSING, they clustered large amounts of cars in small areas along the following streets. 1- Victory Street is a nightmare from 7 - 9;30 and 3;30 to 6;30 . This street needs to be widened to 5 lane! 2- Amity Street - same as above. But an overpass bridge needs to be installed to connect to Cole to offset traffic from TRACK HOMES.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department the Ada County Highway District, the City of Boise, and the City of Meridian.</p>	<p align="center">83709 (Boise) Lester A. Meade</p>	<p align="center">Email</p>



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<p>3- CLOVERDALE NEEDS TO BE WIDDENED ALL THE WAY SOUTH to 5 lanes with side offshoots to residential areas and to handle Track Home traffic from Amity and Lake Hazel.</p> <p>4- Police Call Boxes, for emergencies, needs to be installed throughout the valley, with cameras, to facilitate bike and pedestrian emergencies.</p> <p>5- The best decision that each counsel has made is Meridian Road to Kuna.</p> <p>6- 10 mile road will be flooded with traffic in 10 years as new homes are built and hundreds of TRACK HOMES ARE CLUSTERED. Again -  this road needs to be 5 lane with side lanes for entry to residents and TRACK HOMES. THIS ROAD SHOUD EXTEND AT LEAST 2 MILES  SOUTH OF KUNA.</p> <p>7- The City Councils also need to look at a full VALLEY BUS SYSTEM. That not only connects within the Cities, but also has a hub that transfers people to other cities, including MT Home.</p> <p>8- An UNDERGROUND t u b e TRANSPORT SYSTEM needs to be considered by the Whole Valley that will be built under all new or repaired streets. This underground transport tube system must interconnect with all cities with in the valley and Mt. Home.</p> <p>Imagination and planning will distinguish the valley and will project a political system that focuses on the needs of the people and not on businesses. But this future planning will benefit both. Our world has changed, people are worried about safety, food and protection.</p> <p>Thousands of poor are migrating to the US daily because of the weather and CARTEL KILLINGS IN THEIR NATIONS. Worry, pain and dysfunction with jobs and the stupid political decisions have increased the need for American DRUGS to self-medicate.</p> <p>In A HUNDRED years, WE MAY SEE THE LOSS OF millions of acres of coastal land. Florida may disappear and the golf of Mexico could reach inland to Saint Lewis. All of the inland Cities will be overwhelmed with new residences. Politicians must stop being SELF-CENTERED THIEvS, put on big boy pants and start working to save the next generation.</p> <p>My generation will be dead in 20 years. I,m 73. TRACK HOMES - OK FOR TEMPORARY FAMILIES AND SINGLES. BUSINESSES NEED TO START BUILDING Mini homes and apartments for LOW PAYING JOBS on their job sites.</p> <p>Albertsons needs to set the standard and do this now at the</p>			

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<p>new Amity store. Even at \$15/hr - people can not afford housing in Boise or Meridian anymore! As the MILITARY loses land near the sea - MtHome Airbase will triple and so will the personnel here at the Boise Airport and at Malstome Airbase in Montana. Will the Valley Leaders be ready or will they keep repairing and making excuses for not planning? Just look at the backup at each local license authorizing locations and the backlogs.</p>			
<p>There is a mountain of money coming to idaho for road projects. Would it be prudent to delay start of some these projects and see what we are getting, then replan based on the new infusion of money? The thinking is we have higher priority transportation issues we are putting off because of lack of funding. It appears we are getting the funding as soon as the bill is signed by Biden and federal government processing of the funding. We are about \$1b behind on idaho road projects. We should move the highest priority projects to the top of the list and aggressively drive on completion. None of what you are talking about right now will help solve the critical traffic issues we have right now IMHO.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>Projects are selected for funding through a formal prioritization process. COMPASS is currently reviewing the provisions of the Infrastructure and Investment and Jobs Act to determine its impact on the region.</p>	<p>(Middleton) Steve Flora</p>	<p>Email</p>
<p>After reading the amendment summary &amp; funding details document, it seems that the direction is to invest heavily in motor-vehicle support while canceling projects to support other ways of transportation. My expectation would be that this will be a significant expense for limited sustainable value. Other cities have done similar highway widening projects of limited utility - see the DC metro I-95/495 corridor for an easy example. I think this type of infrastructure project is a poor use of taxpayer dollars.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the Ada County Highway District, the City of Nampa, and Boise State University.</p>	<p>Anonymous</p>	<p>Email</p>
<p>I'd like to comment on the proposed changes to CIM2040 2.0, specifically the proposal to remove the Holly Street reconfiguration. Four lane undivided road configurations not only promote driving at unsafe speeds and traffic weaving, but the lack of turn lanes lead to a dangerous situation for vehicles attempting to make left-hand turns, and obstruct through traffic behind the turning vehicle. A three lane configuration would make the street safer for residents and drivers alike.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p>	<p>Andrew Cascio</p>	<p>Email</p>
<p>This is not about the email you sent, but it is related. I have lived in Boise for 32 years and I am out in the Boise traffic around town every day of the week. I am very upset that bike lanes are going in on Maple Grove between Overland</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.</p>	<p>Nancy Powers</p>	<p>Email</p>

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<p>and Franklin. What is desperately needed in my opinion and that of my neighbors here on Shoup, is turn lanes on Maple Grove. Yes, I voiced my opinion when I saw the sign announcing this, but was basically told there just isn't enough accidents there and because it was poor future planning when the overpass was constructed.....I was here then and remember it well when Maple Grove was punched through from Franklin to Overland. So, it would now be incredibly expensive to put turn lanes in on this intersection. Hmmm.....so instead we are going to use money and any footage along the road for bike lanes; then we can never look forward to turn lanes. I feel that is a mistake in planning, not looking far enough into the future needs with all the incredible growth going on here now. There are so very few people using the bike lanes in this City. Maybe they are downtown, but not out in this area. And, for that small amount of riders who do ride to work, I'd bet they have a car they use in winter. Oh, so bike lanes ARE part the future of transportation, well so is rail, yet we just continue to make more traffic lanes, do more road work, create more emissions and say that people here want to drive their cars, not ride a train. Yes, I've been told that by planners several times over the years.</p>			
<p>The City would like to comment on the TIP amendment in support for evaluating the addition of an auxiliary lane on I-84, Meridian Road to Eagle Road. The Eagle/Overland intersection and surrounding area has been on our radar as a bottle neck of traffic congestion. The City is supportive of efforts that improve traffic in that area.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Miranda Carson Comprehensive Associate Coordination Planner (City of Meridian)</p>	<p>Email</p>
<p>The adding of an auxiliary lane and an additional lane for the Meridian Interchange's eastbound on and off ramp has been well supported by others and is good.</p> <p>The second part of that amendment of including the study of the traffic patterns from Meridian Rd to the WYE is of primary importance. Certainly that is understood to include the study of the traffic patterns on the opposite roadway of from the WYE to Meridian Rd. The study of such east and west traffic is of most importance and certainly is overdue now and must go forward.</p> <p>Now we see the congesting of traffic at certain points such as on the westbound intersection of I-184 with I-84 where we have three westbound lanes having to merge into one lane. This is a big problem for afternoon traffic.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Anonymous</p>	<p>Email</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Another problem , slightly related to the above, is the long distance between interchanges near Cole Rd and Eagle Rd. That distance is four miles whereas across the other urban/suburban area of Ada County and Canyon County that distance is or is scheduled to be two miles or occasionally less. This places great pressure on the existing interchanges with added driving and much delay to such users during many parts of the day.</p> <p>For the users in this West Boise area, the best solution would be to include in the above study the adding of the many times past looking at an interchange at Five Mile Rd with the now scheduled rebuild of that over pass.</p> <p>The past rub has been the three lane change for the eastbound users wanting to go down I-184. That can not be allowed because it is to dangerous. So such future users would need to use their current route. And a lane block would need to be installed so that cross over could not be made.</p> <p>Or even do not build an eastbound on ramp. Or also even do not build an east bound off ramp. But that potential interchange surely must be in the above study.</p>			
<p>Instead of adding traffic lanes to already clogged highways and byways, seriously pursue mass transit options throughout the Treasure Valley. For the sake of the environment and resident mental health, consider exploring viable renewable energy-propelled/mass transit systems that contribute to our collection mental and environmental health.</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>Tom V. Trotter, PhD Professor Emeritus, Counseling &amp; School Psychology, University of Idaho Affiliate Faculty, Center for the Study of Aging, Boise State University</p>	<p>Email</p>