

Public Comments Received (Verbatim)

Public Comment Period: August 14 – September 14, 2020

Total number of comments related to the *Communities in Motion 2040 2.0* amendment: 19

(The public comment period was held in conjunction with a public comment period on amendments to the FY2021-2027 Regional Transportation Improvement Program. Only comments relating to the Communities in Motion 2040 2.0 amendment are provided below.)

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

Comment <small>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</small>	Staff Response	Name, Zip Code, Affiliation	Format
Comments on changes to CIM 2040 2.0			
Exit at Ustick. It is going to be 5 Lanes wide without an large ingress-egress route to the interstate. it is just creating a corridor to be clustered up with all the 4 way stop idaho likes to put in. Creating back ups at each mile causing more expensive redesigns to elevate traffic in Congestion areas (Northside). The road need to be designed to accommodate rush hour traffic. All this money is wasted on these projects if the Treasure valley turns into a small LA and 2 hr commutes are the norm. Plan for the busy times and the rest will work out. The last 3 yrs I have seen the congestion issue first hand with my commute into Nampa from Payette. Accidents on the interstate can completely clog 5 miles of traffic. Before Covid-19 an accident was happening in that corridor almost twice a week. It takes 25 min to drive from the Oregon border to Middleton, then traffic makes the next 10 miles take another 25 min. one fender bender it adds 10-20 more mins, increase the ability to exit the interstate between Caldwell and Nampa before development requires it.	Thank you for your comments. They will be provided to the COMPASS Board of Directors, the Idaho Transportation Department, and the Cities of Caldwell and Nampa.	Kyle Schab 83661	Online

<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Name, Zip Code, Affiliation</p>	<p style="text-align: center;">Format</p>
<p>I believe a light rail system that connects downtown Boise to Eagle, Meridian, and so forth should be in this plan.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and the Cities of Boise, Eagle, and Meridian.</p> <p>COMPASS also recently updated a 2009 High Capacity Transit Study on passenger rail connecting Caldwell and Boise (find the link here: https://www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf). COMPASS will solicit public feedback on high capacity transit options via a survey in early 2021.</p>	<p>83616</p>	<p>Online</p>
<p>This area continues to treat 'roads' like 'expressways'. It costs all of us constantly to repair these roads that were not originally planned to carry so much traffic, so many heavy vehicles, create so much dirt, dust and noise next to homes. That is a raised interstate or expressway. Why do we continue to pay for this instead of creating a N-S expressway for all of this load?</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>In <i>Communities in Motion 2040 2.0</i>, State Highway 16 is envisioned as a north/south limited access expressway from I-84 to Ada/Gem County line. The segment from I-84 to US 20/26 has funding for preliminary engineering and right-of-way purchase, all construction is currently unfunded.</p>	<p>83642</p>	<p>Online</p>
<p>I would like an app that makes it easy for me to see where the buses are at and also exactly how I get from point A to point B. like google maps in big cities or something similar. I'm here, how to get there.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p> <p>Real time bus information is currently available through the Routeshout app. It can also be accessed through the VRT website. VRT is working with Routematch on getting real time information about our buses available on other platforms. Trip planning is also currently supported through Google trip planning and other transit applications. These options are also identified on the VRT website (http://valleyregionaltransit.org/).</p>	<p>Monte Gerlach 83713</p>	<p>Online</p>

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<p>Compass has been very wrong in recent history with determining growth in the valley and needing to fix roads more upgrade roads. I feel that the Ustick overpass should be made into an on and off ramp as well to accommodate growth and help lessen congestion on the Karcher overpass in Nampa and on the 20/26 overpass in Caldwell. SH55 should be widened to five lanes from Middleton Rd to Farmway Rd. Would be nice to have more buses more frequently going back and forth between Ada and Canyon counties. Maybe look at developing plans for passenger rail to help reduce traffic at rush hour.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Caldwell.</p> <p>The I-84, Ustick Road Overpass is currently scheduled for replacement in FY2022. An interchange at this location is not anticipated.</p> <p>The widening of SH-55 from Pear Lane to Indiana Avenue is #4 of the unfunded state system priorities in <i>Communities in Motion 2040 2.0</i>.</p> <p>COMPASS also recently updated a 2009 High Capacity Transit Study on passenger rail connecting Caldwell and Boise (find the link here: https://www.compassidaho.org/documents/planning/studies/Treasure_Valley_High_Capacity_Transit_Study_2020_Update_Final0907.pdf). COMPASS will solicit public feedback on high capacity transit options via a survey in early 2021.</p>	<p>83607</p>	<p>Online</p>
<p>PLEASE provide a sidewalk alongside Eagle between Ustick and the Village. On either side of the road one encounters "no sidewalk" and must walk on the shoulder with traffic 55 mph two or three feet away; bicycles and strollers make me shudder.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Meridian.</p>	<p>83646</p>	<p>Online</p>
<p>The project Key number is: Key #: 20428 *A center turn lane is needed for the safety of our residents sure to the high volume of traffic on Highway 21 (previous accidents have happened). *Can the speed be reduced to 45MPH past our street? *A center turn lane is desperately needed since have no other safe alternative entering/exiting our street.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>

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<p>A center turn lane is needed at all road/street intersections with Highway 21: this is a dangerous roadway with vehicles traveling in excess of speed limit of 55 MPH. A 4 foot center median will not be wide enough to handle the issue.</p>	<p>Thank you for your comments. Your comments will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the City of Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p> <p>The Idaho Transportation Department will review your inquiry about possibly reducing the speed limit.</p>	<p>83716</p>	<p>Online</p>
<p>I prefer that the roads are not widened. Please spend money on community transportation, protected bicycle lanes, and pedestrian improvements. Look to areas of Europe for ideas instead of congested areas in California. Making more space for traffic increases speed and congestion. We love our neighborhoods when roads don't get wider. People will choose to live near places that they usually drive if we keep narrower calmer roadways. Neighborhoods will be designed to meet the needs of people living within them. It is fine to have the interstate highway just leave the wide big roads out of the city.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>Debi K 83702</p>	<p>Online</p>
<p>I would like to see a 3-4 times a day shuttle from points in the western part of the Treasure Valley to the Boise Airport.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83686</p>	<p>Online</p>
<p>What would the cost be to repave sections of the greenbelt that are very rough and bumpy? Can we include that on the spending list?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>To repave 11' wide pathway with 2.5" thickness costs about \$46/foot of pathway. This cost includes additional components such as tree removal, root cutting, fence removal and rebuilding, hydrant relocation, etc. <i>Communities in Motion</i> doesn't list individual maintenance projects (which this would be) even when they use federal funds.</p>	<p>83703</p>	<p>Online</p>

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<p>Support dropping expansion to seven lanes on both Fairview and Overland. While useful, other items seem to have a higher priority.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online</p>
<p>Project Key 20428: SH- Technology Way to Surprise Valley. The proposed four foot median is not a safe or sufficient improvement. HWY 21 is dangerous and deadly. Please listen. With the growing sprawl of Southeast Boise (the ever-expanding Harris Ranch area and the subdivisions off Columbia Road behind Micron in particular), many more people are using Highway 21. I live on Alta Ridge Court off Highway 21. Over the past eight years my subdivision, Legend Ridge, has nearly doubled in the number of homes and drivers that access Highway 21. Turning left or right onto Highway 21 from Alta Ridge is treacherous. Oncoming cars on Highway 21 are often traveling sixty or more miles per hour. Please add a turn lane on Highway 21. The proposed four foot median is not a sufficient improvement. There already have been fatal accidents in this corridor of Highway 21 in 2016 and 2018. I've also had several instances where I've been in near collisions with speedy cars that drive around me while I'm waiting for a clear left turn onto my street. This section of Highway 21 is dangerous. How many more people need to die for ACHD to listen?</p> <p>http://www.ktvb.com/article/news/local/man-killed-in-highway-21-motorcycle-crash-identified/277-197365078</p> <p>https://www.ktvb.com/article/news/local/boise-teen-dies-after-idaho-21-collision/277-534283359</p> <p>I don't want any more deaths or near deaths in my neighborhood.</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 Boise.</p> <p>Key Number 20428 (State Highway 21) does include a continuous 14-foot turn lane. We apologize that the description did not indicate that. The description has been updated to read: "Widen State Highway 21 from Technology Way (near Micron) to Surprise Way (just west of the Boise River Bridge) in the City of Boise. The project will include two 12-foot travel lanes, a continuous 14-foot center turn lane, and two 6-foot shoulders."</p>	<p>Lauren Scheid 83716</p>	<p>Online</p>
<p>The additions to Ustick road will be a great help for the newer homes being added along the road. Especially with the nearby schools, dedicated bike lanes will go along way with helping students arrive safely.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p>	<p>Kyle Farley 83687</p>	<p>Online</p>

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<p>Add training for the ACHD planners to study traffic flow in other cities and states. Hopefully, will discover that a simple way to reduce congestion and vehicle emissions is to just reduce the light cycle times. By half. Maybe more. No other city in my travels has the ridiculously long light cycles as here in the Treasure Valley, especially along Eagle Road and Chinden.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p>	<p>83713</p>	<p>Online</p>
<p>Where are the rail projects, bicycle infrastructure and pedestrian accommodations?</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>CIM 2040 2.0 includes a list of unfunded public transportation needs, and passenger rail is part of the 2040 (unfunded) system: https://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Unfunded_All_Priorities.pdf.</p> <p>COMPASS also completed the Rails with Trails Feasibility and Probable Cost Study (https://www.compassidaho.org/documents/prodserv/CIM2040_20/COMPASS_FINAL_RWT_COST_STUDY_090419_web.pdf) in September 2019 to estimate cost of trail development along the Boise Cutoff rail corridor, and identify barriers associated with trail development.</p> <p>Most funded roadway projects include enhancements for bicycle and pedestrian infrastructure. Pathway and pedestrian improvements with federal funding are listed in the short-term and long-term funded projects: https://www.compassidaho.org/documents/prodserv/CIM2040_20/TechDocs/Funded_All.pdf.</p>	<p>83712</p>	<p>Online</p>

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<p>I will be submitting comments on the Ustick Road, Ten Mile Road to Linder Road, Meridian Key#: RD207-24. I'm a resident of the Bridgetower Homes that are located in the square mile bordered by Ustick, Ten Mile, McMillan, and Linder roadways in Meridian. My home at W. Primeland Drive, is an original Phase I property that is closest to the Main Bridgetower entrance at Towerbridge and Ustick. Since we purchased our home in 2010, we have experienced dramatic increases in the track at this intersection. During the evening commute traffic heading West on Ustick between Linder and Ten Mile because it is only a 2-lane road, traffic often is backed up from the traffic signal at Ten Mile all the way back to Linder. Heaven forbid we try to exit our tract from Towerbridge onto Ustick during these times! And now Owyhee High School will be opening in the Fall of 2021 about 2 miles to our West which will certainly make matters worse. In addition, there is currently no Bike Lane on Ustick because of the narrow roadbed caused by Ustick being paralleled on its Northside by Five Mile Creek. Whenever a bicyclist is riding on this section of Ustick, it is extremely unsafe with the current level of daily traffic. This project has been delayed and rescheduled several times and I believe that any further delay in scheduling this project beyond 2021, should be seriously re-evaluated. Thank you for your consideration.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the Ada County Highway District, and the City of Meridian.</p>	<p>David Foster 83646</p>	<p>Online</p>
<p>I am concerned as to how these surveys relate to municipality decision making inasmuch as, although the survey results in all cases confirm our neighborhood's position, yet the comprehensive plan developed by the City of Meridian contradicted our preferences in almost all ways, e.g. homes on larger lots, residential neighborhoods, nature (for leisure), more farming methods.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and the City of Meridian.</p>	<p>83642</p>	<p>Hard Copy Comment Form</p>

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<p>In the "Add to Short-Term Funded Projects," a study similar to the Northside Boulevard (Karcher Road to Birch Lane)'s "Complete concept and start the National Environmental Policy Act (NEPA) alternative analysis study" for \$250,000. That would be to develop a study to place an interchange on I-84 at Five Mile Road with the same low level of early study money to be made. ACHD's Integrated Five Year Work Plan 2021-25 has a project to widen Five Mile Road from Overland Road to Franklin Road with design to be in 2023 and with the overpass cost to be by the Idaho Department of Transportation. The large distance of four miles between interchanges is likely greatly excessive in an urban area. It appears the standard distance is two miles from East Boise at Broadway Avenue for 21 miles to the Karcher Road Interchange. (That is with the future connection of Idaho Highway 16 near McDermott Road.) It seem much beyond time for the City of Boise to stand up and advocate for their west side residents. Other towns are capturing the potential west side Boise development. The congestion on the four mile distance interchanges at Eagle Road and the Cole Road areas seems very great and has the potential to become much greater with more development in these areas. Any study would seem, of course, limit Boise city center inbound users to their current routes because of lane cross-over constraints; however, I-184 connector outbound users could be greatly benefitted as well as the nearby I-84 main road users. IN SUMMARY - Time is of essence because of the Five Mile overpass early rebuild design study in 2023. So again it beyond time for the City of Boise's leaders and other local leaders to get behind this west side Boise need that was first shown in a January, 1981, ITD interchange study.</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 Boise.</p>	<p>Ralph Mellin Mellin Properties Limited Partnership 83709</p>	<p>Online</p>