

Public Comments Received (Verbatim)

- **Draft FY2018–2022 Regional Transportation Improvement Program**
 - **Proposed Changes to *Communities in Motion 2040***
 - **Air Quality Conformity Demonstration for Northern Ada County**
- **FY2018 federal Program of Projects proposed for funding by Valley Regional Transit**

Public Comment Period: July 17 – August 15, 2017

Total number of comments received by COMPASS: 57

Email: 1

Online Comment Form: 50

Hard Copy Comment Form: 5

Letter: 1

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Comments on projects in the DRAFT FY2018 - 2022 Regional Transportation Improvement Program (TIP)			
It always seems strange to me that there is not an I-84 exit at Five Mile. There are 4 miles of interstate without an exit from Eagle to Cole. That's as far as the exits between Ten Mile and the first Nampa exit. The difference there is that is through farmland, but between Cole and Five Mile is fully developed. I think you would be hard pressed to find a substantial city in America that has a 4 mile gap between exits in the heart of the city. Adding an interchange here would also help relieve the significant congestion at the Eagle I-84 exit.	Provided to the COMPASS Board of Directors. Forwarded to ITD.	83713 Gordon Mancuso Methodist Counseling Center	Online comment form
Please update your plans to complete the Hwy 16 project from Star to I-84 in Meridian, this is a good project that will alleviate so much stress on all of the Eagle arteries and problems - do this first - more north south management is needed. ALSO, lacking is a signal in Star at Plummer and State, which has no left turn lane for cars exiting Plummer going east - with the new school opening next year this will be a bigger nightmare, so many near miss and actual accidents since ACHD took away the left turn lane from Plummer and allocated it only to a left turn into Heron River on Plummer. Its a mess out here!	Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.	83669 Marjorie Dougherty	Online comment form

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<p>Our community is suffering due to lack of roads. Cars come through Woodbridge subdivision to cut through from Eagle Rd. to Locust Grove. No plans have been made to alleviate this situation. We seem to be stuck between ITD, ACHD and the city of Meridian.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD, ACHD, and the City of Meridian.</p>	<p>83642 Liz Boone Woodbridge HOA President</p>	<p>Online comment form</p>
<p>All of the projects seem important so it is hard to prioritize but the population growth of the valley seems to be in the 83646 area and although several projects of capital and road improvement are suggested, the rate of growth of developments is going to surpass this 5 year plan. The 2 lane roads going N-S (Star, McDermott, Black Cat, Ten Mile, Linder, Meridian, etc. will not be able to accommodate the rate of development. While I applaud the efforts of enhancing Ustick and parts of 10 Mile, it will not be enough if the valley continues to grow at the current pace. Additional arterial to the freeway are going to be crucial for population growth. Is Hwy 16 from State Street to the Fwy off the table for now? I did not see it listed as an option. Along with other capital improvements, this should be one as well.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> <p><u>COMPASS response to commenter:</u> SH 16 is listed as number 14 in the prioritized list of unfunded corridors and projects in CIM 2040. For more information about it please see State Highway 16/McDermott Road.</p>	<p>83646</p>	<p>Online comment form</p>
<p>The stop light at victory and eagle needs to be fixed! East west traffic must wait for 4 minutes in the early morning and once the light is green it only stays green for 30 seconds! I normally go thru about 6:20 to 6:40 am. Please! This has been this way for over a year!!!</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p>	<p>83642</p>	<p>Online comment form</p>
<p>I really appreciate the funds being earmarked for VRT, bikes/pathways, safe routes to schools, and capital maintenance in the Boise Urbanized Area. This TIP seems to communicate an even distribution of improvements throughout the district and a commitment to all forms of transportation.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p>	<p>83702</p>	<p>Online comment form</p>
<p>More bike-only lanes? Shared roads and buffered lanes have failed.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83709</p>	<p>Online comment form</p>
<p>Nice that the east-west corridors and Hwy 55 are being upgraded. That will help clog up the north-south routes near Eagle. Eagle and Glenwood roads are already jammed with traffic. We need at least one new route across the river between Eagle and Glenwood roads or maybe just stop the growth north of the river so there isn't more traffic....</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p>	<p>83616</p>	<p>Online comment form</p>

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<p>I am NOT in favor of widening State Street between Star Rd and Hwy 16. This would cause a major thoroughfare to run right thru downtown Star, effectively destroying our downtown and leaving us with all of the inherent noise and pollution from a five lane road.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Amity Road (Between Five Mile & Cloverdale) needs widened, graded and re-paved.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p>	<p>83709</p>	<p>Online comment form</p>
<p>I've scanned the draft TIP document and must confess that I didn't have time to thoroughly study it. However, I do have some general comments. Maybe they are more appropriate for the Motion 2040 document -- I'll let you decide. It seems to me that all the agencies dropped the ball on planning for transportation along what is now the Eagle Road corridor. That should have been built as a freeway connecting I-84 to ID-55 north of Eagle. Since that opportunity was lost, all that can be done is to try and catch up to the needed improvements that must be made to an insufficient solution. You need to also think about how to avoid the same thing from happening on ID-44 from Eagle to I-84. Right now the highway passes through the middle of Star and Middleton. At least build bypasses around the center of these towns so tht traffic can move at 55 or 65 mph. Consider upgrading this route to a freeway or divided 4 lane highway. With the housing growth that is occurring in north Eagle and along ID-55 we are seeing more impact in the Dry Creek Valley (Dry Creek Rd and Cartwright Rd) and in areas of north Boise where Cartwright Rd joins Bogus Basin Road. Within 10 years the traffic through this area will likely quadrupal, so now is the time to plan for this change and be proactive in upgrading the substandard roads we currently have as well as figuring out how to encourage traffic to go around the area rather than through it. We also need a road with an additional road from State Street to Chinden that crosses the Boise River somewhere between Glenwood and Eagle Road. That would divert some of the current traffic from the two existing major north-south arterials.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>87314 William S. Junk</p>	<p>Online comment form</p>
<p>Please expedite improvements to Chinden, it is a huge safety issue, traffic is typically backed up from Eagle to past Locust Grove, improvements to nearby roadways and population increases as well as new retail will funnel even more traffic</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83646 Kevin Abernathy</p>	<p>Online comment form</p>

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<p>through this area, something needs to be done sooner rather than later.</p>			
<p>Would love to keep the area as rural as possible, while accommodating growth.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Widen US 20/26 and make it an interstate style highway. The land along the road is for sale now in Canyon County. Purchase it while it is a vailable and cheap. Property values are going to continue to increase and the cost of doing these projects will increase with time as well. Widen Interstate 84 through Canyon County to the Payette County Line. Put an on/off ramp in Caldwell at either Linden or Ustick.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83605</p>	<p>Online comment form</p>
<p>Why is there no projects listed to widen 20/26 (Chinden) to 4 lanes with center turn lane from Caldwell to Eagle Rd? The valley needs an improved East/West route... not rely solely on I-84.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> <p><u>COMPASS response to commenter:</u></p> <p>There are actually four projects to widen US 20/26 currently proposed in the program.</p> <ul style="list-style-type: none"> • US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle – Total \$14,350,000 with construction budgeted in FY2022 • US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road) – Total \$9,625,000 with construction budgeted in FY2021 • US 20/26 (Chinden), SH-16 to Linder Road, Ada County and Meridian – Total \$16,550,000 with construction budgeted in Preliminary Development (beyond FY2022) • US 20/26 (Chinden), Star Road to SH-16, Ada County – Total \$5,450,000 with construction budgeted in Preliminary Development (beyond FY2022) <p>Funding is limited; therefore, the widening of US 20/26 (Chinden) is occurring by segment, starting on the eastern end of the corridor.</p>	<p>83687</p>	<p>Online comment form</p>
<p>I don't see anything in the TIP that will address the Eagle Road/I-84 interchange. Traffic through that interchange is extremely congested. Adding clover-leaf on-ramps may help.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83607</p>	<p>Online comment form</p>

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<p>Also, the work to widen I-84 between Caldwell and Franklin Road can't happen soon enough. It has been sorely needed now for at least 10 years.</p>			
<p>COMPASS has been discussing widening Chinden Blvd to 5 lanes from Eagle Road to Linder Road for some time. With the growth that has taken place in adjoining areas this improvement is already needed. The growth in homes, businesses and the resulting traffic continues unabated. I am surprised to see that this widening project is still 4-5 years in the future! Is there any way this can be prioritized for earlier implementation?!?</p> <p>I drive several miles east on Chinden Blvd to get to where I can catch a Valley Ride Bus that will take me downtown. Why isn't bus service available on this corridor further West than Discovery Way? The bus service doesn't even go as far West as the existing 5-lane portion of Chinden does.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and VRT.</p> <p><u>COMPASS response to commenter:</u></p> <p>Chinden Boulevard (US 20/26) Chinden Boulevard (U.S. 20/26) between Caldwell and Meridian is priority #3 of 32 unfunded corridors in Ada and Canyon Counties, after Interstate 84 and State Highway 44 (State Street). Due to limited funding, ITD is focused on preservation and maintenance of the existing transportation system.</p> <p>ITD does have some funding dedicated to safety and capacity improvements that can be used to fund a one-mile stretch of widening along Chinden Boulevard from Eagle Road to Locust Grove in 2021. ITD will continue to look for opportunities to fund other improvements on the corridor with the funding available.</p> <p>Bus Service The current bus system was designed using limited funding received by Valley Regional Transit through federal and local sources. There is currently no dedicated local funding for public transportation. We will share your comment with Valley Regional Transit for consideration in future changes to bus routes.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I'm impressed with project Key #20095 – way to identify available resources that will make a significant difference to the student population! Hopefully the covered area will enable more students to ride even in less than ideal conditions. Same sentiment with project keys #19979, 20010, and 20127. Hopefully these will help students and other downtown denizens get around and use alternative modes of movement! It is also fabulous to see so many maintenance specific projects, there will never be enough, but every little bit helps! Project key #20315 will be greatly appreciated, and is a much needed improvement. It is also exciting to see so many pedestrian</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD, ACHD, and VRT.</p>	<p>83704</p>	<p>Online comment form</p>

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<p>improvement projects! Also, as a frequent user of Ustick, projects RD202-35 and RD202-37 are exciting to see.</p>			
<p>In regards to I-84, Karcher Interchange to Franklin Boulevard Corridor, Nampa, Key # : 20315:</p> <p>I have lived in the valley for 33 of my 39 years of life (born and raised),so I can say this from personal observations since I was a kid: This valley has a bad history of approving projects which are reactionary in nature, as opposed to being pro-active. The widening of I-84 is necessary, but widening to only 3 lanes in each direction is the wrong solution. This will temporarily ease congestion some for a few years, but not beyond that, and we will once again be faced with an over congested road with no opportunity to widen for another 20+ years. This is an unacceptable solution.</p> <p>Instead, this project should be expanded to Garrity, and the interstate should be widened to 4 lanes in each direction. This will ease congestion significantly now, and allow for the anticipated future growth of the West Treasure Valley for years to come. Mark my words - if the plan continues as-is with only 3 lanes, the calls for another widening to 4 lanes will surface within 5 years of the project completion. Don't say no-one saw it coming. I lived in Seattle for 6 years in my early adult life, and I've seen first hand what properly planned and executed road projects look like. Let me tell you, they understand pro-active planning, and they understand the long terms affects of reactionary planning. The treasure valley could take a lesson from Seattle area projects.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83686 Jared Day</p>	<p>Online comment form</p>
<p>I would like to see the completion of SH16 to I 84 moved up in priority. Completion of this section of highway would do much to relieve congestion on SH 55 and other secondary roads in the area.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83686 Fred Hoadley Methodist Counseling Center</p>	<p>Online comment form</p>
<p>SH-16 from Chinden to I-84 should be a very high priority. Linder Road widening from Hwy 44 to Chinden should be a priority. Ten Mile from Ustick to Chinden should be funded and prioritized. Eagle Road widening from Fairview to Chinden to 6 lanes should be a priority. Do <u>not</u> increase funding for VRT – it is a failed program with limited ridership.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD, ACHD, and VRT.</p>	<p>83616</p>	<p>Hard copy comment form</p>

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<p>The problem with this draft is that it is so vague there is no way to figure out what actual work will be done. (see Capitol maintenance phases).</p> <p>IDT has finally figured out that I-84 needs widened but their plan is shortsighted, 3-lanes will never be enough and soon need to be widened again. Also, none of these "planning" agencies have recognized the need for additional freeway exits or the Highway 16 connector (which is nowhere to be found). IDT would rather spend \$12 million on a little used exit that is outside of the main metro core, while SW Boise has few options that are over used and inconvenient to access.</p> <p>You spend millions of dollars on traffic planning or collecting data but don't construct anything with it. If you drive anywhere in the Treasure Valley common sense will tell you what needs to be improved, you don't need multi-million dollar studies to figure this out. This is a way for Compass to justify its existence.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p>	<p>83709</p>	<p>Online comment form</p>
<p>Hi, there is a sidewalk being built on my street. I think it is too small. It would make walking & riding a bike much easier if it was foot wider. Especially when the children are trying to walk to school with their friends. Maybe, (for future sidewalks) you could make them all the same width as the greenbelt. Or all new sidewalks also be bike paths. I think that for every mile of road you make for a car, you should also make a mile of a bike path that goes north – south through Boise. We have an east – west greenbelt, but we deserve a north-south greenbelt to connect the foothills to the bench. Thanks!</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p>	<p>83709 Larissa DeHaas</p>	<p>Hard copy comment form</p>
<p>I support the draft TIP and recommended changes.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>
<p>I'm opposed to a roundabout at the intersection of Ustick Rd and Middleton Rd. I would much rather see a light at this intersection.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to the City of Caldwell.</p>	<p>83687</p>	<p>Online comment form</p>
<p>Construct an interchange at Middleton road when you widen the freeway (I-84) to 3 lanes each direction. This would help eliminate the Karcher Interchange congestion.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83687 Miles D. Lindsey</p>	<p>Online comment form</p>

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<p>Agree with all changes</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Dear Sirs, Considering all of the business and residential development in the NW section of our valley, the 20/26 Chinden Corridor has become a critical transportation route. Just recently Costco has announced for 10 Mile/Chinden site and WinCO will likely soon announce somewhere close to Chinden west of Meridian Road. Paramount Subdivision is completing its build-outs as well as a number of other large subdivisions along the corridor. - Frankly, there is a drastic need to increase to a 7-lane highway all along the corridor, due to significant traffic congestion during normal commuting hours as well as during school commuting as there are several middle and high schools along the corridor. -Given all the schools and residential development, there is a significant need for basic safety infrastructure: contiguous sidewalks, bike lanes, and pedestrian crossings. - Incidence of crashes along the corridor is increasing jeopardizing the wellbeing, lives, and livelihood of our citizens and visitors to the valley. - Traffic frustration due to increased congestion and travel time results in drivers becoming less patient and taking safety risks while driving to avoid being caught at the next stop. We want an economically vibrant community where jobs are growing, our children have reasons to stay in the valley after graduating from school, and a safe/ low stress environment for our citizens.</p>	<p>Provided to the COMPASS Board of Directors, Forwarded to ITD.</p>	<p>83713 Michael D. Armstrong, Jr. Micro 100 Tool Corporation</p>	<p>Online comment form</p>
<p>Why is Ustick widening, scheduled for 2018, more urgent then Chinden widening scheduled for 2022? Chinden is a state highway with major developments of the Temple, WinCo and Costco. Shouldn't Chinden be done first?</p>	<p>Provided to the COMPASS Board of Directors.</p> <p><u>COMPASS response to commenter:</u> Ustick is under the jurisdiction of ACHD, while Chinden (US 20/26) is under the jurisdiction of ITD. The budgets of ACHD and ITD are managed separately. Projects were added by each agency as they saw the need and could fit a project within their budgets.</p>	<p>83713</p>	<p>Online comment form</p>
<p>The problem with all these plans is that you are completely shortsighted. You have Principal arterials that are only planned to be widened to 3-lanes (this is a waste of funds and tax payer money). You have roads dedicated as Minor Arterials when it is obvious they are not (Ten-Mile Rd). You plan to reduce lanes on Emerald St, the only route into downtown from that section of the south central bench. How shortsighted are you? Are far as moving people around, everything is regionally significant.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p>	<p>83709</p>	<p>Online comment form</p>

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<p>Electric bikes have transformed bike commuting far more than citizens realize. I am a mom of 2 living 6 miles from where I work and where my children go to school in downtown Boise. Prior to pedal assist technology I did not feel safe commuting with two children. Now I do and am as efficient as a car but with the freedom to not be stuck in traffic. With the cargo bike I can easily add on a stop at the grocery store even when traveling with my briefcase, both kids and their school backpacks and lunch boxes. I save 4 hours in needing to add on a work-out at the end of the work day and gain time with my children and increased relations with my neighbors and colleagues - I more easily interact with where I can say "hi" when I go by. It is more economical for our family as well. We currently travel on roads that are not highly traveled by cars. For example, in Boise, even though there is a bike lane on 36th and Hill Road, we will instead take 32nd (N/S) and then the greenbelt (E/W) as safety is #1. We prefer 13th over 15th, but 13th is bumpy and congested. 12th & 18th (N/S) would be ideal as bike boulevards with stop signs added (so all stops are 4-way stops) so that bikes would not have to slow down unless needed, every other block. Please consider many more to be biking or having some form of electric/pedal assist transportation in the future (I'd love a "pedal assist" electric car where my 2 kids could eventually pedal as well on 20 mph roads). Look ahead, altering some of you plans earlier than you would to support bike boulevards and low stress routes for bikes.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83712</p>	<p>Online comment form</p>
<p>There are many projects proposed. I have two general comments. I drive 20/26 from Caldwell to Boise daily. I have watched this highway over the last 20 years get busier, slower, and more dangerous. It seems the only solution is to turn this highway into another 35 mph road with stoplights, like the rest of Ada County. I have to ask, why can't we keep a highway, a highway? It seems that every valley needs to have a few arteries. Please consider the future of arteries as lifeblood support for the valley transportation. I see key#19111 as another proposed stoplight on 20/26. I think I can say that every light added to 20/26 adds 5 minutes to my commute. We should be able to do better, which brings me to my 2nd concern. I know of not many places I've travelled where there are mile-long traffic jams (on 20/26) where there are almost no houses in sight. I'm thinking, for example at Star Road. How is it that we can't make traffic flow when it is so rural? I think one</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83605</p>	<p>Online comment form</p>

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<p>of the problems is that many times the priority is equal for Star Road as for 20/26. This blocks up 20/26 clear to 16. I would sure love to see some projects that include bridges, overpasses, more turnabouts? Something better than stoplights. Stoplights are so dumb. And/or the programmers that program them - I can't tell. Calling for more arteries. Less stoplights.</p>			
<p>Key #20315 - A dedicated ride-sharing or commuter lane for vehicles that are carrying two or more passengers should be included with this improvement.</p> <p>Key #ORN20442 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p> <p>Key #20440 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p> <p>Key #ORN20492 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p> <p>Key #ORN20493 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p> <p>Key #19944 - Improvements to roadway should include a bike lane or pedestrian pathway to increase opportunities to ride or walk to ones destination and reduce traffic numbers.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and VRT.</p>	<p>83642</p>	<p>Online comment form</p>

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<p>Comments on proposed changes to <i>Communities in Motion 2040</i></p>			
<p>I would like to preface my comments by acknowledging all the hard work, effort, and successful projects which ACHD has already completed and continues to work on. These are all necessary and very important projects. Thank you for all you do.</p> <p>My main concern though is we don't seem to ever address the "Elephant In The Room" issue but continually focus on "band-aid" solutions to our significantly growing traffic and congestion problems. We have an ever increasing population in Ada and Canyon Counties. Much of the traffic problems are concerning North & South transportation. There is only one main North and South route in the valley (Eagle Rd.) and this is a surface street which is essentially at capacity (if not already exceeded). We have no freeway exits or onramps between Eagle Road and well beyond the Flying Y. This situation forces a large majority of traffic heading to Eagle, Star, Garden City, Emmett, Middleton and much of Meridian to funnel onto Eagle Road causing unnecessary freeway backups and Eagle Road traffic nightmares. Widening the road(s) and adjusting signal patters isn't going to solve the long term problem. We need a Freeway or Express Way system running North and South and even a beltway loop style system removing the majority of the traffic off our surface roads. I never hear of any talk about these types of solutions. Is anyone aware of future projects in this regard?</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> <p><u>COMPASS response to commenter:</u></p> <p>The prioritized list of unfunded corridors and projects in <i>Communities in Motion 2040</i> includes three projects addressing north-south connections: #6 Linder Road, #14 State Highway 16/McDermott Road and #18 Middleton Road.</p>	<p>93616 Bill Warnick</p>	<p>Online comment form</p>
<p>When Eagle RD is 10 lanes, there will be more congestion than ever because the traffic will still be trying to go North and South to/from Eagle with only one way to do it. Additionally, w/o more access lanes on and off of the Interstate, most cars still have no place to go. This does not solve the congestion issue.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83642</p>	<p>Online comment form</p>
<p>http://www.meridiancity.org/uploadedFiles/Departments/Planning/Comprehensive_Plan/Meridian-CompPlan-Full.pdf</p> <p>This link on your site does not work.</p> <p>I would like to encourage bike lanes with the community transportation, I believe these are the future.</p>	<p>Provided to the COMPASS Board of Directors.</p> <p><u>COMPASS response to commenter:</u> Thank you, the link has been fixed.</p>	<p>83642 Brian Skellenger</p>	<p>Online comment form</p>

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<p>What if there was a way to make US95 have a spur that goes to Kuna Mora Road and then That becomes part of the spur as well? I don't know how spurs are decided, but perhaps that could give additional funding for making that an expressway in the future. Also is it possible to make a push for Interstate 11 to go through the Treasure valley in the distant future?</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> <p><u>COMPASS response to commenter:</u></p> <p>Plans for future roadways and connections are based on projected growth and development in the region and the transportation needs they create. The long-range regional transportation plan, <i>Communities in Motion</i>, is updated every four years and the need for new connections will be evaluated for each plan update. An extension of Kuna-Mora Road, which would connect to US 95 on the west and I-84 on the east, was evaluated in the past, but the need for major roadway expansion in the southern portion of the region is just not there yet. To learn more about the earlier Kuna-Mora Corridor Study Phase I and II, please see http://achdweb.achdidaho.org/Projects/pastProjects.aspx.</p> <p>The COMPASS Board was briefed in February 2017 on the current status of Interstate 11 and the work done by the Arizona Department of Transportation and the Nevada Department of Transportation to initially provide a connection between the metropolitan areas of Phoenix and Las Vegas. There is currently no formal engagement to move the Intermountain West Corridor Study and the planning for Interstate 11 forward to determine the longer-range vision for connecting northern Nevada to Canada. Current corridor options could connect from northern Nevada to California, Oregon, Idaho, and/or Utah. Engagement of adjacent states will be critical for defining preferred routing through the Northwest U.S., and states' commitments to implementing such a corridor.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Re: US 20/26 (Chinden Boulevard), Star Road to Locus Grove Road. Scope: Widen from two to five lanes So thankful to see this is finally on the approved list. It is so overdue. Now with the temple, WinCo and Costco planned too it will be even more needed. It has been terrible since 16 pushed through. There is nowhere for the traffic to go. Heading West on Chinden after work is awful. I would like to see the priority and urgency of this work increased. Thank you.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83713</p>	<p>Online comment form</p>

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<p>PLEASE, PLEASE do NOT stop at Locust Grove on your plan to widen US 20/26 (Chinden Blvd). It MUST go to Eagle Road. Otherwise what is the point? You will just have a bottleneck there vs. where we have it now (Eagle & Chinden). Also, need relief from Eagle Rd. on a north/south route. What about Linder from Franklin to Hwy. 44? In particular, Linder from Chinden to Hwy 44. Between the Temple and future Costco & possibly a Winco, we will be bottlenecked with just 2 lanes.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p> <p><u>COMPASS response to commenter:</u> US 20/26 (Chinden Boulevard) is already programmed to be widened from Locust Grove to Eagle Road.</p> <p>ACHD has plans to widen two segments of Linder Road in its Integrated Five Year Work Plan: Franklin Road to Pine Avenue and Ustick Road to McMillan Road. These projects are not considered "regionally significant," therefore, they are not shown in the TIP.</p>	<p align="center">83616</p>	<p align="center">Online comment form</p>
<p>Having been an Ada County resident since 1993 I have seen the explosion of all types of development within our county. As a business owner and daily commuter from Star to Garden City the last 4 plus years it would seem that I am not the only driver who would love to see State Street/Hwy 44 from Linder Rd west to Hwy 16 become a four/five lane State Highway. I personally have witnessed increasing 'road rage' incidents heading west from Linder between the time Eagle High gets dismissed and 6:30pm when the evening rush settles down. The mile long single lane coming east in the 7-8am hours on weekdays from Hwy 16 to Linder is as much a bottleneck but without the honking horns, finger waving and other expressions of frustration all drivers experience in the late afternoon at the Linder westbound bottleneck. If it were up to the majority of commuters that follow the same taillights every weekday afternoon, I would bet that they would opt for a widening project between Linder and 16 over the proposed Star Rd east to 16.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p align="center">83669</p>	<p align="center">Online comment form</p>
<p>Add to List of Funded Projects -Overland Road, Locust Grove Road to Five Mile Road Scope -Widen from five lanes to seven lanes As a resident who lives in Muir Woods on the corner of Cloverdale and Victory, I'm thrilled to see the addition of Overland Road lanes. Thank you for being aware of the incredible amount of traffic and time it takes to traverse that section of road during rush hour.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p>	<p align="center">83709</p>	<p align="center">Online comment form</p>

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<p>Please expand affordable public transportation services for both Ada and Canyon Counties to serve needs of all: seniors and handicapped, school children, workers, struggling poor families. Some seniors need roundtrip transportation to doctor's appointments, workers need transportation to their workplace, struggling poor families need transportation to places of worship, local stores or shopping malls, community events or activities. Mass transit can be in the form of public buses, vans, light rail or reopen previously existing train operations in the Treasure Valley, especially around Boise proper. Increase routes and frequency of existing bus system, reaching out to new housing subdivisions and all points of interest, such as learning institutions, places of worship, health clinics, gyms, public parks, government buildings, event centers.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p>	<p>83616</p>	<p>Online comment form</p>
<p>Please expedite improvements to Chinden, it is a huge safety issue, traffic is typically backed up from Eagle to past Locust Grove, improvements to nearby roadways and population increases as well as new retail will funnel even more traffic through this area, something needs to be done sooner rather than later.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83646 Kevin Abernathy</p>	<p>Online comment form</p>
<p>Comment regarding: US 20/26 (Chinden Boulevard), Star Road to Locus Grove Road (divided into four discrete segments) o Scope: Widen from two to five lanes Comment: This is a very important project, but you better widen it all the way to Eagle road otherwise there will be a massive traffic snarl heading east from Locust Grove to Eagle Road. That is the worst/busy part of it now, why in the world leave this little strip 3 lanes??</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p> <p><u>COMPASS response to commenter:</u></p> <p>US 20/26 (Chinden Boulevard) is already programmed to be widened from Locust Grove to Eagle Road.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Overland does not need widened. What is needs is better traffic light flow to keep cars moving. Currently I spend more time waiting on non-synced lights than moving. That not only increases traffic and wastes my time, but generates a lot of pollution due to idling then re-accelerating.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p>	<p>83709</p>	<p>Online comment form</p>
<p>I do NOT support adding State Highway 21. There are many projects that are more needed now. COMPASS has a list of needs and this isn't on it.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83716</p>	<p>Online comment form</p>
<p>All adjustments appear reasonable. Thank you for taking the time and effort to reconcile the updates!</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>

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<p>I see plans to widen busy roads. What I would love to see are plans to improve intersection planning. Roads are wider, but everyone still stops and sits at stoplights. We surely can be more wise than just having people sit at stoplights.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83605</p>	<p>Online comment form</p>
<p>This is totally unacceptable. once again we see the side of Compass not having the backs of the residents of Canyon County. What your saying is that ITD does not want to spend any money on HWY 55 so they dont do the environmental impact study to get you guys to take it off. Right now Midway has 20,000 cars and they say that this stretch of road can last 20 years. These are the same engineers that said I84 would last 5 years but it only lasted 2 before failing. If you remove State Highway 55 (Karcher Road), 10th Avenue to Middleton Road this from the list it will only prove this organization is corrupt and a lap dog for ITD and ADA county. You have no commitment to our economic growth or safety. Just look from 2003-2012 their were 564 accidents 412 injuries and 8 deaths on that stretch. they are have only complete 3 safety improvements. This organization did nothing while we had 50 accidents a year and the first safety was put in 2015. Stand up to ITD and for us.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83607 Craig Allison State of Idaho employee and Army Reserve Officer</p>	<p>Online comment form</p>
<p>Strongly oppose the elimination of HWY 55 widening from 10th Ave to Middleton Road.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p>83626</p>	<p>Online comment form</p>
<p>Please do not expand Linder between Chinden and HWY 44. We love the rural aspect and do not want to keep chipping away at it.</p> <p>Also, don't like the idea of Linder being expanded between HWY 44 and Floating Feather. Is the traffic really that bad?</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD.</p>	<p>83616</p>	<p>Online comment form</p>
<p>We, at Ada County Development Services, are pleased to learn about two ITD funded projects that are added to CIM 2040 – State Highway 44, Star Road to State Highway 16 and US 20/26 (Chinden Boulevard), Star Road to Locust Grove Road. Both these projects will benefit Ada County residents by providing improved east-west regional connections. Furthermore, we noticed that a series of scope changes are proposed within unincorporated Ada County to currently listed ACHD projects, resulting in reduction of lanes, and in many</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p>	<p>Meg Leatherman, Ada County Development Services</p>	<p>Hard copy comment form/Email</p>

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<p>instances, removal from the funded project list for CIM 2040. We fully understand that these changes are resulting from lower than projected growth noticed through current traffic counts on these roadway segments. Therefore, we are supportive of those changes. However, we would like to request ACHD and COMPASS to use similar traffic counts for reevaluating growth patterns around these segments and for keeping pace with transportation needs in those areas in the future.</p>			
<p>I support the changes in Amendment 3.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p>83713</p>	<p>Online comment form</p>
<p>Long term plans for Ada and Canyon County need to include a feasible and viable solution to the traffic congestion, air quality, noise quality, and improvements to infrastructure. Improvements to existing roads, including widening Interstate 84 through Canyon County to a minimum of four lanes in each direction, making US 20/26, Idaho 44, and Idaho 16 an interstate style road with an interchange of 16 and 84. Caldwell needs an exit off Interstate 84 between Franklin Road and Karcher. Ustick would be most ideal. Improvements and plans must include a reliable mass transit system including bus, for inner city, as well as light rail for inter-city and commuter and passenger rail service connecting the Treasure Valley to other parts of Idaho, Portland, Salt Lake City, and Seattle. You can only widen roads to a certain point, add so many more busses, and eventually you run out of room and busses also sit in traffic. Air quality, worker productivity, and quality of life and health should be considered when planning and funding these projects. These investments will be paid for by increased business and residents moving to a location that has improved infrastructure and is easy to navigate as well as ship and receive goods and services.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and VRT.</p>	<p>83605</p>	<p>Online comment form</p>
<p>Road widening is not the answer to Ada Counties problems. Quoting from the City of Boise's TAP..."Building bigger roads does not solve congestion - in fact, it creates new problems for safety, livability...and more congestion. Building for peak hour traffic means underutilized infrastructure for most of the day." Why is ACHD designing for high speed automobile traffic? This lessens our convenience and quality of life. Where are the plans for multimodal transportation? Making what we have more efficient? My family just moved here from Portland, OR, a metro area more than dbl the size of Ada county and I am shocked at</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD and VRT.</p> <p><u>COMPASS response to commenter:</u></p> <p>COMPASS plans for a multimodal transportation are available for review in the long-range transportation plan, Communities in Motion 2040. Next year, we will introduce the update to that plan which takes a deeper look at bicycle and pedestrian networks, public transportation, freight, and</p>	<p>83616</p>	<p>Online comment form</p>

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<p>the traffic solutions here. They do not use 7 lane roads. They are creative and forward thinking. Please take a look at their example before we all die of automobile exhaust.</p>	<p>roadways. In the meantime, there are many projects in the current TIP that include bicycle and pedestrian improvements by adding bike lanes, restriping to allow more room for bicycles, or by adding or maintaining pathways. Currently, all public transportation projects in the TIP are for maintenance only. Improvements to the public transportation system, such as increased frequencies and additional bus routes, are included in CIM 2040 unfunded priorities as # 11 valleyconnect near-term, # 16 valleyconnect medium-term and #29 CIM 2040 transit, long-term. These projects are listed as “unfunded” because the region doesn’t have a local dedicated funding source for public transportation, making it difficult to fund expensive expansion projects. A train, or similar “high capacity” public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future “high capacity” public transportation to be ready when that time comes.</p>		
<p>Any reducing in the ability to move traffic is short sighted and a detriment to the public in general. There is no reason to widen Overland from 5 to 7 lanes, when so many roads are 2-lane and unable to handle the traffic that is on them now. Increase all the 2-lane roads (like 5-Mile, Cloverdale, 10-Mile) to 5-lanes and then worry about widening places like Overland.</p> <p>IDT has proven themselves to be very poor at traffic management and increasingly a poor manager of public money. They appear to have no idea what is needed or required and continue to make excuses.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD and ACHD.</p>	<p align="center">83709</p>	<p align="center">Online comment form</p>
<p>Since they have to have funding, I agree with the proposed changes. If they didn’t need to have funding I would only agree with the additions, all the changes and removals I would leave. Growth is happening so fast right now, our roadways are not keeping pace.</p>	<p>Provided to the COMPASS Board of Directors.</p>	<p align="center">83702</p>	<p align="center">Online comment form</p>
<p>The project to widen 20/26 should go further west beyond Star Rd. There is so much traffic on this highway. The changes should extend to the freeway because right around there there are 5 lanes that merge into 2. With all the new homes going</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ITD.</p>	<p align="center">83687</p>	<p align="center">Online comment form</p>

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<p>into the existing subdivisions the congestion will still exist. And potentially become worse over the next 5 years.</p>			
<p>We need more street lights on Broadway. Traffic is increasing and it is getting like a game of chicken to enter off a side road. it used to be we could wait for a light change down Broadway for traffic to ease. However, there are more and more vehicles entering from side streets and sometimes there is not much of a break in traffic.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to ACHD and ITD.</p>	<p>83706</p>	<p>Online comment form</p>
<p>More people should bus. No more pollution. Its all killing the earth and all living things. God bless.</p>	<p>Provided to the COMPASS Board of Directors.</p>		<p>Hard copy comment form</p>
<p>Enough studies and planning! Boise has been "studying" transportation for decades and what have we got? A barely adequate bus system that closes down at night, on weekends, and on holidays and a culture that is still wedded to the single-passenger automobile (er, pick up truck). How about just taking some simple "baby steps" and see what results and how it changes the public's transportation behavior? For instance, here are several experiments that could be tried to get people out of their cars and using mass/public transit, if only for one day out of every week, or one week out of every month:</p> <ul style="list-style-type: none"> - Make bus transit free for everyone on winter inversion days or summer days when temperatures exceed 95 degrees. Driving makes bad air even worse. Link transit to health! - Establish a more frequent and later-at-night Vista bus line to the airport, so people could avoid costly auto parking when flying out-of-town and expect to catch a bus when they return. 	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p>	<p>David Klinger</p>	<p>Hard copy comment form</p>

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Comments on the Air Quality Conformity Demonstration for Northern Ada County			
I am quite concerned about this becoming a concrete jungle of emissions and noise and nightmares. We need better solutions than more vehicles.	Provided to the COMPASS Board of Directors.	83642	Online comment form
If we aren't careful and keep on the "growth is good" trajectory that I keep hearing our politicians advocate, in 20 years the Treasure Valley is going to look a lot like the Los Angeles basin. I don't think you'll find many people who want that to happen.	Provided to the COMPASS Board of Directors.	87314 William S. Junk	Online comment form
Does this take into account the attempt by the state to bring F35 to the airport, which generate far more air pollutants?	Provided to the COMPASS Board of Directors. <u>COMPASS response to commenter:</u> No, the Air Quality Conformity Demonstration does not take into account the F35 airplanes. The COMPASS Air Quality Conformity Demonstration covers surface transportation projects (e.g., roads, public transportation) funded through COMPASS.	83709	Online comment form
Mass transportation as well as incentives to carpool and use a reliable mass transit system as well as electric/low emission car incentives will help reduce air pollution. Emission testing and stiff penalties for people who drive vehicles which pollute the air, such as trucks who "Roll Coal".	Provided to the COMPASS Board of Directors. Forwarded to VRT.	83605	Online comment form
Thank you for abiding by federal guidelines about air quality in the valley!	Provided to the COMPASS Board of Directors.	83709	Online comment form
I trust all the projects conform.	Provided to the COMPASS Board of Directors.	83702	Online comment form

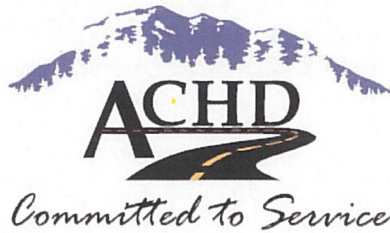
<p align="center">Comment</p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code Name Affiliation</p>	<p align="center">Format</p>
<p>To Whom It May Concern:</p> <p>Thank you for considering our scoping comments on the 2018-2022 Transportation Improvement Program (TIP). Since 1973, the Idaho Conservation League has worked to protect and Idaho's clean water, wilderness, and quality of life through citizen action, public education, and professional advocacy. As Idaho's largest statewide conservation organization, we represent over 25,000 supporters who have a deep personal interest in protecting our air quality and increasing transportation alternatives to improve quality of life in Idaho.</p> <p>These comments address proposed updates to the Community Planning Association of Southwest Idaho (COMPASS) 2018-2022 TIP. Many of the projects involve widening of roadways and adding lanes to accommodate increased commuter and vehicle traffic. The Idaho Conservation League is a vocal advocate for sustainable communities, transportation alternatives, and improving quality of life.</p> <p>We appreciate the opportunity to comment on the 2018-2022 TIP. Our members are concerned with the future of southwest Idaho and the impacts of population growth on air quality, congestion, and transit alternatives. Our members also seek to protect the quality of life in the greater Boise area and preserve the environmental cleanliness, easy mobility, and scenic values that draw people to this corner of Idaho. Our specific comments are included below.</p> <p>Sincerely, Austin Hopkins Conservation Associate</p> <p>Trends in NOx, CO and VOC Emissions We appreciate consideration of nitrogen oxide (NOx), carbon monoxide (CO) and volatile organic compound (VOC) concentrations in planning for future transportation alternatives. However, the draft Air Quality conformity demonstration document shows decreasing NOx, CO, and VOC concentrations with each iteration of highway improvements, despite projections of increased vehicle miles traveled (Figure 1). It is unclear what is causing vehicle emissions to decrease, when intuitively one would assume these emissions would increase with increases in vehicle travel miles. If the reduction is based on increased fuel efficiency standards, gradual</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to DEQ.</p> <p><u>COMPASS response to commenter:</u></p> <p>The following response corresponds to three different topics addressed in your comment.</p> <p>Correct. The decreases in the NOx, VOC, and CO concentrations in the future are due to improvement of fuel efficiency standards (federal tier 2 and tier 3 motor vehicle emission and fuel standards), gradual replacement of an aging vehicle fleet, and reduced idling in stopped traffic.</p> <p>The MOVES model used by COMPASS to determine conformity with air quality budgets is a national model, developed by the US Environmental Protection Agency. The regional emissions assumptions are provided, reviewed, and approved through an Interagency Consultation Committee process and documented on page 35 of the conformity report. Regional conformity conducted by COMPASS is not intended to include the testing of hypothetical fuel source scenarios.</p> <p>The purpose of the air quality conformity demonstration is to ensure that planned transportation projects will not cause an area to exceed established air quality budgets. As such, it is based specifically on projects funded in a transportation plan or budget. Regional conformity is not intended to test hypothetical transportation scenarios.</p>	<p>83702 Austin Hopkins Idaho Conservation League</p>	<p>Online comment form</p>

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<p>replacement of an aging vehicle fleet, or reduced idling in stopped traffic, COMPASS should specify the cause. We request that COMPASS elaborate on this and provide details on why concentrations of these pollutants are projected to decrease.</p> <p>Analysis of Various Fuel Sources COMPASS utilized the EPA's Motor Vehicle Emission Simulator (MOVES) model to estimate the air quality impacts associated with current and future roadway networks. The MOVES model uses local data inputs for climate, elevation, Northern Ada County's vehicle emissions testing program, and travel demand model forecasted vehicle miles of travel and roadway speeds to develop emission factors for specified air pollutants (p. 15, FY18 AQ Conformity). What appears to be missing from this list of inputs is consideration of what fuel sources power our vehicles, both currently as well as projected changes in the future.</p> <p>If not already done so, COMPASS' modeling work should include various projections accounting for multiple scenarios consisting of a variety of future fuel sources. For example, what is the current make up of fuel sources for vehicles in the Treasure Valley (e.g. – gasoline, diesel, electric, etc.), and how will future projections (e.g. 2018 and beyond) of air emissions be affected by a change in distribution of fuel sources? These estimates should accord with estimations of NOx, VOCs, and CO2 concentrations given elsewhere in the report.</p> <p>Analysis of Increased Investments in Mass Transit We are dismayed to see that efforts to increase public transportation in the Treasure Valley were not considered as part of this analysis. While it is true that expansions to public transportation systems are not currently planned, we feel COMPASS should evaluate the affect on air quality from potential scenarios involving increases in public transit such as the construction of a regional or interurban high capacity transit system. A comparison of projected NOx, CO, and VOC emissions with and without a high capacity transit system in north Ada County would be helpful and informative to the public. Comparisons in pollutant concentrations should also be considered between proposed amendments to the TIP, such as increased investment in bus route density/frequency instead of widening roadways or adding additional lanes of traffic. This data could provide an impetus for investments in public transportation.</p>			

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<p>Comments on the FY2018 federal Program of Projects proposed for funding by Valley Regional Transit</p>			
<p>This document was meaningless.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p>	<p>83709</p>	<p>Online comment form</p>
<p>I don't see any expansion plans for bus routes on this plan. Does that mean your budget only allows you to maintain what you already have? Your bus route map shows a large oval that circles the biggest growth area in the Valley, and people who see Chinden Blvd as their main artery to move east and west through the valley have no real option for riding the bus.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p> <p><u>COMPASS response to commenter:</u> You are correct – due to funding limitations, Valley Regional Transit's federally-funded Program of Projects does not include expansion of its current system.</p>	<p>83616</p>	<p>Online comment form</p>
<p>I would like to see bus or train service between Nampa, Meridian, and Boise, and expanded bus services within Boise. As you grow, traffic is going to become an issue, and there will never be enough lanes... we come from California! Public transportation is a must.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p>	<p>83646</p>	<p>Online comment form</p>
<p>Hi, I am writing to express a heartfelt desire for public transportation (i.e., bus service) that would service the Eagle area (Chinden), heading east into downtown and possibly parts of Meridian, if possible. Many of us empty nesters currently do not want to purchase a second car to get to work, doctor appointments etc., and bus service would greatly enhance the quality of life--making trips to downtown for cultural activities, appointments, library, work, walking the river etc possible. I am also envisioning a time in the near future when perhaps I will not be able to drive (or won't consider it to be safe for others). I am reading about all of these various road improvements and have been told that there is not enough money for an additional bus route. To me, this would be a top priority and I can see it enhancing the lives of so many people in many age groups. I would love to get involved, even in raising funds for such a bus route. Thank you for the opportunity to comment.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p>	<p>83616 Billie Weinstein</p>	<p>Online comment form</p>
<p>The bus schedule, stops, transfer points are awful. Conduct research to determine when and where to run routes. More people will use it if they can get where they need to be in a reasonable amount of time, at all times of the day.</p>	<p>Provided to the COMPASS Board of Directors. Forwarded to VRT.</p>	<p>83605</p>	<p>Online comment form</p>

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
Please please please find a way to increase the routes and numbers of buses on those routes. I work with refugees and people on Medicaid and the amount of time it can take for them to get from one place to another on the bus is such a barrier to access to services.	Provided to the COMPASS Board of Directors. Forwarded to VRT.	83709	Online comment form
The fact is, VRT is under funded poorly operated and will not be able to a transit service until its budget it raise significantly.	Provided to the COMPASS Board of Directors. Forwarded to VRT.	83709	Online comment form
I agree with all and wish we could do even more.	Provided to the COMPASS Board of Directors. Forwarded to VRT.	83702	Online comment form
Do <u>not</u> increase funding for VRT – it is a failed program with limited ridership.	Provided to the COMPASS Board of Directors. Forwarded to VRT.	83616	Hard copy comment form

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Paul Woods, President
Rebecca W. Arnold, Vice President
Sara M. Baker, Commissioner
Jim D. Hansen, Commissioner
Kent Goldthorpe, Commissioner

August 9, 2017

Matt Stoll
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the DRAFT FY2018-2022 Regional Transportation Improvement Program (TIP). ACHD appreciates COMPASS' support of Ada County transportation projects through grants, federal funding, and planning. As you are well aware, CIM 2040 policy supports maintenance of the existing transportation system as the region's number one priority. The draft TIP aligns well with this policy and dedicates a steady funding source for maintenance projects within the Boise Urbanized Area. This approach aligns with the ACHD Strategic Plan and supports ACHD's Capital Improvements Plan (CIP) by freeing up local dollars for system expansion projects. Maintenance projects are an efficient use of valuable federal funds, and they support ACHD's efforts to sustain the public's infrastructure in a "very good" condition for motorists, cyclists and pedestrians.

In addition, ACHD fully supports ITD's efforts to fund needed maintenance and capacity improvement projects on state corridors such as Highway 20/26, Highway 44, Highway 55, Highway 69 and Interstate 84. These improvements to the regional system are critically needed and help relieve congestion on the local network. ACHD is encouraged by ITD's "Strategic Initiatives" projects and is fully supportive of this new and expanding ITD program.

ACHD offers the following specific comments on projects added to, or advanced in the draft FY2018-2022 TIP:

- ITD capacity improvements on US 20/26 from Linder Road to Locust Grove Road (ORN20440), programmed in FY2022, will complement the construction of US 20/26 improvements from SH-55 to Locust Grove Road in FY2021. These improvements will benefit the residents of north Meridian, and help share the traffic load on parallel ACHD roadways.
- ACHD is pleased to see that the widening of SH-44, between Star Road and SH-16 (ORN20473) qualified for Strategic Initiative funding. Combined with the widening of SH-44 from SH-16 to Linder (KN 20266), and the Strategic Initiative funded half Continuous Flow Intersection (CFI) at the intersection of SH-44 and SH-55 (KN 13476), this project will benefit the growing cities of Eagle and Star.

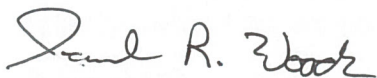
- ITD's new pavement preservation/restoration projects on I-84, from Broadway Avenue to Eisenman Road (ORN20401) and SH-55, from SH-44 to Payette River Bridge (ORN20410) will help preserve valuable, high capacity Interstate and State routes.
- The advancement of the SH-69 resurfacing project, from the City of Kuna to the City of Meridian (KN 19965) will complement the advanced signal projects on SH-69 at the intersections of Hubbard and Lake Hazel Roads (KN 19997).
- ACHD fully supports the addition of ACHD Capital Maintenance projects for FY2024 (ORN20581, ORN20582 and ORN20587).
- ACHD is glad to see that several Ada County safety projects have been added, including the pedestrian safety project for US 20/26 at 43rd Street (ORN20578), the pedestrian improvements project on SH-55 (Eagle Road (ORN20584)) and the Federal Rail crossing improvement project at Benjamin Lane (ORN20635).
- Commuteride Replacement Vans (ORN20583) funding in PD supports ACHD's efforts to maintain the Commuteride fleet in good condition for all users. The continued support of the Rideshare program both in FY2022 (ORN20260) and in the future (ORN20572) is valuable to Ada County commuters.
- ACHD appreciates the inclusion of locally funded and regionally significant road widening projects. (RD202-18, RD207-01 and RD207-33).

ACHD will keep working with its city and county partners, COMPASS and ITD to plan for necessary capacity improvements in growth areas across the county. ACHD is encouraged to see the number of capacity projects on the state highway system, and ACHD would like to encourage ITD to continue to seek funding for these important corridors.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tferch@achdidaho.org or 208-387-6157.

Sincerely,



Paul Woods
ACHD Commission President

Cc: Compass Executive Committee