

Public Comments Received (Verbatim)

Draft FY2023–2029 Regional Transportation Improvement Program Proposed changes to the regional long-range transportation plan, *Communities in Motion 2040 2.0*, and Air Quality Conformity Demonstration for Northern Ada County

Public Comment Period: August 15 – September 13, 2022

Total number of individuals submitting comments: 30

Email: 11 Online Comment Form: 20 Hard Copy Comment Form: 3 Letter: 2

(Individuals could submit comments on any of the three topics on one comment form; therefore, the total number of comments in the table below is greater than the number of individuals submitting comments. In addition, some individuals submitted comments in multiple formats; therefore, the number of comments received by format, above, is greater than the total number of individuals.)

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
Comments on projects in the DRAFT FY2023-2029 Regional Transportation Improvement Program (TIP)			
Project ORN23731 (roundabout at Karcher & Northside) may be problematic as traffic volumes are too heavy. Improved signalized intersection with better signal timing would be mor functional.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.	Patricia Matthews 83646	Online Comment Form
Please plan to widen Eagle Rd from Fairview to State or hwy 44 from 5 to 7 lanes and include high walls for sound at subdivisions. This is one of the most heavily traveled road in Idaho and needs to be improved for traffic flow.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Linda Coughlin 83713	Online Comment Form
Lake Hazel widening from Cole to Orchard has been left out, but should be included. I think delaying all the Lake Hazel Road widenings and the Orchard realignment is the wrong thing to do. All of the development is happening in SW Ada County. Those living between Cloverdale and Orchard really only have two ways to access I-84 East – Victory Rd. or Lake Hazel to Orchard (or going the rural route on Hollylin, but that road isn’t designed for high volumes). Victory is not 5 lanes until almost to Cole Rd. Lake Hazel doesn’t have 5 lanes at all. Both of these corridors need to be opened up ASAP with all the construction happening on Lake Hazel west and south of Lake Hazel. Those projects should be done east to west, so that bottlenecks are not created further west – first the Orchard realignment, and then working on Lake Hazel from east to west. They need to be sooner than PD, and the Orchard realignment needs to be kept in 2024. Thank you.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Ada County Highway District.	Marian L Herz 83709 Board Member of South Cole Neighborhood Association	Online Comment Form, Email

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<p>I make this comment from the perspective of a retired Professional Engineer. I moved to Idaho from a growing metro area (not CA) and have observed first hand some things that worked and those that did not. My comments concern Eagle Road from I-84 to Hwy 44 in Eagle. This portion of Eagle road should have been built as a limited access highway, freeway. Too late for that now but there is something that should be considered. Grade seperated intersections at major street crossings. This would eliminate stoplights for thru traffic on both Eagle and the cross street. Consider these for Franklin, Fairview, Chinden and Ustick.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and the Ada County Highway District.</p>	<p>John Olden PE, Retired</p>	<p>Email</p>
<p>Why aren't there Permanent Automated Counters on the Greenbelt in the Garden City portion?,+ See, "Bicycle and Pedestrian, Permanent Automated Counters, Boise, COMPASS 23313 2026 \$8"</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and City of Garden City.</p> <p>The automated counter that is budgeted for "Boise" refers to the "Boise Urbanized Area," which includes the City of Garden City. The specific location for this future counter within the Boise Urbanized Area has not been selected and will be recommended by COMPASS' Active Transportation Workgroup based on qualities such as safety concerns, geographic feasibility, facility condition, and more. Two of COMPASS' 16 current permanent bicycle/pedestrian counters are located in Garden City -- near the Greenbelt near Glenwood Bridge and at the border of the City of Eagle and Garden City. A map of counter locations can be found on the COMPASS website: www.compassidaho.org/documents/prodserv/CIM2040_20/bikeped/COMPASSPermanentCounterLocations.pdf.</p>	<p>83714</p>	<p>Online Comment Form</p>
<p>Key# 23188 I-84 interchange SH44 This interchange can be combined with I-84 to SH20 west to Parma. Exits 26 & 25. Please just straighten SH20 to meet SH44 by extending SH44 through Farmway Rd and Wagner Rd and install one single stoplight interchange. People can then exit I84 and head west to Parma or East to Middleton, and we've eliminated the cost of two interchanges that are too old, too small, and already don't work. It's a no-brainer. Please fast track widening SH44 from I84 to SH16. Star and Middleton can't take any more traffic with only a 2 lane road. It's ridiculous. You're also behind widening SH20 (Chinden) from SH16 to I84. I wouldn't spend anything on extending SH16 to I84 until those are completed.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Greg Priest 83644</p>	<p>Online Comment Form</p>

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<p>I strongly support the round-about construction shown in your plans for the Centennial and Simplot Blvd intersection in Caldwell.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Caldwell.</p>	<p>83644</p>	<p>Online Comment Form</p>
<p>I understand the need to improve bridges and roads in Ada and Canyon counties. However, I am very disappointed and frustrated to see the vast percentage of my tax dollars going to expand the road network rather than addressing the primary issue (too many cars on the road with little to no discussion of light rail or other mass transit options). Building more roads or widening existing roads only solves safety and congestion problems in the short-term. After 2029, will we continue with the status quo of expanding our current transportation infrastructure or think about new ways to move people across the Treasure Valley. Ways that cause less environmental harm and are more cost-effective.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83702</p>	<p>Online Comment Form</p>
<p>Limit low-rise development – Million dollar condos that increase density are not culturally a fit for Harris Ranch nor Boise. Add a light at exec estates and Warm Springs. Build two-story low-income housing – not luxury condos.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Boise.</p>	<p>NA</p>	<p>Hard Copy Comment Form</p>
<p>I would like to see lite rail or commuter rail prioritized for funding, planning, construction, and prioritization as a corridor need for massive improvements to the transportation network between Caldwell and Boise with all communities in between benefitting. It would also coincide well with bringing Amtrak back through Boise linking Boise and adjacent communities to Seattle, Portland, Denver, Salt Lake City, and the remaining network of national cities on existing Amtrak service. Finally, I want to state that our Idaho legislature could make local taxing authority available to local voters, thereby bringing government control back to local citizens. This, to me, is what conservative values are about. Allowing local citizens to control what impacts their lives most directly through local control as opposed to being held hostage by larger government entities. Such measures would allow a modest local sales tax option to drastically improve economic activity by connecting communities through a low fare commuter rail service while relieving traffic congestion on the I-84 corridor, establishing a multiplier in economic activity through massive population growth.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83702</p>	<p>Online Comment Form</p>
<p>I think that this is great 👍 there's more genuine transparency than in the past and it's a lot more conducive to the alternative transportation crowd and as a bus rider who doesn't drive I like that</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Ian James Bott 83702</p>	<p>Online Comment Form</p>
<p>My only comment is that the widening projects on State Street include "pullouts" for the busses to use when loading or unloading passengers.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Ada County Highway District, Valley Regional transit, and the City of Boise.</p>	<p>Mac McOmber</p>	<p>Email</p>

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<p>For many years Nampa has sealed coated the many roads with tar and gravel. They do it every year and never really fix the underlying bumps and uneven pavement underneath. I would like to see them tear up the roads and completely replace them with fresh blacktop. Especially Midland Blvd. The state has done that on 12th ave all the way South to the city limits. There are several othe roads in the same condition as Midland.</p> <p>***</p> <p>We live in the Islands Complex and this is in the city limits of Nampa. Our streets though out our complex are getting bad. Especially in the main entrance by the park with the little pond. Big chuck holes develop every year. All they do is put temporary patches on them. Our street Caymen Ct has many cracks on it. They have sealed the cracks with tar three years ago. I think many of these roads could use a recoating of asphalt.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p>	<p align="center">Jim Quick</p>	<p align="center">Email</p>
<p>I am very happy to see that the "Garden Street Multi-Use Pathway, Cassia Park to Albion Street" is listed on the TIP. People who live on the Bench have been requesting this project for many decades. This pathway will provide a continuous connection from the Bench to the Greenbelt for pedestrians and bicyclists. I appreciate the "Pathway, Rail with Trail, in Meridian" from Linder to Meridian Road. I would like to see this pathway continue along that rail corridor. I fully support the "Study, Chinden Drainage and Design Plan in Garden City". It is my hope that there will be sidewalks and protected bicycle lanes built along Chinden as a result of this study. These pedestrian and bicycle facilities will provide connectivity from the Bench to the Greenbelt and to businesses and neighborhoods located along and in the area of Chinden Boulevard. I support the "Study, Coordinate Local Waterway-Pathway Plans, COMPASS". Many of the cities in Ada and Canyon County have been working with irrigation districts to build pathways along canals. These pathways need to be established throughout Ada/Canyon County. These pathways will provide safe connectivity to neighborhoods, businesses, schools, etc. I fully support all of the Valley Regional Transit projects. Especially the VRT projects in Canyon County. I support the "Access to Opportunity" projects. I realize that the Requesting Agency is ACHD and that Chinden Boulevard is ITD property, but I am extremely disappointed to see that Chinden in Garden City isn't list on the TIP. The pedestrian/bicycle facilities and crossings on Chinden are subpar and need to be GREATLY improved. It is my hope that after the "Study, Chinden Drainage and Design Plan" are completed, there will be safe and appropriate pedestrian/bicycle facilities designed and built on Chinden.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Garden City, the City of Meridian, Valley Regional Transit, Ada County Highway District, and the Idaho Transportation Department.</p>	<p align="center">83703</p>	<p align="center">Online Comment Form</p>

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<p>By pass around Star and Middleton with Hwy 44. Not an option, has to happen. It will happen now or in the future. Do it now! It will cost twice + as much in 10, 15, 20 years, plus the traffic backup and congestion at the traffic lights will not improve the flow of traffic with multiple stop n' go. Thank you for your consideration.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, the City of Middleton, and the City of Star.</p>	<p>83669</p>	<p>Email</p>
<p>Franklin Rd, Black Cat to McDermott, again, this is a project associated with Hyw 16 connections. There have been no monies received by ACHD to do any of this. Where's the concern from Compass? This oproject should NOT go forward without those funds.</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>The Franklin Road project referenced is funded with local funding (Key Number 102497). COMPASS has not received a funding application for any of COMPASS' funding programs from ACHD for this project.</p>	<p>83642</p>	<p>Online Comment Form</p>
<p>Support more sidewalks in Boise & Garden City. Need more places to cross on Chinden. See people running across by JD's Car Cleaning & the Nursery. Support the bike counter to help collect better data Yes to all the projects to increase the number of vans for Commuter Ride in Boise and Nampa & increase marketing. Yes to security cameras. Yes to more sidewalks & bike lanes on Fairview, Locust Grove. Yes to sidewalks on the Five Mile Overpass, please make wider, it is scary to ride there.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Garden City, the City of Meridian, Ada County Highway District, and the Idaho Transportation Department.</p>	<p>Caile Spear 83706</p>	<p>Online Comment Form</p>
<p>You only have a few years left to utilize the last remaining un-developed transportation corridor in the valley - the existing train line. Developing this space into twin tracks, with stations for parking and stops all along the line - from Caldwell to Mountain home. It passes through all of the employee-rich enclaves; Walmart, Downtown Nampa, Lukes, Alphonsus Garrity, Amalgamated Sugar, the Ford Center, Amazon, Town Square Mall, Alphonsus Curtis, the Depot (with downtown shuttles every 15 minutes to city center and Lukes), and on to Micron (with 17,000 new jobs). Light rail is the only way to solve the issue of getting people moved efficiently through a city that never planned for growth like this. If it's not planned for now, we will loose the chance forever. Please visit ANY similar to small sized city in Europe, Japan, of SE Asia and see just how simple, clean, and efficient mass transit can be.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Nampa, the City of Meridian, and Valley Regional Transit.</p>	<p>Robert J Hart 83703</p>	<p>Online Comment Form</p>
<p>As the climate changes, the south will see 115°F for over 30 days.the northwestern states will see population growth of over 50%. Boise alone will have over 800,000 people, mostly retired! Why? The VA and good local medical! Kuna will be over 500,000 people as will as Meridian. The development of wider 5 lane major streets is a must - starting right now. Cloverdale is already crowded and must be made into a 5 lane. Lake Hazel is a desaster in the making. It must be a 5 lane by 2024. All the way east and west.The county school board , fire departments and police coverage is already way behind for all of the</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, the City of Kuna, the City of Meridian, the City of Boise, and Ada County Highway District.</p>	<p>Lane B Lester</p>	<p>Email</p>

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<p>southern Boise area. There must be more thinking out of the box and have facilities ready for the next 40,000 to 60, 000 new residents and children. A new southern Boise HS is already 5 years behind with all of the new homes! The current JH and grade schools are at max now! A 50-year plan for underground pneumatic materials transport must be given more thought. The freeway and main side streets are at near max now. What will it be like in 50 years? South Side Mefical hospitals must be perposed and built to facilitate the treatment of the 50,000 or more new south side retired families. In 50 years there will not be any land between South Boise , Kuna and South Meridian. Land must be perchased in the next 5 years for new grade schools, JH. , HS , police and fire offices. Or the greedy land developers will have it all tied up! Because of the traffic on Victory - the west part of it needs to be turned into a 5 lane to Nampa. Amity east needs and overpass built over the water canal to Cole, this will help release the congestion on the poorly designed east Victory</p>			
<p>We've been told that there will be a re-alignment of Duncan and Ulmer Ln on State Street + traffic light. In addition to Boise City making State Street a major public transportation corridor by building multiple apartments up and down state street, we are now seeing Foothills Church as a host to private school during the weekdays. The Duncan intersection and Ulmer intersection are getting more and more use with no attention from ITD. I see no plan in this proposal for such a project. Why?</p> <p>See Master Street Map attached at end of document (page 24)***</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>According to ITD and ACHD: ACHD and Boise City are requiring the property on the north side of State Highway 44 and Ulmer to realign Duncan Lane to create a 4-leg intersection at Ulmer associated with a development application. See Master Street Map attached. The developer is also required to signalize the 4-leg intersection, with financial participation from ACHD and ITD. Timing of the improvements is dependent on the developer's plan for the project.</p>	<p>Suzanne Webster</p>	<p>Email</p>
<p>The Draft TIP includes plans to add an extra "free running" right turn lane on Karcher Road between the Freeway and Middleton Road. Such an expansion will likely be very expensive and probably won't help traffic very much. I think a complete redesign of the freeway interchange and surrounding intersections needs to be considered. There are too many bottlenecks around that interchange. There are five traffic lights along Karcher/Midland in less than 1 mile. (N Cassia St, Nampa-Caldwell Blvd, Freeway ramps, Karcher Bypass/Freeway ramps, and N Marketplace Blvd) It is very common for traffic at one light to back up past the previous light. It is also very common for traffic exiting the East-bound freeway to head South and then force their way across the lanes of traffic to make a left turn onto the Nampa-Caldwell Blvd</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p>	<p>83607</p>	<p>Online Comment Form</p>

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(East-bound). Adding another South-bound lane on Karcher will only make that problem worse by adding more lanes for the traffic to cross. In fact, a lot of back-up happen because South-bound drivers who want to turn left (East-bound) onto the Nampa-Caldwell Blvd wait in line because they can't reach the entrance to the left-turn lanes, which are frequently not full. Those left turn lanes need to be lengthened so that more cars can turn into them before getting stuck behind the through traffic. Any plans for the Karcher interchange that don't reduce the number of traffic lights or find better paths to avoid competing traffic will only be a patch that will need to be replaced as soon as it's finished.			
East Ada County has only 2 projects listed. The Mores Creek bridge on Hwy 21 (MM 17.1) has already been repaired. It is time for it to be replaced before there is a catastrophic failure. With the population growth in the Harris Ranch area, the junction of Warm Springs and Hwy. 21 needs to be addressed. With Micron building a facility, the Hwy. 21 bridge over the Boise River within the Boise city limits needs to be widened to 4 lanes with bicycle/pedestrian pathways on both sides of the roadway. Improve existing bicycle/pedestrian pathway North and East along Hwy. 21 and the Boise River, and extend from Sandy Point to Hilltop.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, and the Idaho Transportation Department.	83631	Online Comment Form
The projects that improve bike and pedestrian infrastructure is a welcome addition to Boise. Boise really needs better streets that protect allow pedestrians to have the right of way when the street is a minor road. https://www.youtube.com/watch?v=_ByEBjf9ktY	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, and Ada County Highway District.	Cameron Wright 83709	Online Comment Form
Re SH-69, project 22699, Kuna to Meridian scheduled for 2024. As a frequent traveler on this road, right turn lanes needed to be added at Lake Hazel and Hubbard Roads. Many currently use the shoulder for a right turn lane, causing those in the right lane as it is now configured to have potential accidents at these intersections.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Kuna, the City of Meridian, and the Idaho Transportation Department.	Harold Klein 83709	Online Comment Form
Treasure Valley Tdemand response service in the Nampa Area for FY23 shows funding at \$240,000 for the federal share. FY24-27 shows funding at a significant decrease at \$150,000 per year. VRT staff noted that this was a baseline amount that would be amended annually. The baseline for FY24-27 should be a minimum of the \$240,000 which will bransit, Inc. Key# 20043 for 5307 Small Urban e fully expended in FY23. TVT's concern is that this is not an accurate reflection of the 5307 SU allocations moving forward into FY24-27 and that TVT could potentially see a decrease in funding needed to continue to serve the Nampa area. This has been addressed with the VRT staff and is now being made part of this public comment. **** Treasure Valley Transit, Inc. would like to make public comment on the project listed under Transit – Above and Beyond the ADA Paratransit,	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit. COMPASS staff will confer with Valley Regional Transit staff regarding these concerns.	Terri Lindenberg 83651	Online Comment Form/Email

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<p>Nampa Area, Key# 20043 FY23-27 Programmed Cost \$1,680. On page 78 of 98 funding source FTA 5307 SU, Transit Operations the funding allocations are separated into 5 one year allocations. FY23 shows Federal Share at \$240,000 for a total program cost of \$480,000. FY24-27 show a decreased amount of the Federal Share to be reduced to \$150,000 annually and program total at \$300,000. VRT staff noted that this was a baseline amount and could be amended annually. TVT would like to state that the baseline amount should be a minimum of the FY23 amount of \$240,000 for FY24-27. TVT believes that this is not an accurate reflection of our current services moving forward and wants this noted in the public comment. In addition, on page 4 of the Major Change List under Public Transportation, New FTA 5307 Key# 20043, Added FY27 shows the total programmed cost at \$300,000 and should reflect the minimum \$480,000 as noted above.</p>			
<p>Key # : 23437 This project is not properly researched or funded. ITD used money to design the project. At the first open house an engineer with ITD when asked why this wasn't being designed for high capacity (SPUI), he said cost and that they were worried about merging. Fact that out of 5 interchanges between Garrity and 10th only one was design for high capacity and that Garrity is a joke and needs more updates and Karcher is going on the 4th update is proof of the improper funding and design. The engineers that don't live out here are worrying about merging when all we gain is 1 second or 100ft with their design. Their design also does not reflect any growth. At 5 pm yesterday both lanes going to the interchange were filled. There is only room for 5 cars in a turn lane to enter that proposed east bound onramp or it will block an intersection at E Freeport. This interchange will turn out to be just like Karcher which has always been a joke based on poor research and when it happens here ITD will throw us under the bus and constantly do upgrades. A SPUI design will allow for more lanes to be used as part of the on ramp plus a flying right turn. This should be turned into a SPUI but ITD will refuse because they dont want to spend the money on Canyon County Projects, and the mayor of Caldwell should be ashamed to accept this poor design in an effort to get any funding show he lacks the leadership to hold his office.</p> <p>****</p> <p>The design of 10th street off ramp is short sighted and based on lower end of projections. The 5 design is no different then the poor design at Karcher that has need more than 3 updates in less than 30 years. Flip these projects and do the proper resend and design for later not shorter at 10 ave.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, and the Idaho Transportation Department.</p>	<p>Craig Allison 83607</p>	<p>Online Comment Form, Hard Copy Comment Form, Letter</p>

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<p>**** See attached letter at end of document (page 20-23)</p>			
<p>Hi! I went to the library and saw a flier about feedback. Apparently today is the last day? Well, I wanted to let you know that I don't want any more roundabouts, especially two-lane ones. They're way too confusing, I had an accident on one because of that confusion, and I've tried to avoid them ever since, but they keep popping up everywhere on my routes (I go out of my way now to get to my destination just so I don't have to use them) and guess what? They're still confusing. I had a cop tell me that the intersection where my accident was has had at least one every day since they put in the two lanes and he, bless his soul, spent the next 30 minutes explaining it to me. I never did really understand and eventually I just had to let the guy go back to his job. I get that people think they're safer, I don't care. How safe is it when people are getting confused? Someone said we'd get used to them, and I thought I had, but... you know... the dent and smashed-in light in my car says otherwise. Oh, and I think it's great that you all reach out, but the reading material you had there on the library table wasn't really helpful in understanding what's going on. People just don't want to take the time to figure it out so if it's not plain, we won't read it. I tried and decided the value was in letting you know how I feel about two-lane roundabouts. Your other projects? I have no idea what's going on. But please... no more two-lane roundabouts. So, I've said my piece. I doubt you'll really listen, but at least I commented. Thank you for your time.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Kat</p>	<p align="center">Email</p>
<p>See letter attached at the end of the document (page 19)***</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ralph Mellin</p>	<p align="center">Letter</p>

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Comments on changes to <i>Communities in Motion 2040 2.0</i>			
<p>I think delaying all the Lake Hazel Road widenings and the Orchard realignment is the wrong thing to do. All of the development is happening in SW Ada County. Those living between Cloverdale and Orchard really only have two ways to access I-84 East – Victory Rd. or Lake Hazel to Orchard (or going the rural route on Hollylin, but that road isn't designed for high volumes). Victory is not 5 lanes until almost to Cole Rd. Lake Hazel doesn't have 5 lanes at all. Both of these corridors need to be opened up ASAP with all the construction happening on Lake Hazel west, and south of Lake Hazel. Those projects should be done east to west, so that bottlenecks are not created further west – first the Orchard realignment, and then working on Lake Hazel from east to west. They need to be sooner than PD, and the Orchard realignment needs to be kept in 2024. Thank you.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p>	<p>Marian L Herz Board Member of South Cole Neighborhood Association 83709</p>	<p>Online Comment Form</p>
<p>I support these amendments and would like to see additional plans for public transportation routes, especially in rural areas such as Middleton.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Middleton, and Valley Regional Transit.</p>	<p>83644</p>	<p>Online Comment Form</p>
<p>I would like to see a greater percentage of our tax dollars used to fund a 21st century mass transit system. Stop widening roads!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83702</p>	<p>Online Comment Form</p>
<p>The Greenbelt has become a dangerous bike highway. People do not use bike lanes on park center/warm springs, they default to the greenbelt in high capacity to overtapped. We need ...of greenbelt or walkers @7-8 AM will be a thing of the past. Need more bike lanes on roads!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, Ada County, and Ada County Highway District.</p>	<p>NA</p>	<p>Hard Copy Comment Form</p>

<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">Name, Zip Code, Affiliation</p>	<p align="center">Format</p>
<p>I wholly endorse the amended pathway improvements as proposed and endorse additional pathway connectivity for all segments of the greenbelt system, rails-to-trails opportunities, and bike/ped infrastructure enhancements that make active transportation as accessible to all, and in particular underserved, portions of the community to include ADA accessibility. I'd also love to see additional proposed facility improvements for first and last mile connectivity to existing, enhanced, and future planned transit to include lite rail. This in addition to the continued improvement of road widening where necessary to reduce congestion on the complete transportation network.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Meridian, and Ada County Highway District.</p>	<p align="center">83702</p>	<p align="center">Online Comment Form</p>
<p>I feel like walkability is still an issue that needs addressed for non drivers to be safe in the treasure Valley it's hard to walk anywhere without your life at risk and safety and it's frustrating 😞</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Ian James Bott 83702</p>	<p align="center">Online Comment Form</p>
<p>I support the addition of the various multi-use pathways listed on the amendment.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">83703</p>	<p align="center">Online Comment Form</p>
<p>Insist that the funding approved for the connections to Hwy 16 be released to ACHD immediately. Without these funds, there is virtually NO WAY that those connections will be completed.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the Idaho Transportation Department, and Ada County Highway District.</p>	<p align="center">83642</p>	<p align="center">Online Comment Form</p>
<p>For the Five Mile Road – I-84 Overpass Construction project, they have explained there is not enough space to allow an on-ramp to the highway because cars have to be given a certain amount of space to get up to speed. However, is there enough room to put in an OFF-ramp? There are several places in Northern VA where you can get OFF but not on to the highway. At least it alleviates some 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>An interchange at Five Mile Road was contemplated when I-184 (the Connector) was being planned in the 1990s. Working with the City of Boise and the Ada County Highway District, a decision was made by the Idaho Transportation to build an interchange at Eagle Road instead of Five Mile Road. The area built up with that exclusion in mind and constructing one now would violate the best safety practice of interchanges being two miles away from each other (Five Mile Road is less than two miles from the Flying Wye), require many homes to be relocated, and be prohibitively expensive.</p>	<p align="center">83709</p>	<p align="center">Online Comment Form</p>

<p style="text-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 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>See my comments above. I would like to see a greater percentage of our tax dollars used to fund a 21st century mass transit system. Stop widening roads!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p style="text-align: center;">83702</p>	<p style="text-align: center;">Online Comment Form</p>
<p>KN22715 SH55 Karcher Rd, Farmway to Middleton. Why is KN23437 I-84 Centennial Interchange to Franklin prioritized for 2023 ahead of KN22715, bumping it to 2027? Karcher Rd. already has congestion that backs up ½ mile to ¾ mile. The initial research was done back in 2011-2013. So by the time you complete this project, the initial research is 20 years old and its congestion will be completely unmanageable. Why move that behind the 10th street offramp with a poor design.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho transportation Department.</p> <p>According to ITD: State Highway 55 construction for Farmway to Middleton Road is being funded in 2024. ITD is currently working on final design plans for this project. The SH-55 corridor design and construction was accelerated from 2027 with the last ITIP update. SH-55 was designated as a priority corridor under the Leading Idaho Transportation Expansion and Congestion Mitigation program, so the design is being advanced, followed by construction. ITD will begin designing SH-55 Pear to Farmway in 2023.</p> <p>The I-84 Centennial Way to Franklin Road project is also moving forward with final design plans and funded for construction in 2023.</p>	<p style="text-align: center;">Craig Allison</p>	<p style="text-align: center;">Hard Copy Comment Form</p>
<p>Yes to all the proposed projects. Please add sidewalks on the bridge over I-84 on Emerald going to Cole. The sidewalk stops at the bridge and many people ride/walk on that bridge. Excited for the State St. Premium Corridor project.</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 style="text-align: center;">Caile Spear 83706</p>	
<p>SH-55 (Karcher Road), 10th Avenue to Middleton Road, Construction, Canyon, Key No.- 23184. I am concerned that the project listed above is moving too quickly for consideration to be given to the concept of including a pedestrian and bicycle pathway tunnel under HY 55 somewhere between Montana Ave. and 10th Ave in Caldwell. As you know the funding for this project has been accelerated in that a 3-year project is now a potential 18-month project. This does not allow sufficient time for the City of Caldwell to apply for a grant to fund the concept. A tunnel under the new HY 55 is justified: (1) that stretch of highway is the most dangerous in Idaho, (2) a</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, and the Idaho Transportation Department.</p>	<p style="text-align: center;">Paul Mann</p>	<p style="text-align: center;">Email</p>

<p style="text-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 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>pathway plan improving access to Deer Flat National Wildlife Refuge and the surrounding communities was incorporated in the <i>Lake Lowell Area Bicycle and Pedestrian Access Plan: Bicycle and Pedestrian Network Plan</i> published in 2016, and (3) a pathway to Lake Lowell is incorporated in the master plan for the Caldwell Pathways and Bike Route Committee. In 2016 major improvements to HY55 were not under consideration and therefore planning for safely crossing a major 5-lane highway was not feasible. This concept was presented to ITD in response for comments for this section of the project in January of 2022. At that time ITD did not want to address the concept for it had never occurred to them that there was a need. Also, the environmental studies were almost completed and ITD did not want to reopen them and the land near Montana Ave. has historic status because of the Seven-day Adventist School and property. Since January the City of Caldwell and the Seventh Day Adventist Church have negotiated an agreement for the development of a pathway along the west side of the Seventh Day Adventist property on the north side of the new HY55 and possibly along an irrigation ditch on the south side of the new HY55. The City has also been negotiating with a developer that has property on the north and south sides of HY55 to incorporate a pathway in their developments. Such a pathway would end at Mallard Park on 10th Ave and then pedestrians and bikers could connect to the pathways surrounding Lake Lowell as proposed in the document listed above. ITD has recently consider the concept of a tunnel under HY55 if it were limited to the right-of-way of the new highway and Caldwell would be responsible the pathway connections for both the north-south pathway connecting to Lake Lowell and to the pathways parallel to the new highway that would within the right-of-ways. An important aspect of this tunnel concept is funding. With the condensed time line for the HY55 project there is not time to pursue a normal project grant for the tunnel; therefore, if Compass is aware of means to apply for an</p>			

<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">Name, Zip Code, Affiliation</p>	<p align="center">Format</p>
<p>emergency grant, please, inform the Mayor of Caldwell, Jarom Wagoner. Envision a pathway from Sacajawea School in North Caldwell to Lake Lowell passing close to several other schools that would permit students of all ages, bikers, walkers, and visitors to safely travel to a national wildlife refuge for bird watching, wildlife observation, fishing, and for the wild flowers. I am not an employee of the City of Caldwell, but I am a resident that serves on the City's Pathway and Bike Route Committee.</p>			
<p>KYN RD216-04 Thankful this Eagle Road project is on your list so congestion won't be so bad. You guys at COMPASS are awesome!!! 😊</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Ada County Highway District.</p>	<p align="center">NA</p>	<p align="center">Email</p>
<p>Looks good</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p align="center">Cameron Wright 83709</p>	<p align="center">Online Comment Form</p>
<p>State Highway 16 – Interstate 84 to US 20/26 (Chinden Boulevard) This project should not be being done until all the safety and congested projects are done. ITD has full legal authority to request legislative changes. Karcher RD. by ITD's own admissions is one of the worst sections in Idaho. ITD has blocked an entrance to a subdivision because there is no turn lane to it and traffic backs up and causes accidents. The mayor of Nampa should be ashamed to put HWY 16 ahead of the HWY 55 project just to placate REP Mike Moyle and the Governor just because they are too lazy to drive 1 mile from HWY 16 on a 4-lane road to ten mile and then up to I 84. There is no congestion on those roads. Stand up Mayor Kling to Rep Moyle pork project. This money was for congestion and safety not to placate laziness. This road is not needed until Ten Mile starts to get congested. This isn't even making a dent into Garrity because no truck driver is going to pass that exit just to take this new one and back track. Plus, the vast majority of traffic goes South off of Garrity not North. If you wanted to make a dent, then you should have forced them to put a South bound exit leading to Flamingo so they can gain access to Robinson RD. That would actually help if you would take 10 seconds to look at a map</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and the Idaho Transportation Department.</p>	<p align="center">Craig Allison</p>	<p align="center">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	Name, Zip Code, Affiliation	Format
but no your all to readily wanting to genuflect to ITD and Rep Moyle.			

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
Comments on the Air Quality Conformity Demonstration for Northern Ada County			
I would like to see future public transportation to lesson the use of automobiles. It would be nice to have a lite rail system that encompasses the entire Treasure Valley. Much like the old trolley system that was dismantled years ago.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	83644	Online Comment Form
Models predict below federally allowable airborne pollutants across years due to increased vehicle emission standards and the retiring of older vehicles. I am curious if the models consider expected increases in fire frequency (due to climate change) and associated increases in particulates.	Thank you for your comments; they will be shared with the COMPASS Board of Directors. The MOVES model and conformity demonstration are focused on motor vehicle emissions and account for vehicle, age, federal standards, etc. They do not consider wildfire smoke.	83702	Online Comment Form
Water availability. Please recharge the aquifer fully!	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	NA	Hard Copy Comment Form
Thank you for such important work to maintain emissions conformity and hopefully the desired effect of full compliance toward the lifting of the need for advanced monitoring and improved emissions over time to result in high quality air for safe and vibrant, healthy communities.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83702	Online Comment Form
There should be more information on creating a better carbon footprint and how	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Ian James Bott 83702	Online Comment Form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
to reduce emissions from it before we tackle anything like this in my opinion			
I support any improvements that can be made for public transit. I was glad to see the various Valley Regional Transit service improvements listed in the document. By providing stellar public transit, fewer people will drive and more people will use public transit. Thereby, helping to improve the air quality in Ada/Canyon County.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	83703	Online Comment Form
Looks fine with the possible increasing [pollutants caused by the elimination of emission testing (the data to support this elimination is suspect at the very least). It's easier to determine the attainment levels of northern Ada County as it has always shown lower CO emissions.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	83642	Online Comment Form
I don't understand why northern Ada County needs an air quality conformity demonstration project because of deteriorating air quality (thank you, Boise's rampant growth and development) while, at the same time, the Idaho Legislative is proposing to do away with the vehicle emissions testing requirement in Ada County. Are all government "in sync" on this issue or are governments in Idaho sending mixed messages to the public?	Thank you for your comments; they will be shared with the COMPASS Board of Directors. The requirement for the air quality conformity demonstration and the requirement for vehicle emissions testing both stemmed from violation of the carbon monoxide (CO) ambient air quality standard that occurred in northern Ada County in the mid-1980s. Ada County has not had a CO violation of the standard since the mid-1990s. Data collected by the Idaho Department of Environmental Quality (DEQ) indicates that the benefits of the emission testing program have declined in recent years because newer vehicles on the roads meet tougher emissions standards. DEQ does not believe any negative impacts will occur to air quality and public health because of removal of the emissions testing requirement. The Legislature took its action on emission testing based on this data collected by DEQ, and at this time, the federal and local governments are also expected to remove their requirements in 2023. Air quality and the impact of travel patterns and congestion remain important considerations when planning transportation projects.	NA	Hard Copy Comment Form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
Yes to more electric buses and think VRT should have more small buses/vans.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Caile Spear 83706	Online Comment Form
Looks good though these vehicles should be moving to EV.	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Cameron Wright 83709	Online Comment Form

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
Comments on additional changes to the FY2022-2028 and draft FY2023-2029 TIPs and Communities in Motion 2040 2.0			
as usual, saw nothing to improve SW Boise. poor planning in this area. they expect you to walk on sidewalks just feet away from cars driving 40+ mph. does not feel safe nor enjoyable thus people drive.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Boise, and Ada County Highway District.	83709	Online Comment Form
No comments. I'm grateful for the Garden City area RAISE grant being approved and look forward to many improvements in that area.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Garden City, and Ada County Highway District.	83642	Online Comment Form
(1). Bicycle and Ped Bridge KN20841 – (2). Please add a bike path from Colchester to Two Rivers Dr. (This would connect our community – Banberry Meadow has 50+ bike riders that want access to the greenbelt). (or) a bike lane on Colchester (westside) to cross Eagle Rd. (3). A bus that goes down Eagle Rd. to Eagle Downtown and the Village (the loop).	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, and Valley Regional Transit.	NA	Hard Copy Comment Form
Work with VRT to have covered bus stands at all locations. Make waiting for a bus more comfortable. Do you wait for a bus unsheltered when the weather is bad? Also need trash cans at bus stands so trash doesn't go into the streets.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Caile Spear 83706	Online Comment Form
Under Section Public Transportation, NEW FTA 5307 Key # 20043 for demand response transportation in the Nampa area shows funding for added FY27 at total program cost of \$300,000 when the minimum should be the current FY23 amount of \$480,000 and not a decreased amount.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Terri Lindenberg Treasure Valley Transit, Inc. 83651	Online Comment Form

Received 9-14-2022
@ 5:00 PM by
Matt Stahl

Comments on the draft FY 2023-2029 Regional Transportation Improvement Program

My comment is that there is a great need for an intermediate Interchange midway between the urban four mile stretch between the Cole Road interchanges and the Eagle Road Interchange.

Very few urban areas have such a four-mile distance between interchanges. Certainly, that significant distance is not the case through the rest of Boise and to west of Nampa.

That interchange must have the east bound on ramp (if built) be limited so no on bound traffic can do immediate left lane changes to use the I-184 downtown connector. However there still would be a significant benefit to have the potential east on bound traffic still be able to go east toward Micron and other east points. (Relative potential I-184 users would continue to use their current routes.)

It would be most wise to review the scheduled rebuilding of the Five Mile overpass so a provision would be provided to add interchange ramps now or in the future.

The current high-use hours has tremendous congestion at the Eagle Road interchange and at freeway entrances on the two Cole Road Interchanges. Those problems will become worse as more west Boise infill takes place and the large number of residents of Southwest Boise struggle to gain freeway access. These will increase as South Coverdale Road is expanded to a "built out" five lane road just south of Overland Road.

The potential Five Mile Interchange was first studied in 1981 by IDT when the Eagle Road location was subsequently picked as a first location. Forty years later the next phase appears as much overdue.

The mayors of Meridian have encouraged the development of intermediate interchanges in their impacted areas with lots of resulting growth and lessor congestion. It is suggested that this also be the position of the mayor and staff in Boise and relative ACHD leaders.

I write these comments as a public service from many decades of observation and of now seeing the great unmet needs of West Boise and of Southwest Boise.

Sincerely,



Ralph Mellin

Past Idaho Registered Civil Engineer

To the Leaders of Compass; Key # 23336

Once again we have poor research and failure on ITD's part to address all problems regarding Karcher interchange. To justify not making any of these changes they used data from 2018. Really, if that data was so solid we would have had the additional off ramp lane included in the initial construction. The lane would not have to be added later. This actually pains me at the disrespect that ITD this has shown towards myself as a veteran that they are unwilling to address these issues because they just don't want to spend the money and used junk data to justify the lack of resources offered. They downplay everything since they don't live out here. I have personally been backed up across the bridge while trying to take my disabled mother to Oh' Crab. Were backed up because cars were trying to use the West onramp but were backed up into the left through lane because there was not enough storage. I mentioned this to one of the engineers and they blew it off like that wasn't a problem and this won't be addressed but we should have 2 turn lanes that go left onto the West onramp. This would also allow for 2 turn lanes for the East bound onramp.

Also, because of the failure to properly research and downplay the issue, cars trying to use the East bound on ramp are still slamming on their brakes, having to go further to the light, or get into accidents. This is all after they widened the interstate which should have made it easier with no back ups or slow downs. However, their poor design on Caldwell BLVD which only has one lane to use to go East bound backs up past Jalapenos Bar & Grill. So cars use the other lane which forces them to cut into the right lane forcing cars to jam on their brakes. This would have been solved if they allowed for another flying right lane like they have a Garrity. However, once again that's extra money and since they used no money for planning we got junk designs.

In fact, Board Member Delorenzo upon seeing there was excess funds after the FEDS gave us some money for widening I-84 transferred the money to pre develop HWY 16. This pre development funding is something that she would not provide for I-84 and it shows in their project planning and development. The \$10 million out of the \$19 million that was transferred could have been used during the construction and widening. Now because of their poor planning and research the widening will be complete and then we will have another project to deal with on that section of intersection. I guess Canyon County residents don't deserve a break. Also they failed to plan for an extra lane at the off ramp when they took out the old ramp they had to come back and had to add another one. Why wasn't that in the initial plan. Oh, they rushed and didn't think of it!

Why is it that the leaders from Canyon County on Compasses' Board are so neutered that they cannot stand up to this pattern of poor planning and funding while demanding onetime fix for this whole interchange? In fact according to their

website their using 4 year old data to justify the lack of updates while the current design isn't even going to work. When ITD held their last meeting, I asked how it was going to be possible for a dozen cars to enter this flying right turn while 2 full lanes are coming across from COSTCO, Sportsman Warehouse, and the rest of the businesses. All those cars coming from the freeway are going to stack at the light. Now if all of those cars are going to go through to Karcher no problem. However, that is not going to be the case. Some of those cars are going to need to get over through both those lanes to get to those 2 left turn lanes while cars in the left lane is going to need to get over through 3 lanes so they can turn right onto the BLVD all within about the length of a 1/2 of a football field. I even told this to a engineer and that I have seen cars on the current flying right turn stop in the lane waiting for a car to let them over. This engineers response was there just going to have to get over. Really, and ITD engineers says their just going to have to get over. All they want to do is get cars off the interstate no matter what and they don't care how this will impact the traffic on the interchange. ITD is more worried about possibly the 1 person walking across the bridge a day. But let me tell you that as a Transportation Officer with 18 years experience in the Army trained to route convoys and to identify routes that certain vehicles like semi-trucks will have a very tuff time getting over. They just use the lower end estimates to justify not spending the resources. Also, not going all the way down to Middleton RD is a mistake. let them have the whole length and just put up signs saying its lane ends at Middleton. This is so dumb to have it merge to 2 lanes again in front of the Wells Fargo just to turn around and add a turn lane 40ft later for the Maverick Gas Station. This is the same format they have on Eagle road and cars weave in and out of that lane all the time. I challenge you Mayor Kling or Mayor Wagoner to take these issues to ITD and ask why are these not being addressed and why they are using outdated data. I bet you there response is going to be 1 they only allotted this much money or 2 they can come back to fix it again for the 6th time. So ask them why have they not had to update any interchanges they built with the original GARVEE bounds. Answer, because they were in ADA County and they used the high end estimates to justify the expense. But once again, ITD will prove my point that they don't take our needs seriously. Actions speak louder than words.

Key #22715,23184

How disappointed am I with Compass and especially with Mayor Kling and Mayor Wagnor. Karcher is rated one of the worst sections of road in the state. ITD's lack of maintenance has led to them blocking the entrance of off Karcher to one of the subdivisions. The road that ITD blocked was Canyonview Way because they never put a turn lane in. So the taxpayers that live there now have to drive all the way around to Lake to get to there homes. Also, 2 days ago I was driving home and I was stopped just after passing the bridge where it mergers. Traffic was backed up all the way from Midway which is about 2/3 to 3/4 of a mile. What is that going to

be like when we add another 3,000 cars a day in 3 short years. This project should have been moved up when ITD was allotted \$1 billion to bond for roads. So you would think this would have been a priority since its congested and has significant safety issues. But no, we get a piss poor design at 10th ave and a pork project in Bannock County. Did you all even know that. Board Member Horsch go \$110 million to redesign the intersection in Pocatello. Please note that Bannock County grew a whopping 5% over the last decade while Canyon County grew 22%. That means in the next 5 years Canyon County will have close to 277,454 while Bannock County will only have 94,329. That interchange could have lasted another 10 years with maintenance just like they did at the Notus exit. Both were build in the same time frame so ITD could have done what they have stated many times that congestion and safety was their priority but neither criteria was met on that Bannock County project. This was all politics on ITDs board.

So what are you all going to do about it. Are you Canyon County leaders going to roll over and play dead to ITD and not confront them with these issues. How are we going get this project moved up. Just think about their incompetent planning for a moment. Construction started on the freeway in 2018 and wont finish until fall of 2023 when the bridge will begin and last till 2025 or 2026. Then they will start on Karcher in 2027 which wont get done for another 3 years. So that means ITD will be doing work for over a decade that residents off of Karcher will have to deal with. You tell me anywhere in this state that residents will have to put up with that. But if you are not willing to speak up for us as your constituents we will continue to be treated as second class citizens. Priority goes ADA County, the rest of the state, and then Canyon County. You can see it in their prioritization and their funding of their projects.

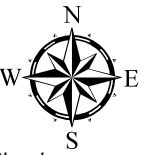
Key # : ORN23544 Once again ITD refuses to identify issues when doing projects. ITD is so clueless that the Eagle west bound onramp that needs to be redone has huge issues with congestion. You have issues with traffic backing up all the way to E Franklin Road. This congestion causes problems with traffic coming-out of St Lukes at Allen St. All ITD has to do is add an inside lane to the existing ramp creating a second lane that can merge to one. What this would do is allow the right through lane to be a turn lane and a straight through lane. The only thing that would be needed is some signs to tell drivers both lanes are turn lanes so they don't try and stack. ITD just needs to move the stop light farther back about 14 feet and make it a no turn on red. This would make any vehicle in the center lane be able to go across from the West bound off ramp and go straight through. ITD would not need to buy any land. However do you think they would do it. I would doubt it because the idea didn't come from them but it would work and that speaks volumes on their character. So do I have your support to add this to the project or is this just a formality and check the box for ITD. If that's the case just be honest so I can tell my friends not to bother wasting our time since any suggestion will fall

on deaf ears. Finally, I am glad to meet with any of you to speak about these projects just give me a day or two to arrange with my employer some time off. Heck I'll gladly meet you at the corner of Karcher and Cleveland BLVD at 7 am during the week to show you the issues.

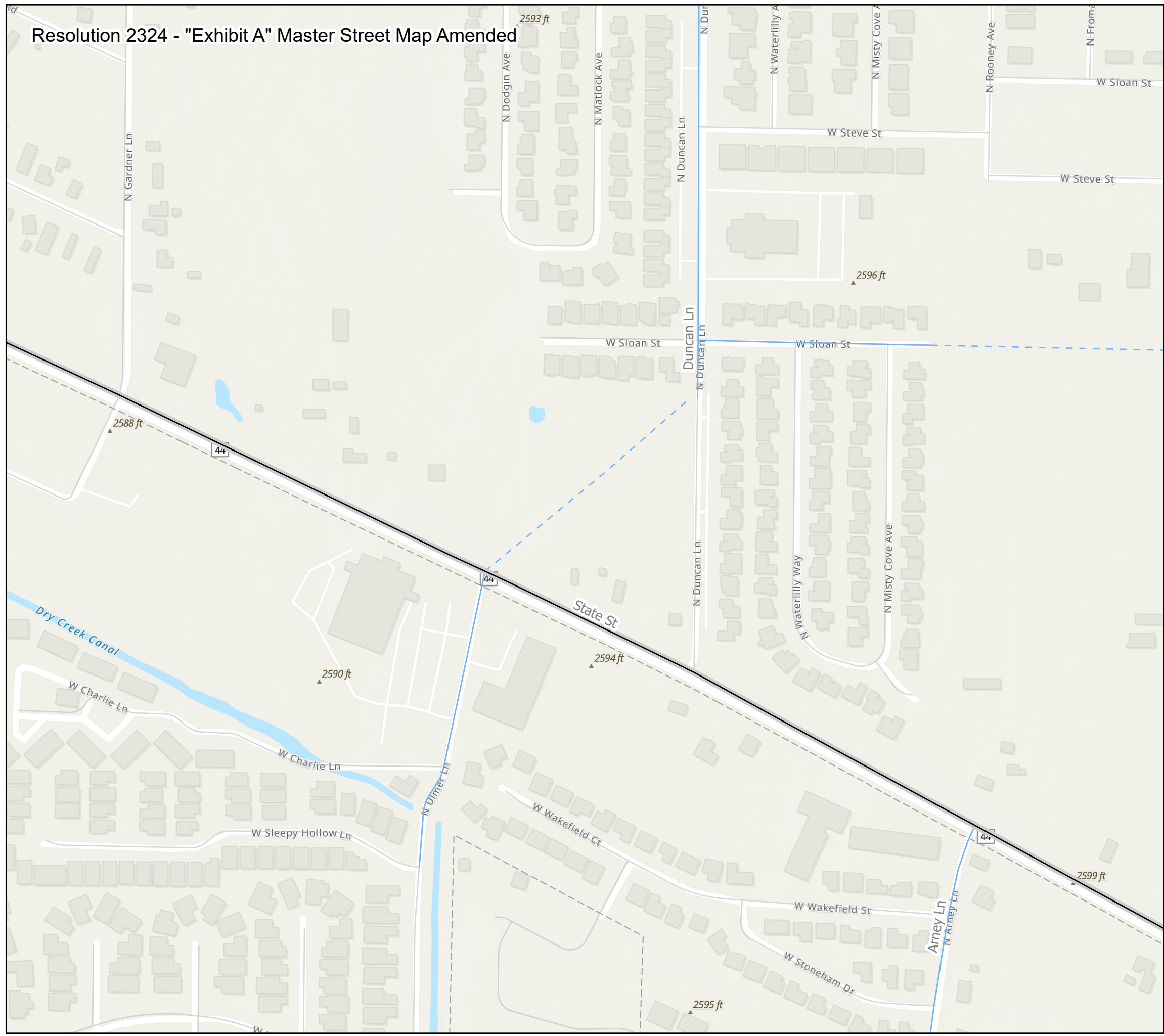
Respectfully, Craig Allison

Resolution 2324 - "Exhibit A" Master Street Map Amended

Ada County Master Street Map Amended October 28, 2020



The Ada County Highway District (ACHD) created the Master Street Map in collaboration with Ada County and its six cities to better link land-use and transportation planning. The Master Street Map is one of the key elements of the ACHD Transportation and Land Use Integration Plan. The Master Street Map is a living document and is not binding on future Commissions.



MSM Arterials

- State System*
- State System (New Alignment)*
- Mobility Arterials
- Mobility Arterials (New Alignment)
- Mobility Corridor (Under Study)
- Residential Mobility Arterial
- Residential Mobility Arterial(New Alignment)
- Transitional/Commercial
- Planned Commercial
- Residential
- Neighborhood Residential
- Town Center
- Industrial
- Rural
- Arterial(No typology designated)
- Under Study
- Proposed Planned Commercial
- Proposed Residential
- Proposed Residential Neighborhood
- Proposed Towncenter
- Proposed Industrial
- Proposed Rural
- Proposed Arterial (No typology assigned)
- Proposed Under Study

MSM Collectors

- Commercial
- Industrial
- Residential
- Town Center
- Traditional Neighborhood
- Rural
- Collector(No typology designated)
- Proposed Commercial**
- Proposed Industrial**
- Proposed Residential**
- Proposed Town Center**
- Proposed Traditional Neighborhood**
- Proposed Rural**
- Proposed Collector(No typology Designated)**

* Roadways identified as state facilities are only included to show the transportation system as a whole; planning for these corridors is under jurisdiction of the Idaho Transportation Department.

** Alignments of roadways identified as proposed collectors are subject to development review.

***Roundabouts locations may be adjusted to accommodate topographic constraints.