

# **Public Comments Received (Verbatim)**

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

Public Comment Period: March 24 through April 7, 2021

Total number of comments received by COMPASS: 40

The Idaho Transportation Department (ITD) also received comments directly. Comments received by ITD during the COMPASS comment period are also shared for consideration by the COMPASS Board of Directors.

Total number of comments received by ITD: 10

**Topic: Add two projects for Valley Regional Transit and change scope of work on the State Highway 44 (State Street) and State Highway 55 (Eagle Road) intersection in the City of Eagle from a half Continuous Flow Intersection to a traditional intersection**

Outreach methods: 3 email blasts; legal notices placed in *Idaho Statesman* and *Idaho Press Tribune*; public comment information posted to COMPASS website and social media channels

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
I think a transportation service to all of the major city centers in the treasure valley to include the BOI airport would be a great way to use taxpayer money. This would allow for greater use of public infrastructure, local amenities, and makes travel from out of state more accessible which in turn can allow for more money to enter the valley. This also allows under privileged families or individuals to travel with ease, still allowing money and capital to be better spent on local shops, small business, and within the valley. All in all I think public transportation infrastructure would be a great fiscal and public benefit to the treasure valley and all its visitors.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.	Bryce W.	Email
The removal of the CFI from the plan seems like a lost opportunity to take a progressive measure before the problem gets more severe and less manageable.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	M. Rea	Email

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>I am absolutely on board with fixing our highways and streets for sure and making our transportation in our valley better. I think staying ahead of the trends makes all the difference in the world. However! I do believe the highway between State Street and Emmett needs to be better. People die on that highway, Car crashes happen all the time it needs to be four lanes for the most of it out there. If we can have five Lanes going to Kuna which literally goes nowhere then we should be able to have five Lanes going to Emmett which goes north to Council, Cascade, Payette! So it only makes sense to have a bigger highway to handle more traffic out there. That would be my thoughts on all of this is to please expand the Emmett highway.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>		<p align="center">Email</p>
<p>The following email was sent to various parties within ITD as well as the state government. While I did receive a phone call from ITD's Community Outreach? department, my opinion as indicated below has not changed. The fact that the Project had already started, the fact that there are new people in positions of power that were not there when the CFI plan was selected is and should be irrelevant. I was also informed that the City of Eagle was not even included as a party in the discussion as to whether or not to cancel the CFI design, nor were numerous parties in upper management within ITD. Lastly, as indicated in my email, the public has a right to know who made that call.</p> <p>“Apparently, someone has decided to cave to recent complaints regarding the proposed CFI at State Street and Eagle Road. I could make a pretty safe bet that most complainants have never been on a CFI, but being fabulous armchair quarterbacks, backseat drivers or whatever other term you might choose, they have more expertise than those who design and facilitate our roadways. They have all had ample opportunity to air their grievances prior to the implementation of this RIGHT OF WAY project! At this point, substantial money has gone into research, traffic studies, design, property acquisition, implementation, and pre-construction. So, the State should just toss away <b>7 MILLION dollars</b> give or take for redesign, paying of the current construction contract, etc. because somebody thinks they have a better idea of what is best for that intersection? And just who was it that made that call??? Apparently, it seems to be a secret as to who is responsible (not even RIGHT OF WAY personnel at ITD know) which oozes of caving politicians or</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>Cindy Schechter</p>	<p align="center">Email</p>

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<p>those within ITD with political ambitions! I want to know who made that call because I am going to work on making sure they do NOT get elected again. It is their primary responsibility to utilize State money (which we pay for) in a balanced fashion.....not just squander it because you can't take the pressure and think you that it might affect you politically. If that is your stance you have NO right to be in that position in the first place. There are many traffic issues in Idaho and <b>\$7,000,000</b> would go a long way to finance other needed projects. Not any less important is the fact that it sets a <b>really bad precedent!</b> One that could have horrible implications for all transportation departments throughout the state – cities, counties, etc. No project decision will again be safe from opposition, even after spending enormous amounts of money and time to design, hold public hearings and acquire necessary properties. <b>We all want to know who is responsible for this terrible and wasteful decision! It is our right to know!"</b></p>			
<p>What we need in treasure valley now. Mass light rail, like what Portland Oregon and Salt Lake City Utah has now. We used to live in Salt Lake area for ten years and we used the light rail system all the time going to large events such a Bee's baseball games, football games at Univ of Utah, Jazz basketball games and concerts. The Portland light rail is nice because we can stay at less expensive hotel on out skirts of town and take the train into town down. Now is time to start grabbing the land and right always needed for light rail. Like to also see interstate-84 expanded to at least 3-4 lanes in each direction all the way past the Param/Notus HWY-20-26 exit. You may also want to think about another interstate HWY that goes around the city, like 205 in Portland or 215 in Salt Lake does. Anyway, wish you best in getting these projects going. We look forward to riding the rails from Nampa to BSU football games in the future.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">Don Benson</p>	<p align="center">Email</p>
<p>I grew up in San Diego California and as a kid my mom and I used the bus system daily. It was great, one of the best. Then they got the trolley. Fantastic! The trolley system is so good there. It has been expanded over the years to go many places in the county. Well worth looking into. I would use it if we had it here!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p align="center">Email</p>
<p>I support the amendments outlined in the link below. <a href="https://www.compassidaho.org/documents/prodserv/trans/FY21/1Amend4_Public.pdf">https://www.compassidaho.org/documents/prodserv/trans/FY21/1Amend4_Public.pdf</a></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 align="center">Bob Taunton President, Taunton Group, LLC</p>	<p align="center">Email</p>

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<p>I highly oppose high capacity transit in this valley. I grew up in the Portland area and have seen first hand what this type of transportation does to a community. I understand the need some have to get from place to place, but what I have experienced is individuals using these modes of transportation (light rail specifically) for free rides, a place to sleep, Etc. All my experience has taught me is that these types of transit options more easily bring crime and are aesthetically unappealing. This valley needs to stay special, not end up looking like Portland or Salt Lake. I DO NOT want my tax dollars wasted on such a project.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Becky Woolley</p>	<p>Email</p>
<p>I am hoping that these projects will assist the transition from all automobile transportation to a more social form of transportation. A form of transportation where most folks will use the bus or train like much of the east coast does.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83704 (Boise) Joe Gallagher</p>	<p>Email</p>
<p>I'm in favor of proceeding with the State Street Corridor Plan, as long as it specifically includes pull-outs for all bus stops. I seem to recall there was talk about when the 3rd lanes were to be added to State Street, that the buses would stop for loading in that 3rd lane, thereby blocking all other traffic. I am totally against this. Is there a plan for holding COMPASS meetings in person again?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>COMPASS Board and committee meetings are currently open to the general public subject to physical distancing. The public is requested to let us know if they plan on attending and are requested to wear a mask. The public can also watch the meetings live via COMPASS' various social media platforms (i.e., Facebook, Instagram, etc). We will resume in person meetings with the option of Board and Committee members to participate virtually once the Governor moves the state to Stage 5. We are currently in Stage 3.</p>	<p>Mac</p>	<p>Email</p>
<p>The state street corridor for Valley Ride is terrible idea and bad plan in my opinion. Else your widening State Street from the beginning to the end of public transportation, so valley ride may have their own lane with covered / heated/ with actual pickup times and drop off times it will never work for majority of workers . It's always needs to run 7 days a week and 24 hrs a day for at least some routes . It's time we as a Society get out of thinking the Treasure Valley isn't ready for real access public transportation that won't block traffic that needs to get to our main northbound route 55. I'm tried of stop and go /stop lights that aren't synchronized. Most importantly we as a community need some type of train transportation between Caldwell and Boise . Then the same maybe from Star to Boise . Stop saying we as a State aren't ready for 21 century public transportation. I'm sick of North</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>83709 (Boise) Robert Clark</p>	<p>Email</p>


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<p>End running our city and city council. It's time for real term limits on all boards and politicians in Idaho .</p>			
<p>I agree with and support the amendment to the FY2021-2027 TIP in order to significantly change the scope of work of an Idaho Transportation Department project on intersection improvements at State Highway 44 (State Street) and State Highway 55 (Eagle Road) in the City of Eagle from a half Continuous Flow Intersection to a traditional intersection configuration.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p align="center">83616 (Eagle) Melanie Johnson</p>	<p align="center">Email</p>
<p>Thank you for the opportunity to comment on the proposed plans. Anything that could be done to improve mass transit in the Treasure Valley has my support, especially the proposed improvement to the State Street corridor. I say go for it! I was disappointed to hear that ITD had decided to revert to the a traditional intersection configuration for the Eagle Rd and State Street intersection. In what form and quantity did the pressure come that caused this change in plan; political, few influential Eagle residents afraid of change? I've been extremely impressed with bold, creative plans for traffic flow projects that have recently been completed. They have been different, with plenty of doubters, but appear to be a great success. The ThrU-Turn intersection and Veterans Parkway and State Street and the interchange at Broadway and I84 are examples. We need new creative solutions, not just more of the same just bigger. Stick with the original solution for Eagle Road and State Street. Those who are afraid of change would have us still use horse and buggies.</p> <p>***</p> <p>I really appreciate you getting back to me. ITD's response did help, but I'm having a hard time wrapping my head around what "contextual sensitivity" means, as used in their writing. Any suggestions? Thank you for your work.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p>Regarding your question about the reason for the change, we requested a response from ITD, which is included below:</p> <p>It would be unfair to categorize the motivation behind the change as "pressure." Rather, ITD took another look at the design and the specific context of where it would be and decided the Continuous Flow design was not the best fit. The engineering remains valid, in terms of efficiency and cost/benefit. But with another look at the contextual sensitivity, it was determined a wider, traditional intersection – which still achieves significant benefit – was more appropriate.</p> <p>***</p> <p>Please see additional response from ITD regarding "contextual sensitivity." Contextual sensitivity is where the science and art of transportation engineering meet. It's the consideration of things like local aesthetic, other improvement options, stakeholder demographics, driver expectation and adoption of new traffic maneuvers. I'll use the example of flashing yellow arrows (FYA) for left turns. We recently decided to restrict the use of FYA after several crashes occurred on this stretch of Highway 44. This was not a straight-forward decision. Based on the engineering, those FYA were perfectly safe. They were in locations where people had plenty of site distance to see oncoming traffic, for instance. But people were failing to properly use them enough that we decided it was better to restrict them.</p>	<p align="center">83714 Chris O'Brien</p>	<p align="center">Email</p>

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	<p>The decision to change from a CFI to a traditional intersection is in that vein. With some fresh perspective, it was decided the risk of wrong-way driving at the displaced left turns was reasonably high. It is also the only CFI in the corridor, which means people may not expect to see it. A surprised driver is one more likely to make dangerous maneuvers (think of the person who swerves over three lanes on the Interstate to make their exit they weren't ready for). I hope that helps clarify the rationale for the decision.</p> <p>Thank you for taking the time to comment!</p>		
<p>I would like to see a new East-West Trending Freeway north of the Boise River along the break-in-slope between the Boise River Floodplain and the Pleistocene River Terraces. This Freeway would start East of Boise near the Highway 21/I-84 Interchange, and travel westward North of Downtown Boise, the North End, Eagle, Star and Middleton. It would then connect into I-84 North near the Highway 44/I-84 Interchange near Middleton. I am also NOT in favor of any light rail system. I am in favor of a regional bus system. Thank you for listening.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>83644 (Middleton) John D. Fortier</p>	<p>Email</p>
<p>(regarding the Five Mile Overpass) The overpass should only be expanded if it includes an additional on and off ramp onto I-84. There is entirely too much traffic on at the Eagle Road interchange and it does not need to be that way. Thank you.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>		<p>Email</p>
<p>Stop this constant push for light rail. Don't you realize that light rail is just a racist attempt to get low income minorities, in Idaho, this means Hispanics, to underpaid jobs in the more affluent business areas so they can do the grunt work in the convention and hospitality industry and other low pay jobs? Rather than pay them a wage worthy of funding their own commute, you make taxpayers pay for expensive fixed guideway transportation systems that require continued taxpayer subsidies. Any public -transportation system should be required to be self-funding. Taxpayers are taxed out. Instead, encourage business development away from downtown Boise and closer to residential areas. The real estate developer can make money developing other areas.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>(Meridian) Mark</p>	<p>Email</p>
<p>(regarding transit) It looks wonderful and I hope to get it continued to work towards a route from eagle to kuna and a redoing of the train across treasure valley and a way to have it run more regularly given covid-19 and not most people doing the bus however that will take some time</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Ian Bott</p>	<p>Email</p>

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<p>I'm 48 &amp; disabled. Please consider ramping up bus access to &amp; from downtown Eagle. There is a disproportionately large group of people (young &amp; older disabled &amp; teens) that would REGULARLY access a bus system if available to them. Also please consider ADA compliant improvements to sidewalks to/from all bus access points- such that it's more realistic for scooters &amp; bikes to get to/from the bus pickup/drop off &amp; bk hm. I'm dual insured (Medicare &amp; Medicaid) my own car (but can't drive it myself) &amp; qualify for caregiver (but hardly hsrve 1 due to severe shortage &amp; they don't want to drive anywhere) I have additional insur policy &amp; still have very very limited true transport options- as almost no errand (including Dr appts) can a person gain a 3+ minimum BUSINESS day notice to use any transport system- many many many more people could be working &amp;/or volunteering if they had access to same day transport. Thank u for your time. (Disabled financial planner- excuse typos per brain disease.)</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Lisa A Schweiter</p>	<p>Email</p>
<p>I have a special needs daughter who lives in Boise and uses the busses, longer hours if possible so she can use them in the evening, and more frequent time runs so the wait isn't too long. It's a great service! Thank you!</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p>Email</p>
<p>I do not have any input on which of the options I recommend or why. But, having seen these discussions unfold over many years in medium and large cities, I offer the advice to "always go big" because, especially in a growing environment like Ada county is in, having good transit is critical. It supports the growing community, makes life better for those who are not happy with the population growth, and is basic to a good local economy. These are things that we all want no matter what political side or personal preference we have. Hope this helps.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>Paul Moller</p>	<p>Email</p>
<p>I am in favor of light rail in the middle or on the side of the interstate between Boise and Caldwell. It would be awesome on so many levels, especially if bus stops were at light rail stops, so short interior journeys could be made by passengers using the bus. I so hope this happens.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>83631 (Boise) B A McClain</p>	<p>Email</p>
<p>I am opposed to the State of Idaho spending and wasting money on public transportation in the City of Boise! I support the other two amendments. They are not a waste of money. Public transportation is never affordable and will never pay for itself. It is a drain on all citizens of the state. If Boise wants public transportation then they, the citizens of Boise, should pay for it. Not all the other citizens of the state.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>		<p>Email</p>

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<p>There's only one possible future for the public transportation method and volume. That is its increase in various current abilities.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p>Email</p>
<p>I 100% support expanding public transportation. We need it SO badly. I know people in Star, for example, that need out patient rehab in Ada County. Anything closer, such as Eagle, would make it easier on the person recovering and the family and friends supporting them. I have a disability. I may not be able to drive for much longer. I would also like to lose the expense and pollution of a car. I do live in Ada County. Pretty close to downtown Boise. I'm lucky because I am near several bus stops. However there is always room to improve. It would be great if I could (and users) be educated on how to get from point A- Point B via bus. I have no idea how it works.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Katy Costa</p>	<p>Email</p>
<p>I think having a system like Denver's light rail would be a great idea for the Boise area.</p>	<p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p>Email</p>
<p>Dear Sir, I see our busses are rarely filled and notice the same observations in most cities. Which gives the appearance buses are a poor use of taxpayer dollars in every community, with possible exception of high density cities like New York or Chicago. The hey day of trains and busses ended shortly after WWII, replaced by improved road infrastructure, vehicle dependability and commercial aviation modes of travel. I've studied bus and train modes of travel and observed 100% of the community pays taxes to finance systems which never run profitability and only attracts 2% or less of a local populations use! I read an article in the statesman in February 2017 essentially telling us taxpayers we should pay more taxes to create a better bus system for the less than 2% of our population to use in SW Idaho! A somewhat offending article which never addressed how to wisely use rather than waste taxpayer dollars. I responded to that article; we should shut down our bus system and with the massive savings realized issue travel vouchers to the under 2% who truly need transportation assistance for use with local taxi cabs. Cabs already run 24/7 and improve public safety by taking customers door to door, which systems based upon predetermined routes cannot compete with. Shutting down our community bus system would save millions, while still insuring those in need obtain a safer door to door commute. Further, route systems are highly inefficient to the high demand schedules of the remaining</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>(Boise) Ron Dale</p>	<p>Email</p>



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<p>98+% of our population, hence it's cheaper when time savings are factored in to use ones own personal vehicles. Therefore expanding transportation systems of buses or trains becomes a terrible waste of taxpayer dollars ultimately destroying community affordability like that which has occurred in Portland Oregon where until 8 years ago we lived. During the years of 2008 to 2013, I observed a paradigm shift occurring. In those years my customers started taking other jobs after retiring because runaway taxes destroyed their retirements incomes. Let's not let the same bad management decisions destroy our livability here in Idaho. Oh these inadequate transportation systems are always passed off as a method of reducing traffic congestion. Another lie, because 98% of our population will continue to use their own cars. Portland, OR (and other cities) have a massive traffic problem every day, not solved with the use of trains or busses. Here in SW Idaho close our 'on ramps' out to around Nampa forcing local traffic to use our surface streets, reducing freeway congestion to all traveling greater distances. Stop Crime from expanding radically in our communities by not bringing trains here, and replace our inefficient bus system with taxi cabs. Save millions in tax payer dollars while significantly improving citizen user safety and community affordability.</p> <p>***</p> <p>I responded earlier, but received another invitation to do so again. The following clarifies better my earlier response and thank you for this opportunity to respond with clarification. As for traffic projects to improve traffic flow, all look excellent and I believe will benefit our community directly. <b>However trains and busses I disagree with for the following reasons:</b></p>  <p>I see our busses are rarely filled (as Valley Regional Transit's website picture confirms) and I notice the same in most cities. Which gives the appearance buses represent a very poor use of taxpayer dollars in every community, with possible exception in high-density cities like New York and Chicago.</p>	<p>***</p> <p>Thank you! We included the new information in your comment to the COMPASS Board of Directors and Valley Regional Transit.</p>		
<p>Road widening HAS to be the top priority. Hwy 44 between linder and Hwy 16 needs to be #1! Hwy 55 from Nampa to sunny slope #2. Chinden sb 4 lanes out to caldwell. Stop doing needless intersection changes!</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>(Middleton) Steve Flora</p>	<p>Email</p>

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Glad to see the amendment for VRT as it will be an important long term community investment. Hopefully after enough enhancements to public transit, we'll need less highway construction projects.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.	Jordan Engstrom	Email
I think its fair to say that people, on the whole, are resistant to change. They are worried they won't know how to navigate through the continuous flow intersection and instead of opting for something new that would work more efficiently, people pitched a fit to cover their insecurity. Maybe take a tiny fraction of the amount that a redesign will cost and invest that in education. People will adjust. State Street and Veteran's Memorial Parkway is a perfect example. People didn't feel confident that they would be able to navigate the thru-U intersection and resisted passionately..... until after construction when traffic from that intersection was no longer backed up to Lake Harbor or on a slow day, Collister and suddenly they had a shorter drive to work because traffic kept moving. The excuse "that's how we've always done it" is not sufficient to justify spending a significant amount of taxpayer dollars on a facility that will be obsolete and reach failure much sooner. Don't waste taxpayer dollars on redesign simply to stay with the familiar and avoid the insecurities of those who are stuck in old ways of doing things.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Becca Randall	Email
I just wanted to send you my comment. I agree with the amendments to CIM 2040. I am very glad that they are going to do a traditional intersection configuration at the State Highway 44 and 55 intersection. I don't like the half Continuous Flow Intersection, I don't think they do enough to offset the hassle of it.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	83709 (Boise) Susan Bradley Technical Records Specialist Idaho Commission on Aging	Email
Please use buses instead of dedicated rail. Cheaper, and more flexible. It uses roads instead of having to get right of way land. Don't spend so much for landscaping and then there is no money to keep it up. Educate drivers on common rules of road. Glad they changed the CFI to a regular one, that one was going to be very confusing to motorists.	Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.	Gary Gray	Email

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<p>An amendment to the 2021-2027 TIP is needed to change plans for the intersection of State Highway 44 (State Street) and State Highway 55 (Eagle Road) in the City of Eagle from a half Continuous Flow Intersection to a traditional intersection configuration. The traditional intersection configuration has been favored by those who use that area frequently, and will better serve everyone using that intersection. I request that this change be made.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83704 (Boise) Elizabeth Brigante</p>	<p>Email</p>
<p>I have had the pleasure of living in many places in this beautiful country and here is my 2 cents.... Highway 55 and 16 MUST be extended to meet I-84! I REALIZE 16 is probably cheaper but it must be a done ASAP! All these new developments being built without the builders being responsible for widening the roads is a HUGE mistake.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>		<p>Email</p>
<p>I have biked and or bused to work for the last 20 years. It is cheaper for me to use bus transportation than it is to own a car. That being said, I have also used bus and rail transportation in other states. All have had systems that had busses or trains running every 15 minutes to half an hour. Most had a system that had ridership till 10pm. You can't build a ridership if you don't have a system that is useful to the average consumer. We have a great downtown hub that is not being utilized by people. As far as I know the only route that has a lower wait time is the State Street route. I know ridership is down due to covid, but it is my hope that we can have a better bus system in the near future.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Kim Gibbons</p>	<p>Email</p>
<p>Changes to regional valley transit will be of no use, unless bus stops/pick-up points are located where residents can actually get to the bus. For Meridian, a bus stop is needed at either Cherry Lane/Ten Mile or at Ustick/Ten Mile. Another pick up point, for residential passengers, should be at Franklin Road and Locust Grove.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>		<p>Email</p>
<p>I've been thinking about the proposed Transportation Projects. Have also been using the portion of I-84 Between Nampa and Ten Mile Road daily (which is probably a good sampling of all Boise Area I-84). And I have lived in several communities that have seen lots of growth, most notably Reno, Nevada. Seems you folks should develop some supportable perspective on how to make additional incoming/out going paths into the whole Boise Area both going East/West &amp; North/South. Seems there is only one main incoming/outgoing path - I-84 which in the last say 6 months seems to be getting some serious heavy 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>To view the full list of regional projects, please see our FY2021-2027 Regional Transportation Improvement Program (TIP), here: <a href="https://www.compassidaho.org/prodserv/transimprovement.htm#FY2021">https://www.compassidaho.org/prodserv/transimprovement.htm#FY2021</a></p> <p><i>Communities in Motion 2040 2.0</i> is the region's long-range transportation plan, which includes the list of transportation improvements for the long-term, as well as</p>	<p>(Meridian) Alan Unterreiner</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
<p>I do not see any, MAJOR address, to this issue in your proposed Projects, or I probably missed them due to my inexperience with all major Boise Area road ways. With the continued extraordinary growth in Boise Area major incoming/outgoing paths or some sort of equivalents need to be implemented - the sooner the better! I do not see these ideas floating anywhere - maybe due to cost increases if they are made public? But Growth is a major issue and how to handle additional traffic aggressively now is a must to avoid future major congestion, I just do not see your address to this issue, or even any hint of an address to it. Not trying to be harsh or disrespectful or complaining, just very concerned because there are some major traffic issues now.</p>	<p>needs we know we have that are currently considered unfunded. You can find the on-line plan here: <a href="https://compassidaho.org/CIM2040-2.0/">https://compassidaho.org/CIM2040-2.0/</a></p>		
<p>Thank you for the opportunity to review the hard fought transportation plan. I can only suggest a development moratorium if congestion cannot be curbed by these projects in a timely manner.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>(Wilder) Keri Gibbs</p>	<p>Email</p>
<p>I have to ask that you consider the impacts to parallel streets when the improvements are made to State Street. Vehicular traffic will be forced on to streets such as Hill Road; Fairview Avenue; Chinden Blvd; Victory Road; and probably others. The problem is that with no reduction in total motor vehicles, changes to one street will not result in safety and less danger on other streets. The system as a whole has to be considered. Begin by reducing the total amount of traffic through alternatives and penalties (like a mileage use tax). Improving State Street is like squeezing a tub of toothpaste with the lid still on it. The seam at the bottom will rip and toothpaste will come out the seam. Same for traffic.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, Valley Regional Transit, and the Idaho Transportation Department.</p>	<p>83704 (Boise) Joe Gallagher</p>	<p>Email</p>
<p>After reading about plans and being very much in favor to construct a CFI at Hi 55 and Eagle Rd., I later read ITD plans to modify the intersection to a less than optimum standard Left Turn type intersection. My concern is public input from the "resistant to change" population has been overheard, overly influenced and caused the sub-optimum change. I encourage you to stop the construction, get better public input, and hopefully, switch to the original CFI plan. We already have too many traffic jams in this valley; many caused by poor decisions years ago and made by ITD and ACHD. It is very disappointing to hear what I perceive bowing to minority pressure and proceed on a less than optimum path forward.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p>	<p>83616 (Eagle) Douglas Thomas</p>	<p>Email</p>

<b>Comment</b> (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	<b>Staff Response</b>	<b>Zip Code (City) Name Affiliation</b>	<b>Format</b>
<p>I am pleased there is a project to be mindful of traffic and 'passenger amenities' such as bus stops/bike racks/cross walks, but I didn't see any information concerning the environmental impact or how this is included in the construction. I did see plans for a retaining wall, however it would be prudent to include and implement natural water wise plants and utilizing Idaho native plants/trees around the area of increased pavement. Especially if bus stops are not covered, and flooding is a concern. It is important to include and be mindful of the natural landscape not only for esthetic purposes but also for the animals that are local to the areas and to benefit the ecosystem in which we take part in.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p> <p>The following response is provided by Valley Regional Transit staff regarding your inquiry about environmental impact:            The State Street Premium Corridor Part1 and 2 TIP amendments include projects that are to occur largely within the existing right of way. The project is currently in planning and environmental review but it is expected that the majority, if not all elements related to these amendments will fall under a Categorical Exclusion under National Environmental Policy Act.</p>	<p>Stephanie Grover</p>	<p>Email</p>
<b>Comments Received by ITD</b>			
<p><b>Comment to ITD:</b> Thank you, thank you, thank you for scrapping that ridiculous, maddening continuous flow idea on Eagle Road. Driving there is hazardous enough as it is without adding that monstrosity. Thank you.</p>	<p><b>Response from ITD:</b> Thank you for providing the Idaho Transportation Department with feedback on this decision, Kathy.</p>	<p>83703 (Boise) Kathy Grover</p>	<p>Email to ITD</p>
<p><b>Comment to ITD:</b> Thank you for scrapping the Eagle Road/ State St nonsense. As a retired police officer of 25 plus years more times than not I have seen clever ideas dreamed up by engineers have no place in the real world. If you really want to impact traffic safety, in Ada Co. stop allowing left turns on flashing yellow lights on multilane roads. Also increase the delay between a red light and the cross traffic green. These no doubt will slow traffic but that is can be a good thing. Most accidents and near misses I have seen have been caused by idiots forcing a yellow or jumping a green light. I know you can't engineer idiots but maybe you can slow them up a bit. Thank news.</p>	<p><b>Response from ITD:</b> Thank you for providing the Idaho Transportation Department with feedback on this decision, Greg.</p>	<p>83646 (Meridian) Greg Stock</p>	<p>Email to ITD</p>
<p><b>Comment to ITD:</b> Personally I think eliminating the free right turn lanes at 55/44 is a bad idea. I can't imagine this will help traffic flow. This is not an intersection that is frequently used by pedestrians/cyclists.</p>	<p><b>Response from ITD:</b> Thank you for taking the time to reach out to us. The revised design removes the free rights to make room for additional turn and through lanes. I understand your feelings about removing them though. Also thanks for the info about cyclists and pedestrians. We've been told by advocacy groups that it is used by both and there were concerns about them crossing to the islands through the free right turn lane.</p>	<p>(Eagle) Damien Schilling</p>	<p>ITD Comment Form</p>

<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code (City) Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p><b>Comment to ITD:</b> Since one of the goals at the ID-44/ID-55 intersection is to move more traffic through, is it possible to restrict large truck traffic to the right lanes on ID-44 before and after the intersection? There have been numerous times I did not make it though the intersection before the light changed due to large trucks in both traffic lanes slowing traffic through.</p>	<p><b>Response from ITD:</b> The only law I could find addressing lanes of travel is <a href="#">Idaho Code § 49-630</a>. This is in the "Rules of the Road" section and only talks about driving on the right side of center line. ITD will offer advisory signage on certain intersections that may have tight corners for trucks to use a specific lane. I do not believe that is needed for the turns on this intersection. Other than that, I don't believe what you're asking is something we can do. I do understand the frustration slower accelerating vehicles can create. We appreciate you choosing to have patience and driving well.</p>	<p align="center">(Eagle) Russell B. Blair</p>	<p align="center">ITD Comment Form</p>
<p><b>Comment to ITD:</b> Woohoooo!!</p>	<p><b>Response from ITD:</b> Glad you like the change.</p>		<p align="center">Email to ITD</p>
<p><b>Comment to ITD:</b> Thank you for listening to our concerns and keeping this a more "traditional" intersection!!!! =)</p>	<p><b>Response from ITD:</b> You are welcome. Thanks for sharing your thoughts with us!</p>		<p align="center">Email to ITD</p>
<p><b>Comment to ITD:</b> thanks for the update. I agree that the CFI is not the best idea. Thanks for making it just a regular intersection with lots of capacity. On another matter -- circles-- they only work with little traffic. If one lane is busy, like full of traffic, they do not let the other lane in. And 2 lanes turning with one straight and another turning, a very confusing.. Thanks for listening.</p>	<p>No response from ITD.</p>	<p align="center">Gary Gray</p>	<p align="center">Email to ITD</p>
<p><b>Comment to ITD:</b> Dear Sir, RE: CFI at Eagle RD and ID 44 I have SO MUCH respect for IDT. You have done excellent work in the past. I am very disappointed that the Eagle City council and others came along way late in the game, way after the time for public comments, and asked you to change based on their fears of the unknown. Can it be changed again if you get enough public comments? Thank you</p>	<p><b>Response from ITD:</b> Thank you for providing your feedback on this intersection. The Community Planning Association of Southwest Idaho (COMPASS) is collecting comments on this decision and I've forwarded yours along to them. I do want to clarify that this decision origination with the Idaho Transportation Department, not the Eagle City Council – though they are a very important partner to the Department and were the first to be informed of the change. I appreciate you taking the time to reach out to us and engage.</p>	<p align="center">83616 (Eagle) Beth Landis</p>	<p align="center">Email to ITD</p>
<p><b>Comment to ITD:</b> I can't believe that you scrapped the innovative design for the Eagle Rd./ US 40, 44 intersection. I have to commute daily from Middleton to Boise an that intersection is a major hurdle and I was really looking forward to the new design with improved traffic flow. I also think that our state agencies should be the ones to bring us 21st century innovation, even if all the retired folks think otherwise. I really urge you to reconsider your decision on this modern traffic management design. People have gotten used to the new traffic flow at Veterans and State as well.</p>	<p><b>Response from ITD:</b> Thank you for providing your feedback on this intersection. Your comment will be included on the record for this decision. I appreciate you taking the time to reach out to us and engage.</p>	<p align="center">83644 (Middleton) Bernd Gallwitz</p>	<p align="center">Email to ITD</p>

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<p><b>Comment to ITD:</b> We have great respect for your operation and the work you do. However, I was disappointed that the design for changing the intersection of Eagle Rd and ID 44 was modified from continuous flow back to a traditional approach. I read in the Statesman that this will result in longer expected wait times compared with the continuous flow design.</p>	<p><b>Response from ITD:</b> Thank you for reaching out to the Idaho Transportation Department regarding the intersection redesign. While the new design will not have as much reduction in delay, it is still expected to reduce overall delay by nearly 50%. It also eliminates the possible confusion of the displaced left turn and the chance for people to drive into opposing lanes of travel. Our partners at the Community Planning Association of Southwest Idaho (COMPASS) are receiving public comment on this update to the project and I have forwarded your comment to them for consideration.</p>	<p>83616 (Eagle) Jack Swaim</p>	<p>Email to ITD</p>

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