

## Public Comments Received (Verbatim)

### *Communities in Motion 2040 2.0 and FY2019-2022 TIP Public Comment on Proposed Additional Funded Projects*

Public Comment Period: November 5 – November 19, 2018

**Total number of comments received: 75**

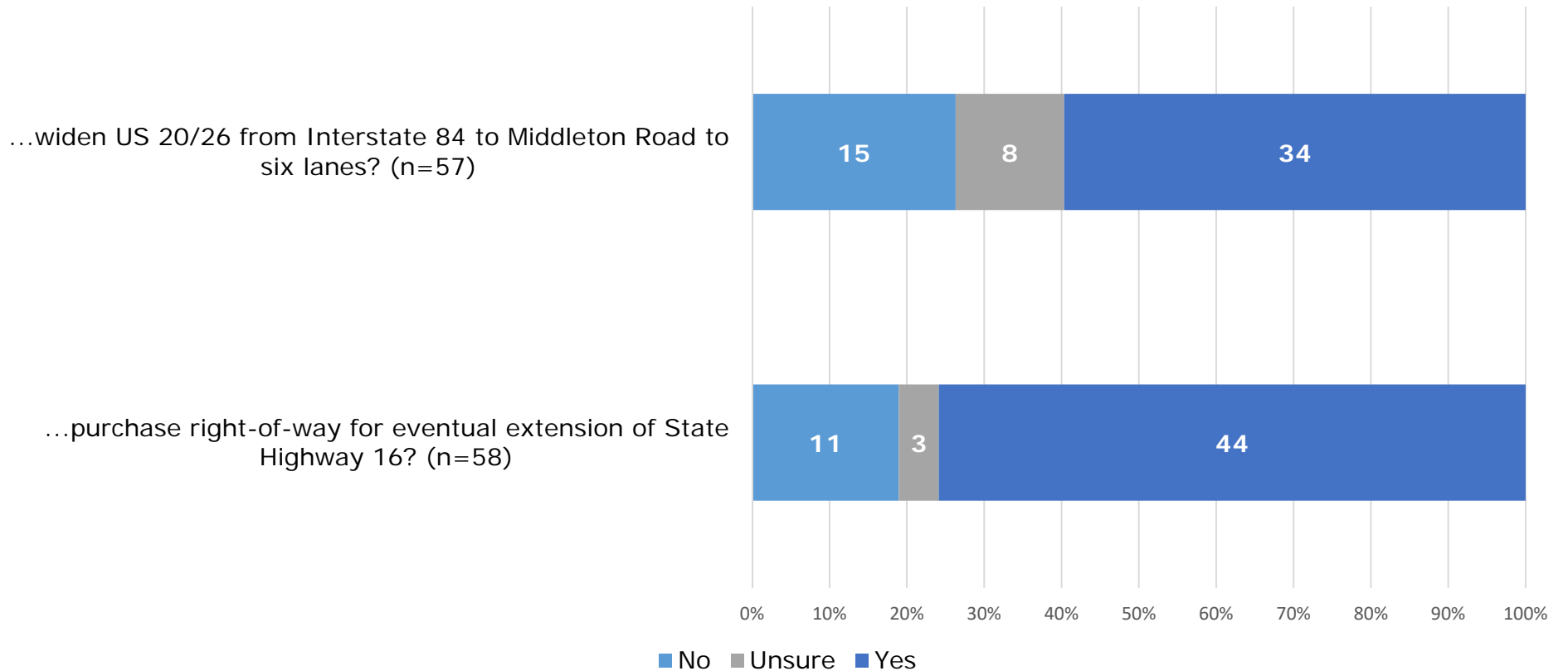
Email: 14

Online Comment Form: 54

Hard Copy Comment Form: 5

Letter: 2

#### **Should the draft long-range transportation plan and five-year budget of transportation projects be revised to fund a project to\*...**



\*Asked on the comment form. Responses received via email/letter and open ended responses from the comment form can be found on the following pages.

<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 Name Affiliation</b>	<b>Format</b>
<b>Should the draft long-range transportation plan and five-year budget of transportation projects be revised to fund a project to <u>widen US 20/26 from Interstate 84 to Middleton Road to six lanes?</u> Why or why not?</b>			
I support both modifications to the ITD long range plan, specifically the acquisition of right-of-way for ID-16 and widening of US 20/26.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Bill Junk Boise	Email
Any work on US 20/26 is overdue. I support widening 20/26.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	---	Hard copy comment form
More money is needed for public transit.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83712	Online comment form
That portion of the road does not need it yet. Use the money to bring Interstate 11 to the Valley	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form
As long it is maintained as a high speed commuter corridor. Compass must think past today and do what is right for the future. It is imperative that there is another high speed, high volume route instead of just I-84.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Denise LaFever 83646	Online comment form
Because the drive times will be reduced and safety will be enhanced.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Phil Ackerman 83713	Online comment form
Growth is demanding we get these projects completed as asap.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83644	Online comment form

<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 Name Affiliation</b>	<b>Format</b>
Use the funding and time required by this project to fund real long term solutions: why don't we have an adequate inter-city bus system? Or a light rail?	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Generally, different "types" of transportation funding can only be used for specific types of projects. This project is funded by the Idaho Transportation Department, and their funding is specific to roadway projects, so the funding cannot be used for buses or rail. COMPASS is planning for a more robust public transportation system, including rail, but a dedicated funding source (e.g., a tax or fee) specific to public transportation does not exist in Idaho. This lack of funding, and specifically long-term dedicated funding, is the primary reason why the Treasure Valley does not have a more robust bus system now and why future expansions to public transportation are all unfunded in <i>Communities in Motion 2040 2.0</i>. You can learn more about plans for future public transportation services, including rail, here:  <a href="http://www.compassidaho.org/documents/prodse rv/CIM2040_20/TechDocs/PublicTransportation.pdf">http://www.compassidaho.org/documents/prodse rv/CIM2040_20/TechDocs/PublicTransportation.p df.</a></p>	83705	Online comment form
The pressure on this section of highway is not that high.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
For feedback of widening of Chinden and extending Hwy 16 to I-84: Yes, please. Do it three years ago before it became the parking lot that it is now.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	--	Email
There is no balance to the funding for projects in the Treasure Valley. There must be funding for public transportation. I also do not support these comment periods that has no one's attention except for those directly involved in the projects or planning of the projects. Widening roads isn't always bad, but the continued acceptance of the inevitable congestion with no alternative solutions is outrageous and COMPASS should be working harder to not exacerbate the issue.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Kenny Werth 83702	Online comment form
The Boise Metro Chamber supports the widening of U.S. 20/26 from I-84 to Middleton Road. This is a critically important component of the eventual west/east transportation corridor from I-84 to Eagle Road.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Ray Stark Boise Metro Chamber of Commerce 83702	Online comment form

<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 Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
<p>Hello</p> <p>I do not understand why roundabouts are not the preferred intersection change. They do not cause anyone going in any direction to stop. Stopping wastes time and pollutes the air with all the forced idling. There is space now to make these intersections, or at least purchase the land before it is developed. Unlike the intersection of Bogart and Caswell in Boise that had a round about planned. The idea was scrubbed so the developer of the north east property could put in one more house. Bogart remains a race track because of this poor decision.</p> <p>I think round abouts would be a better choice for the intersections proposed for Chinden West. You have the chance to acquire the land now, since it is basically undeveloped. With round abouts, there is little or no stopping. With signals, there is forced stopping with the resultant air pollution from all that idling. If merging lanes are included, the stopping is kept to a minimum.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>Roundabouts are an excellent consideration and can be used in many areas. Roundabouts are most commonly found in relatively low-volume, slow-speed areas. A great example is the roundabout the Ada County Highway District installed at the intersection of Whitewater Blvd. and Stewart Ave. in Boise.</p> <p>The western section of US 20/26 is planned to be a high-speed, high-volume corridor. ITD ran an analysis on many different intersection types, including several feasible roundabout configurations. The best performing roundabout configuration, two lanes in all directions, still resulted in an average delay of 4,104 seconds (68 minutes) – an unacceptable result. In short, roundabouts work well when traffic can flow, but the second they fill up they clog up and no one can get through.</p> <p>There are roundabout designs that perform better on a high-speed, high-volume system, but are not feasible in this location. ITD is currently designing such an interchange in south-central Idaho. You can find more about that project at <a href="http://southjeromeinterchange.com/">http://southjeromeinterchange.com/</a>. As you will see, this roundabout takes considerably more space, which is not feasible along western US 20/26. Along this corridor, ITD has conceptual plans to install continuous flow intersections that are very efficient both in mobility and the space they require. ITD is currently finalizing design of one such intersection at State Highway 44 and Eagle Rd. You can find out more about that project at <a href="https://itdprojects.org/eagle44cfi/">https://itdprojects.org/eagle44cfi/</a>. There, you will see the analysis on the intersection's efficiency and relatively small footprint.</p>	<p>Claudia Fernsworth</p>	<p>Email</p>

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<p>The second project on Hwy 20/26 is ridiculous. Why are you not doing Chinden from Eagle Road the Ten Mile immediately!!!! Waiting until 2020 is a disgrace when most intersections are at failure mode right now. Everything you do is so slow. I was just in Texas, Arizona and Illinois. Why do other states seem to have so much money to build roads, and we don't. All I hear is "We don't have the money." Well other states have figured out to get it it. They have projects all over the place to help traffic flow. Why is ITD so slow to respond to pressing traffic issues, building overpasses in northern Idaho with little traffic, while we in Ada County continue to suffer from slow planning and implementation!! ACHD seems to be able to respond effectively but not ITD. I am very disappointed in Compass and ITD.</p> <p>Thank you for the chance to comment.</p> <p><i>[NOTE: When referring to the "second" project, it is in context of the State Highway 16 right-of-way project as the "first" project.]</i></p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>ITD is making improvements to its roadways throughout the state, including widening US 20/26 (Chinden Boulevard), to improve safety and capacity as funding becomes available. Large projects, such as widening US 20/26, take several years to plan, design, and acquire right-of-way before construction can begin; however, when projects are ready, ITD is moving them forward, to be built sooner, when resources allow.</p>	<p>Diane McLaughlin Eagle, ID</p>	<p>Email</p>
<p>To whom it may concern The proposed improvement to hiway 20 is sorely needed and long overdue.</p> <p>Thank you</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Hubert Osborne 83686</p>	<p>Email</p>
<p>No, not until ITD, COMPASS and others include the completion of the sidewalk system on Chinden through Garden City as part of these projects. It's disengenuous to place the burden of a \$20 million sidewalk project on the 12,000 people of Garden City while no cities are required to pony up for a massive road widening that will funnel more cars through Garden City. No special pursuit of funding should be made unless it incorporates completion of the sidewalk network through Garden City. I hope COMPASS, through its legislative agenda, will work with the other cities along Chinden to support completion of this sidewalk network in Garden City.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Donald Kostelec 83716</p>	<p>Online comment form</p>
<p>Upstream traffic from I-84 and Middleton have added to traffic in Star. Opening up 20/26 would help with that now and in the future.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Will help alleviate congestion along I-84.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Online comment form</p>

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<p>This is the new commercial growth area and a major transportation corridor for the population growth in the Treasure Valley. I use Hwy 20/26 daily in my business travels and it is becoming a congestion issue for many in Meridian, Boise etc. And as the population keeps moving West, as it has since I was born, the congestion will just get worse on this highway. This project will allow some commercial and industrial companies to move in too....allowing a workforce to be brought to other parts of the Valley. Just plan to keep traffic moving and minimize the lights by not making subdivisions use Chinden/Hwy 20/26 as a traffic dumping for them. Only use the side roads and keep the lights synced. It can be an asset to our burgeoning Metropolis.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>Widening state highway 20/26 is a necessary action that needs to be done asap. We are behind the 8ball with existing growth.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Lewis Groberg</p>	<p>Email</p>
<p>Widen US 20/26 from I-84 to Middleton Road to six lanes - This project needs to be accomplished as soon as possible.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>--</p>	<p>Email</p>
<p>Have you driven this road? This valley needs an artery or two.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Troy Jensen 83605</p>	<p>Online comment form</p>
<p>Are there multiple housing developments going in there? Then yes.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>There are approximately 850 residential units currently entitled within one mile of US 20/26 between the I-84 interchange and Middleton Road.</p> <p>Looking further out, COMPASS forecasts over 6,100 households in this same ±4 square mile area by 2040. For comparison there are 2,060 household in that area today (2018).</p>	<p>83702</p>	<p>Online comment form</p>
<p>This will encourage continued destruction of open space and farmland, which will be increasingly valuable and necessary in the future.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>The West side is being developed at a rapid pace. Congestion is not in the future, it is happening now.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>

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<p>As far as I can see, the vast majority of your plans are designed to serve an unsustainable single person per vehicle transportation model that will kill this valley. Where is the vision and leadership to create transportation alternatives (lite rail, bus, bikeways, trails...) that would begin to entice travelers out of their single vehicles. All of these single vehicles have to go somewhere and park somewhere. Moving them and accommodating them is creating a travel nightmare in our valley. Learn from what has happened in other communities and lead us into a better world.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The draft <i>Communities in Motion 2040 2.0</i> plan does include a vision for increased bicycled and pedestrian infrastructure as well as a more robust public transportation system. Many of the roadway projects (funded and unfunded) in the plan include sidewalks and bike lanes. Expansion of public transportation, including future rail, is all unfunded, due to limited funding for public transportation.</p>	<p>83714</p>	<p>Online comment form</p>
<p>The population and congestion in the treasure valley is oriented east west. Improvements to existing east/west corridors should be prioritized.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>We cannot keep widening roads and expect the traffic to get better. We need mass transportation and the ability to do a self-imposed tax so we encourage more types of transportation.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>This is not a road segment I travel enough to have an opinion on traffic density.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>June Shoemaker 83669</p>	<p>Online comment form</p>
<p>To relieve congestion</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>I worry that Idaho continues to spend all its resources on widening roads, rather than addressing the root problem - not having significant public transit options. I would prefer that we invest these resources into planning a light rail system from Nampa/Caldwell to Boise.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Stop the Idaho way of talking about it for 10 years just do it already, its past due should have been done 5 years ago. in 1989 there was talk about the 10 Mile over pass yet it took almost 20 to actually get done again 10 years to late. just do it already</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>Wider roads = more traffic. Need focus on alternative transportation</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83714</p>	<p>Online comment form</p>
<p>We need to get ahead of the continued growth in our city and have the proper capacity for roads in place</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>We need another primary option besides the interstate for east to west treasure valley connections</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83703</p>	<p>Online comment form</p>
<p>Bring in Commuter light rail system instead...better off in long run as area develops</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>

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This project will immediately reduce traffic and benefit the existing public	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
Rarely travel this section of highway.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
We need it!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Vikki Stenberg 83687	Online comment form
Four lanes from the Highway 16 extension west to I-84 should be considered.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
Lessen current congestion, improve safety, repair and implement the expansion needed to commidate the population growth the treasure valley has seen and is expected to keep seeing.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Doricela Millan-Sotelo 83617	Online comment form
Safety, lessen traffic on local roads	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Maria Antonia May 83617	Online comment form
Lessen traffic on local roads, improve the lacking road infrastructure that we need to catch up on with the recent growth!.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Mark A Davison 83517	Online comment form
There is already a roadway there that struggles to be maintained with the limited funds available today. You cannot build your way out of congestion. The roadway fund is already underfunded, focus efforts elsewhere.This should not be a priority at this time but maybe in the future, if technology hasn't come up with something better than a one person per vehicle model that continues to be supported.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
Traffic loads require it	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83616	Hard copy comment form
<b>Should the draft long-range transportation plan and five-year budget of transportation projects be revised to fund a project to <u>purchase right-of-way (land)</u> for future construction of State Highway 16 from Interstate 84 to US 20/26 (Chinden Boulevard) Why or why not?</b>			
I support both modifications to the ITD long range plan, specifically the acquisition of right-of-way for ID-16 and widening of US 20/26.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Bill Junk Boise	Email
Need to connect major roads.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	--	Hard copy comment form
More money is needed for public transit.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83712	Online comment form
It is long overdue	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form



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Highway 16 should be a top priority. In the meantime McDermott should be opened up, so traffic can be diverted from Chinden US 20/26.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Denise LaFever 83646	Online comment form
Absolutely! I live in NW Boise and travel often in north Meridian, NW Boise and Star. The completion of the connection of HWY 16 south to I-84 will have a huge, positive impact on traffic in the above mentioned area. Infrastructure development is painfully behind in West ADA County. I've lived here 12 years and badly need to purchase a larger home. However, as a retiree, not only am I being priced out of the market but my location choices where I might have less traffic to contend with each day are becoming almost non-existent.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Phil Ackerman 83713	Online comment form
Should have been completed when the 44 to 20-26 was completed. Please let's get this done asap.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83644	Online comment form
Focus on public transportation!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83705	Online comment form
There is a dramatic need for a north/south route across the Treasure Valley. This project will relieve pressure on Eagle road as well as other local routes.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
The Boise Metro Chamber supports the purchase of right-of-way for the future construction of State Highway 16 from I-84 to U.S. 20/26. This highway will serve as an important south/north transportation link across the Boise River connecting the Interstate with Star, Eagle and Emmett.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Ray Stark Boise Metro Chamber of Commerce 83702	Online comment form
Given the proposed housing boom and the resulting increase in population density along the RT 16 corridor in the NE portion of Eagle, I would strongly support the extension of RT 16 from Chinden to I 84.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Burton Briggs Joint Planning Commissioner of Gem County and Emmett	Email
I am commenting on the two newly funded projects. I think the Hwy 16 project money is money well spent. Putting Hwy 16 through to I 84 is a must to alleviate some of the traffic on Eagle Road, and to facilitate commerce in Gem County. I live off Eagle Road and I can tell you most times, it's sooo crowded.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Diane McLaughlin Eagle, ID	Email
I feel the county should look to the future of Boise. Especially with the amount of people moving here. We need to spend the money available on freeways. I am in favor of purchasing right of way for eventual hwy 16 from 84 to 20/26. Thank you	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Kerri Avery	Email

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To whom it may concern  With the rapidly increased building and development between Meridian and Nampa the extension of hiway 16 needs to be done probably quicker than it is possible to construct. Thank you	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Hubert Osborne 83686	Email
Development is rapidly approaching the approved State Highway 16 corridor. Right-of-way for State Highway 16 needs to be acquired before the area develops and property values become prohibitive. The extension of State Highway 16 from US 20/26 to I-84 is extremely important for regional north/south traffic flow as the Treasure Valley continues to expand.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Richard L. Jacobson 83646	Online comment form
No, because ITD can't afford to maintain the existing roadway miles they currently have. What gives the public any reason to believe they can maintain additional land and the future lane miles that would go along with it?	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Donald Kostelec 83716	Online comment form
This project would help both traffic and commerce since the land along Hwy 16 is open and commercial development would not impact local communities.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83669	Online comment form
Will help alleviate congestion along Black Cat, Ten Mile, Linder and Eagle Roads.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83616	Online comment form
This will finally be an expressway. Keep the businesses on the East West Roads such as Chinden, Ustick, Cherry, and Franklin....and continue to plan on overpasses on these East/West crossings. This needs to be a freeway so you can get traffic from the North to the South in an efficient manner. An unecumbered Expressway at the least....no lights on this corridor, but overpasses to keep the traffic moving at 65mph. No homes built close to this corridor for safety and to not have to build walls. No businesses having on and off traffic directly onto this corridor. We need to carry traffic with this one.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83669	Online comment form
The widening of highway 16 also makes sense.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Lewis Groberg	Email
With the approval of Owyhee High School growth will increase exponentially in this part of the valley which is already underserved from a transportation standpoint.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83669	Online comment form
I don't know what traffic patterns this would improve - all I know is SH16 dumps a ton of traffic onto 20/26. I think SH 16 should NOT be opened further until solving 20/26.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Troy Jensen 83605	Online comment form

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<p>We need more north south connections. But I'm not sure, after looking at the map, what you're talking about. State Highway does not connect to I 84.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>You are correct. State Highway 16 does not currently connect to I-84. This project is to purchase land to eventually make that connection by extending State Highway 16 from US 20/26 (Chinden Boulevard) to I- 84.</p>	<p>83702</p>	<p>Online comment form</p>
<p>This will encourage continued destruction of open space and farmland, which will be increasingly valuable and necessary in the future.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Having Hwy 16 go all the way through will greatly relieve the traffic on other routes like cross roads to Eagle road(55) and Eagle road itself.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>As far as I can see, the vast majority of your plans are designed to serve an unsustainable single person per vehicle transportation model that will kill this valley. Where is the vision and leadership to create transportation alternatives (lite rail, bus, bikeways, trails...) that would begin to entice travelers out of their single vehicles. All of these single vehicles have to go somewhere and park somewhere. Moving them and accommodating them is creating a travel nightmare in our valley. Learn from what has happened in other communities and lead us into a better world.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The draft <i>Communities in Motion 2040 2.0</i> plan does include a vision for increased bicycled and pedestrian infrastructure as well as a more robust public transportation system. Many of the roadway projects (funded and unfunded) in the plan include sidewalks and bike lanes. Expansion of public transportation, including future rail, is all unfunded, due to limited funding for public transportation.</p>	<p>83714</p>	<p>Online comment form</p>
<p>Right of way purchases would be based on 8 year old data. An up to date study may recommend an alternative other than the one selected in 2011. - Finalization of the connection of Highway 16 will do little to relieve current congestion in the east west corridor. -The 2011 plan fails to take into account the presence of Amazon's development in Canyon County. This will likely be an additional strain on east west traffic, with little reduction in congestion. -Expansion of Hwy 16 to the freeway and utilizing the antiquated study which supports the alternative route and its three major interchanges away from existing right-of-ways is in contradictory to Communities in Motion 2040's vision statement which included protecting farmland. Any expansion of Hwy 16 south should be contained or in conjunction with existing right-of-ways. Finally, if there is expansion, it should be north bound, beyond Emmett, which would benefit the entire state not just isolated communities of the northwest treasure valley.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The Idaho Transportation Department is currently working to update traffic projections, validate right-of-way needs, account for recent development activity, develop a phasing plan for future construction, and update right-of-way and construction costs. This information will inform the right-of-way purchase.</p>	<p>83687</p>	<p>Online comment form</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 Name Affiliation</b>	<b>Format</b>
We cannot keep widening roads and expect the traffic to get better. We need mass transportation and the ability to do a self-imposed tax so we encourage more types of transportation.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83706	Online comment form
The amount of traffic coming from/returning to Emmett, Star, Middleton and west Eagle during the daily commute on Chinden and Ten Mile is significant. The increasing in building in those areas and the influx of commercial (Costco) is going to quickly make the traffic in that area untenable. There is no alternative way to get to 84. There should also be consideration for a light at Chinden and Black Cat so at least it would be an option for PM commute-as of now it's very dangerous and practically impossible to turn west from BC to Chinden so not a viable commute route.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	June Shoemaker 83669r	Online comment form
To relieve congestion	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form
I'd like to see more information on the amount of vehicles that would use this new roadway. Would it relieve congestion in other places? \$96 million is a significant investment - Is it worthwhile?	Thank you for your comments. They will be provided to the COMPASS Board of Directors.  An analysis has been done on the impact of construction of State Highway 16 from Interstate 84 to US 20/26 and widening from State Highway 44 to the Ada/Gem County Line. The analysis shows that vehicle miles of travel and congested vehicle miles of travel would both increase slightly (likely due to individuals driving a longer route to access the expressway) and vehicle hours of delay would decrease. You can find a summary of the results of the analysis at <a href="http://www.compassidaho.org/documents/prodrev/CIM2040_20/TechDocs/Final_Tech_Analysis.pdf">http://www.compassidaho.org/documents/prodrev/CIM2040_20/TechDocs/Final_Tech_Analysis.pdf</a> , page 5.	83702	Online comment form
again 10 years to late do it already	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form
Chinden is one of the most over packed roads. Traffic is always backed up and improved roads/more lanes would help dramatically.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83705	Online comment form
Further development in this area should not be encouraged and will task existing infrastructure	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83714	Online comment form
We need to get ahead of the continued growth in our city and have the proper capacity for roads in place	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83706	Online comment form
We need another primary option for north to south valley connections. This highway need to connect to the interstate.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83703	Online comment form
This corridor needs to happen	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83704	Online comment form

<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 Name Affiliation</b>	<b>Format</b>
Bring in Commuter light rail system instead...better off in long run as area develops	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83687	Online comment form
Getting from anywhere in Boise to highway 55 takes a long time. Getting from 84 to Chinden would be a good start.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83709	Online comment form
If money wasn't wasted on the Hwy 16, way-too-big bridge over the Boise river and road to no where, I-84 thru Nampa could have been expanded 10 years ago. Developers will benefit the most from Hwy 16, the public shouldn't be paying for the right of way, it should be donated thru the annexation process.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83686	Online comment form
Continuing hey 16 to the interstate is a good plan...as long as that is where it ends. Do not continue it as a beltway thru Kuna and then out to Blacks Creek as originally proposed in 2007. Kuna doesn't want a beltway wrapped around it.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83634	Online comment form
to help get traffic off of 20/26 and move traffic safely from the Emmett valley to the interstate	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
Improve traffic flow and improve safety.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
Extending this highway would relieve surface traffic on existing connecting roads, such as Ten Mile.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83617	Online comment form
this is a very wise use of our funds. The roads are getting busy and we need to be ahead of the growth, not behind! Please, fund and finish asap! Thank you for the time and thought you have put into this project. I am looking forward to the relief it will have on our other highway/road systems.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Vikki Stenberg 83687	Online comment form
Greatly needed, Lessen current congestion on the local roads that already need repair, improve safety, repair and implement the expansion needed to commidate the population growth the treasure valley has seen and is expected to keep seeing.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Doricela Millan-Sotelo 83617	Online comment form
Better commute throughout the treasure valley.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Maria Antonia May 83617	Online comment form

<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 Name Affiliation</b>	<b>Format</b>
<p>Yes the first phase and step was taken now we desperately need direct access to I84 it would lessen the traffic on the smaller local roads that we are currently using to get around the majority of the treasure valley.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Mark A Davison 83517</p>	<p>Online comment form</p>
<p>Though I am torn on this one because it adds more roadway with funds that are already lacking, this would mitigate traffic in other parts of the valley by creating a more direct route to the freeway. This would also potentially decrease travel times for people coming from places like Emmett and Star by providing access to the freeway via a more direct route. The timeline for a project like this, however, may need to be extended past a five-year budget, as this would likely be a major undertaking.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83646</p>	<p>Online comment form</p>
<p>SH-16 is the most important project in the valley</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83616</p>	<p>Hard copy comment form</p>
<p><b>Additional comments:</b></p>			
<p>Prioritize the land purchasing</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>We need serious, quality long-range planning that doesn't just favor developers and people moving here with lots of equity. The Treasure Valley will become an unbearable place to live if development is allowed to continue unchecked from Ten Mile Road west to the Caldwell Airport.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Phil Ackerman 83713</p>	<p>Online comment form</p>
<p>Let's forget the tax cuts and put the money into our roads. We are so far behind where we should be. Traffic is awful because we don't want to spend the money to improve our roads. Life long Idaho resident; I have watched the change.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83644</p>	<p>Online comment form</p>
<p>Please reconsider this project. It is not a long term solution, which is what the valley needs at this time.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83705</p>	<p>Online comment form</p>
<p>Completion of Hwy 16 is a critical need. We have no through north/south route across the Treasure Valley. With the addition of an Amazon Warehouse in Nampa as well as significant additional commerce in Meridian, Eagle Road and Ten Mile Road are moving toward gridlock.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83686</p>	<p>Online comment form</p>
<p>Compass needs to work with local communities to monitor and manage growth based on funded projects only and have growth keep pace with transportation so not to build more than what our roads can handle. Growth is coming but needs to be managed better.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</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 Name Affiliation</b>	<b>Format</b>
<p>Being a fiscal conservative, this is one area I feel has been neglected and actually needs some work. If the Federal Govt comes up with some significant Transportation funding through their Infrastructure Bill we may see these improvements finished sooner. The new House makeup likes to spend, so maybe this will be one of those times it will work in our favor. Idaho has always struggled to get the funding for these projects. Thank you for the opportunity to comment.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83669</p>	<p>Online comment form</p>
<p>I would like to submit my comments and suggestions for Communities in Motion 2040.</p> <p>Nampa is a very segmented city. To facilitate a better highway network that connects each section, I recommend the following:</p> <ol style="list-style-type: none"> <li>1. Perform a feasibility study and begin corridor preservation to create a through (truck?) route south of Lake Lowell to connect SH55 to SH45. This could redirect vehicles away from Nampa-Caldwell Blvd and I84.</li> <li>2. Perform a feasibility study to make a better connection between Garrity Blvd (west of I84) to Midland/Karcher roads. This could redirect vehicles away from I84 without driving miles north to Cherry Lane.</li> <li>3. Perform a feasibility study to expand Amity Rd from SH45 east toward Boise. This could serve as an alternate I84 route, similar to Franklin leading to Meridian.</li> </ol> <p>With regard to current plans to widen US20/26, as a major arterial in the valley, I suggest not incorporating a bicycle/scooter lane into the roadway. Traffic counts will continue to increase as commercial and residential growth takes place. As with Eagle Rd, highway speeds will be too fast and the number vehicles accessing ingress/egress points too great to maintain safe travel for alternate forms of transportation on the highway sidelines.</p> <p>That's all I can think of at the moment. Thank you.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Patricia Matthews</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 Name Affiliation</b>	<b>Format</b>
<p>There must be a better way to receive comments on these projects. There are lots of Treasure Valley citizens who are concerned with the continued road widening and sprawling growth. These highway projects continue to encourage suburban development. I am not looking at the five year plan. In five years, this road widening will be very beneficial to local traffic. But, in 50 years, these extremely expensive projects will only have to improve again. Let's think more about the environment, climate change, issues that matter to future generations. Let's not just think about how long it takes us to get to work in the morning.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Kenny Werth 83702</p>	<p>Online comment form</p>
<p>The proposed improvements would have some affect on the congestion now experienced during peak hours on I-84 and an additional north-south connection is probably needed in the region. That said, these improvements, like most road expansion, will only be band aids. With the growth expected in the valley better planning and zoning would also help. Building high density housing nearer to jobs and planned communities where people can live and work are better long term solutions. The real estate industry pushes the current path, with home sprawling further and further from the city core and jobs, increasing traffic, commute times and taxing infrastructure. In the long term the valley has to come up with an integrated and regional solution.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Lance Mertz</p>	<p>Email</p>
<p>Better start work now rather than later and pay more for acquiring the land or cost of labor and materials</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>--</p>	<p>Email</p>
<p>Umm, why lane addition only to Middleton Road? That leaves about 3 miles of 2 lane until it widens back at Caldwell - please do it right - get 20/26 turned into a useful highway...and keep it that way. Oh, and stoplights are not a solution to moving traffic, but rather stopping it.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The US 20/26 corridor will be widened in phases as funding becomes available, with eventual plans to widen to six lanes (three in each direction) all the way from the City of Caldwell to the City of Boise.</p>	<p>Troy Jensen 83605</p>	<p>Online comment form</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 Name Affiliation</b>	<b>Format</b>
<p>When is anyone with your organization going to seriously discuss light rail in this valley. Or get the conversation started with funding goals? I just spent a few days in Salt Lake and they are "light" years ahead of us and their light rail is growing. I know you're trying but the transportation plans in this valley are very disappointing.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The draft <i>Communities in Motion 2040 2.0</i> plan does include a future rail corridor from the City of Caldwell to the City of Boise. However, there is not currently funding available to construct or operate a rail system, so the project is identified as "unfunded." The Salt Lake Valley has funded their rail with a local option sales tax, but, due to Idaho law, that funding mechanism is not available to the Treasure Valley.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Thanks to bike, bus, trolley, rail...options, it is easy to live without a car or with limited car use in many places around the world. Not so in the Treasure Valley. We are squandering our opportunity to do this right as the Valley continues to grow. Someday we or our children will regret our lack of vision, planning, foresight, and leadership in developing innovative and modern transportation solutions.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83714</p>	<p>Online comment form</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 Name Affiliation</b>	<b>Format</b>
<p>If approved the right-of-way purchase would be the third largest of the funded projects. The result would only be bare land and the continued forfeiture of farmland. There would be no benefit until funding could be provided to actually begin construction. If projections for this valley are even close to correct, continued pursuit of traditional highways and right-of-ways will be futile, we will never come close to catching up with growth. In 1994 Denver and its population of approximately 500,000 people spent 116 million on a 5 mile long pilot project for a light rail system. I spend time in Denver and the light rail is the only thing that makes that area tolerable. Traffic at all hours of the day and night is unbearable. Light railheads are overflowing with cars that would be forced onto the highway without such a system. Near-term forecasts for the Treasure Valley far exceed 500,000 residents and we have yet to establish any advanced public transit. It is a shame, the right of way exists and the return on investment could be high. Most importantly it is truly preparing the valley for 2040. This project to purchase right of way isn't doing anything but throwing away farmland and placing more vehicles where east/west congestion is already an issue, resulting in the continued erosion of quality of life. If there is 100 million dollars available to buy land for right-of-way, buy light railheads and launch a pilot project for our future. Please do not waste funds and more importantly our precious open space on the best idea 2011 had to offer.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>A letter from the Caldwell Chamber of Commerce Transportation Committee is attached at the end of this table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>Caldwell Chamber of Commerce 83605</p>	<p>Letter</p>
<p>A letter and spreadsheet of comments regarding <i>Communities in Motion 2040 2.0</i> from the Idaho Transportation Department are attached at the end of this table.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors. Specific recommendations are addressed below.</p> <p><u>Summary Brochure and Public Transportation Comment: Recommend Changing Transit Amenities to Support Infrastructure.</u></p> <p><i>Response: Thank you for your feedback. While "support infrastructure" would in most cases cover "transit amenities," the intent is to draw attention to <b>passenger</b> amenities such as shelters, transit centers, park-and-ride lots, and real-time information kiosks.</i></p>	<p>Idaho Transportation Department 3707</p>	<p>Letter</p>

<p style="text-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 style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Zip Code Name Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
	<p><u>Financial Plan Technical Document:</u>  Comment: Can we find a way to show on the Summary/Introduction/Financial Plan pages to represent [visually] the different pots of money (Federal, State, Local and Transit) and how they fall in line with the listed funded and unfunded projects? Add a row to Table 1 or a footnote?</p> <p><i>Response: An appendix (Funding Usage by Transportation Funding Source) has been added to the Financial Plan to show funding sources, annual amount of available funding (2017), and the types of projects the funds could be used for. The funding sources for individual projects are identified in the Regional Transportation Improvement Program, but are not included in the long-range plan. Table 1 shows that to year 2040, over 85% of the projected revenues are for local transportation agencies, including transit agencies.</i></p> <p>Comment: Figure 2: This figure, plus the second bullet point on the preceding page, doesn't explain if more stars are positive or negative. Is there a cumulative star rating for all combined columns that was not presented? This figure does not communicate an outcome to me.</p> <p><i>Response: Language has been added to the document to explain that more stars indicate a more positive outcome. COMPASS did not include an "average" or cumulative star rating because depending on the context and needs of the area and the intended use of the roadway, performance for some goals may be more important than others; an average star rating could be misleading.</i></p> <p><u>Active Transportation Technical Document:</u>  Comment: Figures 2 and 3 use the same geometry symbol (circle) for both cyclists and pedestrians. People with visual color recognition deficiencies may be challenged to distinguish between the two. Please continue to use a circle for one of the two and use something else (triangle, square, etc.) for the other one.</p>		

<p><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><b>Staff Response</b></p>	<p><b>Zip Code Name Affiliation</b></p>	<p><b>Format</b></p>
	<p><i>Response: The figures have been updated to better differentiate between cyclists and pedestrians.</i></p> <p>Comment: “. . . low-stress pathway network. . . “ Is this term defined anywhere in the document or by a weblink?</p> <p><i>Response: The text has been updated to explain that a “low-stress pathway network” is a network of bicycle/pedestrian pathways away from cars and/or high speed vehicles.</i></p> <p>Comment: Bike lanes are being identified for Chinden Boulevard, Eagle Road, and State Highway 44 [Table 1]. Identified segments include those with high traffic volumes signed for up to 55 miles per hour. Do these really fit the description of a stated “low-stress pathway network”?</p> <p><i>Response: Table 1 and corresponding text have been updated to indicate that specific types of bicycle/pedestrian infrastructure has not been identified and that the COMPASS Complete Streets policy (to be updated in 2019) will be used to guide those decisions.</i></p> <p>Comment: This figure separates the 25.72 mile Union Pacific owned Boise Cutoff from the 9.71 mile City of Boise owned. However, Table 1 on page 7 shows the “Rail with Trail, Boise Spur” as being 32.15 miles. These numbers are not adding up.</p> <p><i>Response: Table 1 includes planning level estimates for projects needed to complete the proposed regional bikeway and pathway network, which is not a direct correlation to the full potential rail-with-trail pathway.</i></p> <p>Comment: Separately, isn't there a legal issue with City of Boise owned portion that it could revert to adjacent property owners if it is no longer a rail line? Or was that resolved?</p> <p><i>Response: COMPASS recognizes that various legal issues may exist along this corridor. These have not been addressed at this stage of the planning process.</i></p>		<p>20</p>

<p style="text-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 style="text-align: center;"><b>Staff Response</b></p>	<p style="text-align: center;"><b>Zip Code Name Affiliation</b></p>	<p style="text-align: center;"><b>Format</b></p>
	<p><u>Demographic and Economic Changes Technical Document</u>  Comment: The acronym, SWOT, is not defined.  <i>Response: The text has been updated.</i></p> <p><u>Environmental Considerations Technical Document</u>  Comment: How is this mitigated on a planning level (3rd bullet Water Quality)  <i>Response: Mitigation strategies include considering tactics such as permeable pavements, bioswells, and raingardens as part of the planning process.</i></p> <p>Comment: Many agencies do these [runoff strategies] but does COMPASS require it? I think these are examples of project level mitigation, not program level. From the federal requirements at the top of this section it does not specifically call out a mitigation requirement.  <i>Response: These are best practices. COMPASS does not require these strategies; they are intended as guidance for things to consider during project planning.</i></p> <p>Comment: This is on a project level [wetlands strategies]. COMPASS doesn't have any control over this do they? IE: Are the bullets listed below the resources going to be prescriptive when the plan is approved? What would COMPASS do on a planning level? Global  <i>Response: COMPASS' role is to provide broad mitigation strategies to be considered early in the project planning process.</i></p> <p>Comment: Is this [map of funded and unfunded projects] on a local jurisdictions plan? Unfunded projects that are not on comprehensive plans will increase the chances of paying more for the project when it is programmed.  <i>Response: These projects were identified for funding and as unfunded regional priorities by the COMPASS Board of Directors in the long-range transportation planning process. The COMPASS Board of Directors is comprised of elected officials from local jurisdictions.</i></p>		

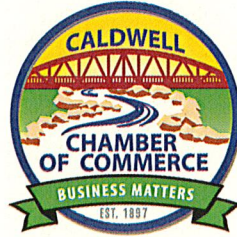
<p align="center"><b>Comment</b></p> <p>(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center"><b>Staff Response</b></p>	<p align="center"><b>Zip Code Name Affiliation</b></p>	<p align="center"><b>Format</b></p>
	<p>Comment: 6(f) Land and Water Conservation Fund protections.</p> <p><i>Response: Information on this topic has been added to the document.</i></p> <p><u>Public Transportation Technical Document</u>  Comment: Figure 1: I don't understand where the inset is located on the larger map and why it is shown at all.</p> <p><i>Response: Inset has been removed.</i></p> <p><u>Transportation Safety Technical Document</u>  Comment: The three rows for "Fatalities", "Serious injuries", and "Non-motorist fatalities and serious injuries" show one digit to the right of the decimal point for all data. These numbers are for individual occurrences for each reporting type. A fractional fatality is not possible. I understand the process whereby these numbers (targets) originated but as a public document, these can't be fractional numbers. Rows 3 and 4 as ratios are fine as fractional numbers.</p> <p><i>Response: The table has been updated.</i></p> <p>Comment: "Ever-increasing vehicle miles of travel, . . ." I thought nation-wide VMT was recently dropping? Is this a VMT related issue or an increase in the number of registered vehicles in both Ada and Canyon counties?</p> <p><i>Response: This is in context of regional (Ada and Canyon Counties) vehicle miles of travel.</i></p> <p>Comment: The second and final paragraph describes access management with a reference to Figure 2. That Figure is at the top of page 8 following Table 4 on page 7 even though Table 4 is referenced in section 11 that is found after section 10. You need to move Figure 2 to immediately follow section 10.</p> <p><i>Response: You are correct that the placement of Figure 2 and Table 4 should be reversed based on where they are referenced in the text. However, they were intentionally placed as they are, as reversing the order made for a very awkward break in the flow of the document.</i></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 Name Affiliation</b>	<b>Format</b>
<p>Looking at the Compass 2040 Funded and Unfunded plan it does not say when construction will start on Hwy 44/State Street expansion from Star Road to Hwy 16 from two lanes to four lanes. It is listed as a PD project with construction to follow? When can we expect construction to start and any estimated completion date.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p> <p>The widening of State Highway 44/State Street from Star Road to State Highway 16 from two lanes to four lanes is expected to start the spring of 2023 and conclude the fall of 2023. As plans develop further, this could change; you can track the progress of that project in the <u>Regional Transportation Improvement Program</u>, (<a href="http://www.compassidaho.org/prodserv/transimprovment.htm">http://www.compassidaho.org/prodserv/transimprovment.htm</a>), project key number 20574.</p>	<p>Gary Smith 83669</p>	<p>Email</p>
<p>Overall, I think this plan has far to much funding invested in widening roads. We wouldn't need to be constantly widening roads if we addressed the root issue - there are too many people on the roads because there is not a good alternative. These plans should put equal weight and funding into public transit as they do into road construction.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83702</p>	<p>Online comment form</p>
<p>Proper attention must be paid to alternative transportation. Wider roads just encourage greater traffic and sprawl, not smart growth. We need to encourage people to drive less, proving sufficiency of current roads.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83714</p>	<p>Online comment form</p>
<p>Please please please also look into more public transportation options, as widening our roads and improving intersections isn't the only solution to handling growing traffic numbers. The existing rail corridor needs to be fully explored and utilized to bring people through the city, it is already in place so we are far ahead of where some other cities are</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83706</p>	<p>Online comment form</p>
<p>An east to west light rail and improved busing options and routes should ultimately be our top priority to reduce roadway demands. However, connectivity of highways are also needed.</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83703</p>	<p>Online comment form</p>
<p>The design between Franklin and I84 appears to consume an excessive amount of land for needlessly long and winding interchange pathways. Condense the interchange to I84 and remove or condense the Franklin interchange. Enforce new, global ecommerce tenants in the area to fund portions of this development</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83704</p>	<p>Online comment form</p>
<p>Bring in Commuter light rail system</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83687</p>	<p>Online comment form</p>
<p>it [SH16] would maybe save money over adding lanes to 20/26</p>	<p>Thank you for your comments. They will be provided to the COMPASS Board of Directors.</p>	<p>83617</p>	<p>Online comment form</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 Name Affiliation</b>	<b>Format</b>
I recently moved to the area, from Boise, and am interested in what is happening around me. Please keep me informed.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Vikki Stenberg 83687	Online comment form
The first phase of hwy 16 has already been taken and constructed to chinden(20/26). It is now time for the remaining stretch to I-84 to be completed. Growth has already happened let's lessen the traffic on local roads and get a better infrastructure built.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Doricela Millan-Sotelo 83617	Online comment form
Hwy 16 to I-84 yes yes yes!	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Maria Antonia May 83617	Online comment form
Direct access to I84 from hwy 16? Yes please I support.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Mark A Davison 83517	Online comment form
It's hard to imagine what the future will look like, but continuing to support and build for the most inefficient transportation method (personal auto) seems like a "business as usual" approach to the future rather than trying to direct funds toward more sustainable alternatives and re-imagining our transportation landscape.	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	83646	Online comment form
I support both of the proposed changes, but particularly the additional funding for Highway 16 right of way acquisition. Thank you	Thank you for your comments. They will be provided to the COMPASS Board of Directors.	Bob Taunton	Email



November 15, 2018



COMPASS,  
70 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

To whom it may concern:

HWY 20/26: The current 6 lanes to Smeed Parkway most certainly should be continued to at least the Middleton Road intersection, if not further east.

This corridor is experiencing both residential and light industrial growth at a rapid pace. Several large parcels of land are yet to be developed. This points to increasing traffic volumes into the future. The COMPASS Freight Study notes this area as a Primary Freight Cluster and HWY 20/26 (from I-84 to Middleton Road) as a Regional Connector for the truck network.

A 6 lane highway will address critical freight mobility in this expanding light industrial center. Numerous businesses are expanding operations and employment along HWY 20/26. These jobs pay higher than average for Canyon County and contribute greatly to the local economy.

HWY 16 R/W Acquisition: A north-south expressway is a major need and major investment into the transportation network within the Treasure Valley. The HWY 16 route is strategically located to benefit both western Ada County and eastern Canyon County. Purchase of right-of-way before development is critical to secure the route. Congestion on other local roadways will be reduced with the addition of the expressway. Service to the future Amazon distribution center and other light industrial developments can be shared by a new HWY 16 exit off I-84 and the Garrity exit to help spread out traffic impacts.

Gordon Bates, P.E.  
Caldwell Chamber of Commerce Transportation Committee Chair  
Director of Highways  
Golden Gate Highway District No. 3  
Ph. (208) 482-6267



**Your Safety • Your Mobility  
Your Economic Opportunity**

**IDAHO TRANSPORTATION DEPARTMENT**  
P.O. Box 7129 • Boise, ID 83707-1129  
(208) 334-8000 • itd.idaho.gov

Matt Stoll, Executive Director  
Community Planning Association of Southwest Idaho  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, Idaho 83642

*Matt,*  
Mr. Stoll,

The Idaho Transportation Department has coordinated a review of the draft Communities in Motion 2040 2.0 Regional Long-Range Transportation Plan by subject matter experts and various planners. ITD has provided technical comments for various sections of the plan and are attached to this letter. The issues that COMPASS addresses and guidance provided in this plan are in line with the Idaho Transportation Department's mission of safety, mobility and economic opportunity. ITD looks forward to future and continued collaboration on transportation planning initiatives.

Kenneth J. Kanownik, AICP  
Planning Services Manager, Division of Engineering Services

*for*   
Amy Revis, PE  
District Engineer, District 3

CC  
Travis McGrath, PE, Chief Operating Officer, Idaho Transportation Department  
Blake Rindlisbacher, PE, Administrator, Division of Engineering Services  
Cameron Cochems, Senior Transportation Planner, Division of Engineering Services  
Maranda OBray, Senior Transportation Planner, Division of Engineering Services  
Scott Frey, Transportation Engineer, Federal Highway Administration

Attachments

## ITD CIM 2040 2.0 Technical Comments

	Comment	Location	Commenter
	<b>Summary Brochure</b>		
1	Recommend Changing Transit Amenities to Support Infrastructure	Unfunded Transit Projects	Ken Kanownik/Kim McGourty
	<b>DRAFT Financial Plan</b>		
2	Financial Report 07-2012, Last updated/adopted 10/15/12; relying on 2011 data and broken links. ITD adopted the Safety and Capacity Policy to dedicate \$80m per year (talk to Ken about this). Can we find a way to show on the Summary/Introduction/Financial Plan pages to represent [visually] the different pots of money (Federal, State, Local and Transit) and how they fall in line with the listed funded and unfunded projects? Add a row to Table 1 or a footnote?		Maranda Obray
3	However, the Financial Plan does provide the key information from the report for the public to understand and relate to.		Maranda Obray
	<b>DRAFT Prioritization Process for Unfunded Transportation Needs</b>		
4	This figure, plus the second bullet point on the preceding page, doesn't explain if more stars are positive or negative. Is there a cumulative star rating for all combined columns that was not presented? This figure does not communicate an outcome to me.	Page 3, Figure 2	Mark Wasdahl
	<b>DRAFT Active Transportation</b>		
5	Active transportation is defined as a non-motorized form of transportation. But then public transportation is included although it is a motorized form of transportation. Same can be said for electric motorized bikes and scooters. Realistically, this is an antithesis between the POV (personal owned vehicle) and everything else.	Page 1, Introduction	Mark Wasdahl
6	Figures 2 and 3 use the same geometry symbol (circle) for both cyclists and pedestrians. People with visual color recognition deficiencies may be challenged to distinguish between the two. Please continue to use a circle for one of the two and use something else (triangle, square, etc.) for the other one.	Page 4	Mark Wasdahl
7	". . . low-stress pathway network. . ." Is this term defined anywhere in the document or by a weblink?	1st paragraph, page 5	Mark Wasdahl
8	Bike lanes are being identified for Chinden Boulevard, Eagle Road, and State Highway 44. Identified segments include those with high traffic volumes signed for up to 55 miles per hour. Do these really fit the description of a stated "low-stress pathway network"?	Page 7, Table 1	Mark Wasdahl
9	This figure separates the 25.72 mile Union Pacific owned Boise Cutoff from the 9.71 mile City of Boise owned. However, Table 1 on page 7 shows the "Rail with Trail, Boise Spur" as being 32.15 miles. These numbers are not adding up.	Page 8, Figure 5	Mark Wasdahl
10	Separately, isn't there a legal issue with City of Boise owned portion that it could revert to adjacent property owners if it is no longer a rail line? Or was that resolved?	4th paragraph, "First/Last Mile" section, page 9	Mark Wasdahl
11	Stop level boarding/alighting data collection is falsely correlated with a need for automated passenger counters (APC). Prior to APC introduction, transit agencies could choose to collect Section 15 trip length data using short segment surveys as VRT has done (not sure if they are still data complying in this manner). Other agencies chose to survey each entire trip once a reporting year. This complete trip survey data could be used to meet the identified need without relying upon APCs.		
	<b>Draft Demographic and Economic Changes</b>		
12	The acronym, SWOT, is not defined.	Page 3, Let's Work Together	Mark Wasdahl
13	"However, there is reason to believe this trend is changing (Figure 6)." Nothing in Figure 6 challenges Figure 5.	Page 8, last paragraph	Mark Wasdahl
	<b>DRAFT Environmental Considerations and Mitigation Strategies</b>		
14	There is a separation not written here regarding program level planning and project level planning. NEPA is project level. This document is a long range planning document that does not require NEPA. What and how is mitigation accomplished on a planning level? Global comment.	Page 3 Mitigation Strategies	Greg Vitley

15	How is this mitigated on a planning level (3rd bullet Water Quality)	Page 4	Greg Vitley
16	Many agencies do these but does COMPASS require it? I think these are examples of project level mitigation, not program level. From the federal requirements at the top of this section it does not specifically call out a mitigation requirement.	Page 4 (Run Off)	Greg Vitley
17	This is on a project level. COMPASS doesn't have any control over this do they? IE: Are the bullets listed below the resources going to be perscriptive when the plan is approved? What would COMPASS do on a planning level?		
18	Global	Page 4 Wetlands	Greg Vitley
18	This paragraph is an example of a planning level action that can be a road map to during growth.	Page 6 Traffic Noise	Greg Vitley
19	Is this on a local jurisdictions plan? Unfunded projects that are not on comprehensive plans will increase the chances of paying more for the project when it is programmed.	Page 8, Project Map	Greg Vitley
20	6(f) Land and Water Conservation Fund protections.	Insert after Section 4(f) page 9	Greg Vitley
<b>DRAFT Freight</b>			
21	MaaS is the common lexicon when discussing the combination of shared mobility services. Apps are being developed to allow individuals to coordinate/reserve each of the shared mobility services in a single action allowing multimodal transportation for a single trip and all transportation billing consolidated into a single bill at the end of the month.	Page 6 Shared Mobility	Jeff Marker
22	Most experts believe AVs will likely be EVs which will exacerbate the funding challenges with gas tax.	Page 8 Taxations Innovations	Jeff Marker
23	The bullet explanation discusses the increased congestion with the potential for increased traffic associated with better mobility for elderly and disabled, but considering the belief most AVs will be EVs, the issue is congestion not air quality.	Page 10 Potential Disadvantages	Jeff Marker
24	Truck platooning is the commonly accepted terminology for two trucks operating together which leads to the improved fuel efficiency; however, there is also this information side. As an example, the Wyoming DOT has a pilot project on the entire length of I-80 in the state to connect trucks via DSRC so they are aware of weather, construction, crashes and other issues that may hinder their mobility.	Page 12 Connect Freight	Jeff Marker
<b>DRAFT Public Transportation</b>			
25	I don't understand where the inset is located on the larger map and why it is shown at all.	Page 1, Figure 1	Mark Wasdahl
26	Recommend Changing Transit Amentities to Support Infrastrucutre	General Comment	Ken Kanownik/Kim McGourty
<b>DRAFT Transportation Safety</b>			
27	The three rows for "Fatalities", "Serious injuries", and "Non-motorist fatalities and serious injuries" show one digit to the right of the decimal point for all data. These numbers are for individual occurrences for each reporting type. A fractional fatality is not possible. I understand the process whereby these numbers (targets) originated but as a public document, these can't be fractional numbers. Rows 3 and 4 as ratios are fine as fractional numbers.	Page 2, Table 2.	Mark Wasdahl
28	"Ever-increasing vehicle miles of travel, . . ." I thought nation-wide VMT was recently dropping? Is this a VMT related issue or an increase in the number of registered vehicles in both Ada and Canyon counties?	Page 3, 1.0 Aggressive Driving	Mark Wasdahl
29	"CIM 2040 2.0 addresses bicycle and pedestrian safety by . . . prioritizing projects that help complete bicycle and pedestrian networks . . ." Isn't a target on the bicycle side to increase the miles of bicycle facilities that provide a low-stress network (higher Tier rated) per the ACHD Roadways to Bikeways Plan (2018 Addendum)?	Page 5, Section 6, 2nd paragraph	Mark Wasdahl
30	The second and final paragraph describes access management with a reference to Figure 2. That Figure is at the top of page 8 following Table 4 on page 7 even though Table 4 is referenced in section 11 that is found after section 10. You need to move Figure 2 to immediately follow section 10.	Page 6, 10.0 Intersections	Mark Wasdahl