

Public Comments Received (Verbatim)

For amendments to:

Communities in Motion 2040 2.0 (State Highway 45 Study Only)

FY2020-2026 Regional Transportation Improvement Program

Public Comment Period: May 5-19, 2020

Total number of comments received by COMPASS: 7

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

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code Name Affiliation	Format
<p>What are the changes that are proposed? Is there a link to show what is already approved and what is proposed?</p> <p>Can you add to it to include funding over 10 years to widen State Hwy 55 from Middleton Rd all the way to Riverside?</p> <p>Why have I not received any more emails regarding the work being done on the Marsing bridge? I got them last year then on Jan 1 they stopped.</p> <p>What changes to the Ustic overpass are being proposed? It should be made into an interchange. Compass and ITD were wrong about how long the Karcher interchange would work before getting work done and in the last 10 years it has been widened and altered three times. Modeling is good but maybe getting things improved before they become a pain would be better.</p> <p>***</p> <p>Thank you</p>	<p>Hi Mr. Williamson:</p> <p>Please see the amendment information in this link.</p> <p>The general information for public comment is on this webpage: https://www.compassidaho.org/comm/comments.htm</p> <p>I think your questions about the amendments will be answered in these documents, but let me know if not.</p> <p>The I-84/Ustick Road overpass will remain an overpass. The proposed change would widen the overpass from 2 through lanes to 4 through lanes and add a turn lane, as explained in the link above.</p> <p>Regarding adding funding on SH-55, ITD is <i>proposing</i> to add two segments in the FY2021-2027 Regional transportation Improvement Program. You will see more on this during the comment period in July/August. SH-55 is a priority corridor for the region.</p> <p>I am copying Phoebe Wallace at ITD to help you with information about the Marsing Bridge project. In the meantime, here is the link to that project on ITD's website.</p>	<p>Patrick Williamson</p>	<p>Email</p>

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<p>Good morning Toni I'm in agreement with the Amendment Stay safe & take care</p>	<p>Hi Mac!</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors.</p> <p>You stay safe and healthy too!</p>	<p>Mac McOmber</p>	<p>Email</p>
<p>After using the Karcher overpass at night, I am worried that lights for pedestrian and bicycle traffic on Ustick and especially Middleton will not be installed.</p> <p>I know budgets are tight, but even just in-bridge lighting would be a big improvement.</p>	<p>Hi Mark:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and ITD staff.</p>	<p>Mark Pemble</p>	<p>Email</p>
<p>Hi Toni,</p> <p>Thanks for making your email available to receive public comment; I'm sure you get some fun ones!</p> <p>Regarding the ID-45 reroute, the Compass Amendment wasn't very clear on where the new highway alignment will pass through. But I read in the Statesman that the proposed route would go from 12th Ave S to 7th St S around to Yale and Northside.</p> <p>If that is the case, I am opposed to the realignment mostly for safety concerns. Traffic on 7th St S is already heavy at times and the speed limit is at least 5 mph too high for safe pedestrian crossings. That should be a neighborhood street with lower speeds, not an expressway between North and South Nampa. Moreover, heavily laden trucks can't stop quickly if a kid or pet runs in the street.</p> <p>It also smacks of classism that ITD wants to put a truck route through the poorer neighborhood west of 12th Ave S. Why was 16th Ave S to Garrity not considered for the new route? Because richer people have more money and time to fight the proposal. Nobody, either east or west of 12th Ave S, wants big trucks rumbling by their homes at any hour. I say leave the highway alignment as it is.</p> <p>Thanks!</p> <p>***</p> <p>Awesome! Thank you for the clarification!</p>	<p>Mr. Ernst:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, ITD, and the City of Nampa.</p> <p>***</p> <p>Mr. Ernst:</p> <p>To clarify the intent of the proposed SH-45 realignment study, the brief description you provided from the Idaho Statesman is correct. However, public and stakeholder input will be critical components of the proposed study in order to determine a viable alternative. As noted below (above), I have shared your concerns with the City of Nampa and ITD.</p> <p>Thank you again for your comments.</p>	<p>Tim Ernst Boise</p>	<p>Email</p>

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<p>How again, Toni. I saw the email prompt (mass mailing) to comment on the CIM 2040 2.0 Amendment and in following up on that, the below described change caught my attention:</p> <p>COMPASS Amendment #1 for Communities in Motion 2040 2.0 and Amendment #4 for the FY2020-2026 Regional Transportation Improvement Program (TIP) The City of Nampa proposes to add a study to complete a National Environmental Policy Act (NEPA) alternatives analysis to realign State Highway 45 (also known as 12th Avenue South) through the City of Nampa from Sheridan Avenue to 1st Street South, with connections to I-84 on Northside Boulevard. The City proposes to fund the project with local funds. Construction is considered “unfunded” at this time. COMPASS staff will request the COMPASS Board of Directors to amend Communities in Motion 2040 2.0, the regional long-range transportation plan, to add this project as a funded study in the plan and the TIP.</p> <p>Considering that this is being programmed to be locally funded, I don’t see any Federal issues with respect to amending into the long range plan other than that the project be identified in the Plan as is being proposed (presuming it is considered to be a regionally significant project).</p> <p>On thinking further about what the City is embarking on (i.e., a NEPA “study” of some sort), the thought occurred to be that even though this particular study is not to be Federally funded, the City would be well advised to involve FHWA and ITD in this undertaking since the resultant study will, in all likelihood be developed for some later Federal purpose. Having FHWA and ITD involved will give some assurance to the City that the process they follow and report they produce will actually meet Federal expectations and requirements and also guard against doing either too little or too much work through the course of completing the study. If the City already has plans to coordinate this work with FHWA and ITD, I’d be interested to know how this coordination process will take place (who, what, when, etc.). Thanks.</p>	<p>Hi Scott:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, the City of Nampa, and ITD.</p> <p>The City of Nampa has already been working with ITD and expects to include FHWA in the development of the NEPA study for a possible realignment of SH-45 in the City of Nampa. Through initial discussions, it was determined that 1) the project is regionally significant, 2) needs to be amended in <i>Communities in Motion 2040 2.0</i> to show initial work on this corridor, 3) needs to have a key number and included in the Transportation Improvement Program.</p> <p>Clair Bowman, City of Nampa, worked with Aaron Bauges, ITD District 3, starting in late February 2020, to discuss how to move forward with the NEPA study.</p> <p>Thanks again,</p>	<p>Scott Frey Federal Highway Administration</p>	<p>Email</p>

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<p>Ms Tisdale</p> <p>Generally, I support the ID-45 environmental impact study. I seldom use ID-45 in Nampa but when I have it seems to be in good condition. If the study is focused on issues within the City of Nampa then I would suggest that the City be required to support the study and project with an appropriate local use tax or urban development tax authority. The current COVID-19 crisis will impact with significant medium term economic changes that should be anticipated as much as possible in any ITD projects.</p> <p>I support a broad scope project for the I-84 overpass at Ustick Road. Given the importance of the I-84 expansion project through Caldwell and Nampa to support the increased traffic associated with regional growth all sub-projects within the program should focus on all potential ancillary improvements to mitigate higher long term repair and maintenance costs.</p> <p>I agree that technical errors should be corrected. I use the Franklin Road ramp enough to know it needs significant repair and maintenance as soon as possible.</p>	<p>Mr. McGill:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors, City of Nampa, and ITD.</p>	<p>Gene McGill Boise</p>	<p>Email</p>
<p>See attached (pages 5-12).</p>	<p>Mr. Maurer:</p> <p>Thank you for your comments. They will be shared with the COMPASS Board of Directors and ITD.</p>	<p>Randy Maurer</p>	<p>Email</p>

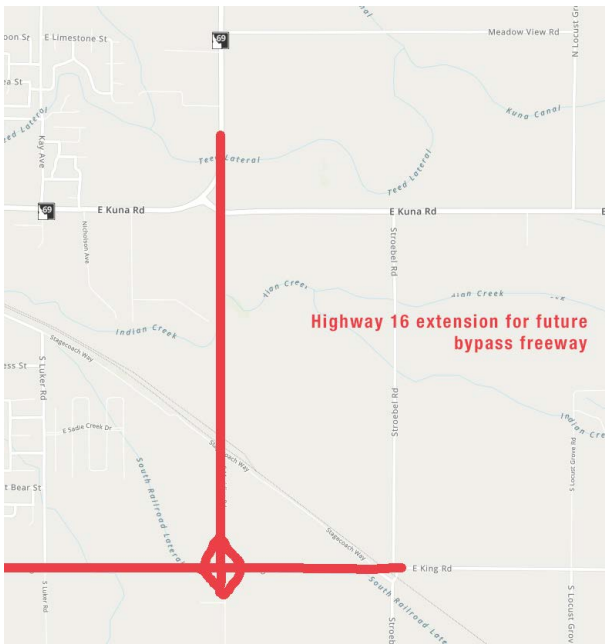
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From: [Randy Maurer](#)
To: [Toni Tisdale](#)
Subject: Treasure Valley Planning
Date: Monday, May 18, 2020 1:03:35 PM
Attachments: [By-Pass.pdf](#)
[Impact Fees.pdf](#)

Hello,

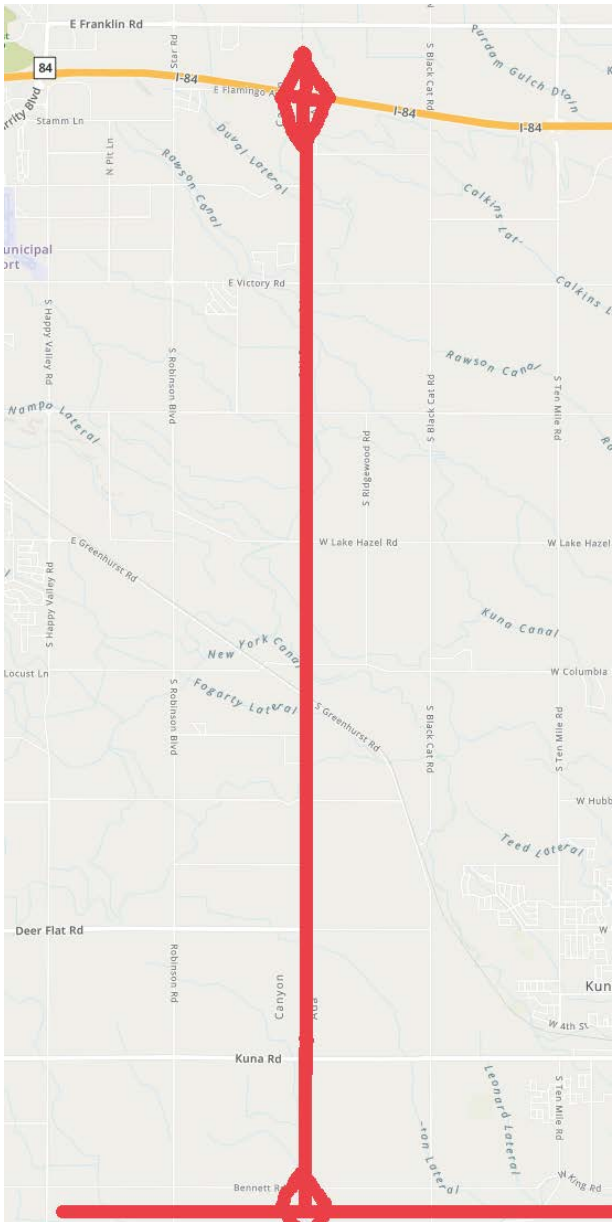
I'm responding to the latest email. I wasn't for sure if it had a specific ask.

1. Prepare for growth and buy property in advance of projects. Extending Highway 69 straight south to connect to future bypass. See #2. Before Houses are built.



2. I'm very passionate about a by-pass that I suggested in the past. Blacks Creek 1-84 to Kings road around Kuna then to Marsing, then connect in Ontario. I think we need to think about the whole valley not just counties. Oh that's an Ada county issue, or Canyon county issue or Idaho or Oregon issue. See attached By-Pass.

3. Then connect Highway 16 past I-84 **South**. McDermott snaking south before houses take over. Connecting to bypass.



3. Impact fees to pay for roads, schools, parks, fire, police, library's (everything). No bonds, no levy's, ever. Keep the taxes the same.

Make growth to pay for itself!

Thank You!
Randy Maurer

Boise Freeway Bypass and Freeway connection 2050



- Start buying critical access land now before it is developed
- Ask for Federal assistance now!
- Ask Oregon and Nevada for assistance




Enact Impact Fees Now!

Ada and Canyon counties


No more Levy or Bond elections

Money to come from NEW growth. Growth will pay for itself along with existing taxes

An aerial photograph of a lush green agricultural field, possibly a vineyard or orchard, with rows of plants stretching into the distance. In the background, a house with a light-colored roof is visible. The sky is a clear, pale blue.

\$20,000 (or more) per house
impact fee to be paid for by
home owner or developer

- % to Roads, Roads, Roads, Roads, Roads
- % to Schools
- % to Police
- % to Fire
- % to Parks
- % to Prisons
- % to Any other services needed



No new subdivisions would be developed until proper impact fees are established

- Roads, Schools, Police, Fire, Parks, Prisons, or any other services will be built **BEFORE** subdivisions are built
- Smart planed growth

SAVE OUR FARMS!

- Money from impact fees could be used as small incentive for farmers farming.
- Allocate farm ground that will be that way forever. Never developed.

We don't want to be a valley of sprawl (see phoenix metro)