

# Communities in Motion 2040 Public Comments

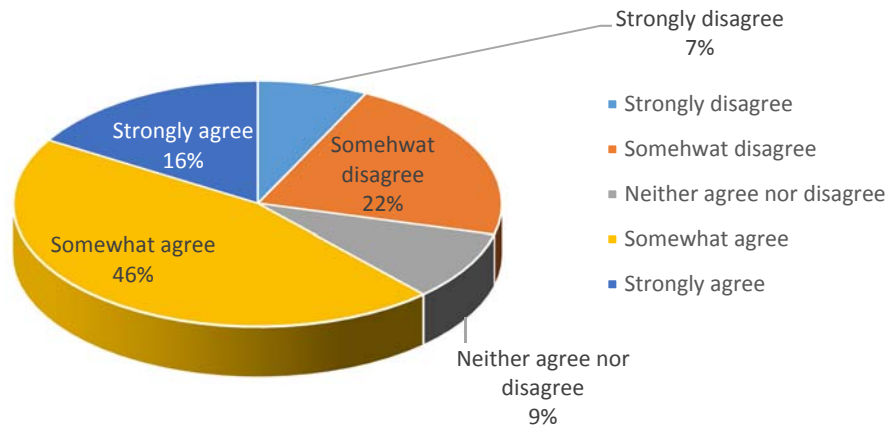
**Number of comments received:** Comment Form: 57                      Email:                      39                      Letter/Notes: 18

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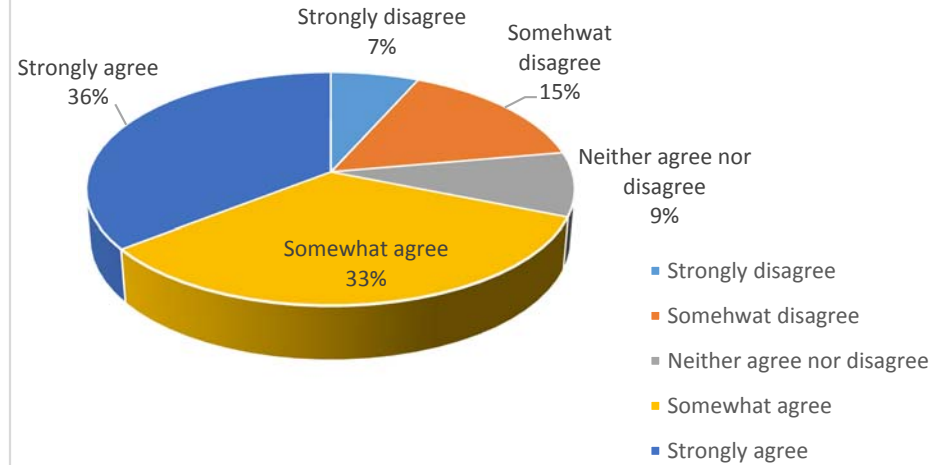
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## Quantitative Results from Comment Forms

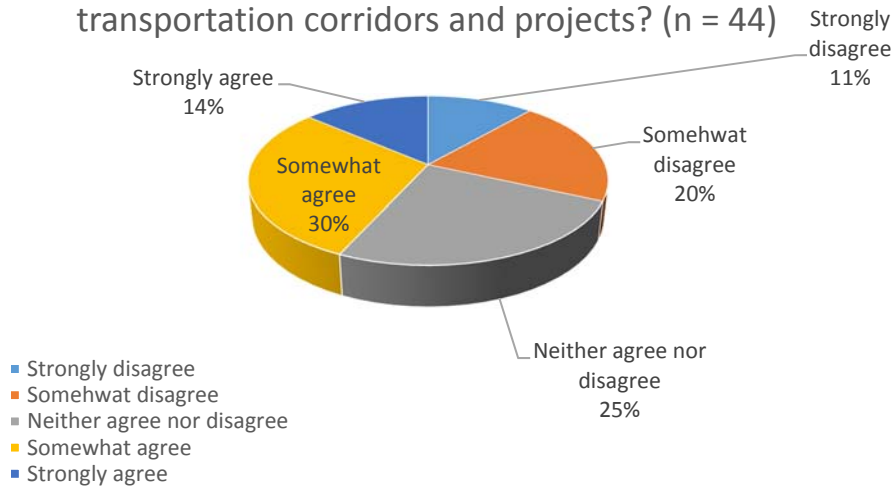
Do you agree with the Communities in Motion 2040 Vision? (n = 55)



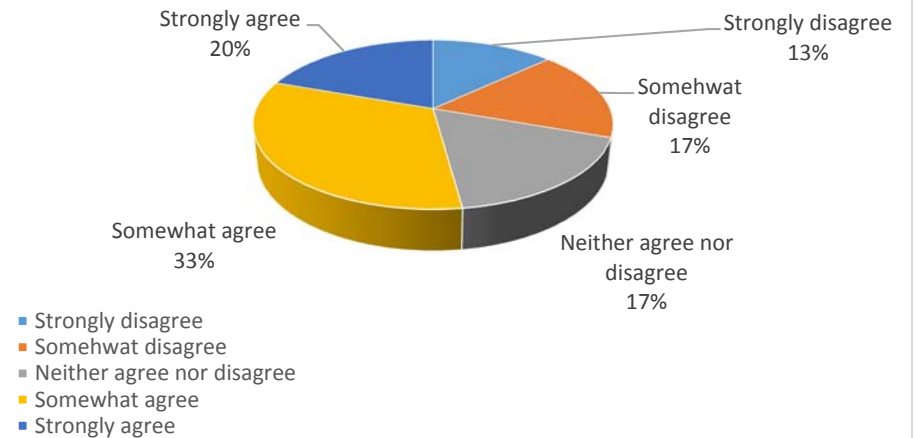
Do you agree with the 17 goals? (n = 45)



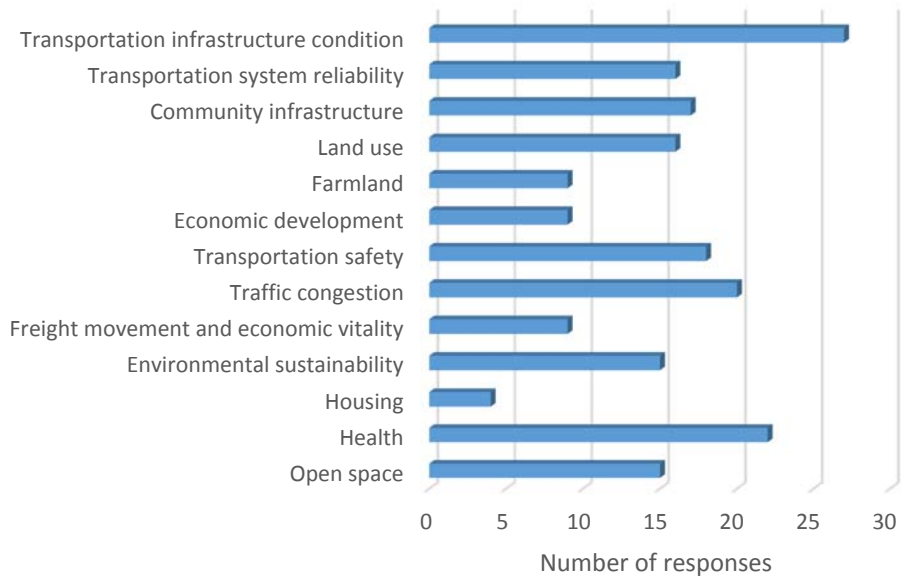
Do you agree with the prioritized order of the 33 transportation corridors and projects? (n = 44)



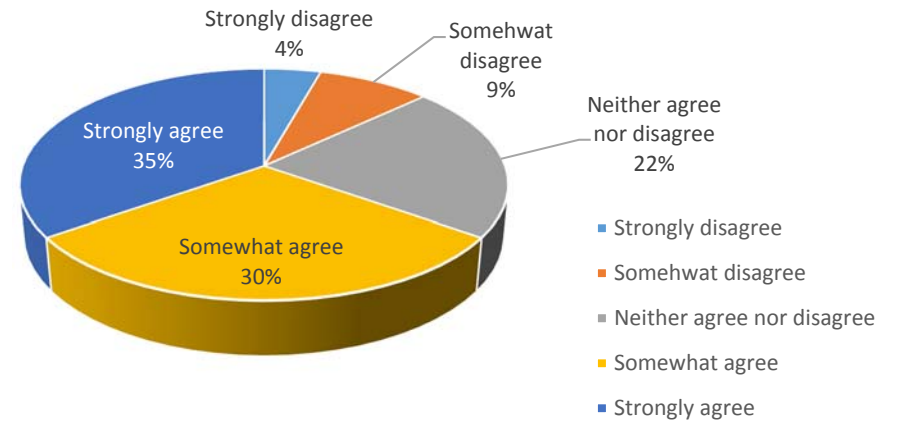
Do you agree with the decision to focus federal funding on maintenance? (n = 46)



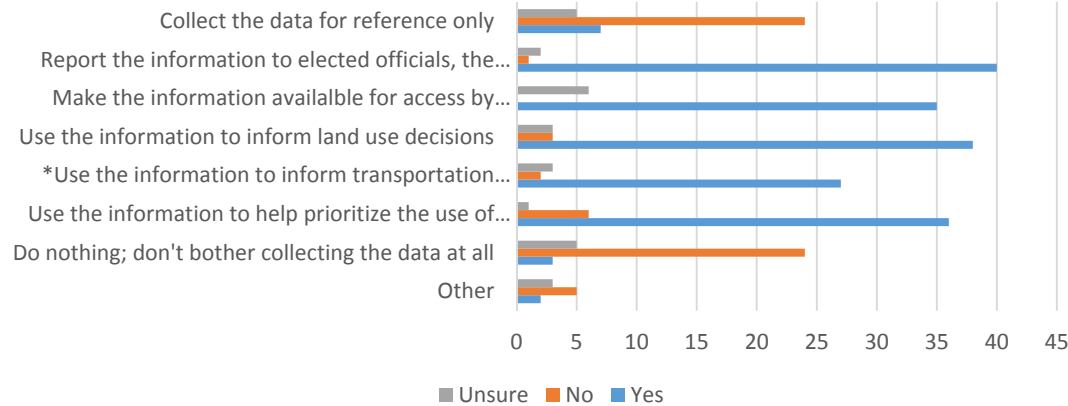
Which of the performance measure topic areas listed below do you see as most important?  
(Select up to five) n = 43



Do you agree with the eight policy statements?  
(n=46)



How do you want COMPASS to use the performance measures? (n = 46)



\*This answer was inadvertently left off the online comment form for the first five days of comment. Thirteen people had submitted comments during that time that were not provided with this option.

| Comment   | Staff Response   | Zip Code and Name/affiliation (if included) | Format                     |
|---|--|---|----------------------------|
| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p>   |  |   |                            |
| <p>This vision ignores alternative transport, and simply builds more or wider roads to carry more and more vehicles. For the budget, the area could use existing train tracks to create high speed electric trains in rush hour, from Nampa/Caldwell through to Boise City Center, and return in the evening. Park 'n Ride facilities would allow for vehicles to be park while commuters took trains. Feeder buses from major terminals could then take people throughout the area. This is more efficient in terms of pollutants, creates new investment in the area, and saves the need to start tearing up more roads to make bigger ones. The aim should be to make travel smarter. Electric trains would fit in with Idaho's image as a pristine state, and could transport far more people with each trip than a commuter ride bus or van.</p>   | <p>Provided to COMPASS Board and advisory committees</p>   | <p>83686</p>                                | <p>Online comment form</p> |
| <p>Can you help me understand the line going from Boise to Nampa? Will this be a high capacity transit i.e. public transportation system like a mono-rail? If yes, why is the not set to go all the way out to Caldwell? It seems logical that it would have a stop that would enable visitors to go to Idaho's Wine Region especially now that we have an international recognized AVA and our wine region is expanding. Also, if the brown is transit oriented development, why are there so many transit oriented developments so far away from the line that would be (if I'm understanding correctly) the public transportation system? Wouldn't you want more transit oriented development closer to the public transportation system? Also, I see that there is blue on the key for Unique Regions but I do not see any specific Unique Regions allocated for special use, am I reading this wrong? Or is it possible that this may change between now and 2040? Thank you</p> | <p>Responded directly to commenter (response below). Comment/question and response provided to COMPASS Board and advisory committees.</p> <p>Response to questions: The dashed purple line extending from downtown Boise running parallel with the Interstate is designated as High Capacity Transit. Right now, the specific route, technology, and service has not been determined. The next step in preparing for high capacity transit in the corridor is a focused study to identify a "preferred alternative," or the route that should be preserved for future improvements; funding for such a study is budgeted for fiscal year 2018. Preservation relies on local governments, transportation agencies, railroads, and owners of adjacent properties incorporating right-of-way needs in their future land development policies, long-range plans, and/or building approval processes. Although most plans identify the future need for service extending to Caldwell, determination will depend on funding mechanisms and stakeholder and public preferences. You can learn more about the Treasure Valley High Capacity Corridor at: <a href="http://www.compassidaho.org/documents/pr odserv/CIM2040/2014CommentPeriod/12_TV_HighCapacityCorridor_NEW.pdf">http://www.compassidaho.org/documents/pr odserv/CIM2040/2014CommentPeriod/12_TV_HighCapacityCorridor_NEW.pdf</a></p> | <p>Tiffany Scudder</p>                      | <p>Online comment form</p> |

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|---|---|---|--------|
| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p> |   |   |        |
|   | <p>One potential route for the High Capacity Transit corridor would run along the Union Pacific Railroad corridor which intersects several regional hubs, such as the Town Square Mall, St Luke's Meridian, downtown Meridian, the Idaho Center, downtown Nampa, and downtown Caldwell. These areas are either listed as Downtown, Mixed Use, or Unique Areas on the map. Downtowns support the highest densities and would by their nature be transit supportive. Mixed Use areas may also have higher densities but with a focus on a mix of housing and employment. Other Transit Oriented Development areas which aren't along the High Capacity Transit corridor are served either by local transit, nearby employment, or reflect existing higher-density developments.</p> <p>The areas designated in blue are Unique Areas—either labeled with an "H" for Hospital, "A" for Airport, "U" for University, or "P" for Prison. Obviously every area is unique in some way but this enables us to recognize the regional landmarks that need customized approaches to serving their existing character. We do not have a category for "Special Use." I would be interested in knowing your definition to see if that is something that is accounted for in our current designations or if it should be added. Of course, things can and probably will change between now and 2040 but this gives an opportunity to align local priorities for transportation infrastructure and land use policies that will enable us to meet future needs and maintain a high quality of life in the region.</p> |   |        |

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| <i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i>  |   |   |                     |
| My biggest concern is the roadways. I live in Meridian currently and getting around is a nightmare most of the time. I want expansion done to the roads but not roads directly near my neighborhood. I still want my children to be able to walk to school without worrying about too much traffic or trains, etc.  | Provided to COMPASS Board and advisory committees         | 83646                                       | Online comment form |
| The vision appears realistic. I think that makes more sense than a "pie in the sky" idealistic vision that has us planning for something that we wish for but won't come true. The one part that may not be realistic is the rail along I-84, but it's probably needed.   | Comment provided to COMPASS Board and advisory committees | 83716                                       | Online comment form |
| We have a beautiful river flowing through the heart of the Treasure Valley that would be the envy of many other communities. The Boise River is currently used as a transportation and recreation corridor however, I feel we have yet to tap the full potential of this resource. I encourage you to include boat ramps and parking areas along the river in your transportation planning. Currently we have a ramp at Barber Park which it is not possible to launch a drift boat from. Likewise, we have a "take out" at Ann Morrison that has no ramp and requires users to carry their boats several hundred feet. The "put in" at Americana is unimproved and lacks spaces to park. There is no way to launch a raft or drift boat at the whitewater park without a considerable portage. The "take out" at Glenwood is blocked to trailer access. The take out at Eagle Road is unimproved and has very limited space to park. The list goes on as we move down the river. The point is, we have a beautiful river that is also an amazing fishery and it is underutilized. I encourage you to strive to include additional river access points in your transportation planning. Thank you for the opportunity to comment. | Comment provided to COMPASS Board and advisory committees | Kahle Becker<br>83714                       | Online comment form |
| The traffic problem needs immediate attention. Interstate 84 needs widened to 4 lanes through Caldwell. Meridian road overpass needs to be replaced to handle 10 lanes of traffic on I84, the overpasses beyond Garrity exit in Nampa need replaced and at least 4 lanes through Nampa. In addition, Franklin Road and Amity Road between Nampa and Boise should be widened to be able to take additional alternate routes to Boise. A monorail system needs to be built between Caldwell and Boise. This could be in the median of Interstate 84. The old rail system worked well in the past. Eagle Road is a mess. More north and south alternate routes need to be built.   | Comment provided to COMPASS Board and advisory committees | -----                                       | Online comment form |
| We have good roads now. We need lower taxes!  | Comment provided to COMPASS Board and advisory committees | 83642                                       | Online comment form |

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| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p>   |   |  |                            |
| <p>The traffic in Ada County will only get worse and never improve until the strong preference for left turns is done away with. Anyone who comes to the area is astounded with this backward situation. If any planners went to a large population area they would see there are no left turns, to say nothing of double lane left turns that go to single lane streets. UPS delivery service rerouted their trucks to eliminate left turns and realized a 5 to 10 per cent savings in fuel and faster delivery times. Are left turns the planners and ACHD way to job security or just lack of knowledge or intelligence? All other plans and schemes will lead nowhere until the planners realize how traffic moves and driver education teaches people that driving is a group activity.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>83669</p>                                       | <p>Online comment form</p> |
| <p>I would agree more if the goals were more specific. Please list specific project goals and desired timelines. For example, we need a completed pathway along the river for bicyclists to exercise and to access work locations more easily. This river way path is presently slanted toward the east side of the valley with little connection on the west side. Please plan more evenly (fairly) across the valley for all valley citizens. We need bike connection to Gem County (Emmett) as well. Connect Hwy 16 to I-84. We need a highway beltway system around the valley to relieve I-84. There are so many wasted resources (fuel, potential work production time) lost to the I-84 slow and go traffic. Please!!! NO MORE EAGLE ROADS. What a disaster in planning Eagle RD has become. Use frontage roads! Better to do it right from the start that to be stuck forever with a lemon. Combine all of the highway agencies for Treasure Valley into one. ...Or at least demand inter-highway district cooperation by tying state contribution funding to cooperation goals. Maybe it is time to tie the fuel tax to inflation.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Specific objectives, tasks, performance measures, and targets relating to overall CIM goals can be found online at <a href="http://www.compassidaho.org/prodserv/cim2040.htm#Plan">http://www.compassidaho.org/prodserv/cim2040.htm#Plan</a>.</p> | <p>-----</p>                                       | <p>Online comment form</p> |
| <p>The map does show good growth charts and a great need for public rail from Boise to Caldwell. The major roads that are on the map look the same as they do today. I would have liked to seen the following: HW 16 expanded to I-84 and maybe even extended to Kuna. US 20/26 widened. HW 44 by pass around Star and Middleton like the Eagle by pass. Extend the public rail to Middleton from Eagle. A belt rout around the valley would be extremely useful. The Belt rout could join I-84 north of Caldwell head southwest to the west side of Caldwell extend to south Nampa run East between Kuna and I-84 and tie back into I-84 south of the airport near Micron.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: While submitted under the CIM 2040 Vision topic, three of the corridors listed here are part of the prioritized list of unfunded projects:<br/> Highway 16 – Priority #14<br/> US 20/26 – Priority #3<br/> Highway 55 – Priority #2</p>           | <p>Kirk Hansen, American Geotechnics<br/>83687</p> | <p>Online comment form</p> |

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| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p>  |  |   |                               |
| <p>Please, please let's resist the easy way (well, "easy" may be a laughable term here; maybe "found-wanting-but-we'll-do-it-anyway" is a better term). That thing I have described, which I see lurking in road plans and highway expansion shown in the <i>Communities in Motion 2040</i> Vision attachment, seems to doom us to resemble San Fernando Valley in southern California. Morning radio station air-waves cluttered with freeway conditions, afternoons occupied with smog alert information. Everywhere. We have a little breathing room, now, to make a better mix of solutions to inevitable crowding. I strongly suggest increased reliance on rail-commuting. The rights of way are largely in place; partnership with private enterprise supplemented with highway revenues; connector surface roads prioritized to feed into these relatively efficient and minimally polluting arteries, seems like a win-situation in more ways than not. MetroLink in the L.A. basin is an example of this (surely you have considered it as a model here). It is, unfortunately, an example of a bandaid solution after the traffic had become unbearable. My point is this: that we have enough of a time buffer to work out the practicalities wisely and, relatively, efficiently. The greatest negative I can think of, to be realistic, is whether people here are smart enough to recognize and take advantage of the benefits such a scheme would bring. Likely, in the manner of generations of commuters around the country, they are not smart enough. Having admitted that, however, I believe we have the intelligence to do some serious campaigning and old fashioned educating on the issues involved, on the benefits to be enjoyed by us and our grandchildren. Despite the strong arrows showering on us from the highway-lobby, the concept is worth giving a shot, I think. We have a chance to be the exception to Normal Urban Transit Catastrophes. Have we the courage? Hmm. [* This comment is referenced below under Question 2.]</p> | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>83687</p>                                | <p>Online comment form</p>    |
| <p>I think mass transit and transit-oriented development should be emphasized especially within Boise itself. I think State Street should be used as a transit corridor. In the end, I believe rising gas prices will move the barometer in the direction of transit. I support the development of a light rail between Boise and Nampa.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Ryan Kawaguchi<br/>83714</p>             | <p>Hard copy comment form</p> |

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| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p>  |   |   |                            |
| <p>I live in Emmett, and don't see it mentioned as a city area of impact. Certainly it will be impacted. I realize the 2040 vision is pertaining to Ada and Canyon Counties, I will comment anyway. Highlights for me as I look through the plan are "third spaces" in residential areas easy access to parks, etc. it promotes healthy family lifestyles and supports children.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Emmett will certainly be affected by the <i>Communities in Motion 2040</i> plan, but is not in an official "area of impact" within Ada or Canyon Counties. City areas of impact are required by Idaho law "to delineate areas of future contiguous growth in order to assure their orderly development and thereby reconcile potentially competing designs for boundary expansion with accepted land use planning principals."</p>  | <p>-----</p>  | <p>Online comment form</p> |
| <p>Is there any intention of high speed rail coming down the middle of the freeway? Now is the time to do that instead of waiting like Seattle did and run into all kinds of problems</p>  | <p>Responded directly to commenter (an abbreviated version of that response is provided below; contact <a href="mailto:info@compassidaho.org">info@compassidaho.org</a> if you would like a copy of the complete response). Comment/question and response provided to COMPASS Board and advisory committees.</p> <p><b>Money</b> COMPASS and Valley Regional Transit (VRT) have been exploring options to improve transit services in the area for several years. One great challenge that has yet to be solved is funding transit. You mentioned Seattle. Sound Transit and King County Metro combined spent <u>\$1.6 billion in 2012 for transit</u>. By comparison, in 2012 Valley Regional Transit had a budget of \$16.4 million total; (1% of what the Seattle agencies spent). Granted, the Seattle metro area has more than ten times our population, meaning we "should" be spending closer to \$164 million per year to have comparable services. Even if federal funding was available, the federal agency overseeing transit funds requires the local agency demonstrate its financial capacity to match federal funds and provide future operating funds. VRT has no tax authority and depends</p> | <p>Shelbye Weaver, St. John's Cathedral<br/>83702</p> | <p>Online comment form</p> |

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|   | <p>on funding from its member agencies (cities and counties) to supplement federal funds and fares. Given the high costs of building and operating a regional rail system, we simply lack the funds. <b>Space Constraint</b> Running the rail down the middle of the freeway is no longer possible. Many areas have done this since the freeway is the only continuous corridor available for a rail line. It does not mean this was the most desirable option, however. <b>A Better Opportunity</b> Unlike most metro areas, we have a continuous rail line already that parallels I-84 and comes very near to downtown Boise. The Union Pacific (UP) track (Boise Cut-off) running from Nampa through Boise and parallel to I-84 is our prime target. It is very lightly used at present, with only 1-2 short trains per day versus the 35+ long trains on the main line through Kuna. It is an enormous asset. Because the rail would not be inside a freeway, the rail stations themselves would be spots for redevelopment—commercial uses, offices, and higher intensity residential. <b>Past and Future Studies</b> This is still under evaluation, and the potential to increase commuter buses on I-84—possibly in a dedicated “high occupancy vehicle” (HOV) lane—remains an option. You can see the various possibilities under consideration in a 2009 report on-line at <a href="http://www.compassidaho.org/prodserv/specialprojects-tvhcts.htm">www.compassidaho.org/prodserv/specialprojects-tvhcts.htm</a>. The rail corridor is also proposed in CIM 2040 for a more in-depth analysis than that done in 2009. <a href="http://www.compassidaho.org/documents/prodserv/CIM2040/2014CommentPeriod/6_FutureSystem.pdf">www.compassidaho.org/documents/prodserv/CIM2040/2014CommentPeriod/6_FutureSystem.pdf</a> (p. 6-22, Corridor #12). This \$10 million study would define a specific preferred alignment, including a route into downtown Boise. It is not yet funded, however, with</p> |   |        |

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|--|--|---|-------------------------------|
| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p>  |  |   |                               |
|  | <p>Communities in Motion 2040 recommending available federal funds going to maintenance. You can read more about this in the summary of the proposed study at <a href="http://www.compassidaho.org/documents/prodserv/CIM2040/2014CommentPeriod/12_TVHighCapacityCorridor_NEW.pdf">www.compassidaho.org/documents/prodserv/CIM2040/2014CommentPeriod/12_TVHighCapacityCorridor_NEW.pdf</a></p> |   |                               |
| <p>I feel that more emphasis should be placed on provision for alternative modes of transportation, such as public mass transit, and DEDICATED BIKE LANES that are clearly marked, and preferably physically separated from automobile traffic, so as to increase safety to bicycle riders.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>83703</p>                                | <p>Online comment form</p>    |
| <p>I agree with population and job growth projections. I think the shortfall in funding should be more aggressively pursued.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>83669</p>                                | <p>Hard copy comment form</p> |
| <p>I'm disappointed to see that the only mention of rail transit is in regards to the Boise Downtown Circulator. This is a mode that could completely eliminate many of the increased transportation times projected, and add significant value to quality of life in the region. A light rail or commuter train connecting Canyon County to Ada County would have major benefits for all area residents.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: A high capacity transit (rail or bus rapid transit) study is addressed under Priority #12.</p>   | <p>83712</p>                                | <p>Online comment form</p>    |
| <p>The fact that the cities of Boise, Meridian, Nampa, and Caldwell will continue to grow together, with new commercial and domestic developments is inevitable. The thought that population will likely increase to over one million people by 2040 is certainly cause to make some hard decisions NOW and not later about tax revenue for transportation capacity building and maintenance of what we already have. Here's an idea: find some funds to run radio ads during commuting times, e.g, if you think it is bad now, what's it going to be like with year after year population increases in this valley.</p> | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>83607</p>                                | <p>Online comment form</p>    |

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| <i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i>  |   |   |                        |
| Question the population increase; seems high.   | Comment provided to COMPASS Board and advisory committees   | Mac McOmber<br>83616                        | Hard copy comment form |
| The projections for population and needed infrastructure are not an end vision. Where do they fit in the overall needs of full buildout?  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: A full buildout of the region was conducted to quantify the amount of future growth by comparing the existing built environment and land use plans. COMPASS compared the 2040 Vision to the buildout to maintain consistency between the regional and local plans. More about the CIM 2040 Vision can be found at:<br/> <a href="http://www.compassidaho.org/prodserve/cim2040_scenario_planning.htm">http://www.compassidaho.org/prodserve/cim2040_scenario_planning.htm</a></p> | 83646                                       | Hard copy comment form |
| <p>I agree with the key goals included in the 2040 Vision. I see the outcome of the vision as stated to provide "new housing and jobs along transit corridors" as increasing the valley sprawl profile and hardening the dividing arterials -- precluding any sense of neighborhood except those provided by the developers of square mile housing tracts such as are blossoming along Chinden west of Meridian Road, for example. Give me a break, what jobs are going to come up along the transit corridors but minimum wage or other low-paying retail jobs at fast food outlets and convenience stores. What major industries are going to come invest in this part of Idaho when there is not a well-educated work force? The political leadership is full of it if they think this will change with a few more high school graduates. I'm just saying, the plan can't be considered in isolation from the lack of political leadership and will to do such things as raise state taxes to maintain roads or schools. I don't see the plan doing much for non-motorized transportation, except lip service. The current situation for bicycles and to a lesser extent, pedestrians, in the valley is unsafe -- roads are safe for motor vehicles, that's the future too -- another version of California or Arizona where transportation is nearly all car-dependent, no matter what you think -- People like their cars and won't get out of them till it is safe to quick to do so. I love the Greenbelt trail and live near it intentionally to use it whenever possible. I consider it safe to ride on many streets near downtown Boise. Roads in other parts of the valley are not safe, evidence being the on-going spate of accidents involving cars, bikes and children. I see lots of cars with bikes on hitches driving from the west to the new Greenbelt parking lot on Glenwood; I</p> | Comment provided to COMPASS Board and advisory committees   | 83714                                       | Online comment form    |

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| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p>  |  |   |                        |
| <p>don't see any improvements for safe access to the greenbelt bikeway from up on the hill above Chinden on Glenwood, for example...where the sidewalks are shabbily maintained. Why not have bike overpasses for bikes and pedestrians to cross State or Chinden (when they are widened and hardened with bus lanes and express lanes) because the long crosswalk times for children, the elderly, etc. add to the traffic delays. (I doubt that any of the members of your task force have seen groups of half a dozen handicapped people crossing the Glenwood Bridge on wheelchairs to access the greenbelt.) There is need for similar paths along Ustick, Cherry Lane, etc. I would love to think the compass will enhance the quality of life in the Valley. I don't that that is very real without some land management authority with enforcement power to control land use and development across counties and cities. And I don't see that happening here because of the some misguided notions people have of being free to do whatever they want.</p> |  |   |                        |
| <p>Pros: Regional pathway along the Boise River past Parma. Attempts to preserve open spaces, farmland, walkability. Cons: Urban sprawl, business as usual... Public transit gets a back seat - the only plans are for buses. Light rail would allow higher density and more confined development and better air quality. No significant N-S corridor improvements for bicycling. (Note that all of the public comment meetings were held at locations that were not safe to bicycle to.) No mention of walkability improvements in the existing residential developments that were approved without sidewalks. No mention of real bicycle lanes, separated by Jersey barriers, on new/widened roads. [<b>**This comment is referenced below under 2b, 3b, and 6b]</b></p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: A high capacity transit (rail or bus rapid transit) study is addressed under Priority #12.</p> | 87705                                       | Online comment form    |
| <p>Yes - to all goals. For Goal #1, priority for transportation in all Treasure Valley first. Disabled and seniors have nothing.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>   | -----                                       | Hard copy comment form |
| <p>I have reviewed the draft and am overall impressed with it. Goals of preserving prime farmland and greenspace where possible and creating opportunities for alternative travel are particularly interesting to me. As a Pediatrician - I would advocate strongly for biking or walking corridors and opportunities for children that are safe and easily accessible. How many of use walked or biked to school when young and will that opportunity still be there in 20-25 years?</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | 83702                                       | Online comment form    |

| Comment  | Staff Response  | Zip Code and Name/affiliation (if included)              | Format                 |
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| <i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i>   |   |  |                        |
| I think the CIM 2040 should include a light rail running the I-84 corridor with bus links or light rail to the airport and downtown. Good for business - in 2040! Keep open space and farmland protected. Also, waterways - Rivers and lakes need to be protected from runoff and spills.  | Comment provided to COMPASS Board and advisory committees<br><br>Note: A high capacity transit (rail or bus rapid transit) study is addressed under Priority #12. | Dr. Ingrid Brudenell<br>83712                            | Hard copy comment form |
| Idaho Rivers United supports the focus on maintaining recreation areas and open space and developing outside of prime farmland and environmental constraints. That said, State St (Hwy 44) is very environmentally sensitive because of the proximity to the Boise River and its critical riparian area and floodplain. Development of communities along Hwy 44 should be actively discouraged. It's both a high hazard area and an environmentally sensitive area. Investing in more transportation infrastructure will send a signal that it's OK to develop in this corridor. Additionally, the Vision shouldn't stop at supporting maintenance of recreation areas and open space, the Vision should support and encourage enhancement of these amenities. Idaho Rivers United believes that protection and enhancement of natural resources is the single most important thing that can be done to ensure our region is prosperous in perpetuity.                           | Comment provided to COMPASS Board and advisory committees   | Liz Paul<br>Idaho Rivers United<br>83701                 | Online comment form    |
| I somewhat disagree with the CIM 2040 Vision, because I think it is based on some false assumptions, focus, and values. It presumes to know that growth will only occur in areas of current development. It shows a potential area of greatly increased jobs in the area southeast of the current Boise area. But, it shows no increase in housing in the area surrounding these potential jobs, because that area is not developed at the current time! Most of the development that now exists in southeast Boise, did not exist 40 years ago. The Vision presumes a level of growth higher than may be higher than will actually occur. Yet, it seems willing to damage existing neighborhoods of homes and businesses, to focus on the imagined future. The Vision seems to presume that the highest value is getting people quickly to and from employment. Greater focus and value needs to be made on protecting existing neighborhoods and their shopping and amenities. | Comment provided to COMPASS Board and advisory committees   | 83704  | Online comment form    |
| I think the population & jobs forecasts are overly conservative, but it's better to err on that side than the other.   | Comment provided to COMPASS Board and advisory committees   | Yuri Mereszczak<br>Kittelson & Associates, Inc.<br>83706 | Online comment form    |
| The vision seems to be very well considered and thoughtfully prepared.   | Comment provided to COMPASS Board and advisory committees   | Clay Carley<br>Old Boise, LLC<br>83702                   | Online comment form    |

| Comment  | Staff Response   | Zip Code and Name/affiliation (if included) | Format                     |
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| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p>  |  |   |                            |
| <p>Instead of widening Linder road to 5 lanes (or more) and the expense of building a new I-84 exchange, why not widen 10 mile between Kuna and Chinden. The I-84 exchange already exists reduce the expense. Furthermore, the distance between the existing Meridian and 10 Mile exchange is only about 2 miles. Adding an exchange between these two exchanges would slow traffic down on I-84, especially during peak hours. Extending Linder north of Beacon Light, through BLM land, would result in majority of M3 development traffic being dumped onto Homer, Beacon Light, and Floating Feather. This leads to the cost of expanding Beacon Light to 3 or even 5 lanes. Additional traffic light would need to be installed along Beacon Light. Each light require stop and go traffic with longer idle times, which will pollute the air in the residential communities. With those lights in place, traffic will avoid those lights by taking Homer. Because of budget shortfalls, a less expensive east west access would be through M3 between SH16 and SH55. M3 traffic would go either to SH16 or SH55. SH 16 should also be extended all the way to I-84 (maybe all the way to Kuna). This would reduce the burden of traffic on 10 mile and Meridian exchanges. Most large cities have loops around the city to carry the bulk of the traffic. The loop is feed from feeder roads to and from the community. The loop are continuously flowing traffic, reducing the air pollution in the residential communities</p> | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Mark Johnson<br/>83616</p>               | <p>Online comment form</p> |
| <p>I mostly agree and overall support the long term vision. I only wish to add that increasing densities in the urban cores of each city should be a priority. With well over a million residents in the valley by 2040, I would expect the "urban" zoned areas to be larger with mass transit linking them together. I see a mass transit line linking the major urban areas, so I am happy to see that. With ever increasing fuel costs, the more we can increase mass transit offerings, the more our diverse community can be sustained. If not, we will be a predominantly white, predominantly upper middle class, predominantly boring community. I know some in our legislature are advocating for just that, however, the world is diverse and our communities should embrace and be reflective of the broader world around us. They should research the fact that, counter to Idaho perspective, businesses look for highly educated, high quality of life, and the necessarily higher taxed cities where the chances of hiring top talent and retain a highly qualified workforce is sustainable. Without smart growth and investment in infrastructure (and education), this is hard to imagine in Idaho. Sprawl growth as exemplified in Meridian is short sighted and results in a gentrified community dependent on vehicles, with all the trouble they bring to our communities. I know the fees for growth help expand Meridian, which every city wants (economic growth). However,</p>                               | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>83705</p>                                | <p>Online comment form</p> |

| Comment  | Staff Response   | Zip Code and Name/affiliation (if included) | Format                     |
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| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p>  |  |   |                            |
| <p>some measures should be taken to ensure smart growth and perhaps a revitalization of their downtown rather than kicking development to the outskirts of the city where the cost to provide services is increased over time while also making the city look and feel like a microcosmic Los Angeles. It's an easy buck with long term bills. If I never drive down Eagle Road, I would count myself lucky. I know it sounds hard to believe that I wouldn't want to shop from all those national chains, but future generations want local, real, honest and true experiences, not an Andy Warhol impression. Excuse my snarky blatancy. Commenting in a region where progressive views that support more up-front investment for longer term gains is one to every thousand Costco members, you have to be a bit more squeaky to be heard.</p>  |  |   |                            |
| <p>Generally, I am impressed with the thoroughness of the plan. I think that it presents significant information that should be seriously considered in local land use planning. There are a few points with which I take issue, however: - Most importantly, the future population and employment projections represent a static analysis. The growth rates will likely be strongly affected by perceptions regarding the available public infrastructure, including the transportation system. The large projected shortfall in funding will greatly slow infrastructure development, and that will likely have a braking effect on the population growth rate. - Even with the projected population growth, it seems that changes in the nature of employment (the trend toward a more service-based economy) could daily lead to much large employment numbers than projected. Simultaneously, though, that same employment growth could easily lead to lower transportation needs as more employment is home-based. - I think a stronger message could be sent to land use planners regarding the consequences of their planning decisions given the expected funding shortfalls.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Thomas Brengle<br/>83616</p>             | <p>Online comment form</p> |
| <p>I do not agree with turning McDermott Road or Lake Hazel Road into transportation corridors similar to Eagle Road or the freeway.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>83687</p>                                | <p>Online comment form</p> |

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| <p><i>Question 1. Regarding agreement with the CIM 2040 Vision. Why or why not? Do you have any additional comments on the CIM 2040 Vision?</i></p>   |  |   |                            |
| <p>It is hard to know where to begin with my comments. I have just read through your online version of CM2040, laughingly called a transportation plan. In all truthfulness, it is not a transportation plan but rather a ROAD and HIGHWAY plan. Your "plan" somehow overlooks other forms of transportation, such as light rail, fast rail, carpooling, bicycles, etc. Your "plan" is simply a justification for doing what has always been done: maintain, improve, and build new roads. It is deficient, short-sighted and self-serving and extremely inadequate. Your premise is simply this: population is growing in Ada and Canyon counties and therefore it is obvious we have to build more roads. This means we can justify more money from the Feds, whom Idahoans loathe but love to take money from. Your justification for your "plan" is simply, as this document says, population growth. Are you kidding? Do you ever look outside the borders of Idaho and see what Portland, Denver, Salt Lake City, Tokyo or Phoenix has done and is doing with their increasing needs for moving people around? Apparently not! Do you actually expect that you can go on building more/bigger roads forever? You have given only vague lip service to quality of life issues, such as noise abatement and environmental values and loss of farmland/food supplies. Actually, you have glossed over environmental values by essentially saying "we have ways of dealing with that stuff!". Your "plan" is negligent in that it is based on needing to meet the demands of a growing population. In reality, however, roads encourage population growth as well. Where do you discuss that fact in your "plan"? Your "plan" is replete with bureaucratic jargon and impressive acronyms and terminology. But, gentlemen and gentleladies, it is hollow to the core! As an ex-government official I would be embarrassed to put this before the public. It is simply a sham put forth to justify more funding for building roads. I doubt that you will take my comments seriously since I am challenging you to take a hard look at what you do for a living - build roads. But seriously ask yourself this, do you want Boise (used to be a wonderful place to live) to become another Denver, Phoenix, or Portland? If you do, then keep your engineers and those highway construction contractors happy!</p> | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Deane H. Zeller<br/>83709</p>            | <p>Online comment form</p> |

| Comment   | Staff response to questions                               | Zip Code and Name/affiliation (if included)   | Format                 |
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| <i>Question 2. Regarding agreement with the CIM 2040 goals. Why or why not? (Please specify which goals(s) you are referring to). Do you have any additional comments on the goals?</i>   |   |   |                        |
| We need to preserve the open spaces that we have but also focus on the growth of our community.   | Comment provided to COMPASS Board and advisory committees | 83646   | Online comment form    |
| The goals are good I think the bike lanes are good to but the bicyclist should help pay for the bike lanes. Motorist are footing the bill for the roads and the bike lanes and the bike lanes are taking volume away from the motorist that pay for the lanes; seems hardly fair. Bicyclist should have to pay registration fees on their bikes if they want to use them on public roads. All sales tax generated from bikes should go to fund these bike lanes. I really like the protect agriculture and freight routs. | Comment provided to COMPASS Board and advisory committees | Kirk Hansen, American Geotechnics<br>83687    | Online comment form    |
| More mass transit!  | Comment provided to COMPASS Board and advisory committees | Ryan Kawaguchi<br>83714                       | Hard copy comment form |
| See previous essay [noted with *], which I won't duplicate here. It's a big task, clearly. The basic assumptions, however, built on the notion that we have all got to drive yonder to work and back again, somewhat reduces the level of credibility of the goals as articulated. Sorry. Somebody went to a lot of work to write that stuff down.  | Comment provided to COMPASS Board and advisory committees | 83687   | Online comment form    |
| Again, high speed rail would certainly meet a lot of the goals.   | Comment provided to COMPASS Board and advisory committees | Shelbye Weaver, St. John's Cathedral<br>83702 | Online comment form    |
| I particularly agree with goal 1.4 (encourage walk and bike trips), which goes hand-in-hand with goal 5.1 (promote and enhance health and environment).   | Comment provided to COMPASS Board and advisory committees | 83703   | Online comment form    |
| As the valley grows, it's critical that a strong plan is in place to prevent urban sprawl. I think providing better density solutions will be key.  | Comment provided to COMPASS Board and advisory committees | 83669   | Hard copy comment form |
| Great goals - again, about 14 of the 17 would be served with a functional rail system.  | Comment provided to COMPASS Board and advisory committees | 83712   | Online comment form    |
| I know that a lot of work went into developing these goals. They are well thought out and certainly relevant to the interests behind the eight major categories listed.   | Comment provided to COMPASS Board and advisory committees | 83607   | Online comment form    |
| These goals are important, but if funding is ever to be achieved, funding needs to be the top goal.   | Comment provided to COMPASS Board and advisory committees | 83646   | Hard copy comment form |
| I question the practicality of so many bike lanes. I rarely see them being used. Perhaps they should be limited to very specific areas and/or community centers. So many buses have very few passengers, should routes and schedules be structured where there is demand?   | Comment provided to COMPASS Board and advisory committees | Mac McOmber<br>83616                          | Hard copy comment form |

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| <i>Question 2. Regarding agreement with the CIM 2040 goals. Why or why not? (Please specify which goals(s) you are referring to). Do you have any additional comments on the goals?</i>   |   |   |                        |
| I disagree with more compact growth around high-impact areas. It can possibly cause more crime as well. I think it's a little late to plan for this: Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries.  | Comment provided to COMPASS Board and advisory committees | 83646                                       | Online comment form    |
| Tying to previous comments, land use should be number one goal, not transportation. All other goals are support for land use planning and implementation. Goal 2.2 is too vague, it is a statement like that of a confederacy not a management organization.  | Comment provided to COMPASS Board and advisory committees | 83714                                       | Online comment form    |
| See prior comments [noted with **]. The COMPASS vision is an improvement but it does not go far enough to improve air quality, walkability, light rail mass transit, and safe bicycling.  | Comment provided to COMPASS Board and advisory committees | 87705                                       | Online comment form    |
| Goals as outlined in your power point presentation would help build a healthy and desirable community to live in.   | Comment provided to COMPASS Board and advisory committees | 83702                                       | Online comment form    |
| Public health is an important goal - transportation needs to provide access to clinics and hospitals, pharmacies. Need to decrease air pollution; plantings may help.   | Comment provided to COMPASS Board and advisory committees | Dr. Ingrid Brudenell<br>83712               | Hard copy comment form |
| It's a pleasure to see non-traditional goals in CIM2040, specifically 5.7 and 8. Thank you for recognizing the central role transportation plays in influencing public, environmental and economic health. Idaho Rivers United likes the consideration of environmental elements included in Goal 1.1   | Comment provided to COMPASS Board and advisory committees | Liz Paul<br>Idaho Rivers United<br>83701    | Online comment form    |
| Additional comments on goals. These are an overwhelming number of goals. It is difficult to determine what will really get the focus. One important issue that does not seem to have been considered is the movement of emergency vehicles with safety and ease on our roads. Many new road designs actually make handling emergency vehicles, and moving traffic around accidents more difficult. There is too much emphasis on "efficiency" and too much emphasis on "reducing congestion." Commuter traffic should be focused more on the Interstate, on US highways, and on State highways, that are not currently heavily built up. Bypasses like the one around Eagle need to be done. If drivers want to use other routes, they should accept that it may be congested one or two hours a day. Their commute should not be a higher value than the needs of the neighborhoods they are passing through. Congestion may actually encourage people to choose more carefully about having long commutes. Current public transportation needs to be adequately funded, with extensive enough routes, and with long enough hours of service to be viable for serving most jobs. Focus should be on busses that can have changed routes rather than on fixed route modes. This offers greater flexibility. | Comment provided to COMPASS Board and advisory committees | 83704                                       | Online comment form    |

| Comment   | Staff response to questions                               | Zip Code and Name/affiliation (if included) | Format              |
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| <i>Question 2. Regarding agreement with the CIM 2040 goals. Why or why not? (Please specify which goals(s) you are referring to). Do you have any additional comments on the goals?</i>   |   |   |                     |
| All of the 17 goals are in alignment with a smart growth for the Treasure Valley. I would only advocate for the timely and responsive pursuit of these goals now rather than later. However, I know that it is obviously going to take time, is dependent on factors outside of local control, and will invariably have unintended consequences even at a slow pace.  | Comment provided to COMPASS Board and advisory committees | 83705                                       | Online comment form |
| Kudos to the COMPASS Staff for many months/years of diligent effort on this plan! Your efforts are thoughtful, systematic, and well organized. Your undertaking of this herculean effort is impressive. Thank you! These are good goals. Considering interactions between transportation and land use is wise. Collaboration with member land use agencies and sharing insights and understanding while recognizing the arms length necessary for land use jurisdictions and decision makers to ensure due process. The addition of economic development considerations is a meaningful addition to the plan as these elements are critical to the maintenance and success of the valley as well as being elements of major significance to the way the transportation system will be used. | Comment provided to COMPASS Board and advisory committees | Brent Orton<br>City of Caldwell<br>83605    | Online comment form |
| I strongly support Goal 2, Goal 5 and Goal 7 - Promoting development and Protecting the environment, Natural Resources, and Open Space.   | Comment provided to COMPASS Board and advisory committees | 84123                                       | Online comment form |
| The 3rd transportation goals seems to incorporate transportation demand management but I would like to see a stronger emphasis on TDM.  | Comment provided to COMPASS Board and advisory committees | 83706                                       | Online comment form |
| A suggestion as to the "how" when it comes to creating this transport system; follow Bogota, Colombia's example. They implemented TransMilenio, basically an above ground subway system using buses that have their own exclusive lane and are on a track that pulls flush up to the loading docks (there are no steps so as to make it easy for wheelchair/bike/elderly access). This system took less time to construct and at a fraction of the cost of doing an underground or even above ground railway system.  | Comment provided to COMPASS Board and advisory committees | 83713                                       | Online comment form |
| Too much emphasis is placed on facilitating external to external traffic in communities and neighborhoods.  | Comment provided to COMPASS Board and advisory committees | 83616                                       | Online comment form |
| They seem to cover all the bases, although there isn't a lot of analysis of the costs associated with them, both financial and otherwise.   | Comment provided to COMPASS Board and advisory committees | Thomas Brengle<br>83616                     | Online comment form |
| I do not have the time to go through each one, but generally, they are created to set the foundation for building more roads.   | Comment provided to COMPASS Board and advisory committees | Deane H. Zeller<br>83709                    | Online comment form |

| Comment  | Staff response to questions                                      | Zip Code and Name/affiliation (if included) | Format       |
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| <p><i>Question 2. Regarding agreement with the CIM 2040 goals. Why or why not? (Please specify which goals(s) you are referring to). Do you have any additional comments on the goals?</i></p>   |  |   |              |
| <p>I support the Communities in Motion 2040 plan, including the following:</p> <ol style="list-style-type: none"> <li>1. Support the Communities in Motion 2040 Vision because it calls for the maintenance of recreation areas and open space and for developing outside of prime farmland and lands with environmental constraints.</li> <li>2. Support Goal 5, "Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life."</li> <li>3. Support Goal 7, "Promote development and transportation projects that protect and provide all of the region's population with access to open space, natural resources and trails."</li> <li>4. Support all of the Implementation Policies because they ensure that CIM2040 won't just gather dust on the shelf.</li> <li>5. Support these Tasks; 2.1.4 - Plan transportation projects and promote land use patterns that protect and enhance riparian vegetation. 4.1.3 Encourage water efficiency. 5.1.5 Design transportation projects to avoid adverse impacts on the environment.</li> </ol> | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Laurie Kuntz<br/>Boise</p>               | <p>Email</p> |

| Comment   | Staff response to questions  | Zip Code and Name/affiliation (if included) | Format              |
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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p> |  |   |                     |
| WIDEN GLENWOOD!!!!!!!!!!!!!!!!!!!!!! From Eagle Rd to SH 16   | Comment provided to COMPASS Board and advisory committees  | Ron Sali                                    | Email               |
| Chinden should be the number one priority.  | Comment provided to COMPASS Board and advisory committees  | 83646                                       | Online comment form |
| Something really needs to be done for Eagle Rd. Not sure what, but in the 2 short years we've been here, the traffic seems to have doubled. The highways need to be "protected" to keep the higher speed limits enabling traffic to continue to move.   | Comment provided to COMPASS Board and advisory committees  | 83709                                       | Online comment form |
| I do think that priorities should be more focused on urban corridors  | Comment provided to COMPASS Board and advisory committees  | 83705                                       | Online comment form |
| How much of the state gas tax goes to transportation and how much is dumped into the general fund? If money is an issue how do you explain stye bridge to nowhere near star!??  | <p>Responded directly to commenter (an abbreviated version of that response is provided below; contact <a href="mailto:info@compassidaho.org">info@compassidaho.org</a> if you would like a copy of the complete response). Comment/question and response provided to COMPASS Board and advisory committees.</p> <p>Gas taxes are authorized under the Idaho Constitution. This has been in place since 1941, so no funds can be diverted to the general fund. That said, some portion of fuel sales are to non-highway purposes. Gasoline is used in off-road vehicles and boats, for example. So the state's distribution accounts for that by providing some funding to Idaho Parks and Recreation. Refunds are given to those buying gasoline not used for highway purposes, government agencies, etc. There is also a portion used for administering the gas tax collection. This is all specified in Idaho law under Title 63, Chapter 24, Section 12. In 2013, Idaho collected \$172.1 million in gasoline taxes. After provisions of the Idaho law, a net of \$147.86 million was put into the highway distribution account. Another \$65.58 was collected from special fuel sales (diesel),</p> | 83669                                       | Online comment form |

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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p> |  |   |        |
|   | <p>of which \$59.15 was put into the highway distribution account. Parks and Recreation received \$4.63 million of the gas taxes, but \$0 from special fuels. Administration of the tax collections received \$2.75 million from the gas tax and \$1.04 from special fuels. Ethanol exemptions received \$10.83 million from gas taxes and \$4.45 million from special fuels. Refunds were the majority of the remaining diversions. These are set under Idaho law. There are funds going into law enforcement, which is an allowed use under the Idaho Constitution. The beneficiary of this is the Idaho State Patrol. So the "diversion" into the general fund is limited to those dollars going into administration and State Parks and Recreation under specific conditions. The courts have ruled in the past that other uses, specifically an attempt to use an added gas tax to clean up underground gas tank leaks, were unconstitutional. (1996. V-1 Oil v. Idaho Petroleum Clean Water Trust Fund) Note that the highway distribution account is split between ITD and local road agencies (cities, counties, and highway districts) under a formula set by Idaho law. ITD gets 57% of the highway distribution account, Idaho State Patrol gets 5%, and local governments with roadway responsibilities get 38%. The distribution to local governments is based on a formula involving population, road mileage, vehicle registration fees and some equal sharing. Note that the local governments are bound by the Constitution to use those funds only for roadway purposes.</p> |   |        |

| Comment  | Staff response to questions  | Zip Code and Name/affiliation (if included)        | Format                        |
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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p>  |  |  |                               |
| <p>The top ten should be: 1 I-84 (centennial Way to Franklin) 2 US Highway 20/26 Eagle Road to the Franklin Interchange 3 SH 44 from Eagle to I-84 4 SH 16 from SH 44 to I-84 5 SH 55 from the Snake River to Nampa 6 Linder Road 7 Nampa Caldwell Blvd 8 Franklin Rd 9 Ustick Road (Montana to Mc Dermott) 10 Light rail from Boise to Caldwell</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>Kirk Hansen, American Geotechnics<br/>83687</p> | <p>Online comment form</p>    |
| <p>State Street should be developed into a high capacity corridor. Use I-84 right of way for light rail.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>Ryan Kawaguchi<br/>83714</p>                    | <p>Hard copy comment form</p> |
| <p>I let others do the prioritizing; however, I believe a part of this wonderful overview project must be the careful re-naming of some Treasure Valley roadways. Franklin is the named road that comes first to mind. Franklin (Road(s)) need to be re-worked, re-named from Caldwell to Boise to AVOID confusion.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>83687</p>                                       | <p>Online comment form</p>    |
| <p>ALL corridors should be modified to add or enhance safe bicycle infrastructure (bike lanes).</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>83703</p>                                       | <p>Online comment form</p>    |
| <p>Enhancing and improving our current corridors will become more critical as the valley grows.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>83669</p>                                       | <p>Hard copy comment form</p> |
| <p>Fine. Many of these lane additions frustrate me. In most cases widening a road does not serve as a longtime solution to traffic. Put in a rail system rather than adding lanes.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>83712</p>                                       | <p>Online comment form</p>    |
| <p>Widen Chinden from Eagle road West. It's a joke!</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>Ron Sali</p>                                    | <p>Email</p>                  |
| <p>The expansion of Beacon Light Road is uncalled for. I drive parts of this road every day and there is not enough traffic on it to warrant expansion. Expansion would destroy the country setting we have now.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Unfunded priority #33 in CIM 2040 only addresses the need to preserve land between Beacon Light Road and Purple Sage Road for a future connection.</p> | <p>Paul Flentge<br/>83616</p>                      | <p>Email</p>                  |
| <p>Hello, I would like to express my concerns regarding the proposal to expand Beacon Light Road (BLR) to 5 lanes, connecting HWY 16 with Hwy 55. We have lived on [street name removed for privacy] since 1976 and have seen many changes to the Eagle area. Expansion of Beacon Light Road would adversely impact the rural neighborhood when other less costly and less intrusive alternatives are available. Specific concerns include:</p> <ul style="list-style-type: none"> <li>• Connecting these two roads will create a corridor that will encourage regional traffic to traverse through existing residential neighborhoods.</li> </ul> | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>Mike and Arlene Griffiths<br/>83616</p>         | <p>Email</p>                  |

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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p>   |   |   |              |
| <ul style="list-style-type: none"> <li>• Better alternatives exist to accommodate regional east-west traffic.</li> <li>• COMPASS should be focusing our limited transportation dollars on connecting and improving major arterials and State highways.</li> <li>• A major arterial (Goodson Road) is identified would connect I84 to SH16. The Northwest Foothills Transportation Study (NWFTS) conducted by ACHD in 2007, identifies an east-west corridor along Aerie Way (through the M3 development), that connects SH16 with SH55. This alternative would provide a major east-west arterial from I84 to SH55 with very limited impacts to existing development.</li> </ul>  |   |   |              |
| <p>I am writing concerning the <i>Community In Motion 2040</i> Plan that identifies a new connection between Beacon Light Road and Purple Sage Road. My understanding is that this plan could lead to Beacon Light Road becoming a major thoroughfare of five lanes. I live south of Beacon Light Road on the west side of North Eagle Road. I would like to request that an alternative plan be considered that does not result in widening Beacon Light Road to five lanes and negatively impacting the surrounding neighborhoods. When I purchased my property twenty-two years ago, I was impressed by the then existing Comprehensive Plan which indicated that the future of the area would remain rural. This plan seemed to ensure that the current roads in the area would not become too heavily traveled. So far, that original Comprehensive Plan has protected this quiet and scenic area. Now, however, it appears that what we all originally bought into is going to be compromised in order to line the pockets of developers who want to make a profit at the expense of those who already live here. Any plans that would result in the need to expand Beacon Light Road to five lanes would negatively impact countless properties all along the road and the surrounding neighborhoods by encouraging increased traffic (and its accompanying noise) right through our backyards. Part of the value of my property is tied to the fact that this is a quiet, rural area, far from any heavily traveled multi-lane roads. Even North Eagle Road to the east of my property, is still fairly quiet and capable of moving traffic quite well along two lanes just south of Beacon Light Road. I feel as if the <i>Community In Motion 2040</i> plan is running roughshod over the rights of the current property owners near Beacon Light Road in order to cater to the desires of future developers. Please consider preserving the rural feel of this area, and do not make plans that will eventually negatively alter Beacon Light Road for current property owners. Keep connecting major thoroughfares away from the backyards of the property owners who treasure the quiet, rural nature of the area. Thank you for your consideration.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Laura McCarthy<br/>83616</p>             | <p>Email</p> |

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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p>  |   |   |              |
| <p>To whom it may concern, I would like voice my opinion in opposition to connecting Beacon Light Rd. and Purple Sage Rd. Both of these roads should not be major traffic roads. Let's not make it a thoroughfare. Traffic patterns should be established and directed to Hwy 16. Widening State Street and making it able to handle the flow of traffic is where your money should be spent. Traffic should be diverted to Hwy 16 and the infrastructure put in place to support it. Also, the plan to widen Linder is crazy. Why make this this road bigger when traffic flows should be directed to HWY 16? Let the Hwy be the main road. Let these smaller roads feed to it. It is not wise planning to make a smaller road like Linder into a major road.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Ann Moffat</p>                           | <p>Email</p> |
| <p>I support the points listed below and am adamantly opposed to proposed plan to widen Beacon Light to 5 lanes.<br/>           CIM Funding Priority #33: Connecting Purple Sage Road (PSR) to Beacon Light Road (BLR):</p> <ul style="list-style-type: none"> <li>* Connecting these two roads will create a corridor that will encourage regional traffic to traverse through existing residential neighborhoods.</li> <li>* This project is the last priority (#33 of 33) on the list and should be removed from consideration as other better alternatives exist to accommodate regional east-west traffic.</li> <li>* Both PSR and BLR are minor arterials which should actually function as collectors. COMPASS should be focusing our limited transportation dollars on connecting and improving major arterials and State highways.</li> <li>* A major arterial (Goodson Road) is identified above PSR that would connect I84 to SH16. The Northwest Foothills Transportation Study (NWFTS) conducted by ACHD in 2007, identifies an east-west corridor along Aerie Way (through the M3 development), that connects SH16 with SH55. This alternative would provide a major east-west arterial from I84 to SH55 with very limited impacts to existing development.</li> <li>* Constructing new roadways increases maintenance costs and diverts money away from improving the existing transportation system. Apply the \$38 million cost for this project to capacity/transit improvements on SH44.</li> </ul> <p>CIM Funding Priority #6: Widening Linder Road to 5 lanes (ACHD budgeted project)</p> <ul style="list-style-type: none"> <li>* There is no basis for widening Linder from SH44 to BLR (this is a long range ACHD funded project). Traffic counts are within acceptable levels of service(LOS). Right of way (ROW) may not be granted through BLM ground to connect foothills development to Linder. A new SH16 Boise River crossing exists nearby.</li> </ul> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Hugh S. Crawford<br/>83616</p>           | <p>Email</p> |

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| <ul style="list-style-type: none"> <li>* COMPASS should be focusing our limited transportation dollars on projects where there is an actual need.</li> <li>* This project should be eliminated to protect the environment and existing neighborhoods and because the need may never materialize. Funding: CIM 2040 accepts the lack of funding for improving the regional transportation system.</li> <li>* This philosophy inappropriately pushes traffic onto local roads that were never intended to carry regional traffic.</li> <li>* Capacity improvements then fall to ACHD which results in widening the local road system that pushes traffic into residential neighborhoods impacting quality of life for existing taxpayers.</li> <li>* Taxpayers expect ITD and ACHD to work cooperatively to put our tax dollars (local and State) toward improvements on State highways PRIOR to expansion of the local road system.</li> <li>* Much of the CIM priorities are currently unfunded. Should funding become available, it should be used to shorten the timeframe for critical high priority projects that improve the State highway system in our area.</li> </ul> |  |   |                               |
| <p>I think priority number 4, State Hwy 55 (Snake River to the City of Nampa) should be moved up to priority number one or two. That section of road is in poor condition, presents major safety issues caused with the county roads that intersect portions of that roadway. The safety record, crash and fatality reports show that section of road to be one of the very most dangerous sections of state highway in Idaho.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>83607</p>                                | <p>Online comment form</p>    |
| <p>Many of these are already overdue needs. How do we not only catch up but get ahead?</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>83646</p>                                | <p>Hard copy comment form</p> |
| <p>#14 Highway 16 (20/26 to I-84) should be #1 priority. #6 Linder Road should be left as is at 2 lanes. #27 Three Cities River Crossing - Delete. It would put too much traffic onto 5 Mile or Maple Grove. Add making Chinden from I-184 to Glenwood to 7 lanes - most of the route has adequate R.O.W. Add State Street from 27th Street into Downtown Boise: By making existing State Street one way westbound and development eastbound one way onto Jefferson or ?. Would require some significant right of way and demolition.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Mac McOmber<br/>83616</p>                | <p>Hard copy comment form</p> |

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| <p>Expansions to Beacon Light should be limited to the addition of bike paths to improve safety as it is popular with the cycling community. Expanding to 5 lanes would destroy Beacon Light Road and provide no real benefit.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Unfunded priority #33 in CIM 2040 only addresses the need to preserve land between Beacon Light Road and Purple Sage Road for a future connection.</p> | <p>Cindy Sawyers</p>                        | <p>Email</p>                  |
| <p>As one who cycles from southeast Boise to Eagle via backroads, I am asking that priority item Number #33 (connecting Purple Sage to Beacon Light Road) be removed from the plan. It does not provide a benefit for my tax dollars as the traffic is still funneled to the same place with or without the connection. Not only is it not a beneficial use of resources, it is, in fact, a detrimental one as this connection would impair safety (for both vehicles and cyclists) and destroy local neighborhoods. Thank You.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>Liz Fitzgerald<br/>83706</p>             | <p>Email</p>                  |
| <p>See prior comments [noted with **]. Safe N-S corridors for bicycling are missing.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>87705</p>                                | <p>Online comment form</p>    |
| <p>Should have a higher priority for park and ride lots with connectors by bus or light rail in the future. I wonder about the changes to I-84, State Street Corridor -- currently very crowded. What can be done to decrease traffic on this road? More bus lines and pedestrian lanes? What about adding electric recharging stations? "Charger Stations"</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>Dr. Ingrid Brudenell<br/>83712</p>       | <p>Hard copy comment form</p> |
| <p>1 -3 okay [I-84, State Highway 44, US 20/26]. Project 12 [Treasure Valley high capacity corridor study] should be in the top five, because of its potential impact on several others, including short and medium-term park and ride lots (projects 5 and 10), which should be an outcome of that process. Project 27 [Three Cities River Crossing] should also be in the top five, given its potential value. Project 4 [State Highway 55, Snake River to Nampa] would become the new Project 6 and the others would bump down in order. I don't see a lot of value in prioritizing past the mid-20s. It would be of more value in a review to have some ball-park estimate of costs related to a project and some cost-benefit analysis besides a theoretical shorter drive time. [Note – corridor/project names added by staff for clarity]</p> | <p>Comment provided to COMPASS Board and advisory committees</p>   | <p>83714</p>                                | <p>Online comment form</p>    |

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| <p>As previously stated, Idaho Rivers United does not support continued development near the Boise River. IRU opposed investment in projects that support floodplain development, loss of riparian habitat, loss of wetlands and side channels, that alter the hydrologic flow of the Boise River, that add to the stormwater and wastewater pollution of the river, that introduce light, noise and domestic animals to the river corridor, that increase reliance of flood control and put the entire community at increased flood risk. Projects #2 [State Highway 44], #6 [Linder Road], #18 [Middleton Road], #26 [US 20/26 from City of Caldwell to Parma], and #27 [Three Cities River Crossing] should be eliminated from the list of priorities. [Note – corridor/project names added by staff for clarity]</p>                                  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Liz Paul<br/>Idaho Rivers United<br/>83701</p>               | <p>Online comment form</p> |
| <p>As noted previously, commuter traffic should be focused first on the Interstate, then on US highways, then on State highways. Bypasses are very important. These numerous projects are challenging to even understand how they benefit the overall situation.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>83704</p>  | <p>Online comment form</p> |
| <p>I would like to see the more transit-oriented projects moved higher in the list of priorities (i.e., valleyconnect, Treasure Valley High Capacity Corridor). I also think SH 16 needs to be at least in the top 5 as another north-south connection between I-84 and SH 44 is still a glaring need in the valley.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Yuri Mereszczak<br/>Kittelson &amp; Associates<br/>83706</p> | <p>Online comment form</p> |
| <p>We are asking that priority item Number #33 (connecting Purple Sage to Beacon Light Road) be removed from the plan. It does not provide a benefit for our tax dollars as the traffic is still funneled to the same place with or without the connection. Not only is it not a beneficial use of resources, it is, in fact, a detrimental one as this connection would impair safety (for both vehicles and cyclists) and destroy local neighborhoods. Approving a connection between PSL and BLR would directly impact the proposed expansion of BLR to 5 Lanes (that ACHD vote is temporarily postponed to Jan 2015). Expansions to Beacon Light should be limited to the addition of bike paths to improve safety as it is popular with the cycling community. Expanding to 5 lanes would destroy Beacon Light Road and provide no real benefit.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Brian McCauley<br/>83616</p>                                 | <p>Email</p>               |

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| <p>I would strongly advocate for the prioritization of the following projects far higher than currently slated: 29.CIM 2040 transit, long-term (capital/operating), 10.Regional park and ride lots (medium-term improvements), 15.Boise Downtown Circulator, 11.valleyconnectnear-term (capital/operating), 16.valleyconnect medium-term (capital/operating). I would move mass transit to the number 1 spot and move the others up at least 3-5 spots each. The long term reward for increased mass transit and a downtown means of moving large amounts of people easily will fund future development. Businesses look for three things when deciding where to locate their business: location, location, and location. Give them an easily accessible location with a means of moving large amounts of people through their doors (e.g., downtown circulator rather than individual car parking) and business revenues will increase, meaning more tax revenues. Mass transit allows the entire Valley to visit each other's urban cores without all of the hassle, risk, and motivation required to drive 45 minutes, park, carry insurance on vehicles, etc. Mass transit equates to increased commerce, which once again will drive tax revenues for sustained growth over time.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>83705</p>                                      | <p>Online comment form</p> |
| <p>Prioritization of the corridors and projects reflects a holistic view of the needs for the system as a valley. Maintaining a focus on priorities can allow well planned projects to come to fruition and prevent the opportunity to fulfill well laid plans to be forgotten or lost. Maintenance is presumed by the draft plan to consume the lion's share of funding going forward, in part contributing to the unfunded designation for this list of priorities. While agreeing that maintenance is critical to preserve value in infrastructure the community has already got, we also acknowledge that with the changeable, volatile nature of federal funding, that local funding over which the community has more control should be the staple of maintaining what we already have as a valley wide community. These federal dollars, when they can be obtained, should be aimed more at creating necessary facilities to relieve congestion and allow the growth that will also enhance funding capabilities on a local level. Maintenance only mode, may encourage the formation of dependencies that will lead to some ruin when the federal funding we might begin to rely on for maintenance becomes increasingly sparse. In short, I would suggest that there be consideration for capital improvements again rather than only maintenance since each highway authority should already be maintenance capable without federal assistance as a general rule.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Brent Orton<br/>City of Caldwell<br/>83605</p> | <p>Online comment form</p> |

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| <p>Good Morning, Here is my input on Compass plan for the year;<br/> <b>CIM Funding Priority #33:</b> Connecting Purple Sage Road (PSR) to Beacon Light Road (BLR):</p> <ul style="list-style-type: none"> <li>• Connecting these two roads will create a corridor that will encourage regional traffic to traverse through existing residential neighborhoods.</li> <li>• This project is the last priority (#33 of 33) on the list and should be removed from consideration as other better alternatives exist to accommodate regional east-west traffic.</li> <li>• Both PSR and BLR are minor arterials which should actually function as collectors. COMPASS should be focusing our limited transportation dollars on connecting and improving major arterials and State highways.</li> <li>• A major arterial (Goodson Road) is identified above PSR that would connect I84 to SH16. The Northwest Foothills Transportation Study (NWFTS) conducted by ACHD in 2007, identifies an east-west corridor along Aerie Way (through the M3 development), that connects SH16 with SH55. This alternative would provide a major east-west arterial from I84 to SH55 with very limited impacts to existing development.</li> <li>• Constructing new roadways increases maintenance costs and diverts money away from improving the existing transportation system. Apply the \$38 million cost for this project to capacity/transit improvements on SH44.</li> </ul> <p><b>CIM Funding Priority #6:</b> Widening Linder Road to 5 lanes (ACHD budgeted project)</p> <ul style="list-style-type: none"> <li>• There is no basis for widening Linder from SH44 to BLR (this is a long range ACHD funded project). Traffic counts are within acceptable levels of service (LOS). Right of way (ROW) may not be granted through BLM ground to connect foothills development to Linder. A new SH16 Boise River crossing exists nearby.</li> <li>• COMPASS should be focusing our limited transportation dollars on projects where there is an actual need.</li> <li>• This project should be eliminated to protect the environment and existing neighborhoods and because the need may never materialize.</li> </ul> <p><b>Funding:</b> CIM 2040 accepts the lack of funding for improving the regional transportation system.</p> <ul style="list-style-type: none"> <li>• This philosophy inappropriately pushes traffic onto local roads that were never intended to carry regional traffic.</li> <li>• Capacity improvements then fall to ACHD which results in widening the local road system that pushes traffic into residential neighborhoods impacting quality of life for existing taxpayers.</li> <li>• Taxpayers expect ITD and ACHD to work cooperatively to put our tax dollars (local and State) toward improvements on State highways PRIOR to expansion of the local road system.</li> <li>• Much of the CIM priorities are currently unfunded. Should funding become available, it should be used to shorten the timeframe for critical high priority projects that improve the State highway system in our area. Thank you very much</li> </ul> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Cheryl Christensen<br/>83616</p> | <p>Email</p> |
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| <p>Dear COMPASS staff, Please do not allow any improvements that will ultimate lead to the widening of Beacon Light road to be widened to 5 lanes. This rural road should be maintained as a 2 or 3 lane road at most. There are better routes to move potential traffic to mass transit areas. As a tax payer, money to expand Beacon Light road is a bad use of money in this economy. I cannot support any elected officials that feel this is a necessary use of tax payer money. We know there are a lot of improvements that have to happen along already established and planned routes. Expanding Beacon Light road is not a necessity, ruins the rural feel of a rural location and will cause higher taxes for taxpayers. Please consider. Thanks</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Unfunded priority #33 in CIM 2040 only addresses the need to preserve land between Beacon Light Road and Purple Sage Road for a future connection.</p>  | <p>Bret Linton<br/>83616</p>                         | <p>Email</p> |
| <p>Dear Folks, Connecting Purple Sage Road to Beacon Light Road is a terrible idea that will adversely impact residential neighborhoods. You know the reasons. I would like to be on record as opposing it. Thank you</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Steve Ford<br/>83616</p>                          | <p>Email</p> |
| <p>Dear COMPASS Staff, As residents of Eagle, on [street name omitted for privacy] just off Beacon Light, the prospect of Beacon Light road becoming a five lane throughfare is honestly unthinkable. We understand there are developmental and business-related reasons for this project. And we understand there are various solutions possible to solve the future traffic issues along that corridor. What needs to be understood, however, is that ALL residents along this road, as well as most other residents of Eagle, have NO DESIRE to see Beacon Light become a 5 lane highway! We chose to build our house on [street name omitted for privacy] last year because of the unique rural environment this area provides, its property value, and the serenity we have here. By expansions Beacon Light to 5 lanes, not only would some residents be displaced by having to give up their land, but the introduction of such a high traffic road would decrease property values, wipe out the rural sense of serenity that drew many of us to the area, create an unsafe environment for our children to play (even catch the school bus!), create more noise and auto pollution, and literally change the whole landscape of our community – bringing commercialization into an area that everyone wants preserved as a rural residential community. With all due respect, nobody wants this who is not</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Unfunded priority #33 in CIM 2040 only addresses the need to preserve land between Beacon Light Road and Purple Sage Road for a future connection.</p>  | <p>Dr. Phillip and Cherry<br/>Ann Redd<br/>83616</p> | <p>Email</p> |

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| <p>involved in county politics and government agencies. WE are the ones who live here! WE are the ones who have invested hundreds of thousands of dollars in our property! WE are the ones who will live with and suffer the future consequences of your political and governmental decisions! Please hear our voices and honor OUR investments and quality of life! We do not oppose development. However, we feel there are other solutions which can be developed and presented as viable options for the potential growth that is forecast for the North Eagle regions. But more time is needed to develop these alternative solutions. We feel there can be a more reasonable forums of debate and further research that could lead to the development of other solutions besides the expansion of Beacon Light into a 5-lane atrocity. Thank you for hearing our voices!</p>   |  |   |              |
| <p>To Whom It May Concern: I am writing to request that you please reconsider any thoughts of making Beacon Light Road a "commuter route". We live in this residential area of North Eagle. We do not feel that creating a commuter corridor that will create a "regional" traffic cut through will solve ANY problem for the long term, and it certainly will ruin our lives forever. The problem with traffic should be addressed with highway 16, Highway 44 and Highway 20/26. Bringing commuters from Gem and Canyon Counties through our neighborhood is not the answer. We are a 3 mile section of road that is rural residential. We are not a commuter highway - and in fact - exactly how much problem does it solve just to dump the traffic back onto Highway 44 or highway 16 after this short stretch of road? We all come back together at highway 55 (State Street). We believe that COMPASS should be focusing on using transportation dollars on State highways - Please. I cannot imagine that you would find this acceptable if YOU lived here! Further, the M3 project should create and use connectors in areas NORTH of Eagle. We should not have our little stretch of roadway destroyed so that they do not have to drive all the way down highway 16. Better alternatives to assisting the East West Traffic problems exist. Please remove consideration of using BLR as a major traffic corridor. I know that you may feel that there are only a few of us - but believe me, we truly love where we live and do not want to see this beautiful, peaceful stretch of our community ruined for eternity. It is with heartfelt plea that we beg you to reconsider other alternatives to ruining our homes!</p> | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Rob and Margie Jacobs<br/>83616</p>      | <p>Email</p> |
| <p>My name is Thomas Cornell. My wife Vickie and I live [street name removed for privacy] in the area that will be impacted if this connector to Purple Sagle is completed. When we moved to our home the density that was planned for this area in the general plan was for one home per five</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Thomas Cornell<br/>83616</p>             | <p>Email</p> |

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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p>   |  |   |        |
| <p>acres maximum. Since that time, developers have convinced the county to greatly change that and now there is a planned mixed use development directly across Beacon Light Road from our home. We encourage the State to make adequate travel on sh16 and sh 55 and sh 44 to accommodate future growth. Quite frankly, if the M-3 development is going to cause such chaos within our existing community, then they should bear the burden of providing the space for the roadway within their "NEW" community. Thank You.</p> <p><b>CIM Funding Priority #33:</b> Connecting Purple Sage Road (PSR) to Beacon Light Road (BLR):</p> <ul style="list-style-type: none"> <li>• Connecting these two roads will create a corridor that will encourage regional traffic to traverse through existing residential neighborhoods.</li> <li>• This project is the last priority (#33 of 33) on the list and should be removed from consideration as other better alternatives exist to accommodate regional east-west traffic.</li> <li>• Both PSR and BLR are minor arterials which should actually function as collectors. COMPASS should be focusing our limited transportation dollars on connecting and improving major arterials and State highways.</li> <li>• A major arterial (Goodson Road) is identified above PSR that would connect I84 to SH16. The Northwest Foothills Transportation Study (NWFTS) conducted by ACHD in 2007, identifies an east-west corridor along Aerie Way (through the M3 development), that connects SH16 with SH55. This alternative would provide a major east-west arterial from I84 to SH55 with very limited impacts to existing development.</li> <li>• Constructing new roadways increases maintenance costs and diverts money away from improving the existing transportation system. Apply the \$38 million cost for this project to capacity/transit improvements on SH44.</li> </ul> <p><b>CIM Funding Priority #6:</b> Widening Linder Road to 5 lanes (ACHD budgeted project)</p> <ul style="list-style-type: none"> <li>• There is no basis for widening Linder from SH44 to BLR (this is a long range ACHD funded project). Traffic counts are within acceptable levels of service (LOS). Right of way (ROW) may not be granted through BLM ground to connect foothills development to Linder. A new SH16 Boise River crossing exists nearby.</li> <li>• COMPASS should be focusing our limited transportation dollars on projects where there is an actual need.</li> </ul> | <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> |   |        |

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| <ul style="list-style-type: none"> <li>• This project should be eliminated to protect the environment and existing neighborhoods and because the need may never materialize.</li> </ul> <p><b>Funding:</b> CIM 2040 accepts the lack of funding for improving the regional transportation system.</p> <ul style="list-style-type: none"> <li>• This philosophy inappropriately pushes traffic onto local roads that were never intended to carry regional traffic.</li> <li>• Capacity improvements then fall to ACHD which results in widening the local road system that pushes traffic into residential neighborhoods impacting quality of life for existing taxpayers.</li> <li>• Taxpayers expect ITD and ACHD to work cooperatively to put our tax dollars (local and State) toward improvements on State highways PRIOR to expansion of the local road system.</li> </ul> <p>Much of the CIM priorities are currently unfunded. Should funding become available, it should be used to shorten the timeframe for critical high priority projects that improve the State highway system in our area.</p>   |   |   |              |
| <p>I am writing to day to express my thoughts about the concept/proposal to connect Purple Sage Road with Beacon Light Road.</p> <ol style="list-style-type: none"> <li>1. Purple Sage and Beacon Light were originally created as rural, minor arterial roads - meant to carry traffic from residential and agricultural properties to more major connections to feed into cities for employment, shopping, entertainment, emergencies, etc. They were not intended to become major thoroughways themselves. They should remain as "collectors". Connecting them would encourage east-west travel from Canyon County and Gem County, all the way east through rural Eagle to Highway 55. Encouraging additional traffic, for longer segments, on rural minor collector roads instead of getting them more quickly onto state highways and major thoroughfares is counter-productive. These smaller county lanes and the areas through with they run should not be made to bear the brunt of poorly configured and improved state highway systems.</li> <li>2. COMPASS virtually recognizes that this is a less-than-desirable project by placing it last on its priority list (unfunded). However, even this lowly listing should be removed, as it removes some attention from the more appropriate focus of finding and implementing better alternatives - e.g., state highways that are planned and improved to handle multi-county traffic, and forcing new development to plan and include appropriate feeder roadways to accommodate new traffic that said development creates. The bottom line is that there is no funding</li> </ol> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Curtis Stoddard<br/>83616</p>            | <p>Email</p> |

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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p>   |   |   |              |
| <p>and really no reason for this project. Efforts and future funding should be directed at a) getting new traffic out of existing neighborhoods through use of new development infrastructure created as the developments are built out, and b) increasing the access and capacity of state roads to handle said traffic.</p> <p>Please consider removing this concept from the CIM 2040 plan and encouraging the “better alternatives” rather than taking the “path of least resistance” route, which will ruin the characters of both the Purple Sage Road and Beacon Light Road areas. Thank you for your consideration.</p>   |   |   |              |
| <p>Dear COMPASS staff, We have lived on [street name removed for privacy] in Eagle just south of Beacon Light Road for 30 years. We are opposed to CIM Funding Priority #33, which would connect Purple Sage Road to Beacon Light Road. This corridor would forever alter the quiet rural character of our community. Surely there are better alternatives that would be in keeping with the concept of smart growth and be a more appropriate use of the limited public funds available. We strongly urge you to remove this item from consideration and focus on better traffic alternatives.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Bruce Haak &amp; Evelyn Thomas<br/>83616</p> | <p>Email</p> |
| <p>To Whom It May Concern: We are against Beacon Light becoming a 5 lane road for the simple fact the area we live in, north of Eagle, is supposed to be a rural area or at least that is what we thought and the neighbors we live near thought. That is why we moved here. Making Beacon Light 5 lanes somehow just does not fit in, in our minds, with a rural community. We are also getting very tired of (not enough to quit opposing) the constant proposals to make BLR 5 lanes. We no more than think it has been decided to go no more than 3 lanes than there comes another reason for it to be 5 lanes. We do not believe it is for the good of the area for it to be five lanes. If it is all about future traffic then maybe there should be some consideration in maybe not giving out so many building permits.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Unfunded priority #33 in CIM 2040 only addresses the need to preserve land between Beacon Light Road and Purple Sage Road for a future connection.</p>  | <p>Jim and Judy Banducci<br/>83616</p>          | <p>Email</p> |

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| <p>Dear Compass Idaho, We are concerned citizens of the Eagle area who ask that you recognize the negative impact funding priorities would have on Beacon Light Road and consider alternatives as follows:</p> <p><b>CIM Funding Priority #33:</b> Connecting Purple Sage Road (PSR) to Beacon Light Road (BLR): Please reconsider this priority by focusing transportation dollars on connecting and improving major arterials and State highways</p> <p><b>CIM Funding Priority #6:</b> Widening Linder Road to 5 lanes (ACHD budgeted project). Please reconsider widening Linder from SH44 to BLR. The new SH16 Boise River crossing will accommodate traffic needs so that Linder will not require changing.</p> <p><b>Funding: CIM 2040</b> Please reconsider widening local road systems that push traffic into residential neighborhoods impacting quality of life for existing land owners.</p> <p>Taxpayers expect ITD and ACHD to work cooperatively to put our tax dollars (local and State) toward improvements on State highways PRIOR to expansion of the local road system.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Lisa and Mark Szentes<br/>83616</p>      | <p>Email</p> |
| <p>I strongly oppose the CIM plan's intention to continue the urbanization of the Treasure Valley. It is time to say NO to the developers - aided by Ada and Canyon County supervisors - who are putting money in their own pockets while continuously degrading the quality of life of we who live in the Treasure Valley. A five-lane highway along Beacon Light Road in Eagle would, for example, make the entire town of Eagle an urban oasis, surrounded by high traffic roads ... kind of like the Bronx. WE DO NOT WANT THIS. It is time for our elected representatives and all Treasure Valley public officials to put the quality of life of tax-paying Treasure Valley residents as <b>FIRST PRIORITY</b> in all their planning and <b>STOP THE GROWTH.</b></p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Unfunded priority #33 in CIM 2040 only addresses the need to preserve land between Beacon Light Road and Purple Sage Road for a future connection.</p>  | <p>Andrew Chorlton<br/>83616</p>            | <p>Email</p> |

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| <p>Dear CIM/COMPASS, Autos should not rule COMPASS's thinking. Would COMPASS please exhibit more consideration for people, neighborhoods, and air quality rather than catering to the almighty automobile by ruining neighborhoods and people's environment? COMPASS has a big chance to take a stand on the issue.</p> <ul style="list-style-type: none"> <li>• Do not plan to allow heavy east-west traffic between Hwy 44 and Homer Road in north Eagle.</li> <li>• Please leave the rural Beacon Light Road Corridor alone: No future widening to encourage increased auto traffic, no future connection to Purple Sage Road on the west. North Eagle does not need to become a traffic short cut between Hwys 16 &amp; 55. Better yet, consider having the west end of BL Road be a dead end with a gate in order to allow access for emergencies.</li> <li>• In future, plan to keep the growing heavier traffic on state highways. Put pressure on the state; if no pressure is applied, then the state will not work to raise monies to do its job. The state needs to ante up; raise taxes earmarked for road improvements. People are willing to pay such taxes that benefit all drivers. Such a tax can be paid on the state Income Tax Return, rather than as an additional gasoline tax.</li> <li>• Set a better example for CIM and work towards a mass transit system such as light rail, and plan for parking lots/garages near the busiest rail stops. Commuters will adjust, and they will appreciate that their autos will experience less wear and tear, and will require less gasoline expense.</li> </ul> <p>Thank you for seeking public opinion on a crucial decision for the future.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Patricia &amp; Vincent Minkiewicz<br/>83616</p> | <p>Email</p> |
| <p>Communities in Motion: As home owners, we submit my comments regarding the planning for the Communities in Motion projects. Instead of spending money for road projects that split residential neighborhoods and area schools, the planning focus and money would be better concentrated and spent on the major roads already in place but are uneven in their ability to carry traffic - such as instead of widening Linder to five lanes - a residential street that intersects farm lands, neighborhoods and several schools, why not widen Highway 44 west to Highway 16? At the intersection of Linder and Highway 44, it narrows to two lanes west to Highway 16. Highway 16 has just undergone a massive expansion and some parts are not even open to traffic yet. We are seriously offended by</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Michael and Pamela Eldridge<br/>83616</p>       | <p>Email</p> |

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| <p>the five-lane plan for Linder (north/south) and Beacon Light Road (east/west). This is unfathomable to us that anyone would think this is a good idea. The money would be better spent to support and enhance the Highway road system already in place, and to which people are accustomed to driving, without deliberately creating new thoroughfares where the effect will destroy the communities they slice and divide through. The need for traffic mitigation is understandable, but no one has a crystal ball to see what the actual population or traffic needs hold for the future. These current plans are extremely aggressive, will completely change the communities they cut through, ruin the cohesiveness of a small town (Eagle) from its agricultural edges to its small inner core. Eagle is a beautiful little town to live in. These proposals threaten the very air we breathe, will create more exhaust pollution, noise pollution, traffic congestion in residential neighborhoods, require hiring and providing for more medical emergency care and police responders. What environmental impacts have been considered? Please carefully consider these proposals, the impacts it will have on the residents, neighborhoods, schools, the community's abilities to support and pay for the extra EMT's, ambulances, police personnel, the very neighborhoods themselves. Do not make Eagle the "fall-guy" for someone else's ambitious building plans when there are other adequate alternatives to more efficiently funnel traffic. Thank you for your careful and thoughtful consideration.</p> <p><b>CIM Funding Priority #6: Widening Linder Road to 5 lanes (ACHD budgeted project)</b></p> <p>There is no basis for widening Linder from SH44 to BLR (this is a long range ACHD funded project). Traffic counts are within acceptable levels of service (LOS). Right of way (ROW) may not be granted through BLM ground to connect foothills development to Linder. A new SH16 Boise River crossing exists nearby. COMPASS should be focusing our limited transportation dollars on projects where there is an actual need.</p> <p>This project should be eliminated to protect the environment and existing neighborhoods and because the need may never materialize.</p> <p><b>Funding:</b> CIM 2040 accepts the lack of funding for improving the regional transportation system. This philosophy inappropriately pushes traffic onto local roads that were never intended to carry regional traffic. Capacity improvements then fall to ACHD which results in widening the local road system that pushes traffic into residential neighborhoods impacting quality of life for existing taxpayers. Taxpayers expect ITD and ACHD to work</p> |                             |   |        |

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| <p>cooperatively to put our tax dollars (local and State) toward improvements on State highways PRIOR to expansion of the local road system. Much of the CIM priorities are currently unfunded. Should funding become available, it should be used to shorten the time frame for critical high priority projects that improve the State highway system in our area.</p>   |   |   |              |
| <p>To whom it may concern: We are residents of Eagle. We chose this area because of its country residential neighborhood on Beacon Light Road. We have poured our hard earned money into our home here not expecting to face a highway in front of our home. Ruining property values and quality of life. We do not think connecting beacon Light and Purple Sage is a wise decision. We and all the neighbors living in this area do not want our life disrupted by such a poor plan use of tax payers funding. The tax dollars would be better spent improving State highways to accommodate traffic needs not our community roads. Purple Sage can better be connected to highway 16 which would take traffic to highway 44 or I84 for East West traffic flow. Tax payers and residents of Eagle expect ITD and ACHD to consider the will of the people and work for the betterment of community living by not making local roads into freeways for "POSSIBLE" traffic. Please reconsider this plan and remove it from your list. Thank You</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Joe and Anna Bridgewater<br/>83616</p>   | <p>Email</p> |
| <p>As a long time residential property owner in Eagle, having moved here to this rural agrarian area for its peaceful character, I wish to express my dismay with any plan which could.... will...lead to such a major shift in the composition of the way we now are living. I am not against progress and GOOD planning, I have been a builder and contractor all my life. I do know that as soon as such major highway planning is set, decisions made, developers buy up land, projects are planned which conform with the type and capacity of the roadway ..... example: Eagle Road ! When I moved to Eagle in 1984 this road was two lanes ..... now it is many lanes, resembles California ??? has drawn several chain businesses, this is inevitable when planning disregards existing rural neighborhoods and the wishes of the local residents. It seems very logical that the existing corridors, with well planned expansions, will well carry the projected traffic. It also seems to me that the projections are well beyond real numbers. I believe strongly that major projects such as M3 need to be willing and required to at the outset plan and construct adequate roadways capable of handling their input to the system ?? State highway 16 widened to an interchange at 84. State highway 44 widened from Boise to 84. State highway 55 realigned and widened from Horseshoe Bend hill to State highway 44. Linder road is already planned to be widened from M3 to connect to State highway 44. These projects will adequately handle</p> | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>George Fischer<br/>83616</p>             | <p>Email</p> |

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| <p>the community needs, put the funding burden on the highways that are best situated to carry vehicles to primary destinations and allow neighborhoods to retain their desired character. I thank you for your consideration of my comments.</p>  |  |   |              |
| <p>To Whom It May Concern: I am writing to request that you please reconsider any thoughts of making Beacon Light Road a "commuter route." We live in this residential area of North Eagle. We do not feel that creating a commuter corridor that will create a "regional" traffic cut through will solve ANY problem for the long term, and it certainly will ruin our lives forever. The problem with traffic should be addressed with highway 16, Highway 44 and Highway 20/26. Bringing commuters from Gem and Canyon Counties through our neighborhood is not the answer. We are a 3 mile section of road that is rural residential. We are not a commuter highway - and in fact - exactly how much problem does it solve just to dump the traffic back onto Highway 44 or highway 16 after this short stretch of road? We all come back together at highway 55 (State Street). We believe that COMPASS should be focusing on using transportation dollars on State highways - Please. I cannot imagine that you would find this acceptable if YOU lived here! Further, the M3 project should create and use connectors in areas NORTH of Eagle. We should not have our little stretch of roadway destroyed so that they do not have to drive all the way down highway 16. Better alternatives to assisting the East West Traffic problems exist. Please remove consideration of using BLR as a major traffic corridor. I know that you may feel that there are only a few of us - but believe me, we truly love where we live and do not want to see this beautiful, peaceful stretch of our community ruined for eternity. It is with heartfelt plea that we beg you to reconsider other alternatives to ruining our homes!</p> | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Rob and Margie Jacobs<br/>83616</p>      | <p>Email</p> |

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| <p>Dear Compass Planners: Please remove item #33 from your priority list since it is detrimental to the Eagle residential community to do anything that makes Beacon Light Road (and Purple Sage Road) an attractive alternative to other better routes. Funding, as it becomes available should go to improving the existing State Highway system and developing an east-west corridor along Aerie Way through the M3 development. After all, the increased traffic in the area is projected to be due to new development significantly north of Beacon Light Road. If you want additional capacity to the west of SH 16, please consider using Goodson Road, rather than Purple Sage Road. Poor traffic planning in the area around BLR would serve to make people reconsider wanting to live and raise families in this area. Good planning, with some major roads in currently undeveloped regions, will draw people and to those areas served by a working traffic system. While on the topic, please advise re-designating Beacon Light Road from a minor arterial to a major collector as it once was designated. This was before the misguided idea was originated to promote a premise and acceptance of eventual community doom. Why can't residents be made to feel secure and not take the approach that I heard several times at a recent HOA meeting, "Who cares, I won't be alive by 2035 anyway, and if I am, I sure as heck won't be living here anymore." They should feel like, "I am glad I put down my roots here, and my kids will grow up here to raise their families here as well." Also, Linder Road is not the best connection to the new planned developments. Provide for SW 16 to be their access. In the Salt Lake City area, I noticed that major developments have ready access to state roads (even freeways) and do not branch out through residential areas.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Vic Hofstetter<br/>83616</p>             | <p>Email</p> |
| <p>Beacon Light Road does not need a connection to Purple Sage Road. Nor does Purple Sage Road need a connection to Beacon Light Road. These two roads function as and should be classified as collectors. Existing residential areas along these roads will be harmed should these roads change function to arterials and especially if they are redeveloped as major arterials. Current East-West traffic is appropriately handled by the state highway system. This includes Idaho 44 for East-West as well as Idaho 16 and Idaho 55 providing North-South connectivity to Idaho 44 and to developments north of Eagle. Future East-West traffic originating in large housing developments north of Eagle must provide their own East-West connection to Idaho 16 and/or Idaho 55 as needed for the traffic they create, so as to minimize their impact on existing developments. If future traffic requires improvements to current high-traffic arterials such as the state highway system, then funds should be spent on</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Sylvan Butler<br/>83616</p>              | <p>Email</p> |

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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p>   |   |   |                            |
| <p>improvements to those arterials rather than creating new roads and/or encouraging traffic patterns which harms existing residential areas. Funds if and when available should be spent on critical, high-priority projects to improve the local state highway system. There is no need for a significant increase in East-West traffic on Beacon Light Road or for its arterial classification. The connection of Beacon Light to Purple Sage Road is recognized as a low priority for these and other reasons. This low-priority connection of Beacon Light to Purple Sage Road should be removed from the plan under consideration.</p>  |   |   |                            |
| <p>Priority #33 (the last priority), connecting Purple Sage Road to Beacon Light Road, should be eliminated as a priority in the report. Connecting these two roads will create a corridor that will encourage regional traffic to traverse through existing residential neighborhoods. This project should be removed from consideration as other better alternatives exist to accommodate east-west traffic. A major arterial (Goodson Road) is identified north of Purple Sage Road that could connect I84 to SH16. The Northwest Foothills Transportation Study of 2007 identifies an east-west corridor (Aerie Way) which would connect SH16 with SH55. This alternative would provide a major east-west arterial from I84 to SH55 with very limited impacts to existing development. Priority #6, widening Linder Road with a new overpass and River crossing, also should be removed. There is no basis for widening Linder between SH44 to Beacon Light Road or for a new River crossing. Traffic counts are within the acceptable levels of service (LOS). Right of way may not be granted through BLM ground to connect foothills development to Linder. A new SH16 Boise River crossing exists nearby. COMPASS should be focusing our limited transportation funding on projects where there is an <u>actual</u> need. This project should be eliminated to protect the environment and existing neighborhoods and as the need may never materialize. Please include these comments in the record. Thank you for your consideration of these comments.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Dana Hofstetter<br/>83616</p>            | <p>Email</p>               |
| <p>I would place all infrastructure capacity improvements last, making the most use of the system as it exists today with a wide range of TDM strategies.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>83706</p>                                | <p>Comment form</p>        |
| <p>As previously stated, #6 Linder road should be changed to extending SH16 to I-84 (possible to Kuna). If changed to extending SH16, this priority should remain high (#6 or lower). If Linder road remains, priority should be removed or dropped down to 33. However, Linder road should not be extended north of Beacon Light through BLM land because it will</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Mark Johnson<br/>83616</p>               | <p>Online comment form</p> |

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| <p>add additional traffic to residential communities, cause additional pollution from stop and go traffic at all the traffic lights proposed on Beacon light.</p>   |  |   |                            |
| <p>My personal concern is with the planned widenings of Linder Road and Beacon Light Road in the northwest Eagle area. Widening these roads, and the additional traffic they will encourage, will have a strongly negative impact on the quiet, rural nature of that area's environment. There are other, better, solutions to through traffic capacity that are better from a regional transportation perspective. Those local roads should not be expected to take on the burden of additional traffic that should be borne by the regional system.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Thomas Brengle<br/>83616</p>             | <p>Online comment form</p> |
| <p>[Strongly disagree] Because they deal only with roads, which is not the same as transportation. Where are the light rail or high speed rail corridors? Where are the "local traffic only" as compared to the "high volume through traffic" roads?</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Deane H. Zeller<br/>83709</p>            | <p>Online comment form</p> |
| <p>I certainly agree with the first five priorities with the stipulation that the first priority must be first limited to the Midland Interchange to the Franklin Boulevard Interchange area. This is a most important area. The number twelve [Treasure Valley High Capacity Corridor] and thirteen [State Highway 45] priorities need to be moved ahead to six and seven.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Ralph Mellin<br/>83709</p>               | <p>Online comment form</p> |
| <p>The below relates to the priority question. The is congestion at the Franklin/Milwaukee Interchange and on Milwaukee and Cole Roads north of Franklin Road. Plus there is major congestion at the Eagle Road Interchange. We need to again look at an interchange midway between the four mile section of Milwaukee/Cole Road to Eagle Road. That would be a revisit of some type of partial interchange at Five Mile Road. There, of course, could not be a connecting link to downtown Boise because of the expense. Yet the rest of the interchange would relieve pressure on the above noted areas and on nearby roads. The Meridian mayor has done a tremendous job of getting interchanges that is at Ten Mile Road and Meridian Rd - all at intervals of two miles. And now she has a very high priority of a last mile interval overpass at Linder Road. Again regarding a Five Mile Interchange, another benefit would be to assist in bringing development into the Boise tax base on its western edge. Meridian has captured so much of this from Boise on Boise's western edge. Relative to CIM's policy of corridor priority, the interstate growth corridor from Overland Road and Franklin Road to Fairview Road is not well served and is left with a somewhat lessor intensively used portion in this Five Mile Road area. [Originally located under Question 7 "Other"; moved to question 3 by staff based on the statement in the answer "The below relates to the priority question."]</p> | <p>Comment provided to COMPASS Board and advisory committees</p> | <p>Ralph Mellin<br/>83709</p>               | <p>Online comment form</p> |

| Comment   | Staff response to questions   | Zip Code and Name/affiliation (if included) | Format       |
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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p>   |   |   |              |
| <p>I would like to add one added alteration of my comment on the Five Mile Rd/Interstate area. [See above] It really may be new information. That is the overpass is so very outdated and dangerous to some users. All other overpasses in the East of Boise area to what seems like the Caldwell area have been replaced since the original construction of the interstate, in the 1960s or 50 years ago except for the Five Mile overpass. The Five Mile overpass has no area for the several pedestrians that use it. Those pedestrians must walk virtually in the roadway. The same is for bicycle users, which are slowed as they climb the incline. We now have five lane roads virtually on both sides of this somewhat constricted, old two-lane overpass. Please look at scheduling a long overdue upgrade of this dangerous overpass as has been done on all the other area overpasses, which seem to get faster attention than those in west Boise. At the same time one might consider providing exit ramps for this very old and dangerous overpass, which could exceeding help the congested going home traffic on nearby roads and interchanges.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Ralph Mellin<br/>83709</p>               | <p>Email</p> |
| <p>To Whom It May Concern: My name is Dawn Bryson. My husband and I moved to Eagle, Idaho in 2003. We love the community and the rural feel. I am highly opposed to CIM 2040 plan to connect Purple Sage Road to Beacon Light Road. This will most definitely increase the traffic demand on Beacon Light Road and require it to become a five lane highway. Most of Eagle would be enclosed on all sides by BUSY State Highways 16, 55, 44. The expansion of Beacon Light would complete the enclosure. It will change the entire feel of the Eagle community. The citizens of Eagle do not want this and neither to the City leaders. Currently my home is located between Beacon Light Road and Floating Feather. My family and I will be greatly impacted by whatever changes are made to Beacon Light. Many people living on Beacon Light Road, or close to it, own large parcels of land and expensive homes. The expansion of Beacon Light Road to five lanes will decrease the property values of everyone nearby. The noise and pollution will also increase. Thank you for considering my request to not connect Purple Sage Road to Beacon Light Road. This is not the solution to our growing traffic problems.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Dawn Bryson<br/>83616</p>                | <p>Email</p> |
| <p>To Whom it May Concern; I wanted to express my concern about the proposed plan to widen Beacon Light Rd. to 5 lanes. As has been expressed many times to the Eagle City Council and the ACHD by residents who live on or near Beacon Light Rd, the plan to widen the road to 5 lanes will be a disaster for those residents. While I certainly sympathize with the need to accommodate traffic and growth, destroying</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Unfunded priority #33 in CIM 2040 only addresses the need to preserve land</p>  | <p>Barry Ford<br/>83616</p>                 | <p>Email</p> |

| Comment  | Staff response to questions   | Zip Code and Name/affiliation (if included)           | Format        |
|--|---|---|---------------|
| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p>  |   |   |               |
| <p>our neighborhoods and way of life to accomplish that just doesn't seem to be reasonable, especially when there seems to be other options to the north and south of Beacon Light Rd. I hope you will take these citizens and residents' concerns to heart and consider other options.</p>  | <p>between Beacon Light Road and Purple Sage Road for a future connection.</p>  |   |               |
| <p>Greetings from a family who lives on beacon light road! Ten years ago my husband and I made a choice both financially and emotionally to move to our current location in wonderful Eagle, Idaho. We were fortunate to have the financial ability to move to such a great location, that also had a long term plan for limited growth, or so we thought! Our area was slated for "2-5 acre lots with limited or controlled growth." During our tenure on beacon light road we have seen a housing boom, a crash and a resurgence in lot value, but that means nothing without maintaining a sense of what we moved here for, rural Eagle. It makes me sad and completely upset that Beacon Light road would be expanded to four lanes. Why should we have to take on the traffic burden of Emmett residents and horseshoe bend traffic? Main arteries should flow north to south not east to west, especially when other routes are available and make much more sense. We are essentially the last main artery of rural Ada county, let's keep it that way! I task you to drive down Beacon Light Road and look at the impact it would have on so many farms, horse facilities, and homes such as ours.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Unfunded priority #33 in CIM 2040 only addresses the need to preserve land between Beacon Light Road and Purple Sage Road for a future connection.</p>  | <p>Jeffery Shane, Tina and Lily Newcomb<br/>83616</p> | <p>Email</p>  |
| <p><b>See attached letter</b> regarding Priority #6 (Linder Road) and Priority #33 (connection between Beacon Light Road and Purple Sage Road). (CitizenLetter_1_CIM2040_Groeniger)</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Unfunded priority #33 in CIM 2040 only addresses the need to preserve land between Beacon Light Road and Purple Sage Road for a future connection.</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Jaylene Groeniger<br/>83616</p>                    | <p>Letter</p> |
| <p><b>See attached letter</b> regarding Priorities #2 (State Highway 44), #6 (Linder Road), #14 (State Highway 16), #17 (State Highway 55), and #33 (connection between Beacon Light Road and Purple Sage Road) (CitizenLetter_2_CIM2040_Jekel)</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Barb Jekel<br/>83616</p>                           | <p>Letter</p> |

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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p> |   |   |               |
|   | <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p>  |   |               |
| <p><b>See attached letter</b> regarding funding issues, the role of ACHD/State roadways, and Priorities #33 (connection between Beacon Light Road and Purple Sage Road), #2 (State Highway 44), and #14 (State Highway 16), and State Highway 50 [55?] (CitizenLetter_3_CIM2040_Murrison)</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Teri Murrison<br/>83616</p>              | <p>Letter</p> |
| <p><b>See attached letter</b> regarding See attached letter regarding Priority #6 (Linder Road), Priority #33 (connection between Beacon Light Road and Purple Sage Road), state roadways, and transit expansion. (CitizenLetter_4_CIM2040_Purvis)</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Steven C. Purvis<br/>83714</p>           | <p>Letter</p> |
| <p><b>See attached letter</b> regarding Priority #33 (connection between Beacon Light Road and Purple Sage Road). (CitizenLetter_5_CIM2040_Baker)</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Roger and Janet Baker<br/>83616</p>      | <p>Letter</p> |
| <p><b>See attached letter</b> regarding Priority #33 (connection between Beacon Light Road and Purple Sage Road). (CitizenLetter_6_CIM2040_Randall)</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Sherri Randall<br/>83616</p>             | <p>Letter</p> |

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| <p><i>Question 3. Regarding agreement with the 33 corridors and projects. Why or why not? (Please specify which corridors/projects you are referring to). Do you have any additional comments on the prioritized corridors/projects? Are there additional corridors or projects that you think should be added to the list of priorities?</i></p> |   |   |               |
|   | <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p>  |   |               |
| <p><b>See attached letter</b> regarding funding, state system, Priority #33 (connection between Beacon Light Road and Purple Sage Road), Priority #6 (Linder Road), and other issues. (CitizenLetter_7_CIM2040_Pennisi)</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Kathy Pennisi<br/>83616</p>              | <p>Letter</p> |
| <p><b>See attached letter</b> regarding Priority #33 (connection between Beacon Light Road and Purple Sage Road), Priority #6 (Linder Road), and funding. (CitizenLetter_8_CIM2040_Hightower)</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>This comment was considered; however, the unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p> | <p>Martha Hightower<br/>83616</p>           | <p>Letter</p> |

| Comment   | Staff response to questions                               | Zip Code and Name/affiliation (if included)   | Format                 |
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| <i>Question 4. Regarding agreement with the decision to focus federal funding on maintenance. Why or why not? Do you have any additional comments on funding our transportation system?</i>   |   |   |                        |
| Federal funding is to create jobs and new infrastructure. Wasting it on maintenance is pointless, and simply means necessary infrastructure goes unfunded. This is a short minded view that does not serve the people of the Treasure Valley well at all.   | Comment provided to COMPASS Board and advisory committees | 83686   | Online comment form    |
| I agree that the current spending needs to be used for maintenance, but as more and more people move into the area, more and more tax dollars are being generated and should be applied appropriately.  | Comment provided to COMPASS Board and advisory committees | 83709   | Online comment form    |
| Urban sprawl is largely a local issue. We should put the burden of paying for these projects on those who chose to live far out of town and those who profit from development. I would like to see federal dollars go towards human powered transportation.   | Comment provided to COMPASS Board and advisory committees | Kahle Becker<br>83714                         | Online comment form    |
| Maintain those roads and corridors that give us the greatest value. Meaning streets and roads have remaining life or life cycle, once they cross a certain point the cost to get them up to good to excellent standards can exceed the value of waiting for the road to completely fail and replace the road. We should probably maintain the roads that have more than "x" vehicles per day and then see what we have left. Possible revenue sources that I would be open to are: bike registration fees, increased gas tax, increased registration fees on cars and trucks, trailer registration fees, sales tax on automotive parts should be put back into the transportation fund fees and taxes from public transportation should go into the transportation fund and sales tax on purchases of cars trucks and vans should also go back into the transportation funds. | Comment provided to COMPASS Board and advisory committees | Kirk Hansen, American Geotechnics<br>83687    | Online comment form    |
| Local option sales taxes should be considered.  | Comment provided to COMPASS Board and advisory committees | Ryan Kawaguchi<br>83714                       | Hard copy comment form |
| Safety, yes. Think ahead to air quality too.  | Comment provided to COMPASS Board and advisory committees | 83687   | Online comment form    |
| I think federal funds should be used to initiate the most efficient and most wide range plan to move people.  | Comment provided to COMPASS Board and advisory committees | Shelbye Weaver, St. John's Cathedral<br>83702 | Online comment form    |
| If all federal transportation funding is allocated to maintaining the existing transportation system (which disfavors alternative transportation modes), I am very skeptical that local (state/county/city) funding will magically appear to create or enhance alternative transportation infrastructure.   | Comment provided to COMPASS Board and advisory committees | 83703   | Online comment form    |
| It seems to me that federal funding is hard earned and might be used to jumpstart the stretch goals. Local funding can always be applied to maintenance as it will always be a concern locally.   | Comment provided to COMPASS Board and advisory committees | 83712   | Online comment form    |

| Comment   | Staff response to questions  | Zip Code and Name/affiliation (if included) | Format                 |
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| <i>Question 4. Regarding agreement with the decision to focus federal funding on maintenance. Why or why not? Do you have any additional comments on funding our transportation system?</i>   |  |   |                        |
| We need to maintain what is in place but also need to expand for the future. Has there been discussion on fee based use, such as toll roads?  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: There has been some discussion of toll roads. In the Treasure Valley a toll system would only work on I-84 due to road access and would require changes in state law to be implemented. At this point, other means of increasing transportation funding are more feasible.</p> | 83669                                       | Hard copy comment form |
| That is hand dealt to transportation decision makers forced by lack of funding, I get that. But what is being done to convince state and federal elected officials to allocate funding for improvements and capacity building to accommodate the growth that we know is coming? | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: COMPASS has, and will continue to, work to educate state and federal elected officials on transportation funding issues.</p>   | 83607                                       | Online comment form    |
| We are falling farther behind every year. Addressing only federal funding is not solving the real problem.  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: The COMPASS Board, via <i>Communities in Motion</i>, has authority to distribute federal transportation funds for designated urbanized areas. Local and state transportation agencies plan and implement projects that are funded by local and/or state funds.</p>             | 83646                                       | Hard copy comment form |
| The current roads need a lot of maintenance and there is no reason in creating new roads that we can't afford to maintain.  | <p>Comment provided to COMPASS Board and advisory committees</p>   | 83646                                       | Online comment form    |
| More needs to be spent on alternative transportation safety such as bike lanes. In our Canyon County area they are virtually non-existent yet cycling is growing here at a fast pace as an inexpensive and healthy way to get around.   | <p>Comment provided to COMPASS Board and advisory committees</p>   | -----                                       | Online comment form    |
| I am inclined to agree, but there are no facts presented to support the COMPASS position.   | <p>Comment provided to COMPASS Board and advisory committees</p>   | 83714                                       | Online comment form    |
| The maintenance must include provisions for adding sidewalks where none exist and for bicycle lanes that parallel roads and are separated by barriers. It appears that the COMPASS visionaries spend too much time driving and not enough walking or bicycling.                 | <p>Comment provided to COMPASS Board and advisory committees</p>   | 87705                                       | Online comment form    |

| Comment   | Staff response to questions                               | Zip Code and Name/affiliation (if included) | Format                 |
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| <i>Question 4. Regarding agreement with the decision to focus federal funding on maintenance. Why or why not? Do you have any additional comments on funding our transportation system?</i>   |   |   |                        |
| Spending money on something that cannot be sustained seems unwise. Maintaining what we already have built seems necessary.  | Comment provided to COMPASS Board and advisory committees | 83702                                       | Online comment form    |
| It is necessary to maintain but suggest light rail/buses be encouraged. Keep pedestrian sidewalks and expand bike lanes; ask the state legislators to allocate more money. Use the money for alternate modes. Consider public forums in rural areas - may have different needs than commuter traffic.   | Comment provided to COMPASS Board and advisory committees | Dr. Ingrid Brudenell<br>83712               | Hard copy comment form |
| I strongly agree with the decision to focus federal funding on maintenance. We know our current needs and we get more benefit from maintenance funding. There are fewer hurdles to obtaining and using maintenance funds, than any other kinds of federal transportation funding.   | Comment provided to COMPASS Board and advisory committees | 83704                                       | Online comment form    |
| Prioritization of the corridors and projects reflects a holistic view of the needs for the system as a valley. Maintaining a focus on priorities can allow well planned projects to come to fruition and prevent the opportunity to fulfill well laid plans to be forgotten or lost. Providing for capital improvements in the funding scenario increases the probability that plans will be met and the transportation systems capabilities can be preserved. The latency of funding for capital improvements results in loss of opportunity to preserve a corridors capabilities (we went through this cycle with Eagle Road). While agreeing that maintenance is critical to preserve value in infrastructure the community has already got, we also acknowledge that with the changeable, volatile nature of federal funding, local funding over which the community has more control should be the staple of maintaining what we already have as a valley wide community. These federal dollars, when they can be obtained, should be aimed more at creating necessary facilities to relieve congestion and allow the growth that will also enhance funding capabilities on a local level. Maintenance only mode, may encourage the formation of dependencies that will lead to some ruin when the federal funding we might begin to rely on for maintenance becomes increasingly sparse. In short, I would suggest that there be consideration for capital improvements again rather than only maintenance since each highway authority should already be maintenance capable without federal assistance as a general rule. | Comment provided to COMPASS Board and advisory committees | Brent Orton<br>City of Caldwell<br>83605    | Online comment form    |

| Comment  | Staff response to questions  | Zip Code and Name/affiliation (if included)        | Format              |
|--|--|--|---------------------|
| <i>Question 4. Regarding agreement with the decision to focus federal funding on maintenance. Why or why not? Do you have any additional comments on funding our transportation system?</i>  |  |  |                     |
| <p>[Strongly disagree] For the reasons I outlined earlier, plus the obvious holes in this way of thinking. Growth is funded by our economic engine; small and medium sized businesses. Businesses do not succeed without a strong middle class with easy access to goods and services as well as discretionary income. A progressive shift toward mass transit and urban core growth provides answers to all of those needs and will bolster feeling of community at the same time, which my research has shown is important to lower crime, improve quality of life, and sustain economic growth. Think of it this way, for every dollar you spend on repairing a highway, upgrading an overpass, mending a bridge (all of which are expensive requirements of the current, antiquated system) a dollar could be invested into the future of this valley as a vibrant, accessible, highly coveted community of pride. Businesses would do whatever possible to relocate here. Investments in long term infrastructure, rather than more tar is the right decision and is a true long range decision. This oil we keep using is not going to last forever and once we finish that, and finish burning the coal out of the ground and into our lungs, we're going to need better solutions. I hope the Treasure Valley is positioning itself to reap the long term benefits of up front investment.</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Focusing federal funding on maintenance is not limited to roadways. It also includes maintaining the transit system and maintaining/improving bicycle and pedestrian facilities.</p> | 83705  | Online comment form |
| <p>I'm not sure a "global policy" like this is the best approach. I understand why it's being done, as it's often easiest to streamline federal dollars for these types of projects and they are definitely vital to maintaining the health of our transportation system. But at the same time, it would be nice to see key maintenance items fall into the priority projects list along with new/expansion projects.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | Yuri Mereszczak<br>Kittelson & Associates<br>83706 | Online comment form |
| <p>Every effort must be made to establish a reliable method of increasing future funding. Local Option Tax should be enacted at the state level.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>   | Clay Carley<br>Old Boise, LLC<br>83702             | Online comment form |
| <p>Would like to see some funding emphasis on TDM.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>   | 83706  | Online comment form |
| <p>A suggestion as to the "how" when it comes to creating this transport system; follow Bogota, Colombia's example. They implemented TransMilenio, basically an above ground subway system using buses that have their own exclusive lane and are on a track that pulls flush up to the loading docks (there are no steps so as to make it easy for wheelchair/bike/elderly access). This system took less time to construct and at a fraction of the cost of doing an underground or even above ground railway system.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>   | 83713  | Online comment form |

| Comment  | Staff response to questions                               | Zip Code and Name/affiliation (if included) | Format              |
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| <i>Question 4. Regarding agreement with the decision to focus federal funding on maintenance. Why or why not? Do you have any additional comments on funding our transportation system?</i>  |   |   |                     |
| Focusing available funding on maintenance is to maximize the serviceability of the existing system is a better choice than adding new expenses and consequently allowing the whole system to degrade over time. If the proposed projects are not done, the demands they were expected to satisfy will either disappear or will be accommodated by the existing system in some fashion. | Comment provided to COMPASS Board and advisory committees | Thomas Brengle<br>83616                     | Online comment form |
| I disagree entirely with the focus on federal funding entirely. If you, on behalf of Idahoans, need these roads, then Idahoans should pay for them. Keep the Feds out of Idaho!  | Comment provided to COMPASS Board and advisory committees | Deane H. Zeller<br>83709                    | Online comment form |
| We need to strongly push our legislatures to increases the gasoline/fuel tax significantly over a period of years!   | Comment provided to COMPASS Board and advisory committees | Ralph Mellin<br>83709                       | Online comment form |

| Comment   | Staff response to questions   | Zip Code and Name/affiliation (if included) | Format                 |
|---|---|---|------------------------|
| <i>Question 5. Regarding the performance measures. Do you have any additional comments on the performance measures?</i>   |   |   |                        |
| Fire and rescue services for the highway system   | Comment provided to COMPASS Board and advisory committees   | 83642                                       | Online comment form    |
| Use the information to develop a funding campaign.  | Comment provided to COMPASS Board and advisory committees   | 83646                                       | Hard copy comment form |
| This is the first time performance measures will be collected and I think there should be more collection done over time before the data is used to make decisions.   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: COMPASS completed an annual performance measures report beginning with the adoption of the <i>Communities in Motion 2030</i> in 2006. This report has provided stakeholders and decision-makers important information regarding how well the region, and each community, has implemented the CIM goals. Several of the performance measures will be carried over from those used previously and will be supplemented with additional performance measures to reflect the CIM 2040 vision and to meet the new MAP-21 requirements. Previous performance monitoring reports are online at: <a href="http://www.compassidaho.org/prodserv/gt-sm-perfmonitoring.htm">www.compassidaho.org/prodserv/gt-sm-perfmonitoring.htm</a></p> | 83646                                       | Online comment form    |
| Collecting data in all the measures developed measures should be a goal of the plan because each of them only reflect one part of the elephant, but together they can help give shape to future adjustments in thinking about what kind of animal is out there. A transparent reporting process not screened by political leaders is essential to public support for on-going work. Measuring performance is how to know you are on track or not. Analysis of performance data should be used to guide future project priorities and financial commitments. | Comment provided to COMPASS Board and advisory committees   | 83714                                       | Online comment form    |
| Importance of light rail public transit. Learn from the Salt Lake City experience.  | Comment provided to COMPASS Board and advisory committees   | 87705                                       | Online comment form    |
| Safety first. We have an opportunity to try to build a healthy future for this valley. I believe that includes alternatives to auto travel and open space that is accessible both to the people of this valley but also helps support the natural environment. Sprawl is a concern - we have an opportunity to address that proactively.  | Comment provided to COMPASS Board and advisory committees   | 83702                                       | Online comment form    |

| Comment  | Staff response to questions                               | Zip Code and Name/affiliation (if included) | Format                 |
|--|---|---|------------------------|
| <i>Question 5. Regarding the performance measures.<br/>Do you have any additional comments on the performance measures?</i>  |   |   |                        |
| The performance measures are important and the data needs to be prepared and presented in various formats to different audiences. Absolutely keep the public informed! Also stakeholder like hospitals, grocery stores, etc.   | Comment provided to COMPASS Board and advisory committees | Dr. Ingrid Brudenell<br>83712               | Hard copy comment form |
| Performance measures need to reflect the "lift" or the benefit provided, not just the action taken. It's not the acres of parks, it's whether or not the park land is providing the benefits CIM2040 desires. You need to measure the accessibility of the park, the amenities of the park, etc.to truly calculate the benefit and determine if goals are being met. | Comment provided to COMPASS Board and advisory committees | Liz Paul<br>Idaho Rivers United<br>83701    | Online comment form    |
| The performance measures are not of equal value. Some are given higher value than others. I often disagree with the weight given to certain measures. As noted earlier, too much emphasis on "efficiency" and on "reducing congestion" has often been used as excuses to destroy existing, close-in, traditional neighborhoods and their business areas.             | Comment provided to COMPASS Board and advisory committees | 83704                                       | Online comment form    |
| Performance measures can be helpful and need to be provided to stakeholders and member agencies to help them make wise, more informed, and more prudent decisions. We must be cautious that such data is not used to coup or coerce authoritative land-use agencies in their decision making and due process proceedings.  | Comment provided to COMPASS Board and advisory committees | Brent Orton<br>City of Caldwell<br>83605    | Online comment form    |
| There should be a performance measure related to the efficiency of the existing system, i.e. is it being used to its maximum capacity for moving people, not vehicles. While it is important to note where congestion is located, it should be used to identify where TDM strategies should focus.   | Comment provided to COMPASS Board and advisory committees | 83706                                       | Online comment form    |
| Data should be made public and public comments should be encouraged, recognized, and taken into consideration.   | Comment provided to COMPASS Board and advisory committees | Mark Johnson<br>83616                       | Online comment form    |
| Most importantly let us focus on how to reduce traffic congestion and infrastructure maintenance.  | Comment provided to COMPASS Board and advisory committees | Ralph Mellin<br>83709                       | Online comment form    |

| Comment   | Staff response to questions  | Zip Code and Name/affiliation (if included) | Format                 |
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| <i>Question 6. Regarding agreement with the implementation policies. Why or why not? Do you have any additional comments on the implementation policies?</i>  |  |   |                        |
| One of the major factors that needs to be considered now is the cost and availability of relatively cheap land. Any extra resources should be put towards purchasing available lands for both open spaces and future road expansions.   | Comment provided to COMPASS Board and advisory committees  | 83709                                       | Online comment form    |
| Anyone out there have time, heart and soul to see this vision through without vested interests and the huge expense of study upon study?  | Comment provided to COMPASS Board and advisory committees  | 83687                                       | Online comment form    |
| As stated, actually, this is a healthy approach. Depending, of course, on what presuppositions it steers.   | Comment provided to COMPASS Board and advisory committees  | 83687                                       | Online comment form    |
| #3 [cultivate new funding], #5 [employ a grant program], and #6 [educate on best practices] should be #1, #2, and #3. [Staff added policy descriptions to the numbered items in this comment for clarity]   | Comment provided to COMPASS Board and advisory committees<br><br>Note: The numbering on the comment form was simply to allow for reference when commenting; there is not a priority order among the eight implementation policies. We apologize for the confusion. | 83646                                       | Hard copy comment form |
| I think you need to actively engage and educate the public before you try to cultivate additional funding sources.  | Comment provided to COMPASS Board and advisory committees  | 83646                                       | Online comment form    |
| If they are numbered in priority, I don't agree. As statements, they are wimpy...the action verbs are rather weak, suggesting development by a committee. For example, what does "consider" mean, or "cultivate," or "promote"? Why not the verbs "use" corridor priority order, "find" new funding sources, "manage" local plans for land use..., "engage" the public in educational outreach...for example. | Comment provided to COMPASS Board and advisory committees<br><br>Note: The numbering on the comment form was simply to allow for reference when commenting; there is not a priority order among the eight implementation policies. We apologize for the confusion. | 83714                                       | Online comment form    |
| See prior comment [noted with **]. The existing vision is too short sighted.  | Comment provided to COMPASS Board and advisory committees  | 87705                                       | Online comment form    |
| What about solar powered buses and vans? Charging stations? Do plant trees, bushes, plants to help control air pollution along roads. Don't use poison for weed controls - put people to work cutting the grass, etc. Improve freeways with plantings of drought tolerant plants. Some areas should be natural and allow birds and wildlife to live. Ex. Mall exchange.                                       | Comment provided to COMPASS Board and advisory committees  | Dr. Ingrid Brudenell<br>83712               | Hard copy comment form |

| Comment   | Staff response to questions   | Zip Code and Name/affiliation (if included)                     | Format                     |
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| <p><i>Question 6. Regarding agreement with the implementation policies. Why or why not? Do you have any additional comments on the implementation policies?</i></p>   |   |   |                            |
| <p>Implementation is the most important aspect of CIM2040, and there is considerable uncertainty as to how all of these tasks will be accomplished. Idaho Rivers United would like to be a partner in accomplishing the tasks that we are suited to undertake. From the list of 8: #2 [coordinate local plans] This is a huge job and a very important job. COMPASS needs to dedicate significant staff time to seeing this area of work gets the attention it needs. #3 [cultivate new funding sources] Money needs to be raised to work on all the 100+ tasks and should not necessarily be directed toward the priority corridors and projects. Funding has to be secured to meet all of the goals of CIM2040, to ensure that staff-intensive jobs like #2 above are accomplished. #5 [grant program] Yes, a grant program is excellent, but it shouldn't be limited to transportation agencies. COMPASS should assist all organizations in a position to take on the CIM2040 tasks. That would include land managers, developers, health organizations, non-profits, and lots more. #6 [educate on best practices] Yes, and raise money for this. [Staff added policy descriptions to the numbered items in this comment for clarity]</p> | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Liz Paul<br/>Idaho Rivers United<br/>83701</p>               | <p>Online comment form</p> |
| <p>There was too much information to actually find the eight implementation policy statements. I tend to not trust such policy statements as they can be interpreted in many different ways. Planning tends to be an expensive endeavor, especially where ever federal funds are involved. My trust in the federal government is declining due to increased intrusiveness and complicating of efforts in recent years.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>83704</p>  | <p>Online comment form</p> |
| <p>I especially like the grant program idea. I think many of the communities in the valley could benefit greatly from this! I also really like the bullet about promoting the design of transportation facilities for all users, and not just being vehicle-centric. What I don't see is how the maintenance of infrastructure fits into the implementation policies...if that's where the federal funding is being focused, then why isn't there an implementation policy on it?</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>A ninth implementation policy was approved by the COMPASS Board and added to the plan: "Focus available federal funding on maintaining the existing transportation system."</p> | <p>Yuri Mereszczak<br/>Kittelson &amp; Associates<br/>83706</p> | <p>Online comment form</p> |
| <p>Implementation Policy Statements Two [coordinate local plans] and Seven [monitor development activity] may over reaching or may be interpreted to promote coercion of land use authorities by each other. [Staff added policy descriptions to the numbered items in this comment for clarity]</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Brent Orton<br/>City of Caldwell<br/>83605</p>               | <p>Online comment form</p> |
| <p>I think COMPASS has a responsibility to clearly communicate to land use planners realistic scenarios. They should be crystal clear regarding the likely future given realistic funding levels. While it is useful to think about project to do should additional funding become available, and about developing additional funding sources, those are both iffy at best.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Thomas Brengle<br/>83616</p>                                 | <p>Online comment form</p> |

| Comment  | Staff response to questions                               | Zip Code and Name/affiliation (if included) | Format              |
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| <i>Question 6. Regarding agreement with the implementation policies. Why or why not? Do you have any additional comments on the implementation policies?</i> |   |   |                     |
| Planners should not be going forward based on overly optimistic projections.   |   |   |                     |
| They are entirely self-serving and meaningless.  | Comment provided to COMPASS Board and advisory committees | Deane H. Zeller<br>83709                    | Online comment form |

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| <i>Question 7. Please share any additional comments on the draft Communities in Motion 2040 plan.</i>  |   |   |                            |
| <p>P. 9-9 - second paragraph is not clear, but don't know how to fix.</p> <p>P. 9-9 - In 3<sup>rd</sup> paragraph, change "candidate species" to "proposed species"</p> <p>P. 9-10 – could add mention of noise impacts on wildlife</p> <p>P. 9-11 – Cultural and Historical Resources: Add "National Historic Preservation Act" as another federal regulation</p> <p>p. 9-13 – delete the last sentence of the first paragraph</p> <p>P. 9-13 – Agricultural and Farmland: 2<sup>rd</sup> paragraph, add to the end "...to preserve and mitigate for loss of farmland."</p> <p>P. 9-13 – Agricultural and Farmland: 3<sup>rd</sup> paragraph (one sentence), change to "There is no way to mitigate for loss of prime farmland..."</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Suggested changes will be incorporated into the revised document as appropriate</p> | <p>Brent Inghram<br/>(Federal Highway Administration)<br/>83703</p> | <p>Notes</p>               |
| <p>p. 9-14 O Air Quality – don't start with what's required, talk about vision, goals, health etc.</p>   | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Suggested changes will be incorporated into the revised document as appropriate</p> | <p>Scott Frey (Federal Highway Administration)<br/>83703</p>        | <p>Notes</p>               |
| <p>One source of money would be to make the Boise Airport a Port Authority. It is because of the surrounding area that the airport is making millions of \$. That money should be put into the improvement of roadways within the area.</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>-----</p>  | <p>Email</p>               |
| <p>Keep up the good work but since Idaho is still an agricultural economy, the more people who come for our "lifestyle" just make we old timers want to move away from the noise, traffic, etc. I've been on the light rail in Vancouver and elsewhere. It works for commuters and visitors but we laid-back Idahoans would rather just garden in our back yards and drive to the grocery store. "Infilled" neighbors are too up close &amp; personal. Row houses on narrow lots...ick! East Boise looks like a mess to me!</p>  | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>83703</p>  | <p>Online comment form</p> |
| <p>We have a beautiful river flowing through the heart of the Treasure Valley that would be the envy of many other communities. The Boise River is currently used as a transportation and recreation corridor however, I feel we have yet to tap the full potential of this resource. I encourage you to include boat ramps and parking areas along the river in your transportation planning. Currently we have a ramp at Barber Park which it is not possible to launch a drift boat from. Likewise, we have a "take out" at Ann Morrison that has no ramp and requires users to carry their boats several hundred feet. The "put in" at Americana is unimproved and lacks spaces to park. There is no way to launch a raft or drift boat at the whitewater park without a considerable portage. The "take out" at Glenwood is blocked to trailer access. The take out at Eagle Road is unimproved and has very limited space to park. The list goes on as we move down the river. The point is, we have a beautiful river that is also an amazing fishery and it is underutilized. I encourage you to strive to</p> | <p>Comment provided to COMPASS Board and advisory committees</p>  | <p>Kahle Becker<br/>83714</p>                                       | <p>Online comment form</p> |

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| <i>Question 7. Please share any additional comments on the draft Communities in Motion 2040 plan.</i>  |   |   |                     |
| include additional river access points in your transportation planning. Thank you for the opportunity to comment.  |   |   |                     |
| I think some of the biggest tasks we have to face is funding of our infrastructure. We need to educate everyone that we all need and use infrastructure every day. It doesn't matter if you drive or not. Goods need to be transported, food is transported, we need our schools for education, business need to move from point A to point B, etc., we all use and need infrastructure. I think compass would be wise to join forces with ITD, ACHD the Nampa Hwy. Districts, ASCE, ACEC, ISPE, WTS, AGC, and developers in coming up with ways of educating the public how much we need the funding and how important our infrastructure is. If you can get the legislature, business, and the community around this and get past some of the pains of construction, once the public begin to see the vision they will only want more and then they will be more willing to pay more to have the convenience of a great transportation system.   | Comment provided to COMPASS Board and advisory committees | Kirk Hansen, American Geotechnics<br>83687    | Online comment form |
| Again, the use of high speed rail should be a priority-not widening the freeways. If people have to travel to work, it needs to be as environmentally safe and efficient.  | Comment provided to COMPASS Board and advisory committees | Shelbye Weaver, St. John's Cathedral<br>83702 | Online comment form |
| Again, it is so important to focus on the provision of safe methods of alternative transportation. Our existing infrastructure largely favors automobile transport, such that bike lanes are not nearly prevalent enough, and many sidewalks are a hodgepodge of obstructions, or completely nonexistent. Anyone who wishes to walk or bicycle to work or on errands should be able to do so in complete safety, rather than with the feeling (or actual necessity) that they must constantly dodge oblivious automobile drivers. This means the addition of unobstructed sidewalks, clearly marked and/or physically separated bike lanes, and the education of drivers to promote driver awareness. The adoption of a "complete streets" philosophy goes a long way to accomplishing this goal, but even existing streets should be modified where possible, so that anyone can get safely from point A to point B on a bicycle or walking, without fear or being in actual danger of losing their life. | Comment provided to COMPASS Board and advisory committees | 83703   | Online comment form |
| Trains people! I've lived in several cities in TX and CA that failed to implement a viable commuter train system early on. Austin for example has one of the worst rush hours in the country and that could have been avoided. Please find a way to connect this valley via train.   | Comment provided to COMPASS Board and advisory committees | 83712   | Online comment form |
| Communities Powered by Travel: Bicycle Tourism. Idaho could do this too! Could also be a "pop up" activity!<br><a href="https://www.youtube.com/watch?v=qbg54C8czTQ&amp;list=PL5ORWChxC6rwkBs5ebZGGHLM_Cq9bPd53">https://www.youtube.com/watch?v=qbg54C8czTQ&amp;list=PL5ORWChxC6rwkBs5ebZGGHLM_Cq9bPd53</a>   | Comment provided to COMPASS Board and advisory committees | Rachel Hugens                                 | Email               |

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| <i>Question 7. Please share any additional comments on the draft Communities in Motion 2040 plan.</i>  |   |  |                        |
| A lot of work and time is spent developing such a plan. The hard part is convincing the public that tax revenue is needed to move things ahead to accommodate what we know is coming.....continuing population, economic development, and jobs growth in this valley.  | Comment provided to COMPASS Board and advisory committees   | 83607  | Online comment form    |
| Thank you for a lot of very fine work! However, I look for more suggestions on solving the shortfalls clearly identified. What are other communities doing with the same problem? Does anything work to get the infrastructure out ahead of the demand? Thanks again!  | Comment provided to COMPASS Board and advisory committees   | 83646  | Hard copy comment form |
| Hello, I would like to comment on comment on <i>Communities in Motion 2040</i> . I would like to see us focus on planning transportation projects and promoting land use patterns that protect and enhance riparian vegetation and that protect the environment. I support the <i>Communities in Motion 2040</i> Vision because it calls for the maintenance of recreation areas and open space and for developing outside of prime farmland and lands with environmental constraints. I would like to see us provide all of the region's population with access to open space, natural resources and trails.  | Comment provided to COMPASS Board and advisory committees   | Leslee Doner<br>83709  | Email                  |
| Hello, I have one minor comment on Chapter 9 of the draft CIM 2040 regional long-range transportation plan. Page 9-9 states: "Several agencies should be involved early in the process: Idaho Department of Fish and Game, Idaho Department of Lands, EPA, US Forest Service, Bureau of Land Management (BLM), other public land management agencies (if lands are affected by the project), US Fish and Wildlife Service (if threatened, endangered, or candidate species habitat is involved), FHWA, ITD, IDWR, DEQ, counties, and local highway districts." The US Fish and Wildlife Service has jurisdiction over migratory birds, including raptors, in addition to listed species and critical habitat. Therefore, they should probably be considered an agency to be involved early in the process along with Idaho Department of Fish and Game, etc. Thanks and please let me know if you have any questions. Rick | Comment provided to COMPASS Board and advisory committees<br><br>Note: The US Fish and Wildlife Service is on the work group list of participants and their representative gets all emails and meeting invitations. | Rick Ward<br>Environmental Staff<br>Biologist<br>Idaho Department of<br>Fish and Game<br>83686 | Email                  |
| I heard about your comment period on the radio. I have been impressed by the work of Richard Jackson, M.D., M.P.H. Professor and Chair of Environmental Health Sciences at the School of Public Health at the University of California, Los Angeles. Your group may already be familiar with his work.   | Comment provided to COMPASS Board and advisory committees   | 83702  | Online comment form    |
| CIM 2040 in very important. Thank you for efforts to get participation and comments. Good work on setting a vision. I would like to take a more active role in planning transportation with an emphasis on public health. If we consider the growth which is forecasted, this plan will be outdated - we have to look at more sustainable transportation systems. Is there statewide work underway? What about using trains again? Boise to McCall?  | Comment provided to COMPASS Board and advisory committees   | Dr. Ingrid Brudenell<br>83712  | Hard copy comment form |

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| While planning ahead is good, the constant replanning required by the federal government is overwhelming, and probably decreases real public participation. Individuals often don't have the time, knowledge, and energy to go through all the material. When we do comment on the transportation plans and issues closest to us, we often do not believe that we are really heard.  | Comment provided to COMPASS Board and advisory committees | 83704  | Online comment form |
| How will you prioritize maintenance to ensure those investments accomplish the tasks and contributes to meeting the CIM2040 goals. Maintenance activities must be part of implementation of CIM2040 and fully aligned with the goals. Maintenance investment can be used in many ways and should be used to achieve the CIM2040 Vision. Beyond coordination, how will COMPASS encourage or incentivize transportation investments by others to meet the 17 goals and achieve the CIM2040 Vision? COMPASS should be proactive in this regard because the CIM2040 Vision could be lost by actions and investments of others. Community health organizations and alliances should be asked to help with implementation. Feedback on Tasks: 2.1.4 IRU strongly supports this needed protection of riparian habitat. 2.1.4.a Work with local governments too, like Eagle, Caldwell, Garden City, etc.to implement protection of priority areas. The universities could help with data collection as well. Add 2.4.4 Identify and promote conservation of ecological resources that contribute to community identity - cultural landscape. 4.1.1.b. Excellent 4.1.3 a & b Excellent 5.1.1 a,b,c,d yes 5.1.2 Yes 5.1.3 Excellent 5.1.5 a, b Good 5.1.6 Yes 7.1.5 Yes [The tasks referenced here can be found online at <a href="http://www.compassidaho.org/documents/prodserv/CIM2040/Approved_CIM2040_Goals_and_All_071513new.pdf">www.compassidaho.org/documents/prodserv/CIM2040/Approved_CIM2040_Goals_and_All_071513new.pdf</a> ] | Comment provided to COMPASS Board and advisory committees | Liz Paul<br>Idaho Rivers United<br>83701           | Online comment form |
| Thanks so much for all of you efforts to plan for our future!!   | Comment provided to COMPASS Board and advisory committees | Yuri Mereszczak<br>Kittelson & Associates<br>83706 | Online comment form |
| I think that the State Government needs to figure out a way to increase local funding to help speed improvements like adjacent States.   | Comment provided to COMPASS Board and advisory committees | 83642  | Online comment form |
| One comment on this survey is watch out for survey fatigue. It's got to be affecting your response rate. I'm sure for those who see it through, it gets at their concerns and the information you collect is important, but you may wish to streamline it a bit so you can hear from a boarder body of the public. One way to silence the public is to drown them in information. I'm sure you do not want to do that, so please consider this input.  | Comment provided to COMPASS Board and advisory committees | 83705  | Online comment form |

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| Support legislative change to implement Local Option Tax immediately. The vision is thoughtful and accurate. Funding is clearly the weak link in our transportation future. Fix it.  | Comment provided to COMPASS Board and advisory committees | Clay Carley<br>Old Boise, LLC<br>83702      | Online comment form |
| Dear CIM, I have mailed a previous letter to Amy Luft and would like to add additional comment at this time. In that letter I addressed hopefully Linder Road not being connected to Spring Valley development as the traffic from that development would have a large negative impact on the existing rural neighborhood and roads. As we move forward as a community in motion and address future potentials of the area, I believe it would be a positive part of the plan to require Spring Valley to have a diagrammed public transit hub added to their approved plan and have a development approved public transit plan, formatted with according agencies. M3 has continually trumpeted their commitment to public transit but these elements are not in place in current plan, as they have publically acknowledge. They promote the density/land equation for their property but one may see in the topography very limited potential for developing multiple dwellings in numerous portions of their purchased property, which brings a large population emanating from a much smaller portion of the land, bringing to bear mass amounts of auto traffic on Linder Road, Beacon Light, SH16, 55 and 44; and connecting roads which public funds will be asked to cover the brunt of widening and maintenance. Funds which are extremely limited, much already allocated, and so it seems necessary to have public transit as a fundamental approach to their development, especially given their distance from business and retail, given that it could be equal decades to having these in place in their development and the city of Eagle, as it will be building the population of Spring Valley. I would offer the thought of considering public transportation a required integrated element of all developments of a given unit level, stemming from a community in motions and other according agencies agreed to number, as we plan for the future needs of the Valley. Thank you for your time and possible consideration, Barb Jekel | Comment provided to COMPASS Board and advisory committees | Barb Jekel<br>83616                         | Email               |
| Look into Colombia's TransMilenio system and see if that is a feasible transit system for the Treasure Valley  | Comment provided to COMPASS Board and advisory committees | 83713                                       | Online comment form |
| I am specifically concerned about the M3 development's traffic being downloaded into residential communities via Eagle Road and Linder road extension. Because this is still in the planning stages, now is the time to direct this future additional traffic onto the State Highway system (SH16 and SH 55). I understand the funding shortfall. Just because there is a shortfall, does mean it's okay to dump the burden of handling this additional traffic into residential areas that were not intended to handle this.  | Comment provided to COMPASS Board and advisory committees | Mark Johnson<br>83616                       | Online comment form |

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| Accept public input and consider it valid as some city governments will not do so. Example: Eagle Rd./State St/ intersection roundabout. Almost no public input was permitted. (3 opportunities over 15 months and with little/no announcement to the public.)  | Comment provided to COMPASS Board and advisory committees  | 83616                                       | Online comment form |
| It is ludicrous to develop a "transportation plan" in isolation from a "growth plan" for the Treasure Valley. You have no business trying to determine what the transportation (road) needs for this special piece of the world is without having the slightest idea about what we are going to do about unbridled growth. Have you ever heard of "family planning" without birth control? I realize that your first priority is to build roads, and to make sure you have enough money to build those roads that keep your people and building contractors and real estate agents employed. But do you ever think about the kind of community/neighborhood/life you want your children to live in? Don't think roads are high on their list. | Comment provided to COMPASS Board and advisory committees  | Deane H. Zeller<br>83709                    | Online comment form |
| Beyond what I have already stated, I am concerned that COMPASS and the regional planning organizations are taking on responsibilities that really belong at the state level (ITD). I think this is perhaps because they think "it just has to be done - if the state won't do it, then we will." This both lets the state off the hook and potentially allows a myopic view to develop that will not fit well into the more global (state-wide) situation.  | Comment provided to COMPASS Board and advisory committees  | Thomas Brengle<br>83616                     | Online comment form |
| <b>See attached letter</b> regarding traffic flow (hand written). (CitizenLetter_9_CIM2040_Jackson)   | Comment provided to COMPASS Board and advisory committees  | Kermit Jackson                              | Letter              |
| <b>See attached letter</b> from the Ada County Commission regarding the CIM 2040 Vision and funding needs. (AgencyLetter_A_CIM2040_AdaCounty)   | Comment provided to COMPASS Board and advisory committees<br><br>Note: The letter references the lack of reflection of Avimor and Hidden Springs in the CIM 2040 Vision map. These are accounted for in the CIM 2040 Vision data. They are not visible on the CIM 2040 Vision map due to the size of the communities when viewed on the scale of the regional map. | Ada County<br>83702                         | Letter              |
| <b>See attached letter</b> from the Ada County Highway District regarding land use strategies, regional focus, Safe Routes to Schools, pedestrian and bicycle level of service, and funding. (AgencyLetter_B_CIM2040_AdaCountyHighwayDistrict)  | Comment provided to COMPASS Board and advisory committees<br><br>Note: Staff added a discussion of the Safe Routes to Schools vehicle registration fee ballot in Ada County to Chapter 5. Policy-level comments will be presented to the COMPASS Board for consideration.  | Ada County Highway District<br>83714        | Letter              |

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| <p><b>See attached letter</b> from the City of Boise regarding unfunded corridors, goals, targets, and suggested wording changes (AgencyLetter_C_CIM2040_Boise)</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Notes:<br/>           Unfunded corridors: The unfunded corridors and projects represent the needed transportation system improvements to prepare for growth. Staff added language to better clarify this where the unfunded corridors and projects are discussed in the plan.<br/>           Goals: The recommended wording change to Goal 1.1 and to tasks were approved by the COMPASS Board and incorporated into the plan.<br/>           Vehicle Emissions Target: The 60.1 tons/day is the EPA approved Motor Vehicle Emission Budget for the Northern Ada County PM10 Maintenance Area for 2023 and beyond, and used for air quality conformity of CIM 2040.<br/>           Wording changes: Staff will incorporate suggested wording changes, as appropriate, into the plan document.</p> | <p>City of Boise<br/>83701</p>              | <p>Letter</p> |
| <p><b>See attached letter</b> from Canyon Highway District #4 regarding suggested wording and format changed to provide additional clarity. (AgencyLetter_D_CIM2040_CHD4)</p>  | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Staff will incorporate suggested text and format changes, as appropriate, into the plan document.</p>   | <p>Canyon Highway District #4<br/>83607</p> | <p>Letter</p> |
| <p><b>See attached letter</b> from the City of Eagle regarding Priority #33 (Beacon Light/Purple Sage connection), Priority #6 (Linder Road), Priority #14 (State Highway 16), transit, the Idaho Transportation Department, and the CIM 2040 Vision. (AgencyLetter_E_CIM2040_Eagle)</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Note: Staff will evaluate the CIM 2040 Vision against key indicators and add to Chapter 3.</p> <p>The unfunded priority corridor list from the draft plan was kept intact in the final plan. The identified transportation needs were based on underlying land uses and existing entitlements, which have not changed since the unfunded priority list was developed.</p>   | <p>City of Eagle<br/>83616</p>              | <p>Letter</p> |

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|---|---|--|---------------|
| <i>Question 7. Please share any additional comments on the draft Communities in Motion 2040 plan.</i>   |   |  |               |
| <p><b>See attached letter</b> from the Idaho Transportation Department regarding technical corrections on priority corridors, funded corridors, functional classification, and freight (AgencyLetter_F_CIM2040_ITD)</p> | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Notes:<br/>           Priority Corridors: COMPASS staff are working with ITD staff on clarifications to project descriptions and termini. These will be updated, as appropriate, in the plan document and in the online priority summary documents.</p> <p>Funded Corridors: COMPASS staff are working with ITD staff on clarifications to project descriptions and technical information. These will be updated, as appropriate, in the plan document.</p> <p>Functional Classification: COMPASS staff are working with ITD staff and will bring any recommended changes to the COMPASS Board for action.</p> <p>Freight: The final 2013 ITD freight plan will be referenced in the plan document.</p> | <p>Idaho Transportation Department, District 3<br/>83707</p> | <p>Letter</p> |
| <p><b>See attached letter</b> from the US Environmental Protection Agency regarding modeling transportation needs, corridor completion, and priority corridors. (AgencyLetter_G_CIM2040_EPA)</p>                        | <p>Comment provided to COMPASS Board and advisory committees</p> <p>Notes:<br/>           Modeling transportation needs: The demographic forecast and CIM 2040 Vision, discussed in Chapter 3, estimate the region to grow from 600,000 to 1.022 million by 2040. The travel demand model uses recent local household travel survey data, and the increase in congestion and VMT are a result of the growth. Because the plan is financially constrained, no additional transit services are assumed funded.</p> <p>Corridor completion: The prioritized corridors identify the needed and unfunded improvements to “complete” the corridors. Tables 6.2 and 6.3 list the funded projects, including which of these improvements are in the priority corridors.</p>         | <p>US EPA<br/>98101</p>                                      | <p>Letter</p> |

| Comment   | Staff response to questions  | Zip Code and Name/affiliation (if included) | Format |
|---|--|---|--------|
| <i>Question 7. Please share any additional comments on the draft Communities in Motion 2040 plan.</i> |  |   |        |
|   | <p>Rationale for project inclusion: Short- and long-term funded projects on principal arterials or Interstate 84 are listed in tables 6.2 and 6.3. Detailed explanations of the rationale for each project's inclusion on the list of unfunded priorities is included in the accompanying priority summary documents. Appendix A discusses the air quality conformity demonstration of CIM 2040, including the projects that were part of the analysis. There are no transportation control measures for air quality conformity in northern Ada County; projects are selected based on transportation needs, then modeled to ensure conformity.</p> <p>Transit and non-motorized: Policy-level comments will be presented to the COMPASS Board for consideration.</p> <p>Project specific comments: Staff will incorporate suggested text and format changes, as appropriate, into the corridor summaries.</p> <p>State Highway 55 – Snake River to the City of Nampa: Policy-level comments will be presented to the COMPASS Board for consideration.</p> <p>Climate change: Policy-level comments will be presented to the COMPASS Board for consideration.</p> <p>Plan implementation: The Performance Monitoring Report published late this summer, and every other year after that, will track plan implementation.</p> |   |        |

## Questions and Comments Posted in the Online Virtual Open House

- Question RE: CIM 2040 Vision.
  - No Hidden Springs or Avimor?
    - *Answer:* Existing approved developments, including Hidden Springs and Avimor, are represented in the CIM 2040 Vision. However, some of the smaller neighborhoods may not be shown on the regional vision map. Link to [http://www.compassidaho.org/documents/prodserv/CIM2040/Map\\_Final.pdf](http://www.compassidaho.org/documents/prodserv/CIM2040/Map_Final.pdf)
- Question RE: Priority Corridors.
  - Are there any plans in the works for State Street from 27<sup>th</sup> to 8<sup>th</sup>?
    - *Answer:* There are a few things going on. We have a special webpage just about activity on State Street. See <http://www.compassidaho.org/prodserv/specialprojects-statestreet.htm>
  - Follow-Up Question: All of the info you've listed so far is focused west of 27<sup>th</sup> street, are there any projections addressing east of 27<sup>th</sup>?
    - *Answer:* I'm not aware of any specific projects going on east of 27<sup>th</sup>. The Transit and Traffic Operation Plan (TTOP) was looking at the street/land use/and transit into downtown, but most of the detail is west of 23<sup>rd</sup> Street. Because the street narrows at 23<sup>rd</sup>, any actions get more complicated there. That detail will be in a future study when funding is available – we are seeking money to begin that within a few years.
- Question RE: General
  - Would COMPASS staff be willing / able / available to come to a public agency to give an overview of the plan and the feedback desired for elected officials?
    - *Answer:* Yes, we'd be happy to! Just let me know when you'd like us to present
    - Thanks, I'll give you a call.
- Comment RE: General
  - Thinking about the draft plan and the enhancements planned along Chinden west of Eagle Road out to I-84, as I was driving back from Nampa yesterday, looking at all the new and still newer subdivisions in the works, I am skeptical of the ability of an intergovernmental planning process with no implementation authority to limit the continues sprawl of Meridian into ag lands to the west along Chinden, Cherry Land, Ustick, etc. and think that reducing the potential commute times just adds to the development pressure. We know Meridian needs to keep growth booming in order to pay for the amenities such as parks that Boise and the older part of the Valley already have invested in. Without any state or regional regulations, how can growth policies be limited, especially since issues related to these are matters of focus in electing local officials? In using Meridian as an example for the above comments, I am not suggesting it as the only or worst example, just happened to what I was seeing yesterday.
- Comment RE: General
  - I am concerned about the designation of the Boise Foothills, from what appears to be Bogus Basin Road west to Eagle, as future neighborhoods given all of the efforts of the last ten years or so to limit development in this area.
- Comment RE: General
  - I am also concerned that a downtown circulator is listed as #15 in transportation priority for the valley – I question whether this is a need or a want.
- Comment RE: General
  - I was impressed with the inclusivity of the planning process and how responsive COMPASS was to everyone's requests and comments.

April 14, 2014  
Community Planning Association of Southwest Idaho  
700 NE 2nd Street  
Suite 200  
Meridian, ID 83642  
[info@compassidaho.org](mailto:info@compassidaho.org)

Dear Ms. Amy Luft and COMPASS Team;

I am writing as a concerned citizen of Eagle, Idaho to address your latest Communities In Motion draft for 2040. (CIM 2040) I have taken the time to read this document as well as the 2030 and 2035 plans. In relation to the previous plans, I must commend you on your efforts for the CIM 2040. The planning seems much more cohesive with our city comprehensive plan and it appears that there was much effort to bridge the gaps from previous plans to the now 2040 plan. However, I do have some concerns that I believe could really make an even bigger impact in your effort to bridge the gap between your plan and that of the citizens of Ada County and Eagle City would like. As I am sure that you are aware, having the citizens on your side and in agreement with your plan goes a very long way in the acceptance of the plan by agencies impacted in the affected counties. So please consider the following items very carefully when deciding to adopt your plan;

**PLEASE REMOVE CIM Funding Priority #33** connecting Purple Sage Road to Beacon Light Road because connecting these two roads will create a corridor that will encourage regional traffic to navigate through existing residential neighborhoods and this is NOT acceptable especially when this project is the last priority (#33 of 33) on the list and *there ARE better alternatives that exist to accommodate regional east-west traffic.*

COMPASS should be focusing our limited transportation dollars on connecting and improving major arterials and State highways such as the major arterial, Goodson Road, which is identified just above PSR that would connect I84 to SH16! There is also another option provided in The Northwest Foothills Transportation Study (NWFTS) conducted by ACHD in 2007, which identifies an east-west corridor along Aerie Way, through the very well known and upcoming M3/Spring Valley development, that connects SH16 with SH55. This alternative would provide a major east-west arterial from SH16 to SH55 with *very limited impacts to existing development* which I believe should be at the core of your concerns.

**CIM Funding Priority #6... WHY widen Linder Road to 5 lanes???** There is no basis for widening Linder from SH44 to BLR this is a long range ACHD *funded* project. Traffic counts are within acceptable levels of service (LOS). Right of way (ROW) is not granted through BLM ground to connect foothills development to Linder. A new SH16 Boise River crossing exists nearby. If you (COMPASS) are truly intent on focusing our limited transportation dollars on projects where there is an actual need, then this project should be eliminated to protect the environment and existing neighborhoods **and** because the need may never materialize.

Much of the CIM priorities are currently unfunded. Should funding become available, it should be used to shorten the timeframe for critical high priority projects that improve the State highway system in our area and removing the tax burden placed on citizens to add and expand existing roadway's.

Thank you for your consideration,  
Jaylene Groeniger  
2537 N Big Sky  
Eagle, ID 83616

2862 N. Haven Dr.  
Eagle, Idaho 83616  
April 16, 2014  
RE: CIM 2040 Plan



Dear CIM,

Your efforts in building positive solutions and affording for public comment are respected and appreciated. It seems this is the time of meeting at the crossroad of balancing traffic with altering community and neighborhood character and their existing connections to open space and wildlife.

That is what makes these decisions of such extending impact. Much of the area has a unique connection to the foothills and the wildlife that traverses between. Its about the zoning that developed the lifestyles that have evolved here. Major thoroughfare arteries then have an even greater intrusion through what is neighborhood and rural, not urban, areas.

SH 16, 44, and 55 can be designated and developed as the major carriers for regional thoroughfare traffic and preserve what remains intact of the rural identity and stands for the historical, agricultural and equestrian strengths that developed Eagle. Regional traffic will alter existing wildlife traversing patterns. Becoming an area of high traffic can potentially lead to future zoning choices evolving into high density zoning. There has been much allotment to rezoning. Efforts should be given to preserving what remains that blends with higher density and affords an at hand opportunity for walking, running, cycling, non-motorized road races and being in open space environment. Eagle City Council has pronounced that it is dedicated to reviewing the Comprehensive Plan for the area which can be an imperative process for retaining roads to 2-3 lane need. Opening the roads to throughway traffic may topple that success. There is support for not granting BLM access to Linder Road connection to foothills development which would also add safeguard for retaining existing nature of the area and keeping Linder to 2 lanes, avoiding the costs and maintenance of widening. Its imperative to have all these aspects working in conjunction.

There is equal right and progress in preserving the quality, value and nature richness of the area as Eagle and Ada County move forward. The option is there to carry the M3 project generated traffic to SH 55 and 16 along the Aerie Way corridor. That can be a part of providing for the project's impact while not negatively impacting adjoining existing neighborhoods.

It would be good balance and use of public funds to direct development action to the main arteries of SH 16, 55, and 44, save for adding a pedestrian/bike lane along Beacon Light which is in need now for safety and public use. I would like to offer the notion of possible thought to dedicating the roads north of SH 44 and between SH 16 and 55 as rural or agricultural in perpetuity. Infrastructure funds seem to be tight for the foreseeable future. Developing more roads into major arteries is expensive to build and also maintain. Those funds could be directed to developing public transport which has many extending positive aspects built in to its nature. If Beacon Light/Purple Sage is changed into a major regional corridor it will impact all adjoining roads, falling into similar use category.

In short, we have a novel, rare and wonderful rural open space grid in our community. I hope that can be seen, regarded, treated and embraced as the treasure it is, right here in the midst of Treasure Valley.

Barb Jekel



Teri Murrison  
PO 471  
Eagle, Idaho 83616  
208-258-4752  
terimurrison@gmail.com

April 20, 2014

Amy Luft, COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Re: Comments on Draft CIM 2040

Dear Ms. Luft:

Thank you for this opportunity to comment on the recently released draft CIM 2040. While it is critically important to look ahead regionally and plan for our transportation future, I have serious misgivings about a regional Plan that ignores private property rights and the formally expressed opposition of local jurisdictions.

Remember, this is Idaho. Regionalism, while an important aspect of prudent planning, does not and should not trump local control. Prudent planning must be tempered by adhering to consensus-based decisions and coming up with solutions that are workable to both government and to the people. The Plan as written with relation to North Eagle appears to be workable only for state and regional government.

I have several concerns and comments about the Draft:

1. Funding:
  - a. The Plan is overly ambitious given the forecasted amount of funding available. Since the COMPASS Board voted to be constrained to maintenance of the existing system vs. expansion, the inclusion of unfunded projects may have the effect of encouraging staff and member jurisdictions to continue working toward unfunded priorities at the expense of maintenance.
  - b. The Plan does not call for serious investigation of new or innovative funding models, but simply accepts the status quo.
  - c. It accommodates the refusal of the Federal government and ITD to improve the highway system, and enables them to avoid fiscal responsibility.
  - d. The best alternative is not always the least expensive alternative. COMPASS should aggressively advocate impact fees and developer funded mitigation.
  - e. New demand must pay its own way and existing communities must not be required to mitigate (in dollars or takings of private property) lack of federal and state funding to upgrade state highways.
  - f. Constructing new roadways increases maintenance costs and diverts money away from improving the existing transportation system. Apply the \$38 million cost for widening Beacon Light Road to 5 lanes to capacity/transit improvements on SH44.
  - g. Interregional traffic does not pay for improvements it drives when ACHD dollars (local taxpayers') build projects to help satisfy state highway demand.
2. The Plan diverts regional traffic onto ACHD roads that were never meant to carry the amounts of vehicles called for in the Draft. This has negative impacts on property values and the quality of life of local taxpayers.
3. Local taxpayers expect the state and ACHD to work together to accomplish the necessary improvements to the highway system BEFORE impacting local roads.



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Amy Luft, COMPASS  
April 20, 2014  
Page Two

4. Beacon Light Road/Purple Sage Road Connector
  - a. As property owners on Beacon Light Road, my husband and I are unequivocally opposed to including Project #33 Beacon Light/Purple Sage on the list of unfunded projects.
    - i. There are better alternatives to accommodate east/west traffic. A major arterial (Goodson Road) has been identified above Purple Sage Road that would connect 84 to Highway 16. The Northwest Foothills Transportation Study (ACHD, 2007) identifies an east-west corridor along Aerie Way (through the M3 development), that connects Hwy 16 with Hwy 55. This alternative would provide an east-west connection that would have minor impacts on BLR property owners.
    - ii. At the request of ACHD, property owners have been working with the City of Eagle to reduce demand on BLR. That effort may be of no use since connecting those two roads will actually encourage additional regional traffic to traverse through North Eagle.
    - iii. Existing property owners and the City of Eagle are on record as opposed to the widening of BLR, a necessity should the corridor be built "to relieve stress on Hwy 44". Over 530 property owners in the North Eagle area signed a petition submitted to ACHD in January 2014 stating their opposition to preserving ROW for 5 lanes, and the City Council is on record opposing the same.
    - iv. Both BLR and Purple Sage are minor arterials which should function as collectors. COMPASS should focus on connecting and improving major arterials and highways.
5. The state must upgrade highways 44, 50, 16, and other interregional corridors before ACHD roads are upgraded beyond their present capacities.
6. Where a jurisdiction (the City of Eagle, for example) is in opposition to a project (widening Beacon Light Road (BLR) to five lanes and creating a new connection between Canyon and Ada Counties via Purple Sage/BLR), COMPASS and member jurisdictions must not prioritize the project without first exhausting every other option – even more expensive options - and achieving consensus with that jurisdiction.

Again, thank you for the opportunity to comment.

Sincerely,

TERI A. MURRISON

April 23, 2014

Amy Luft  
COMPASS  
700 NE 2<sup>nd</sup> St  
Suite 200  
Meridian, Idaho 83642

Dear Ms. Luft

SUBJECT: Comments on COMPASS 2040 plan

I live in the City of Eagle area of impact north of Beacon Light Road. My comments and observations are from that perspective and I believe are consistent with the thoughts and comments made by the City of Eagle Council to COMPASS concerning this plan.

I think the 2040 plan is an improvement over the 2035 and 2030 plans. You appear to have made a good faith attempt to respond to various entities concerns about not paying adequate attention to entities comp plans. It is a better document from that perspective. It may be a good vision for the entire Treasure Valley.

After thinking about it a lot my personal bias would be **for the plan not to go forward in the approval and adoption process without there being significant revisions.** There are two extremely different trains of thought that has gotten me to this point:

**FIRST FROM MY CITY OF EAGLE PERSPECTIVE**

The City of Eagles' vision of its community is not consistent with the overall COMPASS plan as it relates to zoning and density. Eagles' commitment to ACHD to review density and zoning in connection with the ACHD Foothills Transportation Plan is the number one example.

Construction priority #33 should be deleted. It is inconsistent with what Eagle is on record for as it relates to Beacon Light Road.

The widening of Linder Road north of State Street in priority #6 to five lanes does not seem to be necessary at this time. If left on the list it should have a significantly lower priority.

The connection of Purple Sage Road to Hwy 16 at Beacon Light Road is not consistent with the designation of Beacon Light Road as a minor arterial. The 2040 Plan definition of a minor arterial is "Minor arterials connect with and augment the principal arterial system and generally are used for shorter trips. More emphasis is placed on land access than principal arterials".

If the Purple Sage project is intended to be an alternate east/west transportation corridor from I84 across to Hwy 16 the connection with Hwy 16 should be farther north where your plan reflects a "major arterial" connection between Hwy 16 and Hwy 55. That would put the traffic where it belongs on a major arterial and not force it through a rural residential area.

**SECOND FROM AN OVERVIEW PERSPECTIVE:**

The plan is not workable if the State does not meet its' obligations for expanding the State Hwy system. The acceptance of the current low funding /non engaged position of the State will make the plan a dust gathering shelf sitter.

I also do not believe that the long term need for public transit expansion is given adequate emphasis.

The effect of not having the State as a full participant in roadway improvements and enhancements forces ACHD to attempt to solve the transportation needs using local roads in residential areas rather than putting the traffic where it belongs on the MAJOR transportation corridors and on public transit.

Thank you for providing this opportunity to comment. I hope these constructive comments can be incorporated into the plan and make it a better, more effective document.

Very truly yours,

Steven C. Purvis  
3939 Brookside Lane  
Boise, Idaho 83714

April 21, 2014

Community Planning Association of Southwest Idaho  
700 NE 2<sup>nd</sup> Street, suite 200  
Meridian, Idaho 83642



Re: Comments on the Community in Motion 2040 Plan

My wife and I live on 2.5 acres in Eagle, and like so many other property owners we have invested a significant amount of money so we can live a rural life style. In recent years we have watched with horror as the City of Eagle Council members approve new annexations, zone changes and residential urban subdivisions pushing the City boundary further and further to the north and west. We know that the regional transportation planning agencies did not grant these approvals, but are now responsible to provide the necessary vehicular access.

Last fall the ACHD published the Northwest Foothills Transportation Study (NWFTS) with their recommendations for new roadways and expansions to existing roadways to accommodate the proposed M3 development in the foothills north of the City of Eagle. The NWFTS showed a number of access routes established to provide easterly access to Hwy 55 with direct southbound access to Hwy 44, and westerly access to Hwy 16 and direct southbound access to hwy 44. Simultaneously millions of dollars were approved to widen and extend Hwy 16 from Hwy 44, across the Boise River to Chinden / Hwy 20 eliminating any need for the traffic on Hwy 16 to travel east into the City of Eagle before reaching Hwy 44.

The new Community in Motion 2040 Plan recommends a number of commendable east-west access routes for the future residents of the M3 development to take them easterly to Hwy 55, and westerly to Hwy 16 and beyond to Interstate 84. These roadway projects are well throughout and superior to any previously suggested. The CIM 2040 Plan does however, include one new and very objectionable component, and that is CIM Funding Priority #33 to extend Purple Sage across Hwy 16 through agricultural land to Beacon Light Road. The extension of Purple Sage across Hwy 16 to Beacon Light Road would introduce regional traffic from subdivisions in Star that are west of Hwy 16 to Beacon Light Road as opposed to directing this same traffic south on Hwy 16 to Hwy 44 and across the Boise River to Chinden/Hwy 20. We have just spent millions of dollars widening and extending Hwy 16 across Hwy 44, over the Boise River and south to Chinden /Hwy 20, and those dollars were spent to construct a roadway and intersections that would specifically accommodate this traffic so that it would not need to travel easterly through rural land to the City of Eagle to access Linder.

As home owners or rural land, we, like our neighbors have spent significant amounts of money to live in a rural environment, and we do not want traffic from outlying areas crossing through this rural community where we live. We believe the CIM 2040 identifies several truly superior routes from the proposed M3 development easterly to Hwy 55 and then south to Hwy 44, and westerly to Hwy 16 and then south across the Boise River to Chinden/Hwy 20, and extending on Interstate 84. These routes can easily be high volume 5+ lane highways, and accommodate the traffic demands of the proposed M3 development.

We sincerely recommend that these superior routes be the priority of the CIM 2040 Plan, and that CIM Funding Priority #33 to extend Purple Sage across Hwy 16 through agricultural land to Beacon Light Road be eliminated. For the same reasons we also recommend that Linder not be extended north through the foothills to the M3 subdivision drawing traffic south through the rural portion of Eagle. Easterly access from the M3 subdivision to Hwy 55 and then south to Hwy 44, and westerly to Hwy 16 then south across the Boise River are all designated to be multi-lane highways and sufficient to handle the traffic volume from this proposed subdivision.

City Councils come and go, and some of them have no interest in the qualities that have made their community attractive for so many years, never accepting how tenuous those qualities are and how easily that community can become an urban nightmare like Southern California. In contrast, home owners choose a community to commit to for those very same qualities, but with the hope that those qualities will be cherished and protected by the decision makers over the years.

Sincerely

*Roger Baker / Janet Baker*

Roger and Janet Baker  
3850 W. Lorenzo Ln.  
Eagle, ID. 83616

Sherrri Randall  
278 E Beacon Light  
Eagle ID 83616



Amy Luft  
Community Planning Association of SW Idaho  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

Re: Community in Motion 2040

**We are asking that priority item Number #33 (connecting Purple Sage to Beacon Light Road) be removed from the plan. It does not provide a benefit for our tax dollars as the traffic is still funneled to the same place with or without the connection. Not only is it not a beneficial use of resources, it is, in fact, a detrimental one as this connection would impair safety (for pedestrians, equestrians, vehicles and cyclists) and destroy local neighborhoods and property values. All this at a cost of millions of taxpayer dollars.**

**ITD should provide for regional traffic. Not ACHD. It is not ACHD responsibility to provide for Canyon and Gem County commuters.**

Traffic is like water – they both take the path of least resistance. And, like water, if traffic ends up in the wrong place it causes damage. Water that takes a less than beneficial path to its destination causes erosion. When moved efficiently and safely along a controlled route, both are productive.

Item #33 is not a well-thought out solution to a traffic situation but merely a knee-jerk reaction. Someone noticed that traffic was CROSSING Hwy 16 and coming down Beacon Light and thought that we should make it easier for that traffic.

There was a flood on Beacon Light several weeks ago. That flood was partially on my property. Water was running into and under my shed. Eagle Fire Department came to help (big kudos to them, they did an incredible job). Now they could have taken CIM's approach and decided if that water wanted to run under the shed, they could help it do just that but that would have destroyed my property. Thankfully, they said "whoa, this isn't a good place for this water, it shouldn't be here, let's help it find a better path to get where it needs to be". They placed sandbags so the water could efficiently and safely flow to a ditch.

How did BLR become the path of least resistance? It is PERCIEVED as the path of least resistance. Watch folks now pull up on Beacon Light west of HWY 16 in the morning. They jet through cross traffic to get to BLR instead of turning down Hwy 16 – why? "Hmmm, if I take HWY 16 south, there is a stoplight up ahead and if I don't hit it right, I will have to STOP! But, if I can make it across 16 and take BLR there are no patrols during rush hour traffic, there are no stop lights. The stop signs are merely a suggestion, I can just slow down and make sure no one

is coming, I don't actually have to STOP! I can go well over the speed limit because there aren't any cops to pull me over. Now Randall could pull out of her drive in front of me and go the speed limit and back up 4 or 5 2C plates behind her and then I will have wished I stayed on 16. But, if that doesn't happen, I will end up in the same place either way and I won't have to STOP". ZOOM!!

Is BLR or the surrounding neighborhoods the destination for any of these vehicles? No. Are they taking BLR so they can turn off and access adjoining property? No. So where are they going? BLR deadends at HWY 55. So are they going north to McCall? No, they are turning south and then 55 deadends at 44. Oh, look at that – right back in the same place as if they had stayed on 16 onto 44!! If they had stayed on the routes provided by ITD for regional traffic they would be in exactly the same location. Nothing solved. It is just an expensive shortcut! A perceived shortcut. A shortcut that creates erosion, that lowers property values for homeowners, that impairs safety for cyclists, for equestrians, for folks pulling out of driveways or for folks simply walking across the street to get to their mailboxes. This isn't chump change – this is MILLIONS of dollars wasted to access less than 8 miles of road that not only does not provide a benefit but creates damage. Put some patrols on BLR for a few weeks and see if it is still perceived as the path of least resistance when drivers are asked to obey traffic rules and speed limits.

Connecting Purple Sage to Beacon Light Road would be like helping water run into my shed – except far more expensive and far more damaging. Our goal should be to move that traffic efficiently and safely. We should be using “sandbags” to control the flow to the proper channels and avoid damage. ITD provides the proper channels. Why are we trying to muscle our way past them? Instead of directing traffic to CROSS Hwy 16, instead of creating a dangerous intersection, we should be providing a dedicated turn lane to help them merge ONTO Hwy16 with the least disruption to traffic already on the highway. Set up the “sandbags”. It is cheap, safe and most of all SMART! Help that traffic take the most beneficial path to its destination. Protect the rights of the residents of those neighborhoods. Do not make it easy for traffic to be destructive, make it difficult. Make it easy for traffic to safely flow to its destination along controlled routes.

We need to use our heads. Do a cost/benefit analysis, keep the goal in sight – work to achieve that goal in a way that gives the taxpayers the biggest bang for their buck, that provides the safest routes, that protects current residents and their property values. Think it through.

Thank you,



Sherri Randall

Kathy Pennisi  
3675 N Saddleman Place  
Eagle, ID 83616  
208-939-7774

April 25, 2014

Amy Luft, COMPASS  
700 NE 2nd Street, Suite 200  
Meridian, ID 83642

Re: Comments on Draft CIM 2040

Dear Ms. Luft,

Thank you for this opportunity to comment on the CIM 2040 plan.

I have been following the CIM planning effort since the 2030 plan was developed. My first observation of the 2040 plan is that the “preferred scenario” visioning process (finally) took into account local cities comprehensive plans. This recognition of where/how cities are planning to grow is vital to creating a feasible plan. What I see, however, is a disconnect between where cities would like to see traffic capacity handled and where/how regional traffic corridors are being identified and implemented. In addition to the CIM 2040 plan, the transportation agencies have their own plans. Unfortunately, these plans don’t seem to align with each other or with the priorities of the cities. This is confusing to say the least and diminishes the effectiveness of the CIM 2040 regional plan. Regional transportation planners and cities have differing views of where traffic should flow. Care must be taken in identifying regional corridors because they typically attract commercial development. This, in effect, predetermines zoning, which may be at odds with city planning. Please consider conducting the same process used in crafting the preferred scenario to developing and aligning the road network to incorporate the vision of the cities.

Funding is a huge issue. CIM priorities should focus first and foremost on the State highway system. As a taxpayer, it is upsetting to see tax dollars spent widening local roads (usually uprooting people and destroying neighborhoods in the process) rather than our current 2-lane State highways because ITD “has no money”. Just because ACHD and ITD have different pots of money and jurisdiction over different roads doesn’t mean we can’t bridge the gap between the two entities and develop a solution that uses tax dollars efficiently and effectively in our region. We need a mechanism to funnel local tax dollars into “local” State corridors. We need leaders such as COMPASS to bring all agencies to the table to devise a solution.

It is my understanding that CIM 2040 focuses on major arterials and the State highway system. For that reason, I question why priority #33 is on the list. This project proposes connecting 2 minor arterial roads and is best left up to the city of Star and Eagle as to whether that connection fits with their comprehensive plans and/or is even needed.

What criteria was used for the CIM project priorities? I couldn’t find it anywhere. The criteria should be identifiable and listed in the report. In my mind, State highways should be the first focus, major arterials the second. Congestion maps should be part of the monitoring system and need to factor into

the priority order. Types of congestion are important. That is, a corridor that is busy for the majority of the day should be higher priority than one that only sees commuter traffic (transit will never be a viable option if we continue to make it “easy” to commute!). Perhaps we adjust the trigger point(s) for when a road is deemed “over capacity” and restrict the “widen local roads” solution to corridors that have planned commercial uses and see a consistently high ADT throughout the day.

In addition, data from the monitoring plan must feed into the next CIM report, identifying invalid assumptions and adjusting where road widening projects occur. The CIM plan must show how realities on the ground are affecting the plan and how the next plan is making adjustments. Otherwise, this whole process is an exercise in futility.

As far as priority # 6 (widening Linder Road to 5 lanes - ACHD budgeted project)

- There is no basis for widening Linder from SH44 to BLR (this is a long range ACHD funded project). Traffic counts are within acceptable levels of service. Right of way may not be granted through BLM ground to connect foothills development to Linder. A new SH16 Boise River crossing exists nearby.
- COMPASS should be focusing our limited transportation dollars on projects where there is an actual need.
- This project should be eliminated to protect the environment and existing neighborhoods and because the need may never materialize.

How about we just take those extra (budgeted) lanes planned for Linder and tack them onto SH16 from SH44 to Beacon Light? Same direction, same length, same cost?? Put traffic where it belongs! Linder (north of SH44) should not even be considered for widening until AFTER SH16 is improved and it exceeds capacity throughout the day.

Until taxpayers see wise use of their transportation dollars, they will be unlikely to support additional taxation to raise more funds – no matter how badly ITD cries “broke”.

Thank you for your consideration,



Kathy Pennisi

To the Compass Board:

As part of Communities in Motion (CIM) I have some concerns with certain items . They are as follows:

**1) Funding Priority #33:** Connecting Purple Sage Road (PSR) to Beacon Light Road (BLR):

- Connecting these two roads will create a corridor that will encourage regional traffic to traverse through existing residential neighborhoods that were designed to be and are rural. They cannot retain there rural designation with that much traffic.
- **This project is the last priority (#33 of 33) on the list and should be removed** from consideration, as other better alternatives exist to accommodate regional east-west traffic.
- **Both PSR and BLR are minor arterials, which should actually function as collectors. COMPASS should be focusing our limited transportation dollars on connecting and improving major arterials and State highways.**
- A major arterial (Goodson Road) is identified above PSR that would connect I84 to SH16. **The Northwest Foothills Transportation Study (NWFTS) conducted by ACHD in 2007, identifies an east-west corridor along Aerie Way (through the M3 development) that connects SH16 with SH55.** This alternative would provide a major east-west arterial from I84 to SH55 with very limited impacts to existing rural development. This places **the weight of the east-west arterial on the new M3 development that is in large part responsible for the coming need for this arterial.**
- Constructing new roadways increases maintenance costs and diverts money away from improving the existing transportation system. Apply the \$38 million cost for this project to **capacity/transit improvements on SH44.**

**2) Funding Priority #6:** Widening Linder Road to 5 lanes (ACHD budgeted project)

- There is no basis for widening Linder from SH44 to BLR (this is a long range ACHD funded project). Traffic counts are within acceptable levels of service (LOS). Right of way (ROW) may not be granted through BLM ground to connect foothills development to Linder. A new SH16 Boise River crossing exists nearby.
- COMPASS should be focusing our limited transportation dollars on projects where there is an actual need.
- This project should be eliminated to protect the environment and existing neighborhoods and because the need may never materialize.

**3) Funding:** CIM 2040 accepts the lack of funding for improving the regional transportation system.

- This philosophy inappropriately pushes traffic onto local roads that were **never intended to carry regional traffic.**
- Capacity improvements then fall to ACHD, which **results in widening the local road system that pushes traffic into residential neighborhoods impacting quality of life for existing taxpayers.**
- **Taxpayers expect ITD and ACHD to work cooperatively to put our tax dollars (local and State) toward improvements on State highways PRIOR to expansion of the local road system.**

Much of the CIM priorities are currently unfunded. Should funding become available, it should be used to shorten the timeframe for critical high priority projects that improve the State highway system in our area.

We purchased our property and pay taxes for a rural area. Pushing regional traffic to local areas that are to be rural in nature is both poor planning and a poor use of existing roadways and funds.

Sincerely,

Martha Hightower

ADA Co / Treasury valley / TRAFFIC  
CURRENT thru 2040...  
... AND Beyond!

8 pm thru 8 am  
main streets ... Blink yellow  
side streets ... Blink RED

Benefits ...

... Side street a few cars (1, 2, 3)

Don't "cycle" stop dozens of cars

... Flow is better, less Road rage  
Improved Attitudes, Increase M.P.G.

... NOT Stop = idle, go later!

NOTE: Fairview & Eagle

Eagle & chinden

Eagle & state

These  
might still  
cycle

But All side streets "Between" the  
main intersection could Blink yellow,  
RED ... FOR FLOW

# Business, companies & org's

"Think OUT OF THE BOX"

— Stagger work hours (Flex)

8-3, 9-5, 11-7

Benefit: Spread Traffic Demand / Use

— Staff would like time options  
(spouse, kids, school, errands)

If possible "Del" Engines...

... could Downsize to Van's  
Size of UPS, Fed-Ex trucks

Benefit: REDUCE Road / impact / From  
Semi Trucks,  
Parking lot congestion!

Some Flex time, ... stagger

... would help deliveries etc...

Maybe more staff could work at Home  
... Comp... Reducing commuter traffic

Solution for I-84 corridor

# TRUCK Bypass on I-84

new  
TRUCK STOP

OUT...  
Let  
Mall

AIRPORT

NO.

Boise

NAMPA  
...  
...cald

new  
truck  
stop

- 4 lanes w/ dbl shoulder's
- = 80 mph / trucks
- = Trucks make up time
- = bypass I-84 / traffic
- = Huge Traffic Relief For Road's !!
- = Huge traffic Congestion Reduced. (50)

Live East ,,  
,,, TRAVEL west

TRAFFIC Flow, , ,

,,, Citizens should try  
to work, Appts, Business  
west of where they live ,,  
,,, Live east!

TRY THIS TRAFFIC pattern  
some day !!

# Final

- \* Spm to Saus "All Blink"
  - \* Saus to Spm "Main Interceptor cycles"  
... Side streets Blink
  - \* "Right on RED" Don't cycle lights
  - \* Bike's & Pedestrians ... can  
"Obey" Traffic laws ...  
Like vehicles are expected ...  
... to do!
- 

\* Do school buses have to "stop" as  
often as they do ???

\* More Bus Turnoffs!

\* More Bike Lanes,



# ADA COUNTY

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**Jim Tibbs**  
Commissioner, First District

**Rick Yzaguirre**  
Commissioner, Second District

**David L. Case**  
Commissioner, Third District

April 23, 2014

Matt Stoll, Executive Director  
COMPASS  
700 N. East 2<sup>nd</sup> Street, Suite 200  
Meridian, ID 83642

**RE: COMMUNITIES IN MOTION 2040 DRAFT**

Dear Director Stoll:

We have reviewed the draft update to Communities in Motion (CIM), and would like to offer the following in response to the recent call for public comment.

The Vision Statement included on the Communities in Motion 2040 Vision indicates that the preferred growth "scenario supports local comprehensive plan goals and densities, and includes entitled developments as of July 2012." It is unclear how Avimor and Hidden Springs have been considered as they do not appear to be reflected on the Vision Map. We respectfully request that the identified developments be recognized and added to the Vision Map.

We recognize the prudence of focusing future funding toward the continued operation and maintenance of our transportation system as identified in the Executive Summary and in Chapter 6; however, not having the option to address desperately needed improvements causes great concern. The anticipation of being "\$4.3 billion short of long-term needs", calls for a serious pursuit of other funding sources. Ada County is and will continue to be a strong supporter of any efforts toward the identification and establishment of new funding sources for investment in the transportation system.

Thank you for your consideration and if you have any questions please do not hesitate to contact Ada County Development Services at 287-7900.

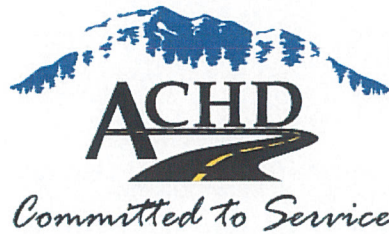
Sincerely,

Board of Ada County Commissioners

A handwritten signature in blue ink that reads "David L. Case".

David L. Case  
Chairman

Cc: Megan M. Leatherman, Director of Development Services



John S. Franden, President  
Mitchell A. Jaurena, Vice President  
Rebecca W. Arnold, Commissioner  
Sara M. Baker, Commissioner  
Jim D. Hansen, Commissioner

Matt Stoll  
Executive Director  
COMPASS  
700 NE 2<sup>nd</sup> Street  
Suite 200  
Meridian, Idaho 83642

Dear Mr. Stoll

Re: Communities in Motion 2040 Comments

Thank you for the opportunity to comment on Communities in Motion (CIM) 2040. ACHD recognizes the importance of the long range regional transportation plan in that it is required by the federal government to secure federal transportation dollars. ACHD staff and Commission members have been involved in its development and in implementation of previous plans through membership on COMPASS committees and Boards. A large majority of projects in CIM are implemented through ACHD's Capital Improvement Plan, Integrated Five Year Work Plan, and budget.

Cohesiveness between the regional transportation plan and the local, countywide transportation planning is very important. Likewise, growth allocation that mirrors the cities' comprehensive plans is an important input to the transportation modeling process, an output of the CIM effort. Regional understanding of the relationship between transportation and land use has important policy ramifications for project selection, project prioritization and funding decisions. With these principles in mind, ACHD has the following comments after reviewing CIM2040 for your consideration:

1. ACHD is concerned the Plan lacks strategies for land use agencies to implement the values and policies illustrated. While the relationship between transportation and land use is discussed at length, the implementation and strategies to mitigate the challenges seem focused solely on transportation decisions rather than balanced with land use decisions that can be made before the housing units or commercial buildings are built. Chapter 11 states "the interdependent relationship between transportation and land use means that decisions today made about Idaho's transportation system will affect where and how people travel and how cities, counties and the state continue to develop."

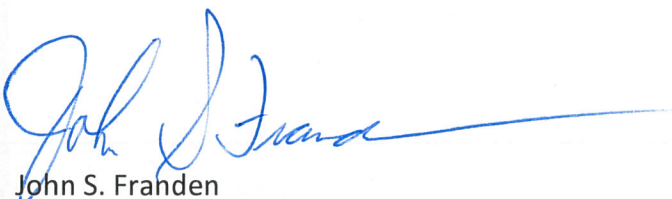
This incorrect sentiment shows up several times throughout the planning document. ACHD knows that the inverse is true: transportation is impacted by decisions made by the other elements in

society as well, specifically land use decisions and deviations from comprehensive plans. The land use decisions made by the cities and counties affect the transportation decisions that then must follow. The development patterns and implementation of comprehensive plans of cities drive transportation realities. We encourage COMPASS to develop specific strategies for land use agencies to minimize impacts on the existing and future transportation system. Ideas might include, but are not limited to, ways to encourage in-fill housing, strategies for increasing densities, or innovative land use master planning.

2. ACHD concurs with and appreciates the CIM's regional focus on current transportation system maintenance. As the roadway system is our largest asset, it is of utmost importance we adequately maintain it. Investing in it now will save money in the long term.
3. In the discussion of the Safe Routes to schools program and efforts in Chapter 5, please add a discussion of the passage of the vehicle registration fee ballot initiative by the Ada County voters in 2008, and the types and size of the projects that have been completed because of this commitment.
4. Also in Chapter 5, Pedestrian and Bicycle level of service is not a project level measurement useful for implementation for ACHD. We continue to have concerns over this tool as a performance measurement.
5. ACHD is concerned the transportation system is so underfunded, especially at the state level. As the state system continues not to be able to handle regional traffic, the local system must handle those trips. The local system is also underfunded, and is experiencing increasing maintenance needs. We encourage COMPASS to facilitate regional coordination to prepare appropriate projects for federal funding outside the STP-TMA allocation, and to educate the legislature and general population about transportation funding needs. Additional funding for transportation is imperative.

If you have any questions regarding these comments please contact Sabrina Anderson, ACHD Planning and Programming Manager at 208-387-6156. Thank you again for allowing ACHD to comment. We look forward to our continued partnership.

Sincerely,



John S. Franden  
President, ACHD Commission



## Office of the Mayor

**David H. Bieter**  
Mayor

### City Council

**President**  
Maryanne Jordan

**Council Pro Tem**  
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April 25, 2014

Liisa Itkonen  
COMPASS  
700 NE 2<sup>nd</sup> Street, Suite 200  
Meridian, Idaho 83642

Dear Liisa:

Please find below and attached the City of Boise's formal comments on the Draft Communities in Motion (CIM) 2040 Plan.

The City appreciates the three years of work COMPASS has invested in the CIM process. The comments below reflect our overall concerns with the plan; the attachments contain more specific comments.

CIM's dependence upon peak hour travel time as a primary determinant for transportation investments is not as effective a tool as evaluating trip time. Trip time captures how far as well as how fast people are traveling. We recommend replacing peak hour travel time as a key transportation measurement tool with "Average peak hour trip time".

There are references throughout CIM to "preserving capacity". We suggest that "preserving mobility" is a better goal and focus for a plan which envisions increased mobility for all users.

Maintaining the current roadway network is a primary focus of CIM. We suggest the plan places too much emphasis on future needs based on current transportation model inputs and peak hour travel time.

For detailed comments please refer to the attachments.

Sincerely,

David H. Bieter  
Mayor



# Planning & Development Services



TO: Liisa Itkonen  
 FROM: City of Boise COMPASS Board Members  
 DATE: April 25, 2014  
 RE: Draft 2040 CIM

**Derick O'Neill**  
 Director

**Boise City Hall**  
 150 N. Capitol Boulevard

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 Lauren McLean  
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 TJ Thomson

The City of Boise offers for COMPASS Board consideration the following comments on the April 2014 Draft 2040 CIM document.

- Recommend removing the unfunded corridor list from the *Executive Summary* and placing in an appendix. CIM is focused on maintenance projects and is required to be fiscally constrained. Listing 33 unfunded projects in the forefront of the document without definition as to whether they are maintenance or expansion projects or how they might be funded is contrary to the *CIM Vision* which does not reference roads or roadways. In *Chapter 11: Implementing the Plan*, the second of two reasons COMPASS developed CIM 2040 was to: *Chart a course for the maintenance and improvement of the transportation system based on anticipated needs and revenues (emphasis added).*

1) *Chapter 5. Existing Transportation System*

- Define whether “Hours of delay” references the PM peak hour delay or 24 hour delay in Table 5.1 (pg. 5-1)
- Transportation System Performance Measures and Targets – recommend moving this section from *Chapter 5* to *Chapter 6: Future Transportation System Needs and Priorities*. The Performance Measures are future focused as opposed to maintaining the system. (pgs. 5-11/5-13)
- Vehicle Emissions - Add footnote explaining why the target of less than 60.1 tons/day is so high and so significant. The description is critical to reader understanding of why the amount of emissions increases so dramatically and will make clear the relationship between vehicles miles traveled and the more than 50% increase in emissions projected by 2040. (pg. 5-12). Same comment applies to *Chapter 9. Environmental Considerations*. (pg. 9-15)

2) *Chapter 6: Future Transportation System Priorities and Needs*

- Define “heavy” when referencing traffic. Does the term reference weight or volume of traffic? (pg. 6-2)
- On page 6-5, add “improved” to first sentence of second paragraph to read “This plan provides a blueprint for ITS systems used by various agencies in support of **improved** transportation operations.”
- Move the section on Federally Funded Maintenance programs (pgs. 6-18/6-20) from *Chapter 6*. to *Chapter 5: Maintaining the Existing Transportation System Needs*.
- Recommend the projects required for air quality conformity be listed in *Chapter 6*. as well as *Chapter 9. Environmental Considerations*. Denote with asterisk or other character, and a footnote, the projects evaluated for air quality conformance in the Tables on Priorities and Needs.
- CIM 2040 is focused primarily on maintenance per direction of COMPASS Board. Recommend moving the list of “CIM 2040 Corridors and Projects in Priority Order” to an appendix unless they are all maintenance projects. If

this list is retained in *Chapter 6*. indicate whether the project is maintenance or expansion and is unfunded or partially funded.

- In the Priority Corridor List (pg.6-8) please modify as highlighted below, Cherry Lane (Fairview to Curtis, Middleton Road to Black Cat Road) as in earlier drafts.

### 3) *Chapter 10: Assessing Performance of the Transportation System*

#### **CIM 2040 Goals**

- Add “connectivity” to Goal 1.1 to read: Enhance the transportation system to improve accessibility and **connectivity** to jobs, schools and services; ... (pg. 10 -3)
- Regarding Goal 1.4: “Develop a transportation system with high connectivity that **preserves capacity** of the regional system and encourages walk and bike trips. Does “preserve capacity” imply capacity expansion? Other areas are backing away from roadway expansion.(pg. 10-3)
- Add new **Goal 1.5 Invest in better access to transit, bike and pedestrian facilities and transportation demand management to offset congestion**. This goal is easily measured and easily understood.

## City of Boise Comments on CIM 2040 Goals, Tasks and Objectives, April 24, 2014

The City requests respectfully that COMPASS consider the following comments and recommendations for modifications to the CIM 2040 Goals, Tasks and Objectives.

**1.1 Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements.**

### Performance Measures:

- ~~Peak hour travel time~~ *Comment:* travel time is an aggregate that is relatively meaningless because it lacks context. Trip time captures how far as well as how fast people are moving.
- Average peak hour trip time

*Comment:* There is no measurement for ped/bike network

**Add "Pedestrian and cyclist delay" to the Performance Measures for this Goal.**

**Add "Number and type of implemented Transportation Demand Management policies" as a Performance Measure.**

- Size of and growth in pedestrian and bicycle network and connectivity NEW MEASUREMENT

1.1.1 Develop local transportation plans and corridor plans that link the transportation system and local land use. (Similar to 1.4.1)

1.1.1.a. ~~Local land use and transportation agencies annually develop, update, and integrate plans (subarea and corridor plans, comprehensive plans, *Communities in Motion* [CIM]).~~ *Comment:* This reads that the plans will be updated annually and has no outcome in mind. Suggested:

1.1.1.a. Annually monitor local land use plans and transportation agency subarea and corridor plans; identify gaps in meeting goals of linking land use and transportation.

1.1.2 Manage congestion and delay.

1.1.2.c. ~~Program federal resources to target major causes of congestion.~~ *Comment:* Roadway expansion to address congestion has proven to induce more travel and increase vehicle miles traveled, which is counter to our broader goals. Rerword:

1.1.2.c. Program federal resources to target major causes of congestion; consider roadway expansion as a last resort only after other strategies have been implemented. Invest in better access to transit, bike and pedestrian facilities and transportation demand management to offset congestion.

**1.1.2.e. Educate agencies on best practices to manage congestion, including applicable and effective transportation demand management policies and implementation.**

1.1.2.f. ~~Manage increase in vehicle miles traveled.~~ *Comment:* This reads as support for an increase in vehicle miles traveled, which is redundant w/1.1.2 and counter to broader goals, if we are aiming to reduce the increase let's state that directly.

1.1.2.f. Use strategies that reduce the growth of vehicle miles traveled. (Such as Complete Streets, Context Sensitive Design, TDM, ITS, introduction of other modes, balancing the location of jobs and housing, etc.)

1.1.3 Implement effective access management strategies on major regional corridors. *Comment:* This goal fails to recognize the difference between corridors inside communities and those in more suburban or intercity locations. Treating both the same may result in a disconnected network inside communities that serves all but through traffic users poorly.

1.1.3.d. ~~Reduce conflict points on roadways to increase safety and efficiency.~~ (Similar to 1.2.1.b.) *Comment:* Reducing conflict points may increase car safety, but is only one strategy of many and can decrease connectivity for local car trips, and pedestrians and bicyclists, or can ask them to travel out of direction to cross or continue a journey. (Eliminating driveways is an exception) This discourages ped/bike trips and lengthens local car trips. It can induce unsafe behavior (i.e. crossing with no facilities, cars cutting through parking lots). Suggested:

1.1.3.d. Increase safety and efficiency for all users using access management techniques in intercity and suburban locations and Complete Streets, Context Sensitive Solutions and eliminating driveways at activity centers and urban settings.

**1.2 Improve safety and security for all transportation modes and users.**

1.2.1 Reduce number and severity of incidents.

1.2.1.b. ~~Reduce conflict points between modes.~~ (Similar to 1.1.3.d.) *see comments on 1.1.3.d.* Suggested:

1.2.1.b. Improve safety at conflict points using Complete Streets strategies and Context Sensitive Solutions.

### 1.3 Protect and preserve existing transportation systems and opportunities.

1.3.1 Maximize the useful life of the existing transportation system.

~~1.3.1.c. Prioritize projects with a favorable cost-benefit ratio.~~ *Comment:* This measurement is often used to justify roadway expansion by monetizing and aggregating small increments of time based on a 20 year projection and claiming that they add up to a quantifiable value. There is often no measure in the formula for long-term maintenance and operation of the investment. If you are trying to prioritize investments, state it as an objective consistent with the goal. Suggested:

1.3.1.c. Prioritize projects that maintain the existing system.

1.3.2 Maintain and complete the network and fill in the gaps in the existing regional transportation system. *Comment:* The most glaring existing gaps are in the regional corridors and pedestrian and bicycle network, Suggested:

1.3.2.a. Develop prioritization criteria that assigns higher priority to projects that fill in the network, including the pedestrian and bicycle network.

**1.4 Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.** *Comment:* No mention of the potential conflict with congestion and access management, nor any way to work through the conflict. See comments on 1.1.2 and 1.1.3

1.4.3 Improve connectivity between transit and bike/walk network.

~~1.4.3.c. Explore appropriate level of service standards for buses, pedestrians, and bicycles.~~ *Comment:* We've been talking about it for years, let's set a goal of actually doing it:

1.4.3.c. Develop appropriate level of service standards for buses, pedestrians, and bicycles for implementation before the next long range plan update.

**2.1 Coordinate local land use planning, transportation planning, and development to maximize the use of existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.**

#### Performance Measures:

- Monitor Health Impact Assessments as they occur NEW MEASUREMENT *Comment:* Account for HIA s.

2.1.3 Maximize health and economic benefits by investing in all transportation modes.

~~2.1.3.b. Annually monitor alternative modes' ridership rates and develop strategies to increase ridership.~~ VRT *Comment:* Transit is only one mode. And let's stop calling them alternative, they are just another mode.

2.1.3.b. Annually monitor transit ridership rates and pedestrian and bicycle use (i.e. counts) and develop strategies and goals to increase mode share. Lead Org. VRT, transportation agencies, cities.

Add 2.1.3.d. Encourage use of Health Impact Assessments for all transportation and land use projects that meet the Traffic Impact Analysis criteria. *Comment:* Health is mentioned in the Goal but no objective.

**2.2 Recognize and more clearly define and support the regional role of all communities, including small communities.**

2.2.2 Design community improvements and public facilities to reflect the distinctive characteristics of each community.

~~2.2.2.a. Invest in town centers, main streets, and existing infrastructure as identified in CIM 2040.~~ *Comment:* What things are identified CIM 2040 there should be some reference:

2.2.2.a. Invest in town centers, main streets, and existing infrastructure such as using Context Sensitive Solutions and Placemaking strategies as identified in CIM 2040.

**2.3 Encourage infill development and more compact growth near community identified activity centers.**

2.3.1 Implement mixed-use residential developments along established and planned transit routes, especially where vacant land is available for infill development.

2.3.1.b. Develop specific area plans for activity centers consistent with CIM 2040 and with planned integration of alternative transportation systems. *Comment:* This is listed as Lead Organization, Cities, however our experience (i.e. with Harris Ranch) is that the transportation agency must be on board with the strategy of expedited review for Specific Plans to work as an incentive. No suggestions just comment.

**3.1 Encourage mixed-use neighborhoods, town centers, and other development types that include a variety of housing options to meet the transportation and housing needs of all socioeconomic groups.**

#### Performance Measures:

- Affordability of housing and transportation (use H+T Affordability Index)

3.1.1 Evaluate cost of commuting.

3.1.1.a. Monitor and track changes in commuting **costs including regional costs of owning and maintaining a vehicle.**

*Comment:* There is an existing index that we should be using, The H + T Affordability Index. (<http://htaindex.cnt.org/>)

3.1.1.b. Monitor and track changes on the H+T Affordability Index.

#### **4.1 Promote land use patterns that provide Treasure Valley residents with safe, reliable, and cost-efficient infrastructure services.**

4.1.2 Implement development near existing transit services.

4.1.2.a. Educate public service agencies about the importance of locating near existing transit services.

ADD 4.1.2.b. Encourage investment near transit and at activity centers with incentive program. *Comment:* This mentioned in 2.1.3.a., but needs to be reiterated here.

4.1.3 Encourage water efficiency.

4.1.3.c. Encourage the use of “Green Streets” and other low impact storm water treatment strategies. NEW OBJECTIVE *Comment:* This is going to be required in new NPDES permits anyway, let’s get a jump on it.

#### **5.1 Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life.**

5.1.6 Consider health in transportation decisions by implementing a formal process for assessing the potential effects of a transportation project on the health of the population.

5.1.6.a. Identify a process, such as Health Impact Assessment and bikeability and walkability audits, and include trained health experts in their planning and implementation. Identify criteria for when these strategies should be used. *Comment:* Without criteria for when to use it them HIAs will likely not be implemented, use criteria for Traffic Impact Analysis, see 2.1.3.d.

#### **6.2 Maintain the vitality of regional centers, downtowns, and main streets through continued public and private investments in new and existing business, housing, and transportation options as appropriate.**

6.2.1 Invest in downtowns, town centers, main streets, and other similar areas to increase job to- housing ratio.

6.2.1.a. Identify downtowns, town centers, corridors, and other areas that would benefit from revitalization.

6.1.2.b. Identify strategies such as Complete Streets and Context Sensitive Solutions that will enhance the revitalization of these areas. NEW OBJECTIVE *Comment:* Absent complementing transportation strategies these efforts are more likely to fail.

6.2.4 Help community leaders identify and maximize opportunities for farmers markets and local retail agriculture.

6.2.4.e. Prioritize connections, especially on the pedestrian and bicycle network to established market locations. NEW OBJECTIVE

6.2.4.f Protect and enhance freight movement to markets (see 6..1.2.) NEW OBJECTIVE

*Comment:* There are no transportation strategies among those listed, but in fact these are vital for success.

#### **Promote development and transportation projects that protect and provide all of the region's population with access to open space, natural resources, and trails.**

##### **Performance Measures:**

- Monitor regional network for connections and gaps NEW MEASUREMENT *Comment:* Existing measures don’t do this.

*Comment:* 7.1.1 and 7.1.2 are unclear. We would reorganize and reword these to reduce redundancy and make the links between these policies more clear.

~~7.1.1 Complete greenbelt through the region.~~

~~7.1.1.a. Continue support for Foundation for Ada-Canyon Trail Systems (FACTS).~~

~~7.1.2 Create local greenways.~~

~~7.1.2.a. Create local open space and recreation plans.~~

7.1.1 Create a connected network of greenways throughout the region

7.1.1.a. Complete greenbelt through the region.

7.1.1.b. Continue support for Foundation for Ada-Canyon Trail Systems (FACTS).

7.1.1.c. Connect local greenways to regional system.

7.1.2 Create local open space and recreation plans.

7.1.2.a. Create local greenways.

#### **8.2 Protect agricultural land for food, fiber, and fuel production and support of other agricultural and food-related businesses.**

##### **Performance Measures:**

● Monitor number of local governments with ordinances supportive of urban agriculture. NEW MEASUREMENT *Comment:* other measures don't talk about urban farms.

8.2.1 Adopt urban agriculture policies and ordinances in local plans. *Comment:* Policies don't do much if your regulations prohibit, we need the regulations.

8.1.2.a. Encourage urban agriculture with supportive ordinances.

8.2.1.a.b. Utilize underused public land for urban agriculture.

**Add to Goals and Performance Measures: Develop a travel demand model which incorporates feedback, is sensitive to pricing, mode choice and micro-scale land use factors. Insure decision makers are aware of the limitation of predictions/projections of any model, such as tendencies to overestimate future traffic congestion problems and to undervalue TDM strategies.**

**Comment: As CIM 204 is a 25-30 year Plan, we suggest that inputs to travel demand models will continue to be refined over the next 20 years. Inputs are currently being refined in many area of the country. In planning for the future we should consider the technological innovations which will more accurately represent travel by all modes and by trip time. Updating the travel demand model now will assure an improved planning tool. This work could be initiated within a year of the adoption of CIM, through the 2015 and 2016 UPWPs.**



**CANYON HIGHWAY DISTRICT No. 4**

15435 HIGHWAY 44  
CALDWELL, IDAHO 83607

TELEPHONE 208/454-8135  
FAX 208/454-2008

---

April 24, 2014

COMPASS

700 NE 2nd Street, Suite 200

Meridian, ID 83642

Attention: Amy Luft

**RE: Comments on Draft 2040 Communities in Motion**

Dear Amy:

Canyon Highway District No. 4 (CHD4) has reviewed the Draft 2040 Communities in Motion, and provides the following comments for your consideration. The small yellow comment bubble or highlighted text shows the location the comment is intended to be applied.

Please feel free to contact me with any questions on these comments.

Sincerely,

Chris Hopper  
Assistant District Engineer  
[chopper@canyonhd4.org](mailto:chopper@canyonhd4.org)  
208-454-8135

The financial forecast is bleak. The regional transportation system needs an investment of approximately \$9 billion—in current dollars—to be able to meet maintenance needs and the demands of growth over the next 27 years to 2040.

Federal dollars allocated through CIM 2040 for the

*Even when federal, state, and local funding sources are combined, the region falls \$4.3 billion short of long-term needs.*

*Key to implementing this plan, and to achieving the CIM 2040 Vision, is securing additional funding to complete a transportation system that will support the valley's future needs.*

EIT  
4/24/2014 8:12:17 AM

recommend  
"projected growth"

al \$3.8 billion over the same time period. It is with a combined anticipated revenue of \$5.4 maintenance, improvements, and expansions.

However, this combined amount still falls \$4.3 billion short of long-term needs.

However, the funding shortfall does not mean that this plan will sit idly on the shelf. Over 100 individual tasks have been developed to meet 17 overall goals established for CIM 2040. These tasks have been synthesized into eight regional policy statements to guide overall implementation of the plan. Success will be measured through performance measures and targets established for the 17 goals. Progress will be formally reported every other year through a performance monitoring report; however, the data behind that report will be available via an online dashboard open for anyone to access at any time.

Key to implementing this plan, and to achieving the CIM 2040 Vision, is securing additional funding to complete a transportation system that will support the valley's future needs. COMPASS is committed to continually "telling the story" of our regional transportation needs to implement this plan and bring about a prosperous future for the Treasure Valley.

purposes of evaluating the area's transportation networks. These findings are published in COMPASS reports.<sup>2</sup>

### Population Forecast [Heading 3]

Planning for the transportation needs of a rapidly growing urban area such as the Treasure Valley requires an understanding of future demands. Population, employment, and land use are basic determinants of travel; therefore, a first step in assessing future needs is preparing a population forecast.

COMPASS works with its Demographic Advisory Committee<sup>3</sup> to prepare population forecasts (Figure 3.3) using industry-standard modeling methods and based on the best available information at the time they're produced. They are meant to help prepare for the future and are not an expression for or against growth.

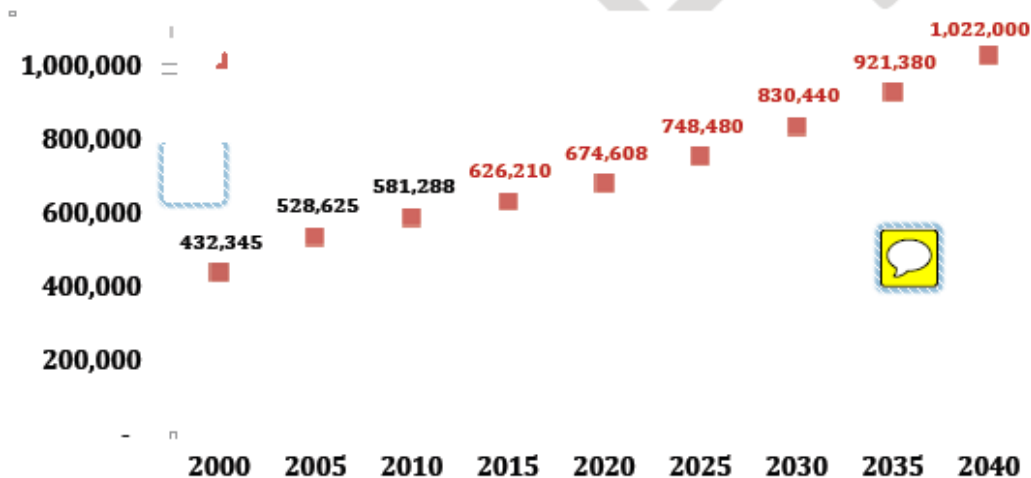


Figure 3.3. CIM 2040 population forecast. Data for 2000, 2005, and 2010 are from the US Census Bureau, [www.census.gov](http://www.census.gov).

### Regional Strategic Plan [Heading 3]

The SWOT analysis is a tool commonly used in strategic planning, as it encourages participants to explore the strengths, weaknesses, opportunities, and threats

<sup>2</sup> [www.compassidaho.org](http://www.compassidaho.org)  
<sup>3</sup> [www.compassidaho.org/people/dac.htm](http://www.compassidaho.org/people/dac.htm)  
Chapter 3

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2/28/2014 11:52:24 AM

Need description of population area (2 county, UA's,

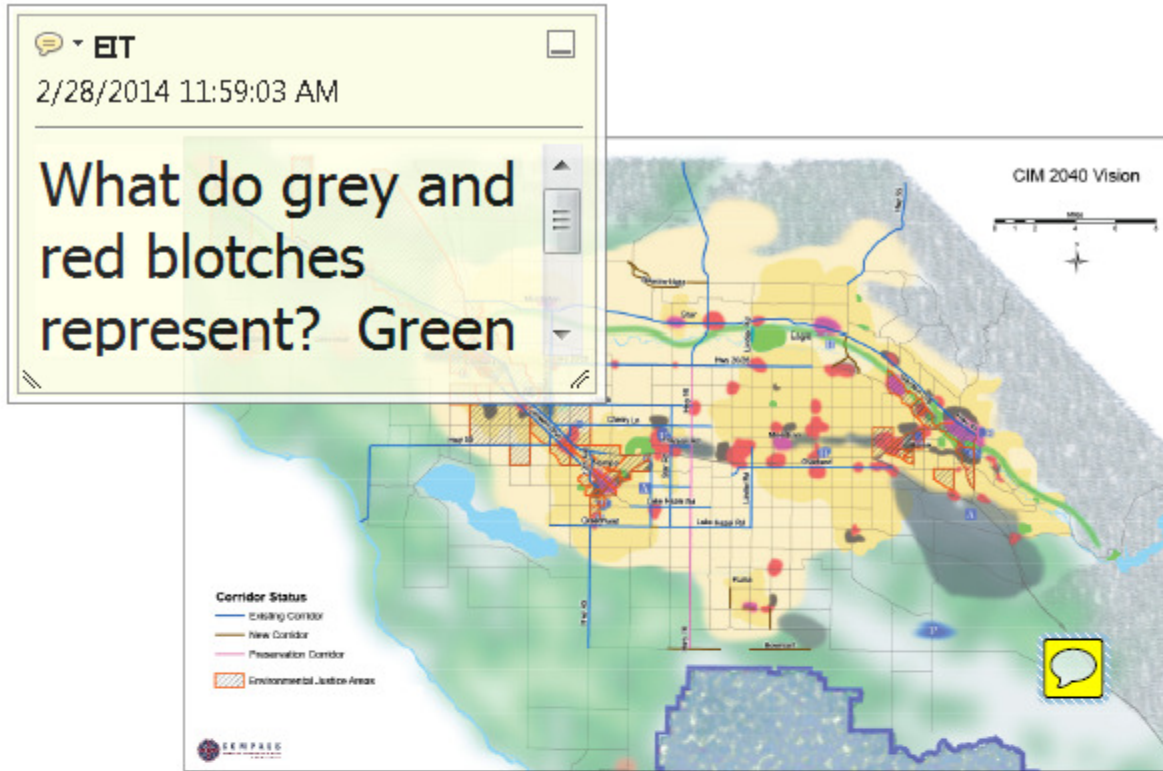


Figure 3.5. CIM 2040 Vision

The CIM 2040 Vision includes a total 2040 population in the two-county region of 1,022,000 and 462,000 jobs. Table 3.1 shows how this growth is allocated among the jurisdictions (cities and counties) in the region.

Table 3.1. *Communities in Motion 2040* population and employment forecast

|                 | 2010       |            |            | 2040         |            |            |
|-----------------|------------|------------|------------|--------------|------------|------------|
|                 | Population | Households | Jobs       | Population   | Households | Jobs       |
| Boise           | 237,241    | 96,615     | 141,628    | 317,192      | 140,848    | 234,520    |
| Blaine          | 23,122     | 8,197      | 5,507      | 52,246       | 18,823     | 15,498     |
| Garden City     | 11,101     | 4,949      | 7,049      | 18,311       | 8,911      | 13,794     |
| Kuna            | 13,319     | 4,283      | 1,806      | 25,991       | 10,270     | 4,950      |
| Meridian        | 28,785     | 28,296     | 30,772     | 154,780      | 57,501     | 65,642     |
| Star            | 6,472      | 2,177      | 564        | 35,644       | 12,035     | 3,114      |
| Timberline      | 7,915      | 2,915      | 7,648      | 70,153       | 23,656     | 13,161     |
| Wilder (Impact) | 392,365    | 148,444    | 190,324    | 674,317      | 272,044    | 350,679    |
| Caldwell        | 50,672     | 16,540     | 13,144     | 109,111      | 40,098     | 37,550     |
| Greenleaf       | 7,748      | 959        | 440        | 5,947        | 2,145      | 977        |
| <b>Melba</b>    | <b>845</b> | <b>279</b> | <b>205</b> | <b>2,358</b> | <b>801</b> | <b>539</b> |

Format Table 3.1 to be displayed on single page

## CHAPTER 4<sup>1</sup>

### Transportation Financial Analysis [Chapter Title]

COMPASS commissioned a financial analysis, finalized in 2012, to support the CIM 2040 update. The analysis, *Financial Forecast for the Funding of Transportation Facilities and Services 2012-2040*, estimates funds available for the operation, preservation, and expansion needs of transportation systems within the COMPASS region.<sup>2</sup> It is summarized in this chapter.



#### Why Conduct an Analysis? [Heading 1]

Assessing the financial capacity of CIM 2040 is important for several reasons. First, federal rules require that MPO plans and programs include only projects that have a reasonable chance of being funded.<sup>3</sup> This is due, in part, to the fact that plans must demonstrate that the transportation system will conform to federal air quality regulations as discussed in Chapter 9.

Just as important, local and state officials and citizens need to understand the financial situation facing transportation over the next 25 years so they can plan, govern, and participate effectively.

ET  
2/28/2014 12:47:14 PM

Provide link to financial study

#### Agencies Included in the Analysis [Heading 1]

The financial analysis takes into consideration plans and operations of the 15 public agencies in Ada and Canyon Counties that provide transportation:

- Idaho Transportation Department (ITD)
- Ada County Highway District (ACHD)/ACHD Commuteride
- Nampa Highway District No. 1
- Notus-Parma Highway District No. 2
- Golden Gate Highway District No. 3

<sup>1</sup> A glossary of terms is available at [www.compassidaho.org/comm/glossary.htm](http://www.compassidaho.org/comm/glossary.htm). Acronyms in this document are defined at [www.compassidaho.org/documents/prodserv/CIM2040/AcronymList.pdf](http://www.compassidaho.org/documents/prodserv/CIM2040/AcronymList.pdf).

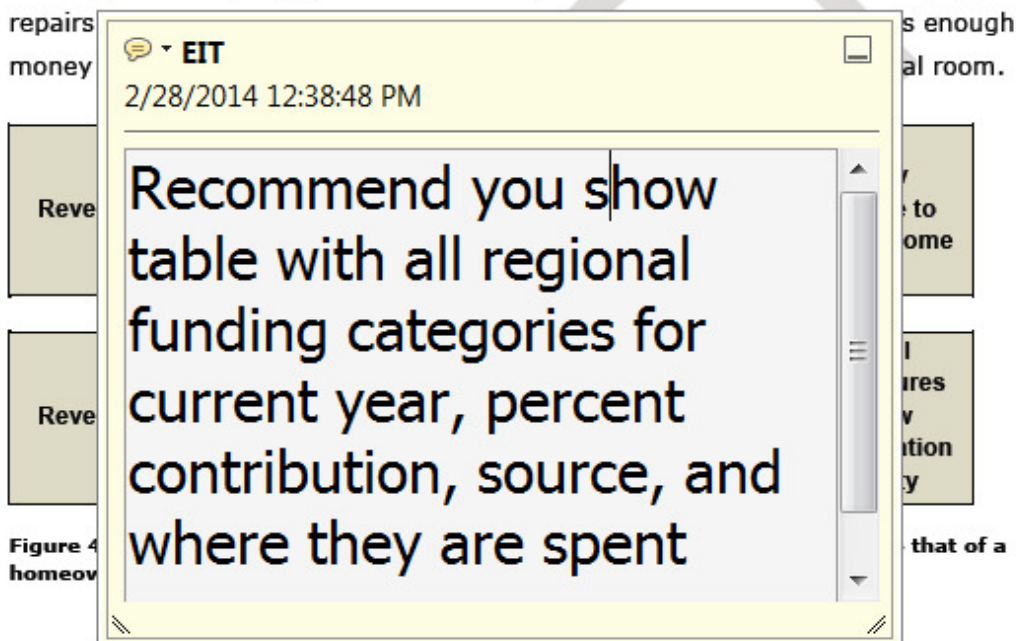
<sup>2</sup> [www.compassidaho.org/documents/prodserv/CIM2040/financial\\_report\\_final\\_2013.pdf](http://www.compassidaho.org/documents/prodserv/CIM2040/financial_report_final_2013.pdf)

<sup>3</sup> "Planning Assistance and Standards." *Code of Federal Regulations*. Title 23, 450.322 (f)(10). [www.ecfr.gov/cgi-bin/text-idx?c=ecfr&SID=934dd032fc36de4f70b606daac70661a&rgn=div6&view=text&node=23:1.0.1.5.11.3&idno=23#23:1.0.1.5.11.3.1.12](http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&SID=934dd032fc36de4f70b606daac70661a&rgn=div6&view=text&node=23:1.0.1.5.11.3&idno=23#23:1.0.1.5.11.3.1.12). February 14, 2007.

Anticipation Revenue Vehicle (GARVEE) bonds that will be paid back with future funds.

Transportation agencies budget for debt service and operating costs first, then preservation and rehabilitation costs. By estimating future revenue, then subtracting estimated future operations and maintenance (O&M) and preservation costs, agencies can determine if there is budget left for new capacity, such as adding lanes or buses.

This process is similar to budgeting for a home (Figure 4.1). If a homeowner knows her income (revenue), the cost to operate and maintain the home (mortgage, utilities, routine upkeep), and the cost to preserve/rehabilitate the home (larger repairs money



**Revenue Assumptions [Heading 1]**

Funds for transportation infrastructure and services come mainly from federal, state, and local taxes. Figure 4.2 shows how these are currently (and approximately) funded in Ada and Canyon Counties.





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**Show percentage contribution for each source**

(approximate values)

Figure 4.2. Transportation funding sources (approximate values)

**Federal Funding Sources for Roadways and Transit [Heading 2]**

The Highway Trust Fund is the primary source of federal funds for roadways and transit. It's funded by the federal fuel tax rate, which has been fixed since 1993 at 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel.



In July 2012, MAP-21 was signed into law, which authorized funding for several transportation programs for a two-year period. Transit funding authority increased by 60% but, by January 2013, actual funding remained at 2012 levels.

Several federal funding programs address transportation. The National Highway Performance Program is the largest, with \$166.7 million apportioned to Idaho in 2014; most of this is going to Idaho's state and federal highway system. The Surface Transportation Program (STP), with \$76.7 million in 2014 for Idaho, provides flexible funding that may be used by states and localities to preserve and improve the conditions and performance on any federal-aid highway, bridge, or tunnel projects on any public road, pedestrian, and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

For pathways and other alternative transportation needs, MAP-21 established a new funding category called the Transportation Alternatives Program (TAP). The Boise

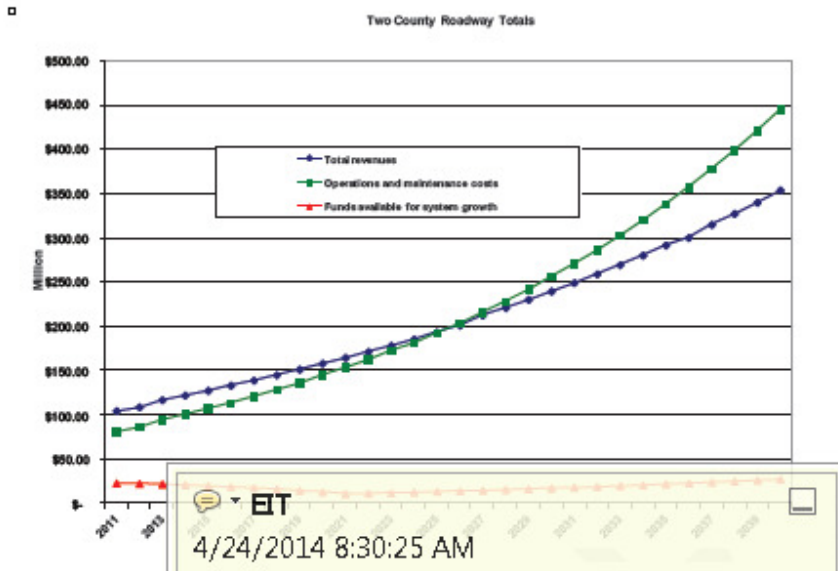


Figure 4.3. Future revenues, expenditures, and remaining funds available for system growth, Ada and Canyon Counties combined, assuming 4% inflation.

Figure 4.4 shows the estimated annual revenue available for roadway system expansion projects from 2012 to 2040. Canyon County agencies and Ada County, with payments broken down between impact fees (colored red and blue) and other revenue sources (colored yellow and light blue). Impact fee revenues compose the bulk of the estimated available funds after 2015.

Line chart would better represent the fact that Canyon Co funding goes to zero

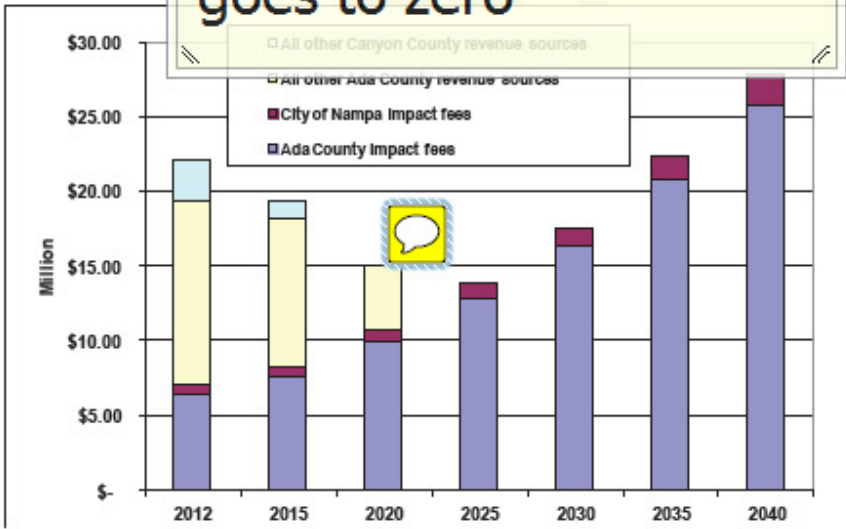


Figure 4.4. Estimated annual revenue available for roadway system expansion projects

|                  |                                |   |
|------------------|--------------------------------|---|
| fees             | track time location of driving | the user.   |
| Rental cars fees | An add-on daily fee            | Fee base is tied to use of transportation system. |

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**Spell out the funding shortfall:  
\$XX from 2014-2040  
\$XX per year**

**Summary**

While revenue for operations and preservation/rehabilitation will likely rise faster. This means that only agencies with long-term funding dedicated to capacity to expand. Across 27 years, the \$1 billion of local funds in today's dollars results in annual investments of about \$37 million a year in current dollars.

To put this in perspective:

- Widening of Franklin Road for one mile (from two to five lanes) with a sidewalk, curb, and gutter is \$10.9 million.
- Adding a signal to the intersection of Middleton and Flamingo Roads costs \$280,000, and a roundabout at Middleton and Ustick Roads is \$950,000.
- A new bus route costs \$370,000 per year to operate, not including bus purchases; each new heavy-duty transit coach is \$400,000 or more.

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**Make it blunt:  
"In order to provide capacity improvements necessary to support the projected growth in the TV, existing revenue streams must increase or new funding sources must**

need to be  
d/or developing

with bus replacement. Based on the size and age of the current fleet, annual expenditures for bus replacements should be **doubled or tripled.**



VRT's v  
options,  
custome  
improve  
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**Vague; provide specific need or omit**

potential transportation  
counties.<sup>3</sup> It also details how  
vices, and discusses future  
discussed in Chapter 6 as

**Bike a**  
The reg  
planning

start of a "greenbelt" in Ada County.  
Today, a 30-mile-plus greenbelt runs  
alongside the Boise River and there are  
more than 150 miles of on-street bike  
lanes.

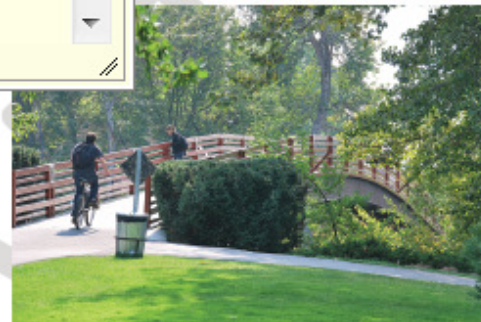
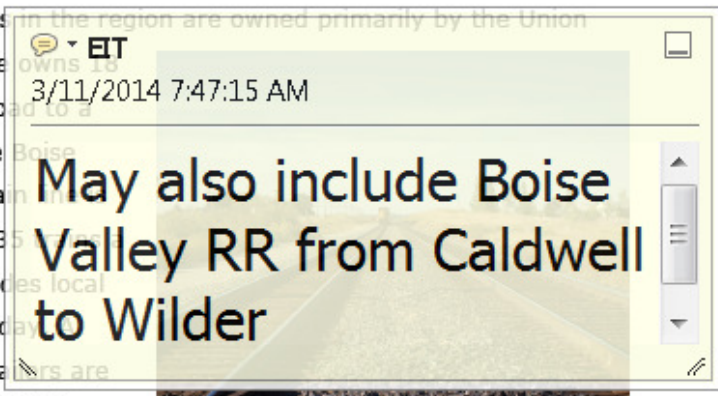


Figure 5.1 depicts the current regional pathway map for Ada and Canyon Counties. The two-county Foundation for Ada/Canyon Trail Systems, Inc. (F.A.C.T.S.) is a nonprofit organization working to expand the existing Boise River Greenbelt to create one path from Lucky Peak Dam to where the Boise River meets the Snake River west of Parma. Many local jurisdictions also have their own bike and pathway plans. In Ada County, ACHD has a bikeways plan,<sup>4</sup> the City of Eagle has a map of proposed bicycle and trail connections,<sup>5</sup> the City of Boise has a map of existing trails and the greenbelt, as well as their maintenance needs,<sup>6</sup> and the City of Meridian has a pathways master plan<sup>7</sup> and a map of planned bicycle facilities.<sup>8</sup> The

<sup>3</sup> [www.valleyregionaltransit.org/Portals/0/valleyconnect/valleyconnect.pdf](http://www.valleyregionaltransit.org/Portals/0/valleyconnect/valleyconnect.pdf)  
<sup>4</sup> ACHD Roadways to Bikeways Plan: [www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=77](http://www.achdidaho.org/Projects/PublicProject.aspx?ProjectID=77)  
<sup>5</sup> City of Eagle's proposed bicycle and trail map: [www.cityofeagle.org/vertical/sites/%7B78557FDD-14BE-414E-8624-C15ED40E9C6A%7D/uploads/%7B901084C5-0E2F-4385-A8F9-A1FA9DBC5392%7D.PDF](http://www.cityofeagle.org/vertical/sites/%7B78557FDD-14BE-414E-8624-C15ED40E9C6A%7D/uploads/%7B901084C5-0E2F-4385-A8F9-A1FA9DBC5392%7D.PDF)  
<sup>6</sup> City of Boise 2011 Comprehensive Parks and Recreation Plan. [http://parks.cityofboise.org/about-us/comprehensive-plan-\(2011\)](http://parks.cityofboise.org/about-us/comprehensive-plan-(2011))  
<sup>7</sup> Meridian Pathways Master Plan: [www.meridiancity.org/parks\\_rec.aspx?id=2667](http://www.meridiancity.org/parks_rec.aspx?id=2667)  
<sup>8</sup> Meridian Bicycle Facilities: [www.meridiancity.org/uploadedFiles/Departments/Parks\\_and\\_Rec/Bike Facilities Map \(Planned\).pdf](http://www.meridiancity.org/uploadedFiles/Departments/Parks_and_Rec/Bike%20Facilities%20Map%20(Planned).pdf)

(Figure 5.3, above). The rail lines in the region are owned primarily by the Union Pacific Railroad. The City of Boise owns 18 miles of track south of Gowen Road to a point north of the junction of the Boise Cutoff and the main line. The main line is heavily used, seeing more than 35 trains a day, while the Boise Cutoff provides freight service with two trains a day. A transload facility (where truck trailers are loaded/unloaded onto rail cars) is being considered south of Boise.



**Pipeline [Heading 3]**

Pipeline freight is second to truck freight in Idaho in terms of tonnage, carrying 40 million tons in 2011 and forecasted to increase to 67 million tons by 2040.<sup>26</sup> The pipeline in Ada and Canyon Counties serves primarily cars and trucks, as it supplies most of the gasoline to the region. The tank farm in Boise generates a lot of truck traffic.

**Transportation System Performance Measures and Targets [Heading 1]**

As discussed above, CIM 2040 specifically addresses transportation in six of its goals, and transportation issues are addressed through numerous objectives and tasks.

COMPASS will track progress toward meeting system-related goals by monitoring the following performance measures and reporting on progress toward achieving defined targets:

- Travel time index (interstate)
  - Current: 1.18
  - Target: 2.17
- Travel time index (non-interstate)
  - Current: 1.55
  - Target: 1.83

Specifics. "A lot of truck traffic" is ridiculously vague for a transportation plan

twice as long to travel a given roadway during the peak or congested period as during free-flow or ideal conditions. Over 1.25 is considered "congestion" in this metric.

<sup>26</sup> Freight Analysis Framework, accessed October 2013, <http://faf.ornl.gov/fafweb/FUT.aspx>.  
<sup>27</sup> See Chapter 10 for a discussion on the development of CIM 2040 performance measures and targets.

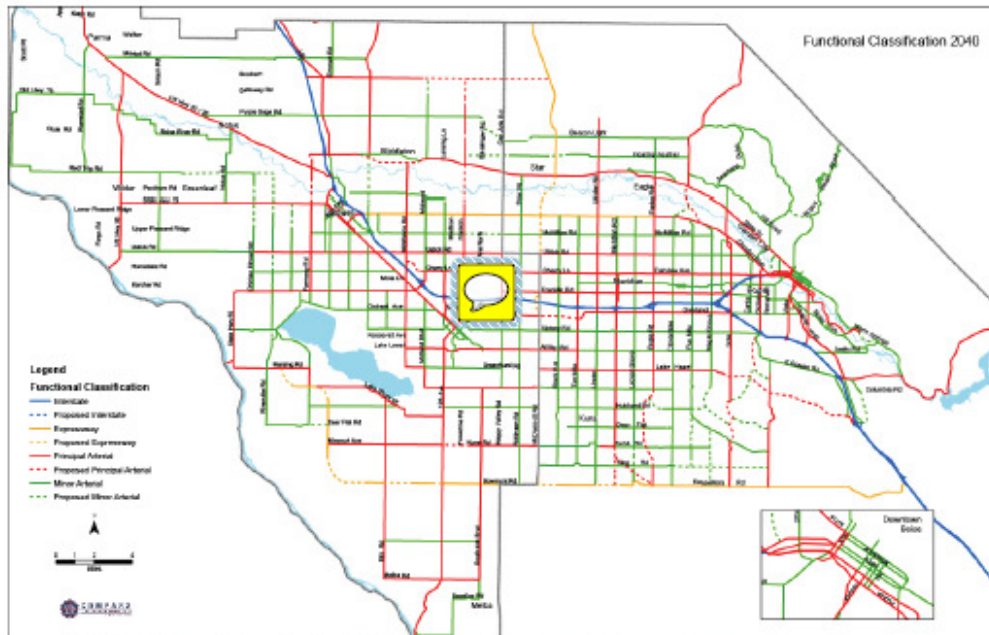


Figure 6.2. 2040 functional classification map

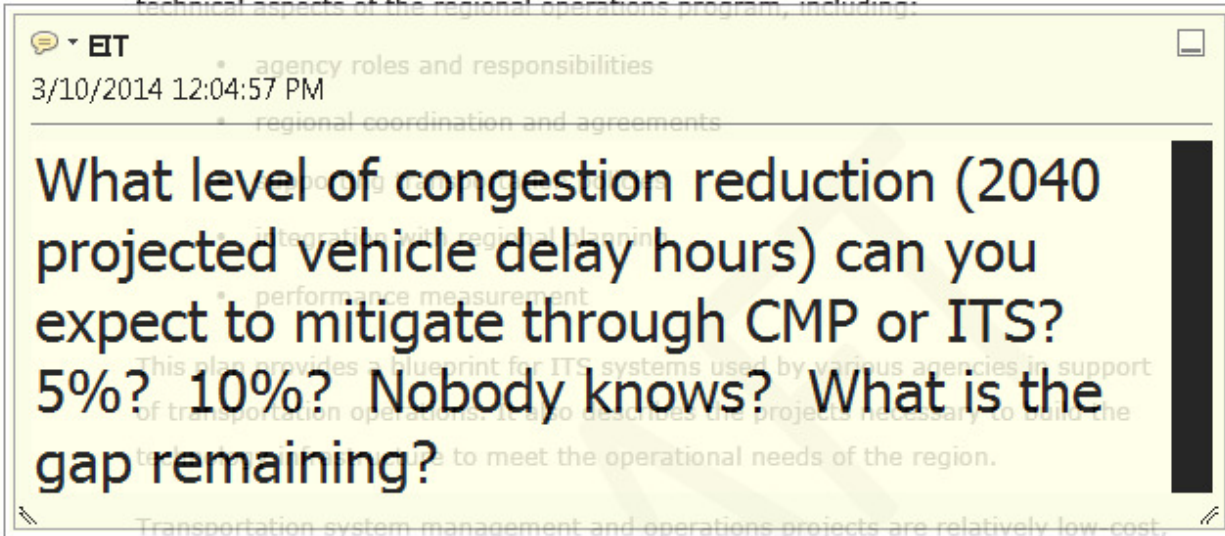
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4/24/2014 9:01:09 AM

**Map labels in Canyon County need to be edited; remove references to collectors and label road names correctly**


lytical  
stem  
system.  
ongestion  
relieve  
the

many of the transportation corridor specific strategies employ technology "tools" such as intelligent transportation systems (ITS), which include coordinating signal timing, adding closed circuit cameras to monitor traffic conditions, and other technologies.

The *Treasure Valley Transportation System: Operations, Management, and Intelligent Transportation Systems (ITS) plan*<sup>4</sup> is an update to the 2006 *Treasure Valley ITS Plan*. This update has highlighted the importance of management and operations to improve the transportation system, with additional emphasis on non-technical aspects of the regional operations program, including:



The screenshot shows a presentation slide with a yellow background. At the top left, there is a speech bubble icon and the text "ET" and "3/10/2014 12:04:57 PM". The main text of the slide is a large, bold question: "What level of congestion reduction (2040 projected vehicle delay hours) can you expect to mitigate through CMP or ITS? 5%? 10%? Nobody knows? What is the gap remaining?". The slide is framed by a thin black border.

but they can provide benefits relative to their investment. Secondly, these strategies can be introduced with relatively short lead times and may provide a near-term solution that defers the need for expensive investments—such as widening or building new roads. Learn more about CMP on the COMPASS .e.<sup>5</sup>

### **Describing the Future Transportation System [Heading 1]**

A well-connected transportation network based on major roadways is vital to accommodate the growth forecasted in the CIM 2040 Vision. This future regional transportation system will be designed and built to recognize and support neighborhoods, downtowns, and activity centers where new housing and jobs will be concentrated.


While the system continues to rely on highways to provide regional commuting and freight, it would also include high-capacity transit for the State Street/State Highway 44 corridor and the Interstate 84 corridor. Enhanced multimodal

<sup>4</sup> [www.compassidaho.org/prodserv/cms-intro.htm](http://www.compassidaho.org/prodserv/cms-intro.htm)  
<sup>5</sup> [www.compassidaho.org/prodserv/cms-intro.htm](http://www.compassidaho.org/prodserv/cms-intro.htm)

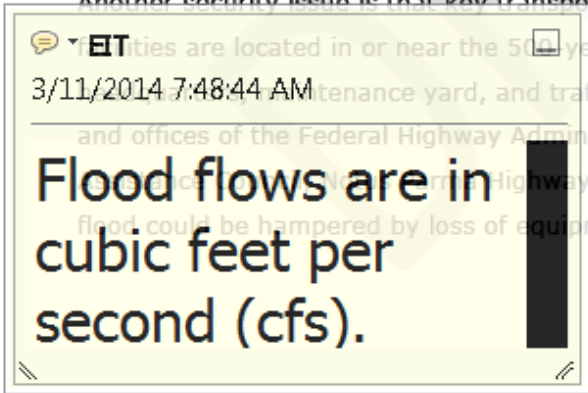
The Snake River is remote from most development and transportation corridors within the planning area. However, significant crossings in Ada and Canyon Counties include State Highway 45, State Highway 55, US 95, and US 20/26.

### **Dam Failure [Heading 3]**

The Idaho Department of Water Resources (IDWR) and the US Bureau of Reclamation administer dam safety throughout the state. IDWR inspects each dam at least every two years. Every dam inspected is given a risk classification to grade potential downstream losses and damages that could occur from dam failure during typical flow conditions. Lucky Peak, Arrowrock, and Anderson Ranch dams, all located upstream from Boise on the Boise River (Figure 8.2), are classified as “high risk,” or Category 1, by IDWR. While Boise is in closest proximity to these dams, the cities of Garden City, Eagle, Star, Middleton, Caldwell, Notus, and Parma are also located downstream of these dams and subject to flooding in the case of dam failure.

A recent evaluation by the Ada City-County Emergency Management program depicted a possible dam failure resulting in a flood flow of as much as 34,000 cubic feet per minute (cfm). This contrasts with “normal” flood stages, when flows exceed 7,000 cfm. 

Another security issue is that key transportation administrative and/or maintenance facilities are located in or near the 50-year floodplain, including ACHD’s maintenance yard, and traffic operations center; ITD headquarters; and offices of the Federal Highway Administration, Local Highway Technical District, and TVT. Recovery after a major flood could be hampered by loss of equipment and records.





## City of Eagle

P.O. Box 1520  
Eagle, Idaho 83616  
208-939-6813

James D. Reynolds  
Mayor

Council Members:  
Mark L. Butler  
Mary McFarland  
Jeff Kunz  
Stan Ridgeway

Charlie Roundtree, Chairman  
COMPASS  
700 NE 2<sup>nd</sup> Street  
Meridian, ID 83642

April 23, 2014

RE: Communities in Motion 2040 Draft

Dear Mr. Roundtree,

After reviewing the Draft Communities in Motion 2040 Plan the Eagle City Council wishes to provide the following comments:

The COMPASS's Plan is not consistent with the City of Eagle's vision of its community as it relates to zoning and density.

The Council therefore does not support the CIM plan unless the following changes are made:

1. Delete construction priority #33 by removing the Purple Sage Road connection to Beacon Light Road. It is not consistent with what Eagle is on record for as it relates to Beacon Light Road and it is not consistent with the designation of Beacon Light Road as a minor/rural arterial.
2. Remove the Beacon Light Road connection to Highway 16 because Beacon Light Road is a neighborhood arterial and connection to SH 16 would change it to a cut through for heavy traffic looking for an alternate route to SH 44 between SH 16 and SH 55. This connection will destroy Eagle's existing rural neighborhood as Comprehensive Planned as the vision for this rural area since 1993.
3. The widening of Linder Road north of State Street in priority #6 to five lanes is not necessary at this time. This project should be shifted to a significantly lower priority in the plan. The widening of Linder Road anticipates the development of Spring Valley which will not be necessary until many years into the future.
4. Conversely, SH16 extension to I-84 should be a significantly higher priority in the plan. SH16 once connected will be a vital transportation route in the heart of the region providing for the movement of people, goods and services and promoting job expansion while limiting and reducing overall vehicle trip lengths in western Ada County.
5. The long term need for public transit expansion must be given more emphasis.
6. Provide guarantees within the CIM Plan indicating how the State will meet its obligations for

expanding the State Highway system (i.e. Highways 16, 44, 20/26 and 55). The acceptance of the current low funding /non engaged position of the State will make the plan a dust gathering shelf sitter. Further, the effect of not having the State as a full participant in roadway improvements and enhancements forces ACHD to attempt to solve the transportation needs using local roads in residential areas rather than putting the traffic where it belongs, on the MAJOR regional transportation corridors and on public transit.

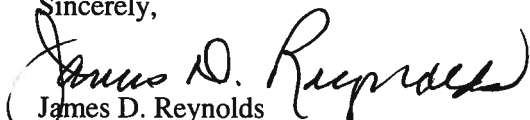
The current CIM Plan regarding lack of State participation is not acceptable and is extremely poor planning.

7. Chapter 3 of the plan needs to evaluate the proposed growth scenario (vision) against the scenario indicators previously identified as key indicators for good growth and development in the valley. Unless COMPASS evaluates the proposed vision, how does the region know that the plan is actually achieving the goals the public directed COMPASS to plan for?

For a complete list of the indicators against which the adopted vision should be analyzed (rather than just the eight indicators outlined in the draft plan), please refer to [http://www.compassidaho.org/documents/prodserv/CIM2040/More\\_Scenario\\_Indicator\\_Comparisons.pdf](http://www.compassidaho.org/documents/prodserv/CIM2040/More_Scenario_Indicator_Comparisons.pdf).

Thank you for the opportunity to comment on the Plan. The City of Eagle looks forward to working with COMPASS and its member agencies in creating a plan that is supportive of a functioning regional system but is also reflective of the individual communities' needs, visions, and plans.

Sincerely,

  
James D. Reynolds  
Mayor

Cc: City Council  
Planning Department  
Liisa Itkonen, COMPASS

## COMMUNITIES IN MOTION 2040 – DRAFT MARCH 2014

- ES-3 13. State Highway 45 reroute (in City of Nampa – *Bowmont Road to Interstate 84*)  
Isn't this from 7<sup>th</sup> Street South, not Bowmont Road?
- 5-8 In 2012, ITD began developing a statewide freight plan.<sup>17</sup>  
There is no mention of a final plan, dated February 5, 2013, or what its contents are.
- 6-3 2040 Functional Classification Map
- SH-16 Extension between SH-44 and US 20/26 is shown as a "Proposed Expressway" when it should be shown as an "Expressway". Completion date is mid-June, 2014.
  - There is a jog in Cole Road where Kuna Road would intersect if it extended that far east. This appears to overlap with the entry roadway into an excavation pit.
  - I thought the inverted "Y" directly south of SH-69 and Kuna Road was being deleted with the acceptance of the updated rail crossing study by the City of Kuna.
  - ITD has no plans for an interchange on I-84 with Goodson Road, in Canyon County.
  - ITD has no plans for an interchange on SH-16 with a proposed extension to Goodson Road.
  - There are 15 interchanges and overpasses shown on U.S. 20/26 east of I-84. The draft corridor document for U.S. 20/26 only shows interchanges at SH-16 and Star Road, and a CFI intersection at Meridian Road.
  - The SH-16 extension to I-84 preferred alternative is not (properly) displayed on the map. The current McDermott Road is shown which is inconsistent with the interchanges and overpasses since those are only associated with the proposed SH-16 extension.
  - SH-55 north of SH-44 is shown as a Principal Arterial. Depending upon the development modeled under CIM 2040, this highway could become an access controlled Expressway with a number of interchanges and overpasses as far north as Avimor Drive.
- 6-8 13. State Highway 45 reroute (in City of Nampa – *Bowmont Road to Interstate 84*)  
Isn't this from 7<sup>th</sup> Street South, not Bowmont Road?
- 6-11 **3 US 20/26, Intersections of Meridian Road and Locust Grove Road, Meridian** – add right turn lanes on eastbound side of US 20/26 \$1,410,000 H328  
Key Number is "13941", not "H328(0)"
- 6-11 **4 Intersection of State Highway 55 (Karcher Road) and Midway Road, Nampa** – add traffic signal and other operational improvements \$4,640,000 13025  
**4 State Highway 55 (Karcher Road), Intersection of Karcher Road and Indiana Avenue, Canyon County** – add intersection improvements, including major widening \$3,822,000 13475  
**4 State Highway 55 (Karcher Road), Intersection of Karcher Road and Lake Avenue, Canyon County** – add safety improvements \$4,310,000 12383

All three projects are mirror images and should have the same project description: “add traffic signal and other operational improvements”

- 6-21 **3 US Highway 20/26 (Chinden Boulevard) (Middleton Road to Eagle Road) – widen to four lanes**<sup>14</sup> \$199,350,000  
This is an unfunded need. However, on page 6-15, Chinden Boulevard from Eagle Road to Locust Grove Road (CIM Priority #3) is listed as a long-term funded project. This section is being double counted here.
- 6-21 **4 State Highway 55 (Snake River to the City of Nampa) – widen the highway and Snake River bridge to four lanes** \$53,000,000  
Replacing the Snake River Bridge with two lanes is funded under key number 13387. This should be noted. Does the \$53 million amount include a constructed four-lane Snake River Bridge, or the incremental cost of adding two lanes to the new two-lane bridge?
- 6-23 **17 State Highway 55 (State Highway 44 to Ada/Boise County Line) – widen to four lanes and construct three new interchanges** \$85,700,000  
There are currently four lanes north to Beacon Light Road. Please note this in the project description. ITD has no long range plans to build these interchanges.
- 9-3 Figure 9.1 legend does not describe colored blocks displayed.

## CIM 2040 PRIORITY CORRIDORS AND PROJECTS (IN PRIORITY ORDER)

Entire Document – There are no page numbers. This review will use PDF sheet number instead.

- 1 **13. State Highway 45 reroute (in City of Nampa –BowmontRoad to Interstate 84)**  
Isn't this from 7<sup>th</sup> Street South, not Bowmont Road?
- 4 <sup>2</sup>Its overall rank is 20.5 for the area between Mile Post 31.682 and 32.182 (Ustick Road to Cherry Lane).  
Replace “overall” with “state-wide”
- 5 The Canyon County portion is surrounded by areas with minority population concentrations.  
This entire corridor is within Canyon County. There is no other portion.
- 9 The new outside lanes would be reserved for carpools, buses, and cars that need to make a turn.  
Idaho Statute 49-1421A applies only in counties with a population less than twenty-five thousand (25,000), according to the most recent census within the state of Idaho, and where such county includes a resort city authorized to approve certain nonproperty taxes pursuant to section [50-1044](#), Idaho Code. The stated intention of the paragraph contradicts current state law. ITD can't support a plan that contradicts State law.

- 12 Add high-occupancy vehicle (HOV) lanes from Eagle Road/State Highway 55 to Glenwood Street for buses, carpools, and vanpools  
Same issue as page 9, above.
- 16 ITD also has a budgeted project in the long-term to widen US 20/26 to four lanes from Locust Grove Road to State Highway 55 (Eagle Road).  
In the main plan on page 6-21, the expansion of Chinden Road from two to four-lanes is identified as an unfunded project. Which one is it?
- 19 widening the highway from Middleton Road west to Elijah Drain, and later to 10<sup>th</sup> Avenue (Budgeted projects)  
In the main plan on page 6-15, this is identified as a long term funded project. In the main plan on page 6-21, the expansion of State Highway 55 from two to four-lanes is identified as an unfunded project. Which one is it?
- 19
- widening intersections at Middleton Road and Indiana Avenue
  - implementing safety, signal, and other improvements at Caldwell Boulevard, Midway Road, and Lake Avenue intersections
- Middleton Road is widening an existing intersection. Indiana Avenue, Midway Road and Lake Avenue intersections are all widening the intersection and installing traffic signals. The Caldwell Boulevard intersection would be safety and other improvements.
- 45 **State Highway 45 Reroute In City of Nampa–Bowmont Road to Interstate 84**  
The reroute is from 7<sup>th</sup> Street South, not Bowmont Road.
- 52 **Budgeted Projects Roadway** ITD is currently designing a rehabilitation project on State Highway 16 from the junction of State Highway 44 to the City of Emmett. The project will be constructed in 2016 at a cost of about \$1.1 million.  
Recommend inserting “pavement” before “rehabilitation”.
- 88 Redesign and rebuild the Walters Ferry Bridge on State Highway 45 that crosses the Snake River. The project is currently in the design stage.  
The bridge is not being redesigned and rebuilt. It is being “rehabilitated” or “refurbished” as is, with most of the work being to mitigate scouring in the riverbed.
- 94
- For most of the corridor, the highway runs parallel to the 10-year floodplain. I think you mean “100-year”, not “10-year”.
- 95 **Background**  
The background section does not discuss the final decision on the draft EIS by the ACHD Commissioners and FHWA, and how that affects this recommended corridor.
- From Dyan Bevins, ACHD: I found out that the EIS was rescinded. Please see the link below from the Federal Register. There was no Final EIS and no ROD.

<http://www.gpo.gov/fdsys/pkg/FR-2011-08-29/html/2011-21968.htm>

[Federal Register Volume 76, Number 167 (Monday, August 29, 2011)]

[Notices]

[Pages 53705-53706]

From the Federal Register Online via the Government Printing Office [[www.gpo.gov](http://www.gpo.gov)]

[FR Doc No: 2011-21968]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice To Rescind a Notice of Intent To Prepare an Environmental Impact Statement (EIS), Ada County, ID

AGENCY: Federal Highway Administration, DOT.

ACTION: Rescind notice of intent to prepare an environmental impact statement (EIS).

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SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice to advise the public that the Notice of Intent (NOI) published on January 13, 2004, at 69 FR 2040, to prepare an Environmental Impact Statement (EIS) for a proposed highway project in Ada County, Idaho is being rescinded.

FOR FURTHER INFORMATION CONTACT: Mr. Peter Hartman, Division Administrator, Federal Highway Administration, 3050 Lakeharbor Lane, Suite 126, Boise, ID 83703, Telephone: (208) 334-9180, ext. 116, or Mr. Wade Christiansen, District 3 Project Manager, Idaho Transportation

[[Page 53706]]

Department, District 3, P.O. Box 8028, Boise, ID 83714-8028, Telephone: (208) 334-8300, or Lisa Applebee, Three Cities River Crossing Project Manager, Ada County Highway District, 318 East 37th Street, Garden City, ID 83714, telephone (208) 387-6100.

SUPPLEMENTARY INFORMATION:

Background

The FHWA, in cooperation with Ada County Highway District (ACHD) and the Idaho Transportation Department (ITD), are rescinding the NOI to prepare an EIS that identifies an alignment for a transportation corridor that would connect State Highway 44/55 on the north with US 20/26 on the south. The proposed highway alternatives vary from approximately 1.5 to

3.0 miles in length and would provide four to six travel lanes. This alignment includes a new bridge across the Boise River. The study area is located in the northwestern part of the Boise Metropolitan Area, and borders or passes through portions of the cities of Boise, Eagle and Garden City as well as Ada County.

The NOI is being rescinded because the project scope has been changed and potential impacts from the new concept are not significant and do not warrant an EIS. Recommendations for improvements along this corridor are identified in the regional long-range transportation plan, "Communities in Motion," prepared by the Boise-Nampa Metropolitan Planning Organization, Community Planning Association of Southwest Idaho (COMPASS) as revised and adopted by the COMPASS board in September 2010. The project was initiated with several concepts derived from previous planning efforts. Then a wide range of route options were initially developed for evaluation in the Corridor Preservation Study.

Public input, agency, and stakeholder coordination was conducted to solicit comments on the proposed action purpose and need, route options being considered and the alternative screening process. Public meetings were held on February 9, 2004, February 12, 2004, April 21, 2004, November 29, 2005, and December 1, 2005.

Six alternatives were advanced to the Draft EIS (DEIS) where more in-depth analysis was completed.

The DEIS was released for public review and comment on January 17, 2008. A Notice of Availability (NOA) was published in the Federal Register on January 18, 2008, at 73 FR 3464. A public hearing was held on February 13, 2008.

After the public hearing and comment period, ACHD reconsidered the Preferred Alternative on July 21, 2010, and recommended a No-Build Alternative for the project. The basis for this decision centered on consideration of environmental and transportation planning factors in combination with the technical comments received on the DEIS. In cooperation with the FHWA and ITD, the ACHD had determined that improvements to existing roadways utilizing operational improvements that include intelligent transportation systems (ITS) technology such as closed caption television cameras, speed detectors, and other hardware and software improvements would meet project goals without exceeding available revenue. This alternative is anticipated to have no adverse impact on the human and natural environment.

To ensure that the full range of issues related to this proposed action and all relevant issues are identified, comments and suggestions are invited from all interested parties regarding this action to rescind the NOI. Comments or questions concerning this proposed action should be directed to the ACHD at the addresses provided above. Comments must be received by September 28, 2011.

Issued on: August 23, 2011.

Ghassan G. Shanine,  
Assistant Division Administrator, FHWA--Idaho Division.  
[FR Doc. 2011-21968 Filed 8-26-11; 8:45 am]  
BILLING CODE 4910-22-P



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 10

1200 Sixth Avenue, Suite 900  
Seattle, WA 98101-3140

OFFICE OF  
ECOSYSTEMS, TRIBAL AND  
PUBLIC AFFAIRS

April 25, 2014

Ms. Amy Luft  
COMPASS  
700 NE 2<sup>nd</sup> Street  
Meridian, Idaho 83642

Re: Communities in Motion 2040 Regional Long Range Transportation Plan  
EPA Region 10 Project Number: 14-0021-MPO

Dear Ms. Luft:

The U.S. Environmental Protection Agency appreciates the opportunity to offer comment on the COMPASS Communities in Motion 2040 Long Range Transportation Plan. We commend COMPASS for the quality of their planning process, which has been inclusive of resource agencies and environmental information in accordance with the provisions of Section 6001 of SAFETEA-LU. The public comment period provides another opportunity to contribute to regional efforts to provide transportation in ways that foster vibrant communities, environmental and public health.

We support the stated Vision and Goals of CIM and the COMPASS Board's decision to focus federal funds on preservation and maintenance. While we have not reviewed all priority projects in detail, we can offer the following general recommendations as well as specific comments on a subset of listed priority projects.

#### **The 2040 Plan – General Comments**

**Modeling Transportation Needs.** Several recent societal behavior and demographic changes call into question the necessity for many capacity expansion projects. It is unclear whether COMPASS modeling included such changes. First, the Treasure Valley is attracting retirees who have different driving habits, shopping, and living needs. Typically, they avoid rush-hour travel, shop close to home, and prefer small lot or condominium living, thus allowing for more compact urban footprint. Secondly, employers now allow flexible work hours and teleworking, reducing rush-hour traffic. For these reasons, factors like the number of vehicle miles traveled, the number of trips, and congestion may be declining rather than increasing, as has been the case in the past.

*Recommendation:* Clearly explain the modeling assumptions and 2040 population estimates. The projections of need should include changing demographics, associated reductions in vehicle miles traveled and trip estimations. Goal 2.1 tasks 2.1.2.b and 2.2.1 (revisit implementation of transportation improvements based on continued need) should include re-visiting the capacity expansion projects to determine whether the travel demand exists. Also, evaluate whether the travel demand/population could be addressed in another way, such as, with improved transit service and non-motorized infrastructure as well as teleworking, flexible work hours, ridesharing, and other TDM strategies.

**Corridor Completion.** Several priority projects are improvements to small sections or intersections of major transportation corridors. Such improvements may be necessary because past improvements led to unplanned commercial or residential development resulting in traffic congestion. The region may be better served by transportation planning that focuses upon complete corridors rather than dividing available funds across several corridors. Integrated land use and transportation planning could facilitate planned, centers-based development, and enable recreational open space, farmland, and natural areas to be retained. Focused growth would accomplish several goals of the plan (Goals 2.3: Encourage infill development and more compact growth near community-identified activity centers; 2.4: Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries; 4.2: Promote maintenance and preservation of existing infrastructure; and 5.1, Promote a transportation system and land use patterns that enhance public health, protect the environment, and improve the quality of life).

*Recommendations:* Consider re-prioritizing the 33 projects to complete the projects on the more highly developed corridors before projects on corridors that are less developed. Prioritize non-motorized infrastructure projects and transit on existing corridors prior to widening these and other corridors for vehicle travel.

### **Priority Corridors and Projects – General Comments**

**Rationale for project inclusion on the priority list.** COMPASS states that the priority projects list contains preservation and maintenance projects as well as those previously budgeted or needed to achieve air quality conformity. Because the priority projects vary in their ability to support CIM Goals and air quality mandates, it is important to identify the reason each project appears on the priority list.

*Recommendation:* Clearly identify the projects included for reasons of preservation and maintenance, those included due to previous commitments of federal funds, and those included to achieve air quality conformity.

**Transit and non-motorized infrastructure projects.** The focus on preservation and maintenance in applying anticipated federal transportation funds is both helpful and necessary. Yet, the prioritized project list contains many roadway capacity expansion projects, new roadways, and comparatively few transit and non-motorized projects. While bicycle/pedestrian features may be included in some priority projects, no dedicated non-motorized improvements are on the list. Establishing a dedicated bike/pedestrian trail network, for example, would respond to several COMPASS goals. A non-motorized trail system would increase the walkability, livability, and versatility of transport within the Treasure Valley while also contributing to improved public health and economic vitality<sup>1</sup>. With projected growth in population and travel demand, it is important to establish non-motorized travel corridors as a high near-term priority to ensure that ongoing development does not preclude options for securing right of way.

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<sup>1</sup> <http://www.typepad.com/services/trackback/6a00e551eea4f588340147e18bccfe970b>, *New Data Adds Job Creation to the Many Benefits of Bicycle Infrastructure*, 1/13/2011 entry to *Fast Lane*, the official USDOT Secretary's online blog.

*Recommendation:* Place more emphasis upon and increase the priority of transit and non-motorized transportation infrastructure in the CIM 2040 Transportation Plan. Consider replacing new roadway and roadway expansion projects with additional near-term transit and non-motorized infrastructure projects. Example: Priority 4, SH-55 transit and bicycle/pedestrian funding needs, which would support the minority and under-served populations.

### **Priority Corridors and Projects – Project-Specific Comments**

**Priority 2. SH 44 – High Capacity Corridor:** We support the lane for carpools, buses, and BRT that is envisioned in the future for this corridor. However, corridor capacity expansion may result in impacts to prime farmland, floodplain and floodway, streams and canals, environmental justice, schools, and the Veterans Park.

*Recommendation:* Consider implementing the transit and high capacity features sooner and as a higher priority than general road expansion for POVs to reduce traffic volumes, auto-dependence, and the size or extent of roadway expansion. This would help to serve low income and other disadvantaged populations and households without cars, reduce air pollution, noise, and safety issues for school children and Veterans Park users, and minimize impacts to farmland, waterways, and floodplain/floodways, including the Boise River.

**Priority 3. US Hwy 20/26 (Chinden Blvd) (Middleton Rd to Eagle Rd):** The project description indicates that an EA is being prepared by ITD and FHWA. We would appreciate receiving the EA when it becomes available for public review and comment. We are pleased that additional transit route service and Park and Ride lot expansions/improvements are planned.

*Recommendations:* As integral components of the proposed project, consider including bicycle/pedestrian accommodations and transit priority improvements, such as, transit signal priorities and/or a dedicated lane during peak periods, to reduce current and future POV travel demand, to prevent or substantially delay the need for potential future capacity expansions, and to establish Chinden Blvd. as a safe and convenient multi-modal travel corridor.

**Priority 4. SH 55 – Snake River to the City of Nampa:** Canyon and Nampa Highway Districts have budgeted road widening in two segments and at intersections, increasing capacity and safety. Unfunded future needs include additional corridor widening. Such improvements would likely result in secondary impacts of subdivisions growth in the vicinity of Lake Lowell National Wildlife Refuge, which is inconsistent with CIM Goal 5 (protecting the environment).

*Recommendation:* Re-consider the inclusion and priority of this project with respect to its potential land use, farmland, and Lake Lowell National Wildlife Refuge impacts.

**Priority 6. Linder Road (includes river crossing and new overpass):** COMPASS anticipates dispersed growth in outlying small towns and the foothills. Linder Road is currently two lanes traversing rural farmlands. The planned project to serve dispersed growth would expand the road to 7 lanes over the Boise River and to 5 lanes in the remainder. The anticipated growth and the intent to serve it in this manner appears inconsistent with the Vision and Goals of CIM. For example, Goal 5 calls for promoting a transportation system and land use patterns that enhance public health, protect the

environment, and improve quality of life; Goal 8 calls for protecting efficient movement of farm equipment and products and protecting farmland and businesses. Expansion of Linder Road as proposed would potentially have the opposite effects because it would serve and facilitate dispersed development, resulting in impacts such as increased vehicle miles of travel, auto-dependency, worsening air pollution and greenhouse gas emissions. If this is a previously budgeted project, the manner and extent to which it would achieve compliance with air quality conformity regulations is unclear.

*Recommendation:* Re-consider the inclusion, size, and priority of this project with respect to its potential land use, farmland, and open space impacts, impacts to the Boise River and associated riparian, floodway, and floodplain functions and habitats, the economic impacts of dispersed development, and impacts to the health of Treasure Valley ecosystems, communities, and quality of life.

### **Climate Change**

The Plan should include a discussion of how climate change is addressed, both in terms of greenhouse gas emissions reduction (such as through transportation decision making, selection of projects and their integration with land use), and adaptation to climate change (such as through project location, design, and land use policy).

### **Plan Implementation**

We encourage the COMPASS staff to conduct their own review of the CIM 2040 Plan to ensure that it fully reflects and embraces the Vision and Goals established for the planning process. It would be helpful to highlight and recommend modifications to any components that may not be supportive. Then, to ensure effective implementation, we hope that staff will work with all member jurisdictions to adopt the Plan and cooperate in supporting its direction. The final plan should include the steps that will be taken to implement CIM, and identify jurisdictions within the planning area who have adopted it.

Thank you for including us in the COMPASS planning process and for inviting our review and comment upon Communities in Motion 2040. If you would like to discuss these comments, please contact me at 206-553-1601 or via electronic mail at [reichgott.christine@epa.gov](mailto:reichgott.christine@epa.gov), or Elaine Somers of my staff at 206-553-2966 or via electronic mail at [somers.elaine@epa.gov](mailto:somers.elaine@epa.gov), or Carla Fromm in our Idaho Operations Office at 208-378-5755 or via electronic mail at [fromm.carla@epa.gov](mailto:fromm.carla@epa.gov).

Sincerely,



Christine B. Reichgott, Manager  
Environmental Review and Sediment Management Unit

**Latino/Low Income Discussion Group Notes, March 20, 2014  
CCOA, Caldwell**

Eight attendees

Three COMPASS staff:

- Liisa Itkonen
- Amy Luft
- John Van Dyke

**Question 1: How long has everyone lived here? (Canyon County or nearby)**

- 7 years = 1
- 16 years = 1
- 25 years = 1
- 50 years = 3

**Question 2. Think about what has changed in the time you've lived here. Has your community grown? What other changes have you seen?**

- The Interstate was built; caused businesses to close or move away from original locations
- There used to be more farmland, especially along US Highway 20/26; now that land is all houses
- There used to be a lot more farm fields and labor camps all over the area
- CCOA used to have a lot of activities for Hispanic seniors, but they don't anymore; CCOA no longer has a van to transport seniors to activities. The van that was used to transport the Hispanic seniors to activities was given to the group to utilize as they wished. They are welcome to use CCOA's existing transportation services.

**Question 3. Given what you have experienced in the time you've lived here and how you see the future, do you think what the CIM 2040 Vision map shows and what the vision statement says make sense? Are they realistic? Do they fit with how you see the future?**

- I'm not sure if it is realistic, but I would like for it to be. (sentiment echoed by all)

**Question 4. [Referring to the 33 priority corridors/projects] Based on what you see, do you agree with these as priorities for improvements? Are there other roads or projects that are more important?**

- Most important = maintenance on I-84 near the Franklin Exit in Caldwell and from Caldwell to Nampa
- While widening near Garrity (Nampa) has helped the Karcher Interchange, need to address traffic and safety issues near the Karcher and Garrity Interchanges (mainly on the surface roads...not I-84 itself)
- Need to improve Highway 55/Nampa-Caldwell Boulevard intersection

**No one mentioned transit, so we followed up with a question on the transit priorities...are the transit priorities important?**

- No one here uses the bus – everyone drives or carpools if they don't have a drivers' license
- When CCOA used to have a senior transportation bus, Latino seniors used that
- Never ridden the bus in my life...I'd be scared to because I don't know what to do
- I would ride the bus, but it doesn't stop near my house.

**Question 5. Do you agree with the plan to focusing federal funding on maintenance? Or, should we spend it on new things to accommodate all of the new growth?**

- Yes, agree
- Maintain what we have before building more
- If we build more, we have to maintain that too, don't we?

**Question 6. What do you think we should do about the funding shortfall?**

[List below provided with place for each person to "vote" with two stickers for their top two options]

- Raise federal gas tax **(5 votes)**
- Raise state funding for transportation (gas tax or other taxes) **(6 votes)**
- Raise local funding for transportation (impact fees or other fees or taxes) **(0 votes)**
- Lower maintenance standards/do less maintenance **(2 votes)**
- Don't "fix" it – just live with what we have **(0 votes)**
- Other (please explain) **(0 votes)**

**Why did you "vote" as you did?**

- It seemed most logical
- Vehicle owners should pay

**Elderly/Low Income Discussion Group Notes, March 27, 2014  
CCOA, Caldwell**

Ten attendees

Three COMPASS staff:

- Liisa Itkonen
- Amy Luft
- John Van Dyke

**Question 1: How long has everyone lived here? (Canyon County or nearby)**

- More than 10 years = 9 (everyone that was in the room at the time)
- More than 20 years = 6
- More than 30 years = 5
- More than 40 years = 3
- More than 50 years = 2
- More than 60 years = 2

**Question 2. Think about what has changed in the time you've lived here. Has your community grown? What other changes have you seen?**

- A lot of growth
- Areas has become more multi-cultural
- Traffic is much worse
- Culture has become more selfish/self-centered and busy
- In-migrating population is very different from native (long time) population

**Question 3. Given what you have experienced in the time you've lived here and how you see the future, do you think what the *Communities in Motion 2040* Vision map shows and what the vision statement says make sense? Are they realistic? Do they fit with how you see the future?**

- Yes, realistic (consensus) – especially in regard to amount of growth
- Hate to see loss of local farms and destruction of community; preserve those
- Bothered by new housing on what used to be farmland
- Housing costs a concern, relative to income
- Caldwell is a bedroom community – no substantive employers; need more good jobs
- Protect farmland
- Medical care is one area where Caldwell has improved; good for care and good jobs; want to see this continue

**Question 4. [Referring to the 33 priority corridors/projects] Based on what you see, do you agree with these as priorities for improvements? Are there other roads or projects that are more important?**

- I-84 should not be #1; transit should be
  - Dependent on family/friends for transportation and/or Medicaid services
  - Cannot walk to bus stops – not convenient
  - Frequency of buses need to increase
  - Routes need to be static and dependable
  - Want a “circulator” – bus that runs through Caldwell on a continual loop that stops at all the major places; less confusing because it always goes the same places
  - Bus scheduled confusing
  - Need better communication between/among bus drivers
  - Need better service by bus drivers – assist with loading bikes, etc.
  - Trains need to come back; then we wouldn’t need to expand I-84
  - ValleyRide needs to do a better job of listening to current riders
  - A lot of education/information needs to be provided to the public on the value of transit (Twitter campaign)
  - Put bus stops closer together
  - Don’t make people cross the street to get between bus stops
  - Need clearer naming conventions for buses (e.g., say “downtown Caldwell,” or “Treasure Valley Marketplace” instead of a route number)
  - Need more bus service (more total and more frequent) between Caldwell and Boise, so not stuck in Boise all day, or so can go to a play or something at night
  - Support existing services (such as CCOA senior buses) instead of reinventing the wheel
- Need more roundabouts – Ustick is great!
- Don’t make roundabouts big like in big cities back east – keep them small like Ustick

**Question 5. Do you agree with the plan to focusing federal funding on maintenance? Or, should we spend it on new things to accommodate all of the new growth?**

- Yes, good idea
- We need that
- You don’t buy more house than you can afford to maintain, just as you shouldn’t buy more road than you can afford to maintain
- Have to take care of what you have
- Maintenance needs to be done with longevity in mind – don’t just patch roads each year...fix them

**Question 6. What do you think we should do about the funding shortfall?**

**[List below provided with place for each person to “vote” with two stickers for their top two options]**

- Raise federal gas tax **(0 votes)**
- Raise state funding for transportation (gas tax or other taxes) **(2 votes)**
- Raise local funding for transportation (impact fees or other fees or taxes) **(9 votes)**
- Lower maintenance standards/do less maintenance **(0 votes)**
- Don’t “fix” it – just live with what we have **(0 votes)**
- Other (please explain) **(4 votes)**

## Why did you “vote” as you did?

- Definitely do NOT reduce maintenance – maintenance very important
- If anything, do more maintenance, or spend more on better quality maintenance so it lasts longer
- Do not want to see gas prices go up
- Everyone who owns a car should pay their share
- “Other”
  - Use lottery funds for transportation
  - Not sure what to do, but I don’t want to see taxes or gas prices go up, but do want something to be done; don’t like any of these options
  - Tax car insurance companies
  - Tax like income tax – the more you earn, the more you pay, so burden isn’t on the poor
  - Have a sliding tax scale based on usage and weight

**Refugee/Low Income Discussion Group Notes, April 8, 2014**  
**English Learning Center, Boise**

20 attendees

3 COMPASS staff:

- Liisa Itkonen
- Amy Luft
- John Van Dyke

**Question 1: How long has everyone lived here?**

- More than 1 year = 5
- Less than one year = 15
- Newest immigrant = 25 days

**Question 2. Even though you haven't lived here very long, think about what has changed in the time you have lived here. Has the community grown? What other changes have you seen?**

- A lot of growth
- New buildings

**Question 3. What types of transportation changes do you think the area needs?**

- You shouldn't be asking us...we're not the experts
- Eagle Road needs improvement
- Too much parking – reduce parking to incentivize public transportation use
- Need improved bus frequency
- It is faster to walk than ride the bus (same distance can walk in 30 minutes, but it takes 60 minutes to ride the bus)
- Bus doesn't always stop even if they see riders waiting or walking toward the bus stop
- Not enough spaces for bikes on buses
- Need bike racks at bus stops
- One good thing – the buses here tend to run on time
- Use smaller (less expensive) buses and have them run more frequently
- Bus system has too many transfers
- Bus times aren't convenient – make them better fit work schedules

**Question 5. Do you agree with the plan to focusing federal funding on maintenance? Or, should we spend it on new things to accommodate all of the new growth?**

- Maintain what we have before building new

**Question 6. What do you think we should do about the funding shortfall?**

[List below provided with place for each person to "vote" with two stickers for their top two options]

- Raise federal gas tax **(6 votes)**
- Raise state funding for transportation (gas tax or other taxes) **(5 votes)**
- Raise local funding for transportation (impact fees or other fees or taxes) **(6 votes)**
- Lower maintenance standards/do less maintenance **(5 votes)**
- Don't "fix" it – just live with what we have **(6 votes)**
- Other (please explain) **(10 votes)**

## Why did you “vote” as you did?

- I don't drive, so I voted to raise gas tax because I wouldn't have to pay it and because it would hopefully encourage more people to not drive
- Create more jobs, which leads to more people, which increases tax revenue (tax base) without raising taxes
- Keep buses running later, but charge more after 7 pm
- Use other means of funding, but not new taxes
- Charge event taxes (maybe parking?) for when people drive to large (local) events, such as concerts or festivals (e.g., at the Morrison Center or at Julia Davis Park)
- Build our own buses
  - Make the public transportation industry (e.g., manufacturing buses) part of Boise's economy
  - Creates local jobs for everyone, including refugees
  - Increased population and increased jobs will leads to more tax (larger tax base)
  - Use the buses we build locally, so that benefits the economy too
- Provide refugees with cars that they can use to drive other refugees when the bus system is not running (e.g., at night). Refugees can charge for their service, and use that money to pay off the cars, so they eventually own them. This provides income and a means of owning a car to the “driver” refugees and “transit” services (of sorts...a taxi) to other refugees when the buses aren't running.