

Communities in Motion 2040; Verbatim Public Comments
 Comment Period: December 27, 2012 – noon, January 15, 2013

Responses:

- Online survey = 34 (included in table, below)
- Email = 2 (included in table, below)
- Letter = 4 (attached at end of table)
- Comments left on map at open house* (included in table, below)

Questions	Comments	Name/ Zip Code**	Staff Response (if needed)
Proposed Goals, Objectives, and Tasks			
Do you have any comments on the 18 proposed goals or any of the related objectives or tasks?			
	These are wonderful goals for the Treasure Valley. Our future will be bright if they are implemented.	83706	
	They are bold and lofty. I question how much influence COMPASS has over the decisions made by individual municipalities and jurisdictions when it comes to issues such as land use, development, food security, and storm water pollution prevention. Given the buying power of federal transportation dollars is shrinking, what "carrot" does COMPASS truly have to ensure the CIM 2040 goals and objectives are met? Some discussion should be provided as to which goals are truly in COMPASS' sphere of influence and which ones are not.	83646	The COMPASS Board broadened the scope of this plan to include sustainability elements, in addition to the usual transportation and land use. All elements are represented in advisory teams involved with developing the plan. COMPASS member agencies are the implementers of the goals, and the plan will include regional performance measures and targets that track the progress toward achieving the goals.
	1.1.2.c Take a creative approach to congestion mgt. I don't want congestion to be relieved in such a way that it simply encourages more growth & more congestion. As impractical as it may be, perhaps the way to address congestion hotspots is to provide more public transit options. 1.1.5 YES. Expand service hours and establish 7-day service for buses. 1.2.2 Education on sharing the road is woefully inadequate. Bike lanes need to be separate from vehicle lanes -- at a minimum -- by curbing. Simply creating fictional bike lanes by striping the road and then begging the public to observe the niceties will be ineffective at recruiting more bicyclists and at protecting them. Would you ask pedestrians to walk in a pathway that is part of the vehicle lane but is striped to "protect" walkers? 1.3.3 There should be a big emphasis on this. 2.2 and 2.4 Yes - strengthen these. 3.1.3 Strengthen. 6.3.2.2; 7.1 Strengthen. 8.2 Protect ag land for fuel production? Why? Using corn and other crops to produce fuel is wasteful and unsustainable. Although it wouldn't fit with ag goals, how about solar panels on top of park & ride or bus shelters? That would be more beneficial and more benevolent than diverting food crops for fuel production. 8.2.4 Protect irrigation for rural and urban ag use? The way that we currently waste water? I cannot support this unless the water is used responsibly and some conservation measures are incorporated. 8.2.5.c Yes! Strengthen.	83705	

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	The two best goals proposed, in my opinion, are 1.4.3.a (funding priority to projects consistent w/bike and pedestrian plans) and 1.4.3.b (increase the number of bike-friendly communities). I live (and commute via bicycle or bus daily) in Boise, which is typically categorized as a bike-friendly community-- but it still has a long way to go to be truly bike-friendly in all areas. The Greenbelt and downtown are VERY bike friendly, which is wonderful, but it is sometimes either difficult or downright dangerous to bike in other areas. For instance, the State Street Corridor desperately needs a bike lane. The only current options there are either biking in a main traffic lane, or attempting to ride on a sidewalk that is either constantly interrupted (utility pole in the middle, etc), or completely nonexistent. Prioritizing bicycle- and pedestrian-friendly projects makes excellent fiscal sense, as well, because bike paths and sidewalks are some of the least expensive improvements possible, and ones which provide immediately more safe and accessible alternate-transportation routes.	83703	
	These look like fine tactical goals, but what larger vision or purpose are they serving? What type of community are you trying to create?	83706	The goals tie to the Board approved growth scenario, the preferred vision for future growth (CIM 2040 Vision).
	I think 18 is way too many.	83686	
	The plan looks good so far. As long as there are smart growth principals and considerations for biking, walking and public transit, I am happy. Thank you.	83705	
	No, your list is very comprehensive.	83706, Bruce Krosch, Southwest District Health	
	Please approve.	83642	
	Please add an additional goal: Protect the Boise River from pollution, encroachment, dewatering and loss of fish and wildlife habitat.	83702	
	I would like to see more backing for the pedestrian/biking community. It has improved over the years but could be a higher priority in our community to decrease road congestion, pollution and improve the health of citizens.	83713	
	Dear COMPASS Members, I urgently request that you adopt a policy which funds the YMCA Safe Routes to School program using "off the top" moneys. To help ensure the continued success of SRTS programs consistent and reliable funding is needed. The Communities in Motion, the regional long-range transportation plan for Ada and Canyon Counties, has several goals and sub-goals (sub-goals: 1.2.2, 1.2.2a, 1.2.2b, 1.2.2.c; Goal 1.4; and others) which SRTS can help implement directly and effectively through the local school systems. The SRTS program works within schools providing curriculum, resources, events, along with safe walking and biking skills instruction. Please support the YMCA's Safe Routes to School program through consistent "off the top" funding. Thank you, Kathy Crowley Principal Ponderosa Elementary School, Meridian, ID 83646	83646	Also concerns the prioritization process (see pages 9 – 12 of this summary)
	We request your support for the COMPASS Board to approve the policy change to prioritize the Safe Routes to School Non-Infrastructure Program with consistent "off the top" funding.	83616	Concerns the prioritization process (see pages 9 – 12 of this summary)
	Yes - goals 1.1, 1.2, 1.3, 2.4, and 5.1.	83712	
	Simplify, simplify...if that's possible.	83709	
	No	83712	

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	<p>I believe that the provision of transportation should be left to private entrepreneurs for the following reasons: 1) The government has done a horrible job. Tens of thousands of Americans die on US highways every year. Typically this is blamed on driver error, and that may be the case, but if a department store (or any other private business) constantly had people slipping and falling it may be the case that some were carelessly running around but most would say that this is the fault of the management. I am applying the same logic to roads: management should be held at least partially responsible for how dangerous roads are. 2) Monopolies lead to bad incentives. There is no incentive for any transportation planner to improve roads like there would be for entrepreneurs in a system of private road ownership. This is easily demonstrated by the fact that over the course of several months, I was delayed on my way to work at 5:30 in the evening due to construction at the intersection of Cloverdale and Ustick. This is one of the busiest times of day yet that is when road construction is done. I go to work in the evenings because that is when my customers are best served. When I drove home in the early hours of the morning it was rare to see people working on the roads even though they were nearly empty. Why is that? The government has no competition. They cannot be put out of business by more efficient competitors and so can force drivers to suffer such inconveniences. 3) When private enterprise has to deal with overcapacity, they do so in a variety of ways. Some will increase their prices and by doing so, resources are allocated to where they are most highly valued. Also, restaurants, for example, will have specials during the times of day when they are less trafficked in order to even out the number of patrons between peak hours and non-peak hours. Not so with public roads. The fact that they have no extra charge during peak hours means that traffic congestion will result. Entrepreneurs are unable to offer a competing route for people who would be willing to pay more to not wait in traffic are unable to do so since it's hard to compete with government, an entity that gets its funding primarily through the robbery of taxation rather than voluntary exchange. This is one of the main reasons that few people utilize mass transit. I did as a BSU student, taking the bus from either Axiom Gym or St. Luke's in Meridian to the Boise campus, only because I could do so for free. Even so, it came at a significant cost: I had to deal with the inconvenience of being on the bus driver's schedule (who was more often late than not), of a much longer transit time, and various other problems. I had to drive at least 5 miles from my residence to the bus stops, meaning that I would have saved no money at all if I had to pay bus fare. I was willing to put up with such nuisances due to my need to finance my education; I can't imagine anyone who had alternative options to use the bus to save such a small amount. Indeed, as a passenger I noticed that many of my fellow passengers were government employees who received free rides or people without their own car. Many times I rode a bus with only the driver and myself in it. Public transit is wasteful and policy should create an institutional structure that makes competition viable. The best way to do so would be to privatize the roads and allow open competition between transit providers. 4) Innovation never happens with government roads. For example, Google had to lobby the government of Nevada so that it would be allowed to test its driverless cars on public roads. Such legal impediments would not exist with competing road owners, which leads me to believe that driverless technology would already have been available if not for the fact that government owns the roads. Please note the proposed benefits of driverless technology here: (https://en.wikipedia.org/wiki/Driverless_car). Inattentive driving, intoxication, and age would no longer be hazardous with operational driverless cars. If there is one thing you could do to promote road safety and efficiency, short of transferring ownership to private entrepreneurs, I believe it is to promote the development of driverless car technology. For further reading on the subject of road privatization, I highly recommend Dr. Walter Block's "The Privatizations of Roads and Highways," available as a free PDF here: https://mises.org/document/4084/The-Privatization-of-Roads-and-Highways Thank you.</p>	83646, Tate	
	<p>As additional element or goal should be added to address impacts to the Boise River. Protect the Boise River from pollution, encroachment, dewatering and loss of fish and wildlife habitat.</p>	83703, Liz Paul	

Questions	Comments	Name/ Zip Code**	Staff Response (if needed)
	Wow! I applaud the direction and thoroughness of the goals. I think the idea/theme of improving the quality of life is the perfect target. My suggestions are as follows: 1. place emphasis on getting a rail system in place. Yes, we all understand what a huge challenge it is, but it could be such a benefit on all fronts. 2. Consider native landscaping to conserve water, attract wildlife, discourage unwanted wildlife (geese), protect pollinators (which are vital to agriculture and native wildlife) and for aesthetic and educational purposes. Perhaps some demonstration areas along the greenbelt would help. 3. Consider pedestrian and bike only areas- the Basque block and Bodo are perfect for this- see some European cities, e.g. Siena and Faenza, Italy. Thanks and good luck.	83709, David Cannamela	
	Protect the Boise river from pollution and encroachment for all the creatures that depend upon it for life and enjoyment including ourselves.	83714, Betsy Hammar, American Red Cross of Greater Idaho	
	Please include in your plan safeguarding the Boise river. It is such an incredible asset for Boise in so many ways and a place everyone loves. Please include ways to protect it from pollution, degradation, keeping access to it by the public, and at a healthy flow for the fish and wildlife. Thank you!	83702, Donna Hiller	
	We need to add a goal to protect the Boise River, which is at the geographical, recreational, and social values heart of our city. Our beautiful river needs goals to protect its water quality, water quantity, and wildlife habitat.	83712, Edwina Allen	
	I live near Ustick and Cole and bought our house due to the ability to get to the green belt and bike down town. Bike transport continues to be a high focus of ours as well as Bus use. The current bus system lacks the hours to work for my family. In Bellingham, Olympia, and other cities we have used the buses, but have been unable to support the current bus system. In addition lots of community green space is a need. Water run off and use should be a focus when planning roads. we do not need grass median to water and cut do native plants.	Not provided	
	Preserve and protect the wildlife and fish habitat as well as provide sustained water quality in the Boise River and its tributaries.	83703	

Questions	Comments	Name/ Zip Code**	Staff Response (if needed)
	<p>Public Testimony Jan 15, 2013 RE: Communities in Motion. The proposed goals look good, but the supporting documents that list street upgrades and downgrades do NOT support these stated goals. One example is the "upgrade"/degradation of Alturas Street in the North End to carry cut-through traffic to the foothills. Not only is this a very busy neighborhood and school child bikeway and walking route, including to Goody's ice cream shop in Hyde Park, Alturas is so narrow that cars have to pull over into residential parking to allow another car to pass. The added vehicular traffic into the existing pedestrian, school child, and cycling environment lacks common sense, heavily degrades the safety and function of this historic neighborhood, as well as inflicts damages to the health of the historic district and the health of the future citizens and potential economic heritage tourism. Boise has recently destroyed many historic schools, using heavy traffic risks as justification. There are several other street reclassifications in the same area that make no real sense in regard to your proposed goals. Block long arterial reclassifications? Reclassifications intended to intensify vehicular traffic and pollutants into the school zones and young vulnerable bodies, while protecting other routes with far fewer people and community assets? A continuation of old corruption to protect the true Harrison arterial, while laying all the future damages on the neighborhood's collective children and schools? Upgrading Parkway to a Collector, while describing it as "Bogus Basin to 15th"? Bogus Basin IS the continuation of the Harrison Blvd non-school arterial, yet this description clearly indicates an intent to continue to push the worst dangers, of which there are tens of thousands per day already, into the most vulnerable and highest volume of citizens. This continued push to kill off historic neighborhood schools is a very negative and financially wasteful mismanagement of public resources. There were approximately 9 listed degradations of existing residential and/or school streets in our neighborhood. There are far better existing alternatives routes that could and should be used to minimize community damages and costs, but most of all, to protect the community's children and their future health care costs, a major economic factor in regard to indigent care when so many children are being exposed to known cancer causing traffic pollution in very close proximity, especially the cold-start motor and tire particulates. Too much damage, far spread damages, when they could be vastly reduced so easily. Look again at the 18th Street arterial that was adopted into the transportation plan in the 1970s to protect Harrison Blvd. No parks, no bikeways, and no schools impacted, AND right along an existing school boundary, with preexisting easy connections above and below. Cherie Cole, Boise, Idaho 83702. Please show us where all these proposed goals and objectives are being implemented in our neighborhood? After 20 years of being involved, we still aren't seeing ethics nor common decency being applied in transportation and community planning.</p>	83702	<p>Comment relates to functional classification (see pages 12 – 14, below).</p> <p>Commenter appears to be commenting on the 2009 proposed changes to the functional classification map for CIM 2035, not the proposed changes for CIM 2040. There are no proposed changes in Boise's North End at this time, nor are collectors being addressed.</p> <p>The 2009 proposed changes did become final in 2010 and are part of the current functional classification map. Therefore, these comments should be considered as comments on the overall current functional classification of roads.</p>
	<p>Objective 5.1.2: Add a task to evaluate other communities with low obesity rates and apply the same distances to walking paths, open space, etc. Boulder, Colorado, comes to mind as a community where they did a case study for proximity to walking paths and effects on health. Objective 6.3.3, change "markers" to "markets." Objective 7.1.4, add the Ada County Open Space plan to the list of plans to be considered (http://www.idahosmartgrowth.org/images/uploads/files/ostf_report_v7_04-19-08_final.pdf), as well as the Boise River Trails Coalition vision and goals (http://www.adaweb.net/LinkClick.aspx?fileticket=JWdCkZw6n7M%3d&tabid=2135).</p>	83716, Brandy Wilson	
Transportation Investment Areas (TIAs)			
Please list below any issues, concerns, and other items of importance in any of the TIAs that you are familiar with.			
Tia 1. Northwest Canyon			
	Approve	83642	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	
Tia 2. Willow Creek			
	Approve	83642	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	

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TIA 3. North Ada			
	Approve	83642	
	Very popular area for bicyclists but no shoulders or bike lanes makes some roads dangerous for bikers.	83616	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	
TIA 4. State Street Corridor			
	As stated previously, State Street Corridor desperately needs a safe bicycle lane, and improved (or in some areas, any at all) sidewalks.	83703	
	Bus Rapid Transit. More plans for Bike/walk friendliness and nodes of activity.	83705	
	I would like to see investments in transit along this corridor, as well as opportunities for crossing State Street by foot or bike.	83704	
	Approve.	83642	
	Need for pedestrian crossing on State Street, Glenwood to 28 th and more pedestrian friendly intersections.	Comment noted on map at open house.	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	
	Both sides of the river should be in the TIA. There is a serious lack of pedestrian and bike crossing of Glenwood and State St. People want to get across to get to the river, to shopping, to the fairgrounds, to the movies, etc. etc. Glenwood Bridge is too low and can't pass flood debris. The speed limit on State St from Collister to Glenwood should be reduced to 35 mph. The signal length for pedestrians to cross State St should be longer, and more should be done to alert drives to the presence of non-vehicles in the crossing.	83703, Liz Paul	
TIA 5. Pleasant Ridge			
	Approve.	83642	
	Add stoplights on Karcher and/or turn lanes. Dangerous drive.	Comment noted on map at open house.	
	Caldwell: Need sidewalks and replacement of old. Unsafe to walk without or with uneven cracked walkways.	Comment noted on map at open house.	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	
TIA 6. Karcher Marketplace			
	This TIA should be enlarged to include Nampa's core (Middleton Road, Greenhurst, 16th Ave., I-84). Makes no sense to have most of Nampa (the state's second largest city) in the same TIA as Melba.	83705	
	I think this TIA needs to be extended. The Karcher Markeplace at the I84/Hwy 55 intersection is growing. I think the TIA should cover the area north of the freeway to 20/26 and west from the freeway along Hwy 55 up to at least Farmway Road in Caldwell.	83706, Bruce Krosch, Southwest District Health	
	Approve	83642	
TIA 7. East Canyon			
	With so many commuters coming into area #10 (Boise), connectivity solutions should be emphasized.	83705	
	Approve.	83642	
	Continue widening Chinden; needs to be better east/west connections on north side of valley.	Comment noted on map at open house.	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	
TIA 8. Five Mile Creek			

Questions	Comments	Name/ Zip Code* *	Staff Response (if needed)
	Better build-out of the grid system. The biggest issue in this area is the lack of streets that go through from on section line road to the other in between the section line roads. Please limit the size of any future widening projects of 2-lane roads to no more than 3-lanes. This will prevent neighborhoods from being isolated from each other.	83704	
	Approve.	83642	
	Continue widening Chinden; needs to be better east/west connections on north side of valley.	Comment noted on map at open house.	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	
TIA 9. Emerald/Chinden			
	More bike/walk friendly please. Design for nodes of activity.	83705	
	Better connections for bicyclists through these areas.	83704	
	Approve.	83642	
	Continue widening Chinden; needs to be better east/west connections on north side of valley.	Comment noted on map at open house.	
	It's too hard to cross Glenwood on foot or bike – huge crossing gap, Chinden to the river.	Comment noted on map at open house.	
	Need for pedestrian crossing on State Street, Glenwood to 28 th and more pedestrian friendly intersections.	Comment noted on map at open house.	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	
TIA 10. Downtown Boise			
	7-day-a-week bus service; expanded hours so that one may enjoy the night life and evening dining and still be able to get home without using a personal vehicle.	83705	
	The bicycle lanes on Bannock and Grove (and 15th and 8th?) Streets in Downtown Boise are great examples of an improvement which encourages alternate transportation. Having said that, however, there should be more than just two bike lanes in a downtown the size of Boise, and they should be LONGER (i.e. not just start and stop in a few-block radius).	83703	
	Multimodal hubs and nodes of activity. Bike share, continue to increase bike/walk friendliness.	83705	
	Better bike facilities in downtown.	83704	
	Approve.	83642	
	More bike lanes, bike routes, bike signs.	83702, Kevin Everett, YMCA	
	Need for pedestrian crossing on State Street, Glenwood to 28 th and more pedestrian friendly intersections.	Comment noted on map at open house.	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	

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	<p>Public Testimony Jan 15, 2013 RE: Communities in Motion The proposed goals look good, but the supporting documents that list street upgrades and downgrades do NOT support these stated goals. One example is the "upgrade"/degradation of Alturas Street in the North End to carry cut-through traffic to the foothills. Not only is this a very busy neighborhood and school child bikeway and walking route, including to Goody's ice cream shop in Hyde Park, Alturas is so narrow that cars have to pull over into residential parking to allow another car to pass. The added vehicular traffic into the existing pedestrian, school child, and cycling environment lacks common sense, heavily degrades the safety and function of this historic neighborhood, as well as inflicts damages to the health of the historic district and the health of the future citizens and potential economic heritage tourism. Boise has recently destroyed many historic schools, using heavy traffic risks as justification. There are several other street reclassifications in the same area that make no real sense in regard to your proposed goals. Block long arterial reclassifications? Reclassifications intended to intensify vehicular traffic and pollutants into the school zones and young vulnerable bodies, while protecting other routes with far fewer people and community assets? A continuation of old corruption to protect the true Harrison arterial, while laying all the future damages on the neighborhood's collective children and schools? Upgrading Parkway to a Collector, while describing it as "Bogus Basin to 15th"? Bogus Basin IS the continuation of the Harrison Blvd non-school arterial, yet this description clearly indicates an intent to continue to push the worst dangers, of which there are tens of thousands per day already, into the most vulnerable and highest volume of citizens. This continued push to kill off historic neighborhood schools is a very negative and financially wasteful mismanagement of public resources. There were approximately 9 listed degradations of existing residential and/or school streets in our neighborhood. There are far better existing alternatives routes that could and should be used to minimize community damages and costs, but most of all, to protect the community's children and their future health care costs, a major economic factor in regard to indigent care when so many children are being exposed to known cancer causing traffic pollution in very close proximity, especially the cold-start motor and tire particulates. Too much damage, far spread damages, when they could be vastly reduced so easily. Look again at the 18th Street arterial that was adopted into the transportation plan in the 1970s to protect Harrison Blvd. No parks, no bikeways, and no schools impacted, AND right along an existing school boundary, with preexisting easy connections above and below. Cherie Cole, Boise, Idaho 83702 Please show us where all these proposed goals and objectives are being implemented in our neighborhood? After 20 years of being involved, we still aren't seeing ethics nor common decency being applied in transportation and community planning. [Staff note: same comment also submitted under "goals," above.]</p>	83702	<p>Comment relates to functional classification (see pages 12 – 14, below).</p> <p>Commenter appears to be commenting on the 2009 proposed changes to the functional classification map for CIM 2035, not the proposed changes for CIM 2040. There are no proposed changes in Boise's North End at this time, nor are collectors being addressed.</p> <p>The 2009 proposed changes did become final in 2010 and are part of the current functional classification map. Therefore, these comments should be considered as comments on the overall current functional classification of roads.</p>
TIA 11. Deer Flat			
	It is a little strange that Downtown Nampa is included in Deer Flat. The southern part of this TIA is very different from the northern part.	83706	
	This TIA should be split to separate Nampa's core (Middleton Road, Greenhurst, 16th Ave., I-84) from more rural areas. Makes no sense to have most of Nampa (the state's second largest city) in the same TIA as Melba.	83646	
	With so many commuters coming into area #10 (Boise), connectivity solutions should be emphasized.	83705	
	Approve.	83642	
	Add stoplights on Karcher and/or turn lanes. Dangerous drive.	Comment noted on map at open house.	
TIA 12. Initial Point			
	More plans for Bike/walk friendliness and nodes of activity.	83705	
	Approve.	83642	
TIA 13. Southeast Ada			
	More plans for Bike/walk friendliness and nodes of activity.	83705	
	This area has been growing a lot lately, but with a lot of cul-de-sacs. It would be good to see more of a grid pattern to avoid the issues in the Five Mile/Ustick area.	83704	

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	Approve.	83642	
	Protect floodplain and riparian habitat.	Comment noted on map at open house.	
	The critical issue in TIA 13 is to protect the Wildlife Management Area on the north side by keeping traffic on Warm Springs Avenue (WSA) slow, maintaining WSA as no more than a three-lane roadway, and providing wildlife undercrossings and signals at every opportunity. The Boise Valley Partnership, which includes IDFG, ACHD, the City of Boise, and others, is working on solutions. With growing development pressures, it is critical to implement solutions like undercrossings ASAP. The Barber Valley is home to Idaho's largest wintering deer herd, along with year-round resident deer. Deer and elk migrate all the way from the Sawtooths to take advantage of the low elevation and mild winters here. Hunting in Idaho generates \$319 million in retail sales, and \$536 million in a total multiplier effect. Hunting provides about 6,200 jobs, and \$4 million in state income taxes. Mule deer hunting in Idaho, in particular, results in direct expenditure of \$42 million for fuel, meals, and lodging. Based on this, Idaho Department of Fish and Game (IDFG) estimates that the economic impact of mule deer hunting is \$100 million, and creates over 1,000 jobs.	83716, Brandy Wilson	
Do you have any additional comments on the proposed TIAs?			
	Either make 6 bigger or create a 14th TIA with most of Nampa in it.	83646	
	Smart growth is key.	83705	
	Approve.	83642	
	There should be planning for another East-West corridor further up the hillside, similar to Warm Springs/State Street/Hill Rd, but using Cartwright/Dry Creek/Beacon Light, etc. Every new roadway built should have bicycle lanes. All "major" roadways should be wide enough to accommodate a lightrail down the middle.	83702	
	I think it's vital to support transit in all areas for a comprehensive and inclusive system - the issue is that some areas of the valley are not motivated to use public transit so need more accessibility and education.	83712	
	Southwest Ada?	83709	
Proposed Prioritization Process			
Do you agree with the proposed process for prioritizing the funding of transportation projects?			
n = 24	Yes: 58.3% (14)		
	No: 16.7% (4)		
	Don't Know: 25.0% (6)		
Why or why not?			
	There are no specifics related to how capital projects will be evaluated. As a result it would be hard for a city or highway district to develop a comparable list of capital projects and know which ones will have the best shot at getting funded. Which technical criteria will the Planning Team "discuss?" How will "need and regional support" be measured or defined? How will the technical analysis be used in the process?	83646	All available data about the proposed projects will be shared with the Planning Team before and during discussion, including multiple modeling outcomes and other technical evaluations. Need and regional support will be determined by how the proposed projects meet the goals of CIM and what the Team can support as priority. The

Questions	Comments	Name/ Zip Code* *	Staff Response (if needed)
			COMPASS Board will have final determination of regional transportation priorities. The final list of priorities will feed into the short term federal funding process.
	I'm very disappointed that the majority of funding is strictly for maintenance. To me that means all we are doing is maintaining the status quo, and I feel the existing system is poor. I don't want more of the same. Perhaps we need additional funding (county tax?) to support innovative programs and other-than-personal-vehicle mobility.	83705	
	Maintenance is of course essential, or the existing system will break down. But every effort should be made to prioritize bicycle- and pedestrian-friendly new projects, not only because they are most needed and immediately beneficial, but because they are the most cost-effective and provide the highest value for dollars spent.	83703	
	I am concerned the process is tactical without a larger vision.	83706	The proposed prioritization process follows the goals of the plan, which in turn tie to the preferred vision of future growth (CIM 2040 Vision).
	Please prioritize bike/walk friendliness. This is the best bang for our buck. After all we are a "conservative" state. Nothing is more conservative than Smart Growth principals. Air quality, health care, economy, etc. Safe Routes to School needs to continue. You can build all the bike lanes you want, but if the public doesn't know how to use them correctly, you have accomplished little. Education and enforcement is key after infrastructure is in place.	83705	
	I like that maintenance is a key priority.	83704	
	Would like to see the COMPASS Board adopt a policy that will direct "off the top" Surface Transportation Program (STP) funding for Safe Routes to School coordination.	83702, Kevin Everett, YMCA	
	I am in support of your funding for the Safe Routes to Schools program.	83642, Don Nesbitt, Joint School District #2	
	It seems in Boise, someone is more likely to walk or ride their bikes to school or in the neighborhood rather ride a city bus! Please focus the tax payer funds to consistently fund the "Safe Route to Schools" program.	83706	
	We request your support for the COMPASS Board to approve the policy change to prioritize the Safe Routes to School Non-Infrastructure Program with consistent "off the top" funding by submitting your comment to COMPASS by noon on January 15 th .	83616	
	Please refer to what I wrote earlier. The highest priority should be developing a plan to privatize roads in the most just and efficient manner.	83646, Tate	
	Admittedly, I'm not well versed enough to provide substantial comment, but it seems to me if we keep investing most of the funding in roadways, we'll never move away from cars and toward rail, buses, bikes, pedestrians, etc.	83709, David Cannamela	
	No time to read it. Frustrated after reading the Street Reclassification mess.	83702	
	The prioritization process involves public input.	83716, Brandy Wilson	
Do you have any other comments on the prioritization process?			
	Instead of TIA competing with each other for ranking/position, shouldn't each one establish their own set of priorities based on available funding? Then each TIA can be evaluated and prioritized based on need instead of each project.	83646	TIAs will not compete or be prioritized against each other.

Questions	Comments	Name/ Zip Code* *	Staff Response (if needed)
	Allocating only 15% of available funding for alt transport says to me that we are reaffirming that our focus is on making personal-vehicle-transport the desired mode and that bus, bike, commuter van, pedestrian modes are very deprived step-children. It says to me that we are not at all serious about alternatives, other than giving them lip service.	83705	Local match is a major factor in allocating 15% of available funding to alternative transportation, especially for transit buses. The region does not have dedicated local funds to fulfill match requirements for additional federal funding. Bicycle and pedestrian facilities can be part of any category (road, alternative transportation or studies/special) depending on the project.
	Thank you for your help, this document is shaping up nicely.	83705	
	I would like to see roadway widening as a low priority. I think high priority projects should involve preserving our existing system, using it more efficiently (i.e. signal timing) and safely, and better access for all modes of transportation.	83704	
	Development is heading West from Ada County, so would think Canyon County will need consideration for much needed transportation infrastructure improvements.	83706, Bruce Krosch, Southwest District Health	
	Would like to show support for prioritizing the Safe Routes to School Non-Infrastructure Program with consistent "off the top" funding.	83702, Kevin Everett, YMCA	
	As a member of Meridian Joint School District No. 2 we are so fortunate to partner with the YMCA Safe Routes to School Program. Their involvement with our schools has been invaluable and I would encourage the board to consider the "Off the top" funding for the program. Thanks.	83642, Don Nesbitt, Joint School District #2	
	I support the funding of Safe Routes to School.	83616	
	I would love to see the YMCA receive off the top funding for their "Safe Routes to School" program. They offer a great service to our community with this program.	83713	
	I agree that Safe Routes to School should be a high priority for our community. This program impacts the youth in our community by ensuring that they have the skills, knowledge and respect to be safe while walking and biking. The program also promotes walking and biking with our youth, which will eliminate vehicle now and as they grow up. I have seen firsthand the benefit of this program in our community. I believe that Safe Routes to School should receive annual funding "off the top".	83704	
	YES! Safe routes to school, bike lanes and side- walks need to be a top priority in the planning process here in the Treasure Valley for adults and kids. Funding requests need to move to the top of the request list and remain available as "walkability" is a TOP priority!	83706	
	This program is extremely important and should not be looking for funding. It needs to be high priority. Thanks	83616	Based on context, "this program" appears to refer to Safe Routes to School.

Questions	Comments	Name/ Zip Code* *	Staff Response (if needed)
	Besides Boise and Nampa, the other towns in the valley need 'urbanization' funds. The public transportation systems may need more funding than 15% by 2040. Hopefully there will be much more public transportation by then.	83702	The Boise and Nampa urbanized areas include multiple jurisdictions, not just the cities of Boise and Nampa. Local match is a major factor in allocating 15% of available funding to alternative transportation, especially for transit buses. The region does not have dedicated local funds to fulfill match requirements for additional federal funding. Bicycle and pedestrian facilities can be part of any category (road, alternative transportation or studies/special) depending on the project.
	Really like that Safe Routes to Schools is a priority. With the recent tragedy in Connecticut, safety for our kids needs to be built into the community structure - from getting to and from to the environment there.	83712	
	No.	83712	
	I would like to voice support for the Safe Routes to School program -- I think that is an important program for our community.	83702	
	Should be considered a should be considered a priority.	83714, Betsy Hammar, American Red Cross of Greater Idaho	
	Not at this time.	83702	
	The exclusive focus on maintenance through 2040 means that none of the other goals in this plan will be realized.	83716, Brandy Wilson	
Proposed Functional Classification Map			
Do you agree with the functional classification of the roadways shown on the map?			
n = 19	Yes: 52.6% (10)		
	No: 10.5% (2)		
	Don't Know: 36.8% (7)		
Why or why not?			
	There still a few minor arterials/collectors in Canyon County that should be classified as principal arterials (by 2040). However overall I agree.	83646	
	The "click here" link doesn't work, and I don't really understand the implications of reclassifying roadways.	83705	Re-checked link and it worked. Unsure why it did not work for user.

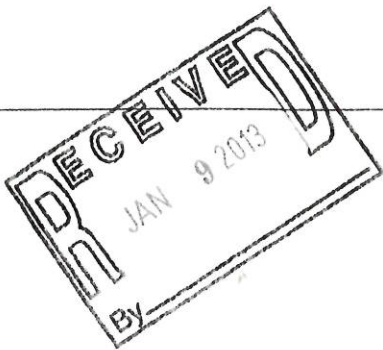
Questions	Comments	Name/ Zip Code**	Staff Response (if needed)
	It seems reasonable.	83703	
	I agree that Orchard is a largely used road, but marking it as a main arterial invites it to look like many of the other inhospitable 5 lane roadways in town. Not bike/walk friendly and is an eye sore.	83705	
	I attended the CIM2040 workshop last spring and many of us had input to these maps. But it was long ago enough that I don't recall my specific concerns.	83702	Commenter is referring to the CIM 2040 Vision map (not functional classification map).
	See other comments.	83702	
	Warm Springs Avenue is classified as a minor arterial. As long as it is maintained at no more than three lanes, that should be compatible with wildlife and the special ecology of the Barber Valley.	83716, Brandy Wilson	
Do you agree with the proposed changes?			
n = 19	Yes: 47.4% (9)		
	No: 5.3% (1)		
	Don't Know: 47.4% (9)		
Why or why not?			
	The "click here" link doesn't work, and I don't really understand the implications of reclassifying roadways.	83705	Re-checked link and it worked. Unsure why it did not work for user.
	Re Kuna-Mora, it makes sense to eliminate proposed upgrades, since the development areas the upgrades would have served have been halted.	83703	
	Confused on Happy Valley, should be a principal arterial.	83686	The deleted portion of Happy Valley, now shown as a minor arterial north of Locust Lane, dead-ends in a shopping center north of Stamm. The remaining portion from Stamm to Locust Lane remains as a minor arterial. Assume the commenter wants this portion to be designated as a principal arterial.
	I am not familiar enough with Nampa and Kuna to comment. I am a broken record...Smart Growth and bike/walk friendliness please.	83705	
	I attended the CIM2040 workshop last spring and many of us had input to these maps.	83702	Commenter is referring to the CIM 2040 Vision map (not functional classification map).
	On Happy Valley – FYI it does not “dead end” at the shopping. Everyone drives around through the signal/development and gets on the freeway, why downgrade this to “local” for <u>no</u> reason (should just leave principal).	Comment noted on map at open house.	
	Excessive and unnecessary degradations, and back-door approaches without adequate public participation and comprehension of the long term damages and costs.	83702	
	Reflects current status of development.	83716, Brandy Wilson	

Questions	Comments	Name/ Zip Code**	Staff Response (if needed)
Do you have any other comments on the functional classification of roadways in Ada/Canyon Counties?			
	No	83712	
	Needs more study and better stakeholder notification.	83702	
Additional Comments Received:			
	Educate the public on how to share the road with truckers.	Comment noted on map at open house.	
	As a commuter from south Nampa – we need to have easy, clean <u>web</u> info on I-84, i.e., what segments are clear so why don't we have cameras all along I-84 showing incidents so I can make a choice on how to get to work.	Comment noted on map at open house.	
	<p>I have the following comment from the Performance Monitoring Report Summary. You may wish to clarify what the 7.8 million is referring to. I would assume it is referring to peak hour vehicle miles traveled since peak hour travel times are referenced earlier, but it is not clear. It is such a big number that a person not familiar with these things might think it was referring to annual VMT.</p> <p>Choices in Transportation</p> <p>The availability of multiple modes of transportation, including automobile, transit, pedestrian and bicycle, were evaluated in several ways. The peak hour travel times for different municipalities to the employment center (currently near the intersection of Cloverdale Road and Franklin Road in Meridian, Idaho) were evaluated for the COMPASS <i>Congestion Management Report</i>. Overall, vehicle miles traveled increased in the region to 7.8 million miles from 7.5 million the previous year.</p>	Terry Little, Ada County Highway District (via email)	
	<p>Thanks for the email updates, I made it to the Meridian open house (one of the few that braved the weather) and got take around by Don. I just have some very generic comments about the plan. Overall what I would like to see a couple of things. First, based on budget constraints I hope to see Compass be more focused on future project, If they are going to fund something, please make sure it will be completed. The three examples I can give is Three Cities River Crossing, 20/26 and SH44. All of these projects had a significant amount of initial investment in environmental only to go nowhere. If compass decides to pick a larger project to fund I would like to see them focus their resources on that project and complete it,,,, Or,, maybe do a bunch of much smaller projects that help traffic and improve the quality of life in this valley (enhancement stuff). If I had my choice on the big project, it would be State Street. No doubt that with the improvements on I84 and Franklin, it is time to turn our attention to SH44 and for sure make improvements to at least Star!! Thanks. Dave Aizpitarte</p>	Dave Aizpitarte (via email)	

* At the two open houses, attendees were encouraged to comment on TIAs by writing notes on a large map of the region. Because of the nature of this type of comment opportunity, the number of comments cannot be equated to a number of people making comments.

**Names are only included when specifically granted permission on the survey form or if the comment came via email or letter.

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← Misc & = don't
— Charles T.
— Mary Ann W.

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

January 8, 2013

Matt Stoll, Executive Director
Community Planning Association of Southwest Idaho
Attn: Communities in Motion 2040 Comment Record
700 NE 2nd Street, Suite 200
Meridian, ID 83642

Dear Mr. Stoll,

Thank you for the opportunity to comment on key issues in Communities in Motion (CIM) 2040. ACHD staff has participated in discussions surrounding the CIM document as it has evolved through COMPASS committees, and we would like to provide the following comments:

Proposed goals for CIM2040

As a consolidated highway district, ACHD's mission is to "drive quality transportation for all of Ada County – Anytime, Anywhere". ACHD is supportive of the broad Goals described in the draft CIM and believes that they support ACHD's Vision, Mission, and Priorities. As established through ACHD's planning and public involvement efforts, ACHD will continue to plan, maintain, and expand its transportation system in response to the public's needs.

One of ACHD's priorities is the "promotion of economic development within each community." Goals 6.1-6.3 in the draft CIM address economic development, and we applaud this focus. Accomplishing these goals will require a robust local and regional roadway system, especially if Downtown Boise continues to grow and develop as the "regional employment center" in the Treasure Valley. ACHD is very aware of the pressure that is placed on the local system when State Highways are left unimproved and citizens trying to access employment centers seek routes on local roadways. As measurable criteria are developed to track progress towards these goals, ACHD would urge the recognition that a vibrant downtown is dependent upon effective mobility arterials to deliver employees and customers.

As the CIM 2040 network is finalized, ACHD will work closely with COMPASS staff to ensure realistic funded projects are included. ACHD strongly urges COMPASS to work with ITD to determine realistic improvements to the State Highway system in our region. These State Highway improvements should be identified in CIM 2040 so that the overall network can be analyzed accurately.

Transportation Investment Areas

In a December 18, 2012 staff letter, ACHD outlined concerns related to the proposed Transportation Investment Areas (TIA) process. ACHD's concerns are:

1. Duplication of Effort
2. Listing and Prioritization of Projects
3. Time Commitment

ACHD recommends the TIA process be focused on developing transportation projects that are regionally significant and potential candidates for federal funding, not on local issues best planned for

and solved at the local level. ACHD is committed to identifying and completing transportation projects serving the needs of Ada County. We plan for the maintenance and expansion of all aspects of the transportation system: pedestrians and bicyclists, roadways, intersections, bridges, and vanpool programs. ACHD strongly encourages COMPASS to develop its plans with a broad focus on regional transportation issues tied to securing federal funds.

Process for prioritizing transportation projects for Communities in Motion 2040

ACHD fully supports CIM 2040's proposed Maintenance Prioritization process, and commends COMPASS for focusing limited federal dollars on maintaining the existing transportation system. ACHD has an established Pavement Condition Index (PCI), used to make project selection and programming decisions. In addition, ACHD has a thorough Pedestrian and Bicycle Transition Plan, used to assist in maintenance planning for the pedestrian realm. ACHD agrees with the importance of having options for capital projects consistent with Communities in Motion's priorities and objectives if unexpected federal aid opportunities present themselves. However, the described process for the Capital Prioritization has two areas of concern:

1. *The usage of the Transportation Investment Areas - TIA details are inappropriate for planning prioritization at the COMPASS regional level. ACHD identifies projects through its Integrated Five Year Work Plan and Capital Improvement Plan (CIP) process using both technical and programmatic processes. When projects reach the early design phase, contextual elements and solutions are reviewed, including transportation and land use integration. The new TIA process described by COMPASS duplicates effort already expended.*
2. *The unspecified "technical evaluation" which is to be done by COMPASS - ACHD is a countywide highway district with full modeling, transportation engineering and planning functions. If a project is proposed, it has already been through the most appropriate technical reviews by certified professionals.*

The proposed "functional classification" of roads for Communities in Motion 2040

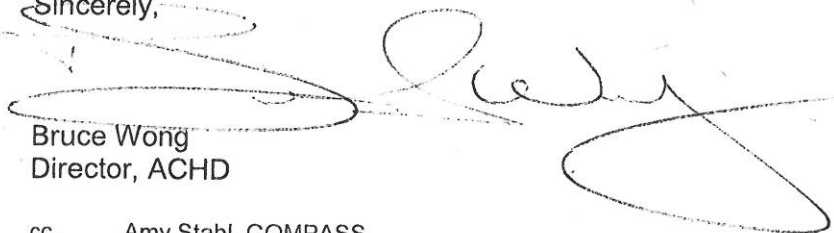
Commission actions, either based on ACHD special studies or through development decisions, are codified in the ACHD Master Street Map. Updates reflecting Commission decisions throughout the year will be adopted into the Master Street Map in February 2013. Recognizing forthcoming changes, ACHD requests update of the Functional Classification Map to reflect the following changes:

- Addition of the approved Airport/Overland connection as a future principal arterial
- Correct the alignment of Warm Springs Avenue through Harris Ranch as a future minor arterial. The old section of Warm Springs will function as a collector.

Also, as a clarification, the Eisenman Road connection to Isaacs Canton Interchange exists. We would request a solid line replace the dashed line.

Thank you for considering our comments. Please contact Justin Lucas, Planning and Programming Supervisor if you need clarification or additional information.

Sincerely,



Bruce Wong
Director, ACHD

cc. Amy Stahl, COMPASS



January 14, 2013

Community Planning Association of Southwest Idaho
700 NE 2nd Street
Meridian, Idaho 83642
Attention: Amy Luft, Communication Coordinator

**RE: 2040 Communities in Motion Update
Proposed Functional Classification Map for Canyon County**

Dear COMPASS:

Canyon Highway District has reviewed the proposed Functional Classifications of roadways within Canyon County for the 2040 Long Range Transportation Plan (Communities in Motion) update, and would offer comment on the proposed map.

Midland Blvd between Ustick Road and SH 20/26 is proposed to be classified as a principal arterial. Canyon Highway District does not support this proposal, and requests that this portion of Midland Blvd remain classified as a minor arterial on the 2040 CIM map for the following reasons:

1. The minor arterial designation between Ustick Road and SH 20/26 (that portion of Midland within Canyon Highway District's jurisdiction) will match the current designation on both the Planning Functional Classification Map adopted by the District, and the current Functional Classification map adopted by Canyon County.
2. Middleton Road, located one mile to the west of Midland Blvd, is an existing principal arterial. Traffic counts taken in 2010 indicate that Middleton Road serves nearly five times the traffic volume (475%) as Midland Blvd, although both routes share a similar two-lane undivided cross-section.
3. One definition of a principal arterial is that it serves longer duration trips between regional centers. Midland Blvd does not fit this designation well when compared with other arterials in the vicinity.
4. Recommended principal arterial spacing for rural areas, or in locations other than fully urbanized areas is generally at least two miles, and as many as eight miles. Middleton Road, one mile to the west of Midland, and Franklin Road two miles east of Midland are both currently designated as principal arterials. The current principal arterial spacing (Middleton Rd and Franklin Rd) of three miles generally meets recommended spacing guidelines for principal arterials in a non-urbanized area.
5. Existing local street, private road, and driveway approaches along Midland Blvd between Ustick Rd and SH 20/26 offer challenges to providing access control along Midland Blvd in order to make it function effectively as a principal arterial. Midland Blvd also has an at-grade railroad

crossing north of Linden Road which further limits the ability to promote mobility along this corridor.

6. Preserving the existing minor arterial classification of Midland Blvd between Ustick and SH 20/26 does not limit the potential capacity of the roadway, as a minor arterial may have as many or more lanes as a principal arterial. The minor arterial designation allows fewer restrictions in granting access, which may better suit the apparent commercial character of development along the Midland corridor.

Canyon Highway District recognizes that functional classification needs may change along with changes in patterns or pace of development, and that a classification higher than minor arterial may be appropriate for Midland Blvd at some time in the future. However, given the current land use and traffic conditions, the current minor arterial designation better describes the likely function of this portion of Midland Blvd during the five-year life of the current LRTP update.

Canyon Highway District has discussed these concerns with the cities of Caldwell and Nampa, whose areas of impact encompasses Midland Blvd north of Ustick Road, and they support this request as detailed below.

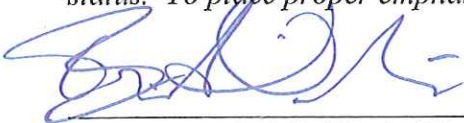
Canyon Highway District supports the remainder of the functional classifications proposed for Canyon County, and appreciates this opportunity for comment, as well as the collaborative process utilized to generate the updated plan.

Sincerely,



Chris Hopper
Assistant District Engineer
Canyon Highway District No. 4

Although Caldwell officials see Midland as an appropriate candidate for a Principal Arterial in terms of activity center connectivity to US20/26, this designation would situate principal arterial roads unusually close together. Further, Middleton Road is without question a more critical place for principal arterial status. To place proper emphasis on this fact, the City of Caldwell is in support of this change.



Brent Orton, Public Works Director
City of Caldwell, Idaho 1/9/15

In support:



Eric Shannon, District Engineer
Nampa Highway District No. 1



Clair Bowman, Sr. Transportation Planner
City of Nampa, Idaho



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Community Planning Association of Southwest Idaho
700 NE 2nd St
Meridian, ID 83642

January 14, 2013

Dear Board and staff,

Thank you for the opportunity to provide comments on Communities in Motion 2040.

Idaho Rivers United is a statewide river conservation organization. Since 1989 Idaho Rivers United has worked to protect Idaho's rivers and native fisheries. We have over 3,500 members many of whom use and enjoy the Boise River. The ecological integrity of the Boise River is important to us, and we appreciate the opportunity to participate in the development of the regional transportation plan.

Please contact me if I can be of further assistance.

For the rivers,

A handwritten signature in cursive script that reads "Liz Paul".

Liz Paul
Boise River Campaign Coordinator

Introduction:

Idaho Rivers United appreciates the opportunity to comment on proposed goals, proposed Transportation Investment Areas, and the transportation project prioritizing process. The development of Communities in Motion 2040 is a long process, and this mid-stream check-in with stakeholders is important. It speaks to the desire of the COMPASS Board to meaningfully involve the public in these important decisions.

How people and goods travel has a direct impact on community economic well-being, environmental quality, livability, and human health. As a result, transportation planning is, by default, community planning, and plans like Communities in Motion 2040 influence far more than road building. Idaho Rivers United fully supports the decision of COMPASS to broaden the focus of Communities in Motion 2040 to plan for sustainability. This is a vital expansion of thinking, and IRU commends COMPASS for doing the right thing despite the difficulties inherent in breaking new ground.

Proposed Goals:

Idaho Rivers United proposes a new element.

The sustainability of the Treasure Valley hinges on the health of the Boise River. The regional economy depends on, and hundreds of thousands of Treasure Valley residents enjoy, the invaluable ecosystem services provided by the Boise River including, but not limited to domestic, commercial and agricultural water supply, wastewater and stormwater disposal, aesthetic beauty, fish and wildlife habitat, floating, swimming, other recreational activities, and environmental education. There is no replacement for the Boise River.

With 2040 projections for population in the Treasure Valley well over one million, the Boise River will face new challenges and threats. These serious challenges include but are not limited to: water supply difficulties, increased pollution from stormwater and wastewater, loss of wildlife and habitat, floodplain encroachment and increased risk of flooding, groundwater depletion, recreational amenity crowding, and loss of public access. Communities in Motion 2040 should make protection of the Boise River and its numerous goods and services a priority.

Please add Water to the list of Plan elements.

What follows are suggested Goals, Objectives and Tasks for the Water element along with brief supporting rationale. This list is a good start, but not complete. I'd be happy to meet with COMPASS planners to further develop Water Goals, Objectives and Tasks.

GOAL: Maintain and enhance water quality in the Boise River, its tributaries and its companion aquifer.

Water pollution in the Treasure Valley already diminishes the health and function of the Boise River. Some of the pollution enters the river via stormwater, and new development could cause a drastic increase in impervious surfaces and stormwater pollution. Required stormwater management and treatment already costs Treasure Valley communities a lot of money, and the price tag is growing. These costs can be offset or reduced by making smart choices about how and where we grow our communities and infrastructure.

Objectives:

- 1) Encourage development in areas with existing water infrastructure so that funds may be allocated to improve deficient stormwater management infrastructure instead of building new.
- 2) Maintain or improve the hydrologic function of the terrain in project areas to infiltrate stormwater for water quality and flood risk reduction benefits.
 - a. Use advanced stormwater management techniques in all projects.
 - b. Create new impervious surface as a last resort.

GOAL: Promote patterns of growth and development and fund a transportation system that protects the Boise River floodplain minimizing flood damage, protecting natural resources and providing ample opportunity for public access.

An extensive body of research documents the environmental costs associated with building in floodplains, identifying this type of development as an environmentally unsound practice. It is widely recognized that floodplain development degrades or destroys wetlands, changes the river's ability to attenuate high flows thereby increasing flood-caused damages, increases water pollution, damages bird, fish and wildlife habitat, and increases demand for very expensive and often ecologically damaging structural mitigation. This destructive dynamic is at play in Ada and Canyon County as local municipalities allow floodplain development and then seek federal help, possibly through building a new \$1 billion dam on the Boise River, to reduce flood risk.

Recently released flood risk simulation maps prepared by the National Oceanic Atmospheric Administration show that unwisely developed areas of the Boise River floodplain are at risk of incurring enormously costly damage from high water flows. In the Treasure Valley, which is already at risk for flood damage and where ecological consequences of floodplain development are evident, further development in the floodplain is indefensible.

Objectives:

- 1) Minimize loss of life and catastrophic economic consequences from high water flows
 - a. Work closely with local Silver Jacket emergency preparedness partners.
 - b. Help community leaders identify high flood risk areas.
 - c. Encourage growth away from the floodplain of the Boise River and its tributaries.
 - d. Plan for post-flood relocation of buildings and infrastructure out of the most flood-prone areas.
- 2) Plan transportation projects and promote land use patterns that protect and enhance riparian vegetation.
 - a. Work with natural resource agencies including Idaho Fish and Game and Ada Soil and Water Conservation District to identify priority areas.
- 3) Increase safe and environmentally sensitive public access to the Boise River and tributaries.
 - a. Help community leaders identify and maximize public access opportunities.
 - b. Include public access improvement in transportation project maintenance and new project design.

GOAL: Promote land use patterns and water use practices that will provide sustainable supplies of water for agricultural, domestic, commercial and industrial use while providing healthy instream flows.

In the Treasure Valley, both surface and groundwater supplies are limited. Growth is currently constrained by water availability, and supply uncertainty will increase because of climate change. Groundwater, the dominant source of drinking water, is not readily available in all parts of the Treasure Valley. The current water infrastructure is not designed to meet the anticipated needs of the 2040. To meet the water supply needs of current and future users and to meet environmental needs, housing, business and industrial development needs to be planned to take advantage of existing supplies and infrastructure. Increased water use efficiency by all users and modernization of the water infrastructure can stretch existing supplies allowing for growth.

Objectives:

- 1) Encourage development in and around areas that already have water delivery or plentiful, clean groundwater supplies.
- 2) Encourage water efficiency.
 - a. Promote low-water land use (e.g. neighborhoods that limit lawn size, farms that use drip irrigation)
 - b. Educate community leaders about water efficiency technologies and practices.
- 3) Support reuse of stormwater and wastewater for irrigation and other appropriate uses.

Feedback on proposed Goals.

General:

The Goals document is hard to read and hard to understand. It's too long and redundant. The numeric layout is too technical looking and off-putting. More white space, the inclusion of color and other layout tricks will improve the readability and increase citizen involvement. Some terms like "transit" and "infill" need to be explained. Technical jargon should be eliminated as much as possible. Jargon examples include; VMT, mode, metrics, mobility management network, corridor and complete streets.

The tasks should, in general, be more specific and should be measurable including information about with who, how many, or by when.

For example: 8.1.1.a By June 2015, COMAPSS, in cooperation with relevant stakeholders, will produce a report and accompanying map that identifies existing farm roads, their characteristics and future use challenges.

2.4.3.b By January 2015, COMPASS will adopt a process to identify historic infrastructure early enough in the transportation planning process to avoid impacts.

What follows is some suggested simpler language, some questions, and some comments.

Transportation

- 1.1 Make sure everyone can reliably get where they want to go by all travel methods.
 - 1.1.1 Integrate transportation and land use plans.
 - 1.1.2 Minimize congestion and delay.
 - 1.1.3 Get serious about access management on major roads.
 - 1.1.4 Develop truck routes.
 - 1.1.5 What surrounding areas do you mean?

1.2 Improve everyone's safety. (What do you mean by security? It doesn't look like you have any relevant objective.)

1.2.1 Reduce the number and severity of accidents.

1.2.2 Reduce to one objective. 1.2.2.a may be a task, but it needs to be more specific and have a deadline.

Goal 1.4 is redundant.

Land Use

2.1. Too many words.

2.1.1 Redundant with 1.1.1

2.2 Too many words.

And so on.

Housing

3.1 Encourage mixed-use development with easy access for all.

Community Infrastructure – It's unclear what infrastructure is referred to and what the current and future challenges are and how COMPASS 2040 can help. I'm guessing that this is about maintaining/improving sewage, water, electric lines when streets are worked on (or vice-versa) thereby saving loads of money and reducing traffic problems. This element should probably be eliminated as a stand alone.

Goal 4.1 should go to 2. Land Use.

Goal 4.2 should be incorporated into 1.3

Health

5.1 Invest in transportation projects and encourage land uses that enhance public and environmental health.

5.1.3 Fund and support development that reduces polluted stormwater.

(see IRU's proposed Water goals)

Economic Development

Eliminate redundancy with Transportation section.

6.2 Too many words and very hard to understand. Downtown Boise is in the Boise River floodplain and is at risk of severe flooding that wouldn't be good for economic development. Downtown Boise also has a serious stormwater discharge problem because of old infrastructure. Downtowns of some other cities are also in high flood risk areas. Sound economic development calls for developing employment centers and transit hubs in established business areas with less flood risk.

Open Space

This section should be moved to Land Use.

7.1 Promote development and transportation projects that protect and provide access to open space, natural resources and trails throughout the region.

7.1.1 Do you mean a non-motorized path adjacent to the Boise River? If yes, please reference the Boise River Trails Plan adopted in 2009.

7.1.3.a – Idaho Foundation for Parks and Lands should also be listed

7.1.4 The report of the Ada County Open Space Task Force should be consulted.

Farm Land

Most of this section should be moved to Land Use.

8.1 Protect and enhance transportation routes for the efficient movement of farm equipment and products.

8.1.1. Redundant with 8.1

8.1.1.b Delete community gardens. Community gardens should be placed in areas with good access if access is a high priority, along with areas with sustainable water supply.

8.2 Protect productive, water-efficient farm land.

8.3 Support land use for agriculture-related commercial and industrial purpose.

8.2.1., 8.2.2, 8.2.3 should be moved to Health.

8.2.5 should be moved to Economic Development.

Idaho Rivers United is not for or against farming as a land use in the Treasure Valley, but COMPASS needs to recognize two water issues related to farming, and work closely with water supply planners and water quality planners to avoid unintended negative consequences from CIM2040.

- 1) Farming is extremely water intensive. Approximately 1.5 billion acre feet of water are diverted from the Boise River for irrigation each year. This compares to current demand for domestic, commercial and industrial water of approximately 150,000 acre feet of water annually. Significant farmland has been developed in the past 50 years (hence the special focus on this by COMPASS), and water planners expect that more farmland will be developed in the future. This is important because each acre of farmland taken out of production makes water available for other uses – most commonly outdoor landscape watering of housing developments. Water supply in the Treasure Valley is finite, and water planners currently rely on a certain rate of transfer of water between uses to forecast future water supply and demand.
- 2) Farming is a significant source of pollution of the Boise River. Current farm practices contribute sediment and nutrients to the Boise River and its tributaries contributing to violation of state water quality standards. Farming is a non-point source of pollution and compliance with water quality limits is optional not mandatory. Water quality planners anticipate a continuing trend of farmland being taken out of production and expect a related decrease in delivery of pollutants to the Boise River.

Transportation Investment Areas

Idaho Rivers United supports the proposed approach in the hope that it will allow local issues to receive needed attention. The Boise River and its tributaries should not be divided between 2 TIAs. Both sides of the river should be in the same TIA just the same as both sides of a street should be in the same TIA. The river is an ecosystem that must be viewed as a system, not an assortment of parts. What happens on one side the river affects the other side. All the animals travel from side to side. The water flows on both sides. The river and tributaries are in danger of being neglected if they are divided between two TIAs.

- All TIAs deliver stormwater to the Boise River or its tributaries. Areas with older infrastructure deliver more water and more heavily polluted water to the river.
-

- All TIAs discharge wastewater into a tributary or into the river, but wastewater treatment differs in negative impact to the river. TIA boundaries don't align with sewer district boundaries, but the level of wastewater treatment should guide development.
- Most TIAs, but certainly TIA 2, 3,4,10 and 13 contain important habitat for wildlife that travels to and from the Boise River. The ecological integrity of the Boise River would be diminished without the wildlife. The wildlife must have safe access to and from the river.
- Many TIAs contain floodplain and riparian habitat. Don't forget tributaries including Indian Creek, Mason Creek, Cottonwood Creek, Dry Creek and many others. Flood risk is a serious issue in these TIAs.
- Many TIAs contain high volume irrigation canals and drains. Flood risk is a serious issue adjacent to these features in these TIAs.
- Many TIAs contain open space adjacent to the river.
- Groundwater supply differs from area to area – not along TIA boundaries.
- Surface irrigation water supply differs from area to area – not along TIA boundaries.
- Many TIAs contain public access to the Boise River and tributaries. Other TIAs have little public access.
- IRU suggests close consultation with fish and wildlife managers and public land owners to identify areas of special environmental concern like bird nesting sites, trout overwintering habitat, big game migration routes and such.

Prioritization Process

Capital Projects

This process needs to use the TIA approach and it needs to reflect the elements, goals and objectives of CIM2040.

- **Step 1**– COMPASS staff will develop a list of known transportation-related problems **for each TIA.**
- **Step 2** – COMPASS staff will form **TIA** focus groups **to provide feedback on the list and** identify additional **significant** transportation-related problems. Focus groups will also **be asked discuss how other goals of CIM2040 relate to the list of transportation-related problems.**
- **Step 3** – COMPASS staff will review, identify, and group most common problems.
- **Step 4** – The CIM 2040 Planning Team will evaluate the transportation-related problems **in the context of all CIM2040 goals and objectives** and propose solutions, which may include one or more projects.
- **Step 5** – COMPASS staff will perform technical evaluation(s) of the proposed solutions, **including consistency with goals and objectives of CIM2040.**
- **Step 6** – The CIM 2040 Planning Team will collaborate to prioritize the solutions **based on consistency with CIM2040 goals and objectives, and need and support in the TIA.**
- **Step 7** – The CIM 2040 Planning Team will recommend the prioritized list of projects for CIM 2040.

Maintenance Projects

There is no prioritization process proposed, unless the funding split is being proposed by COMPASS. That's unclear. If maintenance projects need to be prioritized, then an abbreviated public involvement process similar to the one above should be used. Importantly, the process should work via TIAs and be based on project consistency with CIM2040 goals and objectives.



Mayor
James D. Reynolds

City of Eagle

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Council Members
Mark Butler
Mary Defayette
John Grasser
Norm Semanko

COMPASS

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

January 10, 2013

Dear Ms. Luft,

Thank you for the opportunity to comment on the key issues in the Communities in Motion 2040 draft. The City would provide the following comments:

Goals:

2.1.1.a: Please add “local land use” before plans. The City of Eagle feels it is imperative that the LRTP reflect the land use goals established under the statutory authority of Idaho State Code (Section 67-6509).

2.3: Please change community “based” activity centers to community “identified” activity centers. This again brings land uses into the context of the LRTP. Comprehensive plan by requirement of Idaho is a community based plan.

6.2 & 6.3: While the City of Eagle understands the unique dynamics and impacts on Boise as the State Capital and the region’s central City, we do have concerns with establishing goals and identifying specific projects (Boise Mobility Study, Boise Origin-Destination Study, Year Round Farmers Market) within this section of the plan that are geared toward a single member.

The City of Eagle would prefer to see Goal 6.2 & Goal 6.3 combined into a single goal addressing “regional centers, downtowns, and main streets”. The specific policies under this goal could address the central city without establishing a project list for the City of Boise. I.e. policy 6.2.2 could be modified to state “Develop unique and appropriate levels of service standards for vehicles, pedestrians and bike specific to the central city, downtowns, and main streets”

The title of Section 6 is “Economic Development” the policies seem to lack connectivity to that goal. Each policy should clearly articulate a connection with economic development; either through increasing employment, investment, or economic opportunities. Further neither 6.2 & Goal 6.3 identify city centers, downtowns, or main streets as economic drivers and locations for business and employment development. COMPASS’s recent investment in the economic benefits tool Tredis was intended to provide further understanding of transportation investment as an economic driver and these goals seem to lack that vision.

The policies under 6.2 & 6.3 pertaining to farmers markets could easily be incorporated under Goal 8.2 relating to agriculturally based businesses and maybe more consistent with the overall goal.

Transportation Investment Areas:

The City of Eagle is in support of the use of transportation investment areas to map projects and group data collection and analysis. With the understanding that the TIA(s) will NOT be used to compare or rank projects against each other.

The City's biggest concern is that we are creating redundancies in data collection and reporting. In Ada County the Ada County Highway District uses their Five Year Work Program and Capital Improvements Plan to identify transportation projects. The City would like to see a system in which ACHD and COMPASS are working cooperatively to report this information. Redundancies in reporting are a waste of tax payer dollars.

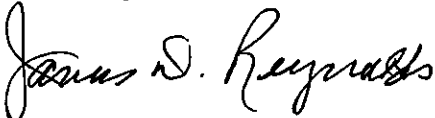
Prioritization Process:

The City has no comments on this item.

Functional Classification of Roadways:

The City of Eagle supports the propose changes to the functional classification system but wishes to continue to stress the importance of functional class in road way design and development. The role of a minor arterial is different than that of a principle arterial. Minor arterial roadways, such as Beacon Light Road, should not be expanded to a point in which they resemble, function as, or replace the principle arterial and State Highway system.

Sincerely,



James D. Reynolds
Mayor

CC: City Council
COMPASS Director & Board