

# Public Comments Received

Public Comment Period: January 9 – January 23, 2018

Total number of comments received: 544

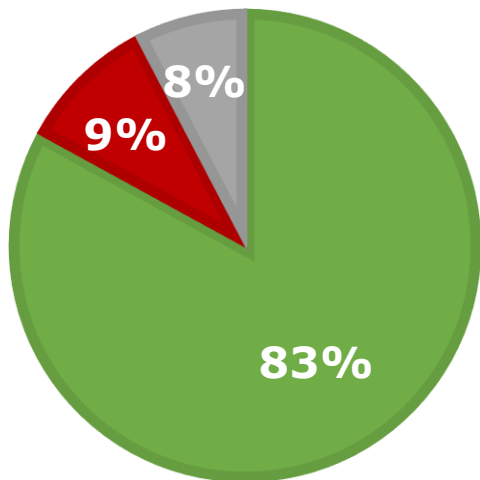
Comment Form: 498

Email: 43

Phone/Letter: 3

**Should I-84 be widened from Nampa to Caldwell?**

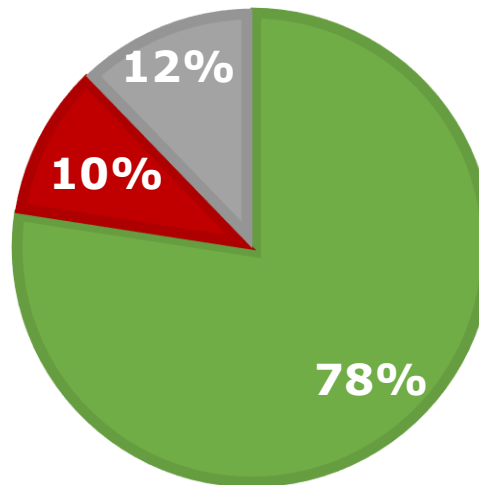
■ Yes ■ No ■ Unsure



n=491

**Should ITD begin preliminary engineering work to extend SH-16 to I-84?**

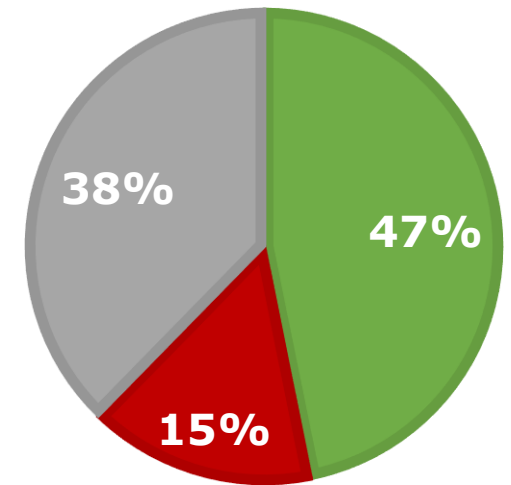
■ Yes ■ No ■ Unsure



n=487

**Should VRT design a TOD in Nampa?**

■ Yes ■ No ■ Unsure



n=476

*\*Note: The figures above reflect comments received via comment form only.*

## Verbatim Comments

### Notes:

- Table includes all comments submitted via email, letter, phone, and open ended comments provided via a comment form.
- Table includes names/affiliations of commenters only when the commenter indicated he or she wanted their name associated with their comments on the comment form. All other comments are anonymous.
- Table does not include responses from individuals who did not include open ended comments (that is, replied to the "yes/no" question, but did not elaborate), except when those commenters indicated they wanted their names associated with their comments.
- Yes/No/Unsure responses are only included for respondents who answered this direct question via comment form.

| Yes/No/<br>Unsure<br>(Comment<br>form only) | Comment<br>(The comments below are verbatim, as submitted by<br>the commenter.<br>As such, typographical errors have not been<br>corrected.) | Staff Response | Zip Code,<br>Name,<br>Affiliation<br>(if included) | Format |
|---|--|----------------|--|--------|
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## Should I-84 be widened from Nampa to Caldwell?

|     |  |  |                          |              |
|-----|--|--|--------------------------|--------------|
| Yes | 84 needs to be widened to caldwell or beyond due to the amount of traffic now and for future increases. Only widening to karcher will not aliviate the problems during rush hour. It is ridiculous that it taks 15 minutes or longer to go from the garrity exit to northside in the evenings. Traffic is only going to keep getting worse with the development in the west end of the valley. |  | 83651                    | Comment form |
| Yes | a lot of people are moving here and that is the biggest road with too much traffic as it is and it is only going to get worse.   |  | 83616                    | Comment form |
| Yes | Absolutely critical for our economic development and to help drive growth in Idaho.  |  | 83709                    | Comment form |
| Yes | Absolutely!  |  | 83713                    | Comment form |
| Yes | Absolutely, should be high priority  |  | 83712                    | Comment form |
| Yes | Absolutely. This is the bottleneck, especially where it cuts from 3 to 2 lanes.  |  | Paul Webster<br>83607    | Comment form |
| Yes | Absolutely. This should have been done 10 years ago. Canyon County is a HUGE part of the Treasure Valley. There is no reason this should be delayed.   |  | 83641                    | Comment form |
| Yes | Absolutely. This should have been done with the previous widening project. To stop where you did just creates greater congestion and safety issues.  |  | 83712                    | Comment form |
| Yes | Add another exit/interchange between Nampa and Caldwell. Ustick Road would be a great place!   |  | 83651                    | Comment form |
| Yes | Admittedly I do not use this section of I-84 often but when I have there always seems to be a back up due to the narrowing down to only two lanes. I have seen some very hard braking on occasion.   |  | Steve C.<br>Weston 83616 | Comment form |
|     | AFTER COMPASS develops a monorail from Caldwell to Boise in agreement with UP to utilize easement for such a rail and a commuter bicycle path.   |  | 83706                    | Comment form |
| Yes | And an interstate "belt" like other cities (going from SW Boise > Kuna> Nampa SW Boise > N. Boise > Eagle > Nampa/Caldwell) - Think Salt Lake. We need to do it now before we grow too much more.  |  | Jill Thompson<br>83709   | Comment form |

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|---|---|-----------------------|--|---------------|
|   | It's so hard getting to the North and South of the Valley and we're just patching the problem with local road so-called improvements.   |                       |  |               |
| Yes   | Anyone who has driven from Boise to Nampa knows the serious congestion into Nampa. Any on/ramp creates serious congestion all by itself. In order to reduce the congestion in Nampa, the lanes should be 3-wide PAST Nampa. That's the first point. 2nd, I84 is seldom not busy into Caldwell, and up to the Middleton exit. It's going to get busier over time - just widen it past Middleton, and move us ahead one chess move, instead of always behind. Middleton is booming - let's try to get ahead of the curve. |                       | 83605  | Comment form  |
| Yes   | AS a daily commuter, and on behalf of three co-workers, traveling on I-84 from Caldwell to Boise I (we) urge the widening of the roadway between Nampa and Caldwell, and the sooner the better!   |                       | Bill Roscoe<br>83605                             | Comment form  |
| Yes   | As the population grows in Nampa and Caldwell, we really need I-84 widened to accommodate the increased traffic. We are already too late. Congestion and accidents are already unacceptable.  |                       | 83687  | Comment form  |
| Yes   | As the valley continues to grow it is wise to continue to expand our roadways.  |                       | 83704  | Comment form  |
| Yes   | be proactive for once . . . plan for traffic 20yrs from now, not yesterday.   |                       | 83686  | Comment form  |
| Yes   | Been an embarrassment for too long....bad for business  |                       | 83651  | Comment form  |
| No  | Better to spend the money on 20/26 to four lanes from Eagle Road to Caldwell.   |                       | 83646  | Comment form  |
| No  | Build light rail from Caldwell to Mountain Home. Stop widening the freeway for commuters in cars, we are no different than Lis Angeles or Phoenix - more lanes for cars are s not the answer to congestion.   |                       | 83712  | Comment form  |
| Yes   | But after Chinden is widened to Nampa. That road is a nightmare at rush hour, and will only get worse as more subdivisions are built along it.  |                       | 83646  | Comment form  |
| Yes   | Canyon County is only going to keep growing and it only makes sense to continue to grow the infrastructure to handle this growth and doing it now makes the most sense.   |                       | 83651  | Comment form  |

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|---|---|-----------------------|--|---------------|
| Yes   | Compared to the rest of the area, this is just a terrible commute. It's long overdue.   |                       | 83634  | Comment form  |
| Yes   | Concerned about going into debt using GARVEE to fund it.  |                       | 83642  | Comment form  |
| Yes   | Currently seems to be a bottleneck where it goes down to 2 lanes each way.  |                       | 83669  | Comment form  |
| Yes   | Currently, I-84 log-jams at Franklin. This starts occurring around 4-5 PM Monday through Friday. If I-84 is not widened all the way through to Caldwell, then we will only move the log-jam down the road a mile and have solved nothing. I-84 has been widened numerous times since the late nineties; it should have all been done then. Planning in this valley has not kept up with growth, construction costs increase the longer we wait, and traffic will only get worse. Do the project right for once, widen the road all the way to Caldwell as it should have been done twenty years ago.  |                       | Ty Walling<br>83605                              | Comment form  |
| Yes   | Dear Compass, As residents of Parma for over 40 years we have seen how fast the Treasure Valley has grown. We drive the freeway constantly and are frustrated by the two lanes on the freeway between the onramp at the Notus-Parma exit to the exit at Franklin. We feel "strongly" that the freeway should be widened from Franklin to the Notus-Parma exit. We know that you are considering widening it just to the Caldwell exit (which we are also thrilled about), but feel widening the freeway to the Parma-Notus exit would be more cost effective in the long run. Why should you consider extending your plans to the Parma Notus exit? 1. We all know that the cost of building a freeway only gets more and more expensive. (so in the long run you will save tax payer money by building it now verses 10 years from now. 2. You will get all the construction mess done at once so people won't be upset when you are doing it later. 3. Our population in Idaho continues to grow rapidly so more cars will be using our roads. We thank you for considering our input. Craig and Trudy Robinson Parma, ID |                       | 83660  | Comment form  |

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| Yes   | Definite YES! The increased population in Treasure Valley is putting demands on I-84 on the west side. The major arteries need to keep up!   |                       | 83646  | Comment form  |
| Yes   | Definitely   |                       | 83676  | Comment form  |
| No  | Definitely need widening from Franklin Rd to Karcher Rd Interchange. For widening west of Karcher Rd Intrrchange, there is much greater need now in places like along Karcher Rd (Highway 55) and on W Chinden Blvd (Highway 20/26) from Eagle Rd to Ten Mile Rd.  |                       | Ralph Mellin<br>83709                            | Comment form  |
| Yes   | Definitely yes! The reduction of lanes at the Franklin inter-change in Nampa is a traffic hazard with the present load and needs to be eliminated. If the lane reduction is in Caldwell, there should be a reduction of the amount of vehicles.  |                       | 83607  | Comment form  |
| No  | Development has been allowed to go unchecked in the treasure valley. It's time to take a break and let the dust settle, this isn't Los Angeles, this is beautiful Idaho, making the highway wider would just cause more problems.  |                       | 83646  | Comment form  |
| No  | Doing this will promote less ride-share.   |                       | 83705  | Comment form  |
| Yes   | Driving this stretch of road at rush hour and at other times of high traffic is terrible. It needs to be at least 3 lanes in each direction to support even normal traffic.  |                       | 83646  | Comment form  |
| Yes   | Finding this form was not easy. If you are really serious about input you need to make this easier to find.  |                       | 83626  | Comment form  |
| Yes   | First the widening should extend to to the hwy 44 exit 25(?) the exit lane in the evening is backed up into the freeway for a mile. Also that whole over pass needs revamped with stop lights to the hwy 30 cross streets, this is a dangerously intersection, caused by heavy traffic to Middleton. There should not be any lanes ending on the freeway, all lanes that end should be an exit only lane. Look at the bottle neck and accidents that happen around the ending left lane on the Nampa west bound Frankin Rd area, signage is poor and can't be seen until it is |                       | 83607  | Comment form  |

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|   | too late for none locals. Exit 27 west bound lane ends 20 yratds past the exit, causes near accidents everyday.   |                       |  |               |
| Yes   | For anyone with a daily commute anywhere east of Nampa (of which there are many of us, judging by the traffic), the nightmare of that trip is made real nearly every single day when accidents near on-ramps occur on a VERY regular basis. Easing the congestion by widening the freeway will be an incredibly welcome addition to the area. |                       | 83687  | Comment form  |
| Yes   | For safety, mobility and economic vitality, this segment of Interstate 84 should be widened as soon as funds can be made available. Having a completed design will allow the region to capitalize on any opportunity to immediately apply construction funding as it pops up.   |                       | Dave Jones<br>83713                              | Comment form  |
| Yes   | For the love of all that is holy, please widen I-84!  |                       | 83646  | Comment form  |
| Yes   | From a a volume and safety standpoint this is important. From an economic development view this is VITAL and long overdue!  |                       | 83686  | Comment form  |
| No  | Funds would be better spent on Boise-based projects such as building a bypass/business loop to reduce trucking congestion on the normal I-84 route or adding an additional highway exit between Franklin and Eagle to reduce backups on the Eagle exit.   |                       | 83716  | Comment form  |
| No  | Gas automobiles and roads are obsolete. Mass transportation is what is required in the valley.  |                       | 83713  | Comment form  |
| Unsure                                      | Going-home congestion is worst between Boise and Nampa where lanes decrease. Priority should be given to widening out west to the outskirts of Nampa, and then to Caldwell after that.  |                       | 83669  | Comment form  |
| Yes   | Growth is going to continue in the Treasure Valley. The state of Idaho must plan ahead for this continued growth and keep our highways up to par. Oregon's interstates are so much better because of successful planning and action.  |                       | 83669  | Comment form  |
| Yes   | Heavy congested traffic and the increasing number of commuters from the west end of the valley to the meridian/boise area requires better arterial roads.   |                       | 83702  | Comment form  |

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| Yes   | I agree but it's another lane for traffic to "linger" in. What we need to do also is have a drive toward public awareness about how to conduct ourselves in traffic better. We see far too many times where many people jam into the front of the line where lanes reduce thus stopping all other lanes. How do we have people conduct themselves better and thus create better overall consistent traffic flow? Can we study that as well as add lanes? |                       | Mike Harmon<br>83642                             | Comment form  |
| Yes   | I agree that this should be your #1 priority.  |                       | 83642  | Comment form  |
| Yes   | I am a retired highway engineer from wa state. I encourage you to purchase as much right of way as possible and as soon as possible. This is one of the fastest growing areas in the United States. Right of way does not get cheaper and gets very expensive faster then you think. Also, widen more than you think. If you don't, you will regret it sooner then you think.  |                       | 83687  | Comment form  |
| Yes   | I am in support of this project.   |                       | David Baker<br>83703                             | Comment form  |
| Unsure                                      | I am unfamiliar with the needs of this area.   |                       | 83616  | Comment form  |
| Yes   | I believe the traffic will continue to increase as people move in from other states and it is time to make this improvement. I also believe that congestion causes some people to take unnecessary risks to beat the clock leading to an increasing number of accidents and injuries and greater congestion.   |                       | 83642  | Comment form  |
| Yes   | I believe the widening of I-84 between Nampa and Caldwell should be the top priority! This project will improve the safety of this area for all Interstate traffic traveling through this corridor! It is long past due!   |                       | Diane Rush<br>83607                              | Comment form  |
| No  | I believe this is an okay project, but I would much rather see the money being spent to develop a better transportation system overall through public transportation projects. It seems that building these kinds of roads is more of a bandaid approach for a current system that isn't working that well now and   |                       | Crissy Kojima<br>83714                           | Comment form  |

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|--------------------------------------|---|--|---|--------------|
|                                      | does not seem at all sustainable in the future of the treasure valley.  |  |   |              |
| Yes                                  | I believe this will benefit everyone in the valley.   |  | 83642                                     | Comment form |
| Yes                                  | I can not believe this question even needs to be asked. The answer is so obviously yes and should have been done years ago. Stop talking about widening the freeway and DO IT already! Get off your butt and get started!   |  | 83607                                     | Comment form |
| Yes                                  | I can't imagine driving from Boise to Caldwell (Notus Highway 20/26) on the existing 1-84 for the next 5-10 years the way that it is. That part of the Treasure Valley is growing and our infrastructure needs to be dealt with before it becomes a bigger problem.   |  | Stacy Stoffel<br>83607                    | Comment form |
| No                                   | I do not support this because I've seen no data or financial information from the Idaho Transportation Department on their ability to maintain this additional infrastructure. We regularly hear that ITD cannot afford to maintain its existing road system. So, how does expanding the system with wider roads and heftier bridges mitigate their maintenance needs and funding shortfalls? I'm also concerned that this project poses continued health risks for the vulnerable populations that live along the I-84 corridor in Nampa and Caldwell. When you examine the Centers for Disease Control's data on asthma rates for Nampa, the highest prevalence of asthma rates is along the I-84 corridor. While data is not available for Caldwell, the asthma rate data for Meridian also shows populations with the highest rates are on either side of I-84. The same is true for the City of Boise, where the highest rates of asthma are along I-84 as well as other high speed, high volume corridors like State Street. When we look at other CDC datasets related to air pollution, the same Census tracts in Nampa that flag for high rates of asthma also have high rates of coronary heart disease and COPD. How will ITD evaluate the likely effects of increased vehicle emissions stemming from induced demand as part of this widening? How will ITD consider studies that now | <p><u>Idaho Transportation Department response:</u></p> <p>Determining which road projects the Idaho Transportation Department will pursue is accomplished through evaluating the return on investment. This responsibility falls to the Idaho Transportation Board, appointed by the Governor.</p> <p>According to a Governor's Task Force, the state of Idaho is not meeting the funding requirements to fully execute these responsibilities. There is an annual shortfall of \$417 million.</p> <p>Given this funding shortfall, the Transportation Board must choose when money is allocated to add on to the existing system and when it is allocating to maintaining and preserving existing assets. The majority of ITD's funding goes towards maintenance.</p> <p>The need to increase funding while balancing maintenance with capacity and safety needs has been recognized in the Idaho Legislature. In 2015, it increased</p> | 83716                                     | Comment form |

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|   | <p>show that children who grow up next to major highways like this have higher asthma rates and rates that are similar to children who grow up in second hand smoke households (<a href="http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0037044">http://journals.plos.org/plosone/article?id=10.1371/journal.pone.0037044</a>). As the purpose of NEPA is stated as to: ". . . promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man. NEPA § 102 [42 USC §4321]" As well as to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings. [42 USC §4331] And to "attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences. [42 USC §4331]." I'm not sure that ITD's processes related to NEPA and Environmental Justice will adequately consider the adverse human health impacts of this highway widening on these vulnerable populations and conform to these clauses within NEPA given what we know about the existing conditions of populations along this route. I would advise COMPASS and ITD to look at the Healthy Conditions Assessments for Nampa and Caldwell, which outline other health and socio-economic factors for those Census tracts that flank I-84. These studies were sanctioned by St. Luke's and United Way of Treasure Valley. Overall, these are the worst health conditions in Canyon County and within their respective cities, have the most vulnerable youth populations, and are in need of other basic transportation-related investments other than an interstate widening that will further degrade their already-fragile conditions. The impacts of a highway are already evident in Caldwell, as the neighborhoods that were bisected by the original I-84 construction were once some of the nicest in the region but now are severed from one another since the original highway cutoff streets, negated gains in property values, and failed</p> | <p>road user fees on gasoline and vehicle registration. In 2017, the Legislature passed new funding sources dedicated for mitigating congestion. It also allowed ITD to bond up to \$300 million through the Grant Anticipation Revenue Vehicle (GARVEE) to advance projects.</p> <p>The Idaho Transportation Department's mission is "Your Safety, Your Mobility, Your Economic Opportunity." Achieving all three goals requires cost-effective maintenance and construction throughout the state of Idaho. If all funding went to maintenance, the safety and mobility of the growing Idaho population - currently one of the fastest growing states in the nation - could be at risk.</p> <p>As part of the environmental evaluation, ITD will analyze air quality in accordance with standards and procedures. Adding lanes would likely increase the volume of traffic in the area, but improved traffic flow reduces congestion that may help decrease emissions in the areas adjacent to the highway by having less stop-and-go and idling vehicles. Reductions in emissions would help to not exacerbate any emissions-related health concerns, including asthma.</p> <p>Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations prohibits discrimination against minority populations by discouraging programs, policies, and activities that would result in a disproportionately high and adverse human health or environmental</p> |  |        |

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|   | <p>to consider impacts on human health. Simply widening a highway without understanding the other effects does not comport with ITD's mission of "Your access. Your mobility. Your economic opportunity" unless ITD's only applies that mission statement motorists instead of all Idahoans, especially those who live along the I-84 corridor and deal with the daily impacts of pollution created by it currently as well as induced demand, thus induced pollution, that will come with this widening.</p> | <p>effects on minority and low-income populations.</p> <p>EJ analyses require in-depth studies of communities affected by a transportation project and effective community outreach, in order to correctly identify potential impacts. This process is intended to ensure that the project avoids, minimizes, or mitigates disproportionately high and adverse effects on minority and low-income populations.</p> <p>As part of the environmental evaluation, ITD will first identify minority and low-income populations within the environmental evaluation study area utilizing census data, EPA Mapper, contacting local public agencies, and field observations, etc. The study will involve public outreach to the appropriate low-income, minority, and limited English proficient communities to help identify concerns and issues and will analyze potential impacts from the proposed project alternatives that may have a disproportionately high and adverse impact on these populations. The EJ analysis is planned to address: noise, access during construction, availability and access to goods and/or services, emergency response delay, air quality / particulate matter. ITD will coordinate with FHWA to ensure analyses are consistent with federal procedures.</p> <p>When determining whether potential modifications to I-84 will have disproportionately high and adverse effects on minority and low-income populations, ITD will take into account mitigation and</p> |  |               |

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|   |  | enhancement measures and potential offsetting benefits to any affected minority or low-income populations. |  |               |
| Yes   | I do not use that section of I-84 often, but do know many that do. Issues they talk about, and what we see and hear in the news, tells me it is over due.  |  | 83686  | Comment form  |
| Unsure                                      | I don't Drive this stretch during rush hour, so withhold comment   |  | 83616  | Comment form  |
|   | I don't agree with subsidizing poor development. Developers should be paying the true costs to our community, which includes traffic congestion, agriculture to urban land conversion, poor air quality.... all of it. If we continue to just widen our roads we aren't really addressing the issue of sprawl, we are actually encouraging poor planning, and forcing the public to pay for the actual costs that developers should be paying for.                                 |  | 83706  | Comment form  |
| Yes   | I don't see how you can spend so much doing it, but it needs done.   |  | 83626  | Comment form  |
| Yes   | I don't use this route from one place to another for the reason of congestion and traffic slow down issues. This should definitely be in the funding plan ASAP and done ASAP! The overall long term plan for traffic movement in general is not there for this area. We are growing too fast and the lack of road infrastructure is very frustrating to me on a daily basis. Coming from an area where this is a much bigger priority has made this transition every worse for me! |  | Jessica Schumacher<br>83669                      | Comment form  |
| Yes   | I drive from Boise to Caldwell every day to work. Although I go against traffic, I consistently encounter dangerous situations where the interstate changes from three to two lanes and vice versa. As growth continues westward from Boise, the infrastructure must improve as well.  |  | 83703  | Comment form  |
| Yes   | I drive from exit 57 to exit 27 westbound every day from work. It usually takes as long to get through 3 miles between Garrity and Northside as it does to drive 20 miles before that. Please widen the road at least going westbound.   |  | 83626  | Comment form  |

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| Yes   | I drive to Caldwell at least once a month, and this only makes sense. All the Oregon trucks and NW travelers will appreciate it too.   |                       | Helen Neher<br>83642                             | Comment form  |
| No  | I feel we should increase public transportation, not more and widening of highways or freeways. We do not need to encourage more traffic and have our beautiful area become Los Angeles. This area has blown up just in the 2 1/2 yrs we've lived here. We need to work on ideas for public transportation such as a link as Seattle has/is doing. |                       | Annette Matlock<br>83616                         | Comment form  |
| Yes   | I have experienced the congestion along this segment of I-84, and I concur that I-84 needs to be widened from Nampa to Caldwell.   |                       | Dick Jacobsen<br>83646                           | Comment form  |
| Unsure                                      | I live in Star So not sure I do know that the highway is always backed up in that area !   |                       | Karen Russell<br>83669                           | Comment form  |
| Unsure                                      | I think delaying this commitment for a few years in order to evaluate where the autonomous vehicle technology is headed makes sense. This disruptive technology will create significant traffic throughput and hence widening of roadways may not be required.   |                       | 83702  | Comment form  |
| Yes   | I thought that this was part of the original widening project several years ago. It's about time for this to happen, congestion continues to get worse on this stretch of freeway.   |                       | 83713  | Comment form  |
| Yes   | I voted yes however, public transit options need to be addressed immediately including exploring a commuter rail system that would help alleviate traffic issues during the commute.   |                       | 83669  | Comment form  |
| No  | I would almost never use it.   |                       | 83669  | Comment form  |
| Unsure                                      | I would prefer to see money spent on public transportation, but I know that this area will soon be a bottleneck for commuters.   |                       | 83702  | Comment form  |
| Unsure                                      | I would widen and upgrade Chinden from Eagle to 84 into an express way or better. This would divert traffic from 84 and do a better job dispersing the traffic load.   |                       | Don Hus<br>83714                                 | Comment form  |
| Yes   | I-84 needs to be widened, and existing road bed needs to be upgraded. With more people moving here, the traffic count will increase.   |                       | 83646  | Comment form  |

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| Yes   | I-84 needs to widened at least from Franklin Blvd through Midland, at the very least!   |                       | 83646  | Comment form  |
| Yes   | I-84 should be widened between Nampa and Caldwell, but I believe extending SH 16 to I-84 should be completed first.   |                       | 83616  | Comment form  |
| Yes   | I-84 should be widened to four lanes from Exit 26 (Notus) to Exit 36 (Franklin Blvd.) with on and off ramp improvements. If this area is going to be torn up for construction get ahead of the curve and add put in four lanes both west and east bound.  |                       | 83651  | Comment form  |
| Yes   | I-84 should be widened to the Notus/Greenleaf exit. Traffic is only going to get heavier, as is, if there is an accident, it's backed up for miles & miles!!! It too crowded & DANGEROUS. This is a serious issue & NEEDS addressed ASAP!!!   |                       | Gene and Cindy Foster<br>83676                   | Comment form  |
| Yes   | Idaho needs this as it continues to grow  |                       | Student,<br>University of Idaho<br>83646         | Comment form  |
| No  | If highway 20/26 and hwy 44 (from Linder to the freeway) were widened, where the need is great, there would not be as much of a need for the freeway widening. With the widening of Franklin Road parallel to the freeway, it has helped reduce traffic. But if the other highways were widened, it would satisfy a great need. |                       | 84669  | Comment form  |
| Yes   | If this vital link is not widened, then a vital part of our transportation for goods and services will be throttled between Caldwell and where it has been widened at the Garrity interchange. It is now a bottleneck from two to three lanes in both directions during heavy traffic loads                                     |                       | Brian Allen<br>83605                             | Comment form  |
| Yes   | If you don't widen it to Caldwell you are just shifting the congestion 2 miles east. Doesn't really buy the county/state much. As the fastest growing state it will only lead to more headache down the road. Widen it to 4 lanes not just 3.   |                       | 83651  | Comment form  |
| Yes   | If you don't you will wish you had. For as much traffic that I-84 sees you had better git-er done. Staying stagnant is not an option. Go-go-go!   |                       | 83651  | Comment form  |

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| Yes   | If you stop at Karcher , that's where the accidents will be moved to from franklin and north side.   |                       | 83607  | Comment form  |
| Yes   | In my opinion, I-84 needs to be widened all the way to the border of Oregon. It is all significantly overdue, and necessity to bring the freeway system in the Treasure Valley into the modern age. I am also a strong supporter of a dedicated commuter lane option that is funded through tolls, and annual memberships that goes into Boise in the morning and changes directions in the afternoon. The amount of incidents on the freeway at rush hour time is a huge liability and signs of neglect from our transportation department. |                       | 83687  | Comment form  |
| Yes   | In order to reduce the extreme congestion that currently is worsening on the Interstate 84 section between Nampa and Caldwell, the only reasonable solution is to widen this stretch to FOUR LANES in each direction. I'm convinced that traffic count studies will demonstrate the need for this project. Please stop procrastinating and get on with it!   |                       | 83605  | Comment form  |
| No  | Instead of widening more roads that will soon fill up with more cars and result in the exact same problem, why don't you be more forward-thinking and start allocating money towards putting in a mass transit system that actually works.   |                       | 83706  | Comment form  |
| Unsure                                      | Is the most ridiculous process. The decision to why not why not extend or increase traffic close via I 84 should be determined through a statistical analytical process. Public comment while interesting is not fact-based a person living in Nampa or Caldwell may just simply want an easier commute your process should be to analyze the information projections for growth statistics and facts not public comment   |                       | Bruce Turner<br>83646                            | Comment form  |
| Yes   | It can 20 minutes to get from exit 28 to Garrity during peak hours. That's approximately 6 miles.  |                       | 83605  | Comment form  |
| Yes   | It creates a lot of slow down in traffic when I-84 goes from 3 to 2 lanes.   |                       | 83669  | Comment form  |
| Yes   | It has been needed for a long time.  |                       | 83686  | Comment form  |
| Yes   | It is a current need   |                       | Trish<br>83646                                   | Comment form  |

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| Yes   | It is a safety issue, there would be less wrecks, people would save time & money, and there would be less emissions.  |                       | 83605  | Comment form  |
| Yes   | It is clear and obvious to anyone who drives I-84 from Boise westward to Caldwell and beyond, that the widening of that section of freeway is overdue. The bottleneck in the traffic that occurs every weekday around 3:00 p.m. to about 6:00 p.m. is the perfect example of why this needs to be done, and as soon as possible. The repaving of the Caldwell to Nampa section this past year did not relieve the congestion, though it was an improvement to the existing roadway. |                       | 83704  | Comment form  |
| No  | It is well established that we can't build ourselves out of congestion. Widening I-84 will just encourage people to move further out, increasing sprawl and resulting traffic. Fund more public transit not widen roads!  |                       | 83702  | Comment form  |
| Yes   | It needs to be able to support our expanding communities  |                       | Natalie Filbert<br>83714                         | Comment form  |
| Yes   | It needs to be widened! I drive it every morning and if there is an accident in nampa it backs up all the way to 10th street in Caldwell. Widen this before doing anything else please  |                       | 83605  | Comment form  |
| No  | It seems like there are bigger needs in the state than subsidizing long commutes in the Treasure Valley. Plus, ITD has trouble maintaining the roads it already has.  |                       | 83702  | Comment form  |
| Yes   | It should be widened all the way THROUGH Caldwell up to Highway 26 on the north end.  |                       | 83669  | Comment form  |
| Yes   | It should be widened starting at exit 25. Traffic really backs up starting there in rush hour. People are on the westbound shoulder waiting to exit at exit 25 which is a disaster waiting to happen.   |                       | 83669  | Comment form  |
| Yes   | It should be widened to include (only) a high occupancy / bus lane. The transportation future is uncertain, but population growth in the Ada/Canyon is certain and will almost certainly make public transit happen, even in a backward place like Idaho. If not buses, then driverless cars, which could run safely at increased traffic density.  |                       | Steve Rinehart<br>83702                          | Comment form  |

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| Yes   | It should begin closer to Meridian ... Franklin?  |                       | Curt & Gayle Johanson<br>83713                   | Comment form  |
| Yes   | It should have been done 5 years ago.   |                       | 83607  | Comment form  |
| No  | It would make a much better decision to not just add to the interstate system. Widen Chinden Blvd/US20/US26 from Caldwell to Boise. This would divert traffic from the interstate infrastructure to a more direct route that thousands of cars must take anyway. Traffic on Chinden is TERRIBLE, and yet nothing is being done to help. You wouldn't need to widen the interstate if you provided a different/alternate path to get commuters out of Boise and into Eagle, Meridian, Nampa, and Caldwell. |                       | 83642  | Comment form  |
| Yes   | It's time that ITD recognize and plan for commuter lanes to encourage ride sharing from Caldwell to Boise in both directions. Just widening and putting in more lanes won't cut down on commuter traffic, only encourage more drivers to take to the road. Encouraging ride sharing will reduce the number of cars on the road, something this valley really needs!   |                       | Melinda Lee Norris<br>83642                      | Comment form  |
| Yes   | It's way overdo to replace , It's not going to get any cheaper and more use in the future . Plus i miss seeing all the orange cones between Caldwell and Boise , they have been he so long i feel they are part of the community .  |                       | 83660  | Comment form  |
| No  | Just needs repaved.   |                       | 83646  | Comment form  |
| Yes   | Largest amount of traffic with the biggest bottleneck.  |                       | 83706  | Comment form  |
| Yes   | Long overdue.   |                       | 83709  | Comment form  |
| Yes   | Long overdue.   |                       | James Lang<br>83642                              | Comment form  |
| Yes   | Longtime over due...just keeps getting more expensive.  |                       | Judy K. John<br>83605                            | Comment form  |
| Unsure                                      | Low priority  |                       | 83669  | Comment form  |

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| Yes   | Make this a priority - traffic is increasing and the slow down and accidents caused by reducing to 2 lanes is unacceptable.  |                       | 83607  | Comment form  |
| Yes   | Much needed and please add some more Traffic Cams...they are GREAT.  |                       | 83686  | Comment form  |
| Unsure                                      | My preference is a rail line. If expanding I 84 will inhibit that, I would oppose.   |                       | John Looze<br>83706                              | Comment form  |
| Yes   | My vote is the widening of I-84 Nampa to Caldwell should be first priority.  |                       | 83607  | Comment form  |
| Yes   | Need to widen I-84 between Nampa and Caldwell and also make another exit for Ustick rd as it goes over I-84 and will help ease congestion on the Karcher and Franklin exits in Nampa and Caldwell Respectively.  |                       | 83607  | Comment form  |
| Yes   | Needed to relieve congestion   |                       | 83686  | Comment form  |
| Yes   | Needs to be from the Middleton offramp on to Nampa   |                       | Pery R. Plischke<br>83672                        | Comment form  |
| No  | No. Treasure Valley would be better served by some sort of mass transit system. Widening a roadway is not keeping up with growth. We need to look farther out than 2 years.  |                       | 83712  | Comment form  |
| Yes   | Now before it gets more expensive  |                       | Larry McGhee<br>83709                            | Comment form  |
| Yes   | On our way to Weiser and points west of Meridian, that section is always a bottle neck as the number of lane drops down and everyone is jockeying for position.  |                       | Ron Frazier<br>83642                             | Comment form  |
| Yes   | one of the most congested state roadways in Idaho. Desperately needed!   |                       | 83703  | Comment form  |
| No  | ONLY if a center light rail/mass transit is included in the plans.   |                       | 83704  | Comment form  |
| Yes   | Our infrastructure must be a priority. It's one of the top things that government should see gets done but it appears to me that we are at least five years behind. With the projected growth for Canyon County I don't know why there is a question. Do it! |                       | Ron Tincher<br>83686                             | Comment form  |
| Yes   | Our major state highways should bear the brunt of commuter traffic. Making these corridors attractive  |                       | 83616  | Comment form  |

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|   | to commuters will help alleviate congestion on secondary roads. This needs to be a priority!   |                       |  |               |
| Yes   | Please do this as soon as possible.  |                       | 83616  | Comment form  |
| Yes   | Please GOD make this happen!   |                       | 83607  | Comment form  |
| Unsure                                      | Please, please, please widen Chinden Blvd. It has become so crowded and slow since we moved to Lochsa Falls 10 years ago. The traffic into Boise just gets worse every month with so many new houses being built and so many people moving in. I beg you to please do something to alleviate this crowded road!  |                       | Cindy Wilson<br>83646                            | Comment form  |
| Yes   | Population growth has overcome our highway systems And if something isn't done soon it will be too late.   |                       | 83646  | Comment form  |
| Yes   | Population is increasingly moving west, but still working in Boise. We need this!  |                       | 83616  | Comment form  |
| Unsure                                      | Providing more and wider roads will create more emissions and lower air quality, with bad health outcomes for Treasure Valley (especially in winter). ITD needs to scope making public transportation fast, reliable, affordable, and on-time. A light rail would fit that bill.   |                       | Pie Lin-Yu<br>83706                              | Comment form  |
| No  | Public transportation should be the impetus for any widening of I-84. Additional regular lanes will only increase the problems long term.  |                       | 83704  | Comment form  |
| No  | Put in a Light Rail System that runs from Boise to Caldwell with intentions of going longer, as well as Boise to Mt. Home. Also, Put an elevated or tunneled Light rail under or on top of State Street from Boise to Eagle. Would be a fairly straight forward run. This needs to be done before more buildings and other objects make it more expensive in the future. |                       | Jordan Winspear<br>83702                         | Comment form  |
| No  | research keeps showing that this does not improve traffic. Work on public transportation instead, please.  |                       | 83706  | Comment form  |
| Yes   | Right now that portion of I-84 is a bottle neck and it slows commerce moving through the corridor and it is unsafe..   |                       | Tracy Hopkins,<br>Meridian                       | Comment form  |

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|   |  |                       | Transportation Commission<br>83642               |               |
| Yes   | See below  |                       | 83642  | Comment form  |
| Yes   | Seems like this area becomes congested during peak AM & PM hours -contributes to more accidents.   |                       | 83646  | Comment form  |
| Yes   | Should be a top priority   |                       | 83686  | Comment form  |
| Yes   | Should go all the way through Nampa and Caldwell   |                       | 83651  | Comment form  |
| Yes   | Should have been done long ago.  |                       | 83616  | Comment form  |
| Yes   | Should have been done years ago, and with increase in population growth additional travel routes towards Boise need to be seriously considered. (Ie - widening State St. or Chinden Blvd to 4 lanes out to Can/Ada line at minimum or all the way to I-84. Need to be ahead of the curve. Also - keeping in mind "light rail" line between Airport, downtown and West to Caldwell. I've used light rail in Denver, Minneapolis, Portland and Seattle — although much bigger cities - again, planning for this possible infrastructure needs to be addressed. |                       | 83706  | Comment form  |
| Yes   | Should include Lane #1 to be 'Diamond' carpool lane M-F 7:00AM to 7:00PM from 11th Ave Caldwell on ramp to I-184 Y   |                       | 83669  | Comment form  |
| Yes   | Shouldn't even be a question. Traffic in that area is terrible. Birch has become a mess because of all the traffic getting off the freeway at Idaho Center Blvd to avoid the delays.   |                       | 83687  | Comment form  |
| Yes   | Stay ahead of the game.  |                       | 83642  | Comment form  |
| Yes   | Stop the studies and get on with it!   |                       | 83642  | Comment form  |
| Yes   | Strongly support - traffic is steadily getting worse - along with accidents! Also need an additional Caldwell entrance / exit near Ustik Rad   |                       | 83605  | Comment form  |
| Yes   | Sure would be great if bike paths could be included alongside freeways as part of any project.   |                       | 83687  | Comment form  |

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| Yes   | That would helpful for the east-west transportation and for cars and trucks.   |                       | 83616  | Comment form  |
| Yes   | The amount of traffic between Nampa and Caldwell continues to grow with more people commuting to work. Even a small disruption in traffic causes traffic to be backed for hours due to the limited number of lanes.  |                       | 83605  | Comment form  |
| No  | The answer is not widening every few years as we continue to reproduce like Mormon jack rabbits and share our quality of life with the numerous transplants. The key needs to be looking beyond the next widening project..... Consider an elevated tram between Caldwell-Nampa-Meridian-Boise-Airport & downtown. Have it completed by 2025! I know, I know, you have heard it many times but land/space is becoming gold, elevate! This could be the core arterial line with additional spurs/connectors in years to come as we continue to support the moron temples and reproduction and over population. No serious, that is just one reason we are becoming over populated. We need to elevate-plan-foreword thinking-ELEVATE! |                       | 83616  | Comment form  |
| Yes   | The backup of traffic at this juncture is often times terrible. Accommodations have to be made for current growth patterns as well as for future predicted growth.   |                       | Marjorie Cox<br>83646                            | Comment form  |
| Yes   | The bottleneck at Franklin is a safety nightmare and very inconvenient. This area bogs down other than rush hours as well a commuter night mare  |                       | Randy Bunn<br>83607                              | Comment form  |
| Yes   | The current highway is dangerous, as traffic quickly slows where the lanes change from three to two. The interstate should have been widened several years ago. It is time to catch up!  |                       | 83646  | Comment form  |
| No  | The current number of lanes seem ample, except for rush-hour times. Funding for this project should be diverted to public-transit options.   |                       | 83702  | Comment form  |
| Yes   | The fact that this is a question proves no one in this organization commutes from Canyon County. From 430 to 6pm every weekday, traffic comes to a standstill near the Garrity exit westbound and does   |                       | Gary John<br>83607                               | Comment form  |

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|   | not pick up until the North side exit. That is over 3 miles of bumper to bumper slow moving traffic.  |                       |  |               |
| Yes   | The fact that we are widening the first portion from Franklin to Karcher will be a great start, the congestion will only be moved to the Karcher intersection from Franklin. Don't get me wrong I totally agree with the first project, it just needs to be extended to Caldwell to make that corridor safer. |                       | 83686  | Comment form  |
| No  | The focus should be on carpooling and mass transit, not on ever-widening roads.   |                       | 83703  | Comment form  |
| No  | The focus should be on extending state highway 16 first. This is a necessity to take to burden off of Eagle Rd.   |                       | 83616  | Comment form  |
| Yes   | The funding details appeared to list the start of the widening project as the Karcher Interchange. The project needs to start at the lane reduction at Garrity. Providing greater volume from Garrity to Karcher should be the priority given the reduction in traffic flow after Karcher.                    |                       | 83651  | Comment form  |
| No  | The highway is fast and large enough. Money should be spent on alleviating congestion in other ways.  |                       | 83702  | Comment form  |
| Yes   | The highway is in fair to poor shape anyway, and way too crowded in peak times.   |                       | 83669  | Comment form  |
| Yes   | The most dangerous road in the nation way way past due.   |                       | 83686  | Comment form  |
| No  | The road is in poor condition, has a lot of traffic even at times other than during weekly commute hours.   |                       | 83714  | Comment form  |
| Yes   | The road is inadequate for the current traffic volume it carries. The number of vehicles using the roadway is only going to continue to increase as the valley population explodes.   |                       | 83702  | Comment form  |
| Yes   | The roadway is very congested and growth now is making it worse. Some parts of the freeway from Nampa from Nampa and Caldwell are becoming dangerously worn out.  |                       | Tamara Sullivan-Watson<br>83669                  | Comment form  |
| Yes   | The state is so far behind in keeping up with the growth in the area. I have lived here for 15 years and it wasn't until a few years ago the expansion happened from meridian to Franklin exit. There also  |                       | 83646  | Comment form  |

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|   | needs to be more exits from the flying y to Nampa. Exits at 5mile or Cloverdale And blackcat   |                       |  |               |
| Yes   | The traffic in this area is horrible now with all the new move ins. Please take better care of our roads and add the additional ones needed. Thank you for all you do to make this happen.   |                       | 83644  | Comment form  |
| Yes   | The traffic is getting so heavy now do the increased population.   |                       | Lucie Dorothea Waterman<br>83669                 | Comment form  |
| Yes   | the traffic is very congested in this corridor and only growing worse.   |                       | 83716  | Comment form  |
| Yes   | The traffic on this stretch of road warrants widening as soon as possible. At times this stretch of I-84 is bumper to bumper moving at speeds that are unsafe.   |                       | Paul L. Alldredge<br>83605                       | Comment form  |
| Yes   | The valley is continuing to grow at a rapid pace and the freeway infrastructure needs to expand in order to meet the traffic demands.  |                       | Zach Pence<br>83616                              | Comment form  |
| Yes   | The valley is growing at a pace where the infrastructure is far behind. If we want to be a premier place to live, work, and commute this investment must be made.  |                       | 83616  | Comment form  |
| Yes   | The widening is severely needed at this time and with the expected growth, it will become an even greater need in the future.The project needs to start now.   |                       | 83644  | Comment form  |
| Yes   | The widening of I84 from Nampa to Caldwell is long overdue. The 3 lanes to 2 west bound creates a bottleneck that results in crashes and slows traffic to a stand still. As for east bound, there always seems to be a crash around Northside which stops traffic in that direction. The absence of off ramps east bound means you are stuck until the accident is cleared. I have been delayed for as long as 1 hour and many times for 30 to 45 minutes. This creates many people being late for work, school, and Doctor appointments. Get 'er done!! |                       | 83676  | Comment form  |
| Yes   | There are frequently motor vehicle collisions shutting down traffic for several miles due to an  |                       | 83646 (work in 83605)                            | Comment form  |

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|   | insufficient number of lanes to handle the traffic volume, especially in an emergency.   |                       |  |               |
| No  | There are no land use policies in place to ensure that widening will actually result in any reduction in congestion, or increase in safety. Just more sprawl.  |                       | Brian Parker<br>83705                            | Comment form  |
| Yes   | There is a built-in bottle neck that MUST be eliminated. Idaho is growing very fast and services need to try to get ahead of that growth.  |                       | 83607  | Comment form  |
| Yes   | There is no project that will do more for Treasure Valley than this one will. It should be done with all dispatch!   |                       | 83642  | Comment form  |
| Yes   | There's is too much congestion and as the cities grow overtime it would help too already have this system in place. Although I do believe it should be widen to four lanes on each side not just three on each side.   |                       | 83605  | Comment form  |
| Yes   | Think beyond the current widening and acquire right-of-way NOW to accommodate future widening  |                       | 83714  | Comment form  |
| Yes   | This bottleneck is a source of frequent crashes and is time consuming  |                       | G. Clovis<br>83704                               | Comment form  |
| Yes   | This increasingly dangerous stretch of road demands our immediate attention.   |                       | Janet Buschert<br>83616                          | Comment form  |
| Yes   | This is a bottleneck that can be corrected quickly by widening a short section of the interstate.  |                       | 83687  | Comment form  |
| Yes   | This is a huge bottleneck and will only become worse as population continues to boom. Express ways should be added as well.  |                       | Sue Heffner<br>83704                             | Comment form  |
| Yes   | This is a priority and is needed now.  |                       | 83646  | Comment form  |
| Yes   | This is a very dangerous section of road. We never get on the freeway headed to nampa from Meridian after three.   |                       | 83642  | Comment form  |
| Yes   | This is a vital connection to the northwest and the traffic interruptions at all times of day are absurd. It is difficult to get through Canyon County when traveling west bound from Boise. Much of the accidents and travel delays are caused by traffic merging, with much of that traffic getting off at the various Nampa area exits. |                       | 83703  | Comment form  |
| Yes   | This is a vital link across the state and Treasure Valley. It is chronically congested.  |                       | 83686  | Comment form  |

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| Yes   | This is a vital link to transportation both for inter valley transit, as well as vehicles travelling through here from points east and west. We are behind the times already, moving forward is a good thing.   |                       | 83605  | Comment form  |
| Yes   | This is already 10 years over due in my opinion and getting worse by the day as families pour into the valley. I would absolutely support.  |                       | 83642  | Comment form  |
| Yes   | This is already a serious problem for West Valley residents and others who travel in the area. Overdue.   |                       | 83616  | Comment form  |
| Yes   | This is becoming a big hazard, with speeding semi trailer trucks passing on the right in an exit/enter ramp before Parma exit, ending up with nowhere to go, and changing lanes abruptly all along Nampa to Caldwell; must widen ASAP. Not for increasing gas or state taxes unless a life threatening situation. |                       | H Marie Baldner<br>83706-1019                    | Comment form  |
| Yes   | This is by far the most critical project in the treasure valley   |                       | 83714  | Comment form  |
| Yes   | This is essential with the growth that is happening!  |                       | 83644-5922                                       | Comment form  |
| Yes   | This is greatly needed for all those who commute from Caldwell to Boise or Meridian. Traffic is only going to get worse on this corridor.   |                       | 83607  | Comment form  |
| Yes   | This is just as bad as Meridian to Nampa in the late 90's - early 200's   |                       | 83605  | Comment form  |
| Yes   | This is long over due.  |                       | 83644  | Comment form  |
| Yes   | This is long overdue!   |                       | 83669  | Comment form  |
| Yes   | This is much needed due to the growth of residential development along the corridor, especially in Caldwell. It is a bottleneck that will only get worse as more homes are built.   |                       | 83607  | Comment form  |
| Yes   | This is really needed!!!  |                       | 83642  | Comment form  |
| Yes   | This is such an important part of the Valley Wide Transportation system as a whole! It is a safety issue, air quality issue, and an air quality issue!! Please do it!!  |                       | 83605  | Comment form  |
| Yes   | This is the only interstate in the treasure valley and there needs to be a proactive approach to moving   |                       | Cameron Kolos                                    | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | <b>Staff Response</b> | <b>Zip Code, Name, Affiliation (if included)</b> | <b>Format</b> |
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|   | thousands of vehicles from Nampa/Caldwell to Meridian/Boise and back daily along with all other traffic/commercial trucking passing through the area.   |                       | 83669  |               |
| Yes   | This is WAY overdue. If 1/2 of the traffic and congestion was in place between Boise and Meridian, this would have been done a long time ago.   |                       | 83686  | Comment form  |
| Yes   | This is where Treasure Valley will do 90 per cent of it's future growth in the next 10 years. It is absolutely imperative this project begin now, before gridlock on the freeway occurs!  |                       | Kirk Redlin<br>83619                             | Comment form  |
| Yes   | This must be done to fuel continued economic growth throughout the valley, Caldwell to Boise inclusive.   |                       | 83605  | Comment form  |
| Yes   | This need to be done to improve vehicle flow on the I84 corridor through the Treasure Valley.   |                       | 83709  | Comment form  |
| Yes   | This needs to be a priority is this valley and needs to be funded right away !! Do not lose our quality of life and air by having a bottle neck like we have !!! Please fund now !!   |                       | Grant Petersen Jr.<br>83702                      | Comment form  |
| Yes   | This needs to be funded!  |                       | David S. Litster 83712                           | Comment form  |
| Yes   | This portion of the highway is overloaded at rush hours and desperately needs more lanes for not only today's traffic load but plan for that in the future too.   |                       | David Oster<br>83702                             | Comment form  |
| Yes   | This project has been needed for some time. I commute from Caldwell (20/26 Franklin Exit) to Nampa (Northside Exit) 5 days a week. In a typical work week there seems to be at least 2-3 days that traffic is backed up significantly due to one type of emergency or other. Typically that traffic wall is hit around Karcher/ Midland eastbound, but more and more often it's coming back to Middleton overpass, or even Ustick overpass. Widening the freeway from Caldwell to Nampa should be top priority to alleviate traffic, accidents, injury, and deaths. |                       | Peter Nielsen<br>83605                           | Comment form  |
| Yes   | This project is 15 years overdue  |                       | Kevin Myers<br>83686                             | Comment form  |

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| Yes   | This project is overdue and should be started as soon as possible  |                       | 83702  | Comment form  |
| Yes   | This project needed to be done along time ago  |                       | 83716  | Comment form  |
| Yes   | This should be a #1 priority- almost anytime day or night this is a bottle neck and safety hazard.   |                       | 83641  | Comment form  |
| Yes   | This should be the number one priority.  |                       | 83642  | Comment form  |
| Yes   | This should be widened to 4 lanes each direction as the population will continue to grow in Nampa. Traffic is terrible right now. I have to get off at Garrity when I should get off at Franklin as West traffic is backed up for miles.   |                       | Steve Scarone<br>83686                           | Comment form  |
| Yes   | This should have been a priority all along.  |                       | Craig Morton<br>83642                            | Comment form  |
| Yes   | This should have been done years ago to accommodate growth. I drive I-84 every day and traffic moves fine until it gets choked down at the Franklin Blvd overpass. This should be the top priority for the area.   |                       | 83687  | Comment form  |
| Yes   | this should have been done YEARS ago. and or done during the most recent freeway overhaul.   |                       | 83607  | Comment form  |
| Yes   | This situation is exasperated by a bad design. Letting the highway go from 3 lanes to two while and the same time merging in a on ramp has created a dangerous situation. This need to be better though out on all future designs.   |                       | 83642  | Comment form  |
| Yes   | This will ease the congestion during high traffic periods and make this stretch of I84 much safer.   |                       | Douglas Mackie<br>83646                          | Comment form  |
| Yes   | This would be a top priority. Widening the interstate at least as far as the Midland Rd overpass would greatly reduce congestion.  |                       | 83605  | Comment form  |
| No  | This would seem to be a waste of effort. From experience, the additional lanes simply fill up. Don't spend that much on a short-term fix. Instead, give people alternatives to more freeways as the western valley population grows. Park-and-rides? Eventually light rail? Put effort and resources into long term solutions. |                       | 83706  | Comment form  |

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| Yes   | Traffic jams are pretty much an oxymoron in the Boise area, but the one place I have seen slowdowns is where I-84 goes from 3 to 2 lanes going west. This would be a good use of funds.   |                       | 83646  | Comment form  |
| No  | Traffic studies in other metropolitan areas show that adding lanes often does not alleviate overall congestion, because residents who might have put off additional errands & driving during rush hour are less inclined to do so.  |                       | 83702  | Comment form  |
| Yes   | Urbanization of the Nampa/Caldwell/Middleton areas will pose a traffic challenge. We should prepare for it by widening I-84 now.  |                       | 83714  | Comment form  |
| Yes   | Valley population highway needs already stress 84 at peak times and use is growing. Expansion now needs to look 20 years or more into the growth pattern,   |                       | Charles Leffler<br>83703                         | Comment form  |
| Yes   | Very important for the business and community markets of both cities. Currently the congestion factors in on where people would like to build a home. Backups and congestion has turned the daily commute into a very long ordeal. I understand that this project will be very expensive, but if we can attract new businesses into the western end of the valley, it will pay for itself in 10 years. Thank you! |                       | David Calley<br>83642                            | Comment form  |
| Yes   | Very much believe it is the correct action.   |                       | 83605  | Comment form  |
| Yes   | Very much should be a #1 priority since it is very heavily traveled all times during the day and some of the night. It is a major freeway through the state and should take priority for volume and safety.   |                       | 83642  | Comment form  |
| No  | Waste of money. Start work on a light rail and run more buses.  |                       | 83709  | Comment form  |
| Yes   | Way overdue.  |                       | 83605  | Comment form  |
| Yes   | we need street lights on Chinden. All subdivisions have street lights, when we get to Chinden the entire road is dark.  |                       | 83616  | Comment form  |
| Yes   | We need to invest in the future of Canyon County, we need to widen I-84 to 4 lanes at least to Caldwell if not thru Caldwell. It would be much cheaper now to do all of the widening projects than to do only a   |                       | Howard Surber<br>83651                           | Comment form  |

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|   | small amount now and then pay significantly more 5 or 10 years down the road. This end of the Valley is going to out pace growth in Boise and Meridian.   |  |  |               |
| No  | We need to provide more not less public transportation. Also more incentives for carpooling, work scheduling changes ie-staggered work, school schedules.   |  | 83616  | Comment form  |
| No  | We should be implementing a mass transit system (ie: light rail) from Caldwell to Boise. The sooner we start this, sooner we will feel the massive benefits of this. If we add lanes between Nampa and Caldwell, it is one more barrier to doing a mass transit system. The only way I am in favor of this widening is if it takes the long-term design for a mass transit system into consideration. |  | Scot McGavin<br>83703                            | Comment form  |
| Yes   | We support this considering increased traffic in recent years on this stretch of I-84.  |  | 83616  | Comment form  |
| No  | Who will pay for this expense? I would prefer to utilize this cost for public transport.  | Widening Interstate 84 from Nampa to Caldwell would be paid for using a combination of state and federal transportation funds. These funds are specific to roadways and cannot be used for public transportation.  | 83705  | Comment form  |
| Yes   | Why are you even asking this??? It is complete common sense that doesn't need a bunch of input from the community. Start being leaders or shut down your organization and stop wasting taxpayer money.  | It is COMPASS' policy to request public feedback prior to committing funding to new transportation projects. For more information on the COMPASS public involvement process, visit:<br><a href="http://compassidah.org/people/publicinvolvement.htm">http://compassidah.org/people/publicinvolvement.htm</a> | 83709  | Comment form  |
| Yes   | Why would you just widen the freeway 3 miles when you could widen all the way to Caldwell and be safer  |  | 83605  | Comment form  |
| Yes   | Widening I84 between Nampa and Caldwell is long overdue. Because it is an urban area The speed limit should be reduced to 55mph and heavily enforced.   |  | 83651  | Comment form  |
| Yes   | Widening I-84 has needed to happen for years now. It will decrease commute time and hopefully contribute to less accidents by creating more room.   |  | 83651  | Comment form  |
| No  | Widening roads has been proven to not relieve congestion. Alternative routes, Mass transit, Bus-  |  | 83705  | Comment form  |

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|   | Rapid Transit, light rail, or other types of commuter programs should be invested in.  |  |  |               |
| Yes   | Wife and I have lived in the Treasure Valley for over twenty years and have been waiting for the state to wake up to this dangerous and embarrassing section of the last unimproved segment of I-84. Friends and family visiting from OR and WA often comment on this and we have no answer. Get busy and do what has very long been needed!!        |  | Ken Hagenlocher<br>83646                         | Comment form  |
| Yes   | Will there ever be a right of way for light rail put inbetween the lanes of I-84?  | A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes. | 83702  | Comment form  |
| Yes   | with every means possible to keep the traffic from being bottle necked at any time. I love to have free flowing traffic and less merge lanes to worry about  |  | 83709  | Comment form  |
| Yes   | With the continued growth if we don't do soon it will be a real mess.  |  | Craig Miller<br>83642                            | Comment form  |
| No  | With the growth in this valley the ever widening of I-84 is like digging a hole in the ocean. It will fill up! Why are we not having the discussion - making the financial sacrifice and budgeting for a MASS TRANSIT system between Nampa-Caldwell and Boise? It will never cost less. It will only cost more as time goes by and challenges mount. |  | 83702  | Comment form  |
| Yes   | Without a doubt. That portion of I-84 is a real problem during transit times each day.   |  | 83642  | Comment form  |
| Yes   | Working in Nampa and living in Caldwell makes my commute almost as bad as going to Boise. It is a nightmare  |  | 83605  | Comment form  |
| Yes   | Would be helpful for the commuters.  |  | 83669  | Comment form  |
| Yes   | Years ago.   |  | 83642  | Comment form  |

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| Yes   | Yes and Chinden (20-26) should also be widened to 4 lanes between Meridian and Caldwell!  |                       | 83646  | Comment form  |
| Yes   | Yes and make it 4 lanes in both directions now to save money going back and adding another in a few years. Consider an express lane for the inside lane from Caldwell through to Gowen. (Similar to what Salt Lake City area has).  |                       | 83687  | Comment form  |
| Yes   | Yes it should have been done with the previous project. My husband leaves @ 5:45 am just so he can get ahead of the traffic. The traffic is very heavy even @ 6:30 am and you only have 2 lanes at the Marketplace on ramp. If they had 3 lanes it would help with being able to move over for traffic entering the freeway. The nightly evening backup due to the reduction of lanes @ Franklin is horrible, multiple accidents weekly if not daily. The frustration that drivers experience with drivers flying up on the left hand lane and then expect drivers to let them in when the left lane ends is very frustrating. At the same time you have the left lane ending you also have an on ramp just on the other side of the overpass, so traffic trying to avoid the left lane merge mess get in the right lane but then must come to a complete stop with the drivers trying to get on the freeway at Franklin. Once you get pass the Karcher Marketplace Exit it mellows out. Widen the freeway all the way to exit 29 - it would be very helpful for all drivers. |                       | Jacqie Page-Morton<br>83605                      | Comment form  |
| Yes   | Yes! People probably said yes last year too! The freeway should have been widened to four lanes each direction through the entire state a long time ago! Take some of the surplus money from the state fund to help pay for the project, make prison inmates do hard labor involved in the project instead of letting them have the easy life in prison on my tax dollars! And, the Karcher/Midland interchange is usually a congested mess by the way. Should be two lanes of traffic flow on both sides. Currently, traffic flow southbound bottlenecks at the signal light because of the I84 westbound lane.  |                       | Jason LaBarbera<br>83687                         | Comment form  |

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| Yes   | Yes, but it should be after Hwy 16 is funded. The remaining GARVEE bonding authority monies should go to Hwy 16 not I-84.  |                       | Mac McOmber<br>83616                             | Comment form  |
| Yes   | Yes, it is already a bottleneck  |                       | Rebecca A. Hancocck<br>83713                     | Comment form  |
| Yes   | Yes, it would help traffic.  |                       | 83714  | Comment form  |
| Yes   | Yes, this is #1 priority. Also, there really needs to be another exit between Nampa and Caldwell to handle all the extra traffic to the newer residences and businesses in southeast Caldwell. Access to that area is currently very difficult and development is only continuing to grow. Ustick Rd would be the most logical place to put the new exit, but anywhere would help. It will be cheapest to do this at the same time as when the overpasses will need to be replaced anyway. If there is not funding for both then the entire project should be delayed until there is, because redesigning an overpass a second time in the near future would add a lot of unnecessary cost to taxpayers. |                       | Kyle McAllister<br>83605                         | Comment form  |
| Yes   | Yes, this is long overdue in my opinion. The traffic slowdown at Franklin Rd overpass in Nampa is an everyday problem that should be fixed. This would solve that.   |                       | 83646  | Comment form  |
| Yes   | Yes, this widening has been needed for several years now. The congestion is not going to ease up any time soon. We should stay ahead of the growth instead of playing catch up. One of the benefits of living in the treasure valley is the commute time from east to west and vice versa. Lets not wait until its too late!   |                       | Michele W.<br>83709                              | Comment form  |
| Yes   | Yes, too many wrecks injuries and deaths. I commute this everyday and have seen definite increase in traffic and impatient drivers for 2 lanes. 3 lanes at Garrity narrowing to 2 lanes at Franklin is nightmare. Better to make right lane exit at Franklin than the tie up of traffic with trying to merge. Once semi's have slowed for merging it takes them long time to climb rise west of Franklin.  |                       | Tom K. Brown<br>83709                            | Comment form  |

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| Yes   | Yes. There is an immediate need now. But I hope consideration for long term traffic solutions begin in earnest. While high speed rapid transit is expensive, it will be an effective solution for decades, possibly centuries with fewer infrastructure dollars needed for freeway widening as time goes on.  |                       | Kent Rasmussen<br>83714                          | Comment form  |
| Yes   | Yes. Population has increased in Caldwell and will continue to increase. There are multiple crashes daily at the bottleneck in Nampa. The bottleneck must be moved past Caldwell to reduce the crashes to a reasonable frequency.   |                       | 83642  | Comment form  |
| Yes   | Yes. The demand is already there for this to occur.   |                       | 83687  | Comment form  |
| Yes   | YES-widening should be done to exit 25, Middleton. Suck it up and get it over with. This area is growing so fast it needs to be done now not later.   |                       | 83607  | Comment form  |
| Yes   | You are way behind the power curve in getting this project accomplished. The rapid growth of the Treasure Valley has surpassed the planning for this project. This project needs to be accomplished sooner than later.  |                       | 83646  | Comment form  |
| Yes   | You should already know the answer. This needed to be widened 15 years ago!   |                       | 83651  | Comment form  |
| Yes   | Really need more lanes to and thru Caldwell. With in the next few years things are gonna go crazy.  |                       | 83605  | Comment form  |
| Yes   | I-84 between Nampa and Caldwell is very busy with traffic now. It needs to be widened to 3 lanes each way as it will only get more traffic very soon. I drive I-84 between Caldwell and East Boise 3 to 5 times each week for my job delivering parts to several tech companies. This section seems to have as much traffic as the Boise airport area where there are 3 to 4 lanes. |                       | 83617  | Comment form  |
| No  | Keep us rural   |                       | 83646  | Comment form  |
| Yes   | I travel this stretch regularly during the day, not during rush hours, and it's sometimes slow and go, problems with merging and near misses due to the traffic volume and going from 3 lanes starting in Nampa to 2. Although I would like to see other  |                       | 83642  | Comment form  |

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|   | traffic work done, this is a priority for me and probably for all the commuters from Caldwell to Boise.   |                       |  |               |
| Yes   | But with a light rail system  |                       | 83705  | Comment form  |
| Yes   | This is a safety issue and it should be done. But it kicks the can down the road again about transportation planning in the valley. Merely expanding lanes is not leadership. Let's be proactive and talk about good land use planning and economic development. Asphalt is neither.  |                       | 83686  | Comment form  |
| Yes   | Widening I-84 from Nampa to Caldwell is absolutely crucial for canyon county commuters  |                       | 83686  | Comment form  |
| Yes   | I-84 should be planned as an alternative high-capacity transit corridor to the rail corridor in the event UPRR fails to cooperate with state and local govt. in providing right-of-way as contemplated in CIM. Space should be preserved in the median and at key interchanges along I-84 for future use for high capacity transit (and perhaps HOV in the interim). Even though the state does not allow ITD to play a leadership role (or even a role) in transit, the agency should acknowledge that a high capacity transit system (and the network it fosters) is essential to mitigate congestion on I-84 in the future and forestall future expansion costs. Adding the new lanes will definitely help in the near term but in the long run I-84 will become badly congested without moving towards high capacity transit planned in CIM 2040. This is probably a text-book case of creating induced demand. ITD should design the median and interchanges for the eventuality of high capacity transit so that in the future there will be less need to completely redesign newly constructed infrastructure. |                       | 83712  | Comment form  |
| Yes   | Additionally, there should be plans made for an HOV lane in both directions all the way through Canyon and Ada Counties. An exit off I-84 at Ustick. The road should be at least three travel lanes with a 4th lane as a possible future HOV. The interchange for   |                       | Rich Guggenheim<br>83605                         | Comment form  |

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|   | I-84 /US 20/26 out to Parma needs to also be included in this plan.  |                       |  |               |
| Yes   | Yes. Judging just from recent experience within the last year, it is obvious that traffic volume is increasing, and that increased number of accidents is slowing progress through the Nampa to Caldwell corridor. Sad to see the time come, but best to get ahead of the game. This is a growing need. How far west?---How about to Parma exit? |                       | 83656  | Comment form  |
| Yes   | Very strongly say YES!   |                       | Wendy Burrows-Severy<br>City of Wilder<br>83607            | Comment form  |
| Yes   | This is no longer a question, it should be done.   |                       | 83642  | Comment form  |
| No  | Wider roads cause faster speeds, more crashes, and more severe crashes. Put this money toward public transportation rather than encouraging more people to drive their cars, add to congestion, poor air, and costly infrastructure we can't afford to maintain.   |                       | 83702  | Comment form  |
| Yes   | yes, it is an extreme bottleneck at certain times of the day.  |                       | 83617  | Comment form  |
| Yes   | This is the current commuter problem area on the I-84 Corridor.  |                       | 83687  | Comment form  |
| Yes   | Finish what you guy's started. I worked for cal trans for 29 years and they never done this kind off carp  |                       | 83616  | Comment form  |
| Yes   | Growth is being pushed to the west.  |                       | Gary Smith<br>Central Valley Expressway Coalition<br>83669 | Comment form  |
| Yes   | This is a must! No debate....  |                       | 83605  | Comment form  |
| No  | I'm very disappointed that the suggested changes to the Regional Transportation Improvement Program do virtually nothing to address the need for improved Public Transportation. With the growth of the Treasure Valley, especially the western end around Nampa and Caldwell it seems apparent there will be greater need for transportation    |                       | 83702  | Comment form  |

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|   | enhancements, but building additional freeway lanes will not provide a long-term solution. While the state may be able to spend its remaining GARVE funds to build this additional capacity it also comes with the additional cost of maintaining the roads. I don't believe that is being factored in. Further subsidizing the single occupancy vehicle is a sure way to gridlock. While a couple additional lanes may temporarily alleviate the problem there will come a time in the not too distant future when even those lanes are congested and COMPASS will back here asking us if we need to widen the entire corridor. Let's have a serious conversation about improving Public Transportation so we don't have to continually build, maintain and then build again ever wider roads. |                       |   |               |
| Yes   | Over design seems excessive from input I have listened to at Chamber Transportation Committee meetings. Rather than complete re-build/replacement plan, scaled back design and improvement will still provide long term solution.   |                       | William Ditz<br>Mountain West Group, LLC<br>83616 | Comment form  |
| Yes   | Later   |                       | 83616   | Comment form  |
| Yes   | The growth in the Treasure Valley will demand it. Dot it now it will be cheaper than in 10 years.   |                       | Ed Garlock<br>83705                               | Comment form  |
| Yes   | Growing population - more commuting workers - safety for individuals & families, especially in winter weather when roadways are already a challenge.  |                       | 83617   | Comment form  |
| Yes   | As our population continues to grow so will the need for affordable housing. Ada County is pricing itself out of the affordable housing market so families will head west to Canyon County. With the increase in population, increases the wear and tear as well as volume on our roads.  |                       | 83646   | Comment form  |
| Yes   | Yes, I-84 should be widened. I truly feel it is long overdue and I'm glad the plan is in place, but also the financial ability. I travel on I-84 occasionally, not daily, and I think it will be great. I realize it will be a pain during construction but just like Nampa to Boise, once it's done, it's wonderful. I hope it can be done as soon as possible.  |                       | Karen Greenwade<br>83687                          | Phone call    |

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|   | I am wholeheartedly for the widening of our freeway between Nampa and Caldwell. It is long over due.  |                       |  | Email         |
|   | Yes, please expand the widening from Nampa to Caldwell. The valley is growing out to the west because there is limited ground for large developments east of Boise or to the south. Who wants to live in the desert. So Nampa, the town's west of Nampa are really growing. Thanks for listening.   |                       |  | Email         |
|   | It's an absolute "no brainer" that I-84 needs to be widened through Caldwell. Why waste time and money on something that's obvious. The Valley is in a building boon, residential as well as businesses and the one and only freeway is already being stretched to it's limit. Stop wasting time and money and DO THE EXPANSION. Two lanes in each side minimum to start with. Less money now than 5-10 yrs. down the road.   |                       |  | Email         |
|   | YES!!! I-84 needs to be widened between Nampa and Caldwell, both east and west bound lanes. If anyone needs convincing, all they need to do is get on the freeway in Caldwell, eastbound, between 7 and 8 a.m. At first, you'll move along very nicely. But, once you're within about a half mile of the Karcher interchange, there will be a drastic slowdown as the traffic pours on. The next two interchanges each add nearly as many cars, each, as Karcher did, effectively reducing the interstate to a single lane. Fortunately, two lanes have been added at that point, allowing drivers to move over and approach freeway speeds, again. Without that, the additional traffic joining the commute at the Garrity interchange would slow flow to a trickle. For even more fun, head west on the freeway starting at the 10-mile interchange or points east. You'll encounter an even worse bottleneck between approximately Garrity through the Karcher interchange. The fools trying to bypass the problem by racing in the far left lane before it is cut off bring all the traffic to a halt. The commuters desperately need this improvement. Please! |                       |  | Email         |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, Name, Affiliation (if included)</b>        | <b>Format</b> |
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|   | We believe that for safety, mobility and economic vitality, that this segment of Interstate 84 should be widened as soon as funds can be made available. It behooves the Transportation Department to have the necessary socio and environmental clearances obtained and design promptly completed so that any and all opportunities for construction funding can be applied in a timely manner.   |                       | Dave Jones, PE, Director, Canyon Highway District No. 4 | Email         |
|   | I think that it is a waist of time and money widening I-84 and rebuilding the over-passes to accommodate additional lanes. If you could make a road starting at the Idaho state line that ran south and come back into I-84 east of Boise, that would allow the majority of trucks and workers commuting to the east side of Boise to by-pass the present I-84. I don't understand why that was never considered before you replaced the over-passes and widened the interstate to accommodate additional lanes. |                       |   | Email         |
|   | Yes, I think I-84 should be widened from Nampa to Caldwell. Right away.  |                       |   | Email         |
|   | Just a few quick comments. I do believe that I-84 should be widened. I believe that 20-26 and 44 should be the top priority of all things after that.  |                       |   | Email         |
|   | The extreme growth & development situation in Ada and Canyon County necessitates transportation improvement amendments. I agree that I-84 should be widened from Nampa to Caldwell. I-84 gets backed-up with traffic all the way to Boise during commute hours.  |                       |   | Email         |
|   | We live in Kuna and drive the I-84 quite often. We vote to widen I-84 from Nampa to Caldwell and we would like to see Highway 16 extended to the I-84 for better access to Emmett.   |                       |   | Email         |
|   | As a resident of Boise I wish to convey my support for the widening of the Interstate between Nampa and Caldwell and to make this project a funding priority. With the current and projected growth of this valley's population, it only makes sense to build  |                       |   | Email         |

| <b>Yes/No/<br/>Unsure</b><br>(Comment<br>form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by<br>the commenter.<br>As such, typographical errors have not been<br>corrected.)  | <b>Staff Response</b> | <b>Zip Code,<br/>Name,<br/>Affiliation<br/>(if included)</b> | <b>Format</b> |
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|   | infrastructure to accommodate the expansion.<br>Thanks for asking for public input!  |                       |  |               |
|   | I am having real issues with the way the traffic is<br>being held back so much when there is a solution<br>available. There need to be off ramps on all the<br>major overpasses. This would cut the traffic in 2/3<br>and ease the amount of traffic on I84 trying to get<br>to Caldwell to Boise. The major off ramps of Maple<br>Grove, Cloverdale, 5 mile, and all the other<br>overpasses between Nampa and Boise. Everyone is<br>having to find ways to their neighborhoods and<br>traffic between all of the exits such as Garity -10<br>mile-eagle-meridian then you get to the exits after<br>Garity and all the over passes less one that allow<br>traffic to feed off to their areas of living. Why don't<br>you put out a request and see what the people<br>want. Maybe do a study of how many are being held<br>to the freeway I-84 and is not able to take a closer<br>or easier way off I84 to get home and take off the<br>forced main area exits. I know is sound stupid and I<br>cant write will right now. I am so mad about a<br>simple fix to a big problem. Just look at he amounts<br>that can come off I84 and the widening of the road<br>will work a lot better for all. Thank you |                       |  | Email         |
|   | No more widening roads. Funding should go<br>exclusively to mass transit.  |                       |  | Email         |
|   | Yes, I believe those sussested improvements need<br>to be made to improve the infrastructure   |                       |  | Email         |
|   | In addition to widening I - 84 we desperately need a<br>new interchange at either Homedale or Ustick rds.<br>Franklin & 10th are not enough to handle all the<br>traffic. Plus it would stem growth and jobs.  |                       |  | Email         |
|   | How smart do u need to be realize this needs to be<br>done now   |                       |  | Email         |
|   | In our opinion , with the growth we have seen in<br>Canyon County in the last 10 years, it would greatly<br>improve the traffic situation if we widened the I-84<br>between Caldwell and Nampa and extended the Hwy<br>16 to I-84. We here at the Senior Center in Parma<br>also believe public transit in Nampa would benefit<br>all people in the years to come.   |                       |  | Email         |

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|   | This is an absolute must for Caldwell's future economic growth and business potential. Treasure Valley's population will be expanding greatly in the coming years and safe, efficient travel for commuters and through travelers is mandatory.   |                |  | Email  |
|   | I am local realtor that drive clients around the valley. Over the last year plus, I have seen huge increase in traffic and severe decrease in patients with drivers along Nampa to Caldwell corridor. Being involved with several local groups in Canyon county from local realtors to Univ of Idaho Extension Master gardeners. People are very concern with traffic jams, accidents and lack of patients by drivers driving way to fast to get a head of of oncoming traffic. With the projected growth of Treasure Valley coming in over million folks over next 20 plus years, we need to act now. Canyon county I84 is major artery that feeds goods into larger Ada county, now is not time to delay. We need funding now to get present congestion under control and plan for bigger project such as mass transit between downtown Caldwell and downtown Boise. |                |  | Email  |
|   | All of the projects mentioned must be funded and volpleted at the earliest possible date. These are life saving and life improving measures. Do not delay.   |                |  | Email  |
|   | Absolutely these two projects are needed & wanted.   |                |  | Email  |
|   | However, the Nampa Regional Transit development should not go forward. It is not need or wanted.   |                |  | Email  |
|   | YES  |                |  | Email  |
|   | Yes I-84 should be widened from Nampa to Caldwell.   |                |  | Email  |
|   | Per the above question, my opinion is that it is <b>not cost effective at this time</b> . I drive that stretch frequently in my work as a real estate appraiser. The only time it appears to be excessive in congession is during the height of the going home traffic hour or so. To expand the lanes would be very expensive and there are more productive way to spend our tax dollars right now.   |                |  | Email  |
|   | I believe I 84 should be widened between Nampa and Caldwell because there is so much congestion in   |                |  | Email  |

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|   | the mornings and afternoon. This is also a problem when there is an accident or even when emergency vehicles are present in either lane. There is a chance that some aggressive drivers may be more courteous. An additional lane should help emergency vehicles get where they are needed, easier, faster and safer.  |                |  |        |
|   | I submit these comments from the perspective of a retired Professional Engineer in Civil Engineering. I moved to Idaho after retirement several years ago. I lived and worked for over 40 years in a major metropolitan area in Texas. From that experience I saw what worked, and things that could have been done better. I am favorably impressed by the planning ahead and community input that currently occurs in the Boise metro area. YES, and make provisions for future expansion of I-84 beyond the current widening proposal. a. Build bridges crossing I-84 with extra length so that additional I-84 lanes, and widened shoulders, can be added without modifying the bridge. b. Build bridges crossing I-84 such that the crossing roadway can be easily widened. c. Make provisions for future local road crossings of I-84, including possible future entrances and exits to I-84. d. There may be places along I-84 where frontage roads would be appropriate to facilitate local traffic and enhance business access. e. Most importantly, acquire right-of-way NOW that will have space for future expansions. |                |  | Email  |
|   | I really believe that I-84 between Nampa and Caldwell should be widened to 4 lanes to relieve the traffic congestion which exists now. It would reduce the number of accidents during the rush hours and the huge slow down as everyone merges from 4 lanes to 2 lanes. I also believe that there needs to be another way to reach the freeway or to get to the Northern part of the valley. Eventually I think that another river crossing closer in and freeway entrance/exits (maybe Five Mile) would also relieve the congestion on Eagle Rd for those coming out of   |                |  | Email  |

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|   | downtown on the connector and not have an exit until Eagle but needing to get to Five Mile and Cloverdale areas and for those going to Eastern side of the City of Eagle and the Western edge of Boise along the Chinden and State St areas. These areas need to be address asap as we keep trying to bring more people to the area and our roads aren't equipped to handle the additional cars. All major roads to and from Boise going West need to be widen to at least 3 lanes in each direction. Overland, Franklin and Fairview/Cherry Lane. |                       |  |               |
|   | Definitely need to widen I-84 between Nampa and Caldwell. The interstate is bumper to bumper traffic at all hours of the day.  |                       |  | Email         |
|   | Widen that thing out. Some of the surface is terrible.   |                       |  | Email         |
|   | I think it makes the most sense to stop building for cars and start planning on moving people with some kind of mass transit system. Busses or trains etc. as out valley grows we will never be able to accommodate all the cars. Focus on sensible systems to move people without polluting our valley and adding to the inversion pollution that already exists. How much would buying a fleet of several thousand small electric cars cost? They could be checked out at each end of a light rail to help people get to work and Home.          |                       |  | Email         |
|   | I think the interstate should be widened from Nampa through Caldwell   |                       |  | Email         |
|   | Yes  |                       |  | Email         |
|   | Thank you for update, i think we really need to get the freeway done and chinden at least to can ada from eagle to five lanes!!! this is killing commute times and dissatisfied employees. thanks for all you do   |                       |  | Email         |
|   | The prospect of widening I-84 is a huge positive for the Treasure Valley and the State of Idaho. We wholeheartedly support the Widening of I-84 from Nampa into Caldwell. Bringing these improvements nearer to the state line throug our actiity centers  |                       | Brent Orton,<br>City of<br>Caldwell<br>83605     | Email         |

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|   | provides benefits to every commercial segment locally to the valley and the enourmous array of commerce that uses the interstate. This is vital in terms of supporting, retaining, and attracting commerce, business, and industry.   |                       |  |               |
| Yes   | With the full Ada and Canyon Counties keep growing, they need to expand between Nampa and Caldwell. I don't have to worry about the commuting for work because I live in Boise, but I love to drive around a lot. I see why there are so many traffic jams on the way to Nampa and even Caldwell. When I-84 merges from 4 to 3 to 2 lanes going West, that's a problem on it's own. So YES, the Nampa to Caldwell needs "3 lanes."  |                       | 83704  | Comment form  |
| Yes   | Really, you widened Broadway to Gowen RD when the car count was only 38,000 when the current count from Midland to Franklin Rd is 54,000. You also widened Broadway to Vista to 4 lanes when their traffic count was only 61,000 and were begging for 3. Nice to see how we are being treated equally by Dist. 3 leadership and the ITD Board. You also have Census data that shows that Caldwell will be the 4th largest city in Idaho in 5-6 years, This data is all available but kindly ignored by ITD's DIST 3 leadership and the Board. By not doing this or funding it to its appropriate level will prove that the ITD board and senior leadership at ITD are biased. |                       | Craig Allison<br>83607                           | Comment form  |
| Unsure                                      | Widening I-84 from Nampa to Caldwell is important, however I do not believe it is the most pressing transportation concern in our region.   |                       | 83616  | Comment form  |
| Yes   | Interesting. J-U-B did a study back around 2000 or the late 1990's for the Highway Districts in Canyon County. At that time, we thought widening the Interstate from Boise to Caldwell was prudent. I'm guessing traffic volumes have not decreased.  |                       | 83705  | Comment form  |
| Yes   | I forgot to add to previous submission that the speed limit being raised should be a mile past the exit 25, there too much backup with the cars exiting, the speed stay 65 until past it.   |                       | 83705  | Comment form  |

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|   | No brainer. Please! Please! Please! We need 4 lanes not three. Three a waste of time. The traffic is increasing every day!                    |                       |  | Letter        |
| Yes   |   |                       | Julianne Shaw, Idaho Department of Lands 83709   | Comment form  |
| Yes   |   |                       | Mark Pemble, Caldwell Young Professionals 83605  | Comment form  |
| Yes   |   |                       | Theresa Sommer Hughes 83646                      | Comment form  |
| Unsure                                      |   |                       | Jeff Tonkin 83646                                | Comment form  |
| Yes   |   |                       | William Hues 83669                               | Comment form  |
| Yes   |   |                       | Pete Gerstenberger 83669                         | Comment form  |
| Yes   |   |                       | PaTricia Gefroh 83669                            | Comment form  |
| Yes   |   |                       | Gerould Bloom 83703                              | Comment form  |
| Yes   |   |                       | Timothy Perkins 83646                            | Comment form  |
| Unsure                                      |   |                       | Travis Averett 83646                             | Comment form  |
| Yes   |   |                       | Michael Gollaher 83709-6363                      | Comment form  |
| Yes   |   |                       | 83642  | Comment form  |
| Yes   |   |                       | Richard Miller 83669                             | Comment form  |
| Yes   |   |                       | Bill Betts 83646                                 | Comment form  |

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| Yes   |   |                       | George & Leigh Brecht<br>83616                   | Comment form  |
| Yes   |   |                       | Doug Thompson<br>83687                           | Comment form  |
| Yes   |   |                       | Bill Kinghorn<br>83669                           | Comment form  |
| Yes   |   |                       | Ronald Pridmore<br>83713                         | Comment form  |
| Yes   |   |                       | Jackie Moran<br>83616                            | Comment form  |
| Yes   |   |                       | Cornelius Ziemann<br>83669                       | Comment form  |
| Unsure                                      |   |                       | Wendy Miller<br>83669                            | Comment form  |

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| <b>Should the Idaho Transportation Department begin preliminary engineering work to extend State Highway 16 to I-84?</b> |   |                |  |              |
| Yes  | Absolutely and start buying right of way now.   |                | 83709  | Comment form |
| No   | Absolutely not. Political boondoggle.   |                | 83712  | Comment form |
| Yes  | Absolutely, since the people up by the foothills need better options for getting south to I-84 in a quicker, safer and more efficient manner. The valley really needs better options for north/south travel overall (Eagle Rd is NOT a good option). Unfortunately, this doesn't help those in Boise and many in Eagle too much except when they need to travel west bound on I-84. Still a great improvement that will accommodate future growth well. Honestly, I wish COMPASS could evaluate options for alleviating traffic issues for north Boise and Eagle by offering access to I-84. Ideally, a project to link Highway 55 with I-84. That project would impact numerous residential zones but the benefits could be incalculable. The only other option is a reset of Eagle rd.; convert it to a freeway and create frontage roads for access to the commercial and residential zones. A north/south thoroughfare is greatly needed in west Boise and for Eagle! |                | Zach Pence<br>83616                          | Comment form |
| Yes  | Absolutely. Let's not make the same mistake that was made with Eagle Road -- waiting too long and missing the opportunity to provide for proper movement of traffic..   |                | 83714  | Comment form |
| Yes  | Absolutely. Idaho 16 and 52 should become expressways. Kempthorn's connecting Idaho plan was genius... It needs to be completed to reduce pressure off of 55N.  |                | Sue Heffner<br>83704                         | Comment form |
| Yes  | Adding this will relieve traffic on surface roads.  |                | 83607  | Comment form |
| Yes  | AFTER Chinden is addressed.   |                | 83616  | Comment form |

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| Yes   | Again the cost now could save millions of dollars later. The State may also reap the benefits of allowing for more expansion.   |  | Craig Miller<br>83642                               | Comment form  |
| Unsure                                      | Again this process should not be driven by a survey or public comment. This is exactly what's wrong with government what is wrong with this decision making process. Decisions must be made with the use of faxed it in the best projections you have have you tested your fortitude to make decisions I am sure you're going to see 80 to 90% Suggestion to increase the freeway that is not fact bass |  | Bruce Turner<br>83646                               | Comment form  |
| Yes   | Again, will there be a right of way for a light rail route? If this is the fastest growing state, at present, when are we ever going to start seriously considering an alternative type of transportation to the car?   | A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes. | 83702   | Comment form  |
| Yes   | Again, with all the congestion, the answer is very obviously yes!   |  | 83607   | Comment form  |
| Yes   | Again, with continued growth and development, it is wise to expand Highway 16 as soon as possible to make traffic fluid.  |  | 83704   | Comment form  |
| No  | All of the north / south connectors don't matter when all of the east / west roads are 1 travel lane. Traffic on 20/26 sucks as well as all the other 1 lane roads we have in this valley.  |  | 83687   | Comment form  |
| Yes   | Also examine a north/south extension of Cloverdale Rd to Hwy 44 via bridge. Need to provide relief for Eagle Road.  |  | Bill Burns<br>83713                                 | Comment form  |
| Yes   | And an interstate "belt" like other cities (going from SW Boise > Kuna> Nampa SW Boise > N. Boise > Eagle > Nampa/Caldwell) - Thonk Salt Lake. We need to do it now before we grow too much more. It's so hard getting to the North and South of the Valley and we're just patching the problem with local road so-called improvements.   |  | Jill Thompson<br>83709                              | Comment form  |

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| Yes   | Anyone with doubts about this should spend a few workday mornings on the road from Emmett to Boise, and also soak up some State Street experience at the same time.  |                       | Steve Rinehart<br>83702                             | Comment form  |
| Yes   | Anything that can be done to relieve the traffic on Eagle Road would be so necessary. As Meridian, Star and Eagle grow, this road will become untenable most hours of the day unless something is done. Another north-south corridor is the answer. Highway 16 is the answer for now. Please consider funding this valuable asset to help with the increasing traffic! |                       | 83616   | Comment form  |
| Yes   | As long as we can keep the access limited so it doesn't become like 55 off the eagle ramp.   |                       | 83605   | Comment form  |
| Yes   | As the areas surrounding 16 continue their huge rate of growth, it will become more and more necessary for people to have a more direct way to access I-84. It will help lessen the loads on all the other roads now being used, too. This should be priority #3   |                       | 83642   | Comment form  |
| Yes   | But \$400 million is a ridiculous amount of money for construction costs. We don't need fancy landscaping or designs in the stone.   |                       | 83646   | Comment form  |
| Yes   | But after Chinden is widened to Nampa.   |                       | 83646   | Comment form  |
| Yes   | But should not have another interchange, use 10 mile   |                       | 83607   | Comment form  |
| Yes   | But you should also look at widening Hwy16 from Emmett to Hwy 44.  |                       | 83605   | Comment form  |
| Yes   | But, this should be after widening I84 between exit 36 to exit 29.   |                       | 83607   | Comment form  |
| No  | Commuters who need to get from ID16 to I-84 can now simply take 20/26 to Ten Mile and then out to the freeway. Or they can take 20/26 to CanAda Road and out to the freeway. I don't see the need for the connection along McDermott.  |                       | 83687   | Comment form  |
| Yes   | Completion of this project would place the Treasure Valley ahead of the growth curve similar to the Eagle Road interchange at I-84 in the early 1990's.  |                       | James Lang<br>83642                                 | Comment form  |
| Yes   | Connecting highways will help take pressure off local roads.   |                       | 83702   | Comment form  |

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| Yes   | Definitely! The sooner the better. It might take some pressure off Eagle Road.  |                       | 83713   | Comment form  |
| Yes   | Eagle Road/55 was a major artery to access the interstate from hwy 44, but is now so congested with traffic and lights that it's no longer a viable route, so we have to use other roads. Hwy 16 should be put through, but with much more limited access than 55, to allow a freer flow of traffic from the north to the interstate.   |                       | 83669   | Comment form  |
| Yes   | Easy access to I-84. I try to avoid Eagle Rd with stop and go bumper to bumper traffic. So now I can weave my way through country roads to hit 10-mile or travel west thru Star and Middleton for my scheduled weekly trips to Ontario.   |                       | 83616   | Comment form  |
| Yes   | Emmett is growing also. Just do it.   |                       | 83607   | Comment form  |
| Yes   | Emphatically, yes. The whole area west and south of Eagle is growing rapidly. Eagle road from Eagle down to I-84 is often extremely congested. Extending 16 south to I-84 will relieve much of this congestion. Many people from as far away as Emmett commute to Boise along I-84. Hwy 16 will aid in commutes and improve traffic along all of the other north-south roads. |                       | 83616   | Comment form  |
| Yes   | Ending before the freeway is like that "bridge to nowhere". Finish what was started.  |                       | 83607   | Comment form  |
| Yes   | Establishing direct connection between I-84 and Highway 16 would provide safe and efficient routing of commercial, commuter and recreational traffic that's increasing exponentially year by year.  |                       | 83605   | Comment form  |
| Yes   | Extending highway 16 to I-84 is a no brainer. It would relieve traffic on State and Chinden Blvd. and shorten time for commuters from Emmett, Star and west Eagle. Should consider a temporary gas tax to get this done now.  |                       | 83646   | Comment form  |
| Yes   | Farm road are not enough to handle all the new drivers being added.   |                       | 83642   | Comment form  |
| Yes   | Feel like this is very necessary if we want to keep ahead of the growth. Planning ahead of time especially with roads will help with traffic and make the areas more appealing for retail businesses.   |                       | 83646   | Comment form  |

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|---|--|-----------------------|---|---------------|
| Unsure                                      | First assessment to determine if Eagle Rd. is insufficient to handle traffic from Emmett. The goal should NOT be to make travel in individual cars more convenient.  |                       | 83704   | Comment form  |
| No  | Gas automobiles and roads are obsolete. Mass transportation is what is required in the valley.   |                       | 83713   | Comment form  |
| Yes   | Get going. Move forward keeping up is the only answer  |                       | 83651   | Comment form  |
| Yes   | Given the growth we've seen over the past 20 years, this is long overdue. An additional north/south option might help move traffic off of Eagle Road and give residents more direct access to the growing neighborhoods off Highway 16.  |                       | 83616   | Comment form  |
| Yes   | Growth in the feeder areas of Highway 16 is significant and the traffic needs alternatives to secondary roads such as State St. and Chinden which are already overloaded at rush hours.  |                       | David Oster<br>83702                                | Comment form  |
| Yes   | Highway 16, or commonly known as the road that leads to nowhere, only seems to redirect traffic to Chinden or increase traffic on 10 mile Road. A direct highway route to the freeway in an area where there are very few roads that connect to that route would be a great blessing for the area. |                       | 84669   | Comment form  |
| Yes   | Hwy 16 has traffic flow on it now that diverts to 10 mile, star road, and CanAda. This diversion causes traffic to back up on this roads and does not allow the local residents off each road to get home in a timely manner.  |                       | 83646   | Comment form  |
| No  | hwy 20-26 should be widened first  |                       | 83646   | Comment form  |
| Yes   | Hwy 44 / State street should be widened to 5 lanes from Linder to Hwy 16 FIRST.  |                       | 83669   | Comment form  |
| Yes   | I am in support of funding this project. The EIS was completed that supported extension to I-84 - this project should be further advanced.   |                       | David Baker<br>83703                                | Comment form  |
| Yes   | I am very supportive of the extension of State Highway 16 between I-84 and US-20/26. It is becoming almost impossible to go northbound in the evening rush hour in Meridian, without sitting and idling in traffic bottlenecks.  |                       | 83646   | Comment form  |

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|---|---|--|---|---------------|
| Yes   | I ask this to be fast tracked. It will alleviate the desperate situation on eagle Road which is a traffic jam unlike anything in the valley during rush hour. Please move this project to the top of the list. With the rate houses are being built in this corridor it is going to get worse quickly.  |  | 83616   | Comment form  |
| Yes   | I believe the proposed State Highway 16 corridor from I-84 to SH-44 is an extremely important transportation corridor. This corridor was studied as part of the original GARVEE Transportation Program and has an approved Record of Decision. The area is continuing to experience rapid growth. Funding to proceed with preliminary engineering and to develop right-of-way plans to extend SH-16 to I-84 will enable ITD to prepare the project so additional funding, if it becomes available, could be dedicated to this corridor. |  | Dick Jacobsen<br>83646                              | Comment form  |
| Yes   | I believe this project will be beneficial to this area. It is needed to relieve traffic congestion.   |  | Diane Rush<br>83607                                 | Comment form  |
| Unsure                                      | I don't know where it is  |  | Rebecca A. Hancocck<br>83713                        | Comment form  |
| No  | I don't see that much benefit. I would rather see Hwy 44 developed as a major thoroughfare from Boise to I-84 west of Caldwell  |  | 83626   | Comment form  |
| Yes   | I favor this action.  |  | 83704   | Comment form  |
| No  | I feel we should increase public transportation, not more and widening of highways or freeways. We do not need to encourage more traffic and have our beautiful area become Los Angeles. This area has blown up just in the 2 1/2 yrs we've lived here. We need to work on ideas for public transportation such as a link as Seattle has/is doing.  |  | Annette Matlock<br>83616                            | Comment form  |
| Unsure                                      | I have not checked it out enough yet .  |  | 83616   | Comment form  |
| Unsure                                      | I have not heard of any reason(s) for doing this - so why spend the money?  | <u>Idaho Transportation Department response:</u><br><br>The purpose of the project is to increase the transportation capacity of the Idaho state highway system within Ada and | 83703   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | <b>Staff Response</b>  | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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|   |   | Canyon counties and to reduce north-south travel times between I-84 and destinations north of the Boise River near the Idaho 16 and Idaho 44 (State Street) intersection. The need for the project is to address regional growth, provide regional mobility and circulation, and alleviate congestion on north-south arterials. The preliminary engineering work for the proposed extension of ID-16 will prepare ITD to take quick and effective action to construct the highway when funding becomes available. By conducting the engineering today, it will save more money in the future when land and construction costs are expected to be more expensive. |   |               |
| Unsure                                      | I know Hwy 16 needs to be planned for, but there are so many vital needs ahead of that project! Such as: Hwy 20-26, Hwy 44, Hwy 55, and the widening if I-84.   |  | 83605   | Comment form  |
| Yes   | I live in Homedale Estates near Star, Id. Commute to I-84 using the current residential street system is and either 44 or 20 is taking longer each day. With major growth occurring in this area of Idaho another through fare such as 16 needs to constructed to reduce future congestion. |  | Cornelius Ziemann<br>83669                          | Comment form  |
| Yes   | I support this effort as I believe it will help ease some of the traffic from I-84 north on surface streets.  |  | 83646   | Comment form  |
| Yes   | I think is would help and serve many people.  |  | 83669   | Comment form  |
| No  | I think other projects would be more necesary.  |  | 83646   | Comment form  |
| Unsure                                      | I think that folks from Emmett and other communities should have first say. Ditto my comments above about focusing on making more routes for trucks and cars, and constant increases in traffic, noise, emissions, and air quality in our corner of Idaho.                                  |  | Pie Lin-Yu<br>83706                                 | Comment form  |
| Unsure                                      | I think this extension would be beneficial, however, I am not sure what the trade-offs are if we start this.  |  | Scot McGavin<br>83703                               | Comment form  |

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|   | Again, we should plan mass transit into our long-term planning and I am unclear how that might affect this decision.   |                       |   |               |
| No  | I think this is a mega project that at some point will have to be done but currently should be set aside for other priorities. The way to combat the Star/Middleton/Emmett current traffic flow issues would be to slow the massive amounts of building permits being issued that will cripple the traffic in the area even further until many improvements can be made over time. The current state of traffic in the Highway 16 area is manageable at this point but that area has many other road infrastructure issues to address and those issues along with Highway 16 and Highway 44 overcrowding all need to be addressed over time prior to allowing these mega subdivisions to be built. The latest mega subdivision (Willowbrook) of potentially 3000 homes in northern and currently unincorporated rural Star that was just proposed sounds disastrous. |                       | Cameron Kolos<br>83669                              | Comment form  |
| Yes   | I think this is a very good idea.  |                       | 83704   | Comment form  |
| Unsure                                      | I think this should be a lower priority than widening Chinden 20/26! That is a nightmare, slow, and frankly dangerous. That needs to be moved to a front burner.   |                       | 83646   | Comment form  |
| Yes   | I use that road frequently and think it is silly to end on Chinden 20/26. It should be extended all the way to 84 ASAP.  |                       | 83616   | Comment form  |
| Yes   | I would use this every time I commute to and from my job.  |                       | 83669   | Comment form  |
| Yes   | If for no other reason so as to be ready when full funds are available.  |                       | 83716   | Comment form  |
| Yes   | If funding becomes available. This is also a road that bicyclists frequently cross to ride into Emmett and Middleton. Creating a safe crossing for this would be wonderful.  |                       | 83713   | Comment form  |
| Yes   | If only for more freeway access from the West Valley area. Ten Mile has already become overrun with traffic to the freeway access.   |                       | 83646   | Comment form  |

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| Unsure                                      | If there is a protected bike lane - I support it.   |                       | 83705   | Comment form  |
| Unsure                                      | If these areas are predicted to increase in growth, then this might also need to be done.   |                       | 83642   | Comment form  |
| Yes   | If you live North of Chinden and East of 10 mile, the traffic back-ups during rush hour are bad. Communities in East Nampa, Middleton and Star would all bennefit from highway 16 being extended South from Chinden to on/off ramps at I-84. This would also help relieve I-84 congestion through Nampa in the afternoon rush as more vehicles could use the new exit. I-84 needs another on/off ramp beyween 10 Mile and the next exit West. The didtance is too large and creates bottle neck traffic during busy times.  |                       | Richard Miller<br>83669                             | Comment form  |
| Yes   | important connection for the valley long term   |                       | 83702   | Comment form  |
| Yes   | Improving our transportation infrastructure is critical to maintaining quality of life for current residents and keeping up with the influx of new residents and development. Let's think proactively not reactively!   |                       | Jackie Moran<br>83616                               | Comment form  |
| Yes   | In favor, but so long as the design will not allow the highway to turn into the Highway 55 (Eagle Road) mess. For example, fewer intersection points to the highway -- perhaps a frontage road or connecting subdivisions 'behind' the developments instead of to the highway... something along those lines so the highway STAYS a highway :-).  |                       | Doug Thompson<br>83687                              | Comment form  |
| No  | It is astonishing how much work has already gone into this corridor for such little traffic volume and limited population this serves. These funds need to be directed towards widening US-26 from Eagle to I-84 and NOT redoing the US-26 and Highway 16 intersection yet again. This should NOT be even on the radar. No one in the region other than the small population that lives in Emmett understands why the work was put in place that already exists north of US-26 for Highway 16. It makes no sense to direct this significant portion of additional funds into such a lightly used passage. Put these funds to work where it is clearly needed. US-26 |                       | Travis Averett<br>83646                             | Comment form  |

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| Yes   | It seems appropriate. Just be careful not to chop up contiguous valley communities into isolated islands, cut off by limited-access freeways.  |                       | 83706   | Comment form  |
| Yes   | It should already connect to the I84. Long overdue.  |                       | 83702   | Comment form  |
| Yes   | It should be built already, you should be ashamed of yourselves by your complete lack of planning.   |                       | 83714   | Comment form  |
| Yes   | It to should be widened for safety, particularly in winter driving conditions.   |                       | 83687   | Comment form  |
| Yes   | It would help the bottle neck on Eagle Rd on and off ramps. It would also free up Chinden up to Ten mile for freeway access you could hit it directly from HWY 16 that would be great. One straight shot.  |                       | Lucie Dorothea Waterman<br>83669                    | Comment form  |
| Yes   | It would take traffic away from 20/26 The Chinden corridor should be a priority from Caldwell to Eagle rd  |                       | 83646   | Comment form  |
| Yes   | ITD should immediately put this on their priority list   |                       | 83607   | Comment form  |
| No  | I've lived in the Valley for nearly 40 years; I looked at the map provided and still couldn't tell you where this is. Let's not add more capacity for (often single occupant) vehicles. Funding for this project should be diverted to public-transit options. |                       | 83702   | Comment form  |
| Yes   | Just makes good sense.   |                       | 83642   | Comment form  |
| Yes   | Just try not to spend so much time and money on the preliminary work. It will have to happen sooner or later.  |                       | 83642   | Comment form  |
| No  | Lack of funds for construction and more pressing needs for available money means preliminary studies and plans should be delayed also. If their is money for studies allocate it to the Nampa -Caldwell improvements in the Interstate                         |                       | 83686   | Comment form  |
| Yes   | Long overdue. Do it!   |                       | David S. Litster 83712                              | Comment form  |
| Yes   | Need alternate N/S routes in Treasure Valley   |                       | 83642   | Comment form  |
| Yes   | Needed alternative route is long past due.   |                       | 83706   | Comment form  |
| Yes   | North-south traffic in the valley really drags, with all of the stop lights / signs and congestion. People   |                       | 83669   | Comment form  |

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|   | needing to simply pass thru to get to I-84 are seriously delayed, and those people simply wanting to get from the north side to I-84 are impacting those who wish to shop or make any other intermediate stops.   |                       |   |               |
| Unsure                                      | Not unless you put a bridge a 20/26. Get rid of the traffic-damning light there.  |                       | 83686   | Comment form  |
| Yes   | Now before it gets more expensive   |                       | Larry McGhee<br>83709                               | Comment form  |
| Yes   | Once again you are falling behind the power curve of the rapid growth of the area. Meridian is one of the fastest growing communities in the country. The infrastructure needs to be keeping pace. This is a high priority project.   |                       | 83646   | Comment form  |
| Unsure                                      | Only as long as it doesn't remove funds from the I-84 widening in Nampa/Caldwell.   |                       | 83651   | Comment form  |
| No  | Only consider doing this after I 84 is finished. There are already many detours. One project should be finished at a time.  |                       | 83642   | Comment form  |
| Yes   | Our infrastructure must be a priority. It's one of the top things that government should see gets done but it appears to me that we are at least five years behind. With the projected growth for Canyon County I don't know why there is a question. Do it!  |                       | Ron Tincher<br>83686                                | Comment form  |
| Yes   | Plan ahead. It helps  |                       | Trish<br>83646                                      | Comment form  |
| Yes   | Please!! Would really help Meridian surface traffic   |                       | 83616   | Comment form  |
| Yes   | Prelim work is fine as this corridor will improve connectivity for fast growing Meridian but please don't lose sight of other state highways that need expanded such as SH20-26 from Caldwell to Eagle road. The timeline for this project needs to be moved up ASAP. If there is extra money, let's get this done first! If you focus on expanding state highways in the Treasure Valley it will (IMHO) alleviate the burden on secondary roads saving taxpayer money by eliminating unneeded widening of section line roads and saving older established neighborhoods. |                       | 83616   | Comment form  |

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| Yes   | Relieve pressure on Eagle; encourage growth in tracts of ground not yet developed for reasons of access to efficient transportation options   |  | 83616   | Comment form  |
| No  | Same as #1: I believe this is an okay project, but I would much rather see the money being spent to develop a better transportation system overall through public transportation projects. It seems that building these kinds of roads is more of a bandaid approach for a current system that isn't working that well now and does not seem at all sustainable in the future of the treasure valley. |  | Crissy Kojima<br>83714                              | Comment form  |
| No  | Same reason as question #1. Let the people who live along that route keep their land and live in peace. It's why they chose this area to live and raise their family.   |  | 83646   | Comment form  |
| No  | See above comment   |  | Ralph Mellin<br>83709                               | Comment form  |
| Yes   | see below   |  | 83642   | Comment form  |
| No  | See comment above. In addition, if we ever want public transit to happen we can't continue to just widen our roads. When traffic and air quality get so bad that people actually see the need for change they will support mass transit options. I don't believe in widening roads to solve the problem.  |  | 83706   | Comment form  |
| Yes   | Seems natural/logical that SH16 should feed to/from I84 and provide convenient/efficient access for Meridian, Eagle and further North residents to I84  |  | 83616   | Comment form  |
| Yes   | Should go a long way to alleviating traffic on State St and Chinden Rds.  |  | 83646   | Comment form  |
| Yes   | Should have been completed with the initial project.  |  | 83644   | Comment form  |
| No  | Since ITD cannot afford to maintain its existing system, what ability does ITD have to afford additional lane miles? This is akin to adding an addition to my home while claiming I don't have the money to fix the leaky roof on the existing part of my house. Additionally, I cannot support expansion of a highway system when there are many other basic access, mobility and economic           | <i>Idaho Transportation Department response:</i><br><br>Determining which road projects the Idaho Transportation Department will pursue is accomplished through evaluating the return on investment. This responsibility falls to the Idaho Transportation Board, appointed by the Governor. | 83716   | Comment form  |

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|   | development needs along other state-maintained highways in the Treasure Valley.   | <p>According to a Governor’s Task Force, the state of Idaho is not meeting the funding requirements to fully execute these responsibilities. There is an annual shortfall of \$417 million.</p> <p>Given this funding shortfall, the Transportation Board must choose when money is allocated to add on to the existing system and when it is allocating to maintaining and preserving existing assets. The majority of ITD’s funding goes towards maintenance.</p> <p>The need to increase funding while balancing maintenance with capacity and safety needs has been recognized in the Idaho Legislature. In 2015, it increased road user fees on gasoline and vehicle registration. In 2017, the Legislature passed new funding sources dedicated for mitigating congestion. It also allowed ITD to bond up to \$300 million through the Grant Anticipation Revenue Vehicle (GARVEE) to advance projects.</p> <p>The Idaho Transportation Department’s mission is “Your Safety, Your Mobility, Your Economic Opportunity.” Achieving all three goals requires cost-effective maintenance and construction throughout the state of Idaho. If all funding went to maintenance, the safety and mobility of the growing Idaho population, currently one of the fastest growing states in the nation, could be at risk.</p> <p>ITD continues to look for innovative solutions that improve efficiency and delivery of its mission to best serve the people of Idaho.</p> |   |               |

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| Yes   | Strongly encourage a design with 3 lanes each way, minimum.  |                       | 83705   | Comment form  |
| Yes   | Take traffic lights off Eagle road while you're at it. We need North/South routes.   |                       | 83709   | Comment form  |
| Yes   | the area between star and nampa is a dead zone, that area is growing fast and it WILL out grow its roads before you get a chance to extend/widen them  |                       | 83607   | Comment form  |
| Yes   | The longer you wait the more it will cost in both land and construction. We believe it is inevitable.  |                       | 83669   | Comment form  |
| No  | The north-south inter-region transportation needs should be met by more alternatives. I do not want to lose the limited open space in the area to more development, which would seem to lead toward greater use and more traffic and transportation problems. Use this as an opportunity to expand public transit. |                       | Craig Morton<br>83642                               | Comment form  |
| Yes   | The population is and will grow in Star/eagle area and we are all worried about the already congested traffic in This whole area!  |                       | Karen Russell<br>83669                              | Comment form  |
| Yes   | The rapid growth of the communities north of I-84 and west of Ten Mile need long term access. Ten Mile road through Meridian is becoming increasingly congested with traffic trying to get from I-84 to Hwy 26. This corridor needs to be a highway with ramps, not another attempted Eagle road.                  |                       | 83669   | Comment form  |
| Yes   | The traffic between Emmett, Star and I-84 is getting worse by the day! Extending HWY 16 would help. Also restricting the number of new developments is essential.  |                       | 82669   | Comment form  |
| Yes   | The valley has pretty good east-west routes, but north-south routes are pitiful, mostly 2 lane country roads that haven't changed much in 50 years or more, especially on the west end of the valley. .  |                       | 83669   | Comment form  |
| Yes   | The valley is growing at a pace where the infrastructure is far behind. If we want to be a premier place to live, work, and commute this investment must be made.  |                       | 83616   | Comment form  |
| Yes   | The valley's exploding population demands that this be done. It's so obvious that an alternate route be opened from I-84 to Hwy 44. Eagle Rd is a congested joke. NO OTHER north-south road has a  |                       | Ken Hagenlocher<br>83646                            | Comment form  |

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|   | connection with both I-84 and Hwy 44. Meridian and Nampa are exploding. Anything to get traffic off of Chinden which also is a disaster. Really!? Only one lane between McDermitt and Eagle RD?? Have any of you waited for signal lights at Eagle and Chinden between 4 and 6 p.m.???  |                       |   |               |
| No  | There are no land use policies in place to ensure that this will actually result in any reduction in congestion, or increase in safety. Just more sprawl.   |                       | Brian Parker<br>83705                               | Comment form  |
| Yes   | There are not nearly enough through ways from the South end of the Valley to the North End. Eagle Road cannot handle the congestion of the area. Linder Road isn't structured to handle any additional traffic S to N and 10 mile needs to be widened to help alleviate congestion again Southern to Northern ends of the valley. |                       | Jessica Schumacher<br>83669                         | Comment form  |
| Yes   | There is no comparable N-S corridor between Eagle Rd and Where Chinden meets I84. Linder will eventually provide some relief but dead ends into Chinden. anecdotal impression is that a signification portion of Ten Mile traffic is coming from north Linder Rd and SH16 today.  |                       | Bill Betts<br>83646                                 | Comment form  |
| Yes   | There is no easy commute from Star to any major working/shopping areas. With the expected growth in my area I expect travel times to increase. streamlined access to 84 via 16 extension would relieve some of this. I also believe other transit options should be considered; i/e bus routes or van pools                       |                       | Wendy Miller<br>83669                               | Comment form  |
| Yes   | There is no north south corridor in the Treasure Valley, additional funding should look into linking it to North Idaho.   |                       | Kirk Redlin<br>83619                                | Comment form  |
| Yes   | There needs to be another source to get north and south from I-84 to the north end of the valley. It would help relieve some of the congestion on Eagle Rd. and give another crossing over the River to allow for better traffic flow as well.  |                       | Michele W.<br>83709                                 | Comment form  |
| Yes   | This city population growth is happening too fast to put off any highway expansions.  |                       | 83626   | Comment form  |

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| Yes   | This extension will be critical to effective traffic management as the population grows north and west of Eagle.   |                       | 83616   | Comment form  |
| Yes   | This extension would relieve traffic at other on-ramps.  |                       | 83641   | Comment form  |
| Yes   | This I feel is an important and much needed North and South traffic flow connector. As well, an excellent idea for an alternate route for when traffic flow through Horseshoe Bend and Banks when there is a traffic accident or mud/rock slide in that area. Currently, there is no other decent route as close to facilitate the traffic flow that assists our recreational and commercial needs. If we continued from Emmett through Indian Valley into Council then that would be a huge savings on air quality and fuel consumption for this state. |                       | Mike Harmon<br>83642                                | Comment form  |
| Yes   | This is a good project that will benefit some of the smaller and hard to reach communities in our area such as Star, Middleton, and Emmett. It may help to relieve some congestion on hwy 44 and hwy 20/26 during peak times as well. I'm all for this.  |                       | 83713   | Comment form  |
| Yes   | This is a much needed project already and with future development it is imperative   |                       | William Hues<br>83669                               | Comment form  |
| Yes   | This is a must have. ASAP. #1 priority.  |                       | 83616   | Comment form  |
| Yes   | This is also another link to attempt to spread out the input and output from I-84, however the widening of I-84 and Highway 20/26 from Caldwell to Boise should come first.  |                       | Brian Allen<br>83605                                | Comment form  |
| Yes   | This is an absolute must! Having 1 north/south connection to the freeway is crazy with the thousands of people that are moving there   |                       | 83616   | Comment form  |
| Yes   | This is an absolute must. Another connection is needed to handle the traffic growth in that area.  |                       | 83634   | Comment form  |
| Yes   | This is an important project to move forward with before land use changes occur and make it difficult to secure property. It will help the valley transportation as growth continues to move west. This is an opportunity to provide a critical north/south route in the valley that doesn't have the  |                       | 83687   | Comment form  |

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|   | negative effects of large numbers of commercial and residential accesses like Eagle Rd.   |                       |   |               |
| Yes   | This is necessary, however I'd like to see the actual cost of the engineering costs for this preliminary design work. \$6M sounds a little ridiculous for preliminary work and sounds like someone is padding a relative's pockets.   |                       | 83669   | Comment form  |
| No  | This is not critical at this time.  |                       | 83703   | Comment form  |
| Yes   | This is or should be moved up on the list of priorities. Meridian is now one of the fastest growing cities in the US with much of that growth in the western end of the valley. The growth is reflected in the increased traffic which now far exceeds the capacity of hwy 20/26. This a significant safety and quality of life issue. There needs to be effective means of dispersing some of this traffic. Ease of emergency vehicle response is a big concern. |                       | 83646   | Comment form  |
| Yes   | This is the critical road expansion of our time. The burden on Eagle Rd is just awful. It is a truly appalling piece of road traffic at almost all times of the day. This is a MUST for the future of the greater Boise area.   |                       | 83616   | Comment form  |
| Yes   | This is the highest priority of the available options under consideration in my opinion. A State highway artery from Star/West Meridian/Eagle is essential to keep up with the rapid growth in these areas. Ten Mile has experienced tremendous growth in traffic over the last 3 years and will continue to do so with additional resident homes planned/approved for building in the West Meridian/Star/Eagle areas.  |                       | 83646   | Comment form  |
| Yes   | This may relieve heavier traffic on other roads between I-84 and State street.  |                       | 83646-1034  | Comment form  |
| Yes   | This may relieve some congestion.   |                       | 83705   | Comment form  |
| Yes   | This needs a higher priority with Meridian, Star, Emmett, Eagle and East Nampa exploding in growth. In order to get right of ways, eminent domains, access on side roads next to the expressway that does not have direct on expressway access and  |                       | Tamara Sullivan-Watson<br>83669                     | Comment form  |

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|   | other setbacks ready for the buildout. This should be built no later than 2025 if Trump's infrastructure plans happen and allow for the funding. Idaho needs to be proactive in its plan. I hope to see this with overpasses at each major crossroad mile and a freeway type driving straight thru from I-84 with no lights or stops except on the overpasses. Star is doubling its population in 2 to 3 years...and most small cities in the NW Ada are going to see the same growth along with Emmett and Middleton. This is going to be a huge transportation gem. It is imperative to keep businesses from forming next to this expecting on off capability to the hwy 16 expressway and creating another Eagle road type of mess. I hope you plan for access to the businesses off the overpasses on each mile. |                       |   |               |
| Yes   | This needs to be a major north-south thorough-fare and needs to be completed, not just studied, as soon as possible. We need to take pressure off Eagle Rd. In extending Hwy 16, do not make same mistakes as Eagle Rd. This should be a through highway with access roads/exits off of this roadway instead of frequent traffic signals on a 55mph road.  |                       | G. Clovis<br>83704                                  | Comment form  |
| Yes   | This needs to be completed as North South access is a growing need.  |                       | Douglas Mackie<br>83646                             | Comment form  |
| Unsure                                      | This probably is a good idea, but I fear doing this just adds to the strain on 1-84 even if it is expanded.  |                       | 83642   | Comment form  |
| Yes   | This project also needs to be done as soon as possible. I'm surprised this is only ranked #14. I'd argue it's a top 5 project.   |                       | 83616   | Comment form  |
| Yes   | This project should be a priority to help relieve the traffic on Ten Mile. The Ten Mile Rd. corridor is extremely busy and I'd assume a nightmare for residents in this corridor. Hwy 16 extension would benefit all that are headed to or from I-84 directly from points N/O Hwy 20/26. Thank you   |                       | 83669   | Comment form  |
| Yes   | this project should be elevated to priority # 1! it should have been completed prior to ten mile project   |                       | Pete Gerstenberger<br>83669                         | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|--|-----------------------|---|---------------|
| Yes   | This project would help smooth traffic out and improve the amount of traffic I see on highway 20/26.   |                       | 83642   | Comment form  |
| Yes   | This should be a higher priority, this area of the Valley is growing much faster now and soon Star will have too many people and traffic is already slowing down tremendously.   |                       | 83669   | Comment form  |
| Yes   | This should be done in conjunction with the widening of 20/26 from Eagle Road to Caldwell.   |                       | 83646   | Comment form  |
| Yes   | This should be given high priority as I believe it would help relieve some of the severe traffic congestion on Chinden Blvd. during high traffic times.  |                       | 83616   | Comment form  |
| Yes   | This should have been done during the last extension. You people are 20 years behind in infrastructure and getting further behind by the day. Wake up!   |                       | 83616   | Comment form  |
| Yes   | This should have been funded and expanded 20 years ago. ACHD has no vision for the future.   |                       | 83713   | Comment form  |
| Yes   | This will help the City of Star and Emmett grow, also will relieve traffic on Eagle Rd for those people in NW Meridian, Eagle and Star seeking to get on the freeway   |                       | Natalie Filbert<br>83714                            | Comment form  |
| Yes   | This would be a vital addition to alleviate traffic in Eagle, Star and Meridian.   |                       | 83616   | Comment form  |
| Yes   | This would definitely take some of the burden off 20 26.   |                       | Judy K. John<br>83605                               | Comment form  |
| Yes   | This would establish a cross valley alternative to SH55 which is overloaded in the Eagle Road area.  |                       | 83686   | Comment form  |
| Yes   | This would help with the mass amount of cars now on ten mile.  |                       | 83642   | Comment form  |
| Yes   | This would make a more direct and non residential connection highway from Chinden to I-84. This also expands the connection between Emmett and I-84 so there would be less residential connection roads (i.e., Ten Mile) use south of Chinden. |                       | Steve C.<br>Weston 83616                            | Comment form  |
| Yes   | To relieve stress on State St and easier access to the north from Meridian and Nampa.  |                       | 83642   | Comment form  |
| No  | Too expensive and disruptive. Money could be used to improve existing N-S transportation along Eagle Rd, Cloverdale Rd. 5 Mile Rd., Locust Grove Rd., etc.   |                       | 83702   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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| Yes   | traffic flow north-south is awkward at best and congests multiple side road options with unplanned traffic. This would funnel traffic on a designed roadway instead of the multiple side roads.   |                       | 83702   | Comment form  |
| Unsure                                      | Unsure. A mass transit system should be designed first and this roadway second, so that you are designing into the future and not for the next couple of years.   |                       | 83712   | Comment form  |
| No  | Use that money for improvements on Karcher Road in Caldwell and Nampa, Eagle Road in Meridian, and Meridian Road in Kuna and Meridian to provide relief for current motorists and for the many new motorists that will come with all of the residential subdivisions that have been approved. These roads need help now! Much less development is occurring in Emmett, Star or Eagle so the SH-16 engineering can wait. |                       | 83642   | Comment form  |
| No  | Use that money for improvements on Karcher Road in Caldwell and Nampa, Eagle Road in Meridian, and Meridian Road in Kuna and Meridian to provide relief for current motorists and for the many new motorists that will come with all of the residential subdivisions that have been approved. These roads need help now! Much less development is occurring in Emmett, Star or Eagle so the SH-16 engineering can wait. |                       | 83642   | Comment form  |
| Yes   | Very much needed  |                       | 83686   | Comment form  |
| No  | Wait till freeway expanded to Caldwell.   |                       | 83607   | Comment form  |
| Yes   | Way past due  |                       | 83686   | Comment form  |
| No  | Way to far down the list to start on this very specific corridor. If this served as a bypass route then maybe but just to get to Emmett faster - This makes no sense looking at the entire region. A bypass south of Caldwell Nampa and Boise makes more sense!   |                       | 83686   | Comment form  |
| No  | We don't need or want another Eagle Road  |                       | 83605   | Comment form  |

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| Yes   | We live just off of Eagle Road in Eagle. That north south route is truly a disaster and will only get worse. Extending SH 16 to I 84 would help mitigate the awful mess that is Eagle Road.   |                       | Janet Buschert<br>83616                             | Comment form  |
| Yes   | We moved here in 2014, before highway 16 was completed, and I thought it was strange that only this section of the highway was constructed. I feel that 16 should have been extend out to I-84 as part of the original project, this could have alleviated the traffic snarls on 20/26, Ten Mile, and even Eagle Road.  |                       | 83646   | Comment form  |
| Yes   | We need better connectivity of transportation corridors in this valley.   |                       | Paul L. Alldredge<br>83605                          | Comment form  |
| Yes   | We need to be more forward thinking in our planning. Eagle road is a great (bad) example. IMHO we are short sighted in our design. We need to be thinking an planning for more through roads with feeders and exits. Highway 16 (and 55) should both have a better road system to get people through town.  |                       | 83642   | Comment form  |
| Yes   | We need to get ahead of the growth and be progressive , will be cheaper to get right of way now !! Why put it off!!!  |                       | Grant Petersen Jr.<br>83702                         | Comment form  |
| No  | We need to take care of what we have and not spend money on new roads   |                       | Pery R. Plischke<br>83672                           | Comment form  |
| Yes   | While not as critical, I think that does need to be done.   |                       | 83686   | Comment form  |
| No  | While this State Highway 16 connection to Interstate 84 is a worthy endeavor for the long term benefit of Treasure Valley, there are far more pressing needs on the existing highway infrastructure. It is ill advised to spend hundreds of millions on design and construction for a brand new highway when the existing network of highways has so very many shortcomings. The needs to address safety issues as well as mobility and economic impediments on State Highways 44 and 55 as well as US Highway 20/26 are not future challenges, but real problems today that need prompt solutions. I can't say |                       | Dave Jones<br>83713                                 | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b>  | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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|   | strongly enough how much of a bad idea this is, and hope that the ITD Board will not play politics and stay focused on the real needs of todays network.   |  |   |               |
| No  | Who will pay for this expense? I would prefer to utilize this cost for public transport.   | Preliminary engineering to extend State Highway 16 to Interstate 84 would be paid for using state transportation funds. These funds are specific to roadways and cannot be used for public transportation. | 83705   | Comment form  |
| Yes   | Wholeheartedly!!! If Hwy 16 were improved it would drastically reduce the overload on Eagle Rd. The current traffic flow on Eagle Rd includes several sections that are 3 lanes wide narrowing to 2 lanes ... many aggressive drivers use this area to cut others off - forcing their way in at the terminus of the 3rd lane just to leapfrog over others.   |  | Curt & Gayle Johanson<br>83713                      | Comment form  |
| Yes   | Why does ITD take so long to do anything? I've already read the previous study, its complete. Figure out what needs to be bought, fixed, mitigated, and build the damn thing! There should be no government agency that "studies" anything for 10 years, ridiculous! Make a decision and get moving! THEIR lack of progress is causing bad decisions like Brighton trying to shove this stupid Costco in our residential neighborhood! |  | 83646   | Comment form  |
| Unsure                                      | Why is this project a priority when there are other expansion/widening projects that serve more citizens at a much lower cost.   |  | 83709   | Comment form  |
| Yes   | why on earth wasn't this done originally?  |  | 83686   | Comment form  |
| Yes   | Why, when the extension was built, was it not done in the first place?   |  | Melinda Lee Norris<br>83642                         | Comment form  |
| Yes   | Will help traffic on arterial roads  |  | 83642   | Comment form  |
| Yes   | Will take traffic off Eagle rd which is a traffic jam many times during the day.   |  | 83616   | Comment form  |
| Unsure                                      | With housing growth North, yes, with potential for having to buy out housing in 'the path'...  |  | 83669   | Comment form  |
| Yes   | With west Eagle and Star building up, Chinden and Eagle Road will soon be (more) overloaded. This corridor needs to be designed and built.   |  | 83616   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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| Yes   | Without connecting Hwy 16 to I-84 it is a useless roadway. Hwy 16 currently dumps on to a severely congested 20/26, which exasperates the problems on 20/26, which desperately needs to be widened. Also the current design of Hwy 16 causes a lot more traffic on 10 mile Rd. which wasn't designed to handle pass through traffic that would use Hwy 16 to access the northwest cities along the river such as Star, Middleton and Emmett. It would also alleviate some of the traffic on Eagle Rd. and Chinden. |                       | Tracy Hopkins<br>83642                              | Comment form  |
| Yes   | Would definitely relieved a tremendous amount of traffic off of State Street and Chinden.  |                       | 83669   | Comment form  |
| No  | Would lead to development in new areas rather than in already developed areas  |                       | 83712   | Comment form  |
| Yes   | YES  |                       | 83646   | Comment form  |
| Yes   | Yes But the remaining GARVEE monies should go toward engineering, right of way, and possibly some construction on Hwy 16. This project should be priority #!.  |                       | Mac McOmber<br>83616                                | Comment form  |
| Yes   | Yes - Eagle Rd is such a mess, need another connection and with growth of 10 mile interchange we need to start now to ensure we don't have issues moving forward.  |                       | 83706   | Comment form  |
| Unsure                                      | Yes - Not a user of 16   |                       | 83605   | Comment form  |
| Yes   | Yes .. definitely support this due to growth and necessity for alternative routes to I-84 in West Ada and outlying areas to the North and West.  |                       | 83616   | Comment form  |
| Yes   | Yes this should happen also. Extending this highway to the freeway may help alleviate some of the north/south arterial congestion we keep enduring every time we leave Canyon County.  |                       | Peter Nielsen<br>83605                              | Comment form  |
| Yes   | Yes this too should be a priority as it would help to alleviate traffic on busy north-south roads such as Eagle Rd, Meridian Rd, Ten Mile, and Idaho Center Blvd. It would probably be most practical to use an existing overpass such as Robinson Rd or Black Cat Rd for the I-84 / Hwy 16 junction.  |                       | Kyle McAllister<br>83605                            | Comment form  |
| Yes   | Yes! Yes! Yes! This would save time for all of us in this area! There are so many roads that don't go  |                       | 83644   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|--|-----------------------|---|---------------|
|   | straight through from the foothills to the freeway (84). We need this desperately especially now with thousands moving in this area in Star and Middleton and Meridian.  |                       |   |               |
| Yes   | Yes! perhaps this may take some load off Chindon and State Street East and West.   |                       | 83646   | Comment form  |
| Yes   | YES, and acquire right-of-way ASAP.  |                       | 83714   | Comment form  |
| Yes   | Yes, again dispersing the traffic load to a larger geographical area.  |                       | Don Hus<br>83714                                    | Comment form  |
| Yes   | Yes, good idea, but widen the freeway first.   |                       | Jason<br>LaBarbera<br>83687                         | Comment form  |
| Unsure                                      | Yes, it would help North - South traffic but only after I84 Garrity to Caldwell is ready for more traffic  |                       | Tom K. Brown<br>83709                               | Comment form  |
| Yes   | yes, some work for Hwy 16 plans should be considered before the I-84 work is completed. The future Hwy 16 area is a high growth are and ROW plans need to be considered soon.  |                       | 83616   | Comment form  |
| Yes   | Yes, we desperately need a north/south freeway!  |                       | 83714   | Comment form  |
| Yes   | Yes, we must plan ahead for traffic flow and future growth that is coming.   |                       | 83669   | Comment form  |
| Yes   | Yes, yes, yes! Right now traffic either exits the Hwy 16 onto State St or Chinden neither which is equipped to handle the traffic as they both only have one lane of traffic in each direction. Connecting it will make a lot of sense, especially because there is a ton of growth occurring and will occur between Linder and Black Cat and in Star and we need a better north south connection. |                       | 83669   | Comment form  |
| Yes   | Yes, yes, yes! This would relieve a lot of traffic on Chinden Blvd west of ID 16, which uses Chinden to get to I-84 to the west. I live in Eagle and have relatives in Caldwell and travel to Caldwell quite frequently. Chinden is often a congested mess at certain times of the day.  |                       | 83641   | Comment form  |
| Yes   | Yes. This corridor needs to be completed to ease access and congestion on surface streets for those traveling to Gem and northern Ada county from I-84.  |                       | Kent<br>Rasmussen<br>83714                          | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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| Yes   | Yes. The Treasure Valley NEEDS MORE FREEWAYS. I am so excited please please please   |                       | Student,<br>University of Idaho<br>83646            | Comment form  |
| Yes   | Yes. When SH16 was extended to Chinden, it had the effect of diverting I-84 bound traffic down Ten Mile Road, greatly increasing traffic volume and speed. There is now a steady stream of traffic speeding through neighborhoods and school zones, with many vehicles traveling more than 20 mph over the speed limits.   |                       | 83642   | Comment form  |
| Unsure                                      | I believe highway 16 needs to be widened to 2 lanes each way from Emmett to State Street before considering an extension to I-84. Highway 16 is already very heavy with traffic and if the extension is done prior to widening highway 16, it will only make highway 16 more dangerous to drive as drivers try to get ahead of other vehicles in the few and very short double lanes that exist now.   |                       | 83617   | Comment form  |
| No  | Keep us rural/country  |                       | 83646   | Comment form  |
| Unsure                                      | High capacity transit is planned along the UPRR corridor (or an alternative including I-84 or Franklin) AND along the SH-44/State Street corridor. Both of these bi-sect SH-16. ITD should integrate design features necessary to make it possible to plan and implement these transit corridors when they are funded. SH-16 design should be very careful not to create infrastructure that will have to be significantly altered thereby adding greater costs to implement the high capacity transit system contemplated in CIM. |                       | 83712   | Comment form  |
| Yes   | Plans need to include the current need to widen 44, and US 20/26. These roads need to be transformed into major highways (like US 20 is from Idaho Falls to Rexburg) and include an interchange with SH16, not just adding more stop lights. and intersections.  |                       | Rich Guggenheim<br>83605                            | Comment form  |
| Yes   | This needs to be priority!   |                       | Joan Russell<br>83669                               | Comment form  |
| Unsure                                      | Do not drive this roadway very much. Would assume that traffic volume is similarly heavy as I-84   |                       | 83656   | Comment form  |

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|   | between Nampa and Caldwell. If so, it would probably be a good idea to start that preliminary work.  |                       |  |               |
| Yes   | Would encourage an on/off ramp to I-84.  |                       | Wendy Burrows-Severy<br>City of Wilder<br>83607            | Comment form  |
| Yes   | This is no longer a question, it should be done.   |                       | 83642  | Comment form  |
| No  | Why expand road capacity when we don't come close to paying for what we have already built. Taxpayers continue to foot the bill for bigger, wider roads. Put this money toward public transportation. People will use it - guaranteed.   |                       | 83702  | Comment form  |
| Yes   | as I commute from Emmett, Ten Mile road is the best way to get to the freeway. It is much more crowded now than just a year ago. With more development in the near future, it will become as bad or worse than Eagle Rd. is now.   |                       | 83617  | Comment form  |
| Yes   | This project should be number 1. It is shovel ready - meaning environmental and EPA regulations are in place and could be lost if not acted on. For commerce it connects GEM County, ADA County and Canyon County. It would relieve traffic on Hwy 44, Eagle and other side street going to downtown.<br><a href="http://centralvalleyexpressway.com/?page_id=73">http://centralvalleyexpressway.com/?page_id=73</a> |                       | Gary Smith<br>Central valley Expressway Coalition<br>83669 | Comment form  |
| Unsure                                      | So many other projects ahead of this one...  |                       | 83605  | Comment form  |
| No  | No, this is the dumbest of the ideas put forth in this survey. \$400 million dollars? Come on! There has got to be a better use of our public dollars than building yet another wide road that only contemplates single occupancy vehicles. What the valley desperately needs is forward thinking leadership that can see that the place where investments should be made is in transit.                             |                       | 83702  | Comment form  |
| Yes   | This is a highly important transportation corridor that should be prioritized closer to the top of the list [currently #14?].  |                       | William Ditz<br>Mountain West Group, LLC<br>83616          | Comment form  |

| Yes/No/Unsure<br>(Comment form only) | Comment<br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | Staff Response | Zip Code, and Name/affiliation<br>(if included)                     | Format       |
|--------------------------------------|--|----------------|---|--------------|
| Yes                                  | Move to #1 on priority list of projects  |                | 83616   | Comment form |
| Yes                                  | This will help with traffic form on State Street   |                | Ed Garlock<br>83705   | Comment form |
| Yes                                  | As an Emmett resident, I know how important this extension would be for economic development in our community. Even though it will take time to get thre, it's <b>now</b> time to begin the necessary preliminary work.  |                | 83617   | Comment form |
| Yes                                  | With the West Ada School District plans to build a new HS at McDermott + Ustick by 2020 it's only a matter of time before the subdivisions arrive. These country roads are not designed to manage the traffic. By putting in the roads first will improve the quality of life for the placement of the subs & save the county/state money by acquiring raw land instead of land already developed. |                | 83646   | Comment form |
|                                      | It is absolutely critical that Hwy 16 be extended to meet I-84 to relieve pressure on Eagle Rd, especially since the population in the area is not going to decrease.  |                |   | Email        |
|                                      | Abstain.   |                | Dave Jones,<br>PE, Director,<br>Canyon<br>Highway<br>District No. 4 | Email        |
|                                      | Highway 16 extension from Chinden- Hwy 20 to Interstate 84 will be much needed soon. Change the plan and get this project underway ASAP.   |                |   | Email        |
|                                      | Yes, I think ITD should begin preliminary engineering work to extend State Highway 16 to I-84. Concurrently, identify funding for implementation of this project.  |                |   | Email        |
|                                      | I was told by either ITD or ACHD that your studies show that if 16 moves forward quickly it will actually cause more congestion on the freeway as of now if the other projects aren't completed first.   |                |   | Email        |
|                                      | I also agree that State Highway 16 should connect to I-84, as there is not a direct route or easy access   |                |   | Email        |

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|   | for motorists to travel from Hwy 16 to Boise or Nampa.  |                       |   |               |
|   | I'd like to express my strong support for the preliminary engineering study to proceed on the connection of State Road 16 to I-84. ASAP.  |                       |   | Email         |
|   | I am in complete support of extending Highway 16 from Chinden (Hwy 20-26) south to the I-84 Freeway. It is long overdue.  |                       |   | Email         |
|   | I personally believe the extension of Highway 26 to I- 84 would help relieve the congested traffic on several north/south streets in Garden City, Eagle and Boise, such as Eagle Road, Glenwood/Cole, Curtis and the very few others that cross the river. Thinking of the potential future growth in the valley, it will very soon be a necessity. Let's at least get the funding started now. Thank you for giving me a chance to express my opinion. |                       |   | Email         |
|   | In our opinion , with the growth we have seen in Canyon County in the last 10 years, it would greatly improve the traffic situation if we widened the I-84 between Caldwell and Nampa and extended the Hwy 16 to I-84. We here at the Senior Center in Parma also believe public transit in Nampa would benefit all people in the years to come.  |                       |   | Email         |
|   | Yes, any highway system that will offer commuters and other travelers to join up with I-84 while alleviating or lessening traffic flow east or west bound will be beneficial. It would take some pressure from the morning and evening commute.   |                       |   | Email         |
|   | All of the projects mentioned must be funded and volpleted at the earliest possible date. These are life saving and life improving measures. Do not delay.  |                       |   | Email         |
|   | Absolutely these two projects are needed & wanted.  |                       |   | Email         |
|   | However, the Nampa Regional Transit development should not go forward. It is not need or wanted.  |                       |   | Email         |
|   | YES   |                       |   | Email         |
|   | I submit these comments from the perspective of a retired Professional Engineer in Civil Engineering. I moved to Idaho after retirement several years ago. I lived and worked for over 40 years in a major metropolitan area in Texas. From that experience I   |                       |   | Email         |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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|   | saw what worked, and things that could have been done better. I am favorably impressed by the planning ahead and community input that currently occurs in the Boise metro area. YES, and acquire right-of-way ASAP before it becomes developed. See comments above for I-84  |                       |   |               |
|   | Yes finish Highway 16 through to I-84. We are already in need of connecting the two given the increase in traffic. With all the new housing construction in the entire area going on and projected to continue for years to come the project needs to be funded starting this year not years down the road.  |                       |   | Email         |
|   | The State Highway 16 project is an impressive segment of roadway as constructed to date. It certainly has the potential to invite commerce and development. We believe, however, that the greatest positive impact to the State will result from addressing condition and capacity needs on I-84 and would suggest that Highway 16 should come about in a priority order after that project.   |                       | Brent Orton,<br>City of Caldwell<br>83605           | Email         |
| Unsure                                      | I don't go up Hwy 16 very often. So I don't know for sure what this would do and the route from Hwy 16 to I-84. It might be very helpful, but that is why I put Unsure. Not because of financial, I would just need to get more educated about that route.   |                       | 83704   | Comment form  |
| No  | this proposed road is complete boondoggle to nowhere and should not be moved up on the unfunded list of priorities. If the State of Idaho has \$6m they should spend it on higher priorities.  |                       | 83702   | Comment form  |
| No  | You wasted 111 million on the first 2 mile stretch where you gave junk estimates on the daily use to justify this project over widening I84. You estimated 22000 cars but it only gets 12000 cars. This cost tens of thousands of dollars to Canyon County residents in damaged vehicles. You also have projects on the midland interchange that could use the money. You stated when money came available you would do these projects. Phase 3 fixes the East bound offramp and the flying right turn. I have personally seen |                       | Craig Allison<br>83607                              | Comment form  |

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|   | cars cutting people off and stop trying to get to the far left lanes to turn left. Do you want the photos? So what is the problem with you all spending that 6 million on the third south bound lane across the midland interchange. It is on I84 so it would qualify for this project. Spending this 6 million on the midland interchange would have a immediate effect on the traffic. However, you are going to play politics and waste this 6 million on something that you will not have any funds for twenty years. But, we all know this is a forgone conclusion since your priority has always been the great state of Ada. |                       |   |               |
| Yes   | Yes, ITD should begin the preliminary engineering work to extend SH-16 to I-84. Our region is sorely in need of additional North/South corridors which will work to alleviate the heavy burden placed on the limited routes we currently have. With the expected future growth to the west, extending SH-16 allows ITD and other agencies to get in front of the development instead of playing catch up at a later date (as they have had to do in other areas of the Valley).   |                       | 83616   | Comment form  |
| Yes   | We can see the growth hitting the Treasure Valley again. Time to make some improvements...  |                       | 83705   | Comment form  |
|   | Absolutely not! What are you thinking dumping more cars on I84 between Garrity and Ten Mile, a disaster! Take care of the roadways we have.   |                       |   | Letter        |
| Yes   |   |                       | Julianne Shaw, Idaho Department of Lands<br>83709   | Comment form  |
| Yes   |   |                       | Mark Pemble, Caldwell Young Professionals<br>83605  | Comment form  |
| Yes   |   |                       | Randy Bunn<br>83607                                 | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.) | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|---|-----------------------|---|---------------|
| Yes   |   |                       | Theresa Sommer Hughes<br>83646                      | Comment form  |
| No  |   |                       | Jeff Tonkin<br>83646                                | Comment form  |
| Unsure                                      |   |                       | Steve Scarone<br>83686                              | Comment form  |
| Yes   |   |                       | Stacy Stoffel<br>83607                              | Comment form  |
| Yes   |   |                       | 83646   | Comment form  |
| Yes   |   |                       | George & Leigh Brecht<br>83616                      | Comment form  |
| Unsure                                      |   |                       | 83607   | Comment form  |
| Yes   |   |                       | 83616   | Comment form  |
| Yes   |   |                       | Gene and Cindy Foster<br>83676                      | Comment form  |
| Yes   |   |                       | Paul Webster<br>83607                               | Comment form  |
| Yes   |   |                       | Helen Neher<br>83642                                | Comment form  |
| Yes   |   |                       | Jacqie Page-Morton<br>83605                         | Comment form  |
| Yes   |   |                       | Ronald Pridmore<br>83713                            | Comment form  |
| Yes   |   |                       | David Calley<br>83642                               | Comment form  |
| Yes   |   |                       | Jordan Winspear<br>83702                            | Comment form  |

| Yes/No/Unsure<br>(Comment form only)                                       | Comment<br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | Staff Response | Zip Code, and Name/affiliation (if included) | Format       |
|--|--|----------------|--|--------------|
| <b>Should Valley Regional Transit begin design work on a TOD in Nampa?</b> |  |                |  |              |
| Unsure   | I don't know anything about Nampa and the Transit design.  |                | 83704  | Comment form |
| Unsure   | Most likely a good idea.   |                | 83705  | Comment form |
| Yes  | A light rail from NAPA to the airport and downtown would be a boom! Do it now before too much development makes it too costly.   |                | 82669  | Comment form |
| No   | A regional transit route would need to first be developed to address the congestion between Boise and Nampa. Additional transit will only add to existing road traffic. I rail line or dedicated carpool/transit lanes would need to be established first/   |                | 83716  | Comment form |
| Yes  | A terminal to terminal bus would have some value to commuters and others needing to get between the cities. A commuter train on the Union Pacific tracks would be great. No light rail except a downtown loop and/or airport loop. As former user of light rail, nobody ride it if the car traffic is moving faster, or it has to wait for cross car traffic before it can proceed. ( a bridge is required at all intersections) |                | Don Hus<br>83714                             | Comment form |
| Yes  | absolutely!  |                | 83705  | Comment form |
| Unsure   | AFTER Chinden is address.  |                | 83616  | Comment form |
| Yes  | Again much needed as freeway becomes PACKED during peak hours.   |                | 83686  | Comment form |
| Yes  | Also consider mass transit from Nampa and Caldwell into Boise  |                | 83714  | Comment form |
| Yes  | Alternatives to car commuting is needed in this region due to the quick population growth in the area.   |                | David Oster<br>83702                         | Comment form |
| Yes  | Although public transit is rarely 'profitable' (from operating costs, capitals investment to 'income' from fares) it is essential to many in the community who are not able to travel otherwise. May also get a few percent of folk out of their cars (travel times and  |                | 83669  | Comment form |

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|   | 'family' factors are major limitations there), still this is a good expenditure of public funds  |                       |   |               |
| Yes   | And a similar effort should be made in Meridian. The fact that there is not a way to get on a bus easily from Ten Mile and Cherry Lane is ludicrous.   |                       | Craig Morton<br>83642                               | Comment form  |
| Yes   | Anything to alleviate traffic is a good thing.   |                       | Lucie Dorothea Waterman<br>83669                    | Comment form  |
| Yes   | As a solution to continued increased traffic on our roadways, again we need to invest in our future. We do need mass transit options that are easy to develop, and easy to use.  |                       | Howard Surber 83651                                 | Comment form  |
| Yes   | As far as I am concerned, they also need to work on providing cost effective transportation such as paratransit and bus services to the senior and disabled populations from outlying areas such as Star, Nampa, Middleton and Caldwell. There is no excuse for ignoring the needs of these communities...ESPECIALLY WHEN MY TAX DOLLARS ARE BEING USED INAPPROPRIATELY and I am a senior citizen who needs services like these. |                       | 83669   | Comment form  |
| Yes   | As long as the 'station' is placed in an area that will help depressed area's of Nampa, be VERY well lit and safety concerns addressed. Bike lanes need to be carefully considered. They are so desired but do cause traffic concerns in some places in Boise. I don't want to see that happen here.   |                       | 83687   | Comment form  |
| No  | Boise is a higher priority   |                       | 83704   | Comment form  |
| Unsure                                      | Boise needs to be improved & expanded first.   |                       | Curt & Gayle Johanson<br>83713                      | Comment form  |
| Yes   | BUT, the City and local developers/landowners should also participate as well.   |                       | Dave Jones<br>83713                                 | Comment form  |
| Unsure                                      | But... if you build it, people will learn to use it.   |                       | 83616   | Comment form  |
| No  | Canyon County residents need to pay and participate in emissions controls before providing them with transit. Get transit to north Meridian, Eagle, and Star - those are the residents who will pay for it.  |                       | 83646   | Comment form  |

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| Yes   | Dear lord, yes. This should be the highest priority.   |  | 83702   | Comment form  |
| Yes   | Definitely this needs to be done. A regional transit system is critical for those living in the valley. It would also help reduce air pollution.   |  | 83706   | Comment form  |
| Yes   | Funding should be secured for this. There is a need to strongly promote ride sharing and public transportation use to help reduce the number of vehicles traveling back and forth from Canyon to Ada counties. |  | Melinda Lee<br>Norris<br>83642                      | Comment form  |
| No  | Gas automobiles and roads are obsolete. Mass transportation is what is required in the valley.   |  | 83713   | Comment form  |
| Yes   | Good--give people alternatives to driving.   |  | 83706   | Comment form  |
| Yes   | Having transit options for Nampa commuters could help ease (somewhat) traffic on the main arteries.  |  | 83702   | Comment form  |
| Unsure                                      | Honestly, this sounds cool, but the first two are far more important   |  | Student,<br>University of<br>Idaho<br>83646         | Comment form  |
| No  | How about a light rail system from Nampa to Meridian to Boise?   | A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes. | 83646   | Comment form  |
| Yes   | I agree with all your proposals. I do have a funding suggestion. Make contractors pay for widening any roadway or roadways that will be impacted by their development including stop lights or signs.          |  | 83642   | Comment form  |
| Unsure                                      | I am afraid I am not as versed in this question, but I generally favor providing more robust transit options to residents and visitors.  |  | Janet Buschert<br>83616                             | Comment form  |
| Yes   | I am in favor of anything involving public transit. Quality cheap transportation helps mobilize the public and simultaneously relieves traffic congestion.   |  | Peter Nielsen<br>83605                              | Comment form  |

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|   | I used public transit in Spokane, WA for 4 years straight, and I'm all for it.  |   |   |               |
| Unsure                                      | I am uncertain regarding this as it has been discussed over the years and seems to have minimal support.  |   | 83704   | Comment form  |
| No  | I believe they are already using the facility where Happy Day Ford used to be...? Great location already, and a great re-use of existing infrastructure. I say this money would be best used elsewhere (for example a traffic signal at 20-26 and Franklin in Nampa). | The site criteria for the Nampa TOD is specific to the current stakeholders and meets all of their needs. | Doug Thompson<br>83687                              | Comment form  |
| Unsure                                      | I don't go to Nampa much and am unfamiliar with the issue.  |   | 83713   | Comment form  |
| Unsure                                      | I don't know enough to comment intelligently.   |   | 83669   | Comment form  |
| No  | I don't live in Nampa but I don't believe we are ready for mass transit.  |   | 83704   | Comment form  |
| Unsure                                      | I don't live in Nampa.  |   | 83646   | Comment form  |
| Unsure                                      | I don't live there so I don't have an opinion about that.   |   | 83646   | Comment form  |
| No  | I don't think this community is ready for mass transit. Similar mistakes have been made in other communities like the Portland area. Let's use our dollars to fix our current infrastructure.   |   | G. Clovis<br>83704                                  | Comment form  |
| Unsure                                      | I have no input.  |   | 83605   | Comment form  |
| Yes   | I live in Nampa and work in Boise. This would be a good plan to propose.  |   | Steve Scarone<br>83686                              | Comment form  |
| Yes   | I say yes, but unsure of scope of this and where we are at.   |   | 83706   | Comment form  |
| Yes   | I support alternative transportation options for the residents in Nampa etc..   |   | 83706   | Comment form  |
| Unsure                                      | I think it should be investigated to determine the best option and what the utilization would actually be. People in Idaho like their freedom, which means driving themselves around and so I fear it would be a waste of money.                                      |   | 83642   | Comment form  |
| Unsure                                      | I think this is a good idea, but not as much of a priority as is funding the improvement/widening of existing roads and the development of new road   |   | Kyle McAllister<br>83605                            | Comment form  |

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|   | links that are desperately needed. The fact is that in the Treasure Valley way more people drive than use public transport, so any available funding needs to be allocated on our roads and highways right now.   |   |   |               |
| Unsure                                      | I'd rather seen \$\$\$ be put into expanding Chindon through Meridian to Eagle  |   | 83646   | Comment form  |
| Yes   | Idaho needs to improve public transit across the whole state. Having a central hub in Nampa is progress towards that. I do think there needs to be a more frequent public transit system that will regularly take people to and from canyon county to ada county more than two times a day. |   | 83607   | Comment form  |
| Yes   | If done right it would greatly reduce traffic into Boise which equals less pollution, lower road maintenance, safer transits. Those items alone amount to a lot of savings.   |   | 83642   | Comment form  |
| Yes   | If they have the funding to do so.  |   | 83644   | Comment form  |
| Yes   | If you know this will increase bus ridership. Will this also help to increase routes?   | VRT is working with various stakeholders on the Nampa TOD project. This project will not increase route frequency, but the TOD will be on an existing route. Based upon the partners, ridership could increase. | 83702   | Comment form  |
|   | I'm generally not an advocate for public transit. I know there are some people who have no other reasonable choice, but I have yet to see a bus in this area that has more than a handful of riders.  |   | 83714   | Comment form  |
| Yes   | I'm not sure what "transit-oriented development" means, but Nampa needs better VRT service. Also think study of light rail system for the Boise-Namp-Caldwell corridor should begin.  |   | 83669   | Comment form  |
| No  | I'm tired of paying for empty buses driving around. You'd be better served to have a small van service like Harvest transit by a non profit.  |   | 83642   | Comment form  |
| Unsure                                      | Is there Transit serving Meridian & Eagle?  |   | 83616   | Comment form  |
| Unsure                                      | Is this related to developing a light rail line between Nampa and Boise? This light rail line should be a higher priority than this development.  |   | 83616   | Comment form  |
| Unsure                                      | It needs further study and additional public input.   |   | 83646   | Comment form  |

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| Yes   | It will be good for Nampa's continued development.  |                       | 83702   | Comment form  |
| No  | It will not be used to enough. Ridership fees will not be adequate to fund this and should not be subsidized by taxpayers.  |                       | 83616   | Comment form  |
| Unsure                                      | It would change how I go around the area so I'm not sure if this is something that needs to be addressed as much as the other 2 projects since the growth is communities in the Northern end of the valley from what I can see. I live in one of these Northern communities and traffic congestion is my #1 frustration getting around the area in places where it shouldn't be an issue. |                       | Jessica Schumacher<br>83669                         | Comment form  |
| Yes   | It would cut down on traffic and make it possible for those in need to travel more.   |                       | 83644   | Comment form  |
| Yes   | It would help increase use of public transit.   |                       | 83704   | Comment form  |
| Unsure                                      | Kind of pointless with limited bus access and defined routes.   |                       | 83669   | Comment form  |
| No  | Lack of usage of the bus system in Nampa does not warrant a hub and costs associated with it.   |                       | 83686   | Comment form  |
| No  | Let the City of Nampa fund this program. It is not appropriate for VRT to fund projects that have a goal of helping "economically depressed areas".   |                       | Mac McOmber<br>83616                                | Comment form  |
| No  | Lets fix our roads and worry about a transit hub that few will use down the road.   |                       | 83687   | Comment form  |
| Yes   | Let's prep for the future.  |                       | 83709   | Comment form  |
| Yes   | Light rail should be considered between Ontario and the airport and Boise. With stops in Caldwell and Nampa   |                       | Judy K. John<br>83605                               | Comment form  |
| Yes   | Long term it will be needed.  |                       | 83702   | Comment form  |
| No  | Low priority  |                       | 83669   | Comment form  |
| Unsure                                      | Mass transit to provide service to/from Boise - Yes   |                       | 83714   | Comment form  |
| Yes   | More, much more transit is needed. There are only so many spaces for cars on our highways. We cannot build our way out of our travel issues.  |                       | 83634   | Comment form  |

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| Unsure                                      | My feeling's on this are mixed. I have concerns and many targeted questions that would need answered before I could potentially support this. There is opportunity with a project like this but many pitfalls exist as well.   |                       | Zach Pence<br>83616                                 | Comment form  |
| Unsure                                      | Nampa does not have the pedestrian facilities for people to adequately access bus stops right now, nor does it have a high demand for public transportation within the city. I was going to mark no on this question for these reasons, but notice that they propose improving pedestrian and bicycle connections to transit. If this is done first, I can see this being a valuable approach. |                       | 83687   | Comment form  |
| Yes   | Nampa is a fast-growing area and needs this.   |                       | David S. Litster<br>83712                           | Comment form  |
| Yes   | Nampa is developing into a community similar to Meridian.  |                       | Craig Miller<br>83642                               | Comment form  |
| No  | Nampa needs development, but transit never pays its cost and is not likely to bring the sort of crowds that improve business prospects.  |                       | 83616   | Comment form  |
| Yes   | Nampa needs to get into the 21st century where public transportation is concerned. This seems like a great way to move that direction.   |                       | 83687   | Comment form  |
| Yes   | Nampa needs transit options. This is important   |                       | 83686   | Comment form  |
| No  | Nampa, heck no. They cannot even run a good system in Boise yet. Work on a permanent funding source for Boise first.   |                       | 83642   | Comment form  |
| Yes   | Need exists for more comprehensive light rail connecting Boise/Meridian/Nampa. Use overhead rail where needed and street level otherwise. Develop underground/aboveground parking structures for support. Allow business advertising on trans vehicles for support.  |                       | 83713   | Comment form  |
| Yes   | Needed now more than ever..  |                       | Larry McGhee<br>83709                               | Comment form  |
| Unsure                                      | Never do light rail (a boondoggle wherever it has been built). Small buses and many routes may be workable and perhaps break even.   |                       | Bill Betts<br>83646                                 | Comment form  |
| No  | Nobody uses transit in Nampa and regardless, development should be done by the private sector.   |                       | 83711   | Comment form  |

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| Unsure                                      | Not familiar enough with Nampa   |                       | 83616   | Comment form  |
| Unsure                                      | Not if unconnected to bus route connecting the metropolitan areas.   |                       | 83706   | Comment form  |
| No  | Not needed   |                       | 83686   | Comment form  |
| Unsure                                      | Not sure benefit will out weigh the cost   |                       | 83651   | Comment form  |
| Unsure                                      | Not sure if this amount of work and disruption will actually improve mobility in the region.   |                       | 83607   | Comment form  |
| Unsure                                      | Not sure of the needs in Canyon county.  |                       | 83669   | Comment form  |
| No  | Not used enough  |                       | 83607   | Comment form  |
| Yes   | Only if it connects all services for the community that includes Meridian. We need a system that is available to everyone with convenient locations.   |                       | 83642   | Comment form  |
| No  | Our experience in other cities has shown these to be a flop.   |                       | 83646   | Comment form  |
| Yes   | Our infrastructure must be a priority. It's one of the top things that government should see gets done but it appears to me that we are at least five years behind. With the projected growth for Canyon County I don't know why there is a question. Do it! |                       | Ron Tincher<br>83686                                | Comment form  |
| Yes   | Our transportation system needs to be addressed so many things we can do to maintain clean air and quality of life   |                       | Grant Petersen Jr.<br>83702                         | Comment form  |
| Unsure                                      | People like their cars and independence. Not sure there would be enough use for the cost.  |                       | 83669   | Comment form  |
| Unsure                                      | Require more information on this particular issue  |                       | 83616   | Comment form  |
| No  | Ridership should justify this cost and I doubt it does.  |                       | 83646   | Comment form  |
| Unsure                                      | Sounds like a great idea, but I am not familiar enough with Nampa to comment on what would be best there. In general we have put off these vitally important road improvements (items 1&2) for way too long. We need to do it now.                           |                       | 83642   | Comment form  |
| Yes   | The area needs public transportation to all areas in the Treasure Valley.Rush hour Express bus service   |                       | Douglas Mackie<br>83646                             | Comment form  |

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|   | into Boise from Nampa, Middleton, Star and Meridian would also be desirable.  |                       |   |               |
| Unsure                                      | The entire regional transit and even local transit systems all need major planning and development. This needs to be included in the much broader plan for the entire valley.   |                       | 83716   | Comment form  |
| Yes   | The idea of facilitating more public transportation while at the same time revitalizing the community is a great plan.  |                       | Scot McGavin<br>83703                               | Comment form  |
| Yes   | The Karcher area is a traffic nightmare unseen in most cities the size of Nampa.  |                       | 83676   | Comment form  |
| Yes   | The treasure valley has a very poor public transit system. I firmly believe if the system was more functional and easier to use more of the valley residents would use it and it would also help relieve congestion issues on the roads and help with pollution as well.  |                       | Michele W.<br>83709                                 | Comment form  |
| Yes   | The Treasure Valley is desperately in need of public transit.   |                       | 83646   | Comment form  |
| Yes   | The valley is growing at a pace where the infrastructure is far behind. If we want to be a premier place to live, work, and commute this investment must be made.   |                       | 83616   | Comment form  |
| Yes   | The valley NEEDS more public transit of all kinds! This should be the priority for funds put into transportation.   |                       | 83646   | Comment form  |
| No  | The Valley Ride Bus "Regional Hub" in Caldwell is already in place, at great expense to Idaho Taxpayers. It's difficult to tell this large facility is even being used, due to infrequent vehicle traffic and parking at the facility. Please don't throw good money after bad by spending more tax dollars on unnecessary stuff. |                       | 83605   | Comment form  |
| No  | There appears to be NO public support for this. Moreover, I believe we already have a profitable system in place to accomplish this and it is called Commuteride. VRT needs to focus on solving their current failing systems   |                       | 83713   | Comment form  |
| No  | There are more important things to deal with now.   |                       | Kirk Redlin<br>83619                                | Comment form  |

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| No  | There are other transit needs that should be a higher priority like expanding bus service and a high capacity transit line. This seems like something Nampa should be funding as urban renewal.  |                       | 83705   | Comment form  |
| No  | There is already a transit center between Nampa and Caldwell. Use the money to prepare for light rail.   |                       | 83686   | Comment form  |
| Yes   | There should actually be several: central/downtown, Idaho center/cwi, link to the rail to Boise before that all gets sold off!   |                       | Kevin Myers<br>83686                                | Comment form  |
| Yes   | This community needs this service.   |                       | 83702   | Comment form  |
| Yes   | This is a long term solution.  |                       | 83712   | Comment form  |
| Yes   | This makes sense.  |                       | 83651   | Comment form  |
| Yes   | This should have been started 20 years ago both in Boise and all surrounding communities. Look around at every city and it's metropolitan areas the size of Boise- Eugene, OR, Bend, OR, Spokane, WA, and larger like Portland, Seattle, Medford, etc, They all have had mass transit for over 30 years and Boise and it's metro area haven't even began to connect cities or develop a plan to educate residents on the importance of a mass transit plan. People of all socio-economic backgrounds ride buses and trains due to convenience, to avoid sitting in traffic. Make it appealing and inconvenient not to. Stop building parking structures! The mindset here is archaic compared to any city comparable in size. It's going to impede business growth and education for the universities. |                       | 83709   | Comment form  |
| Yes   | This whole area does not have a good transit system and with the growing population there needs to be more transit opportunities for people. Not everyone should have to drive to get around.  |                       | 83642   | Comment form  |
| No  | This would be under-used.  |                       | 83646   | Comment form  |
| Yes   | Transit and high density land uses near transit stops should be encouraged.  |                       | Brian Parker<br>83705                               | Comment form  |

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| No  | Transit at this time is not the answer. For now, money should be put into new road construction. Perhaps down the road transit will be a more important part, but for now realistically, it's cars. cars, cars.   |   | 83616   | Comment form  |
| Yes   | Transit oriented development is essential to smart planning in cities.  |   | 83704   | Comment form  |
| No  | unnecessary   |   | 83616   | Comment form  |
| Yes   | We created food deserts in Nampa when Pauls closed. We need to integrate transit someplace other than DT Boise.   |   | 83686   | Comment form  |
| Yes   | We just need more a better transit system for people in the surrounding area like Nampa, Caldwell, and even Star. we have a transit system that is awesome I think more people would be more proposed to use the system than there own rides.                                     |   | 83709   | Comment form  |
| Yes   | We need a much much better transit system. The reason people don't use it is because the routes, bus stops, and times are unreasonable and makes commuting via bus unrealistic. Better traffic flow would also be a great change whether its by using round abouts, signals, etc. |   | 83669   | Comment form  |
| Yes   | We need additional future alternatives for transportation with growth in the area.  |   | 83616   | Comment form  |
| Yes   | We need to greatly improve public transportation in the valley.   |   | 83646   | Comment form  |
| Yes   | We should explore how we can integrate people moving hubs into our future plans. As the critical mass increases to support and sustain these efforts we need to be prepared for what it takes to move the future.   |   | Mike Harmon<br>83642                                | Comment form  |
| Unsure                                      | We should have transit through the valley that pays for itself. The spoke and model that Boise has is a disaster.   |   | 83709   | Comment form  |
| Unsure                                      | what areas would this reach? Only within Nampa?   | This Transit Oriented Development project will take an existing building and create a central public transportation and community services hub in an economically depressed area in the City of Nampa. The renovation of the existing facility will | 83626   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b>   | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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|   |  | include an integrated system of "active transportation" improvements to help revitalize Nampa's adjacent neighborhoods and major activity centers and drive the economic resurgence of the city and region. The project includes a reconstructed and expanded network of local complete streets and a comprehensive array of pedestrian/bicycle safety improvements and transit linkages. |   |               |
|   | What we need first is an interstate "belt" like other cities (going from SW Boise > Kuna> Nampa SW Boise > N. Boise > Eagle > Nampa/Caldwell) - Think Salt Lake. We need to do it now before we grow too much more. It's so hard getting to the North and South of the Valley and we're just patching the problem with local road so-called improvements.  |   | Jill Thompson<br>83709                              | Comment form  |
| Yes   | Why should Nampa be left out. We have people here in need too.   |   | 83651   | Comment form  |
| Yes   | Will be great for future use   |   | Trish<br>83646                                      | Comment form  |
| Yes   | With Idaho being the fastest growing state in the nation and much of that growth happening in the treasure valley, I believe the only way to address the future transportation needs is to build smart public transportation systems throughout the treasure valley. Long term costs and benefits of public transportation projects are superior to increased lanes and roads designed for single occupancy vehicles which will only mitigate traffic problems in the short term. If our cities are going to function well in the future, we must develop good public transportation that can support a much larger population than we currently have. |   | Crissy Kojima<br>83714                              | Comment form  |
| Yes   | With the amount of growth in the valley. A regional transit system from caldwell to boise would be a great benefit to the area.  |   | 83651   | Comment form  |
| Yes   | Yes - Don't wait for the growing population to make things worse. For development to succeed, transit is critical!   |   | 83605   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | <b>Staff Response</b>  | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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| Yes   | Yes, but only if it's focused on carrying passengers to and from the Meridian/Boise area with more reliability. An effort at more awareness of the availability of said improvements would be a great addition as well.   |  | 83687   | Comment form  |
| Yes   | Yes, but only if the "transit oriented development" is accompanied by actual transit, as in modes of transport. In many parts of the world, even in the USA, these are often buses, but could be some other way of moving people from where they are to where they are going.   |  | Steve Rinehart<br>83702                             | Comment form  |
| Yes   | Yes, the need for public transportation is great in that area.  |  | Rebecca A. Hancocck<br>83713                        | Comment form  |
| Yes   | Yes, we need public transportation to get people moving and keep cars off the roads!  |  | 83714   | Comment form  |
| Yes   | Yes, yes, yes. Anything in any part of the valley to improve public transportation. I came from Portland which has the best people-moving system in the country with their Tri-Met and MAX bus/train system. What a shock to move here and find nothing to connect people from Ontario to Boise. It's disgusting that Idaho is still in the 19th century with nothing even planned! All you people ever talk about and spend money on is the downtown Boise situation. When will you begin talking about how to move people from the west valley to Boise? There is SO much potential here. Is it any wonder why our main roads are bumper-to-bumper with cars? We have long ago given up hope of seeing progress in public transportation in our lifetime. | A train, or similar "high capacity" public transportation service that connects Caldwell to Boise, and communities in between, has been identified as a future need for the valley. Without dedicated funding, work on any type of light rail service will remain in the planning stages. COMPASS will continue to plan for future "high capacity" public transportation to be ready when that time comes. | Ken Hagenlocher<br>83646                            | Comment form  |
| Yes   | You should developing a region wide transit system and pounding on the doors or every state representative demanding a local option tax for our region.   |  | 83709   | Comment form  |
| Yes   | This can be a model for more TOD design and implementation across the valley. This site is within Nampa so both the land use aspects and the traffic aspects are under the auspices of one taxing authority: the City of Nampa.   |  | 83712   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b>           | <b>Format</b> |
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| Yes   | Yes, without a doubt.   |                       | 83702   | Comment form  |
| Unsure                                      | Have not kept up on all the traffic needs in Nampa, but orderly and efficient traffic movement is important for all folks- commercial and residential.  |                       | 83617   | Comment form  |
| Yes   | This area has becoming a metropolitan area and will need to have a transit design to support the growth.  |                       | 83687   | Comment form  |
| No  | Until rider ship is increased or Valley Regional and support its self with rider fees and demand this does not make sense.  |                       | Gary Smith<br>Central Valley Expressway Coalition<br>83669    | Comment form  |
| Yes   | Yes, this seems like a reasonable request. It would help to revitalize a part of Nampa that could use the help and hopefully provide transit to populations that need it. But a wider effort should be made to increase the capacity of transit for the entire valley, not just a single neighborhood in Nampa. |                       | 83702   | Comment form  |
| Yes   | This effort should be done in concert with private sector development unless that is unrealistic.   |                       | William Ditz<br>Mountain West Group, LLC<br>83616             | Comment form  |
| Yes   | Only if it tied in with light rail from Micron to Caldwell  |                       | Ed Garlock<br>83705   | Comment form  |
| Yes   | There are areas of Nampa that are difficult for low income residents to move about easily to get to businesses they need to access. A transit oriented development, if I understand the goals, would help these areas especially, as well as the greater Nampa area.  |                       | 83617   | Comment form  |
| Yes   | If a family does not have access to a car, it is difficult to work, go to school, & other activities. Successful communities have an effective & strategic transportation system.   |                       | 83646   | Comment form  |
|   | NO  |                       |   | Letter        |
|   | We believe that a modest investment in design funds to create a transit hub in the City of Nampa should proceed. It is desired to the City and surrounding landowners become partners and relevant financial participants in this endeavor; if not during the design phase then certainly obligated by          |                       | Dave Jones,<br>PE, Director,<br>Canyon Highway District No. 4 | Email         |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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|   | agreement to do so during any subsequent construction activities.  |                       |   |               |
|   | Yes, Valley Regional Transit should begin design work on a transit oriented development in Nampa. Additionally, they should design options that interconnect communities in the Valley.  |                       |   | Email         |
|   | I think Valley Regional Transit needs to address the dysfunctional public transit situation in Boise before trying to develop one in Nampa. Developing another dysfunctional and under-utilized transit system is a waste of funds. Develop a successful transit system before attempting to build another.                                      |                       |   | Email         |
|   | Only if it includes Park and Ride as well as consistent and reliable bus service to community.   |                       |   | Email         |
|   | In our opinion , with the growth we have seen in Canyon County in the last 10 years, it would greatly improve the traffic situation if we widened the I-84 between Caldwell and Nampa and extended the Hwy 16 to I-84. We here at the Senior Center in Parma also believe public transit in Nampa would benefit all people in the years to come. |                       |   | Email         |
|   | Public transit in the Treasure Valley has not gained the ridership that it should. Encouragement for public transportation needs to be a critical item for commuters around Treasure Valley. Greater ridership would mean less traffic on I-84 and other corridors.  |                       |   | Email         |
|   | All of the projects mentioned must be funded and completed at the earliest possible date. These are life saving and life improving measures. Do not delay.   |                       |   | Email         |
|   | Absolutely these two projects are needed & wanted.   |                       |   | Email         |
|   | However, the Nampa Regional Transit development should not go forward. It is not need or wanted.   |                       |   | Email         |
|   | NO   |                       |   | Email         |
|   | Yes We need a transportation system from Boise to Nampa  |                       |   | Email         |
|   | I submit these comments from the perspective of a retired Professional Engineer in Civil Engineering. I moved to Idaho after retirement several years ago. I lived and worked for over 40 years in a major metropolitan area in Texas. From that experience I  |                       |   | Email         |

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|   | saw what worked, and things that could have been done better. I am favorably impressed by the planning ahead and community input that currently occurs in the Boise metro area. YES, but also consider providing transit into downtown Meridian and Boise and points in-between. |                       |   |               |
|   | As for the Transit hub in Nampa I really don't know to much about that so I don't have an opinion on it.   |                       |   | Email         |
| Yes   |  |                       | Rich Guggenheim<br>83605                              | Comment form  |
| No  |  |                       | Joan Russell<br>83669                                 | Comment form  |
| Unsure                                      |  |                       | Wendy Burrows-Severy<br>City of Wilder<br>83607       | Comment form  |
| Unsure                                      |  |                       | Tracy Hopkins<br>83642                                | Comment form  |
| Yes   |  |                       | Julianne Shaw, Idaho<br>Department of Lands<br>83709  | Comment form  |
| Yes   |  |                       | Jason LaBarbera<br>83687                              | Comment form  |
| Yes   |  |                       | Mark Pemble, Caldwell<br>Young Professionals<br>83605 | Comment form  |
| Unsure                                      |  |                       | Kent Rasmussen<br>83714                               | Comment form  |
| Yes   |  |                       | Ralph Mellin<br>83709                                 | Comment form  |
| Unsure                                      |  |                       | Randy Bunn<br>83607                                   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.) | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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| Yes   |   |                       | Theresa Sommer Hughes 83646                         | Comment form  |
| Unsure                                      |   |                       | Jeff Tonkin 83646                                   | Comment form  |
| Yes   |   |                       | Stacy Stoffel 83607                                 | Comment form  |
| Unsure                                      |   |                       | Ty Walling 83605                                    | Comment form  |
| Yes   |   |                       | Gene and Cindy Foster 83676                         | Comment form  |
| Unsure                                      |   |                       | Paul Webster 83607                                  | Comment form  |
|   |   |                       | 83646 (work in 83605)                               | Comment form  |
| Yes   |   |                       | Helen Neher 83642                                   | Comment form  |
| Yes   |   |                       | Diane Rush 83607                                    | Comment form  |
| Unsure                                      |   |                       | Brian Allen 83605                                   | Comment form  |
| Yes   |   |                       | Jacqie Page-Morton 83605                            | Comment form  |
| Unsure                                      |   |                       | David Baker 83703                                   | Comment form  |
| Yes   |   |                       | Ronald Pridmore 83713                               | Comment form  |
| Yes   |   |                       | Jackie Moran 83616                                  | Comment form  |
| Yes   |   |                       | James Lang 83642                                    | Comment form  |
| Yes   |   |                       | Dick Jacobsen 83646                                 | Comment form  |
| Unsure                                      |   |                       | Cornelius Ziemann 83669                             | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.) | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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| Unsure                                      |   |                       | Wendy Miller<br>83669                               | Comment form  |
| Unsure                                      |   |                       | David Calley<br>83642                               | Comment form  |
| No  |   |                       | Jordan Winspear<br>83702                            | Comment form  |
| Yes   |   |                       | Pie Lin-Yu<br>83706                                 | Comment form  |
| Yes   |   |                       | Annette Matlock<br>83616                            | Comment form  |
| Unsure                                      |   |                       | Cameron Kolos<br>83669                              | Comment form  |

| Yes/No/Unsure<br>(Comment form only)                 | Comment<br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | Staff Response   | Zip Code, and Name/affiliation<br>(if included) | Format       |
|--|---|--|---|--------------|
| <b>Comments on other proposed changes to the TIP</b> |   |  |   |              |
| N/A  | No<br>No<br>No<br>Yes   |  | 83702   | Comment form |
| N/A  | -- Keep the commuteride expansion. As freeway traffic continues inevitably to slow, rideshare and other transit options will become more attractive. -- Most people can figure out safe routes to school without official coordination. Put the money into sidewalks and crossing signals -- actual safety, in other words. -- Yes, increase Middleton park and ride funding. Ask yourselves, how many more cars do you want on State Street? -- Yes, make the entrance to CWI easy and attractive.   |  | Steve Rinehart<br>83702                         | Comment form |
| N/A  | - Park and ride lot: Yes, this can be very beneficial as long as everyone can use it (not just commuters).<br>- Roundabouts: In 98% of the cases, I will ALWAYS be in favor of roundabouts. They have been extremely effective (i.e. Ustick and Lake in Caldwell) and we need more of them (i.e. Ustick and Midland, Ustick and Middleton, Ustick and Northside, Cherry and Northside -- to name a few). I presented a study on roundabouts, and they are BY FAR proven to be one of the best solutions, short term and long term. I would be happy to present this study to others if it'd help. |  | Doug Thompson<br>83687                          | Comment form |
| N/A  | "Remove a Safe Routes to School" - that title alone is asking for backlash. Are you advocating endangering children?  |  | 83669   | Comment form |
| N/A  | *Why would we kill funding for Commuteride in Nampa? Is no one using it? Is it not cost effective? If that's so, then ditch it. If not, by all means keep it!<br>*If it's getting used, please do increase funding for the Park and ride in Middleton. *Roundabouts work. Let's do more, including the one at CWI in Nampa.   | The Commuteride program will not be removed – this proposal is to remove funding for expansion only. At this time, Commuteride has enough vans to operate their program throughout the region. No new vans are needed. However, Commuteride is applying for funds to | 83702   | Comment form |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | <b>Staff Response</b>                                       | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
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|   |   | replace existing vans that have exceeded their useful life. |   |               |
| N/A   | 1. No, population is increasing in Canyon County, especially Nampa, and I believe that the city could take advantage of the Commuteride program to encourage civic participation at downtown events.<br>2. No comment. 3. Yes, as long as mass transportation is provided, or a ride share program is heavily promoted. 4. No comment.                            |   | Melinda Lee<br>Norris<br>83642                      | Comment form  |
| N/A   | A. My first thought is not to remove expansion of computer ride in Nampa. B. The coordinator project is likely adequately funded by the school districts at least for now. C. Yes I would increase funding for the park and ride lot. D. I would increase funding for the entrance, but might prefer a traffic light instead of a round about - at least for now. |   | Ralph Mellin<br>83709                               | Comment form  |
| N/A   | Add paratransit and regional bus services to elderly and disabled that are cost effective and beneficial. Then worry about this other stuff.  |   | 83669   | Comment form  |
| N/A   | Agree on first two, don't know enough on the third to comment. Disagree on number four, CWI is underutilized, don't sink more \$\$ there until demand is proven.  |   | 83616   | Comment form  |
| N/A   | Agree with all.   |   | 83709   | Comment form  |
| N/A   | Agree with bullet 1 - remove expansion Agree with bullet 2 - remove safe routes Agree somewhat with bullet 3 - create a park-n-ride area but it doesnt have to be grandiose Not sure about bullet 4 - I'm not sure this is the greatest issue we have in the community (see items 1 & 2 above)  |   | G. Clovis<br>83704                                  | Comment form  |
| N/A   | Agreed  |   | 83704   | Comment form  |
| N/A   | All funding should be routed to the hwy 16 expansion. It is the most important.   |   | 83616   | Comment form  |
| N/A   | All good changes. Proceed.  |   | Dave Jones<br>83713                                 | Comment form  |
| N/A   | As the population increases so will the attendees to our colleges. Getting in and out of these institutions with ease will also help with enrollment. Everyone is   |   | Michele W.<br>83709                                 | Comment form  |

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|   | in a hurry these days and CWI has students with families and jobs so the need to have a safe functional entrance will help with commute times. Roundabouts built properly are a great way to move traffic. Keep building them but build them correctly...no single lane roundabouts, they need to be at least a double to move traffic safely and efficiently. |  |   |               |
| N/A   | Commuter programs and school safe routes are necessary, please do not cut them.  |  | 83702   | Comment form  |
| N/A   | Commuteride and SRTS are both vital programs in implementing cultural shifts away from single passenger vehicle use. I'm fairly indifferent to the other 2.  |  | Brian Parker<br>83705                               | Comment form  |
| N/A   | Commuteride is a successful program, certainly as compared to the VRT buses which run mostly empty most of the time. So why not expand it? OK to remove the Safe Routes coordinator No on funding a Park & Ride Lot in Middleton. How many people ride to/from that area now? I'll bet it is not very many. OK for work at College of Western Idaho.           | At this time, Commuteride has enough vans to operate their program. No new vans are needed. However, Commuteride is applying for funds to replace existing vans that have exceeded their useful life.<br><br>The Route 44 will serve the Middleton at the new Middleton park and ride location. Route 44 currently provides approximately 19,000 trips per year. | Mac McOmber<br>83616                                | Comment form  |
| N/A   | Commuteride is the only thing associated with VRT that actually works. If course this should happen in Canyon County if there are sufficient folks that would utilize the service.   |  | 83642   | Comment form  |
| N/A   | Consider changing the traffic pattern around the Marketplace. The traffic there is HORRIBLE!!  |  | 83687   | Comment form  |
| N/A   | Consider overpasses/underpasses on Eagle Rd. at major street crossings   |  | 83714   | Comment form  |
| N/A   | Cwi doesnt need funding  |  | Student,<br>University of<br>Idaho                  | Comment form  |
| N/A   | Do not remove the Canyon County projects.  |  | 83712   | Comment form  |
| N/A   | Don't know enough to comment. Park & Ride in Middleton seems relatively inexpensive.   |  | 83706   | Comment form  |
| N/A   | don't know enough about these plans to comment   |  | 83616   | Comment form  |

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| N/A   | Entrance and roundabout improvements are needed.   |   | 83706   | Comment form  |
| N/A   | Expand the Buses to run on the weekends, it would cut down on traffic!   |   | Gene and Cindy Foster<br>83676                      | Comment form  |
| N/A   | Gas automobiles and roads are obsolete. Mass transportation is what is required in the valley.   |   | 83713   | Comment form  |
| N/A   | good projects  |   | 83642   | Comment form  |
| N/A   | How are all of these projects on the list and widening Chinden from Eagle Rd. to the West is not?  | <p>There are actually four projects to widen US 20/26 currently in the program.</p> <ul style="list-style-type: none"> <li>• US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle – Total \$14,350,000 with construction budgeted in FY2022</li> <li>• US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road) – Total \$10,625,000 with construction budgeted in FY2021</li> <li>• US 20/26 (Chinden), SH-16 to Linder Road, Ada County and Meridian – Total \$16,650,000 with construction budgeted in Preliminary Development (beyond FY2022)</li> <li>• US 20/26 (Chinden), Star Road to SH-16, Ada County – Total \$5,550,000 with construction budgeted in Preliminary Development (beyond FY2022)</li> </ul> <p>Funding is limited; therefore, the widening of US 20/26 (Chinden) is occurring by segment, starting on the eastern end of the corridor.</p> | Jeff Tonkin<br>83646                                | Comment form  |
| N/A   | I support any plans for park and ride lots. The Treasure Valley needs to pursue more opportunities to make public transportation throughout the Valley more accessible. Park and ride lots are a good start. |   | 83716   | Comment form  |
| N/A   | I am more interested in a commuter lane between Nampa and Boise.   |   | 83642   | Comment form  |
| N/A   | I believe that widening Hwy 20/26 would be more of a priority than the Hwy 16 extension. Its a main hwy  |   | 83646   | Comment form  |

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|   | and needs to be widened at least from Eagle Rd. to Middleton Rd.  |   |   |               |
| N/A   | I do not at all agree with the proposal to remove the expansion of commuteride or removal of a safe routes to school coordinator. These projects are incredibly important in what should be addressing traffic problems at their root cause-which is more cars on the road than the current systems can handle. The focus should be on finding ways of reducing the amount of cars, which both commuteride and safe routes to school address. I support increasing funding for a park and ride in Middleton, especially considering Boise is planning a rapid bus transit system for State street. If this could connect public buses to the RBT, this would be excellent. My experience in college was that most students walked or rode their bikes everywhere. Focus on projects that increase the safety and accessibility for pedestrians and bikes. |   | Crissy Kojima<br>83714                              | Comment form  |
| N/A   | I don't feel like these items are as impactful as the interstate improvements   |   | Natalie Filbert<br>83714                            | Comment form  |
| N/A   | I don't have much of an opinion on this as it really should fall more to those impacted more.   |   | Zach Pence<br>83616                                 | Comment form  |
| N/A   | I don't know enough to comment intelligently.   |   | 83669   | Comment form  |
| N/A   | I don't live in Canyon County but I'm sure these are all good ideas.  |   | 83702   | Comment form  |
| N/A   | I don't live in Canyon County, but shouldn't children there have safe routes to school?   | The importance of the Safe Routes to School program has not changed; the project was determined ineligible for this funding source. | 83669   | Comment form  |
| N/A   | I feel we should also consider the 20-26 corridor completion also to help increase East and West traffic flow.  |   | Mike Harmon<br>83642                                | Comment form  |
| N/A   | I hate roundabouts No No to everything they need it   |   | Lucie Dorothea Waterman<br>83669                    | Comment form  |
| N/A   | I have no comments on these items, no dog in the hunt.  |   | 83646   | Comment form  |

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| N/A   | I have no input on any of the above   |                       | 83626   | Comment form  |
| N/A   | I have read & understand the need for these changes. Encouraging & supporting non-motorized & mass transit should continue to be a priority.  |                       | 83706   | Comment form  |
| N/A   | I like the idea of a roundabout at CWI in Nampa.  |                       | 83687   | Comment form  |
| N/A   | I never like to see Commuteride or Safe Routes to School funding and support removed.   |                       | Janet Buschert<br>83616                             | Comment form  |
| N/A   | I really like the idea of cwi improvements  |                       | Trish<br>83646                                      | Comment form  |
| N/A   | I really only support changes that promote alternative transportation options that won't contribute to our poor air quality through increased carbon emissions. Let's try and encourage smart growth and inclusion of the "true" costs associated with the types of development that has occurred in the Treasure Valley. |                       | 83706   | Comment form  |
| N/A   | I support all of these  |                       | Pie Lin-Yu<br>83706                                 | Comment form  |
| N/A   | I think all of these projects need to be accomplished over time to provide for business and population growth. Don't remove any of these projects.  |                       | Douglas Mackie<br>83646                             | Comment form  |
| N/A   | I think that taking any Commuteride options from the table is a bad idea as it will leave out others that need it to just to satisfy a few.   |                       | 83651   | Comment form  |
| N/A   | I think these 4 ideas are good as long as they fit into the funding as described.   |                       | Ronald Pridmore<br>83713                            | Comment form  |
| N/A   | I think traffic issue should be addressed first.  |                       | 83669   | Comment form  |
| N/A   | I would determine "committed" usage before expanding and/or funding any of the above initiatives.   |                       | 83714   | Comment form  |
| N/A   | I'm not familiar enough with these to make any comments.  |                       | 83716   | Comment form  |
| N/A   | I'm not sure about most of these projects...I would call them low priority. I don't think the Commuteride program expansion is really needed at this time. I think the Safe Routes to School project in Canyon County would be beneficial. The  |                       | Diane Rush<br>83607                                 | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|--|-----------------------|---|---------------|
|   | park and ride lot would be a nice thing, but not critical; same for the entrance and roundabout improvements at the College of Western Idaho. The top priorities that will benefit the largest population and are the most critical are widening I-84 and extending Hwy. 16 to I-84. |                       |   |               |
| N/A   | Idaho is so far behind the times. They should have been doing these projects 10 years ago. Get with it. You want people to move here but don't do anything but build build build with no infrastructure.   |                       | 83646   | Comment form  |
| N/A   | If things don't pay for themselves then modify or scrap them.  |                       | 83709   | Comment form  |
| N/A   | I'm still seeing no passengers on the buses( or hardly any I see that you have covers over the windows so people can't see that there are no riders) why do you keep spending tax payer money on something that is not going to be used.   |                       | 83686   | Comment form  |
| N/A   | Increase bus service to low income areas.  |                       | 83651   | Comment form  |
| N/A   | Increase funding for a park and ride lot at Picadilly Park in Middleton  |                       | 83704   | Comment form  |
| N/A   | KEEP a Safe Routes to School coordinator project in Canyon County  |                       | 83686   | Comment form  |
| N/A   | Mass rapid transit! Buses , light rail   |                       | 83713   | Comment form  |
| N/A   | Middleton needs help with transportation   |                       | 83605   | Comment form  |
| N/A   | Na   |                       | 83716   | Comment form  |
| N/A   | Need to investigate transit options for the north valley (Star/Middleton) to major cities (Boise, Nampa & Caldwell).   |                       | Wendy Miller<br>83669                               | Comment form  |
| N/A   | Need to keep first two items above and delete roundabout for college.  |                       | 83686   | Comment form  |
| N/A   | Neutral interest   |                       | 83642   | Comment form  |
| N/A   | Nice to have but not of the highest priority.  |                       | 83646   | Comment form  |
| N/A   | No No Yes Yes  |                       | 83646   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|--|-----------------------|---|---------------|
| N/A   | No Yes No No   |                       | 83669   | Comment form  |
| N/A   | No comment   |                       | Rebecca A. Hancocck<br>83713                        | Comment form  |
| N/A   | no comment   |                       | 83634   | Comment form  |
| N/A   | no comment   |                       | 83616   | Comment form  |
| N/A   | No comment except Idahoans can't seem to figure out roundabouts so just keep that in mind.   |                       | 83716   | Comment form  |
| N/A   | No comment on these  |                       | 83616   | Comment form  |
| N/A   | No comment.  |                       | David Baker<br>83703                                | Comment form  |
| N/A   | No comments here.  |                       | 83709   | Comment form  |
| N/A   | No more round a bouts please, if we have no choice, at least do a PSA so people can learn how to use them.   |                       | Jason LaBarbera<br>83687                            | Comment form  |
| N/A   | No more roundabouts. They are dangerous and a light or stop sign works much better. Keep your commuter ride and the safe routes unaffected, but please increase Middleton's park and ride. |                       | Tamara Sullivan-Watson<br>83669                     | Comment form  |
| N/A   | No real comment on these items as I'm not familiar enough with any of them to make an intelligent assessment of the situations.  |                       | Jessica Schumacher<br>83669                         | Comment form  |
| N/A   | No thanks  |                       | H Marie Baldner<br>83706-1019                       | Comment form  |
| N/A   | No to one and two. Yes to three and four.  |                       | 83616   | Comment form  |
| N/A   | No! That is going backwards again. Commuter Ride is a step toward bass transit. Hello?!  |                       | 83709   | Comment form  |
| N/A   | none   |                       | 83646   | Comment form  |
| N/A   | None of these interest me.   |                       | 83642   | Comment form  |
| N/A   | None of these seem necessary. If funds can be allocated to the above needs it would be a better use of resources   |                       | Curt & Gayle Johanson<br>83713                      | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|--|-----------------------|---|---------------|
| N/A   | Not enough information is given about why these are being proposed to be removed.  |                       | 83687   | Comment form  |
| N/A   | not fully informed to make a choice  |                       | 83605   | Comment form  |
| N/A   | Not Sure.  |                       | 83713   | Comment form  |
| N/A   | Of all traffic issues within the city, the traffic going in/out of College of Western Idaho in Nampa does not seem significant enough to pull from the other priority considerations.  |                       | 83646   | Comment form  |
| N/A   | Picadilly Park Project: I don't live in Middleton, but I have seen final plans of Picadilly Park, and parking for a Park and Ride appears to be very small. The search for another location for a Middleton Park and Ride seems like the best route.   |                       | Mark Pemble, Caldwell Young Professionals 83605     | Comment form  |
| N/A   | Please do not remove any commuteride options, encouraging people to utilize vans and public transportation should be a top priority.   |                       | 83669   | Comment form  |
| N/A   | Please do not remove Safe Routes to School coordinator. With the increase in population and recent pedestrian deaths, this is money well worth spent.  |                       | 83705   | Comment form  |
| N/A   | Please do remove funding for safe routes to schools. Funding at CWI should be funded by CWI--not Compass   |                       | 83686   | Comment form  |
| N/A   | prefer roundabout improvements at CWI  |                       | 83712   | Comment form  |
| N/A   | Prepare for 2021 Commuteride in Nampa now Do not remove safe routes to School project Yes to the Picadilly Park I don't know about the roundabout at the CWI in Nampa  |                       | 83712   | Comment form  |
| N/A   | Remove expansion of Commuteride program in Nampa Urbanized Area - YES Remove a Safe Routes to School coordinator project in Canyon County - NO Increase funding for a park and ride lot at Picadilly Park in Middleton - YES Increase funding for entrance and roundabout improvements at the College of Western Idaho in Nampa - Low Priority |                       | 83646   | Comment form  |
| N/A   | Remove funding for park and ride. Remove funding for entrance to CWI.  |                       | 83616   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|--|-----------------------|---|---------------|
| N/A   | Remove funding to expand the Commuteride program in the Nampa Urbanized Area -- Yes. Increase funding for entrance and roundabout improvements at the College of Western Idaho in the City of Nampa --- YES Increase funding for a park and ride lot at Piccadilly Park in the City of Middleton -- No. Remove a Safe Routes to School coordinator project in Canyon County -- Yes.  |                       | 83709   | Comment form  |
| N/A   | Removing commuteride expansion and Safe Routes in Canyon County is a poor use of tightening budgets. These are important.  |                       | 83705   | Comment form  |
| N/A   | Roads or road improvements only please!!!  |                       | 83616   | Comment form  |
| N/A   | Roundabouts are the future and keeps traffic moving safely   |                       | Judy K. John<br>83605                               | Comment form  |
| N/A   | See above  |                       | 83713   | Comment form  |
| N/A   | Seems like CWI should be funding improvements to their entrance.   |                       | 83705   | Comment form  |
| N/A   | Seems to be a need in the next five years. On each one of these proposals.   |                       | Craig Miller<br>83642                               | Comment form  |
| N/A   | Stop politicians from ripping off our highway \$\$\$\$! - due to 'clerical errors', they should go to jail for corruption and theft!   |                       | 83706   | Comment form  |
| N/A   | The improvement of access to mass transit to cover the valley would be in everyone's interest. Right now to go from my residence near N Mitchell and McMillian to my work near Watertower and Locust Grove my only option is to walk to Maple Grove & Goddard catch bus there, ride to mall, catch bus there get to Franklin & Maple Grove and walk to work - >1 hr each way with only specific times, none getting me to work before 7 am (our start time). |                       | 83704   | Comment form  |
| N/A   | The Marketplace interchange in Nampa is a mess and is the next Eagle road with all of the retail and residential developments. Assuming the design was to address growth on the South side of the freeway, but the amount of development on the north side makes it a dangerous area in need of immediate attention. I believe a quick correction would be to stop/moderate west bound freeway traffic heading   |                       | 83687   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|--|-----------------------|---|---------------|
|   | south on 55 and allow 2 lanes of southbound Midland traffic through the light. This specific area is a hot bed of aggressive driving and I have been in many situation and have seen numerous others.  |                       |   |               |
| N/A   | The only one I have issue with is the park and ride in Middleton. It is my opinion there must be a better location for it than a park area. We are losing to many outdoor areas already.   |                       | 83687   | Comment form  |
| N/A   | The only when I am familiar with is the park and ride at Piccadilly Park in Middleton. I would first obtain votes from the citizens of Middleton city and surrounding area to see if they would even use this. Has it worked well in other areas such as Eagle?  |                       | 84669   | Comment form  |
| N/A   | The safe routes to school program has been training thousands of kids to ride safely and be more aware of traffic. It must stay!@  |                       | 83687   | Comment form  |
| N/A   | These projects need to be balanced against the need to expand Chinden from Eagle Rd to Caldwell. This major corridor has an inordinately high number of accidents, and they could be alleviated by expanding the roadway. In fact, it may reduce traffic on I84, thus negating the expansion project noted in #1 |                       | 83646   | Comment form  |
| N/A   | These sound like reasonable actions based on the description.  |                       | 83716   | Comment form  |
| N/A   | Unsure   |                       | 83646-1034  | Comment form  |
| N/A   | Unsure   |                       | 83642   | Comment form  |
| N/A   | Unsure on these.   |                       | 83642   | Comment form  |
| N/A   | We live on the border of meridian and Nampa.   |                       | 83642   | Comment form  |
| N/A   | We need more transit options in ada county   |                       | 83634   | Comment form  |
| N/A   | We need Safe Routes to School! We need to expand the Commuteride program in Nampa.   |                       | 83642   | Comment form  |
| N/A   | What public urban good would be served by removing expansion of commuteride or safe routes to school?  |                       | 83702   | Comment form  |
| N/A   | What removal of safe routes to school coordinator project we don't to protect our kids now? They need  |                       | 83605   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | <b>Staff Response</b>   | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|---|---|---|---------------|
|   | to have safe travel since buses will not pick them up within a certain area.  |   |   |               |
| N/A   | What we need first is an interstate "belt" like other cities (going from SW Boise > Kuna> Nampa SW Boise > N. Boise > Eagle > Nampa/Caldwell) - Think Salt Lake. We need to do it now before we grow too much more. It's so hard getting to the North and South of the Valley and we're just patching the problem with local road so-called improvements. |   | Jill Thompson<br>83709                              | Comment form  |
| N/A   | Why are you proposing to remove expansion of the Commuteride program in Nampa? We need more carpooling, not less. As a Boise resident, I am directly impacted by all the traffic from Nampa commuters.  | The Commuteride program will not be removed – this proposal is to remove funding for expansion only. At this time, Commuteride has enough vans to operate their program throughout the region. No new vans are needed. However, Commuteride is applying for funds to replace existing vans that have exceeded their useful life.  | 83703   | Comment form  |
| N/A   | Why not widen Chinden? It is a NIGHTMARE. Please, get with the program and widen this major road (and NOT just from Eagle to Locust Grove, but for many miles West of Eagle!!!)   | <p>There are actually four projects to widen US 20/26 currently in the program.</p> <ul style="list-style-type: none"> <li>• US 20/26 (Chinden), Linder Road to Locust Grove, Meridian and Eagle – Total \$14,350,000 with construction budgeted in FY2022</li> <li>• US 20/26 (Chinden), Locust Grove Road to SH-55 (Eagle Road) – Total \$10,625,000 with construction budgeted in FY2021</li> <li>• US 20/26 (Chinden), SH-16 to Linder Road, Ada County and Meridian – Total \$16,650,000 with construction budgeted in Preliminary Development (beyond FY2022)</li> <li>• US 20/26 (Chinden), Star Road to SH-16, Ada County – Total \$5,550,000 with construction budgeted in Preliminary Development (beyond FY2022)</li> </ul> <p>Funding is limited; therefore, the widening of US 20/26 (Chinden) is occurring by segment, starting on the eastern end of the corridor.</p> | 83616   | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b>   | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|--|---|---|---------------|
| N/A   | <p>Why remove commuter ride? If being used continue it, safe routes i don't know the issue well enough to comment , I support round abouts they seem very efficient to me</p> <p><i>Second comment after receiving COMPASS response:</i></p> <p>Thank you for update, i think we really need to get the freeway done and chinden at least to can ada from eagle to five lanes!!! this is killing commute times and dissatisfied employees. thanks for all you do</p> | The Commuteride program will not be removed – this proposal is to remove funding for expansion only. ACHD has determined additional Commuteride van routes are not needed in the Nampa Urbanized Area through FY2021. | Grant Petersen Jr.<br>83702                         | Comment form  |
| N/A   | Why would we remove expansion of a Commuteride program or a safe routes to school project? These seem like backward steps...and yes, increase funding on the other two   |   | 83605   | Comment form  |
| N/A   | Why would you remove expansion of the commuteride program? If it is because its underutilized, perhaps you should look at the reasons for underutilization. We need commuter options between Nampa-Caldwell and Boise. Period. Congestion, Smog, road accidents. If you drive in this area you know this. And, yes - increase funding for park and ride in Middleton area.   |   | 83702   | Comment form  |
| N/A   | widen 20-26  |   | 83646   | Comment form  |
| N/A   | yes to all above   |   | 83616   | Comment form  |
| N/A   | Yes to all above except for roundabouts.   |   | 83705   | Comment form  |
| N/A   | Yes to the two increases, no to the two removals   |   | 83702   | Comment form  |
| N/A   | I always hate to see a safe Routes to school program removed. If children cannot walk to school safely, that means roads and sidewalks are not safe for other people to exercise and move about the neighborhood. I could not find additional information on this funding item but wish to state that walkable and bikeable neighborhoods are safer and have   |   | 83702-3321  | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b>        | <b>Format</b> |
|---|---|-----------------------|--|---------------|
|   | higher property values than Neighborhoods that are unsafe for children or adults to walk in.  |                       |  |               |
| N/A   | Keep us country not Californian   |                       | 83646  | Comment form  |
| N/A   | All of these items are needed. I am troubled that The Valley waits until it is a crisis to address needed transportation issues. Let us have a vision, CWI growth is a given- deal with it now with work that will take us 12 years forward.  |                       | 83686  | Comment form  |
| N/A   | Yes to all  |                       | 83716  | Comment form  |
| N/A   | Commuterfide progr.---no opinion Safe Routes Coordinator project---keep Increase funding park and ride---no opinion Increase funding for CWI entrance --No  |                       | 83656  | Comment form  |
| N/A   | I agree with the proposed changes.  |                       | Wendy Burrows-Severy<br>City of Wilder<br>83607            | Comment form  |
| N/A   | DO expand Commuteride program in Nampa. Do NOT remove a SRTS coordinator project. INCREASE funding for a Middleton park & ride lot. No comment on CWI improvements.   |                       | 83702  | Comment form  |
| N/A   | Unsure  |                       | 83687  | Comment form  |
| N/A   | Idaho citizens still like their cars. That is a fact of life. As we grow that may change but we are still a very rural community that likes its independence. Local control in our public education districts, in our city's and in our day to day life style. While we are growing over all we still want to control our lives right down to our transportation.   |                       | Gary Smith<br>Central Valley Expressway Coalition<br>83669 | Comment form  |
| N/A   | These changes seem reasonable. If Commuteride isn't effectively serving the Nampa Urbanized Area why bother offering it? Commuteride is an Ada County Highway District function anyway. It seems like Canyon County ought to be addressing the need, if it exists, or perhaps Valley Regional Transit, which has some van pool options in Canyon County. Safe Routes to School is an important program, but |                       | 83702  | Comment form  |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)   | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|---|-----------------------|---|---------------|
|   | it seems like there has been a lot of difficulty in keeping someone on the job. If the YMCA can continue to fund the position I don't see a problem. Park and Ride lots do a lot of help reduce congestion by encouraging people to share the ride, by car pool, van pool or someday, transit. Making it easier for people to commute is a very good idea. Increasing funding for the fast growing CWI campus and improvements to the entrance and roundabout are a good idea.  |                       |   |               |
| N/A   | Not knowledgeable enough to comment.  |                       | 83617   | Comment form  |
| N/A   | Please do not remove safe routes to school coordinator project in canyon County.  |                       | 83646   | Comment form  |
| N/A   | <p>Remove funding to expand Commuteride: No! Any and all resources for expansion of existing commuter programs should be a top priority including long range planning for LIGHT RAIL. Buses best serve local population centers and should be expected to feed rail.</p> <p>Roundabouts: YES! Everywhere in lieu of expensive and traffic-snarling signals! Teach how to approach and navigate roundabouts in ALL drivers education programs and make it mandatory for renewals.</p> <p>Park and Ride: Yes</p> <p>Safe Routes to School: These should be mandatory, but not sure of costs.</p> <p>PS: Why does ACHD continue to get away with such limited public input and access to their planning/taxation processes?? Is there someone at ACHD who has the responsibility to do what your well-designed web site does? Good job on your part!</p> |                       | Karen Greenwade<br>83687                            | Phone call    |
| N/A   | All of the projects mentioned must be funded and volpleted at the earliest possible date. These are life saving and life improving measures. Do not delay.  |                       |   | Email         |
| N/A   | Absolutely these two projects are needed & wanted.  |                       |   | Email         |

| <b>Yes/No/Unsure</b><br>(Comment form only) | <b>Comment</b><br>(The comments below are verbatim, as submitted by the commenter.<br>As such, typographical errors have not been corrected.)  | <b>Staff Response</b> | <b>Zip Code, and Name/affiliation (if included)</b> | <b>Format</b> |
|---|--|-----------------------|---|---------------|
| N/A   | However, the Nampa Regional Transit development should not go forward. It is not need or wanted.   |                       |   | Email         |
| N/A   | <p>1. The area missed an opportunity years ago by not providing for Eagle Road to become a limited access, freeway, corridor. The area is now too developed to accomplish this and traffic suffers. It is good to see the thinking ahead for SH16. But there are other places in the metro area where now is the time to acquire sufficient ROW to allow to allow future freeways, Hwy 69, I-84 to Kuna for instance.</p> <p>2. Consider grade separated intersections at major streets crossing Eagle Rd. such as Franklin, Fairview, Untick and Chinden. That way through traffic can proceed without stopping. Grade separations would also improve traffic flow at other places, but Eagle Rd should take priority.</p> <p>3. A lot of valuable farm land around Meridian, Nampa, and Caldwell is being taken up by development and can never again be farmed. Consider promoting development to the east of Boise where the land is not suitable for farming.</p> |                       |   | Email         |



## OFFICE OF THE MAYOR

MAYOR: David H. Bieter

January 23, 2018

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

**RE: Proposed Regional Transportation Improvement Program (TIP) Changes  
State Highway 16, I-84 to US 20/26**

Mr. Stoll,

The Idaho Transportation Department (ITD) proposes over \$6 million be programed in the transportation improvement plan for a study and preliminary engineering on the above-referenced project by moving the project from the unfunded list in the TIP to the funded list.

Communities in Motion (CIM) identifies over 30 unfunded, prioritized, regionally significant transportation needs. State Highway 16 is listed #14 on the unfunded list. The subject segment, from Interstate 84 to Chinden Boulevard (US 20/26), is included in a larger, longer-term project: *State Highway 16/McDermott Road, Kuna-Mora Road to Ada/Gem County Line*.

The City of Boise supports advancing and completing high-volume, regional corridors such as State Highway 44/State Street (including the State/Glenwood intersection) (CIM unfunded priority #2) and US Highway 20/26 (Chinden), Middleton to Locust Grove (CIM unfunded priority #3), before expanding the funded list to include State Highway 16 at this time. The City of Boise does not support ITD's proposed addition of the SH-16 project to the TIP funded list.

Sincerely,

David H. Bieter

cc: Toni Tisdale, COMPASS

