

Public Comments Received (Verbatim)

Additional Projects Proposed for *Communities in Motion 2050*:

- National Environmental Policy Act study to determine a preferred State Highway 45 realignment option.
- Interchange Modification Report of a connection from the I-84 and State Highway 16 Interchange to roadways to the south.
- Widen Franklin Road to five lanes from Star Road to the State Highway 16 alignment.

Public Comment Period: October 25 – November 8, 2022

Total number of individuals submitting comments: 14

Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name, Zip Code, Affiliation	Format
I feel like the plans are solid and that there always needs to have more walkability and use for public transportation I am grateful that people want to use a light rail and shuttle at some point but there needs to be a bit more ridership wanted I hope that we can find a solid compromise on what should be done for the community at large and that would need to be able to take care of the transport as a whole	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, and Valley Regional Transit.	Ian Bott	Email
To whom it may concern Unusual, but I consider all of the amendments worthy of pursuing	Thank you for your comments; they will be shared with the COMPASS Board of Directors.	Hubert Osborne	Email
Please consider building grade seperated intersections on Eagle Rd and major east-west streets, Franklin, Fairview, Ustic, and Chinden	Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Eagle, the City of Boise, and the City of Garden City, the City of Meridian, and the Idaho Transportation Department.	NA	Email
I particularly like the study on the future southern connection to the I-84 - SH-16 Interchange Now is the time to take a good look at it	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.	Mac McOmber	Email

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<p>I am not familiar enough to render an opinion on the Nampa projects, although in reading them they look to make a great deal of sense. The "New" Cole road RR Crossing is one of the many needed in the area and would strongly support that addition to the work schedule. Don't exactly know how it ranks against the other RR crossing needs, but would rely on your expertise to make that call.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, Ada County Highway District, and Valley Regional Transit.</p>	<p>Harold Klein</p>	<p>Email</p>
<p>I would like to express my support for the "Add/extend the scope of the Canyon Street Pathway project in the City of Nampa". In looking at the City of Nampa Bicycle and Pedestrian Master Plan from August 2011, it is clear that this pathway was needed in 2011 and is still needed to get children safely to and from Centennial Elementary School in Nampa. In looking at the Centennial School profile on the Public School Review website, the data provided would lead one to conclude that many of the Centennial students walk and bicycle to school. For instance, the state of Idaho statewide average for students eligible for free lunch is 25% - the students eligible for free lunch at Centennial is 44%. This project is necessary to the safety of the students and the neighborhood and should be expedited. Thank you for the opportunity to provide comments on the proposed amendments to the Communities in Motion.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa.</p>	<p>Mary Beth Nutting</p>	<p>Email</p>
<p>For decades, I lived in a growing region that built a light-rail system. It was very expensive and vastly underutilized by daily riders, rather it was used by people who decided to sleep in it nightly. The net result was no decrease in vehicular traffic on the roads. I believe it would be much more efficient to increase bus service so that schedules and routes can be easily modified in order to serve the greatest number of people, rather than building a fixed light-rail system.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Melanie Johnson</p>	<p>Email</p>

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<p>Let's get small rail service going between Caldwell, Nampa, Meridian and Boise, before the land is gone. Coming from Salt Lake & Utah County where we were able to ride light rail to SL Bee's Baseball, Utah Utes Football, Utah Jazz basketball games and many concerts where they attack anywhere from 10,000 to 50,000 spectators. It was great to get in short line to get on the train not too far from our home to our destination and ride it back avoiding all the traffic. Thanks again for what you are trying to do.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Caldwell, the City of Nampa, the City of Meridian, the City of Boise, and Valley Regional Transit.</p>	<p>Don Benson</p>	<p>Email</p>
<p>I believe that Idaho would benefit from a high-speed rail from Caldwell to Mountain Home. This would reduce the traffic on I84. I84 is constantly being widened and lanes added to deal with the traffic that has increased with exploding development. Increased traffic also means increased repairs on the highway. It would also spread-out development along that corridor instead of concentrating it on the Western side of the Treasure Valley. Yes, a large swath of land would be needed for the track beds, parking facilities & stations but this would be done all at once rather than the piecemeal manner that is happening with widening the highway. A high-speed rail would also reduce the amount of traffic & parking needed in Boise and other cities. It would reduce traffic accidents. It would increase the use of city bus lines from the station to the passenger's final destination. My husband and I have enjoyed the convenience of Metros in other major cities. It's time that the Treasure Valley grows up to it big kid status.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and Valley Regional Transit.</p>	<p>Arlynn Hacker</p>	<p>Email</p>

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<p>One point I would like to make regarding Communities In Motion. A major need for infrastructure to create safe ways for pedestrians and bicycles is funding. If the builders and contractors who are putting in all the new construction for residents and businesses were properly and appropriately contributing from the money they are making the funding would cease to be an issue. Please find a way to make these builders and contractors pay for this infrastructure. Not only would the funding issue be resolved, but perhaps they wouldn't be so anxious to keep on with their audacious building that puts no responsibility on them for the resulting population growth.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors.</p>	<p>Jim</p>	<p>Email</p>
<p>I am commenting on the proposed amendment.</p> <ol style="list-style-type: none"> Regarding the addition of an interchange modification report to investigate a future southern connection at the Interstate 84 and future State Highway 16 interchange: There is a great need for another route to connect NE Nampa and NW Meridian to Highway 16. As the population in Emmett and surrounding communities grows, having a safe route for commuters is essential. Add a roadway widening project on Franklin Road in Nampa: We definitely need to widen Franklin Road in Nampa. This Road is used as a major way to get from NE Nampa to Meridian. The traffic becomes very congested during commute times. All the stop signs and stop lights make the commute miserable. If the Road were widened and Round-a-bouts installed, it would help the flow of traffic. <p>Since the Population Explosion in Nampa, Meridian, Kuna and Boise, our transportation Department really must find ways to help move all the additional traffic in a safe, expeditious way. Slow, congested traffic can cause drivers to be impatient and increase the number of accidents, both for</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors, the City of Nampa, the City of Meridian, the City of Star, the City of Kuna, the City of Boise, and the Idaho Transportation Department.</p>	<p>NA</p>	<p>Email</p>

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vehicles and for pedestrians/bike riders. Developers in these new housing areas should be responsible for the cost to improve our Regional Transportation. And homebuyers in these new communities need to share some of the responsibility also. Long time residents should not be taxed for the needs caused by the influx of population.			
I live southwest of Lake Lowell and travel Marsing Rd to the Lakeshore/45 intersection (which is becoming a major hazard during busy times and needs a traffic light), then north on 45 through Nampa, ending (via routes that vary by day depending on conditions) near the Garrity exit. I support the environmental study and the interchange modification report amendments. It would be ideal to bypass downtown Nampa by connecting Marsing Rd/Lakeshore/45 or Deer Flat/45 to the new State Hwy 16 interchange to the south (Robinson). Doing so could alleviate some traffic on Karcher coming from Marsing, and would provide better freeway access and less Nampa/12 Ave Rd. congestion for residents of south Nampa, Melba, etc. Please don't neglect to include sharrows or sidepaths for bikes/pedestrians on every new road project. Pave and allow bikes and pedestrians on irrigation canals. And please develop a public transit system, such as light rail, connecting all points from Mountain Home to Marsing and points north.	Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, the Idaho Transportation Department, and Valley Regional Transit.	Alicia Adams	Email

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<p>1. I would like to suggest that a turn lane be put in for west bound traffic onto Lakeshore at the intersection of Hwy 45 and Lakeshore.</p> <p>2. If not both, at least a traffic light would help improve access onto and across Hwy 45.</p> <p>3. A traffic light at Hwy 55 and Riverside would also be a great thing.</p> <p>These are the primary access points for travel around the south side of Lake Lowell and neither of these intersections are safe enough. Thank you for sending the link and an invitation to make sure my comments are included.</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the City of Nampa, and the Idaho Transportation Department.</p>	<p>Jeanie Amen</p>	<p>Email</p>
<p>To Whom It May Concern, Up until recently, I was on the freeway daily. I have seen a lot of changes over the years. Some good, some not so good. I have seen vehicles lined up on the freeway lanes while trying to take an off-ramp, which creates a dangerous situation for all involved. My biggest question at this time is, who in their (so-called) wisdom decided it was a good idea to close down the original east bound off ramp at the Karcher interchange? I see vehicles lined up onto the freeway lanes on a daily basis trying to take the "new and improved" east bound exit. Why was this done and will you ever open it back up?</p>	<p>Thank you for your comments; they will be shared with the COMPASS Board of Directors and the Idaho Transportation Department.</p> <p><u>Response from ITD:</u></p> <p>Thank you for your comment and ITD understands your frustration. The good news is ITD just opened the second off-ramp lane this morning, November 8th, at the Karcher Interchange. This should help with traffic stacking on the interstate. In addition, ITD opened the new auxiliary lane between the Northside and Karcher interchanges. An auxiliary lane is a lane that goes between interchanges and gives people more time to merge or travel to the next exit without merging.</p> <p>ITD is currently designing additional improvements to the Karcher Interchange which are scheduled to start construction next year. The improvements include:</p> <ul style="list-style-type: none"> • Providing an additional westbound lane on Karcher Road (State Highway 55) from the westbound ramps through Caldwell Boulevard. • Widening the interchange bridge to provide a dedicated lane for the westbound off-ramp traffic to travel westbound on SH-55. • Reconfiguring westbound and eastbound off-ramps to improve safety and traffic flow, and increase capacity on these ramps. 	<p>Pamela Hansen</p>	<p>Email</p>

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	<ul style="list-style-type: none"> • Adjusting signals at ramp intersections, Caldwell Boulevard, and Cassia Street to accommodate SH-55 pavement widening and improve congestion. • Adding a third westbound through lane and dedicated right turn lane at the intersection of Karcher Road (SH-55) and Caldwell Boulevard. • Adding a pedestrian flashing beacon at the I-84 eastbound on-ramp. • Widening some sidewalks within project limits. • Repaving Karcher Road (SH-55) from the westbound on-ramps to Middleton Road to extend the pavement life and smooth the surface. <p>You can find more information about the project at: itdprojects.org/84corridor. If you would like to sign up for ITD emails regarding the I-84 corridor, you can sign up here.</p>		