

FY2015-2019 Regional Transportation Improvement Program (TIP) Public Comments

Comments for Extended Public Comment Period September 19 through October 3, 2014

Number of comments received: Email: 35 Letter: 6

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
Please see attached letter from the City of Eagle.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83616 Mayor James Reynolds	Letter Via Email
(Regarding Key Number 13476, SH-55 (Eagle Road) and SH-44 Intersection, Eagle) ITD project manager requested the following description: Safety improvements to the intersection of SH-55 (Eagle Road) and SH-44 in the City of Eagle. ITD anticipates improvements that may include a continuous-flow intersection (CFI) configuration to allow more capacity and improve safety at the intersection. Design started in FY2014. Construction totals are estimated at \$4,750,000, but is considered "unfunded" at this time.	Technical correction made	Mark Campbell ITD	Email
I would like to comment, from a personal point of view, on the proposed change that is removing the project to rehabilitate I-84 from SH-20/26 (Franklin Rd) to Franklin Boulevard. I feel that this is a VERY MUCH needed improvement that should stay in the plan!!!! Traffic is absolutely horrendous through this stretch and there are constantly near and/or collisions from the bottlenecking that occurs at the Franklin Road (Nampa) area. I think/feel that this is a much more important project that changing out the Eagle Rd/SH-44 intersection. It may be a bit slow but it still works where the I-84 is in terrible road condition and absolutely needs widening, not just rehabilitating the existing lanes.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Stacey Yarrington	Email
My comment is that it is tragic that the 13.5 million restoration project of I84 between Caldwell and Nampa is removed from the TIP, <u>unless</u> funding can be found quickly to widen and improve that highway corridor and get it off the top of the unfunded list of priority projects.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	Bruce Krosch Caldwell	Email
First of all, thanks for letting me submit my input to this very important project. As you can see from all of the attachment, I have been active in getting my input out concerning the I-84 upgrade from the Franklin in Nampa to Caldwell. As I type this out, the highway district is attempting to un-do all of the damage to the I-84 roadway from the Caldwell exit (28) to a little past the Caldwell Airport. As far as my input is concerned, I DO NOT agree with the ITD input from their spokesperson (Attachment) that the reason for not completing the segment of I-84 due to lack of traffic. If this were the case, why did they re-do all of the highway from Ontario to the outskirts of Caldwell and leave this stretch not completed.	Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department	83605 Brian Allen	Email

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>This segment is not even on the ITD website as far as planning is concerned, and I have contacted the ITD board member for this district and this is also attached.</p> <p>I finally sent a copy (attachment) of my e-mail to ITD and the corresponding response (ITD spokesperson) to all the legislators in District 10, the Mayor of Caldwell, the head of the House and Senate, and the head of each transportation committee for both the House and Senate. I asked for their responses, and of course as of this date I have only received a very nice response from the Mayor of Caldwell.</p> <p>The bottom line is I believe other projects both completed, being completed, and planned have been done at the expense of this vital link between Nampa and Caldwell. The segment of roadway on I-84 between the Caldwell Airport and exit 28 for Caldwell is a disgrace and is in my opinion a safety hazard with all the patchwork done to this roadway.</p> <p>The scheduling of the I-84 link between Nampa and Caldwell can not wait until 2019, and priorities must be re-arranged to accomplish this as soon as feasible.</p> <p>(A 7-page attachment of previous email correspondence with ITD, Canyon Highway District, and City of Caldwell was also provided. See attachment.)</p>			
<p>On behalf of Mayor Nancolas and the City of Caldwell, we present the following comments:</p> <ol style="list-style-type: none"> 1. I-84 from Franklin Boulevard in Nampa to Interchange 29 in Caldwell (US20/26 AKA Franklin Road) <ol style="list-style-type: none"> a. This stretch of freeway, as acknowledged is in need of capacity improvements. Significant pavement problems exist here including a number of areas of pavement failure (rutting, reflective cracking, total base failure and pumping). b. Removal of this project reflects an overtly disproportionate application of Federal Funding readily visible to the public and neglects a severely dilapidated segment of the Idaho Interstate stewardship. c. We recommend reconsideration of this project and possible phasing if necessary to maintain its feasibility in the Transportation Improvement Plan. d. Alternatively, a capacity improvement could be considered to fulfill the known needs here in a near term future year. 2. Note that the US/20/26 and Franklin Road, Caldwell, KN H340, is not in the incorporated limits of Caldwell. 3. It may be appropriate to consider deferring improvement to the intersection of Farmway Rd and US 20/26 in favor of a combined maintenance and capacity project on I-84 from Nampa to Caldwell (see comment 1). The addition of this project at such a significant cost is puzzling and seems unwarranted. If the proposed intersection improvement is retained, appropriate data concerning delay, present capacity, and accident history would be helpful for consideration by the COMPASS Board. 	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p> <p>Technical corrections made</p>	<p>Brent Orton Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>4. H323: Improvements on SH55 are needed. These should be done in harmony with the ITD SH55 Corridor Plan.</p> <p>5. 13055 – At some point, this project was mistakenly renamed. This is the 10th Avenue Indian Creek Bridge, not the RR overpass.</p> <p>6. The Proposed Signage Structure project at US20/26 and Centennial: This project might also be delayed to allow capacity and rehabilitation improvements to I-84 between Nampa and Caldwell. This course may carry greater weight than signage structures for those areas presently.</p>			
<p>I saw the article in the Idaho Statesman this morning, and I am thoroughly disgusted with how ITD is handling road repairs and construction in Idaho. We just came back from Oregon, and as soon as you cross the State line, it is like “Welcome to Hillbilly Idaho”. Our roads are atrocious! How many more patches can you put on the Interstate? I think it is now more patches than original road. You should be ASHAMED of the work that has been done and even more so, what has NOT been done.</p> <p>What is up with using cement on new construction on I-84. I would like to research and see who got the concrete bid. It looks fishy; seems to me someone is lining someone else’s pockets. Is the owner of the company a relative? Or a friend, or a friend of a friend, or married to someone’s friend or relative? Oregon’s highways are BEAUTIFUL and I don’t see all this crappy workmanship and sidewalks slapped together with ruts from day one.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83702 Rita Milburn Golbon</p>	<p>Email</p>
<p>It is VERY DISSAPPOINTING to hear that ITD has cancelled the already promised work that was scheduled for I-84 in the Nampa-Caldwell area. The area is in DESPARATE need of repair and widening. Congestion is a MESS and the road is totally TORN UP with deep cracks EVERYWHERE making it a hazard for us the daily travelers! I don't understand if this work was already scheduled and it is obviously NEEDED why can't ITD cancel a different Ada County project and complete this much needed Nampa-Caldwell project!! Why is it that the entire I-84 in Ada County is completing their projects, yet Nampa-Caldwell gets SHUT DOWN...there is something wrong in this picture...NOT RIGHT!!!! The Nampa-Caldwell area would also like to increase its Economic Development, but with our roads in their current down grade conditions who is going to want to come to the Nampa-Caldwell area, your are NOT HELPING our economic development by cancelling this project!</p> <p>Thank you for allowing us, the public, to voice our opinion on this BAD DECISION!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>Being a frequent commuter to Canyon County due to my parents living there, having many clients residing there and having an employee commuting to my office in downtown Boise weekly, I find the management of our transportation system in this valley simply atrocious. I have lived and commuted in many much larger metro areas. This valley needs to figure out how to move more people efficiently, NOT build, improve and widen roads to handle more cars. That highway 16 extension may as well be called the Idaho Autobahn or the new Ada County Regional Airport. I cannot believe how much money was spent on that. We ripped up precious farmland and disrupted the Boise River to dump</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83702 Scott Mecham, CPA KMS Financial Services</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>more traffic on Chinden? How much money was Roger Anderson and others paid to receive those easements?</p> <p>I see no discussion in the Statesman concerning Carpool Lanes on I-84/Connector between the Counties. Why? If this valley is not going to finally commit to a light rail system between the counties when we already have tracks in place and a Company on Federal Way that builds Locomotives, I cannot and will not support any future freeway construction projects like I have witnessed through the use of the GARVEE Bonds. Where are all the 18-Wheel trucks located on the 405 Freeway in Los Angeles? Answer: The far right lane. Why are the trucks here allowed to just completely take over the freeway blocking the flow of traffic and obstructing vision for the rest of us. That is a huge safety issue. If the existing tracks will not work, why is there no infrastructure put in place in the middle of the freeway every time we tear it up? Down the hill to the North of Ridgecrest Golf Course is an open area by the existing tracks that would make a great place for a train-station and parking lot. Does anyone in this State that has the reins, EVER think proactively not reactively? People WILL ride the train and all sorts of businesses will pop up around the stops. The system would provide long-term good paying jobs, not short-term expensive construction projects. Someone please tell me what could have been put toward that long-term, long lasting solution with all the money spent on Runway 16. All this road construction is just a very expensive Band-Aid and solves nothing long-term.</p> <p>I know this may be a dirty word in Conservative Idaho, but can we please get some progressives on the job instead of people living in the past trying to preserve what will eventually disappear anyway. The longer we wait, the more expensive it will be for all of us.</p>			
<p><u>As a resident of the Treasure Valley, I am writing to ask that you do everything in your power to ensure that the section of I-84 from Exit 36 in Nampa to Exit 29 in Caldwell, be improved in the same way that the Interstate is being improved currently from Meridian to Nampa.</u></p> <p>I drove this section of the Interstate just this past week, and was <u>appalled</u> at the condition of the roadway, which is under constant heavy use not only by local residents, but also by huge numbers of out-of-state travelers and truckers.</p> <p>My high school senior child is considering attending the College of Idaho in Caldwell, but the condition of this part of I-84 causes me to seriously wonder if this is a safe plan.</p> <p>I have lived in the West, the Southwest, and the Southeast United States, as well as Europe, and have driven across the United States more than once. I have never seen worse freeway conditions, in any of these places.</p> <p>The Nampa-to-Caldwell freeway restoration project is not just a "cosmetic" concern--it is a real safety issue, which must not be ignored or "tabled for future consideration".</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Rosemary Strawn, MD</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>As physician, I am more concerned about safety issues than anything else, and this is a serious safety issue for <u>anyone</u> traveling on Interstate 84!!</p> <p>Please make this highway improvement project a top priority at your next COMPASS board meeting!</p>			
<p>Thank you for keeping the I-84 Nampa to Caldwell restoration project a priority. I realize that it will be quite an expensive undertaking, but it is so important to all of us who live in Canyon county.</p> <p>As a Nampa resident, I normally avoid this part of the freeway because of the roughness of the pavement and because of the hassles of merging onto it. The rest of the freeway from Nampa to Boise is great.</p> <p>Thank you for your continued efforts to find funding for this very important restoration project.</p> <p>PS: I am, also, a property owner of several rental properties in Nampa and Caldwell.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Jerry Doty Nampa</p>	<p>Email</p>
<p>Thank you for this opportunity to comment.</p> <p>As anyone can plainly see I-84 won't last until 2019, let alone survive an indefinite period beyond even that. It simply begs credulity that our politicians have landed us in this mess, all to deny a small gas tax increase.</p> <p>First a little blame. Why were our local Canyon County state senators, representatives, County Commissions and the rest all going along with every demand of the GOP leadership without a hint of resistance? They should have been getting with the leader, the speaker, the governor, other legislators and telling them, "If you want me to vote for what you want, GIVE CANYON COUNTY ITS ROAD!!!"</p> <p>What's truly stunning is the GOP is pitching itself as the party of smart business and roads yet they will deny us any major upgrade of public transit, such as light rail, all the while saying 'Americans want cars and roads', yet they refuse to provide even that to Canyon County. The only explanation is our local politicians fear the GOP statehouse leadership so much they won't fight for the little people.</p> <p>And where is Gov. Otter? We give him credit for trying at first with the original plan and gas tax proposal, but where has he been since? He should have been fighting for CC from the top down while the local guys were fighting from the bottom up.</p> <p>What he, and most of the GOP seem to forget when it comes to taxes; The most expensive hidden tax are bad roads. Everything from commerce to car repair bills and accident rates go in the wrong direction.</p> <p>What I think should happen;</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83607 Chris and Sheryl Morris Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>1. Implement the gas tax increase 2. Improve three lanes all the way to Caldwell's 10th St. exit. 3. Replace the Ustick Rd./I-84 overpass, which is a 1966 bridge and add a major exit there. 4. Put the Hwy 55/Karcher Rd. corridor running West/South from about Middleton Rd. to 10th St. on emergency upgrade status. It's possibly the most dangerous stretch of road in the valley. 5. Fix or completely redesign exit 35. It's become a death trap.</p> <p>Thanks for considering our opinion.</p>			
<p>I wish to comment on the decision to table the Nampa-to-Caldwell freeway restoration project.</p> <p>My husband and I travel to Nampa and Boise often to see family. We have always thought that this stretch of freeway, from Caldwell to Nampa, needs repair. It should be widened, as well, to allow proper traffic flow.</p> <p>Also, I am especially concerned about the left hand lane that merges right just before the under pass at Franklin Road as one travels west. That is a very dangerous situation. Proper traffic flow is reduced too quickly. Drivers do not always have enough time to adjust to the quick merger of traffic.</p> <p>The improvements from Franklin Road to Garrity and further east are wonderful. The traffic flow opens up and you feel like you are safe. However, driving west from Boise, one knows that ahead is a dangerous bottleneck of traffic, once you pass Garrity Blvd.</p> <p>My hope is that you will restore your plans to improve the stretch of freeway between Franklin Road and Caldwell.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Judy Huter Council</p>	<p>Email</p>
<p>I am not sure who I am supposed to direct my e-mail. Please forward my suggestion to the appropriate individual or committee.</p> <p>I would urge the ITD to fully fund widening I-84 to three lanes on each side from Franklin to the first exit in Caldwell beginning in the Fall of 2015. I have driven from Mesa, Arizona to Portland, Oregon this year. I can without a doubt say this is the worst Interstate Road I have ever driven on. I also urged Representative Joe Palmer Chairman of the House Transportation Committee to fix this section of the Interstate.</p> <p>The two entrance to I-84 between Nampa and Caldwell are very dangerous. I have seen three truck wrecks, numerous fender benders, and one fatality.</p> <p>This needs to be done even if it takes more Garvve Bonds. Quite honestly, it is an embarrassment to Idaho.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Ed Strong</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Thanks for your help last week. With your help to understand, here are a couple of additional comments:</p> <ol style="list-style-type: none"> 1. Farmway and Karcher is a critical intersection, it is understandable to be making investment here. Riverside is also a very important intersection, but less critical as nearly as we can observe than Farmway. There is one huge matter of concern on SH55 with these projects – that is, as we understand, they are not being designed to comply or harmonize with the SH55 Corridor Plan. I would give my professional opinion that ITD’s Corridor plan is a superb solution to the safety and mobility concerns on SH55 while also preserving, more than any other alternative, the “economic opportunity” element of ITD’s mission. It would be wiser for us to concentrate the investment on SH55 to build a segment of the corridor or sacrifice a project further to the west end in order to build the new intersection improvements to the Corridor plan standards. The current trajectory, if we have correctly understood, will result in millions of dollars in construction that will be done away when the corridor is finally built per the plan. 2. I secondly just wanted to reiterate the importance of programming a project in the near future to repair and add capacity to I-84 from Franklin to Caldwell. It would reassure us to know that it will be in the program in the near future. Even with that, significant ITD resources will fall to costly maintenance of a heavily dilapidated section of our interstate stewardship; a problem for our own commerce, safety, mobility and for interstate traffic encountering it as nearly the first thing they experience in Idaho. 	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Brent Orton Caldwell</p>	<p>Email</p>
<p>I reading your comment in the Idaho Press Tribune it is hard to understand that you don't have the funds to repair our roads when the Dept. decided not to license some R V's because they were to wide and give the money to some of the money rich counties ? At that meeting it was indicated that you didn't need the money from the RV's?</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Frank B. DeMark Caldwell</p>	<p>Email</p>
<p>I am interested in the Caldwell to Nampa I-84 controversy. If the work is put off until FY 2019 the folks will be driving on gravel and extremely dangerous conditions that will lead to accidents.</p> <p>As a former Caldwell City Councilperson, I would recommend placing two signs - one at Garity in Nampa on the west bound lane stating unsafe conditions ahead and at the west end of Caldwell on the east bound lane with the same signage. Is this part of your plan?</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Gerald Langan Caldwell</p>	<p>Email</p>
<p>Thank you for the opportunity to comment. I commute from Caldwell to Nampa every day and have also spent considerable time to/from Boise and Ontario. The stretch of freeway between Nampa & Caldwell, both east & west bound, is by far the worst stretch of freeway I have travelled in a long time. The roadway is extremely rough and I can't even imagine what it will be like after another winter. The patchwork that has been done is dismal and looks terrible. (What an unappealing entrance to our beautiful state from the west.) I have learned to drive with one side of my car right on the solid white line to smooth out the ride just a bit, however that isn't going to last long as I've seen many other drivers with the same idea (and it's still a bumpy ride).</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83687 Leona R. Fouts, Controller Premier Alliance Financial Companies Nampa</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I am very disappointed that the freeway between Caldwell and Ontario is getting such attention. That roadway wasn't even close to being as horrible as the Caldwell to Nampa stretch. I do understand that the previous plan was to widen between Nampa & Caldwell, thus the Ontario stretch was probably on the docket to start (or already started) when the plan had to be revised due to budget issues. It's just annoying to see all the work between Nampa & east Boise, and the work to Ontario, while Caldwell is totally ignored. Perhaps the decision makers should be required to drive that piece of freeway twice a day...I believe their perspective will certainly be enhanced.</p> <p>The 3-lane to 2-lane neck-down west bound in Nampa is dangerous (crazy, impatient drivers) and congested. While that bottleneck is truly an annoyance, I am more concerned with the road condition between Nampa/Caldwell. Please, please don't delay improvements to that stretch of freeway!</p> <p>Thank you for your time and efforts on behalf of the residents of Canyon County.</p>			
<p>I am writing to let you know how dismayed I am that I-84 from Franklin Blvd. to Franklin Rd. will not get expanded and nor will it get fixed. Big trucks have pounded this stretch of pavement to a shameful degree and harsh winter weather has not helped either.</p> <p>There are thousands of drivers using this stretch of I-84 and the rough condition is certainly not a welcoming piece of pavement for out of state visitors.</p> <p>If you can't fix this piece of pavement then consider lowering the speed limit to a safer limit. It is my opinion that 65 mph can't be a safe speed limit on this deteriorated stretch of road.</p> <p>Also, I would like to comment that in years past how poorly weeding and spraying the cracks has been done on the Canyon County side of the Interstate. Ada County seems to get constant attention with respect to weeds, trash and general maintenance of the Interstate Hwy.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Paul and Karen Alldredge Caldwell</p>	<p>Email</p>
<p>I am completely bewildered that I-84 between Nampa and Caldwell seemingly isn't a priority for ITD. That stretch of patched roadway is a hazard and an embarrassment.</p> <p>Why on earth is the section of freeway between Ontario and Caldwell being redone? It was only finished about 3 years ago and was in great shape and a beautiful cement stretch of freeway.</p> <p>20/26 and Nampa Caldwell Blvd are primed and ready to take on the extra traffic off the freeway so that construction can be done. Why on earth wasn't this bailing wire and chewing gum stretch of road chosen to be repaired instead of the area between Ontario and Caldwell? Just curious</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Netti Davis</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I wish to express my deep concern regarding the deplorable state I-84 is in between Nampa and Caldwell. I travel this stretch of I-84 every day. The transition from 3 lanes to two going west bound at the Franklin Interchange in Nampa is down right dangerous. First of all the change occurs virtually under the overpass. This location is not easily visualized by drivers who are not familiar with this section of highway. As the freeway heads west the road surface changes from cement to asphalt. The asphalt is in deplorable condition. There has been so much crack sealing the road is rough but worse than that the crack sealing glistens in the sun light and is very prominent at night. The crack sealing obscures the skip lines and the fog lines. When the lanes are changing direction to adjust for the change in the number of lanes this adds to the confusion, especially for the driver that is unfamiliar with these conditions.</p> <p>The Interstate is very rough. This is particularly true on the east side of exit 29. There is a great deal of crack sealing and pothole patching especially in the slow lane on each side. The road surface is in total failure. From a safety point of view, I do not see how ITD can continue to put off resurfacing this stretch of I-84. I know that some drivers including myself do not like to drive on the right lane because it is too rough and dangerous. This results in more slow drivers staying in the fast lane which causes anxiety to other drivers want to pass.</p> <p>Finally regarding design the following should occur:</p> <ol style="list-style-type: none"> 1. Expansion to 3 lanes each way past the Karcher Exit. 2. Rebuild and resurface all of I-84 to Exit 29. 3. The overpass on the east side of Karcher Exit should be torn down and moved to the east to allow more room for cars to merge onto the freeway particularly going east. 4. Build the Ustick exit <p>ITD needs to do better weed control. They let the weeds get too high and this is hard on the shoulders of the Freeway which are failing.</p> <p>In all I-84 has all the signs of road surface distress inclusive of fracturing, distortion and disintegration. What will happen if this continues: reduced speed and weight limits.</p> <p>SOMETHING MUST BE DONE! NOT IN 2019 but in 2015!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Wm F. Gigray III</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>The condition of I 84 thru Canyon county is atrocious to say the least. I fail to see the logic of the prioritization of the Highway 16 extension over the rebuild of I 84. Is the traffic on Highway 16 in excess of that on I 84? The dollars invested would have paid a far better return for a larger number of people state wide, if I 84 thru Canyon county had been rebuilt. Politics.</p> <p>I've lived, worked and have driven in Nigeria, Thailand, Malaysia and Singapore and Houston Texas. I returned to Idaho in 1987 and have been present for the huge changes in the highway system since. I worked in downtown Boise for the last 14 years and made a daily 64 mile commute. The whole route has been rebuilt, some areas as many as 3 times but not the road in canyon county.</p> <p>Traffic is being poured from both the east and west in to the bottle necked area of Canyon county. We are stuck with a road that is outdated in the volume of traffic it was designed to accommodate but more importantly the weight limitations of the original design and construction are being exceeded.</p> <p>80 mile per hour east bound traffic that enters the Caldwell area is not transitioning well to the slower 65 speed limit, We are also seeing an increase in truck traffic from the new Simplot plant and the industrial area west of Caldwell. There is also a marked increase in the semis with double and triple trailers. Most of the triple trailers are lightly loaded UPS/ FedEx etc Passing these rigs while their trailers are whipping back and forth across lanes is "interesting", almost as much as watching them pass each other. For more fun add a moderate cross wind!</p> <p>There are seasonal considerations especially the sugar beet trucks pulling trailers that are excessively heavy using an Interstate not designed to take these loads.</p> <p>"Maintenance" is typical of a third world country. Pouring tar into the cracks of a failing pavement is not maintainance. What patches that are put down are lumped on to the road and not blended into the existing surface. This creates numerous pronounced grooves and ruts in the pavement. I am amazed that some motorcyclist hasn't been killed trying to negotiate that stretch of road in the dark.</p> <p>I 84 thru Canyon County NEEDS TO BE RIPPED UP AND REBUILT ASAP !!!</p> <p>Sorry for the rant...but we need help.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Tom Hom</p>	<p>Email</p>
<p>I read and wonder who and not just the \$\$\$ make the decisions to continue to push the I84 between Franklin road in Nampa and the Franklin exit in Caldwell not to be fixed. The interstate is HORRIBLE. I have to drive it frequently. The patching that was done has NOT helped that much. I feel it is dangerous. Someone told me there wasn't as much traffic and other areas needed it more. WRONG!!! THIS AREA SEEMS TO GET "put off" or delayed" another year, another year...</p> <p>PLEASE DO THIS PART OF THE INTERSTATE SOONER THAN IT IS SCHEDULED.</p> <p>Look at all that has been done and is being done in ADA county and the highway between Nampa and Boise. I drive that road a lot also and it will be better when done.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 RaVena Baker Caldwell</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>I was born in Caldwell Idaho 76 years ago, and seen this type of thing happen many times.</p> <p>Also Highway 55 really needs to be fixed. My loved ones and I drive this highway frequently also. Read they are putting in stop lights, will be great until they can do more..</p> <p>Thank you for any and all you can do for us in the above.</p>			
<p>Please see attached letter from the Caldwell Chamber of Commerce.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Theresa Hardin Executive Director Caldwell Chamber of Commerce</p>	<p>Letter Via Email</p>
<p>Please see attached letter from ACHD.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83714 Mitchell A. Jaurena ACHD Commission Vice President</p>	<p>Letter Via Email</p>
<p>RE: expanding I-84 between Nampa and into Caldwell seems a top priority, traffic gets backed up at franklin every night you say the cost is \$120M. I understand there is \$200M left in the Garvee bond program use this! We need to keep our Interstate updated or we will be in big trouble, More cars on the Interstate everyday. It's a no brainer!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83687 Anonymous</p>	<p>Letter</p>
<p>Please see attached letter from the Canyon County Commissioners.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Canyon County Board of Commissioners Steven J. Rule, Chairman Kathryn Alder Craig L. Hanson</p>	<p>Letter Via Email</p>
<p>I wish to express my concerns about the maintenance of I-84 between Nampa and Caldwell. I live in Nampa and work in Caldwell. I do not believe there is a worse stretch of freeway in all of Southern Idaho that this small stretch of road. It is rough and just not maintained well. There is tar patches that are not sealed and I am concerned about the affect on my tires and car's suspension.</p> <p>I would love to see three lanes each way but I would vote to just have the payment replace like it has been done between Boise and Mtn. Home, also the other side of Burley.</p> <p>Anything you can do to empres upon the powers at be to get this work done as soon as possible would be most appreciated. 5 years out is just too long to get this work done.</p> <p>Thanks for your consideration.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83651 Lynn Robinson Nampa</p>	<p>Email</p>
<p>It is my understand that improvements to I84 between Nampa and Caldwell have been cancelled by the COMPASS program. I am incredibly unhappy and do not agree with this change! As a citizen and tax payer of Caldwell, our city needs such improvement and</p>	<p>Comment provided to the COMPASS Board of Directors</p>	<p>Dorys Delacruz</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>should not be restricted. I am sure all of you know what a mess the freeway is after you leave the Franklin interchange in Nampa. The conditions will only worsen and it will be unsafe to travel in. I want you to reconsider this decision and understand and know we count in Caldwell.</p>	<p>and the Idaho Transportation Department</p>		
<p>No way would the road between the Franklin interchange in Caldwell and Franklin Road in Nampa pass any kind of reasonable inspection. And, I`m speaking of the road lanes themselves not mentioning the horrible condition of the shoulder on the passing lane where weeds are growing through the cracks. The entire right-of-way is disreputable and shows a total lack of consideration for Caldwell as a viable productive area of the Treasure Valley. ITD needs to find the budget means to improve this stretch of highway or we can truly become a no-man/no-woman`s land. Thank you,</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83605 Sharon Hubler Caldwell</p>	<p>Email</p>
<p>I84 between Franklin and Caldwell is a complete mess and downright scary. It is unacceptable for Compass to discontinue work in this area especially for those people who commute to Meridian and Boise daily!</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Amy Lindsay</p>	<p>Email</p>
<p>Compass needs to rethink its decision not to improve I-84 between Nampa and Caldwell. The road is becoming especially dangerous, with the cracks and uneven surface covering nearly all of the roadbed. There may be less car traffic in that stretch, but the number of semi's and long loads remains the same as other stretches between Boise and Nampa. I have personally seen several triple-trailer semi's sway and bounce over the cracks and patches many times. Fix it before someone is killed because of the bad surface, and Compass and ITD get sued.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Madeline Buckendorf</p>	<p>Email</p>
<p>Hi, I-84 between Franklin in Caldwell and Franklin in Nampa is sooooo bad. I take ustick till it's safe further on. Get truckers to pay their fair share. They're harder on roads.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>Please see attached letter from the City of Nampa.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83651 Robert L. Henry, Mayor Nampa</p>	<p>Letter Via Email</p>
<p>I was disappointed to hear that improvements to I84 between Nampa and Caldwell have been cancelled. That particular section of freeway is in bad disrepair, particularly just east of the Franklin exit in Caldwell. I hope you will reconsider and reinstate the improvements.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Maurine Johnson Greenleaf</p>	<p>Email</p>
<p>It seems there is always enough money to keep fixing I-84 around the Boise area, but anything going East is the slum areas and not worth fixing. Try spreading the money out a little better.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Anonymous</p>	<p>Email</p>
<p>I would like to provide my comments on the removal of I84 improvements from the ITD budget. I feel, and ITD basically confirmed I84 in Canyon County is in desperate need of not only resurfacing a, also widening to properly accommodate the daily traffic use. I find it very hard to understand how ITD ca spend millions of dollars to improve drainage on I84 in the Boise area, which by the way I have never seen flood in my 20 years in this valley, and millions more to construct part of highway 16 that may or may not connect</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>83686 Gregory G. Smith Nampa</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>Emmett and I84 some say when tens of thousands vehicles use I84 daily. It is obvious to anyone who travels I84 in Canyon County that improvements are desperately needed. I travel I84 daily to and from Boise and Canyon County is in much worse condition. Thank you for considering my comments.</p>			
<p>I am a fuel tanker driver. I drive this road everyday along with many of my co workers. This road is in terrible shape. It was narrowed down from 3 lanes to two lanes at one of the busiest areas rather than taking it past Nampa. There are wrecks daily and the asphalt is in horrible shape. You need to have a death grip on the wheel to keep yourself in the lane and to keep from jumping into other traffic. The road has not been worked on except for maybe a squirt or two of tar into the cracks. It is a very busy stretch of freeway that drastically needed fixed long ago. The band aid that was put on it was worn out before it was ever applied. You really need to look into this section of highway before you lose more lives.</p> <p>Thank you for your time..</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Stanley Black</p>	<p>Email</p>
<p>I would like to add my voice to those encouraging reconsideration of improvements of I84 from Nampa to Caldwell. It is in very bad condition, I would say almost unsafe as one leaves Caldwell, going east. We in Canyon County send a lot of our population to Ada County and back everyday for employment. The means of commuting certainly considers more consideration than to be put on the back burner, or taken completely off the stove, for the near future.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Elaine Carpenter Caldwell</p>	<p>Email</p>
<p>Most of my concerns about the Regional Plans and Five Year Workplan are in regard to the lack of sensible/simple cost/benefit analysis to reduce the unnecessary extent of declining public health and safety, and perceived deficiencies in transportation planning to protect and preserve our heritage and community quality. I can only address our area, so will try to list once again the issues for the record that we have been addressing with your agencies for more than twenty years. Others before us tried for decade to protect our neighborhood's schools and children.</p> <p>There are plans and budgets to encourage more cut-through highway type traffic to and from State HWY 55, Eagle, East End, Hidden Springs, Bogus Basin, and Harris Ranch, etc., via Hill Road, through Boise's Historic North End, without concurrent plans to deal with the impacts downstream in neighborhoods who have documented traffic impact problems since 1981, the largest traffic hazard increases being manipulated through the highest possible numbers of schools, children, and bike routes. This greatly multiplies the vehicular and pedestrian and cyclist conflicts, directly reducing connectivity and safety for the most vulnerable citizens and their families.</p> <p>In the 1970s and/or early 1980s the Regional Planners adopted a Transportation Plan for Boise's North End that chose 18th Street as the new through-route to save Harrison Blvd. Due to claims of corruption, threats, etc., the traffic was suddenly moved into and through multiple school zones along 15th and Fort Streets, despite such actions being in violation of local planning documents, ethics, common decency, and Federal planning guidelines. Many of the people involved are still politics, which may be why this very</p>	<p>Comment provided to the COMPASS Board of Directors and the Ada County Highway District</p>	<p>83702 Cherie Cole Boise</p>	<p>Email</p>

Comment	Staff Response	Zip Code and Name/affiliation (if included)	Format
<p>basic planning error and violation of public trust has yet to be corrected.</p> <p>On the most fundamental level, doesn't it make sense not to "plan" to push the most dangerous and increasing vehicular and human risks into the highest volumes of children, which in turn affects the most families across the entire neighborhood???</p> <p>Both the children and the schools themselves are worthy of significant protection of those community assets. This is an open grid neighborhood - there is ZERO need to push cut-through traffic, and stranger dangers, into the children and schools' environments, as well as the cycling community's historic Ridge to River Bikeway along 15th Street. Something near 3,000 children are at much higher daily risk than necessary on this one route alone. I know other streets have issues, but this is so ridiculously apparent that I don't know how any agency can ignore and worsen the problem for so long.</p> <p>In regard to preservation of this famous Historic neighborhood, who really thinks it is wise to hack the heart out of the center of the neighborhood, waste the school/public assets, endanger generations, and split Harrison Blvd from Hyde Park with a State Street type traffic corridor?</p> <p>I feel I cannot write enough to get this aspect of Environmental Justice, Social Engineering, reckless disregard to Public Health and Safety, proven increased cancers and other long term health problems in children and ongoing generations in too-close proximity to traffic pollutants, further relating to community economic viability and indigent health care.</p> <p>We received 98% support for traffic calming along 15th Street many, many years ago, went through years and years of processes, were told by ACHD it was fully funded, yet the project is still less than 50% constructed. The traffic has been redirected even more intensely off Harrison Blvd and into the school streets since then, magnifying the traffic hazards despite 30 years of public input and investments. We read about support and encouragement for more cycling and "Safe Routes to School, which would help with pollution, the diabetes epidemic, social isolation, yet the transportation planning works violently and relentlessly against the survival of what "neighborhood" and "community" mean. What good does public input really do? Or federal transportation planning standards? Sent without edit, October 3, 2014</p>			
<p>As Manager of the P.E.O. Chapter House I urge you to continue the plan to improve the freeway all the way to Caldwell. The health of our community and our citizens depends on the life link that the freeway provides. Please don't cut us out of the Treasure Valley.</p>	<p>Comment provided to the COMPASS Board of Directors and the Idaho Transportation Department</p>	<p>Darlene Harryman, Manager P.E.O. Chapter House</p>	<p>Email</p>



City of Eagle

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

Mayor
James D.Reynolds

Council Members
Mark Butler
Mary McFarland
JeffKunz
Stan Ridgeway

September 24, 2014

COMPASS

Attn: Toni Tisdale
700 NE Z00 Street, Suite 200
Meridian, ID 83642

Idaho Transportation Department
Attn: Amy Revis, District Engineer
P. O. Box 8028
Boise, ID 83707-2028

SUBJECT: Proposed Changes to the DRAFT FY2015-2019 Regional Transportation Improvement Program (TIP)

Dear Transportation Agencies,

The City of Eagle received notice on September 19, 2014, that the comment period for the FY 2015-2019 TIP was being extended to allow for additional agency comments due to significant changes in the program initiated by the Idaho Transportation Department. While historically the Eagle City Council would provide comment on these matters, City staff is providing the following comment on the projects that are new or changing within the City's planning sphere of influence due to the short timeline and limited public comment window provided to address these changes.

Projects proposed for addition as compared to original draft FY2015-2019 TIP

- ITS, S8-55 (Eagle Road) Adaptive Signals, Ada County (8339)
 - Listed under "New roadway safety projects"
City Comment: The City supports projects that will increase safety along the SH55 Corridor.
- SH-16 and Beacon Light Road Intersection Improvements, Ada County (8338)
 - Listed under "New roadway safety projects"
City Comment: The City would ask ITD and COMPASS to review the City's comments on the 2014-2018 Integrated Five Year work Program provided in a letter to the Ada County Highway District, dated April 29, 2014 (see attached).
- SH-55, Overhead Message Sign Near Avimor, Ada County (H344)
 - Listed under "New roadway maintenance (preservation and restoration) projects"
City Comment: The proposed project is not consistent with the City's sign Code (ECC 8-2A) but staff recognizes the project will be constructed outside of City limits.

Projects proposed for changes in scope as compared to original draft FY2015-2019 TIP

- SH-55 (Eagle Road) and SH-44 Intersection, Eagle (13476)
 - o Convert to major intersection improvements and delayed; project in Early Development Program - construction considered unfunded
 - o Listed under "Major re-scope roadway projects"
City Comment: The City has had very limited discussions with ITD on this change and limits comment until additional public participation and design can be included. The City's concerns that should be included in the project design and development include pedestrian safety (including grade separated crossings), local road access and crossings mid-mile between Edgewood Lane and Eagle Road, impacts to the local road network including, but not limited to, the Eagle Road and Plaza Drive intersection and the Eagle Road and State Street intersection to the north of the project site. Further, staff is concerned about the project being "unfunded" beyond initial design. If ITD conducts public participation and selects a locally supported design it is imperative that the project move forward to construction in a timely manner otherwise the community may see the process as disingenuous and the project may quickly lose the community's support.

- o US 20/26, Meridian Road and Locust Grove Road Intersections, Meridian (13941)
 - o Removed Meridian Road intersection and advanced to 2017
 - o Listed under "Major re-scope roadway projects"
City Comment: The City supports the advancement for these projects from 2018 to 2017.

The City staff strongly urges that in the future changes of this significance from ITD be delivered to COMPASS prior to the customary/formal public comment period for the TIP. Further, that significant changes should be discussed with the local jurisdictions prior to requesting comment and in a manner that allows for the active engagement of our elected officials (J5-days is not sufficient to promote a public process at the local level). If you have any questions please do not hesitate to contact Nichol Baird Spencer in our planning Department at 939-0227.

Sincerely,



James D. Reynolds
Mayor

Cc: Eagle City Council
ACHD
File



City of Eagle

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

Mayor
James D. Reynolds

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

April 29, 2014

Ada County Highway District
3775 Adams Street
Garden City, Idaho 83714

SUBJECT: City of Eagle Recommendation on 2015-2019 IFYWP

Dear Commissioners,

Thank you for the opportunity to provide agency comments for the 2015-2019 IFYWP. The City appreciates ACHD's efforts to keep the City's top priority projects funded. The following list is the City's recommendation for the agency requests for the 2015-2019 IFYWP:

Rank	Project Name	Request Description
1	Plaza Dr to State Street, including the Eagle/State intersection	Implement traffic and safety improvements needed to improve traffic flow on Eagle Rd from Plaza Dr north to State St with an in depth study, and answers provided to the public, regarding the safety of, included but not limited to, the following high risk groups: bicyclists, children, elderly, hearing impaired, pedestrians, scooters, visually impaired, and wheelchairs for all potential alternatives for this intersection.
2	Hill Rd Extension, SHSS/State Street	Construct the extension of Hill Rd between Horseshoe Bend Rd and E. State St, including center medians at specified locations.
3	Beacon Light Rd/SH 16	The intersection should be looked at for safety. If safety warrants, install a signal at this intersection. But ultimately work with ITD to provide a disconnect between Beacon Light and SH/6
4	Ballantyne/Floating Feather	Intersection improvements (including improvements to the east leg of the intersection).
5	Floating Feather Rd/Park Ln	Intersection improvements.
6	Eagle Rd, Floating Feather Rd/Beacon Light Rd	Curb, gutter, sidewalks, and bike lanes on both sides of Eagle Rd. from Floating Feather to Beacon Light Rd.
7a	Linder Rd, Boise River/SH44	Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from Chinden Blvd (across the Boise River) to SH-44.
7b	Linder Rd, Chinden Blvd/Boise River	Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from Chinden Blvd (across the Boise River) to SH-44.
8	Beacon Light Rd	Preserve right-of-way from SH-16 to SH-55 for no more than 3-lanes.
9	Floating Feather Rd Alignment	Remove tire offset at Palmer Ln. and install curbs, gutters, and sidewalks since this road serves as a connecting route for multiple area schools.
10	Three Cities River Crossing	Continue to pursue right-of-way acquisition and construction of the Three Cities River Crossing project.

Rank	Project Name	Request Description
11	Linder Rd, SH44/Floating Feather Rd	Construct Linder Rd as a 5-lane Rd section with curb, gutter, sidewalk and bike facilities from SH-44 to Floating Feather Rd.
ED1	Aikens St, Eagle Rd/2nd St	To enhance traffic circulation in downtown extend Aikens St. east to Second St. from its current terminus to Second St. as shown on the Transportation/Pathway Network Map 8.2 within the City of Eagle 2011 Comprehensive Plan.
ED2	Plaza Drive Extension Across SH44	Support the CN of Plaza Dr extending eastward from 2nd St to the existing segment of Plaza Dr within Rocky Mountain Business Park and then southward across SH-44 and connecting to Riverside Dr generally in the north-south alignment with Palmetto Ave. If the entire corridor cannot be constructed at one time, then first extend Plaza Dr from Second St across the ACHD-owned property.
CPI	Park Ln/Carson St	Add pedestrian signal and lighting at existing pedestrian crossing for Eagle High School
CP2	Floating Feather Rd, Park Ln/Ballantyne Ln	Sidewalks on Floating Feather from Park Ln to Ballantyne.
CP3	SH44, Edgewood Lane/Horseshoe Bend Rd	Construct pedestrian improvements on SH-44 from Edgewood Lane to Horseshoe Bend Rd.
CP4	Beacon Light Rd, SH55/SH16	Requested pedestrian improvements (sidewalks) and bike facilities on Beacon Light Rd from SH-55 to SH-16.
CPS	Horseshoe Bend, SH44/Hill Rd	Construct pedestrian and bike facilities on Horseshoe Bend from SH-44 north to Hill Rd and continue on Hill Rd from Horseshoe Bend Rd west to SH-55
CP6	Dry Creek Pedestrian Underpass	<u>Phase One:</u> Project provides a bicycle and pedestrian underpass at SH-44 on the west side of the City of Eagle. It will connect the Dry Creek Pathway and the northeast side with the Eagle Island Pathway system. <u>Phase Two:</u> will connect the Dry Creek Pathway to the Dry Creek Valley, Spring Valley, and SH-55 in the City of Eagle.

Thank you for the opportunity to provide agency comments for the 2015-2019 IFYWP. The City appreciates ACHD's efforts to keep the City's top priority projects funded.

Sincerely,

James D. Reynolds
Mayor

cc: Eagle City Council
File

From: Brian Allen
Subject: Fwd: Condition of roads between Caldwell Airport and Exit
28 Date: Tue, Sep 23, 2014 1:31 pm

-----Original Message-----

From: Brian Allen
Sent: Tue, Jul1, 2014 7:33pm
Subject: Re: Condition of roads between Caldwell Airport and Exit 28

Mr. Rush,

Thanks for your reply to my inquiry concerning the condition of the 1-84 roadway. I am really looking forward to some improvement in the near future and hopefully will live long enough to see a new roadway from where they left off in Nampa to where the new 1-84 was started around Sand Hollow. You may surely utilize my comments for the public comment period.

Brian Allen

-----Original Message-----

From: Brian Allen
Sent: Tue, Jul 1, 2014 7:23 pm
Subject: Fw: Condition of roads between Caldwell Airport and Exit 28

-----Original Message-----

From: Adam Rush
Sent: Tuesday, July 01, 2014. 4:41 PM
To: Brian Allen
Subject: Condition of roads between Caldwell Airport and Exit 28

Hello Mr. Allen,

I shared your e-mail regarding the condition of roads between the Caldwell Airport and Exit 28 with transportation department staff members who are familiar with the area.

They identified the area as I-84 between Milepost 28.2 (just west of Exit 29), and Milepost 29.7 (where Linden Road crosses under I-84 by the Caldwell Airport).

This section has deteriorated more rapidly than some of the adjacent roadway. The transportation department is planning on cracksealing it and placing some thin lift patches with a grader in the next couple of months. Major repairs most likely will not occur until 2019, when there is a rebuild programmed for the section between milepost 28.3 and milepost 36 (where the GARVEE widening ends at Franklin).

At that time, work could include rebuild the route from the base up, which it needs.

If you would like, I could include your comments in the public comment period for the draft Idaho Transportation Investment Program. The department is currently accepting comments from the public on needed improvements to the highway

system. Having your comments submitted for the Idaho Transportation Investment Program would help your concerns to be shared with additional transportation department staff.

I could use your original inquiry from March of this year if you'd like to e-mail that to me.

Sincerely,

Adam Rush

Public Involvement Coordinator

Idaho Transportation Department

Office of Communications

Direct Line: 1-208-334-8119

E-mail Address: adam.rush@itd.idaho.gov

-----OriginalMessage-----

From: Brian Allen

Sent: Mon, Sep 8, 2014 2:15pm

Subject: Fw: Caldwell-area freeway work

-----Original Message-----

From: Reed Hollinshead

sent: Monday, September 08, 2014 2:03 PM

To: Brian Allen

Subject: Caldwell-area freeway work

Mr. Allen - There is no current plan for work on I-84 in the area west from Garrity to Caldwell, except for a project currently slated for 2019. There is an identified need, but no funding has been identified for any in-depth reconstruction or expansion of the existing highway in that area. One of the issues is that it must compete with all other needs statewide for transportation dollars, and the traffic volume drops off pretty significantly once you get past Garrity or Franklin heading west. However, we'll be keeping our eyes on it, and sheer traffic volume as Canyon County grows might dictate that something happens sooner rather than later.

Thank You!

Reed Hollinshead

Public Information Specialist

Idaho Transportation Department

208 334-8881

From: Brian Allen

Date: Saturday, September 6, 2014 at 11:53 AM

To: "Comments@itd.idaho.gov<?"mailto:Comments@itd.idaho.gov>"

<Comments@itd.idaho.gov<mailto:Comments@itd.idaho.c;rov >>

Subject: I-84 corridor

I see on your website concerning the flow of traffic and commerce from west of Caldwell to the Boise/Meridian area, however I see nothing in the planning stages or otherwise from West of Caldwell to where the last freeway upgrade was stopped in the Nampa/Garrity area. Please let me know when this stretch of roadway will be done?

Thanks

-----Original Message-----

From: Brian Allen
Sent: Tue, Jul 1, 2014 7:24pm
Subject: Fw: Condition of Canyon County Road

From: [Brian Allen](#)
Sent: Saturday, March 08, 2014 6:28PM
To: [Ken Couch](#)
Subject: RE: Condition of Canyon County Road

Julie,

As you can see from all the attached, I was initially wrong on who controlled this portion I-84, and all the phone calls, etc. were handled expeditiously and professionally to get this complaint to the correct people.

Brian Allen

From: Ken.Couch@itd.idaho.gov
To: info@canvonhd4.org; [Brian Allen](#)
CC: ji.canyonhd4.org; jgibbons@canvonhd4.org; jmcevoyra@canvonhd4.org
Date: Thu, 6 Mar 2014 13:58:51 -0700
Subject RE: Condition of Canyon County Road

Thanks Elaine!

I will address this.

Thanks!
Ken Couch
Transportation Technician Principal
ITD Caldwell Maintenance
208-459-7429 ext 103 Office
208-830-3638 Cell

***CONFIDENTIALITY NOTICE: This e-mail message may contain legally privileged and confidential information exempt or prohibited from disclosure under applicable law. If you are not the intended recipient of this e-mail, please notify this sender immediately and do not deliver, distribute or copy this e-mail, or disclose its contents or take any action in reliance on the information it contains.

From: CanyonHwy Dist 4 [<mailto:info@canvonhd4.org>]
Sent: Wednesday, March 05, 2014 4:22PM
To: 'Brian Allen'
Cc: rvoungblood@canvonhd4.org; jgibbons@canvonhd4.org; jmcevoy@canvonhd4.org; Ken Couch
Subject: RE: Condition of Canyon County Road

Hello Mr. Allen,

Thank you for your email and concerns regarding I-84 between the Middleton Exit and the Caldwell Airport. However, the state highways are maintained by the Idaho Transportation Department and I have forwarded your email to the District 3 office. Thank you for calling and following up on your email, as I said to you on the phone our office will be glad to forward your email to **ITD** and if you have any more questions their phone number is 459-7429.

Have a wonderful evening!!

Elaine Jessup
Administrative Assistant
Canyon Highway District No. 4
454-8135

From: Brian Allen
Sent: Wednesday, March05, 2014 4:07PM
To: ryoungblood01@canvonhd4.org; jgibbons@canvonhd4.org; jmcevovia@canvonhd-1.org; info@canvonhd4.org
Subject: Condition of Canyon County Road

Good day,

I am writing to you to complain concerning the road conditions between the Middleton exit and Caldwell Airport on I-84. This situation is prevalent both Eastbound and Westbound. I saw crews filling in holes with asphalt this afternoon near the Flying J exit, however these do not last very long, as the big trucks just dig them up and then the pieces fly every which way.

I went into Meridian today and I live in Caldwell and take the Caldwell entrance to the freeway, and there are numerous holes and places where the partial overlay which has been done in the past have large gaps in them and holes as well. Again, the trucks let fly various pieces of asphalt every which way and it is very dangerous either being quite a ways behind them or even passing them to get out of the onslot of objects being thrown at cars/trucks. I am sure quite a few windshields have been broken/cracked/chipped due to tins being done. Every time lately when I come home from the Boise/Nampa area or go into the same locations, I get pelted numerous times in these degraded areas. I have already fixed two chips in my windshield, and am just waiting to get a big enough chunk where I will be required to pay the price of a new windshield or headlight fixture on my vehicles.

My question is: what is being done to correct this situation other than filling the potholes? I believe a complete roadway coating is in order to take care of the situation.

Your prompt reply would be appreciated.

Thank You

Brian Allen

From: Brian Allen
Subject: Fwd: 1-84 Upgrade Garrity to Caldwell
Date: Tue, Sep23, 2014 1:30 pm

-----Original Message-----

From: Garret Nancolas <gnancolas@cityofcaldwell.org>
To: Brian Allen
Sent: Tue, Sep 9, 2014 8:04am
Subject: RE: 1-84 Upgrade Garrity to Caldwell

Hello Brian,

Thank you very much for your information and effort on this issue. As you know, this is a priority for Caldwell and we are very concerned over the condition of the Interstate. Sometimes hearing from the public helps our cause in keeping this effort at the top of ITD's radar screen!

We will continue to push through COMPASS as well as through our Legislators to get funding for this much needed project!

Garret

From: Brian Allen
Sent: Monday, September 08, 2014 9:20PM
To: Garret Nancolas
Subject: I-84 Upgrade Garrity to Caldwell

Mr. Mayor,

Thought I would keep you in the loop concerning my inquiry into why ITD does not have anything on their website as far as future planning for the Garrity to Caldwell I-84 upgrade. I do not understand why they upgraded Ontario to Caldwell instead of spending the funds to complete our section of I-84. I have written to all of our legislators, the heads of both House and Senate Transportation Committee chairs, and the House and Senate Leaders with attachments of my e-mail and the reply from ITD. I sure hope that some of these people have had the opportunity to drive both the Eastbound and Westbound segments of I-84 between Garrity and Caldwell to see how poor a condition most of it is, especially just outside Caldwell up to the Caldwell Airport. Thanks, and looking forward to having you in office in Caldwell for many years to come.

Brian Allen

-----Original Message-----

From: Reed Hollinshead
Sent: Monday, September 08, 2014 2:03PM
To: Brian Allen
Subject: Caldwell-area freeway work

Mr. Allen- There is no current plan for work on I-84 in the area west from Garrity to Caldwell, except for a project currently slated for 2019. There is an identified need, but no funding has been identified for any in-depth reconstruction or expansion of the existing highway in that area. One of the issues is that it must compete with all other needs statewide for transportation dollars, and the traffic volume drops off pretty significantly once you get past Garrity or Franklin heading west. However, we'll be keeping our eyes on it, and sheer traffic volume as Canyon County grows might dictate that something happens sooner rather than later.

Thank You!

Reed Hollinshead
Public Information Specialist
Idaho Transportation Department
208 334-8881

From: Brian Allen
Date: Saturday, September 6, 2014 at 11:53 AM
To: "Conunents(witd.idaho .gov<mailto:Conunents nV,itd.idaho.gov>"
< Comments@itd.idaho .gov<mailto:Comments@itd .idaho .gm->>
Subject: I-84 corridor

I see on your website concerning the flow of traffic and commerce from west of Caldwell to the Boise/Meridian area, however I see nothing in the planning stages or otherwise from West of Caldwell to where the last freeway upgrade was stopped in the Nampa/Garrity area. Please let me know when this stretch of roadway will be done?

Thanks



October 1, 2014

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

RE: FY15-19 Regional Transportation Improvement Program

Dear Director Stoll:

The Caldwell Chamber Transportation Committee has reviewed the recent changes to the draft FY15-19 Regional Transportation Improvement Program and provides the following comments for COMPASS' consideration:

1. ITO included, and subsequently removed, a project to rehabilitate Interstate 84 from US Highway 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. We encourage ITD to continue to seek funding to improve this section of 1-84 in Canyon County. We note that the average annual daily traffic has increased 11% since 2008, and a significant investment is necessary to add capacity between Caldwell and Nampa in addition to the need for pavement restoration. Members of the Chamber's transportation committee are willing to form a working group to identify an improvement and funding plan. ITO needs to work as a partner with the affected local communities to identify the range of short- and long-term improvements that are critical to the current needs of existing businesses and residents as well as the future economic growth of Canyon County.

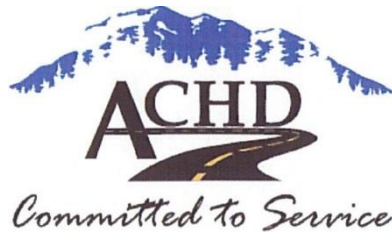
2. We support the expansion of the project at the US 20/26 and Farmway Road intersection to include both left and right turn lanes on US 20/26. There are adjacent commercial and industrial land uses and the improvements will enhance the economic value of these uses.

Thank you for your consideration of our comments. Please do not hesitate to contact me if you have any questions.

Sincerely yours,

Theresa Hardin

Theresa Hardin
Executive Director
Caldwell Chamber of Commerce



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

October 1, 2014

Matt Stoll
COMPASS
700 NE 2nd St., Ste. 200
Meridian, ID 83642

Dear Mr. Stoll:

Thank you for the opportunity to comment on the proposed major changes to the DRAFT FY2015-2019 Regional Transportation Improvement Program (TIP). ACHD is appreciative of COMPASS' support of Ada County projects through grant funding, and ITD's focus on road safety projects. ACHD continues to be concerned regarding the lack of capacity improvements programmed on SH20-26 (Chinden) and SH44. In regards to the major changes to the TIP, ACHD offers the following comments for your consideration:

Projects proposed for addition as compared to original draft FY2015-2019 TIP

- ACHD fully supports the addition of an adaptive signal improvement project on State Highway 55 (Eagle Road) in FY 2017. ACHD agrees that there is an immediate need for signal timing improvements to provide a safer road for the public and to improve the flow of traffic on Eagle Road and connecting arterials.
- ACHD is pleased that ITD has chosen to include in FY 2017 a signal improvement project at the intersection of SH-16 and Beacon Light Road. ITD has had great success in making critical improvements by partnering with ACHD, and ACHD looks forward to working with ITD staff to implement this project and provide the public with a safer intersection.

Projects proposed for removal as compared to original draft FY2015-2019 TIP

- From a regional perspective, ACHD is concerned with removing roadway maintenance for 1-84, US 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. Commuters have long since expressed concern with this section of 1-84. If it is not improved, trips reroute onto the local system, causing additional capacity concerns, especially on the already over capacity mobility corridors. ACHD understands the need to design and execute the proper maintenance and capacity solutions for all road projects, but does not support ITD's decision to remove this project from the TIP.

Projects proposed for changes in scope as compared to original draft FY2015-2019 TIP

- The intersection of SH-55 (Eagle Road) and SH-44 is in need of enhancement to improve function and level of service. ACHD understands the need to design the correct solution, and that the project is now being re-scoped, but ACHD does not support placing the project in PD.
- The corridor that has received the least attention is Chinden Boulevard (US 20/26), where directional lane volumes currently exceed the planning threshold in both the A.M. and P.M. peak periods. Advancing the Chinden Boulevard and Locust Grove intersection improvement project is a step in the right direction, but ACHD would also strongly support including the Chinden Boulevard and Meridian intersection improvement that was eliminated in this draft update.
- The DRAFT TIP also contains a project for a surface treatment on Chinden, Locust Grove to Cloverdale, which, teamed with the intersections, addresses some principal concerns here. Due to the funneling of

traffic from four lanes to *two*, though, neither the treatment nor the intersection improvement addresses the nature and significant magnitude of congestion in this corridor. In order to take advantage of any available funds for construction, ACHD strongly encourages ITD to begin the design of this heavily impacted corridor. Land development is increasing in north Meridian and there is insufficient capacity in the parallel ACHD roadway system to handle the traffic that needs to be served by the state highway system. The new connection of SH-16 has only exacerbated the situation. ACHD will discuss partnership opportunities with the State to improve our joint intersections in this area. We believe projects such as SH44/Linder and Eagle/McMillan have provided wonderful templates for how partnerships can materialize.

Projects proposed for changes in year (advanced or delayed) as compared to original draft

FY2015-2019 TIP

- The one-year delay of the Local Highway Safety Improvement Program project for Cherry Lane, between Linder Road and Meridian Road, is understandable, and ACHD supports ITD's decision. In the future, we would encourage ITD to notify sponsoring agencies first so that these agencies *don't* first learn of such delays in the publication of STIP change documents.

Development program - construction considered unfunded.

- ACHD strongly supports resubmission of SH-44, SH-16 to Linder Road, between Eagle and Star for next year's Statewide Competitive Program. This segment of SH-44 is in need of increased capacity and, like nearby Chinden Boulevard, receives limited relief from parallel ACHD roadways. Also like Chinden, ACHD would encourage ITD to begin the design of this impacted corridor to handle the traffic best served by the state highway system. Having a designed project would allow ITD to take advantage of construction funds that may become available in the future.

Other

- Due to the number of near miss incidents and the increase in traffic on South Orchard Access Road due to the Mobilization and Training Equipment Site (MATES), ITD, Union Pacific Railroad, and Operation Lifesaver have identified the need for an improved South Orchard Access Road Railroad Crossing. ACHD has approved the Construction State and Local Agreement with ITD and is prepared to move forward with ROW improvements when funding is available.

Thank you again for the opportunity to provide these comments.

If you have any questions, please feel free to contact Tom Ferch, Transportation Funding Coordinator, at tfersch@achdidaho.org or 208-387-6157.

Sincerely,



Mitchell A. Jaurena
ACHD Commission Vice President

Cc: Compass Executive Committee



CANYON COUNTY COMMISSIONERS

Steve Rule
District I

Kathryn Alder
District II

Craig L. Hanson
District III

1115 Albany •• Caldwell, Idaho 83605 •• Telephone: (208) 454-7507 •• Fax: (208) 454-7336

October 1, 2014

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

RE: FY15-19 Regional Transportation Improvement Program

Dear Director Stoll:

The Board of Canyon County Commissioners has reviewed the recent changes to the draft FY15-19 Regional Transportation Improvement Program and provides the following comments for COMPASS' consideration:

1. We understand ITD included, and subsequently removed, a project to rehabilitate Interstate 84 from US Highway 20/26 (Franklin Road) in Caldwell to Franklin Boulevard in Nampa. We encourage ITD to continue to seek funding to improve this section of I-84 in Canyon County. We note that the average annual daily traffic has increased 11% since 2008, and a significant investment is necessary to add capacity between Caldwell and Nampa in addition to the need for pavement restoration. Canyon County will work with ITD and COMPASS to identify funding strategies to complete the necessary short- and long-term improvements to the interstate.
2. We support the \$1,000,000 in FY19 funding for safety improvements at the US 20/26 and Franklin Road intersection in Caldwell.
3. We support the expansion of the project at the US 20/26 and Farmway Road intersection to include turn lanes. There are adjacent commercial and industrial land uses and the improvements will enhance the economic value of these uses.
4. The purchase of replacement transit vehicles in Parma and Melba is necessary to continue to provide mobility options for rural residents, and we appreciate the FY15 funding for these projects.

Thank you for the opportunity to comment on the proposed investments to the regional transportation system.

Sincerely,

CANYON COUNTY BOARD OF COMMISSIONERS



Chairman Steven J. Rule



Commissioner Kathryn Alder



Commissioner Craig L. Hanson

**ROBERT L. HENRY
MAYOR**



**CITY HALL
411 3RD ST. SOUTH
NAMPA, ID 83651
(208) 468-5401
FAX: (208) 465-2227**

OFFICE OF THE MAYOR

October 3, 2014

Dear Ms. Tisdale:

On behalf of the City of Nampa, I would like to formally register my concerns that the Idaho Department of Transportation may delay the upgrade and widening of I-84 between Caldwell and Nampa's Franklin Interchange.

This has been promised for years. We need that third lane to keep traffic moving through Nampa and westward into Caldwell.

- There's the safety factor. Just the simple narrowing from four lanes to two is a major traffic hazard for the high volume of commuters who travel from Canyon County to Ada County.
- We are concerned that businesses eying Nampa will be deterred by the fact that this major road improvement is not high on the priority list.

It is understandable that the Transportation Department may need to delay a project because of funding issues. But why does a major project go to the end of the list? Why a five-year delay?

I simply ask that you reconsider the needs and move the Nampa-to-Caldwell stretch of I-84 higher on the list and fund the widening and expansion sooner than 2020.

If you have any questions, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert L. Henry". The signature is written in a cursive style with a long, sweeping tail on the final letter.

Robert L. Henry
Mayor