

Public Comments – Verbatim
 Amendment to *Communities in Motion 2035*, January 2013
 223 Support (80%), 48 Do Not Support (17%) and 7 Don't Know (3%)

No.	Date Received	*Name /Zip Code (optional)	Support Amend?	Comment Regarding CIM 2035	Comment Regarding Air Quality Conformity	Staff Response (if needed)
1	12/21/12	Jerry Royster (HUD) / 83712	Yes	An EXCELLENT amendment!	There is a business on the north side of the freeway and east of Broadway who puts out terrible smells.	
2	12/21/12	83707	Yes	Even with an improved interchnage at Gowen, it is highly possible for traffic to continue to back up onto I84 due to the shift changes at Micron Technologies. The additional lane will increase safety by providing safer storage for the Micron shift change.	N/A	
3	12/21/12	83687	Yes	I believe traffic volumes are higher enough to warrant widening at this location.	N/A	
4	12/21/12	83709	Yes	N/A	N/A	
5	12/21/12	83703	Yes	Widening is important for business and economic growth.	N/A	
6	12/21/12	83704	Yes	I'm happy to see that it is 3 lanes in each direction and not 4. There are better uses of state transportation dollars than continuing to widen I-84 in the Treasure Valley.	N/A	
7	12/21/12	83616	Yes	Widening these section of I-84 is critical to improving our transportation system. Construction cost are very low right now and we need to take advantage of this opportunity.	N/A	
8	12/21/12	83703	No	N/A	N/A	
9	12/21/12	83705	No	I am sick of pouring more \$\$\$ into autocentric projects! We always must accommodate higher speeds for cars. However, when any effort to create legislation that would even dare to ASK a population about perhaps raising a local tax in order to attract matching federal funds to build a decent transit system, it is shot down immediately. No, I will not subsidize more driving.	With gas prices dropping like a stone, it signals to me that people are not driving as much, due to an anemic economy. I happen to work on one of Boise's most busy intersections. I have noticed that traffic has reduced significantly below where it was before the crash of 2008. Air quality should be showing a marked improvement because of this. The only construction I see are more wasted \$\$\$ being poured into the Eagle Rd shopping district. Who can afford to shop with all of the unemployment and poor wages? Why are there so many business property vacancies all over the County, and new fancy business buildings being	

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					built. It makes no sense. And now, with more weather changes apparent due to global warming, we are experiencing rapid transformation of our regional climate. Many more wind storms are coming through, clearing our skies of unhealthy air, instead of being locked in by inversions.	
10	12/21/12	Mary Lou and Dick Kinney	No	How frustrating!! No, we definitely do not think the <i>Communities in Motion 2035</i> plan should be amended to accommodate the Idaho Transportation Board's decision! Isn't that what we've been trying to do through COMPASS during all of these many months-- <u>cooperative planning!</u> ?	N/A	
11	12/21/12	Howard and Linda Roose	Yes	I support the proposal to widen I 84 from Broadway to Gowen Rd. When changing or modifying the interchange at Gowen Rd please ensure that bicycles are included. There are alot of cyclists that ride Gowen Road thus needing to safely navigate the Federal Way intersection and then making it safely through the interchange area.	N/A	
12	12/21/12	Charles Chappell	Yes	Yes, I-84 should be widened because: Traffic and safety needs, especially trucks traffic. It will provide a better entrance to the city. The interchanges need improvement. The funds can only be spent on highway construction (only Interstate?) anyway and you might as well spend it here as opposed to another part of the state.	N/A	
13	12/22/12	Dan Morrow / 83706	No	Given that funds are limited, and even though I would guess this type of project would be funded primarily with federal money, I would prefer to see other road projects having a higher priority. My guess is that many more car-hours per day are used up by people in the valley trying to get from the Eagle area to the I-84 area. I have to believe that a much larger impact on pollution and lost productivity could be made with more attention to that type of congestion problem. I see the proposed Broadway to Gowan expansion as a way to lead development in the eastern part of the valley. That's not a bad thing, just a lower priority thing.	I followed several of the links provided and could not find anything like an executive summary of what "draft air quality conformity demonstration" was. After some searching I decided it was a plan to follow some standard approaches to modeling air quality. If that's the case then I'm not clear on the value of community comments on following some standards (because I presume you are required to do that). If on the other hand, there is some data in there describing improvements in the air quality maintenance possible with the proposed I-84 expansion, I didn't discover what it was. It strikes me	

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					that this was added because some federal requirement mandated getting community comment but, in this case, the authors didn't go out of their way to describe what / where / how community comments fit in. Sorry if I was just incompetent in my admittedly quick attempt to figure out how to provide meaningful feedback.	
14	12/22/12	83507	No	I understand the want for the 3rd lane. I am reluctant to put more lanes in. I feel that we could be investing this money towards more sustainable transportation options.	I work with children and we bring them in from recess and play time more for AQI problems more than foul weather throughout the year. Boise has had and does have a problem with AQ. I feel that we should be aware of this issue and act accordingly. ITD please do not become a transportation dinosaur. Times are changing and we need to be aware and act towards the changes.	
15	12/24/12	83705	No	N/A	N/A	
16	12/25/12	83646	Yes	It should be a much LOWER PRIORITY than widening Chinden from Eagle to Ten Mile or widening State hwy44 west to Linder or widening Eagle Rd to 4 lanes each direction from Chinden to I-84	Synchronise the lights on Chinden, State St, Eagle to make traffic flow better. Give priority to the major arteries. Encourage more right turns.	
17	12/26/12	83714	Yes	Anytime we have the opportunity to increase the capacity of the freeway and state highways in Ada County, we should encourage this. It lessens the emphasis of widening county arterial roads as much to make up for inadequate capacity on the interstate/state highway system.	N/A	
18	12/26/12	83716	Yes	At this time it makes sense to add the third lane between Broadway and Gowen. The current east bound on ramp from Broadway creates a severe merging hazard on to I-84 and the morning backups for Micron are also a major safety hazard. The third lane will, for now, solve those issues. By 2035 the fourth lane will likely be needed.	I believe adding these lanes will help improve air quality by eliminating the need for drivers to accelerate to get out of the way of merging traffic and help eliminate the large traffic backups which result in non-moving vehicles idling waiting to exit the freeway.	
19	12/27/12	Jerome Mapp	Yes	YES	N/A	
20	12/27/12	Cam Johnson / 83702	Yes	I am favor of widening I-84 between Broadway and Gowen	N/A	
21	12/27/12	Clay Carley	Yes	Yes! I84 should be widened to Isaac's Canyon Interchange.	N/A	

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22	12/27/12	83702	Yes	ASAP	N/A	
23	12/27/12	83709	Yes	N/A	N/A	
24	12/27/12	Ken Fisher / 83702	Yes	There are value added reasons to expand the widening from Broadway to Isaac's Canyon, not just Gowen, cost efficiencies in engineering and construction costs - and one time inconvenience to those who travel the interstate. It would help push development to the East and increase the use of the Isaac Canyon asset already in place.	N/A	
25	12/28/12	83686	Yes	N/A	N/A	
26	12/29/12	83713	Yes	Improvement of I-84 is essential for Boise's continued and increased economic vitality.	N/A	
27	12/29/12	Art Berry / 83706	No	I support the original plan of widening I – 84 to 4 lanes in each direction from Broadway through the Isaac's Canyon interchange. As a property owner on federal way between down road and Isaac's Canyon the emerging time rush-hour traffic is intense and dangerous and needs extra lanes for access. Thank you. Art Berry	N/A	
28	12/31/12	Peter Oliver / 83702	Yes	To get ahead of the game, I-84 should be widened to Isaac's Canyon interchange. This will further open up the East end of the valley for industrial development.	N/A	
29	1/2/13	83709	Yes	Should Interstate-84 be widened from Broadway Avenue to Gowen Road in Boise? YES. Traffic is heavy enough in Boise now to warrant this change.	N/A	
30	1/2/13	83714	Yes	Please widen the freeway to Eiseman Road. Do not stop at Gowen. Id addition take a lesson from our friends in California and see if we can improve 3 miles of road in under one year	N/A	
31	1/2/13	Mary Barker (VRT)	Yes	If done, it should be made wide enough to incorporate HOV lanes when the time comes..mary	N/A	
32	1/2/13	Edward Miller / 83702	Yes	Please accept this e-Mail as my support for the improvements to I-84. These improvements are critical in my view to Boise's economic vitality. In reality, if the funding were available, widening to the Isaac's Canyon interchange would be ideal.	N/A	
33	1/2/13	83642	Yes	N/A	N/A	
34	1/2/13	Dennis Meier / 83704	Yes	N/A	N/A	
35	1/2/13	83702	Don't Know	Without reviewing the extensive texts here, I simply wish to comment on the desire to see the Treasure Valley develop in sustainable, environmentally sounds ways. The idea of putting a lot of money into widening roads for anticipated increased traffic, when	N/A	

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				other methods of mass transit have not been developed sounds to be a decision made in poor judgment. Please consider increasing funding for mass transit (ie. light rail, bussing, improved bicycle/pedestrian pathways) in exchange for the increased smog, inversion, fuel costs, etc. that increased traffic would bring to the Valley.		
36	1/2/13	Liz Paul / 83701	N/A	How much pervious surface will be converted to impervious in this project? There should be a plan to mitigate for the loss of pervious surface, and the project should be designed in accordance with low impact development engineering. This would mean that there shouldn't be any loss of natural hydrologic function. To be acceptable and not further burden the Boise River with untreated stormwater, the project must be designed to capture, treat and reuse all stormwater. Water should be seen as a valuable resource, not as a waste product and multiple options for reuse should be explored. With close to a billion dollars being spent on the interchanges and widening, significant innovative is stormwater management should be achieved. Please consult with the MS4 Permittees about the requirements of the new NPDES permit to explore ideas for partnerships and leveraging of funding.	N/A	
37	1/4/13	83713	Yes	Improvement of I-84 is critical for Boise's economic vitality. In reality, if the funding were available, widening to the Isaac's Canyon interchange would be ideal.	N/A	
38	1/4/13	83634	Yes	N/A	N/A	
39	1/4/13	83686	Yes	They should expand it to 4 lanes with 2 exiting at Gowen.	N/A	
40	1/4/13	83709	Yes	Widening the interstate between Gowen and Broadway will help reduce future traffic jams and bottlenecks - especially as SE Boise continues to grow.	N/A	
41	1/4/13	83616	Yes	N/A	N/A	
42	1/4/13	83709	Yes	Each morning there is a large back up on the I84 exit ramp at Gowen (heading east bound) due to Micron traffic. There are numerous opportunitites each day for unattentive drivers to cause significant accidents. The exit lane to Gowen must absolutely be lengthened.	N/A	
43	1/4/13	83642	Don't Know	The level of traffic flow from Broadway to Gowen is continuing to grow and the addition of the lanes from Broadway through Eagle proves the flow is there. If	N/A	

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				the interchanges are getting larger, the traffic lanes need to as well.		
44	1/4/13	Robert Hough / 83716	Yes	One more lane would improve traffic flow that is often hampered by merging vehicles, such as slow trucks and RVs.	N/A	
45	1/4/13	83646	Yes	Ensure that there remains enough space to expand to 8 lanes in the future if needed. I wish there were a law that designates the left lane as a passing lane, with slower moving traffic required to keep to the right lane(s), especially with 3+ lanes. So often people help block all lanes of traffic by driving in the left lane(s), going slower than the speed limit (even with 3 or 4 lanes), refusing to pass the car next to them or pull in behind that slower car. This kind of behavior defeats the purpose of having multiple lanes by impeding traffic, increasing the potential for accidents, and encouraging road rage. Would be nice if the HP was authorized and would give a few tickets for this kind of behavior.	N/A	
46	1/4/13	83709	Yes	N/A	N/A	
47	1/4/13	83709	Yes	N/A	N/A	
48	1/4/13	83642	Yes	Considering the number of cars that use the Gowen exit, and the backup that exists several times a day, this would reduce traffic delays, associated air quality issues, and greatly reduce the risks associated with traffic in one lane stopped and traffic in the other lane going 80mph. Thank you for considering this.	N/A	
49	1/4/13	Brett Wood	Yes	I don't see any downsides to this option. I believe this would be a great idea due to the amount of traffic that hits this part of the road daily. I currently ride an ACHD van and we go to the Eisman exit to avoid the cluster of traffic every day. It's quicker and you don't have the issues getting on at Gowen. I believe it would also be easier for those exiting at Broadway. Now that's kind of a blind exit and if there was a third lane then that would be the designated Broadway exit lane. I've been at Micron over 20 years and it's just gotten worse and worse especially with Winco now here...	N/A	
50	1/4/13	83709	No	I drive this stretch of road everyday to and from Micron and I see no reason to widen it. I never have issues with too much congestion and would have a big problem with the road being temporarily narrowed to enable the construction.	N/A	
51	1/4/13	83709	Yes	As a daily commuter along this section of I-84 I	N/A	

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				support the inclusion of widening of the interstate in the amendments.		
52	1/4/13	Doug Kellis / 83709	Yes	I have felt that this area of the freeway should have been widened a long time ago. It is overdue as there is a large amount of traffic that uses this area especially during peak usage times.	N/A	
53	1/4/13	Matt / 83642	No	I have been driving from Meridian to Micron daily for my work for the last 4 years and never had any problem with the two lanes between Broadway to Gowen exits. My biggest complaints about driving are: 1. Sun shining directly in the eyes. I see no fix for that. 2. The Gowen road interchange is way crowded around 5pm with all Micron cars entering I-84. There can be many ways to fix/improve this. I think it's a much better way to spend than widening I-84.	N/A	
54	1/4/13	83713	Yes	help eliminate the bottle neck at gown road	help improve air quality because there will be less idle vehicles at gownen road exit.	
55	1/4/13	83716	Yes	In fact I think we need to widen it to 4 lanes...	N/A	
56	1/4/13	83709	Yes	Increased traffic in this area is a given due to growth in many industries.	N/A	
57	1/4/13	83705	Yes	N/A	N/A	
58	1/4/13	83709	Yes	The highway is very dangerous exiting and entering during Micron peak hours. Often cars are sitting idle on the side of the road to exit. Additionally, cars trying to enter the freeway outnumber the open spaces with cars traveling at 75mph.	N/A	
59	1/4/13	83716	Yes	N/A	N/A	
60	1/4/13	83716	Yes	Traffic is only going to increase so it's better to do it all at once then try to get it done later.	N/A	
61	1/4/13	Mike Harmon / 83642	Don't Know	I've been traveling between Broadway and Gowen (North to South) for the last 23 years. The problem as I see it is multifaceted; 1) 84 increases in elevation from Broadway to Gowen so truckers or other overloaded haulers crawl up that hill. 2) The truckers speed on that piece is 55 and regular commuter traffic is 65 so the trucks are going even slower up that hill then commuter car traffic. 3) Signage on that same stretch has through traffic in the left lane further congesting traffic. 4) There is a railroad overpass which gets icy in certain snowy conditions. All these conditions add up to the left south bound lane being jammed up with cautious and slow drivers and is exacerbated by faster driver using	Increased traffic flow prevents idle automobiles and slow vehicle traffic which is better overall for our overall Treasure Valley air quality.	

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				the left lane to cut over into the right lane and slowing that lane down as drivers slam on brakes. If you go from 3 lanes down to 2 at Gowen for SB traffic then that will further confound the issue. I suggest having the lane narrowing take place past the Gowen on ramp for south bound traffic AND decrease the speed limit from 75/65 until the narrowing. With that happening later it makes it easier for regular commuters and drivers who miss the increased speed sign.		
62	1/4/13	Mick Wiskerchen / 83646	Yes	On the Gowen exit; Yes, by all means this is a no brainer. It is flat out dangerous! I drive it everyday and it is a disaster waiting to happen e.g. a semi truck trying to merge left not in time while everyone is backed up bumper to bumper onto a 75MPH HWY in the main right lane. One bad move or not in time merge could result in many deaths and familys losses, which would be a tragic loss from poor planning to execute this ASAP. I would hate to see that happen from lack of planning, funding and execution now.	N/A	
63	1/4/13	83646	Yes	Only if we get Obama Bucks to do it.	N/A	
64	1/4/13	83706	No	N/A	N/A	
65	1/4/13	83716	Yes	N/A	N/A	
66	1/4/13	83706	Yes	This section of I84 is heavily travelled, especially during shift change at Micron. Safety would be greatly improved by having more lanes in each direction along with the improved overpasses at both Broadway and especially at Gowen.	N/A	
67	1/4/13	David Leary / 83617	No	I believe the community would be better served by allocating resources to public mass-transit initiatives in order to reduce the number of single- or low-occupancy vehicles on our existing roads; especially along the high-volume Caldwell to East Boise I-84 corridor.	N/A	
68	1/4/13	83646	Yes	This seems like a no-brainer, it's always jammed up during the rush hours! While you're at it, maybe do something about turning left onto Gowen from Federal (leaving Micron). That gets ridiculously jammed up as well during the rush hours.	N/A	
69	1/4/13	83702	Yes	This is a definite area of congestion that needs a solution.	N/A	
70	1/4/13	Thad Cunningham / 83646	No	I do not see the need for widening that stretch of I-84 I have been driving it 5 days a week for the past 7yrs - however what I do think should be done is	N/A	

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				create an exit lane similar to the Broadway exit should also be created for the Gowen exit - the back-up in the right lane in a 75mph zone - I am pretty shocked there has no one has been a serious accident or someone getting killed waiting to get onto the Gowen exit -		
71	1/4/13	83687	Yes	I commute every day from Nampa, and exit at Gowen. While the cost for such a huge project would be enormous, I believe the added benefit of safety would be justifiable. Currently it's almost a demolition derby for east bound traffic to see who can get to the Gowen exit first. For westbound traffic exiting at Gowen, consider a traffic light, or eliminating left (west bound) turns on Gowen Widening should be considered all the way out to the Eisenman interchange,	N/A	
72	1/4/13	83712	Yes	That section of the free way is always clogged in the mornings and causes traffic blockages.	N/A	
73	1/4/13	83716	Yes	The eastbound merge from Broadway onto I-84, in conjunction with the increased speed limit, creates a safety risk due to very wide variances in traffic speeds and traffic suddenly merging into the far left lane of I-84 to avoid merging traffic from the entrance ramp. An extra lane between Broadway and Gowen would significantly increase the safety of this corridor. It would be good to review speed limits in the corridor also, to see if the increased limit should be moved just east of Gowen. The westbound merge of thousands of vehicles entering from Gowen road during rush hours would also benefit from additional lanes and lower speed limits (65mph suggested) through the corridor.	N/A	
74	1/4/13	83706	Yes	N/A	N/A	
75	1/4/13	83646	Yes	I've traveled from Meridian to Micron for nearly 13 years. This stretch of road can be dangerous at times due to congestion exiting 84 going to Micron. However, this stretch of road is generally not a problem. There are so many other roads that should be addressed before this section it really comes down to priority.	N/A	
76	1/4/13	83704	Yes	This would really help the flow of traffic to and from the Gowen exit.	N/A	
77	1/4/13	Michael Knapp / 83646	Yes	I commute on this route daily and I regularly encounter dangerous situations on the eastbound freeway between Broadway and Gowen roads. The	N/A	

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				<p>Broadway on-ramp is short and uphill, so trucks and lower powered cars have difficulty getting up to speed before entering the freeway. Cars that move into the left lane to make room for merging traffic must then merge back right to exit at the Gowen exit, often time at higher speeds. Then if the Gowen exit backs up, as it does nearly every morning, traffic can be stopped unexpectedly on the freeway. A third lane in the eastbound stretch of this road would be a huge help. The westbound lanes are not nearly as much of a problem. The westbound on-ramp from Gowen is longer, on a down slope, and has an additional acceleration lane so this on-ramp seems pretty good. Then the longer exit ramp at Broadway keeps traffic from backing up onto the freeway. Also, there isn't the same concentrated volume on the Broadway exit that we have at Gowen in the morning. My perspective is that the eastbound lanes are a huge problem while the westbound lanes are fine as they are.</p>		
78	1/4/13	83709	Yes	I am often in traffic after the Broadway exit and waiting at the Gowen exit. Additional lanes would help the traffic at the interstate.	N/A	
79	1/4/13	83716	Yes	N/A	N/A	
80	1/4/13	83709	Yes	Defiantly needed for safety issues, especially at the Gowen exit. Dealing with the high traffic volumes especially at A.M. and P.M. traffic flows peeks are scary at best.	N/A	
81	1/4/13	83646	Yes	3 lanes in each direction and a redesign of the entrance and exit ramps would go a long way to reducing traffic and accidents along that stretch of I-84 during rush hour traffic	N/A	
82	1/4/13	83709	No	I have worked at Micron for 17+ years and have never had issues on I84 in this section.	N/A	
83	1/4/13	John Hobbs / 83716	Yes	With Harris Ranch community growing, new businesses forming in the area, and large amounts of traffic from Micron, the increased traffic capacity would be greatly improved. This stretch of road can be hazardous during peak travel times.	N/A	
84	1/4/13	83702	No	As a Micron employee, I drive that section of highway every day. I do not foresee how the additional lane will help traffic flow upon completion, instead it will create more congestion problems during its construction. That section of the highway does have congestion as Micron employees all enter or exit	N/A	

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				during short periods, but almost all of the blockage is limited to the right lane. Traffic bypassing Micron easily moves into the leftmost lane and moves around the Micron blockage. A third lane is not the best use of funds.		
85	1/4/13	Niall Byrne / 83716	Yes	Makes sense with high amount traffic exiting highway to Micron and entering highway from Micron and SE Boise to have an extra lane for improved safety.	N/A	
86	1/4/13	83709	Yes	There are serious safety concerns at both ends of the project of Eastbound I-84. Traffic entering at Broadway, usually large truck traffic cannot reach freeway speeds climbing the onramp, and enters the freeway well below freeway speeds, creating a hazardous condition. at the east end of the proposed expansion heavy traffic exiting the freeway at Gowen Rd. backs up onto the freeway, creating a hazardous condition. to compensate, the light at Gowen Rd I-84 gives some preference to the off-ramp traffic, causing delays for eastbound Gowen road traffic. Widening to three lanes may help to mitigate these issues, but they may require additional consideration in conjunction with the widening project.	N/A	
87	1/4/13	Matthew Newville / 83634	Yes	I consider the Gowen Road interchange and the stretch of I-84 between it and Broadway Avenue among the most dangerous sections of road that I drive. Last week, I was forced off the road when attempting to merge from the westbound Gowen on-ramp onto the freeway. Two semi-trucks were driving side-by-side during heavy commuter traffic, preventing me from merging. During a morning commute a few months ago, I was driving in the passing lane on eastbound I-84 (past the Gowen interchange to avoid it) when a vehicle suddenly pulled-out from traffic that was backed-up in the right lane. I had to slam-on my brakes to avert a major accident. The number of vehicles that use the Gowen interchange during peak hours exceeds its capacity, making it very dangerous. The interchange should be redesigned and extra lanes added to encourage traffic flow and improve safety.	The current configuration of the Gowen interchange causes morning commuter traffic to back-up considerably during weekdays. Air quality in the vicinity would improve by increasing the bandwidth of the freeway and the capacity of the interchange would improve traffic flow and reduce idling.	
88	1/4/13	83716	Yes	N/A	N/A	
89	1/4/13	Jason Hammer / 83646	Yes	Eastbound traffic exiting at Gowen in the morning can back up significantly, which creates a hazardous situation and many accidents. Semi trucks also have to choose between holding up traffic in the faster moving left lane, or having to inch through the traffic	I have a very hard time believing this would have any measurable impact to air quality - especially since there is already an oil refinery near the Broadway exit that is undoubtedly	

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				in the right lane with no momentum to get up the hill. Westbound traffic getting on the interstate in the evening also creates a traffic hazard as it is on a curve and downslope that has little visibility for westbound traffic on I-84. The on-ramp is very curvy and dangerous as well - something much longer and straighter would be much safer.	much worse than any slight traffic increase.	
90	1/4/13	Greg Gatlin / 83707	Yes	I live in Mountain Home and don't even commute that way, but even I see a potential gain for widening this stretch of highway.	none, I don't live here	
91	1/4/13	83646	Yes	It would help accomodate the increasing traffic flow during peak hours.	N/A	
92	1/4/13	83704	Yes	N/A	N/A	
93	1/4/13	Monique Bergam	Yes	I most definitely believe that this stretch of I-84 needs to be widened. I have worked at Micron for almost two years and have experienced firsthand just how dangerous exiting the freeway and merging onto the freeway can be in this area. There is a heavy amount of traffic, which includes a lot of semi trucks that are not familiar with the high volume of cars exiting and entering at peak times. This can make it I-84 very scary and I believe we would all benefit from an additional lane.	N/A	
94	1/4/13	Chris Hendricks	Yes	I agree with the plan to expand I-84 between Broadway and Gowen to 3 lanes. At the very least, two off-ramps should be implemented at the Gowen exit to alleviate traffic headed towards Micron, and the onramp from Broadway needs to be extended. Thank you for receiving response on this matter.	N/A	
95	1/4/13	83642	Yes	I'd like to add another lane, but not if it means the speed limit will decrease from 75.	N/A	
96	1/4/13	83616	No	I drive the stretch of road from Broadway to Gowen 2x/day M-F. The traffic is not heavy and does not warrant the expense of widening.	N/A	
97	1/4/13	Jason Jacopian / 83713	No	I think the money would be better spent getting bus service to Micron and educating Micron employees to use the Eisman exit if they work on the south end of the Micron complex to prevent traffic congestion at Gowen	N/A	
98	1/4/13	83616	No	Most traffic passing Broadway during rush hour is exiting at Gowen. Widening would just cause a race around commercial trucks to get to the Gowen exit.	N/A	
99	1/4/13	83709	No	The expansion is unnecessary. Traffic flows fine through this area.	N/A	
100	1/4/13	83709	Yes	N/A	N/A	

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101	1/4/13	83616	Yes	As a daily comuter on I-84, I fully support the widen lanes in each direccction.	N/A	
102	1/4/13	Blake / 83642	No	I commute to Micron from Meridian every weekday using I-84. I arrive any time between 7:30 and 8:30am, and leave between 4:30 and 6:00pm. Sometimes around 7:50am, I-84 can get backed up in the right lane as Micron employees and other people try to get to work by 8am. However, this usually only lasts 15 minutes or so and I don't think it justifies a large expenditure. Besides that brief period ~15 minute period, I-84 usually runs very smoothly past Broadway. In fact, I am usually happy when I get past Broadway because the freeway seems to clear up substantially. Even if the eastbound lanes need to be widened (which I disagree with), the westbound lanes definitely should not be widened. There is rarely significant traffic, even around 5pm when many workers are commuting home.	N/A	
103	1/4/13	83714	No	Perhaps this isn't the correct place for this comment...however, I don't see the need to widen the highway to and from Gowen. The one large employer that this might service is scaling back on operations and might be only an R&D facility in the next few years. At peak hours, I don't find that I am hindered by two lanes and the average speed is still at least 65MPH. The only advantage I can see is that they can take the opportunity to fix the problem they caused with the onramp on the west-bound 84 from Federal. That is, in my opinion, a very dangerous section of the highway, as it is confusing to cars entering the highway and those already traveling west at 65MPH and into slow, merging traffic form the on-ramp. The drivers entering the highway don't realize they do not need to change lanes immediately and drivers wishing to exit on Vista have little time to merge through the two lanes of traffic to exit in time. It's a total cluster %&@#.	N/A	
104	1/4/13	83704	Yes	I feel that this would be beneficial and help reduce the amount of congestion there is during rush hours. I drive that section ten times a week and see how bad it can get sometimes.	N/A	
105	1/4/13	83706	Yes	N/A	N/A	
106	1/5/13	83703	Yes	Adding another lane from Gowen will certainly help with merging onto I-84 West!	N/A	
107	1/5/13	83709	No	N/A	N/A	

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108	1/5/13	83634	Yes	Widen it!!! Good grief! :)	N/A	
109	1/5/13	83709	No	N/A	N/A	
110	1/5/13	Rick Donovan / 83646	No	It is too late for this project since Micron moved production offshore. The future fiscal situation is questionabe at best and our financial resources would be better spent elsewhere or better yet, saved. I commute to work at Micron from Meridian.	N/A	
111	1/5/13	83716	Yes	N/A	N/A	
112	1/5/13	83703	Yes	I would strongly support this proposal for a third lane between gowen and Broadway. This section of freeway is quite dangerous during peak traffic times and I have seen numerous accidents in this area. The main problem is that traffic gets backed up onto the interstate for cars going eastbound trying to exit at gowen. This results in cars stopped in the right lane of the interstate and cars in the left lane cruising past at 70+ mph. The large volume of semi trucks further adds to the dangerous situation.	N/A	
113	1/5/13	83687	Yes	At some point the road is going to need to be widen. I think it's a good idea to complete the overpass and the widening at the same time. Also it would be nice for when traffic gets built up at the Gown exit to have a extra exit lane.	N/A	
114	1/5/13	Jason Reece / 83716	No	I feel that the current traffic conditions East of the Broadway exit do not support the need for the widening of the interstate. I also do not feel that there is enough future growth in this region (no new sub-divisions or commercial developments planned that I am aware of) to drive additional traffic that would require the expansion. As a Columbia Village resident, I use this part of the interstate regularly and during all parts of the day.	N/A	
115	1/5/13	Curt Giese / 83646	No	I would make a longer off-ramp at Gowen & I-84!	N/A	
116	1/5/13	83716	Yes	N/A	N/A	
117	1/5/13	83712	Yes	Expanding I-84 would be a good idea since there is significant traffic volume between Broadway and Gowen due to Micron, Outlet Mall, and Hwy 21.	I don't see why the additional lanes would cause any change in air quality conformity. The traffic volume wouldn't be increasing because of the lanes....just allow better flow of traffic.	
118	1/6/13	Daniel Sanchez / 83709	Yes	Heavier traffic than what it used to be not just because of Micron, but also becasue of the growth around the Columbia Village, Outlet Mall, and Sports activities around the Simplot Fields. having at least 1	N/A	

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				more lane will provide a much safer transit without slowing down vehicles than continue East on I-84.		
119	1/6/13	83642	Yes	Would help traffic flow better in the mornings and afternoons for shift changes at Power Bar and Micron Technology.	N/A	
120	1/6/13	83704	Yes	Widening the interstate from Broadway to Gowen would be a great way to help with the ever increasing growth and expansion of South eastern Boise. As micron continues to grow and more housing communitis are being built, it only makes sense to prepare for the future.	N/A	
121	1/6/13	83706	Yes	Because of the high amount of traffic exiting on the Gowen road exit, this stretch of road often experiences congestion as high speed traffic exiting the city interacts with lower speed traffic attempting to use the Gowen road exit. An additional lane allowing through traffic to separate from exiting traffic would be beneficial.	N/A	
122	1/6/13	83641	Yes	This will make the morning commute to Micron much better.	This should only be undertaken if air quality won't be worsened long term. The air inside Micron tends to be bad already, it wouldn't be worth the saved time if it made it even harder to breathe at work.	
123	1/6/13	83706	No	The bottleneck remains the 2 lanes and stoplight at the end of the Gowen Rd exit. Expanding the interstate will not relieve this congestion, and will only encourage aggressive driving and speeding in a battle to get to that exit.	N/A	
124	1/6/13	83716	Yes	Makes sense to do it now.	N/A	
125	1/6/13	83704	Yes	It would be better to widen I-84 to 4 lanes in each direction between Broadway Avenue and Isaacs Canyon!	N/A	
126	1/6/13	83647	Yes	N/A	N/A	
127	1/6/13	83716	No	Insufficient traffic on that section in both directions to warrant cost of widening. The idiot drivers behind trucks on the east-bound LONG acceleration ramp cut in front of me (with my cruise control at 65 MPH) in the left lane to avoid one minute more behind the truck! I have to slam on my brakes to avoid hitting the MFs.	Airport landing paths over that section add emissions that cannot be identified and separated from automobiles and diesel trucks.	
128	1/6/13	Denzil Rogers / 83709	Yes	Please widen I-84 between Broadway Avenue and Gowen Road. Both the short onramp southbound from Broadway and the backup that always occurs at Gowen exit are safety issues. At a minimum, a third	N/A	

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				lane should be added to the southbound side.		
129	1/6/13	Greg Mitchell / 83642	Yes	I support widening I-84 to 6 lanes between Broadway and Gowen, however, I would like to know why this was not done when I-84 was expanded to 8 lanes from Cole to Broadway a couple years ago? I imagine that would have been much more cost effective since all of the equipment and resources needed were already available and on site for this expansion. I think road development needs to be much more proactive instead of reactive in the Boise area!	N/A	Staff responded that this project was not considered a few years ago because funds were not available at that time.
130	1/6/13	83642	Yes	I would like to understand why the Broadway Bridge could not be rebuilt when it was repaired a few years ago. all the equipment was just a couple exits away. Gowen Bridge has need tp be rebuilt for years	N/A	
131	1/6/13	83705	Yes	N/A	N/A	
132	1/6/13	Cory Armstrong / 83709	Yes	I believe that the widening and expansion of I84 between Broadway and Gowen Road should be funded and completed as soon as possible. This next step is needed to complement the improvements already completed from Broadway to Orchard. In addition, it will improve safety on a very busy portion of I84 where traffic can often back up in the morning hours at the Gowen Road off ramp. There are numerous accidents, injuries, and property damage incurred on this section of I84.	N/A	
133	1/6/13	Tracy Carson / 83709	No	the only time that stretch of freeway is clogged is east bound at the gowen exit between 07:00 and 08:00. so just a long exit lane east bound. that way all Micron people in the morning would not get in the way of freeway traffic east bound.	N/A	
134	1/6/13	83709	Yes	Traffic flows so smooth until you come up to the Broadway exit when everyone tries to go from 4 lanes to 2 lanes. I travel this section every day in the early am so I don't even get tied up in the 8 am traffic and it's still bad.	N/A	
135	1/7/13	83709	Yes	Broadway on-ramp is uphill cars, especially semi trucks do not get up to 65 mph posted speed by the time it is ready to merge on I-84. Gowen exit has congestion due to Micron workers, adding a lane creates and extra lane for flow of traffic.	N/A	
136	1/7/13	83642	Yes	N/A	N/A	
137	1/7/13	83716	Yes	Traffic Flows East to Gowen in the morning are dangerous with all of the traffic attempting to exit to Gowen. Three lanes would help with the traffic flow.	N/A	

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138	1/7/13	Sharon Jorgens / Fruitland	No	<p>I commute from Fruitland to Micron and I was made aware of the <i>Communities in Motion 2035</i> regarding widening of the I-84 from Broadway to Gowen. As I do come across congestion in this area, it seems to be only at certain times of the day, corresponding with the shift changes for Micron. As I have a more flexible schedule, I just wait 10-15 minutes and the congestion is not an issue. Also the speed limit between that area is 75, whereas the merging traffic is not going that when it's entering the freeway, which causes problems.</p> <p>There does seem to be a higher issue for WB I-84 at exit 36 where the lanes merge into 2 lanes and we have merging traffic from the on-ramp. Just last month, they switched the "Lane Ending" from the right to the left, but we still have merging traffic issues. The notice that the lane ends give us 1500 feet. If there was a sign that gave everyone a mile or two notice, it would be very helpful to those drivers not knowing the area.</p> <p>I am not sure if there are plans to add lanes from Mile Marker 36 (Franklin) to Mile Marker 33 (Hwy 55 Karcher/Midland exit), but between adding lanes Broadway to Gowen vs Franklin to Karcher, I would pick the later option as this seems to be an issue no matter what time of day or what day of week it is.</p> <p>There's my 2 cents for what it's worth :)</p>	N/A	Staff responded that there are currently no plans to widen I-84 between Franklin and Karcher.
139	1/7/13	83716	Yes	N/A	N/A	
140	1/7/13	83642	Yes	Need more of the freeway reader board signs and more of those cameras at freeway interchanges. Why no camera at the Karcher Interchange ?? These cameras and signs give great information to the public and should eb included in this plan.	Looks good.	
141	1/7/13	83709	Yes	I have seen too many near accidents on I-84 east bound near Broadway and up to Gowen Road due to merging lanes, slow vehicles/semis entering I-84, and stand still traffic on the interstate trying to exit onto Gowen Road. Just past Vista the interstate drops from 4 lanes to 2 lanes in a short span, couple that with an uphill on ramp that semis use immediately after the loss of lanes has caused some close calls and congestion. As for west bound I-84, I have not seen as many issues, but I think it is because there is an extended exit lane from Gowen Road. This stretch can be hazardous especially with speed limits of 75	I would think that an additional lane would help with air quality in particular for east bound traffic, as there are some cars stuck in the right lane that intend stay on the interstate, but can't due to the near standstill traffic and the fear of entering a high speed lane.	

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				mph. I have seen some close calls and minor congestion as the interstate approaches Broadway. It seems to me a 3rd lane here would also be beneficial for smooth flow of traffic, especially as the interstate goes from 2 lanes to 5 lanes. The short distance between Broadway onramp and Vista offramp does not help this situation much either.		
142	1/7/13	83706	Yes	the volume and safety risk appear to justify action	N/A	
143	1/7/13	Becky Newberry	Yes	Since this is part of my route to and from work, 5-days per week, I am in favor of increasing the lanes to three in each direction. I think the biggest advantage would be the opportunity to improve the on-ramp going East on I-84 at Broadway. The current one is much too short and does not allow trucks coming from the truck stop to merge smoothly, both because of the short length of the ramp and the fact that it is an uphill grade.	N/A	
144	1/7/13	Terry Sinsel / 83686	Yes	N/A	N/A	
145	1/7/13	83642	No	As a daily commuter to Micron, I believe that an extended "exit only" ramp at Gowen (Eastbound lane) would be sufficient to ease the eastbound congestion during the morning commute.	N/A	
146	1/7/13	83712	Yes	There is significant commuter traffic in this corridor, and at peak hours, with truck traffic it can be quite dangerous entering and exiting the freeway at Gowen exit as well as Broadway exits. having a 3rd lane would be a huge benefit for traffic that goes through without exiting, and will make it safer for those exiting.	N/A	
147	1/7/13	83707	Yes	N/A	N/A	
148	1/7/13	83616	Yes	I support amending the two transportation plans for the widening of the freeway from Broadway to Gowen to six lanes, but would strongly encourage widening to eight lanes and widening the overpasses accordingly. Seems as Boise grows this would only make sense. It will cost much more later to expand to four lanes in each direction. Part of my commute includes the Curtis Rd. corridor from Fairview to Chinden and I saw the same shortsightedness in that project which caused costly rework and it is still horribly inefficient with it's landsccape strips and compromised, short turn lanes. These short turn lanes back traffic up substantially at peak hours. I've	N/A	

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				seen people so frustrated with the short turn lanes that lead from Curtis west on Chinden that they've driven right over the landscape strip. All of the turn lanes in this corridor should be lengthened, particularly the ones approaching Chinden as you come from Fairview. These two particular lanes should be lengthened all the way back to Mountain View Dr. as much as possible. Thanks for soliciting public input on this matter and thanks for all of the great projects that have been completed recently including the widening of the interstate from Broadway to Nampa - huge improvement!		
149	1/7/13	83702	Yes	I don't think the volume of traffic requires three lanes, especially in the west-bound direction. However having a exit lane for the eastbound Gowen exit is long over due. From 7-8am every weekday the traffic in the right lane is stop and go at best and the most dangerous part of I-84 in Boise in my mind when you have cars going at full speed running into a stand-still.	N/A	
150	1/7/13	83709	Yes	I drive to Micron every day, the traffic backup between Broadway and Gowen is pretty bad. You have my vote to widen that section.	N/A	
151	1/7/13	83713	Yes	I have to drive the stretch of road between Broadway and Gowen daily. There is a problem with the traffic pattern to exit on Gowen in the east bound direction in the morning. The traffic gets backed up for at least a half a mile and reduces the freeway flow to one lane. Then there are people that try to merge right to exit and cause the left lane of traffic to slow down also. I think there should be two exit only lanes east bound onto Gowen.	N/A	
152	1/7/13	83607	Yes	N/A	N/A	
153	1/7/13	Tony Hebdon / 83704	Yes	As a user of this stretch of the interstate as part of my commute every weekday, the widening of the interstate would be of great benefit. The Broadway onramp introduces traffic in a tough location and is especially difficult for 18 wheelers since they are trying to get up to speed while trying to drive up an incline. Over the years I have personally witnessed many near miss accidents because of merging tractor/trailer traffic. It is especially dangerous because of the guard rails on both sides of the interstate that when these incidents do occur there is nowhere for vehicles to escape. Moving on to the Gowen road off ramp. Widening of this stretch would	In briefly reviewing the air quality conformity document it became clear to me that by widening the interstate it would minimize idle time and congestion which would benefit air quality in area. The start and stop traffic would be lowered improving brake dust emissions and road dust from the constant acceleration and deceleration of the traffic.	

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				relieve congestion and pressure on drivers a great deal. After jockeying into the left lane to avoid the merging traffic from Broadway there are, at times, trouble trying to get back into the right lane to exit to Gowen Road. While there may be problems during the construction to widen the interstate the benefits far out weight the cost of doing so. Thanks for your time and consideration of my comments.		
154	1/7/13	Andrew Evans / 83716	No	If you just give Gowen Road a long off ramp, like the long on ramp west bound. That would fix most problems.	Why does IDEQ care about CO when Federal does not require it. Fairly cold year?	
155	1/7/13	Brandon Schulthies / 83706	Yes	I commute daily between Broadway and Gowen. I support widening the freeway in this section which will help eliminate the two major problems I run into: 1- Entering the freeway from Broadway going Eastbound towards Gowen is extremely dangerous due to the short merging lane and poor visibility. I've been run off the road when entering the freeway from Broadway on multiple occasions and seen others run into the same problem. 2- Traffic is frequently backed up during rush hour and creates a dangerous situation. Cars are backed up in the right lane while traffic in the left lane maintains freeway speeds. If three lanes are available, two lanes of which can exit at Gowen, traffic should flow better. One additional problem that can be fixed immediately is putting a Yield sign up at the Westbound freeway ramp at Gowen. You have three lanes entering the freeway that merge into two lanes in the on-ramp. The yield sign should be put up on the one lane that is from traffic entering the on-ramp from Eastbound traffic on Gowen that turn left to enter the ramp. The two lanes heading Westbound on Gowen entering the freeways should be given priority. Without the yield sign, there is a lot of chaos and confusion as to which lane should yield.	N/A	
156	1/7/13	83716	Yes	As the population and workers using Gowen road interchanges keep growing, it is much beneficial to Boise economy to widen it up.	Widening it would be good to Air quality in that it will facilitate the passing through the I-84, thus the idle time of cars pending at the entrance / exit getting shorter. Hence the Air should have less pollution from cars' emission daily.	
157	1/7/13	83706	Yes	I encourage the plans to upgrade the Broadway and Gowen interchanges as well as the widening of the I-84 between the two interchanges. There needs to be	N/A	

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				<p>a definite change to the Broadway Interchange, in particular the East bound on ramp. The East bound on ramp is too short to allow for safe merging onto the freeway. That ramp feeds you directly into traffic, small vehicles have a hard enough time merging during high traffic conditions. I have observed that most drivers do not reach highway speeds and fail to properly merge onto the highway which cause serious congestion issues. There have been numerous times in which accidents have almost occurred. If you add commercial trucks into the mix they even more issues arise. There are two truck stops that use this intersection, both add to the already dangerous situation and it should be address as soon as possible. The south bound off ramp at the Gowen exit is horrendous, every day traffic is backed up onto the highway and leads to absurd stop and go traffic. It's ridiculous how this traffic is routine and has been considered "acceptable" for such a long time. The off-ramp to intersection length is too short and there isn't an "exit only" lane on the highway. I strongly encourage the widening of I-84 to include a 3rd lane. There should also be an additional 4th "exit only" lane for east bound traffic as well as a 4th lane to allow traffic to merge safely from the Broadway east bound on ramp. The west bound on ramp at Gowen could be improved but isn't as bad of an issue.</p>		
158	1/7/13	83607	Yes	<p>I think they would have to be widened past the Gowen road exit in order to not have the same accident trap that was created in Nampa by the Franklin / Northside area.</p>	N/A	
159	1/7/13	83642	Yes	<p>As an employee of Micron Technology, I experience safety related issues at both Broadway (EB) and Gowen (WB) interchanges daily. Six lanes between both these interchanges would serve to alleviate the pinch points found while merging, especially at the EB Broadway ramp. Thank you.</p>	N/A	
160	1/7/13	83713	Yes	<p>I travel on and use the Gowen exit daily for work. Its very dangerous and I dread this part of my cummute as the east bound traffic comes to a complete stop on I-84 due to the volume of cars going to Micron. I-84 needs the additional lane and interchange improvements to help make this safer.</p>	N/A	
161	1/7/13	Jeff Tauge / 83709	Yes	<p>As a Micron employee, I believe the proposal to widen I84 between the Broadway Ave. interchange and the Gowen Rd. interchange is a great idea that is</p>	N/A	

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				long overdue and will improve the safety for ALL motorists traveling through that corridor.		
162	1/7/13	83716	Yes	Please widen the interstate as traffic is regularly backed up and crowded. The biggest place in need of an upgrade is the narrow underpass where Gowen/21 goes under the interstate.	Air quality is fine, its a non issue	
163	1/7/13	David Greenland / 83709	Yes	Every morning I exit at the Gowen interchange during rush hour and every evening I enter at the Gowen interchange during rush hour. This is the only time that congestion on this section of road warrants an extra lane, and for it to actually relieve traffic congestion, it needs to be done in the right way. In the morning at rush hour almost everyone exiting at Gowen is turning onto Federal Way to go to Micron. This is what backs up traffic. Adding a lane to I-84 will only help if it also includes two exit lanes, two lanes turning left onto Gowen, and two lanes turning right onto Federal. If any of that is only one lane, it will back up traffic. In the evening rush hour, the vast majority of the traffic is coming from Micron on Federal turning left onto Gowen and then right onto I-84. Once again the way to keep traffic moving is to have that whole route 2 lanes. Currently there are two lanes from Federal turning left onto Gowen, but only one of those lanes turns right onto the freeway. Both of those lanes need to turn right onto the freeway. There's already two lanes entering the freeway there, so that's fine. If these changes are made to the interchange, then the extra lane on I-84 will do some good. If not, traffic will still be awful there during rush hour.	N/A	
164	1/7/13	83706	Yes	I fully support widening I84 between the Broadway to Gowen Road interchanges. The sooner the better. I drive that stretch of highway daily and find it a crowded and dangerous drive. Frankly, it amazes me that there has not been a serious accident given the right lane stacking of Micron cars and through traffic in the left lane going past at 75 MPH.	N/A	
165	1/7/13	83646	Yes	N/A	N/A	
166	1/7/13	83686	Yes	Need to rebuild Gowen exit at the same time.		Rebuilding the Gowen Interchange, including the ramps, is also scheduled.

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167	1/7/13	83642	Yes	I do thing something needs t be done to make that section of HW safer. Just re-do the exit from 84 to Gowen from 84E needs to be done before someone dies there. It is crazy from 7am to 8:15am.	N/A	
168	1/7/13	83709	Yes	I use the Gowen exit and on-ramp almost everyday, and traffic can become congested during peak times of the day and the situation is only likely to get worse in the coming years.	N/A	
169	1/7/13	Steve McNeill / 83634	Yes	Please amend the current program so I84 between Broadway and Gowen rd. can be widened. Driving to work every morning I can see how traffic is backed up in the morning at the Gowen Ext. This slows all traffic down and creates a dangerous situation with all of the traffic reduced to a crawl on the rt hand lane.	Please amend the current program so I84 between Broadway and Gowen rd. can be widened. Driving to work every morning I can see how traffic is backed up in the morning at the Gowen Ext. This slows all traffic down and creates a dangerous situation with all of the traffic reduced to a crawl on the rt hand lane. The extended idle time that this back up creates on I84 could be hurting our air quality	
170	1/7/13	Sean Hailey / 83646	Yes	N/A	N/A	
171	1/7/13	83646	No	it takes way to long and to much money for projects like this to be completed. Not worth it. the group/company that does the work is not qualified to do the work and is unable to get it completed in a timely manner.	N/A	
172	1/7/13	83716	Yes	N/A	N/A	
173	1/7/13	Randy Cleverly / 83686	Yes	I would say this is the most important improvement project on the program. Very dangerous stretch due to the high volume of traffic. I've seen so many "near miss" accidents at both the east bound Broadway onramp to the freeway and at the Gowen offramp from the freeway.	Improved traffic flow should reduce emmissions due to less traffic parked on freeway at Gowen exit.	
174	1/7/13	Lisa Grasser / 83616	Yes	I use the I-84 to commute to Micron every day and exit eastbound traffic at Gowan Road. The mile-long backup on I-84 can be dangerous if other eastbound traffic is not paying close enough attention. Also, the onramp from Gowan onto westbound I-84, and merging onto I-84, can be hazardous. There have been times when merging has been difficult due to a large amount of traffic on I-84 not willing to give ground, even with the long merge lane that currently exists. I support the widening of I-84 between Broadway and Gowan.	N/A	

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175	1/7/13	83716	Yes	I agree that the number of lanes between Gowen and Broadway need to be increased. If we do the project, I would suggest we widen to possibly have 4 lanes in each direction even if we don't mark them initially to save money in the future.	The same amount of traffic will use this section of roadway regardless of the extra lanes. I don't see air quality as an issue.	
176	1/7/13	83714	Yes	N/A	N/A	
177	1/7/13	83642	Yes	The gowen exit is in much need of help as well	N/A	
178	1/7/13	83646	Yes	I fully support the widening project of I-84. As someone who works at Micron and drives this stretch of road everyday it really needs to happen. Also would suggest a double exit lane off of I-84 at Gowen road to limit the backup onto I-84.	N/A	
179	1/7/13	Brian Dahl / 83709	Yes	The widening of I-84 from Broadway to Gowen needs to happen ASAP as it is a very dangerous at Exit-57 where traffic backs up every morning 5 days a week.	N/A	
180	1/7/13	83605	Yes	N/A	N/A	
181	1/7/13	83706	Yes	Every time I use this exit during rush hour, the traffic is backed up onto interstate. It looks like a major safety issue to me.	Less traffic ideling and waiting to get off of interstate the less polution we have.	
182	1/7/13	83709	Yes	N/A	N/A	
183	1/7/13	83709	Yes	Gowen road exit is very busy and can make the stretch from Broadway to Gowen dangerous. At 75 mph it is hard to react when traffic stops while still on the interstate - not to mention Trucks and other through traffic have to navigate this safely and it isn't always easy.	N/A	
184	1/7/13	83713	Yes	It's too busy for just two lanes and it's dangerous in the morning whem everyone is exiting at Gowen.	N/A	
185	1/7/13	83709	Yes	The east-bound exit from I-84 to Gowen road is easily the most dangerous portion of my daily commute and is the most dangerous intersection I can think of in Boise. Daily, from ~7:30 to ~8:30 AM, traffic comes to a complete standstill on the highway up to 1/4 mile from the exit ramp. Merging from Gowen onto Westbound I-84 is only marginally better. There are many, many cars using that ramp from 3 PM to 6 PM daily and there is usually aggressive merging to get on the highway. Most merges are done well below the speed-limit.	Car sitting on the highway are burning extra fuel. Escpially is stop-and-go traffic. This could easily be reduced by a redesign of the interchange.	
186	1/8/13	Kyle Haugen / 83704	Yes	I feel Broadway to Gowen needs widened really bad. I do not like the transition from 4 lanes to 3, then to 2 by Broadway. I am fortunate that I drive the opposite way after working night shift at Micron. I feel sorry for the day shift people commuting to Micron..... From 2 to 3 would be great.	N/A	

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187	1/8/13	83709	Yes	Agree with 3 lanes, but I think the change that would have more impact on travel/congestion at the Gowen Road eastbound exit would be a dedicated exit only lane with the middle lane being a secondary exit or eastbound continuance lane. As a Micron employee for over 15 years, I've seen the effect that one or two semi's can have who are exiting only to take a right (westbound) onto Gowen Road to one of the numerous distribution centers west of the exit. This completely jams up those of us looking to head east to Micron. The Eisenman IC south of Micron was a good idea in principle, especially when there was a large amount of Mountain Home employees, but for those coming from the west side of the valley, adding ~3.5 miles to each chunk of their commute to take it instead of Gowen just isn't cost effective, especially now with money tight for most people. Factor that into 2x per day over a year of workdays with a 20mpg average, that's close to an extra \$300 per year at today's gas prices.	N/A	
188	1/8/13	83701	Yes	Widening 184 between Broadway and Gowen is needed. I drive that route each day, and there is frequently traffic backed up due to the lane consolidations. Much of this traffic appears to be headed off the freeway at Gowen. This is highly visible in the morning commute, where the freeway often backs up ~.5 miles from the Gowen off ramp.	N/A	
189	1/8/13	Christine Kelley / 83686	Yes	Since I work at Micron I am familiar with the congestion and accidents/ near accidents that occur on the exit and on ramps at Gowen. Through traffic rarely moves over into the correct lane to allow exit and entrance to the ramps. A designated lane in both directions would give more time for individuals to move into or out of traffic without causing a bottleneck.	Adding the additional lanes won't increase the amount of traffic in that area, same amount of vehicles will be using 3 lanes instead of 2.	
190	1/8/13	83704	Yes	I travel this corridor every day for work. I support the widening to three lanes each way. Traffic can get congested when entering the west bound freeway from the Gowen interchange. Widening to three lanes would give big trucks another lane to travel in and allow traffic to merge onto the interstate safely. Also, travelling eastbound and exiting at Gowen would be safer with three lanes due to Micron traffic backing up heavily at times onto the freeway.	N/A	
191	1/8/13	83704	Yes	There is a lot of traffic, both business and general travel that uses Gowen Road to access shopping,	N/A	

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				work, recreation, &c. Widening to an additional lane for this stretch will help with traffic flow, and better segregate the significant amount of large-sized through traffic from the larger local flow.		
192	1/8/13	83716	Yes	Adding the 3rd land in both directions will ease the congestion condition that I84 had during rush hour traffic between Broadway and Gowen Road. It will also make the eastbound Gowen Exit much safer during rush hour, as the far right lane could/would become an exit only lane and allow through traffic for passenger vehicles and heavy trucks to continue through unimpeded by the traffic that often backs up onto the freeway. Smoother, calmer traffic flow will reduce fuel burn along this section and reduce vehicle based pollution emissions slightly, due to reduces acceleration and deceleration for adjusting to the current congested conditions.	N/A	
193	1/8/13	83642	Yes	Amending CIM 2035 is a good idea. The Broadway to Gowen exit is a safety hazard. Vehicles entering from Broadway towards Gowen Road experience difficulties merging on with the amount of traffic throughout the day. The Gowen exit is a very serious danger in the mornings and evenings on weekdays as traffic is significantly backed up and stopped in the right lane, causing cars to swerve regularly at the quick slow down in one lane. It is only a matter of time before a serious accident occurs if the lanes are not widened	N/A	
194	1/8/13	83712	Yes	Is dangerous entering from Broadway and exiting onto Gowen, with traffic back up into right lane of I84 commonly at Gowen during commute times. Bottlenecking to two lanes for a short distance would minimize any impact to interhchange improvements, in my opinion.	Is dangerous entering from Broadway and exiting onto Gowen, with trafic back up into right lane of I84 commonly at Gowen during commute times. Bottlenecking to two lanes for a short distance would minimize any impact to interhchange improvements, in my opinion.	
195	1/8/13	Craig Whitney / 83709	Yes	This in my opinion would greatly improve the safety of that stretch of I-84		
196	1/8/13	83714	No	i work at micron and it's fine just as it is, no need to widen.	N/A	
197	1/8/13	Harold Noyes / 83713	No	I work at Micron Technology and have worried about the fact that cars often are stopped (me included) in the right-hand lane at the I-84 Eastbound Gowen Road exit -- a 75 mph road! This is a terrible accident waiting to happen; all it needs is an in-attentive	N/A	

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				<p>driver. I can see why this proposal is being put forward -- at least it is doing "something" about the problem... I can understand the argument for adding a lane to I-84E. I do not see the same needs for I-84W. I have never witnessed an "exit queue" blocking one of the I-84 lanes at the Broadway, Vista, Orchard, or Overland exits. Why does I-84 need the same number of lanes in both directions? (It does not have the same number, now. It has two extra lanes for the Gowen Road merge onto I-84 W...) Could the same thing be accomplished by adding "exit lanes" to the Gowen Road exit off I-84E? Unfortunately, I do not think either the proposal or my suggestion will really "solve" the problem. The root of the problem is the "stack up" at the traffic light at the end of the exit -- similar to what is still happening at the Eagle Road exit off I-84W. Unless you put enough "buffer" -- turn lane space, extra lanes, etc -- to take the traffic flowing in and "gating it", via a stop light system, onto another road, you are not solving the problem. You can improve the situation, for a time, like the Eagle Road exit was improved, for a time. But, it does not fix the problem. A way must be found to change human behavior or forcing the "staggering" of the traffic flow. Good luck! I have never seen a system that has worked; it is time for some "out-of-the-box" brainstorming...Another entire exit is available, a little further east. How much is it used? My perception is that it is not used, at all. Is there a way to "incentivize" drivers to use that exit? Maybe you could improve air quality and alleviate the problem at the same time, through a combination of "carpool" incentives and "take the alternate exit" incentives? The technology exists to "charge tolls" on cars, as the move. Maybe we need to charge a toll to use the Gowen Road exit? If a partnership can be formed with employers in the area, does the technology exist to quickly "notify" the employers that a car used the appropriate exit, to receive entrance into a "special reserved" parking space/lot? For example, have Micron install a gated area, in desirable location, next to key buildings. Or, can each employee carry an RFID so that a vehicle can be confirmed as a "carpooler" and get preferential treatment at the exits or in parking? Or, can a "tax credit" or some other payment be made to people</p>		

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				<p>that are confirmed carpoolers and/or use the alternate exits? The money that would have gone to widening the road could be used to install the technology and pay for any tax credit or cash incentives. Maybe employers can “stagger” employee arrival times, through some kind of policy or incentive? These kinds of things could be effective at modifying human behavior and, ultimately, provide a true solution to the problem...On another issue... This proposed amendment says nothing about “de-funding” anything. Hard choices MUST be made and anything we build now needs to be maintained in the future. What are the tradeoffs? Or, do we continue to believe there is unlimited funding to be had in the future? When the public is asked their opinion, on a proposal like this, they will always say yes! I am marking “No” because I do not feel this is the “best” way to spend the money. It does not solve the problem! P.S. The Ada County Van Pool program is a waste of money and will never be widely accepted. There are a number of reasons, which you probably already know. Have you ever tried to use a Van Pool? Have you driven to a pick-up point and at least doubled your commute time? I won't mention the number of times I have observed a Van Pool van significantly exceeding the speed limit...P.P.S. I am participating in a two-person carpool. I have been carpooling for years. In the past year, I carpoled 146 days. I do it because it works for me (convenience, cost, and schedule).</p>		
198	1/8/13	Harold Noyes via email	N/A	<p>I have submitted comments online, I copy of which is included below my signature. I want to call your attention to some alternative ideas I have. I appreciate your willingness to take the time to read them.</p> <p>Fundamentally, a way must be found to change human behavior or forcing the “staggering” of the traffic flow, or a good solution does not exist! I prefer to change human behavior, by providing incentives that entice people to choose the incentive. We all operate in our own “best interest”. The following ideas are an attempt at some “out-of-the-box” brainstorming...</p> <ol style="list-style-type: none"> 1. Another entire exit is available, a little further east. Is there a way to “incentivize” drivers to use that exit? 		

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				<ol style="list-style-type: none"> 2. Maybe you could improve air quality and alleviate the problem at the same time, through a combination of "carpool" incentives and "take the alternate exit" incentives? 3. The technology exists to "charge tolls" on cars, as the move. Maybe we need to charge a toll to use the Gowen Road exit? 4. In partnership employers in the area, does the technology exist to quickly "notify" the employers that a car used the appropriate exit? The employer could then offer incentives, such as entrance into a "special reserved" parking space/lot? For example, have Micron install gated areas, in desirable location, next to key buildings. Since Micron would know that the car used the approved exit, they can grant that car entrance into the preferred area. 5. Can each employee carry an RFID, so that a vehicle can be confirmed as a "carpooler" and get preferential treatment at the exits or in parking? 6. Can a "tax credit" or some other payment be made to people that are confirmed carpoolers and/or use the alternate exits? The money that would have gone to widening the road could be used to install the technology and pay for any tax credit or cash incentives. 7. Maybe employers can "stagger" employee arrival times, through some kind of policy or incentive? <p>Hopefully, these ideas will prove helpful.</p>		
199	1/8/13	83642	No	<p>Given the actual ammount of traffic this seems unnecessary. Even during rush hour the traffic seems to move well. The disruptions caused by major construction would be far worse than the problem it would seek to fix.</p>	N/A	
200	1/8/13	83687	Yes	<p>I drive from Nampa to Micron daily, and the slowdown between Broadway and Gowen every morning is very dangerous and certainly elevates emissions due to all the slow moving / idling vehicles. Further, the sloped on-ramp at Broadway presents a hazard when fast-moving vehicles must either merge or slow to allow a large vehicle to enter the freeway. I think any widening of this portion of road should include a dedicated on-ramp lane, at least to the top</p>	N/A	

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				of the hill, to allow large vehicles to get up to speed before merging.		
201	1/8/13	83646	Yes	N/A	N/A	
202	1/8/13	Christopher Smith / 83706	Yes	As a Micron team members, I was pleased to see this announcement on our internal website, asking for comments. Now that we are accustomed to traveling on a state-of-the-art multi-lane freeway through the Boise Front from Nampa to Broadway, it creates a potential bottleneck and traffic hazard for eastbound lanes when the two-lane from Broadway begins. There is a large volume of traffic that uses the Gowen Exit for the Micron site and access to SE Boise retail and neighborhoods, and it makes good, long-range transportation planning sense to have a multi-lane freeway through the entire Boise metro corridor. The over/under passes at Broadway and Gowen are in desperate need of an upgrade, and it would be silly not to widen the freeway between these two points at the same time. Certainly, we need to plan for alternative transportation in the corridor (i.e. commuter or light rail), but given this opportunity to upgrade and make the I-84 corridor consistent and complete along the entire metro Boise front, I encourage you to move forward and amend these master plans.	Another reason to move forward with this plan amendment is the periodic gridlock that occurs as traffic backs up on I-84 eastbound at Broadway and Gowen during the peak commuting times, causing idling cars to sit in traffic for extended periods, creating more pollution. I believe the regional authorities have made significant progress in meeting clean air standards along the Boise front, and I would suggest they consider additional ozone-reducing steps such as requiring gas stations to install fuel vapor recovery devices on all pumps. These simple, cheap devices help reduce ground-level ozone and improve air quality, and should be a requirement for fuel retailers in all metropolitan areas that are in high-altitude basins subject to frequent inversions.	**See response from DEQ at bottom of responses.
203	1/8/13	83704	Yes	N/A	Don't see that it would be detrimental to the air quality to increase the lanes to 3 each way. Should be better...less revving/speeding to get around slower cars/trucks before exiting on Gowen.	
204	1/8/13	83646	Yes	The east bound lanes are pretty bad at the Broadway on ramp. Semi's and campers are trying to get on the interstate going up hill with little room to maneuver. Then thru traffic is supposed to merge left and Micron traffic backing up on the right at Gowen.	N/A	
205	1/8/13	83651	Yes	N/A	N/A	
206	1/8/13	Jeff Gamel / 83686	No	Does anyone remember the Curtis road widening? It was planned, or should have been planned as 2 lanes in each direction, but initially was built with only 1 lane in each direction. Several months later, after 'completion' the construction equipment is back on site, traffic diverted again, neighbors placed in a war (construction) zone. No doubt, extra money spent as	I have no faith in an emissions control system, that lets a diesel vehicle, or a 1966 chevy vega, drive on our roads, when I have to have my 1999 honda tested, for emissions. Exempting some, and testing others is unfair. Either test	

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				well. It never pays to come back to a job twice, when it could have been completed the first time. It would be an incredible waste of money. Rebuilding three overpasses, and laying down 3 lanes in each direction, then we want to stop the project, and come back to it a year later, to only add the 4th lane? That is ludicrous. If you are building a project, and only go 75%, why not just finish it? It would save money, in so many ways. I work at Micron near Gowen, the main site.	everybody, make them clean-up their nasty deisel rig, or get rid of the program. I know, that is impossible, because we are so beholden to the federal government for 80-90 % of road funding. We should gradually ween the State of Idaho, off of federal hostage money. Gas taxes, use taxes, local option, higher registration fees based on vehicle size, usage, and type of fuel. Both my kids have Asthma...which is a lifelong disease caused by particulate emissions, and we are still worried about carbon dioxide? We breath carbon dioxide all day long, it's part of our atmosphere.	
207	1/8/13	83642	Yes	Given the heavy volume of traffic that exits Gowen East bound in the morning, and causes back-ups onto I-84, and the large and Enters at Gowen in the evenings, it seems like the smart thing to do.. If you are going to have 4 lanes from to/from Broadway, it then only makes sense to extend one of them on te Gowen Rd.	N/A	
208	1/8/13	83705	Yes	I think this is a needed improvement for a busy section of I84.	N/A	
209	1/8/13	83706	Yes	the time is now.	I don't expect the air quality will be any greater as traffic will not be halted.	
210	1/8/13	83687	Yes	Widening I84 from Broadway to Gowen and reconstructing the interchanges would greatly improve safety of both East and West bound traffic.	N/A	
211	1/8/13	83646	Yes	It needs done!! I have been driving from Meridian to Micron for almost 25 years, and that would be an awesome change!!	N/A	
212	1/8/13	83616	No	I drive this everyday and do not see a need to widen it. It is only a bottleneck during the morning rush and widening it will not really help this.	N/A	
213	1/8/13	83642	Yes	Have you ever tried to merge onto the freeway heading west at Dawn? Vehicles come over that bridge and are only able to see you at the last second, and if you have an person [edited] in front of you merging on the freeway at 40mph, you're in a bad place.	Get the little red vans STATE WIDE!!!! don't change anything just more little red vans for everyone	
214	1/8/13	Glen Watson	Yes	I appreciate the opportunity to have a voice in		

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				<p>regards to the question if I-84 should be widened from Broadway Ave to Gowen Road? I commute from Nampa so this question does impact me. In a nutshell, my feedback is yes, widen I-84 to three lanes through this area. The traffic is very heavy between 6:30am and 9am, Monday through Friday. Due to this congestion, it would be a welcome upgrade to I-84. Especially if both the right and center lanes were able to exit the freeway to Gowen Road.</p>		
215	1/8/13	Michael Windle	Yes	<p>I am in favor of widening I-84 from Broadway Avenue to Gowen Road. The Broadway Bridge is old and worn down, upgrading this over-pass will allow for: safer transportation mediums for those traveling across the Broadway Bridge in either direction, lanes to be added to the freeway, and for the aesthetics of the area to improve. It's worth noting that the over-passes on Vista, Orchard, & Ten Mile work very well for commuters. There are often semi trucks which block a single lane out of the two lanes to and from Broadway & Gowen Road. Despite the road conditions, having one lane of traffic blocked by semi trucks is dangerous when travelling 75 mph. Having a third lane would ease the traffic congestion, allow for semi trucks to be in one of three lanes, and also reduce the wear and tear on I-84. As a full-time employee at Micron Technology, Inc. for the past 7.5 years, it would be really nice to have the lanes widened and increased in number in order to ease the flow of traffic.</p>	N/A	
216	1/9/13	Patrick Alexander / 83704	No	<p>Stop spending ridiculous amounts of money on roads that require ridiculous amounts of money for maintenance. These companies that bid for these projects make too much money building inferior roads that require too much maintenance for some other company to cash in on. Stop looking at tax payers as cash cows!</p>	No Comment.	
217	1/9/13	John Kaeding / 83701	No	<p>Traffic on I84 is well served by the existing two lanes, with the exception of traffic back-up on the eastbound Gowen off-ramp at ~8 AM due to high traffic volume going to Micron. Re-design of the highway exchange to smooth traffic flow would be a much better use of resources given the very limited period of back-up. This assumes the county does not have plans for significant development of the area outside of current business and housing.</p>	N/A	

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218	1/9/13	83716	Yes	N/A	N/A	
219	1/9/13	83702	Yes	The Gowen road exit and underpass are always a concern due to the number of accidents or potential accidents that occur due to rush hour traffic and the high volume of truck, recreational vehicle, boat trailer, and other traffic that are concentrated in that area due to the various corporations or warehouses and the access to US21 for Lucky Peak and other recreational sites. Having another lane between Broadway and Gowen would help to alleviate the danger caused by offramp backup that often occurs during rushhour. Having a third lane for through traffic rather than the current situation where 75mph traffic is going past completely stopped vehicles waiting to get onto Gowen would be a relief for many motorists. I currently take Federal Way rather than I-84 due to this potential danger at the Gowen exit.	The results of the budget test show that the emissions impacts associated with the planned improvements to the Northern Ada County transportation system will NOT exceed the PM10, VOC, and NOx emissions budgets and therefore the ammendment should be allowed to go forward.	
220	1/9/13	83709	Yes	Please consider the end of the third lane, possibly make it as the right turn lane and first left turn lane. Allow cars from the middle lane to make the last left turn lane (similar to Eagle off ramp from West bound I84.	N/A	
221	1/9/13	83705	Yes	Please widen the road. It would make the commute into Micron each day much easier.	N/A	
222	1/9/13	Jerry Evans	Yes	YES, I-84 should be widened from Broadway to Gowen, to 3 lanes in each direction. The additional EAST bound lane should be an exit only lane at Gowen to provide safer migration at this exit. I also think it is imperative to reduce the Speed Limit from 75mph to 65mph in this stretch. Semi-Truck/Trailers create a dangerous bottle neck and extra hazards in this stretch of road for traffic. Reducing the speed limit should make this stretch safer.	N/A	
223	1/9/13	Bradford T. Knipe / 83702	Yes	I believe it should be widened (all the way to Isaacs Canyon IC). It will be less expensive to do so now than it ever will be in the future, when more of the frontage is vertically-developed, and the bottlenecks created by Micron traffic need to be eliminated, both for safety in general, and so that inconvenience does not lead to any disincentive for Micron or ancillary expansion in the years to come.	N/A	
224	1/9/13	Jack Snyder	Yes	Micron is the largest traffic generator in the valley with the exception of perhaps BSU. It seem that the highest percentage of their employees utilize I-84.	N/A	

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				The off ramp at Gowen backs up during the morning commute. I-84 needs additional lanes on this section. ITD also needs to address the off ramp situation with perhaps a free running off ramp onto north bound Gowen. (I know there's limited land available with the water tower and outlet mall) I might take a unique solution. This is a huge safety issue.		
225	1/9/13	Doug Russell	Yes	I-84 should be widened from Broadway to Gowen. The Gowen interchange should be reconfigured as well. Thank you.	N/A	
226	1/9/13	83716	No	I do not believe there is enough traffic in this section to justify the expense & inconvenience of widening the road. I commute 4x/daily here, & rarely see sufficient traffic for this.	N/A	
227	1/9/13	Brad Rumsey / 83709	No	I believe \$ can be spent on other projects that have a greater need. The congestion takes place due to the traffic exiting at the Gowen road. The majority of the traffic is headed towards Micron. There is an interchange 1 mile up I-84 at Eisenman that allows for the traffic to be alleviated. People simply don't take the exit.	N/A	
228	1/9/13	83616	Yes	I certainly support widening of the freeway. This is more appropriate and more critical than widening some of our arterial and neighborhood roadways.	N/A	
229	1/9/13	Edwina Allen / 83712	No	I do not support this. Thank you for this opportunity to comment.	N/A	
230	1/9/13	Douglas Terry	Yes	I am employed at Micron Technology, and have been for over 25 years. I was elated when the widening of I84 between Broadway and Overland was recently completed. It has made my commute much safer and less stressful. Thank you. I have been hoping that before too long the east-bound exit at Gowen would be rebuilt to add an extra lane for safety. As you are aware, the traffic can back up quickly and I have had some close calls that almost ended in a collision. Many times I have driven past that exit to Isaacs Canyon to avoid the long line. This adds about 4 miles and 10 minutes to my drive. I usually try to allow for the time, but the added mileage can be costly depending on the vehicle I'm driving and the cost of fuel. I would strongly suggest that I84 be widened from Broadway to Gowen, not only for the safety and savings of time and fuel, but I believe it will eventually happen as the community continues to grow, and I'm sure the cost would be	N/A	

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				less if it is done now.		
231	1/9/13	Scott Swan / 83614	Yes	I support COMPASS amending Communities in Motion 2035, the regional long-range transportation plan for Ada and Canyon Counties, and amend the FY2013-2017 Regional Transportation Improvement Program to widen I-84 to three lanes between Gowen Road and Broadway. It tends to be a bottle neck that can be dangerous especially as trucks enter east-bound.	N/A	
232	1/9/13	Ada County Commissioners Rick Yzaguirre Sharon M. Ullman David L. Case	Yes	Please accept this letter as support of the proposed project to widen Interstate 84 from Broadway Avenue to Gowen Road. We support the Idaho Transportation Board's decision to move this project forward. Any necessary amendments to Communities in Motion 2035, regional transportation plan, and the Fy2013-2017 Regional Transportation Improvement Program (TIP) should be facilitated by COMPASS. We believe the completion of this project will enhance our community by improving saety, providing congestion relief, and fostering job creation. This project is a critical component of the Treasure Valley's regional transportation network. We anticipate that the significance of this project will be felt throughout the community. We sincerely appreciate your efforts to facilitate the incorporation of this project into the necessary plans.	N/A	
233	1/9/13	83706	No	N/A	N/A	
234	1/9/13	Ray Stark, Boise Metro Chamber / 83701	Yes	The Boise Metro Chamber of Commerce supports amending the Communities in Motion 2035 and the FY2013-2017 T.I.P. to add additional lanes to I-84 from the Broadway Interchange to the Gowen Road Interchange. This is a needed and natural extension of the previously completed I-84 widening from the Broadway Interchange west to the Franklin Interchange in Nampa.	N/A	
235	1/9/13	83607	Don't Know	I am hesitant because I realize or believe that funding one project or changing it's funding status could move other worthwhile projects to a lower priority. If this would be the case in the question of amending Communities in Motion 2035, then I would have to oppose. Too often in the STIP line up, things that I feel are important are shuffled around and put on the back burner when some organization decides that other proposals need higher priority in the plan. I would vote yes, if this is not the case, and if funding will come from some other source or sources than	N/A	This project is a high priority because it complete this section of the corridor, it is a small funding amount, environmental reports are complete, and

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				those that currently fund our roads and highways. In other words, tell me what projects would get delayed, unfunded, or pushed back, and then I could answer this question.		can be companioned with other existing projects.
236	1/9/13	83686	Yes	This is needed to improve traffic flow and provide safer exit lanes at Gowen	N/A	
237	1/9/13	83646	Yes	I would support the widening of the I-84 ONLY IF the widening would include a designated carpool/bus lane.	N/A	
238	1/9/13	83706	Yes	There is a lot of traffic between Gowen and Broadway due to Micron traffic. Merging onto the freeway (east bound) from Broadway is always a hazard because not everyone stays in the left-hand lanes due to major traffic. Another lane would, for the most part, correct this problem.	N/A	
239	1/10/13	83716	Yes	Yes we need to widen this area, replacement of overpasses is a must too. With current east bound on ramp from Broadway needing a longer acceleration /merge lane due to the numerous semi trucks that use this ramp and the increase in speed limit that changes just after it. The east bound Gowen exit ramp needs to be rethought with more area/lane to decelerate or separate/dual exit lane or loop around after the over pass for an exit or a combination of them.	N/A	Replacement of the Gowen Road and Broadway Avenue interchanges are also scheduled.
240	1/10/13	83716	Yes	I think it would be a wise investment for the interstate to be three (3) lanes between Broadway and Gowen Road to prepare for future growth in the East Boise area.	NA	
241	1/10/13	83716	Yes	N/A	N/A	
242	1/10/13	Jessica Padour	Yes	I think that widening the road could improve the congestion generated at rush hour, but only if they can improve the off ramp process west bound to Gowen, which seems to be the bigger issue. The exit ramp isn't long enough – so cars backup on the freeway during red lights causing issues to through traffic on the freeway. When I get off, the majority of the cars stay in the center left turn lane, causing the far left and right to be basically empty, but because the cars are backed up on the freeway those wanting to be in those lanes can't get through since it's only one lane to exit. Hopefully this feedback help.	N/A	

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243	1/10/13	83704	Yes	I would like to see the east bound on ramp extended at Broadway and the right hand lane be an exit only at the east bound off ramp at Gowen Road.	N/A	
244	1/10/13	83705	Yes	many near accidents while getting off freeway at Gowen when semi-trailers are stuck in right lane and the line backs up to exit would improve safety and ITD liabilities.	N/A	
245	1/10/13	83634	Yes	I believe this change, if implimented, will reduce the rate/risk of accidents and the traffic jams normally associated with peak congestion periods.	N/A	
246	1/10/13	Lisa Johnson / 83646	No	I have worked at Micron for 15 years and the traffic has decreased and increased both. I think the work done at Broadway/Vista/Orchard improved our traffic issues out here immensely. I DO NOT feel we need additional lanes added to the Broadway/Gowen exit. The traffic is only heavy out here around 7 am and 5pm. The amount it would cost to expand, I feel is not at all cost effective. Since there are several people who work out here who live in Eagle and Merdian (as do I), I believe the best benefit of financial allocations should be applied to the Three Cities project and/or the Eagle/Fairview congestion. Meridian also could really benefit from further enhancements, including improving the timing of the traffic lights at Franklin/Meridian Road/Main Street. Those lights create a horrible traffic jam, when the improvments to the roads were so great - the lights now make it a miserable commute. I have waited for at least 6-7 minutes at the stop light at Franklin/Main Street at a time when there were NO cars travling through the intersection, I was the only one waiting. Hope this helps, thanks for letting us make our comments and taking them into consideration.	N/A	
247	1/10/13	Daniel Skinner / 83716	Yes	I have a safety concern due to heavy traffic on these lanes and slow traffic entering/exiting to Gowan road. I'd like to see the interchange at Gowan road rebuilt with a long exit ramp from I-84 Eastbound, and I'd like to see three lanes in each direction between Broadway and Gowan.	N/A	
248	1/10/13	83646	No	Not necessary at this time or in the foreseeable future. It's a waste of public money.	N/A	
249	1/10/13	83709	Yes	N/A	N/A	
250	1/10/13	83647	Yes	I like what has been done to the west of roadway and with Micron located off Gowen exit it would be nice to have two lanes the continue pass the exit.	N/A	

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251	1/10/13	83686	Yes	N/A	N/A	
252	1/10/13	Richard West / 83709	Yes	If the overpasses are being rebuilt I84 should be widened as well, doesn't make sense to not do it right the first time.	N/A	
253	1/10/13	Jerr Smith / 83713	Don't Know	I don't think extra traffic lanes are need, but an extend off-ramp on I-84 East bound at Gowen Rd would be helpful. Something similar to the off-ramp at the Idaho Center in Nampa is needed. Keeping both lanes of traffic moving when a line forms at the Gowen exit is the real problem and safety concern. I haven't observed any problems on the West bound section, and I don't see the need for any changes.	N/A	
254	1/10/13	83642	Yes	N/A	N/A	
255	1/10/13	83642	Yes	Safety due to Micron Traffic.	N/A	
256	1/10/13	83716	Yes	N/A	N/A	
257	1/10/13	83716	Don't Know	It would be nice to have an addiitonal lane in either direction, but I don't think it's necessary based on the current traffic needs.	None	
258	1/10/13	83628	No	widen to three lanes from Nampa to Caldwell to benefit more people.	N/A	
259	1/10/13	83709	No	I believe the money would be better spent on developing/enhancing alternate routes. However, I fee that eventually it will be necessary to widen I84 between Broadway and Gowen, thus, rebuild the Broadway and Gowen overpasses to accomodate future widening of I84.	N/A	
260	1/10/13	Doug / 83687	Yes	It makes more sense to widen the road at the same time as redoing the interchanges. Working at Micron, I can see a benefit to getting Micron (and Gowen Road) traffic away from the regular flow of freeway traffic. In summary, I see safety benefits as well as long-term cost benefits to widening I-84 between Gowen and Broadway now instead of later.	I do not see any benefit of spending time and money on this. Keep this to the absolute minimum.	
261	1/10/13	83709	Yes	It is dangerous to have backs on the Gowen off-ramps and on-ramp blocking a full lane of the interstate. Bike lanes on Gowen and Federal Way should also be added to this improvement program; for Gowen (from Curtis to Warm Springs) and Federal Way (Gowen to Eisenman)!	N/A	
262	1/10/13	83642	Yes	I recommend that as a temporary fix, re-paint the east-bound white line that goes to the Gowen off ramp. It is so faded and can barely be seen in the dark (especially when the road is wet), that I almost drove off the edge of the road, even though I was driving slower.	N/A	

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263	1/10/13	83709	Yes	the widening would be helpful but the Gowen exit is extremely busy so that project would be really helpful	N/A	
264	1/10/13	Dan Spears / 83646	Yes	It's unfortunate this project wasn't done when the widening of the freeway from Cole Rd to Broadway was done. Now that funds are available, I support this amendment.	N/A	
265	1/10/13	83616	Yes	N/A	N/A	
266	1/10/13	83709	No	N/A	N/A	
267	1/10/13	83716	Yes	The current three lanes to two lanes (Eastbound from the West) going into two lanes at Broadway has created a number of close calls with other vehicles when merging traffic from Broadway. I drove this stretch multiple times a day between May 09 and Jan. 12 and this is the stretch (between Nampa and Gowen) that I saw the most break-checking and near collisions. I was wondering why the stretch between Orchard and Gowen did not happen simultaneously. It would have made more sense.	I do not have a great deal of exposure to this draft. However, I do think that it is unfair to look so closely at Ada county without looking at other surrounding counties who are compounding this by living outside Ada and commuting to/working in Ada county. With canyon county now being apart of the automotive emissions program ran by the state, the other counties that work and play in Ada county should have the same restrictions on their vehicles/counties.	*** See response from DEQ at bottom of responses.
268	1/10/13	Michelle Mac Kay Kay	Yes	I have lived in Boise for most of twelve years, exiting the Gowen Road off ramp. The area between Broadway and Gowen should be widened in both directions. The East Bound lanes have a slight hill after the Broadway onramp. Since there is a TA rest stop at the Broadway exit, this creates a dangerous merge for the drivers already on the freeway and the drivers entering the freeway. There is limited sight distance when coming down the ramp, which does not allow the traffic coming on to the freeway enough sight distance to speed up to 65 miles per hour. Trucks cannot get up to 65 miles per hour with the shortness of the onramp creating another hazard for the drivers already on the freeway. The West Bound lanes between Broadway and Gowen were improved with adding the speed up lane, but there are so many vehicles that do not know how to use the lane and truckers that do not understand there is a lane. It is a mess and should be expanded.	N/A	
269	1/11/13	83686	Yes	Traffic bottlenecks at Gowen Interchange are dangerous. A third lane has been needed between Broadway and Gowen for over 20 Years.	N/A	

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270	1/11/13	83686	Yes	N/A	N/A	
271	1/11/13	Roger Lindsay / 83716	Yes	A good plan would for an extra lane that starts at Gowen and ends at Broadway (entrance and exit), and the same for Broadway to Gowen.	Air quality conformity demonstration... Really- what an absurd waste of time and money!	
272	1/11/13	Douglas Glatz / 83686	Yes	If unable to widen to three lanes propose to create a longer exit only lane at Gowen Road. This would allow for smoother flow of traffic that is going to continue past the Gowen road exit.	N/A	
273	1/11/13	83642	Yes	Yes on three lanes heading east bound. Nice to have, but not as immediately necessary, on three lanes heading west bound. In addition, the Gowen/-84 overpass needs to be widened.	N/A	
274	1/11/13	83714	Yes	N/A	N/A	
275	1/11/13	83709	Yes	N/A	N/A	
276	1/11/13	83642	Yes	As a high volume of commuters utilize the Gowen interchange, it makes perfect sense to accomodate that traffic with a third lane from where they enter and exit the interstate.	N/A	
277	1/11/13	Chris Anderson / 83642	Yes	Expanding to three lanes makes a tremendous amount of sense if for nothing else than to have what amounts to an extremely long exit lane (similar to Broadway EB at Broadway). The morning backups with people not paying attention or trying to duck in at the last moment before exiting at Gowen are an experiment on human life. I would hope that the implementation would extend the left hand lane that ends between Vista and Broadway (shortly after the overpass if I remember correctly) all the way through to Gowen as the new third lane. Then the right lane would end at Gowen as the exit/offramp lane (similar to the Broadway offramp). Obviously this would require a shift at some point between Broadway and Gowen, but if the bridge after Broadway is being replaced, then that would be a good location to seamlessly achieve that shift.	There are vehicles that get trapped in the Gowen exit congestion, particularly semis entering at Broadway who aren't able to get up to speed and change lanes before hitting the backups (why not flatten out that onramp, rather than have it go down, then back up and turn to the right, that kills large vehicle speeds just as they're entering the freeway). As we all know, unnecessary idling adds pollution that is unnecessary. If vehicles can avoid getting caught in that trap, then everybody idles less because cars who are actually waiting to get off at Gowen aren't missing the offramp light because of being stuck behind cars that get to the offramp and continue on the interstate. Those cars continuing on also accelerate very quickly, which I'm sure adds more pollution. This all seems very wordy, and I'm sure I'm not the only one submitting these same comments. Hopefully someone can word this better.	

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278	1/11/13	83705	Yes	N/A	N/A	
279	1/11/13	83713	Yes	This is necessary and long overdue. This is a very dangerous stretch of freeway, with vehicles traveling at 75, and most of them competing for the right lane exit. The traffic merging from Broadway is at extreme risk, having to merge in to high speed traffic without the ability to come to the same speed. During several hours of the day, the two lanes in each direction are very congested, as well.	None	

*People were given the opportunity to remain anonymous. Names are only included when specifically granted permission on the survey form or if the comment came via email.

**The purpose of Stage I Vapor Recovery Systems at gasoline dispensing facilities ("GDFs") is to route gasoline vapors into the tanker truck without releasing them into the atmosphere. All gasoline-dispensing facilities in Ada and Canyon counties that have underground storage gasoline tanks with a capacity of 10,000 gallons or greater were required to install and operate a vapor collection system. Facilities with a monthly throughput of 100,000 gallons of gasoline or more are required by federal law to install and operate a vapor collection system.

Stage II Vapor Recovery Systems collect gasoline vapors from vehicles' fuel tanks while customers dispense gasoline products into their vehicles at gasoline dispensing facilities. Beginning in 1998 the EPA began requiring the phase in of onboard refueling vapor recovery (ORVR) systems for capturing gasoline vapor when gasoline-powered vehicles are refueled. These on-board systems now in widespread use, are more efficient and more cost effective than Stage II vapor recovery. ORVR systems have been required on all light duty vehicles and light duty trucks manufactured since 2004.

*** In responding to the legislative requirements of the vehicle testing law (39-116B), Idaho DEQ evaluated all counties in southwest Idaho for their contribution to the Treasure Valley ozone problem. Since wind patterns carry ozone-causing pollutants across county lines, DEQ did not just inventory how much of the vehicle traffic in Ada County results from vehicles in other counties, but determined county contributions by using a detailed photochemical model. This model accounts for the ozone produced by all vehicles from all the counties no matter where the driving takes place.

Based on these results DEQ determined that only Ada and Canyon counties cause a significant contribution to the Treasure Valley ozone problem and little additional benefit would result from testing the relatively smaller number of vehicles in surrounding counties.

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