

Public Comments Received – *Communities in Motion 2040* Proposed Amendment

Public Comment Period: May 9 – 23, 2016

Comments Received: 9

Public comments received on a proposed amendment to *Communities in Motion 2040* to move unfunded priority #23 (State Highway 55/Midland Boulevard Bottleneck[I-84/Karcher Road Interchange]) to the list of funded projects are shown below.

COMPASS also accepted comments to amend the FY2016 – 2020 Regional Transportation Improvement Program (TIP) to add the same project from May 2 – May 23, 2016. Comments regarding this project received as part of the TIP public amendment comment process are included below.

	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Name/Affiliation and Zip Code (if included)
1.	<p>I would like to comment on the proposed changes to the Midland/Karcher interchange. I use this intersection almost every day. I live off Karcher. I strongly oppose the proposed changes. I agree that the Midland exit is a problem. However, in my opinion, that problem is caused by:</p> <ol style="list-style-type: none"> 1. The lack of a light. 2. The lack of a median that would prevent left turns from a right turn only exit. 3. The lack of a gradual entrance ramp to Midland. <p>I believe signaling Karcher Southbound (clearly the busiest ramp) and removing the protected entrance from I-84 WB will exacerbate the already existing traffic issues between Garrity and Northside extending it to Karcher. I am not a traffic engineer but I have served on 3 transportation Project Advisory Committee including one that designed a freeway and worked on a failing intersection that transported 45,000 cars a day.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	Richard Hall

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2.	<p>RE: Interstate 84 interchange with State Highway 55 (Karcher Road) and Midland Boulevard</p> <p>Midland Rd. from Cherry Lane through Caldwell Blvd to Middleton Rd. needs to be a minimum of two continuous lanes with no bottlenecks going into a single lane anywhere on that stretch of road. This will eliminate accidents from last minute merging.</p> <p>The corner dirt lot in front of the Cracker Barrel at the corner of Midland Blvd. and West Marketplace Blvd (the westbound onramp to I84) has room to add a right turn lane going on to the freeway.</p> <p>The end of Exit 33B at Midland Blvd. needs to be straightened so that it is at a right angle to Midland Blvd. and a signal light added so that people can turn left or right onto Midland Blvd at the end of the off ramp. Adding a right turn lane and a left turn lane (or two) at the end of the off ramp would eliminate a backup of vehicles coming off the freeway.</p> <p>Exit 33A should be eliminated completely.</p> <p>If the southwest-bound section of Midland Blvd. going over the freeway is kept at two-to-three lanes it will allow for smooth flow of traffic with the opportunity for people merging onto I-84 east to move over a lane without running into vehicles coming off the freeway at the current exit 33A (as it is now) and vehicles continuing on to Caldwell Blvd. to stay in that lane all the way through.</p> <p>Of course, both directions need left turn lanes with signal lights (as we have now); however, through traffic lanes in both directions should not be eliminated in order to add a left turn lane or two (as we have now).</p> <p>This is very important and worth repeating: We need a minimum of two continuous lanes in both directions from North Marketplace Blvd. to Caldwell Blvd. In an ideal situation there should be three continuous lanes from Cherry Lane through Caldwell Blvd. to Middleton Rd. to allow for smooth flow of through traffic and to eliminate accidents. The accidents I've seen have all been from vehicles merging at the last second because the lane they are in is ending abruptly.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	

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3.	<p>Comment on a proposed change to Communities in Motion 2040 by May 23</p> <p>Since day 1 we didn't understand why it went from 2 down to 1 then back to 2... seemed a bit silly.</p> <p>I like the plan EXCEPT for one thing... I strongly recommend KEEPING the 33B off-ramp. It's already there, let's allow folks to continue to use it if they want to. This provides them with an additional option of using either ramp. I'd like to understand why it <i>shouldn't</i> remain if that is the direction.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	
4.	<p>Reconstruction Exit 33 project Exit 33 needs adjustment for traffic impact in at least 2 places.</p> <p>1) Another southbound lane over the bridges as proposed will relieve some of the late afternoon congestion of the "pigtail" ramp as well as traffic coming from Costco & St. Lukes. It does need to be high consideration for funding.</p> <p>2) In my opinion, a <u>higher priority</u> project for that exit is to extend the east bound on-ramp so vehicles aren't diving headlong into heavy flow of traffic when merging for the morning commute. EITHER make a merging lane along the right shoulder as far as the old overpass, about 1/4 mile, OR hang an electronic sign on the west side of Exit 33 overpass for eastbound traffic. M-F between 0715 and 0800 it should say ALL TRAFFIC USE LEFT LANE. If traffic from Caldwell toward Boise would all use the left lane, there would be room for the equally large flow of traffic entering at that point. I think either solution would relieve a lot of tension and accidents...whichever is the lesser expense.</p> <p>There is no construction relief for the craziness of traffic heading to Costco on the 1st of each month!</p> <p>Thank you for including my comments about funding some of the urgent needs at that exit. I'm assuming unfunded lower priority projects will be rebuilding surface from Caldwell to Exit 33 and 3 lanes from Exit 33 to Franklin Exit where it becomes 4 lanes.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p> <p>Here's some additional information related to your comments:</p> <p>There are two resurfacing projects on I-84 in the funded program:</p> <ul style="list-style-type: none"> • I-84, Karcher Interchange to Franklin Boulevard Interchange, Nampa in FY2019 (\$7,000,000) • I-84, US 20/26 (Franklin Road) in Caldwell to Karcher Road in Nampa in FY2018 (\$12,702,000) <p>COMPASS and ITD staff are actively seeking additional funds through a nationwide competitive process to widen I-84 in Canyon County.</p>	<p style="text-align: center;">Paulette Blaseg 83651</p>
5.	<p>This work is long overdue. Can't understand why I TDC only deigned 1 southbound lane and 2 northbound lanes in the first place. Appreciate your actions to get it funded and corrections made. With States FY ending early summer hopefully work could be started later this summer as a FY 17 project.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	<p style="text-align: center;">Kevin Thompson 83687</p>

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6.	<p>I am writing to inquire about the planned changes to exit 33 on I-84, and am curious about if it would possible to implement a Dutch style Turbo-Roundabout at the Intersection of Midland Boulevard and Marketplace Boulevard/I-84 Westbound exit and entrance. These roundabouts work very well even with high traffic volume and are very safe. Hundreds of them have already been built in all over Europe.</p> <p>I look forward to hearing from you,</p> <p>Sincerely, Andrew Cascio</p> <p>http://www.turboroundabout.com/benefits.html</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and I will send you any additional information I get about the design process. All comments will also be provided to the COMPASS Board of Directors.</p> <p>Forwarded from ITD: I appreciate this innovative concept and think it has a lot of potential in the right location and under the right circumstances.</p> <p>There are several reasons that we didn't evaluate a roundabout for this ramp-terminal location:</p> <ul style="list-style-type: none"> • Our analysis of a traditional signalized intersection resulted in a good Level of Service (LOS D) once we provided a second southbound thru lane on Midland. • The unbalanced flows at this intersection typically are an operational challenge for roundabouts. • Due to the entrance and exit angles required for a roundabout, there likely would have been significant impacts to adjacent properties and businesses, <u>including impacts to existing accesses</u>. <p>The signalized intersection option minimized impacts to adjacent properties and reduced construction costs.</p>	Andrew Cascio
7.	<p>I think that the amendment about the exit ramp at I-84/Karcher road needs to go through. It is important to address bottlenecks and am glad that they have found funding to take care of this one. Thanks</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	Susan Bradley/Idaho Commission on Aging 83702

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<p>8. I seldom drive in Nampa but this interchange is one problem I have noted. With the split ramps on the north side of the freeway a person who comes off I-84 westbound and turns north, heading for one of the businesses such as Panera on the north side of the intersection, can easily mistake the on-ramp for a frontage road leading to the businesses and find themselves on the ramp and headed to Caldwell. I would guess that many would not circle back, especially if their target is just a meal. I was one of those, and I heard of another person who made the same mistake. This project is needed for economic reasons for Nampa as well as capacity reasons.</p> <p>The language of your proposal is a bit misleading as it talks about <i>“a single direction exit ramp (loop ramp) that will be stop controlled.”</i> I know what they mean in that it is no longer going to be a free flow situation and with the modification drivers will come into a controlled intersection. It might be clearer to say that the ramp will be changed from a free flow entry onto SB Midland to a right angle entry with traffic signal control.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	<p>Terry Little, PE Boise</p>
<p>9. This is a very worthwhile project. I clearly recall that the City of Nampa requested changes to the interchange similar to what is proposed here within 1 year of its opening back in 2008. However, there was great resistance to modifying a brand new interchange at that time, so the City was asked to bide their time. In hindsight, the original design was not well thought out in terms of the potential for explosive growth north and east of the interchange.</p> <p>This will be a beneficial change.</p>	<p>Thank you for your comment. I've forwarded it to the Idaho Transportation Department and the City of Nampa, and all comments will also be provided to the COMPASS Board of Directors.</p>	<p>Dave Jones, PE Director Canyon Highway District No. 4 83607</p>