

Public Comments Received

Should *Communities in Motion 2040* and the FY2017-2021 Regional Transportation Improvement Program be amended to add a \$150 million project to widen Interstate 84 in Nampa between the Karcher Road (Midland Boulevard) interchange and the Franklin Boulevard interchange?

Public Comment Period: April 28 - May 14, 2017

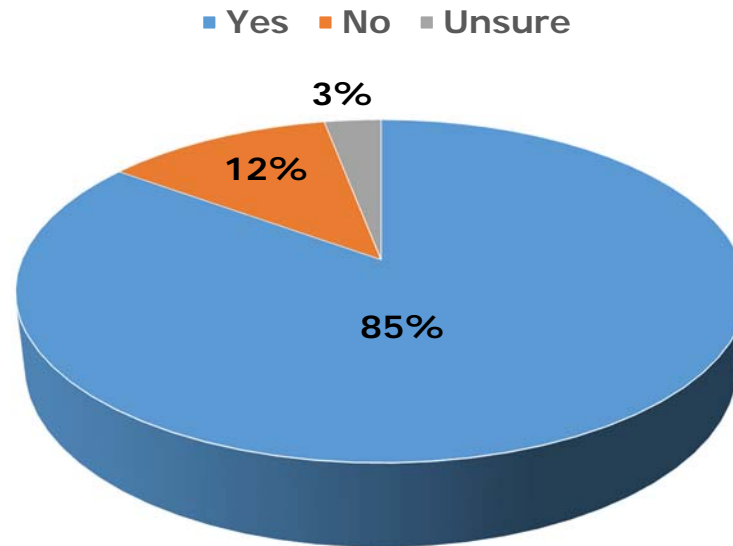
Total number of comments received: 801

Comment Form: 758

Email: 42

Letter: 1

Should *Communities in Motion 2040* and the FY2017-2021 Regional Transportation Improvement Program be amended to add a \$150 million project to widen Interstate 84 in Nampa between the Karcher Road (Midland Boulevard) interchange and the Franklin Boulevard interchange?



Verbatim Comments

Notes:

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

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Online Comment Form			
No	There is a major priority in front of this project. Widen Chinden, Locust Grove to Linder or Ten Mile.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	This section of I-84 is extremely dangerous/deadly. Since this is not going to be started until 2018 and not finished until 2022 I think you should re-examine the traffic models for 2022. Since the treasure valley is one of the fastest growing areas in the country you need to evaluate when exactly this section will need to be four lanes each direction to carry the load and it would become much safer to match up exactly with the existing flow lanes at Garity Boulevard. The cost savings of creating for lanes each direction needs to be desperately evaluated so we do not waste the little funding we have ripping up this area twice as compared to doing it all at once. This especially pertains to the structures that must coexist with I-84 so I-84 flows properly. Within this I mean things like ramps, overpasses, & bridges. I think if you explained this savings thoroughly to the public, the public in ADA and Canyon county would be likely to be on board with a short term tax with a set expiration date in place so everyone knows this tax has a limited lifespan. While re-evaluating the growth/traffic models you also need to look west of this section of I-84 and determine its needs since this section is also at a critical level now and will only get much worse. We need to look ahead with the massive growth this area is getting since we have only one interstate to carry the load. Idaho seems to design for the current need even though the projects will not be completed for a few years. This process needs to be re-evaluated and designs should be implemented to handle growth 10 years after the estimated completion of the project not the beginning of the project.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	Absolutely not. Widening highways encourages ever expanding, car centered sprawling development - the exact cause of the current traffic congestion. I can not support continuation of the problem. COMPASS should instead support policies that encourage smart re-development within existing urban boundaries.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	The longer we wait the more it will cost, and it is already unsafe with the amount of traffic it see. It needs repaved now as well. More traffic on a small road means less time between repairs.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This has been needed since the freeway was widened between Broadway and Garrity. You have a huge bottleneck westbound at Franklin in Nampa that backs traffic up to Garrity and beyond at times. This valley is extremely overpopulated and it's only going to get worse. Our infrastructure is out-dated and if it is not maintained or expanded the valley is going to suffer. I-84 is our only east-west option as Hwy 20/26 and Hwy 44 are not able to handle the capacity that currently exists. As long as we continue to encourage people to move to southern Idaho, we need to keep pace with the infrastructure, not just homes and businesses. Idaho needs to be more aggressive with the gas tax, we have been pussyfooting around for too long. It's time to make us citizens contribute, otherwise our roads and bridges will continue to crumble around us. As a civil engineer, I work with organizations like ITD, LHTAC, ACHD, and others on a daily basis. The lack of funding and the wasteful spending needs to change.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Yes	I think that I84 should be widened to three or possibly four lanes all the way through Caldwell. If the widening is going to happen why wait? Just do it all at once instead of part here and part there. I know money is hard to come by for these projects but I have lived in Idaho all my life and it seems that when a project is finished it is torn up a couple of years later to be widened or repaired again.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kelly McDaid, CWI 83704
Yes	The Treasure Valley will continue to grow. This amendment will help support the growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
No	It doesn't matter how many lanes are added we will always be dealing with traffic congestion. Vehicles are always trying to second guess "perceived" slower traffic or merging traffic. We need to identify and address human driving behaviors not just widen the road. Is it really cheaper to use more real estate than to recondition people's mentality in traffic? I drove in Germany for almost 4 years as a civilian and a soldier. The autobahn experience was interesting, not because of the speed, but because of how few lanes they could use to move so many people so fast. We probably have more road per capita in this state alone than little old Germany. How do they do it? All these years they've been doing it and doing it well BUT we just continue to add roads that need more maintenance.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mike Harmon 83642
Yes	I believe the freeway should be 6 lane all the way to the Parma exit. This would relieve congestion, accidents, and might help intice more businesses to come into the area having better access.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	My only comment is that three lanes will not be enough---please make it at least 4 lanes each direction.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Unsure	What needs to be done first in my opinion is to widen Chinden to 2 lanes each direction with a turn lane from Eagle Road to I-84 in Caldwell. There are accidents on that road weekly if not daily. Traffic gets backed up significantly in morning and evening commutes. It is a dangerous road to travel a busy times of the day. That road carries a lot of traffic from Canyon county into Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Vern Foster Castlebury West HOA 83616
No	Absolutely not!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Unsure	I check the "unsure" box for one reason. I know that I-84 needs widened. However, as a native Idahoan I also know that ITD has been severely remiss in addressing the needs of State Highway 20 (Chinden) from Eagle Road to Star Road. IT MUST BE WIDENED TO 3 lanes each direction immediately! Thirty years of growth and development cannot be ignored. We are still driving down a two-lane country road that does not begin to meet the needs of the citizens of this State. It is gross negligence on behalf of Idaho Transportation Dept. to blindly ignore the safety of its citizens. Where does our money go if not to create safe corridors for commuters and residents of local areas along the Chinden corridor. Do all of the ITD employees live along the Overland Road corridor? It has been beautifully widened to 5 lanes. Please hold a public meeting with ITD present and ready to be held accountable. Splash it on the evening news and get awareness going for this serious need in our community.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
No	The volume of individual vehicles needs to be reduced in the area before more lanes are built. A solid and reliable mass transit solution needs to be sought before revisiting 1950s approaches to infrastructure projects. Reestablishment of a train line and trolley system linking together the metropolitan area of Boise EAGLE meridian nampa and Caldwell has a tremendous opportunity to improve safety and transportation options. Trains east west along the current railroad spur or in the center of thr freeway median and trolleys north south at each major intersection.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83705
Yes	If not, money and effort should be expended to provide public transportation from the west, (at least Nampa and probably Caldwell) to Micron. A slow railroad train comprising dining cars and lounge cars with 30-60 minute trips each way traveling two or three loops a day would be beneficial and economical.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	This valley is growing, and we can't ignore that. We need to make the necessary improvements to our roads. My daughter attends college at C of I. And I worked in Nampa briefly. It is time for more lanes and maybe even a train between Canyon and Ada counties!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shelly Lenhart 83704
Yes	While this stretch of road needs to be widened, isn't it time for the Treasure Valley to implement a carpool lane option? The third lane could be a carpool lane, moving faster and incentivizing multi-passenger vehicles. Nearly every car at commute time carries only one passenger. Time to change that.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	We got to something the traffic is unreal. The valley is growing and traffic is only going to get more congested .people don't want to park their car and use alternative ways to travel.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	The focus of expansion NEEDS to be on Chinden from Eagle out to I-84!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Infrastructure is an obvious need. Traffic is getting out of hand and the current system barely supports it already. Build it faster. Also- we need more controlled access roads to certain parts of the valley as it is. The connector is great. Make ten more of those. Seriously--- the streetlights are way too long and it takes 800 years to get anywhere. Too many cars and not enough connectors. Getting hemmed up everywhere.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
No	We have much greater needs for road projects than widening I-84 here. Chinden and Meridian both desperately need widening before this were to take place.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

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No	Widening interstates to handle increasing commuter traffic has been shown, time and again, to be a losing game. It does not solve the problem; at best it provides a short-term sort-of solution. You simply cannot keep ahead of it. This is the widely held expert view, and there is certainly much experience to support it. I encourage you to step up; bite the bullet; buck the long-standing view; build for the future. That future will surely include some sort of mass transit, even in Idaho. If you have enough ROW for more lanes on I-84, then start work on a commuter railroad. In 2022, the same time you dream of finishing the cars-first option, you could actually have a working transit system that 1.) cost less, all costs counted; 2) burns less fuel by a long shot, with commensurate reduction in emissions; 3) reduces commuter stress; 4) avoids the need to add more lanes in 2024; 5) pushes long-distance freight off the highway and back onto the railroads where it belongs.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Steve Rinehart 83702
Yes	It's obvious that the section of I-84 referenced in you question is deteriorating rapidly and also experiencing issues with excess traffic during certain period of the day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
No	The sooner we get a high-speed metro in place to transport individuals between Nampa, Meridian, and Boise the better off our region will be. Overall, less money and time would be spent on transit and individuals could partake of the benefits of being able to be productive or relax while commuting. Having single individuals drive themselves to the same locations daily is a sign of a society that is not being responsible for the impacts of its actions. Boise is adding a downtown circular that would support anyone needing to get around downtown once in the area and Boise Green Bikes is also a viable possibility. Further, more and more employers are offering on-site cars or electric vehicles for use by employees that take advantage of car-pooling or bike commuting. The \$150 million should be put toward a metro and not further widening of a broken system - one that will just add to air pollution, increased overall expense to the citizens (in that driving in and of itself is very expensive), stress and frustration.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	Canyon County is growing leaps and bounds and the Interstate needs to try to catch up or try to keep up. Widening Interstate 84 is a step in the right direction.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Connie Tilley 83634
Yes	I can't believe the hold up when going from 5 lanes down to 2 on my way to Nampa and Caldwell. And those potholes this winter were unexcuseable. You really need to go farther, all the way to Caldwell. I live in Meridian, the center of Treasure Valley but half way between the 2 Costco stores. I often go to Nampa Costco and all the 4 thrift shops on the strip on the Blvd. I am an equal opportunity shopper. Please quickly fund both of these important roadway fixes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	It's horrible. Just awful and desperately needs repairs!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Sooner the better	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83713
Unsure	I would much prefer that the transportation problems be solved by putting in either a light rail or a decent bus system between Nampa, Caldwell, Boise, Meridian, etc. AND promote it more than they do ValleyRide, so that people will actually know about it. This would reduce traffic, pollution, dependency on oil, etc. But most importantly, it would enable people without reliable cars to keep a job that's outside their community. This would lower serial unemployment, reduce poverty, save on social services and increase public morale tremendously. Barring that, yes, the road needs to be widened (sigh).	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Morgaine 83713

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Yes	ITD is twenty years behind the times. In addition to your present concern, highway 20-26 should have been made into a freeway by now to relieve some pressure off highway 44 and I-84. ITD has only a rear view mirror in their vehicle.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
No	We should be spending money for light rail and/or other public transit between Caldwell and Boise, and around the different municipalities rather than pretending that adding more vehicle lanes to I-84 will relieve congestion in any way. Idaho needs to look at California, Salt Lake City, Phoenix, and many other places to figure out that designing regional public transit is the only solution that can work for congested roads.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	The program was flawed from the outset, but change should come in the form of unceasing the number of lanes. Interchange work should be more of a highway district financial responsibility.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Take care of the local commuters and eliminate the congestion and accidents that happen because the road cannot take care of the traffic	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	93646
Yes	There is a great need for this to be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Unsure	I believe it needs to be widened all the way to Caldwell. While I don't travel that road daily, it appears that the Treasure Valley as a whole is extremely behind in managing the transportation crisis, yet the cities, counties and other government agencies continue to approve developments which are clogging the roads. I'm a firm believer that this could be alleviated by having the developer pay for the widening of roads from certain points. For example, let's use Chinden as an example: We continue to allow housing developments and commercial along the route up to the Highway 16 interchange, but not one portion of it has been widened to sufficiently handle the daily commute. Shame on ITD/ Meridian City/ACHD for allowing this to continue. Growth is good, however, the people in charge need to make it "SMART" growth or we'll all be losers in the end. I think I've made my point here in the fact that taxpayers shouldn't be the only ones to pay for the traffic issues. Plan ahead and hold the developers accountable as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Traffic has been intense in that stretch of interstate. This has been compounded by the road surface condition, the Boise>Nama expansion, and future growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	You all are missing what needs to be done. Instead of patching, re-patching and widening the freeway. You need to put your money into expanding rail travel between the cities. The rails already exist. Treasure Valley needs to realize we no longer are agriculture based and start thinking and planning now for future growth of light rail type transportation, not just freeway transportation. A very concerned Ada County resident.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	Yes yes yes	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	HIS ROAD PROJECT SHOULD RUN ALL THE WAY TO CALDWELL, THE ROAD CONDITION IS DANGEROUS TO ALL WHO TRAVEL IT!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646-5715
No	Widening projects need to be completed on surface streets, Chinden and 44 before I 84	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	ACHD needs to start the planning all over. In five years we will become another Ca. Our quality of life will be destroyed. The City of Trees will become cars backed up. Pollution from the exhausts will cause smog along with in the inversion layer. All the ranches and farms will be gone. Cement all over the place and this takes place in five years.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616

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Yes	Trying to get through Nampa during rush hour is a joke. I work in Boise and drive back to Nampa everyday! If I lived in Boise and wanted to move to Nampa I WOULDN'T DO IT. I'm not sure why it hasn't been done already.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	I have lived in the Treasure Valley since the early 80's and have seen the amazing growth this valley has experienced in that length of time. Currently I travel the freeway from Meridian to Caldwell every day for work. Although I travel west in the morning and east in the evening I can see that even the traffic I travel in going towards Nampa and Caldwell in the mornings and back towards Meridian and Boise in the evening getting heavier and heavier, not to mention the challenges the other side of the freeway has with its congestions. I strongly support the widening of I-84 (hopefully 4 lanes per side) from Franklin to exit 29 and then maybe 3 lanes to exit 25 before going down to 2 lanes again. The valley is going to continue to grow and the infrastructure needs to met the transportation needs now as well into the future. I understand that funding is the issue, but I support the move forward as the funding is available.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	ABSOLUTELY!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	James Mackie 83646
Yes	This should of been done a long time ago, to already prepare for future growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	While we are not a frequent user of this stretch, we do find that the times we use it that something needs to be done to improve both traffic flow and safety. We have had two relatively close calls at the Northside onramp, both getting onto the freeway from that location and traveling on the freeway towards Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	the western end of the treasure valley isn't going to stop growing. We are already behind in addressing the needs of Nzmpa and Caldwell traffic flow, let alone commercial and interstate passage through Canyon county. The time is now!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	I think you should do it right like the do in Utah and AZ and add the HOV lanes now too.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	This is a long over due widening project from Karcher Rd to Franklin Blvd in Caldwell. Caldwell and Nampa continue to grow and many residents commute to Meridan or Boise for work. We are 20 years behind in updating & widening our interstate system. Please vote to add funds to widen I-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	I almost never travel this section of I84 but there is nothing worse than being stuck in gridlocked traffic day after day if you do travel it. Also it's crumbling and becoming a safety issue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	Too much traffic going through that area, more lanes are needed to help alleviate some of the frustration drivibg in rush hour.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Total bottleneck there, and tough for people coming in to Boise and or going to Ontario. Merging traffic and congestion make it unsafe.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	That part of the interstate 84 is a mess and need help so widen at the same time.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Certainly should have been funded and done long before when the Boise Meridian section was done!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Garry Tanner 83702

Yes/No/ Unsure (Comment form only)	<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p align="center">Staff Response</p>	<p align="center">Zip Code and Name/affiliation (if included)</p>
No	<p>First - Idaho has gotten extremely lazy about setting appropriate deadlines and fining companies who fail to meet hard deadlines. Second - Idaho has accepted excessive costs to complete a 4 mile stretch of road in pressing for this bond. This is going to hit tax payers in the wallet twice - once when the taxes pay for this project, and the second time when they are idling their tanks away for 4 years to see one whole lane of road added to the existing 2 lanes, where if anyone had any sense at all, there would already be 4 lanes. Third - ACHD is not actually shopping or researching fair market values on these road projects. 75% of Boise residents will NEVER see the benefit of this road despite being where the bulk of the tax funds are coming from because Nampa and Caldwell don't pay their share in items such as this. Here's my counter proposal and how to resolve some of these issues: The entire proposal needs to be re-written to include the following: Part 1: From the Franklin Road overpass in Caldwell, to the Midland BLVD overpass in Nampa by 1 lane - this gives 3 lanes connecting Caldwell to Nampa. Part 2: From Midland BLVD to Franklin BLVD in Nampa by 2 additional lanes providing 4 total lanes of travel. Part 3: Add on/off ramp at Cloverdale Road in Boise. Part 4: Add on/off ramp at 5 Mile Road in Boise. This proposal would address the lack of interstate accessibility in the West Boise corridor, and traffic throughput for EXISTING traffic levels in Nampa and Caldwell. Failure to complete all of these is a lack of accountability to the people in accommodating existing populations and obvious growth that exists in the Treasure Valley. By the time you complete the project in the existing proposal, you would just be going back to do this anyway, so this should just be common sense. First issue Solution - The contractor awarded this bid will need to accept the following conditions: 1a: Have 100% of the work, cleanup and landscaping done by end of Idaho's fiscal year 2019. 1b: If conditions are workable, a crew will be onsite working, 24 hours each day until the project is completed. For an example, please review the state of Colorado - their main arteries and highway projects have extended to 20 miles with 2 lanes of concrete in less than 2 years start to finish. Many times less than 18 months, and they don't have noise and concrete problems like I84 Garrity to Franklin BLVD - unacceptable. 1c: For each "Part" contracted, there will be a 10 million dollar bonus for 100% early completion. A 5 million dollar bonus for on time completion. A 5 million dollar penalty for the first 6 months the deadline is missed, and 20 million dollar penalty for every year the bid part of the project is overdue. - This creates ACCOUNTABILITY - This creates BONUSES and INCENTIVES - This gets the job done in a reasonable and acceptable period of time. Many other states use this process, and it's high time Idaho got on the same page. Second issue Solution - 2a: Idaho must ask neighboring state contractors to compete, and do a professional job of advertising all of these projects. You know what your budget is, 300 million, I don't care how much a company wants to bid, you are setting the price and bonuses that are within your budget. If they fail to complete, the penalty funds should be put into road maintenance accounts for other projects that need to be completed. Third issue Solution- 3a: Idaho must seek counsel from all neighboring states to find out how they bid their contracts, how they award and penalize for early, on-time and late completions, and how they set deadlines. 3b: ACHD or ITD, will report all contracts to the public openly, disclose funding amounts, and will provide online reporting with weekly updates to be provided by all contractors accepting a bid. This site will show Idahoans progress, timelines, and consistently prove that their money is doing what it is supposed to do. It holds ACHD/ITD and the contractors accountable to the tax payers and residents inconvenienced by the on-goings of these projects. IF ACHD/ITD finds this unreasonable, then I would suggest civilian oversight committees be formed to investigate, find and hold accountable these state funded agencies. This solves the issue that Idaho's road and highway funds have little to no representation or accountability to the public they are here to serve.</p>	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Nate Hladky 83709

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No	I think it is more important to fix the road between Nampa and Caldwell is much more important than widening the road between Karcher and Franklin. We can not continue to drive on a road filled with patches from pot holes risking damage to not just cars but the passengers in those vehicles. Widening is nice but it isn't as necessary as repairing/replacing the road between Nampa and Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	Yes, Yes, Yes !!! Absolutely YES!!! Please plan ahead and do the following (ASAP): Please widen the I-84 Interstate road from Karcher Road through Caldwell. Widen Chinden from Eagle to Black Cat. Widen Ustick from Linder to Black Cat. Widen McMillan from Eagle to Black Cat. Widen Ten Mile from Cherry Lane to Chinden. Also need to widen Meridian from Cherry Lane to Chinden. Please be pro-active. Don't be like Colorado Springs is - going to find an East - West highway for over 40 years and still hasn't done it. Very poor planning.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I moved from Boise to Nampa a little over a year ago. When I lived in Boise I never wanted to go to Nampa/Caldwell because it took so long, especially in rush hour where it goes down to two lanes. Now that I live in Nampa, I don't want to go to Boise for that same reason. I think widening the roads would make people want to come out to the Nampa Caldwell area more and help our community.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Yes, the Nampa section should be widened, but hope adequate study is being done to determine if three lanes are sufficient to meet future needs. As long as the work is being done, should there be four lanes each way rather than three? But the Caldwell to Nampa section also needs to be given much higher priority than merely an identified but unfunded future need. Three lanes is likely sufficient, but the need is urgent and growing.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83707
Yes	Please, please! Put more funding into LONG term projects that will take Idaho into the future and move us ahead of the curve, instead of Playing catch-up. The people of All communities of Idaho need concrete, pun intended, forward-moving transportation corridors that support our commitment to trade across America, and internally within our own Great State of Idaho. Keep Idaho Clean, Safe and Looking Forward.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Susan Hawke 83709
Yes	Yes, I live in Boise and work in Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Larry C Stevens 83713
No	No, I would not pick that project. Chinden Boulevard west of Eagle Road would be a better choice.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	It is a pain to get through that area. It narrows down and there is a lot of traffic there.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Do it!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I drive that corridor once a week at least. It is very dangerous. YES YES YES	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	Wider and more roads just means more cars. Why can't we have some kind of light rail or regional transit? I-84 is a nightmare from Ontario to Mountain Home.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Absolutely! I drive this during non-rush hour times once a week. It's horrible and very dangerous with all the traffic. I can't imagine driving this every day DURING rush hour. I feel this is a priority. Not just for the commuters to and from Caldwell and Nampa, but for everyone who lives here and has to travel anywhere that passes through this. Please widen this stretch, it will make a huge difference and possibly save lives!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Would like to see the speed limit on I 84 no greater than 70 mph for cars and 60 mph for trucks. Also trucks should be limited to the 2 right lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This would be a great improvement.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	But it needs to go beyond Midland Blvd. to West Caldwell!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	No! Spend the money widening Chinden west of Eagle road!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Would love to see it widened as far as the west end of Caldwell or further. The heaviest Travis ends about there. Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Michael DeGrandpre 83709
Yes	Extending the project to Caldwell should be a high priority. There is a lot of congestion between these interchanges. I have personally spend upwards of 30 minutes to go the 8 miles from Caldwell to Nampa due tot he congestion. Not to mention the poor quality of the highway. As a Caldwell hospital employee I am a little embarrassed when patients make the drive from Boise and Meridian to come to West Valley Medical Center along this stretch of highway. We have a lot to offer outside our small community and this would have a lasting impact on the city of Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shawn Lindsay West Valley Medical Center 83607
Yes	Very necessary with the business expansion at Ten Mile exchange.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	How is this even a question? This should have been done years ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
No	This only increases sprawl and adds to more congestion. We need to look for better ways to move more people than the single occupant car. There's ample studies to prove this.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	With the growing population, it is inevitable and must be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This project should have happened years ago. Please commence ASAP!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	WHAT ABOUT CHINDEN BLVD????????????????????? Damn.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Unsure	I feel transportation dollars would be better spent by investing in a mass transit rail. Our region is and been growing for the past 2 decades with no let up in sight. Widening roads will be a continual effort. Build a rail system...they will come.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This widening of I84 in nampa needs to be done, this area continues to grow. And how about finishing the road to Emmett? its weird to have a freeway in the middle of nowhere. if that was completed it would help to take some pressure off eagle road and 84. meaning from 84 finish the freeway to Chinden where the new road currently runs between chinden and state st. I also think a light rail system should be considered that runs from nampa, meridian, eagle and boise and dumps into downtown boise and the airport. this would make better use of peoples time, and the bus system would then pick them up and take people to destinations. this will also help to lower the amount of cars on 84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Brian Pfaff 83714
Unsure	If Chinden Blvd. get widened, I 84 might not be needed so soon!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Do it ASAP to "future-proof" I-84 as best as possible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Should widen to 4 or even 5 lanes to accommodate long term need.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	YES! You should have done that 20 years ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shannon Barnes 83704
No	The money should be put into providing alternative transportation such as monorail or a rail system that is fast and operates all day and eve.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Unsure	yes - if it will relieve some of the congestion on US-26 (Chinden). No - if it takes funding away from the widening of US-26 Chinden US-26 Chinden is a mess. Feel free to ride home from school on the bus with my 9-year-old daughter on Chinden at 4pm any day of the week. 30 minutes to go 4.5 miles from Andrus Elementary to Ashbury/Foxtail neighborhood (longer for the kids in Spur Wing) down Chinden. When I lived in Salt Lake I would spend 30 minutes on a Highway but when I exited my vehicle I was in another city ;)	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Karli Riley 83616
Unsure	There are a number of major streets in Treasure Valley that are becoming more congested by the month. I am not sure if widening Interstate 84 in Nampa is a priority at this time. Look at Chinden Blvd between Linder Road and Eagle Road, and Eagle Road from I-84 to Chinden Blvd, are two examples. Day-to-day traffic, especially during peak traffic hours, is a challenge at these two busy streets, probably just as busy as the I-84 freeway in Nampa during peak traffic hours.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	Population is only growing and therefore traffic. Be proactive!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
No	I think we need to concentrate on state highways on Ada County like Chinden Blvd. I'm not sure which road gets more traffic. Chinden or this proposed 3 miles. That seems like a lot of money for such a short amount of road	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Philip Henderson 83646
Unsure	Why aren't we talking about some form of mass transit such as rail to alleviate congestion throughout the Treasure Valley? Think like a city. (Portland-MAXX; Salt Lake City-TRAX)	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	It has needed widening and improvement for some time. The longer it is delayed the more corrections required and more expensive it w'll be.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
No	There are better uses for hiway fund to be spent. How about safety lane markings?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This widening project is very much needed and should be a high priority. It will improve traffic flow and improve vehicle safety.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	Not until Hwy 44 has been widened from Linder to I-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	growing towns create more traffic and could use the extra road to handle the extra traffic.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Larry Stoffregan 83642
No	\$150 million isn't enough to do the job right. The cost overruns and time to complete will be an awe full disruption. Re budget and plan for a 20 year future capacity. Budget enough to run an adequate crew in 3 shifts nonstop until completion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
No	Widening the highway is NOT the answer! First: traffic is not a big problem there. Second: wide highways create more traffic and more sprawl. Third: extra lanes are a huge liability! Every extra lane you build will add to future maintenance costs. This country already has plenty of dystopian superhighways causing noise and pollution and dividing communities. We don't need to turn Idaho into this.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	We often travel In that direction and I=84 is not equipped to handle the traffic.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	We need to fund the project to keep up with growth. The Treasure Valley is growing at an unprecedented rate. We must accelerate expanding our roadways to ensure we don't become a traffic nightmare like New York, Chicago or Los Angeles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mr. and Mrs. Rick Fichter 83646
Unsure	The work needs to be done but how in the world does it cost \$150M to widen a few miles of interstate? That is over \$4,000 per foot. Obviously the highway construction lobby is contributing to the right campaigns.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
No	More important to widen Chinden Rd.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Unsure	The freeway bottlenecks at Garrity coming from Boise anything after Garrity widening won't do any good unless you widen it from Garrity ridiculous kind of like working on black cat and Franklin that's a retirement job I guess some simple things take years if you don't have a clue what you're doing this comes from a Paving Company	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Yes	I would hope this question is rhetorical; for Pete's sake YES !!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	
Yes	Very unsafe area. With all the exits in that area it needs to be fixed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	Unless those of us on Social Security (which has seen not even a cost of living increase in recent years), can be exempted from property taxes and car registration etc increasing, I vote no. This seems to effect both ADA and Canyon Counties, so I am commenting from ADA.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	This section of I-84 is especially dangerous. Just recently a close friend of our family got rear ended by a semi-truck as she was stopped on 1-84 heading West Bound. She was stopped because of the restriction from 4 lanes down to 2 lanes. I understand that funding is always the difficult part of these projects, however with the amount of traffic that is traveling this section of the road, it seems imperative to me to widen this section of road as soon as possible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Val Hill 83642
Yes	Why stop at Franklin? It should be widened through to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This is long overdue. That stretch of freeway is poorly maintained and dangerous.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	Yes! Yes! Yes!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	This road should actually be widened to the Middleton exit. I believe it is a waste of taxpayer money to just "patch" the issues we currently have and not address this issue correctly the first time.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ken Burns, Western States Equipment Company 83642
Yes	Widen I-84 all the way to Caldwell!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	This is LONG overdue. Your project to create a north/south interstate 16 ALSO needs to be completed. The city is growing to large too fast and the current arterial traffic cannot hold up to the demand that will soon envelop it.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	It's a bottleneck the way it is.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I support the project and encourage an immediate start.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	As the region continues to grow the infrastructure needs to grow with it. This section of highway is long overdue for expansion. Since I 84 is the ONLY main artery in the valley from east to west I cannot see what would prevent this project from moving forward. If not now when? I fully support the program to widen I 84 in Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Preferably it should be widened for public transportation. It's important to look 20-30 years ahead, not just the next 4-5 years. Prior research shows that your western Idaho traffic is headed into downtown Boise. It can be seen every weekday for ingress and egress. We need a bigger picture solution for a larger ACHD problem. The COMPASS area is growing fast with people from all over the country moving here. What is the proposed solution for the overall traffic problem?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This is a crowded area ...	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Unsure	Not enough information.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I use only the back roads. Much more pleasant. But since the area is growing, it would only make sense to widen I-84 before the traffic is heavier and would be more of a problem to redirect during construction.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Larry B. Prescott 83616
No	While I understand that road widening is necessary in some circumstances to handle a large volume of peak hour traffic, I do not agree with this as a long range transportation strategy for the region. I am uncertain if Garvee bonds can be used for anything other than federal highway projects, however widening Interstate 84 only allows for the "conditions as is" mentality. If there is congestion maybe people will be motivated to champion public transportation between Nampa and Boise. A lightrail or similar transportation system could reduce congestion in a longer term application for the region. Cars are not the answer for future transportation needs. We need Transit options and transit oriented development to become a thriving community 10, 20, or 50 years down the road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Absolutely. The Treasure Valley is growing at an amazing pace. If we don't do these things now it will become like California.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	I work at saint Alphonsus in nampa and every day the traffic is backed up with multiple accidents. It is even worse in the winter when there is weather. The road goes from a 4 lane highway down to a 2 lane highway and the number of cars doesn't decrease by much between where there are 4 lanes and 2. With more people moving into the valley the state needs to accommodate for the increase in the number of vehicles and people driving.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Please, please, please be smart about this. Don't just take the widening between Karcher and Franklin. Start from Franklin and go all the way to the Oregon border. Hopefully doing that would cause Oregonians to make there 300+ miles stretch of I-84 3 lanes rather than 2. Think smart, Think ahead.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Yes	1. Yes: this road can get dangerous due to it's age. It is going to get more difficult to keep up with repair. 2. A commuter lane should be added between Caldwell and Boise during rush hour. The expansion will allow for something like this to happen. I work in Caldwell 2 to 4 times a week.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
No	I feel other transit routes in the valley need to be developed to spread traffic burden instead of continuing to focus on a single transit corridor. We badly need an additional east/west artery on the northern side of the valley to move some of the traffic burden off I84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	This needed to happen two or three years ago, an unequivocal yes!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	We have more roads than we can maintain. What we need is more efficient bus routes and to start building the light rail along 84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Makes no sense to just do the maintenance now and then dig it all up again to widen it a few years down the road - use your GIS Facility Management programs to coordinate this work!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	You will be able to utilize an already mobilized contractor and save money.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I hope this helps fix the absurd pot holes on that part of I-84 as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
No	Freeways are not bad here at all. Put the money towards widening the roads as that is where congestion and traffic are an issue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I would like to see the widening go as far west as possible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	I drive to and from Caldwell frequently and the biggest slowdown is when the freeway narrows to two lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	As the Treasure Valley continues to grow, this project would add additional capacity for freight movement, the regularly traveling public, and provide more opportunity for our infrastructure to continue to improve which could add more economic opportunities for many Idahoans.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	I have commuted from Nampa to Boise for work since 1997. I remember how bad the traffic got heading towards Boise before all of the changes (additions of lanes, exits, etc). It is now happening west of Garrity. There is more than enough commuter traffic from west of Nampa to justify this project.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
No	This is a yes and no answer. I believe it definitely should be widened. If anyone thinks otherwise just listen to the traffic reports either on the news or the radio. There is always back up in the mornings and evening. With the way the population is growing something better be done sooner than later. I do think 150 million is way to high though. The distance between Franklin BLVD and Karcher Road is only a couple miles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please fund this ASAP and get the project going. The infrastructure is outdated and needs replacement regardless of the need to move more cars. AND, Begin funding a light rail project from Cadwell to Downtown Boise and to the Airport. Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I want more Freeways!!!!!!!!!!!!!! this is the first step	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Please extend it beyond the Karcher exchange. I work in the Nampa area and this section has always bothered me.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83672
Yes	Is this a trick question, PLEASE GET IT DONE ALREADY!! I drive this mess everyday, coming home from Boise losing a lane at Franklin can add an additional 20 minutes to my commute time, on a good day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	This project include the widening of I-84 from Midland Boulevard and continue going west all the way to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	This section of freeway is both unsafe and unsightly. We need to remediate it to support development in Nampa and Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Anitra Nolte, The College of Idaho 83651
Yes	This also should include widening the Midland Boulevard Overpass to accommodate present AND future vehicle traffic and the old Karcher Road should be rebuilt as well and widened (not permanently removed).	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	The Regional Transportation Improvement Program should be amended to include widening I-84 from the Middleton exit to Franklin Boulevard in Nampa. Only widening from Karcher Rd still leaves a large inadequate and dangerous section of interstate running through Caldwell. It is time for our community and transportation "planners" to wake up and start serving the best interests of the majority of the public and Idaho's metropolitan region.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Christopher Campbell 83709
No	The traffic congestion is generally at 5 to 10 mph in the morning and in the evening it is worse through that area. It seems this area also has multiple of accidents due to the congestion, which makes the warrants even higher. There is no doubt in my mind the widening of the said area is at a critical stage. Thank you for the consideration.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	We need to address our transportation infrastructure today. With the continued building throughout the valley, and the increase in trucking through the valley, traffic is only going to get worse. In addition to amending Communities in Motion 2040 and the Regional Transportation Improvement Program for this project, aggressive expansion plans need to be designed now to provide a path to manage future growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	As a daily commuter, I often see traffic jams in both directions from the Karcher exit to Franklin going east and from Garrity to Karcher going west. Adding an additional lane on each side would an enormous benefit in terms of saving fuel, reducing emissions, saving lives, and preventing accidents.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Absolutely ridiculous that it has taken this long to improve I-84 in Nampa - 20 minutes to travel from the connector to Garrity and then another 20 minutes to go 5 more miles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Traffic clogs up every day and it's dangerous to drive	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Esther Hoagland 83641
Yes	The I84 freeway needs widened between the Franklin Boulevard interchange and west until the second Caldwell Exit (10th street) where traffic lightens significantly and the freeway speeds increase shortly after to 80mph heading out to Ontario. Franklin blvd to Midland is only a small section of the problem area. The freeway road condition beyond Midland is horrid.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	Absolutely needed!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	More than 50% of Canyon County travels that stretch of road daily. The pot holes and frost heaves are horrible, merge lanes too short, and every place there is an on ramp you lose a lane. We need the freeway extended with merge lanes ending just before Middleton Road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
No	It should be widened from garrity exit to the Greenleaf exit last exit to Caldwell going west bound and from the the Greenleaf exit, first exit into Caldwell to garrity exit in Nampa going east bound. There should be plenty of money in the budget to cover it. If not then wages needs to be cut, starting with your and down!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	And on past Karcher mall do it right . No patch job they are horrible, this should've been done way before now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Betty DeHaven 83619
Yes	Too many vehicles on a 2 lane highway causes road rage and accidents. Needs widening to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Currently the major point of commuter troubles on I84 lies on top of Northside Blvd. One lane in each direction through Nampa will help moderately with commuter issues but it will not solve the problem. In essence all you are doing is pushing the problem spot westward to Karcher where the merge to two lanes is slated to begin. I drive a commercial vehicle from Caldwell to Nampa making 5 to 6 trips a day delivering aggregate. I see and deal with the issues commuters are dealing with. In order to alleviate the influx of commuters mixed with travelers, the 3rd lane in the least should be extended to Middleton overpass.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Michael Westfall 83651
Yes	The road should be widened out to Caldwell. The traffic and congestion is to much for the existing infrastructure.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	There is a huge need for these roads to be widened. Just in the past year of living towards middleton I've had to travel this stretch of the highway. I can not keep track of how many accidents have happened because of these roads. The flow of traffic is extremely slowed and many times congested severely. I look forward to seeing the new expansion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Melissa Ephraim 83607
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Robert Anderst, Idaho House of Representatives 83687
Yes	I don't care what you call it or how it's funded, but YES this needs to happen. Traveling west on 84 is an incredibly, cumbersome mess. There are often accidents caused for a variety of reasons. However the biggest reason is that the lanes go from 3 down to 2, and everyone is trying to merge. As more subdivisions are built in the west, which is a huge growing area, the need for 84 expansion from 2 lanes to 3 lanes is the highest importance. Money is often spend in Ada county because, admittedly, they are larger. However as Canyon County continues to grow, infrastructure needs to grow as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	It is long overdue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	I work downtown Boise and live off Cherry Lane and Franklin Blvd. it takes me longer to get from the Garrity exit to the Franklin Blvd exit than it takes me to get from downtown Boise to Garrity. The abrupt switch from 4 to 2 lanes doesn't only create a bottleneck problem but there are always accidents. Yes people need to learn to drive but at the same time the current setup doesn't make sense and it causes more of a problem.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	There is urgent need to improve the I-84 corridor all the way to Caldwell. This project is a first step in that direction. Efficient traffic movement will be accomplished (at least to Franklin Blvd.) and it will provide better safety.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I support this improvement program for both safety & efficiency reasons. Also, future growth in the area will be painful without better transport along HWY 84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rex Hanson 83605
Yes	But for goodness sake don't do the project while all of the other East/West major streets from Caldwell to Meridian and Boise are under construction. I commute daily and when all of the major arteries are slowed due to simultaneous construction it is ridiculous, slow and a bottleneck. Complete Ustick, 20/26, Franklin and Black Cat BEFORE you begin so we have alternative routes. It's just plain common sense!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ernest H Cody 83605

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Can details be provided as to how the section between Karcher Road to the Caldwell Franklin exit can be added to this project in time to be a continuation? Information such as what needs to be done before implementation (other than approved funding). I read something about environmental impact study being necessary? Are there any plans to further improve Karcher Road beyond 10th Avenue, Caldwell? Traffic along that corridor has grown exponentially, especially with the amount of new home construction on both sides of that road. We greatly appreciate the new stop lights and the widened intersections, and hope more is in the works.	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p> <p>Additional safety improvements are planned along State Highway 55 (Karcher Road) this year including the construction of signalized intersections at Lake, Midway and Farmway, in addition to pavement rehabilitation between Middleton to Pride Lane.</p> <p>Continuation of I-84 from Karcher to Franklin Rd (Caldwell) could be a later phase or continuation of the segment between Karcher and Franklin Blvd (Nampa); however, it would require an environmental evaluation compliant with the National Environmental Policy Act and additional funding. It is difficult to say with certainty how long an environmental evaluation would take to complete; however, a reasonable assumption would be 2.5 to 4 years.</p>	83605
Yes	We actually live off of Franklin Rd in Nampa but don't use that exit as it's too congested. We get off at Garrity and take Cherry lane to Franklin.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Here go again wasting money, within the last two years we do repairs on the overpasses and now they will get replaced which should have been done to start with. When the freeway gets widened to Caldwell will they actually replace the overpasses at Ustick and Middleton with growth in mind, four lanes wide and maybe new on and off ramps.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Must be completed as soon as possible. BUT continuing the widening on to Caldwell is vital for all travelers.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Joye D Meyer 83644
Yes	YES!!! You must be stupid that you even have to ask!!! It should have been widened years ago. It should have been done at the same time as the widening from Garrity to Franklin. You need to widen it all the way to Caldwell. Stop wasting time and money with resurfacing and then widening. Get the widening done all the way to Caldwell NOW!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Definitely needed. This would help alleviate the bottle-neck where the current third westbound lane ends near Franklin Blvd. Has any research been done to create a bypass around the Caldwell, Nampa, Meridian, Boise area to get the eastbound and westbound through-traffic around the 4 cities instead of through them?	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p> <p>To answer your question - Yes, COMPASS has conducted studies into the possibility of a southern bypass or a northern foothills loop. Neither was determined to be an economically feasible addition to the transportation system.</p>	83651

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	The freeway system in this area is always 10 steps behind the need. All you have to do is look at rush hour traffic from Caldwell to Boise to see where they need improvements. It isn't just about widening the road. They should have put in more exits from Boise to Nampa years ago to help people get on and off the freeway faster. But to ignore the need of more lanes clear to Caldwell is to continue this trend of being behind and not meeting the needs of the thousands of people that make this commute every day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	I've seen so many bad accidents going home on I 84 near the top of the hill after the first Nampa exit going west bound. The back up is just after the hill and people don't see the cars are stopped and thus crash into them at high rates	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	No, they have stated that it would cost 300 million to do I-84 from Franklin in Nampa to Franklin in Caldwell. They now have the funds but are not spending the money on it. There is 50,000 cars from karcher to franklin in Caldwell. That is more cars than I-84 from Broadway to Gowen had before they expanded that Section. Plus with all that traffic on that asphalt it will just get crushed again since ITD isn't replacing the road just resurfacing it. This is ITD's pattern. Ask for funds for canyon county and then make excuses why they can't spend the money on the project. I ask everyone why any other project is more important than this in the state. Does it have more cars and accidents? If it doesn't then it doesn't deserve the money. And all funds need to go to franklin to franklin.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I drive this section of I-84, twice day, 5-6 days a week. I've witnessed accidents, near misses and have been stuck in traffic due to accidents. I fear and dread driving this section of the interstate. I welcome any improvements to make this safer to drive.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please do this quickly. There are far too many vehicles on the road for I84 to be restricted to two lanes in Nampa. And then please finish the expansion all the way to Caldwell; I worry that not continuing the expansion through Caldwell will only move the traffic congestion for westbound traffic three miles farther to the West without solving the problem. The interstate truly needs to be expanded all the way through Caldwell sooner rather than later. Thanks.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	The bottleneck will change from Franklin to Karcher. I should have a good commute to Garrity when this is done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	This area becomes unsafe due to the traffic backing up. I have witnessed 6 in the last 4 months along this stretch due to people having to suddenly stop because the lane ends. The amount of vehicles that travel this section is too high for only 2 lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Daniel Vasser 83605
Yes	I-84 should be widened to three lanes out to Caldwell. All that's happened over the past ten years is that you just keep pushing the logjam a quarter mile down the road at a time. Ada County residents have great highway access, but Canyon County residents have to deal with the headache almost as soon as you cross over the county line. Ada County wouldn't tolerate this which is why the problem got pushed into Canyon County in the first place. How about we stop treating Canyon County like it's some podunk place nobody thinks about.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83641
Yes	Absolutely! This is the worst area for traffic congestion during commuter hours in the Treasure Valley. Due to the two lanes it is also dangerous to merge onto I-84 at those freeway entrances.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83697
Yes	Please fix our roads. I think this needed to be done years ago. I am willing to deal with construction then deal with damage to my car because of the poor roads.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Desperately needed!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This absolutely needs to be done!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Chris Floyd 83651
Yes	Anyone that uses the I-84 freeway between the hours of 5 a.m. and 11 p.m. knows the answer to that question is YES.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Phyllis K Couch 83651
Yes	I am one who drives from Boise to the North Side Boulevard. I come home around 3:30 - 4:00 pm in order to avoid the major traffic. But, that being said, it is still a royal headache once you pass the Garrity Blvd exit. It bottlenecks at the Franklin Blvd exit, thus backing up traffic to just West of the Garrity exit, even at that time of day. I have attempted to take the Garrity exit in hopes to get past it, but others have the same plan obviously, because the traffic through town is even worse with all the stop lights. It would be great to see it go all the way to Caldwell, because if we stop at Karcher, we're going to have the same problem that we do now at Franklin Blvd. If we're going to just go to Karcher, I would suggest we take it to the other side of the Karcher overpass to give everyone who needs to a chance to get off at Karcher to do so before it starts bottleneaking. That will probably whittle the through traffic down immensely.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Widening Interstate 84 from Nampa to Caldwell should be the highest priority - Karcher to Midland is a start, and is better than doing nothing. The daily traffic jams and almost daily accidents will likely simply move a little bit West however, until the widening is completed to Caldwell. Westbound travel lanes are reduced in the area from 4 to 2 within a couple of miles and there is often too much traffic for this. Another thing that could reduce accidents on this portion of the freeway is by ending travel lanes at an exit on the right, NOT by merging the fast/passing lane to the right! Lane ending was done correctly westbound at the Garrity exit - the right-most lane ends, not the fast/passing lane. The second highest priority is widening Chinden (highway 20/26) from Eagle Rd. to Caldwell. An interchange at 5-mile on I-84 could greatly reduce the impact on Eagle Rd. traffic and the Eagle Rd. I-84 interchange - do it before the cost and impact are too crazy. I believe it would have far more benefit to commuters than the highway 16 extension to the Interstate will.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Yes! This is a very well needed widening of the I-84 freeway. The existing roadway narrows to far few oflanes before going under the Franklin Blvd Overpass. the sudden change from 4 lanes each way in newly paved concrete surface to 2 lanes of cracked and untreated asphalt roadway has been one of the most jarring experiences when driving in the region.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	This needed to be done years ago. Please, no more delays, get it done!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	This is a project that is long overdue and desperately needed. I'm frankly shocked that anyone has to even ask if it needs to be done. It should have been done years ago. The 4 collisions within a 30 minute span during rush hour, that ISP and NPD investigated between WB38 and WB36 last week, is documented evidence of how badly this is needed. I-84 really needs to be 3 lanes all the way to Caldwell, but AT LEAST, needs to be 3 lanes all the way to exit 33. The parking lot that WB I-84 becomes from mp37 to mp33 every weekday during rush hour, should speak for itself.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	William Koho Nampa Police Department 83686
Yes	This major stretch of Interstate Highway is woefully inadequate for the amount of traffic through Canyon County. It actually needs to be widened from Franklin in Caldwell to Franklin in Nampa. Will be happy for the beginning if we cannot have it all! Please include a decent EB onramp from Northside onto I-84, it is currently very dangerous as the angle of attack is awkward to see the oncoming traffic for merging.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	It's horrible as is and cannot handle the amount of traffic entering and exiting the freeway.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	It seems like it could be a serious matter of public safety if we don't widen I-84, its contested and accidents seem to occur more often with increased uses of I-84. I do think it absolutely needs to be widened and also repaired significantly too, its a very bumpy ride that also causes a lot of wear and tear in these vehicles drivinf it daily. The #snowpoclyse winter or #snowmageon of 2017 has really damaged the surfaces and although they tied to repair and fill potholes it really didn't work all that well unfortunately. Not only added in another regular lane, how about perhaps considering a carpool lane/bus lane? This will inspire ride-sharing and better uses for the roadways and for our environment too. Most other seem to have carpool and bus lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rhea Allen Peppershock Media 83686
No	The most poorly maintained highway in Idaho is Hwy 55. It has rock slides, very dangerous areas with no guardrails. Even when it is snowing hard you never see a snowplow. I live in McCall and travel the road a lot. It is not fair to spend 150 million in Boise. Those commuters need to carpool, and that is not encouraged by the transportation dept. They need more commuter buses and other commuter alternatives. Why should the rest of the state suffer from the problems in Boise? IDT was a joke this winter with the snow removal. Better planning needs to be set in place. The distribution of funds should not be based on population. So much publicity was made over the winter conditions and the most negative comments were about IDT. In McCall we know we are going to get large amounts of snow each winter, and they budget accordingly. The Boise commuters know what horrible traffic is all about, but they made the choice to live there. It does not seem like the 150 million is going to even help.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83638
Yes	This is much needed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	I travel I-84 several times a week. The number of accidents especially during rush hours is constant. Back up of traffic is miles long in the direction of the accident. There are few east/west alternatives. Without accidents the lanes can be almost full. I wish you could do the entire length to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Yes, please!!! It takes about 10-15 minutes just to go from north side to pass franklin in the mornings at 7am.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Heather Duke 83651
Yes	Widening I-84 will unfortunately move the daily commute traffic jam and almost daily accidents from Garrity to Franklin further down the freeway to Northside to Karcher. This is a necessary result of what will hopefully be the eventual widening past all Caldwell exits on I-84. But make no mistake. it will not relieve congestion or decrease accidents, it will only move them farther down. A significant amount of residents take the Karcher exits since there are numerous subdivisions and businesses off this exit and they will still struggle to get to the exit. Another 50,000+ residents live past this exit and for them nothing will improve.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Please think this time when transitioning from 3 lanes down to 2 lanes. Over the past 15 years, we have seen a number of examples between Boise and Nampa where we reduce the number of lanes available. When we drop the right hand most lane, as we did at Meridian Road, and Garrity boulevard, traffic flows smoothly. When you drop the left hand most lane, you create 1 and 2 mile traffic jams with many accidents. The daily traffic jam leading up to the current reduction of 3 lanes to 2 at the Franklin Road overpass could be reduced to almost nothing if you would drop the right hand most lane as an exit only (like is done at Garrity currently). The person who makes this decision (The director of the COMPAS or the ITD) should be held personally and financially responsible for each of those accidents as they were easily foreseen. Please do not continue the current practice of dropping the left hand lane that causes accidents. Saving lives should be more important to you than creating the "need" to expand to 3 lanes all the way to Caldwell. The only reason I can see that you didn't drop the right hand lane at Franklin was so you show everyone that you were needed and show all the accidents that were caused by the reduction of 3 lanes to 2 when in fact, they were only caused by your choice to drop the left hand lane instead of the right.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	This is a classic "no brainer" decision. This project is way over due. Completion of the widening project should be the #1 priority. I 84 is not only a Treasure Valley major transportation route, but for the entire NW region.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Tracy Carleton 83702
Yes	Rather than continuing to upgrade I-84 in Ada county....it's time ITD took care of the Canyon Country stretch!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	I would suggest going all the way to exit 27 also	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I84 needs to be widened to the Notus exit in Caldwell, just widening with the current proposal is like putting a Band-Aid on a hemorrhage. Let's fix this right because if we wait it's going to cost more let's get this done and do it right!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Cindy Foster 83676
Yes	Our roads and bridges are already way behind the need. Time to step it up. Yes, I realize there is a cost to do this, add to the gas tax or registration fees.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Very much needed	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	they should also repair and widen the section from Karcher to Caldwell. that section is very bad and getting worse.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	Yes this definitely needs to happen but it should be from Franklin in Caldwell to Franklin in Nampa. Not only is the road itself atrocious but it is not able to handle all of the traffic. This has needed to be done for years and I hope it can be added at some point.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Donna Thor 83686
Yes	Yes the interstate between Karcher and Franklin should be improved. Also, the entire interstate between Nampa and Caldwell should be improved to 3 lanes. Thanks.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Greg Brugato 83713

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	But why wasn't this done as a lot of the community thought would happen with the expansion that occurred in Ada County to Nampa?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. To answer your question - The original corridor study determined the logical termini of the Environmental Assessment was the Karcher/ Midland interchange in Nampa to the Five Mile Road overcrossing in Boise. The first GARVEE bonding that funded the I-84 expansion was a finite program with dedicated funding that started improvements in the eastern part of the corridor and proceeded west. Through bid savings and judicious program management ITD was able to extend the scope to Franklin Boulevard in Nampa and also replace the Meridian Interchange.	83686
Yes	This project absolutely should occur and as quickly as possible. Infrastructure in this state is woefully inadequate in places.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Actually, for the future, go all the way to Caldwell...why stop at Karcher Road?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	This is an absolute MUST! The traffic on this section of highway is horrendous. Not only should this be done, it needs to happen ASAP and be completed as quickly as possible. So far I am seeing a 4 year estimate for completion, that is absolutely ridiculous. Such a short stretch of highway should not take this long to complete.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	According to the Idaho Transportation Dept; by 2020 we will have 200,000 more people living in the Treasure Valley. Instead of 30 minutes to get from point A to point B, it will then take us 1 hour. Our roads are in desperate need of catching up with our growth. Fixing the freeway dehaulco is a definite need, the sooner the better.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rebecca McDonell 83634
Yes	It's unsafe for drivers as it is now especially when slow drivers drive in the fast lane and there's no other lane to pass in. If there is a traffic jam then emergency vehicles cant get by. Signs reminding slow drivers to get over would be nice. most the congestion is at merging lanes so 3 lanes with a 4th merge lane would be best, also if you add another exit between caldwell and Nampa that will bring traffic down a lot even at the kartcher exit. Also keeping most of the construction at night will keep public happy. I have been commuting from Nampa to boise for over 3 years now and the traffic on the freeway is my main reason for planning on leaving the area. I'm amazed it wasn't widened years ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	The Interstate between Karcher Road and Franklin Boulevard should be widened for the sake of safety and ease of transportation. There are already too many accidents and slow moving traffic in the mornings and evenings as people are trying to get to work or home from jobs in the area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Unsure	I drive from Boise to Caldwell every weekday. It's not sensible to use only half the special allocation of funds for I-84 in Canyon County. That funding should be used to expand and completely redo Franklin in Nampa all the way to 10th Street in Caldwell. This winter was a nightmare because of delayed road maintenance leading to innumerable potholes for the entire stretch of freeway between Nampa and Caldwell. The substrate of that section of road is completely inadequate; resurfacing Nampa to Caldwell in the summer will do nothing to address this. Repairing only HALF of that stretch of road leaves miles of freeway inadequate for the foreseeable future. The Garvey Funds were requested by the legislature in direct response to this winter's disaster in Canyon County. The cost of the job was estimated as \$300 million. Please use the Garvey funding to maintain this essential stretch of freeway in southwest Idaho.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Fiona May, Caldwell Library 83703
Yes	This is perhaps the most critical infrastructure issue facing the Treasure Valley. The road condition and the congestion is perilous - an enormous safety issue. However, this Nampa project is just the start. The interstate through Caldwell is in worse condition. Not only, and primarily is this a safety issue, it is an economic development issue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mary C. Niland 83686
Yes	Please, go ahead and make I-84 three lanes as proposed from Franklin Rd. to Karcher. When the changes are made and the third lane added, please make the exit ramp at exit 33a be the end of the third lane, letting the left two most lanes to continue on West bound. As was stated in the proposal, the need for I-84 to be three lanes to Caldwell's Franklin exit or even on to the Boise River bridge, is getting out of hand quickly. Caldwell is growing much more rapidly than the 40 year plan calls for. I would love for it to be three lanes, but I understand it's a funding issue and Canyon County cannot be the only place the State of Idaho must spend the transportation budget.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	This is a project that should have been completed years ago. It's insane how much \$ has been wasted elsewhere. It's also insane that it will take 4 years.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	YES!! I'm still at loss why this wasn't done during the last widening that occurred between Garrity & Franklin. It is such a terrible bottle neck there. Frankly, in my opinion it should be widened up to Caldwell. Everyone knows as growth continues (and it is expected to here in the Valley) people will continue to push the outward boundaries of Boise & Meridian for affordability reason. It would be nice if we could be slightly ahead, traffic wise to allow for the imminent growth, instead of years behind.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shelley Howe 83651
Yes	It is dangerous and unsafe the way it is, and it is something that has needed to be done for years. That being said it is well past time to do this.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	It should be widened to address real-time congestion and safety issues. But I believe this measure is just kicking the can down the road. Another widening project to accommodate more cars without truly addressing how people can be moved within the Treasure Valley. Until we begin to place a value on public transportation, we will perpetuate this problem of building/expansion/building/expansion. Politicians need to have some guts.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	As our area grows the traffic is ridiculous trying to move through Nampa. We need faster safer options. It is very dangerous entering the freeway from North side Boulevard with only 2 lanes	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
No	Widening roads doesn't eliminate congestion, it just induces demand - and sprawling land development.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	This is a very important corridor that must be widened. There are so many dangers of that section of Interstate 84. Traffic is very bad through that section, and it clearly needs to be widened. If the section of highway is approved to be widened, virtually almost all of the traffic problems would go away.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Absolutely!! Unless you've never driven that part of I84, this shouldn't even be given a second thought. That section should, without a doubt, be widened. It should honestly be widened all the way to Caldwell. This widening should have taken place years ago. Please do this project!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	This is way past due,	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	This absolutely needs to be a priority to fund. The whole stretch from Franklin to Franklin.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	It's long overdue, and the three lanes should extend to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Terry Friel 83607
Yes	This has needed to be done for years. There are so many accidents at the Franklin exit in Nampa monthly due to the lanes going from 4 lanes to 2. And traffic is so back up during rush hour. Plus the roads have never been re paved in the 20 years I have lived in Nampa. I am very much for this project. It is way past due.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	This project is long overdue! The area is a safety concern and could benefit economically from better traffic pattern. However, the surrounding exits and major side streets need some work to improve traffic flow on/off the freeway. Additional off ramps at U-stick and Middleton would help. Fix Karcher/Midland overpass and get some more roundabouts at midland & ustick, and ustick& Middleton. A proactive approach is welcomed, rather than reactive. Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please it's about time Nampa does something right with their roads. It's ridiculous to bottleneck down to two lanes. This should have been done a long time ago before the problem got so out of hand. It has been a long time coming and I couldn't be happier to see this done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Yes it is desperately needed. Every rush hour the traffic backs up for a good mile to two miles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Michael Albert 83605
Yes	Should be widened to the frankilin exit in caldwell. It's already widened past that through caldwell. If it stops at midland it's going to bottle neck at midland just like it does currently at franklin and it will be a mess.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	at least through Caldwell -- also first priority should be deteriorating road bed with potholes the size of a ditch . . .	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Lois Roberts 83686
Yes	It should be widened all the way to the North Caldwell exit!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	This section of I84 is in desperate need of widening. We need it PAST Karcher (west) and into Caldwell - desperately. Traffic in both directions is constantly very heavy and the Westbound "squeeze" from 3 or 4 lanes to 2 lanes at Karcher is dangerous at best. This "squeeze", as my family has come to call it, causes all drivers to slam on their brakes to slow down from 65 mph to sometimes as slow as 30 mph in off peak hours. The times I've nearly been rear-ended or nearly rear-ended the car in front of me has become too many to count. By widening this section of freeway at Franklin, it will alleviate the current 'squeeze' but cause this 'squeeze' to then occur at Midland. Despite this, I'd rather have part of it widened than none of it widened - i'm hopeful that the remaining stretch of I84 will be widened after this section as we're just pushing a big problem from Exit 36 to Exit 33.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Karen 83607

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	It's long overdue....we need it	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Unsure	The expansion project should go from Franklin to exit #27. High volume of traffic.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	That road is horrible and needs widened asap going both directions!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
No	We need to keep a budget and follow it. I can't budget my household with future monies I will receive from the government. And as a community we shouldn't be able to do that either.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	I have lived in Nampa for 6 years now with a commute to Boise and it is getting worse and worse for traffic specifically from Karcher to Franklin. I regularly have to go around the freeway for these exits to save 10-20 min on my commute. Also on the way home I have nicknamed the section that goes from 3 lanes to two as "the death trap" due to the amount of accidents I have seen there and it is also more frustrating on the traffic going home. It actually works better on a freeway to have a lane end as an exit lane like the Garrity exit, please keep this in mind if you do expand when ending a lane. Traffic just backs up too much when a lane ends in the "fast" lane by merging and is more dangerous.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Yes I-84 should be widened. It would be a step in the right direction to accommodate the growth Canyon County has already received. Maybe by the time that this project is finished, the funds will be there to complete the necessary work to widen I-84 to Franklin in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Of course it should, it's currently unsafe and really unpleasant.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Widening this area is long overdue. There are many people who refuse to drive out to Nampa or Caldwell because of the slowdowns caused by the bottleneck in this area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	GET IT DONE NOW!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	It seems logical. The traffic backup in that area during peek times is horrendous and this widening of the freeway would help a lot.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651-4801
Yes	Yes I would like to see I84 widened from Franklin blvd, in Nampa, to Midland in Nampa. With 1000 people moving to the Treasure Valley monthly (per 580 am radio) this has been needed for years now. Glad to hear it's finally going to be taken care of. Thanks!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	This needs to happen.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Definitely! Traffic is only going to increase and there is already a huge need!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	I-84 needs widened all the way to Caldwell. The bottle neck where it chokes down to 2 lanes in Nampa backs up traffic past 10 Mile most afternoons and is only going to get worse over time with all of the Californians moving to the valley.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Why isn't this being announced on the news to get more input. The stretch of I84 from east of Franklin, Exit 36 all the way into Caldwell needs widened. The majority of the Canyon County stretch is in deplorable condition compared to the Ada County stretch.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	I don't travel West of Nampa regularly on the freeway, (Nampa to Caldwell) but when I do it is almost always congested. Population density continues to increase in the area that uses that section of freeway so the situation will continue to get worse until additional lane capacity is added. The congestion, particularly at rush hours makes entering the freeway along that stretch a challenge and safety concern. The congestion at times also seems to lead to short tempers and aggressive driving tactics from some drivers. This was common between Meridian and Nampa before the widening projects over the several years in that section of the freeway. The aggressive driving between Meridian and Nampa seems to be noticeably reduced now that sufficient traffic lanes are available for most traffic situations. From both a safety and capacity standpoint, I believe the additional lanes are needed in that area. Highway district contraction should also look hard at the bids and the costs proposed as they appear rather inflated for the stretch of roadway work proposed above. (looking out for the taxpayers)	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	The widening needs to come all the way to Caldwell. Ridiculous to resurface and then pull it up to widen later. Its needed now in Caldwell. the entire Canyon County are has grown tremendously while I-84 from Caldwell to Nampa has not been addressed. Traffic has increased and in the near future so will accidents if the widening is not addressed from Caldwell to Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	There is an obvious bottle-neck issue at the point of Karcher Road that causes an inevitable weekday evening backup for those heading West. To make this transportation improvement would greatly improve the situation and likely decrease the number of bumper accidents that occur as a result of backed up traffic and tense situations.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	It should be wider all the way to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	At the very least, this portion should be added. currently traffic lightens substantially after the Karcher Road interchange. The highway should be widened all the way through Caldwell, however, if the exception is to cut off all the expansion verses cutting off expansion at Karcher, it makes no sense to cut off all expansion. Funding is what it is and will be taken somewhere, then again, maybe you would like to widen highway 16 to Emmett a little further. doing 'that' made 'a lot of sense'.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	I-84 needs widened from Franklin in Nampa to Centennial Way (Simplot Blvd) in Caldwell-- 3 lanes minimum, the whole way.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	This project should have been completed years ago. At the current pace it will be widen to 3 lanes just in time to need 4.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	Actually, I-84 needs to be widened to the Highway 19 off ramp. That being said the proposed work would definitely eliminate a large portion of the traffic congestion, and would be a good start on the total work needed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rich Cron, Canyon County Habitat for Humanity 83651
Yes	However, I believe that widening the freeway all the way to Western Caldwell is equally important. This is nothing more than at least getting some of that started. All efforts should be made to continue the widening to Western Caldwell as soon as possible, to keep up with (or catch up with) development.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686

Yes/No/ Unsure (Comment form only)	<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code and Name/affiliation (if included)</p>
Yes	The Treasure Valley is only getting more populated and that extends from Nampa into Caldwell. Expanding I-84 from Franklin to Karcher would be a huge help with the ever growing population.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Yes it should be widened right now. Why patch it up and then tear it up again? Why not just get started instead of waiting a year? Also needs done to Caldwell!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	I-84 serves our community well during high traffic times unless you are west of Meridian when the lanes are reduced to just two in each direction. I definitely support widening from Karcher Rd to Franklin Rd in Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	The freeway is a mess between Caldwell and Nampa. The widening and repaving needs to go to exit 29 at least. It would be better if it went all the way to 10th ave. exit. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Bill Buckendorf 83605
Yes	Should have been done a long time ago. I frequently complain that Idaho's transportation policy is far too reactive as opposed to being proactive. I'm sure much of this is due to funding, and ITD would be glad to be proactive if they had the funds, but I'd like to see us get ahead of the curve a little more. As it is, this is just catching up to something that was needed some time ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
No	No, I believe money should be put into better public transit in order to reduce traffic rather than widening the interstate. Widening roads is not a long term solution, but a band-aid on a larger transit issue. If there were transit options, people would ride them.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Commuters are already struggling with the current situation and with the growth in Canyon County and the new job opportunities that are being created, I think it is imperative that for this to be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	Yes this project should be undertaken, however it does not go far enough. I-84 should be widened to the Franklin exit in CALDWELL! This should have been done in the late 90s when I-84 was originally widened in Boise through Meridian, and again ten years ago when I-84 was widened again in Meridian and to the Franklin Intersection in Nampa. We need to be proactive about the growth in our valley for once, not reactive. Widen I-84 to three or four lanes through Caldwell now, not ten years from now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ty Walling 83605
Yes	Yes, our communities and the state of Idaho need this project immediately.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Absolutely -- driving that section is scary -- I try to avoid it at all costs, even if it takes me longer, costs me more time and money for gas.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I really think that Chinden Blvd. (Hwy 20-26) needs to be widened to five lanes between Eagle Rd. and I-84. This would take some of the pressure off of I-84. The current time table for Chinden's widening is way to slow.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	David E. Leader 83714
Yes	Go from Garrity to the Middleton exit!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I have many opportunities and/or needs to commute between Boise and Caldwell on I-84. This widening project is long overdue in my humble opinion. The population in the Treasure Valley is only growing, and will continue to do so as long as this area maintains such a strong quality of life. Certainly with the growth in population comes the need for additional resources to move traffic and commerce. Gitterdone!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Randy McLeland 83709
Yes	I avoid Nampa coming back to Boise due to this exact merge bridge. I cannot count the numerous times I was pushed off the shoulder of the road due to traffic not getting over or even attempting to get over for those merging and I am unable to. This should have been done years ago to support the growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	I have to believe is someone looked at vehicle crash data for the vicinity of the I-84/Franklin interchange, an alarming picture would be revealed. Something must be done. Widening seems like a logical step	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83639
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kimberly and Clayton Trehal 83686
Yes	Driving from Nampa to Caldwell or from Caldwell to Nampa using I-84 is a difficult and frustrating endeavor. It is unusual to go a day without an accident.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shalene French, Caldwell School District 83605
Yes	Yes, yes, yes!!! And, it would be even better yet if we could get it widened all the way to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Elaine Carpenter 83605
Yes	It should go all the way to Caldwell. Not including those five/six miles is as bad as when they stopped at Franklin. In the long run it will cost more money to wait on that section.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Randy Wilde 83651
Yes	Caldwell is slated to grow significantly in the next 5-10 years. This section of the I-84 corridor is very busy. Once past Caldwell traffic thins. It makes a great deal of sense to take this action now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Dana Brooks 83605
Yes	Yes it should be. The whole freeway to Caldwell needs widened.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kim Gross 83686
Yes	The congestion that is caused from the merging of 4 lanes down to 2 definitely causes the majority of rush hour problems and should be widened as most rush hour traffic will exit at or prior to the Franklin Blvd Exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Widening the highway in the area coming into Nampa from Boise is necessary.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rob Studebaker 83607
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	David Benson 83607
Yes	Improvement will help with traffic at that section. If more people are able to Travers that section more quickly will the traffic build up move to between eagle and ten mile interchanges?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	I live in Nampa and work in Caldwell. The road conditions and traffic on I-84 are deplorable. As a mother of a young daughter I am now afraid to drive on I-84 once the winter hit and the pot holes took over from Midland to Franklin. I am now driving 1 1/2 hours ONE WAY to pick up my daughter from school and drive her home due to traffic and road conditions. This has seriously impacted our quality of life. As our Valley grows, we must grow with it, which includes improving and widening I-84. Thank you in advance for your help and support to make our community safer.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rebecca Wilhite 83686
Yes	Absolutely! I travel from Meridian to Caldwell every weekday to and from work. It is quite frustrating to drive on a nice smooth 3 lane freeway and suddenly change onto a stretch of road that feels like a neglected back road highway. If we are going to attract more industry to our great State and the Nampa/Caldwell area specifically, we need to have a safe and reliable freeway!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Susan Richardson, The Hartwell Corporation 83605
Yes	Existing conditions are unsafe and need immediate attention. I fully support amending the Program to include money to fund this project.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Maureen Stokes, Witco, Inc. 83686

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Yes, this needs to happen!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83606
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jerry Peterson 83646
Yes	The question is not whether I84 should be widened but how soon can you make it happen. This is the worst bottleneck in the state of Idaho and should never have been created in the first place. The original widening project should have continued to Marketplace at a minimum. I have to drive this nightmare every day and want something done as soon as possible. DOT found the money to widen I84 through Boise - TWICE!! It's time to spend some time and money in Canyon County. It's amazing to me that money was spent refurbishing the Middleton Road overpass when the real solution was to replace it and Ustick with bridges that would allow freeway widening to Caldwell. Providing on and off ramps would be a welcome addition to them as well. It's time to upgrade I84 through Caldwell to deal with the ever-increasing traffic (slowly) flowing through there each day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	A robust regional system will (should) take the burden off local roadways. Anything that can be done to improve state highways should be given top priority. You might even find that traffic patterns change and eliminate the need for road widening projects in other areas thus saving taxpayers money and preserving established neighborhoods.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	Widening would be nice, but repairing and resurfacing seem far more urgent.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Peter Johnson 83687
Yes	I84 should be 3 lanes each way all the way to exit 28. It's a disgrace and a real sh as me we have the worst stretch of interstate in the Northwest.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	It should have been done long ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
No	It doesn't seem like a bad project, I just don't think it's the highest priority in the area. I would prefer to see my tax dollars spent maintaining the condition of our infrastructure and improving the safety of walking and biking, instead of subsidizing commuters from western Canyon County.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	This is money that could be used to invest in light rail or a more sustainable form of transportation. Building bigger roads only creates more congestion it does not solve it. Please take a look at the bigger picture of commuters driving single occupancy vehicles and complaining about the roadways. A change in driver behavior is needed. HOV lanes and high speed transit is a actual solution to the congestion problem.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	All the way to Franklin in Caldwell". Or we could say, "From Franklin to Franklin". And it should have been done five years ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	David Myers 83686
Yes	there is a definite need for I-84 to be widened there. Mornings and evenings are always congested. the area is growing and it will only get worse.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Charles Nichols 83686
Yes	There is a strong traffic demand for this section to be widened. In addition, the roadway is in serious disrepair after the winter freeze and thaw. Though in the short term, this will still need to be addressed, rebuilding and widening the road will address the medium term repair of the road as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Rodney Ashby 83687

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This project is starting out late (it's already way overdue) and does not have its sights set far enough ahead; three lanes is inadequate--it should be four. Same thing happened with the Karcher interchange--it was built long after it was needed and should have included two lanes for the EB onramp, though without additional lanes on the freeway a choke-point was inevitable. Population growth and traffic congestion in this area merit a longer view toward infrastructure as well as adequate resources for maintenance. Right now that portion of Highway 55 between Midland and 10th Ave is in terrible shape--even though that road is beyond the purview of this survey, it speaks to the short-sightedness of a comprehensive view. For many years--decades--after the freeway was initially built, it served this valley well and allowed room for growth. More recent projects and local "fixes" lack that kind of insight. It is important to get out ahead of these issues before they develop into problems. I-84 between Karcher and Franklin is a problem that already requires more than three lanes to fix.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	absolutely, especially West bound from Garity, so dangerous lanes merging down to two from four and an on-ramp all in the same spot. It is absolutely no wonder why there are so many serious accidents in this area, and particularly in the early evening when sun is also blinding. In my opinion, the widening should extend all the way to/from Caldwell (exit 25).	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	This should not even be a question, it should have been done when 3 lanes were taken through to Franklin. It will cost money but it is already costing drivers millions in repairs and time lost due to the traffic and collisions that happen everyday. I have driven this route to work and back for nearly a decade and the problem is getting worse every year, <u>lawmakers and planners have let the community down by not acting years ago.</u>	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Brandon Hopkins 83605
Yes	Greatly needed and hopefully while widening I-84 make the onramps safer to get on because merging on the interstate is horrible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Andy Daleiden 83702
Yes	It should go FARTHER than Karcher road. It needs to be widened clear through Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	Not yet. First priority should be given to developing a light rail system (like the MAX in Portland) running from downtown Boise to Nampa! We have tracks and the space. It all just needs to be negotiated but this seems like a no brainer to me. Park and ride garages and lots should also be developed. Widening I-84 might reduce drive time but it will do nothing for getting cars off the rad during commute times.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Philip Ackerman 83713
Yes	The sooner the better.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83644
Yes	This widening is long overdue. It should be widened to Caldwell rather than just repaving the awful stretch from Karcher interchange to Caldwell. But most definitely at least widen from Franklin to Karcher, which is stop-and-go westbound every afternoon, as early as 3 p.m. I thought the planning for this stretch was done a few years ago before money concerns caused ITD to end the widening at Franklin (a very short-sighting and ultimately costly decision). So ... can't this project be expedited so it doesn't take four years to do? Note: I live in Caldwell, off Karcher Road, and drive back and forth from the Karcher Interchange to Boise every day for work.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Each year the traffic will just increase, so it only makes sense to widen the roads	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	The decision to include only the proposed section of the interstate left me scratching my head. The folks in Caldwell are completely left out and their interests should be addressed now, not later if and when additional funding is found. The unfinished section of Highway 16 should not be included with the remaining GARVEE funds. Only Interstate 84 between the Franklin Boulevard interchange and Caldwell should be addressed with these funds.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kent Goldthorpe 83642
Yes	This needs to be TOP priority because of the continual increase in the volume of traffic using I 84. If it's not addressed now, grid lock and accidents are highly probable. There is tremendous congestion already!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Widening I-84 will eliminate the current bottleneck on the westbound lanes and reduce congestion eastbound from the current shopping area on Midland Blvd (Karcher Rd.). This widening project, when completed, should reduce the number of accidents on I-84 in Nampa and ease the flow of traffic, especially during commuter hours.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	just look at the daily backup from Boise to Caldwell that begins in Nampa when the road loses lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Yes the bottleneck is dangerous	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Paul Whitehouse 83646
Yes	Not only should I-84 be widened thru Nampa but also to/thru Caldwell. And just as important or maybe more important, NO LANE SHOULD BE ENDED IN A DEAD END SUCH AS NOW EXISTS AT INTERCHANGE 36 westbound. That only leads to and is a major cause of accidents, frustrating slowdowns and road rage. Most states learned not to do that in the 60's. EVERY LANE END MUST BE ACHIEVED BY AN EXIT RAMP. This could be fixed at exit 36 westbound in a few days and very inexpensively (compared to constructing more roadway) by restriping the lanes so the left 2 (or more, if appropriate) lanes are thru lanes and the right lane (or lanes) ends in the exit ramp to Franklin and be forewarned by signs so most if not all thru traffic could be in the appropriate lane in time to avoid a major slowdown.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Hello, I work for General Tool which is a subsidiary of Motion Industries, both are located at 4317 Challenger Way, Caldwell, ID 83605 near the Hwy 20/26 and freeway interchange. I put together orders for a number of technology businesses in the Treasure Valley between Caldwell and East Boise. I drive the freeway several times each week and the freeway between Nampa and Caldwell is a mess! I find in particular that if I am heading back to Caldwell after 3pm there is a terrible bottle neck after one passes the Garrity Blvd interchange about half way to the Frankline Blvd interchange cars start stacking up. Many cars zoom past in the far left lane crowding in up ahead as they must merge in just prior to the Franklin Blvd interchange. Once past the Midland interchange it does ease up some but I can see that the freeway between Midland and Caldwell could soon become congested as well but the 2 overpasses in that section may prevent 3 lanes each way? The freeway between Midland and Franklin needs to be widened to 3 lanes ASAP! Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	George Van Leuven 83617
Yes	This portion of roadway is in serious need of repair. Repairing and widening the roadway at the same time is the most cost effective solution for taxpayers.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	These areas are greatly under built currently and with the incredible amount of growth in these areas, if not done this will only get worse. So glad that you are looking into doing this :)	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jarom Wagoner 83605

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	I like Chinden, Eagle Rd to Ten Mile, should be widened before I-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Please widen to 4 lanes each way, or it will just need to be widened again in a few years.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	I drive I-84 from Nampa to Boise and back every weekday for work and drive through the proposed improvement area. This widening is years overdue. I fully support ITD, COMPASS, and the State of Idaho in using the \$150 million to make this project happen.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	In addition, the GARVEE funds should be used to prepare an environmental document for the next I-84 segment -- from Karcher Road in Nampa to Franklin Road in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Stephen Lewis, Keller Associates 83646
Yes	I cannot imagine anyone who drives this on a daily basis not wanting this bottleneck removed. There is hardly a day that goes by that there isn't at least one accident on this stretch of road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	Why wait a year to start? Why just rehabilitate between Karcher and Caldwell then widen the same stretch in a year, paying for it twice? Widen the whole road at the same time. Not in bits and pieces.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked why the widening and resurfacing are not being conducted at the same time. The pavement is in such poor condition that resurfacing must be completed this year. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin.	83651
Yes	This should have been done a decade ago in order to keep up with the traffic volumes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	This is one of the most dangerous sections of highway in the state. I avoid it at all costs during peak. That said, having rail service would change it all and what would a 150 million investment do to serve rail? I drive this way regularly for my work and will use surface streets and longer distances to stay safe. When I see the back up where the merge happens, I just wonder what the next crash will hold. Overall, we could do better with better commuter services from the area, but how do we fund that? Thanks!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Oh my, what a nightmare that section is....huge back-up in the AM and PM rush hour, road bed is a mess, broken, pot holes, etc. Always fender benders and accidents. Rest of the day is heavy usage...semi's passing semi's. Drive it, you will get the picture	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Susan Laible 83651
No	Use these funds to implement transportation alternatives. This will just create induced demand and we'll be talking about widening again in 10-15 years. As a resident that chooses to live close to work, and accept a smaller house because of it, I'm tired of subsidizing transportation projects (lanes especially) for those that opt for a different lifestyle.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	I think this would benefit the people of Nampa a lot. Traffic flows so smoothly until it drops down to 2 lanes and gets backed up.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	The widening of I-84 between Karcher Road and Franklin Boulevard is desperately needed. There is too much traffic for this stretch of highway, and too many accidents along this stretch, for the current lane structure to remain in place.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ross Burkhardt 83642

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Absolutely! It is in terrible shape and the worst section of HWY between Oregon and Utah.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83644
Yes	The Interstate should be widened for several key reasons; One of which is safety. During peak commute times, either in the morning or afternoon and going in either direction, your safety is a risk by motorist that are in a hurry, unaware of lane narrowing and several other factors. I believe that Canyon County has seen quite a growth spurt in the last few years, with residential and commercial growth and with that growth comes more vehicle congestion especially on an all ready taxed 2-lane Interstate and it's only going to compound major problems if left in it's poor functionality. I also strongly suggest that the Interchange at Karcher (Midland) be re-designed. The functionality of that Interchange leaves me to scratch my head, each and every time I use it, does not make any sense to me at all. I can understand that it's fiscally impossible to stay ahead of all road issues, but in the Treasure Valley, we need to really look at the growth and try to stay at least in pace with it. Thank you for allowing me to leave my comments in this pressing issue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jill Staup 83686
Yes	Yes! For the love all things that are holy, yes!! The need is only going to grow over time. Fix it now. It will make Nampa & Caldwell more of stress free communities instead of a subconscious stressful place to be. Hopefully within a few short years, we'll be in the running for the happiest place to live!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	KC Johnson 83651
Yes	I commute along that route regularly. This is a much needed improvement for safety and travel time concerns.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Elizabeth Dickey 83651
Yes	As a daily commuter, this most definitely needs to be expanded. The gridlock that happens on a constant basis would make this commute far less stressful.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	I only have to drive this section of I84 about once a week, but the bottleneck there is pretty bad every day. I feel for the people that have to deal with it twice a day. Canyon County is only going to grow; this should have been done a long time ago. If I were a business owner looking for a new location, I wouldn't pick anywhere in this area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	AND they need to repave from Nampa to Caldwell!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	It is needed to prevent bottle necks and accidents at the Nampa Franklin Road and the Karcher Interchange. It should have been included when I-84 was widened from Franklin Rd, Nampa, to Meridian Road, Meridian. I am glad to see that section of the freeway is being funded and will eventually be widened.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83676
Yes	I believe the widening should happen. I also believe that there should be no new tax or levy to pay for it. The funds are there if they are appropriated properly. Let's not make this another Nampa School District fiasco where I'm paying \$1,200/year for two levies.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	I commute from West of Caldwell to downtown Nampa. Nearly every morning the traffic is at a near standstill before reaching the Nampa Blvd exit. Frequently commuters see the traffic delay ahead and exit the freeway at Karcher and continue toward Meridian on the surface streets. This causes excessive wear and tear on those streets as well as increased numbers of traffic accidents on those surface streets. The State of Idaho must either get serious about finding transportation needs or slow development in the Nampa- Caldwell-Meridian area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83672

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	My confusion lies in the prioritizing of construction/rehabilitation projects. I understand the difference between what is occurring with the stretch between Caldwell and Nampa versus the Northside-Franklin project. However, if you are going to spend money on "rehabilitating" the stretch between Caldwell and Nampa, why not take a little more time and money and do it right the first time, instead of coming back a few years later and spending even more time and money to completely re-do the stretch? It seems similar to taking a car loan out on a car that costs \$19,000, paying the principal and interest on it, only to trade it off as soon as it's paid off (to get the car you REALLY want or need) because it was a temporary solution (quick fix)... when you would have spent less money in the long run (had you actually purchased the vehicle you wanted!). Why not consider doing it the right way the first time. Seems like the construction companies are the only ones truly benefitting from multiple projects on the same stretches of road...over and over and over. I love Idaho, and have for the 41 years I've lived here...but get it together!! We have been wasting money and taking more than ample time to finish projects that other states accomplish quickly, and in more cost efficient (and effective) ways!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked why the widening and resurfacing are not being conducted at the same time. The pavement is in such poor condition that resurfacing must be completed this year. It simply cannot wait. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin.	83605
Yes	I don't drive the freeway very often, but do know many who do. However, when I do drive it, I see the need for additional travel lanes in order to keep the east west traffic flowing in an efficient manner.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	It's something our community has needed badly for a long time. The growth of Canyon County's economy is utterly dependent on updating the highway to at least three lanes all the way from Caldwell to Boise. It's time we continued to move forward with this goal, and widen the interstate between Karcher and Franklin.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Derek Skinner 83686
Yes	Canyon County needs major road improvements. Widening the interstate is only the beginning. One can easily tell when traveling through different counties by the shape of the roads. Canyon County has the worst roads of them all. The interstate bottle necks bad because of only two lanes. Idaho wants growth, the roads need to accommodate that growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please widen this stretch of the interstate. In the four years I have lived in this area, we have seen tremendous growth. It shows no sign of stopping. Commutes have lengthened, and even during the "slow" midday hours, there is increased traffic congestion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	YES! Traffic is increasing, whether we like it or not. I84 is a major route between Salt Lake City and Portland/Seattle. When a minor traffic incident can stop traffic for a time, that is not only inconvenient, it is potentially catastrophic in a local or regional emergency. I think it should be widened to four lanes each direction to match the width east of Nampa to Boise. Let's do it right, all at once. Constant construction frustrates people.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	As a resident of Nampa I see this as a great need in our area. The current flow of this section of I-84 is unsafe, in my opinion. This should have been addressed years ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Vickie Herr 83651

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Absolutely needs to be widened and the Northside eastbound on ramp needs to be lengthened - that on ramp is too short and uphill so many semi trucks and older cars cannot get up to speed in time to merge with traffic. I personally have witnessed many near miss accidents on the on ramp as well as seen numerous accidents there. I do not understand, however, why you cannot combine this project with the rehab project and save a few million \$. It makes no sense to temporarily fix it only to tear it up and do it again	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked why the widening and resurfacing are not being conducted at the same time. The pavement is in such poor condition that resurfacing must be completed this year. It simply cannot wait. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin.	LeAnn Bolster 83651
Yes	It should be widened all the way to Caldwell. You will see the same amount of wrecks and delays as we currently have at the Franklin exit but now they will be at the Northside and Karcher exits. The project should have better planning than the Meridian to Nampa project since they had to do that one 3 times. Thanks, Mark	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mark Barnett 83687
Yes	The on ramp to get onto 1-84 from Karcher rd interchange is rather short. Often times it's pretty scary trying to merge into traffic because it's usually always congested no matter what time it is. Plus with all the businesses in the area, I-84 ideally should be widened to accommodate the extra traffic load.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	It's an excellent idea as it will avoid the bottleneck as we drive into Nampa from the East. It will certainly improve Westbound traffic flow.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mike Crane 83686
Yes	I feel that the project should be extended from western Caldwell to Franklin. That would complete Interstate 84 through the valley. Most of the road work and widening has occurred in Ada County leaving Canyon County to deal with uneven and ruff patches.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	With how large our community has to grown and the amount of commuters it is essential to widen the freeway. Two lanes just is not enough to handle the traffic. I believe many of the accidents we see around the Franklin and Northside exits are due to narrowing of the roads and the lack of proper length of on/off ramps.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	I am amazed that you really need to ask this question! All the backup during peak commute hours and all the accidents that occur. Really!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Stephen Kopp 83686
Yes	Traffic continues to grow each year in this section of I-84 and it has become very dangerous to travel on it. Truckers who are traveling on I-84 to continue on have a difficult time navigating this section because of all the local drivers to intend to exit 32A or 32B. And the road desperately needs to be resurfaced so I would like to see all of it done concurrently saving taxpayers money. Although I live in Boise, I travel to southern Caldwell frequently for business reasons. Thank you for allowing me to give you this input.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	The sudden lane reduction from 4 to 2 at Franklin not only bottlenecks traffic, but is unsafe as traffic quickly goes from 70mph to 10mph to accommodate the necessary merging. This is the worst part of the traffic in the Treasure Valley outside of Eagle Road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Joseph Turmes 83687
Yes	This isn't a question! It has to be widened. Congestion is horrible right now, imagine what it will be like in 5-10 years from now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	1. ITD continually notes that they don't have enough money to maintain the roads they have. Adding all this additional infrastructure and lane miles only creates another maintenance deficit in 20 years for which they have no resources to address. 2. This road will be heavily subsidized by non-drivers since 1 of every 3 federal funds for transportation has to be subsidized by non-gas tax revenues. 3. Add comments 1 and 2 together and it shows this is a fiscally unsustainable project. 4. The economic arguments are thin. Congestion does not negatively impact a region's economy. This was confirmed in this study: -Sweet, Matthias. "Traffic Congestion's Economic Impacts: Evidence from U.S. Metropolitan Regions." Urban Studies, Vol. 1, No. 23 (2013). It is a longitudinal study of congestion and economic growth for 88 U.S. metropolitan areas. The author concludes that "economies do not stagnate as a consequence of traffic" and that the best predictors of economic growth have more to do with a dense urban core and regional economic demand than the quantity of transportation infrastructure.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Should be widened to 5 Lanes in each Direction	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kevin Hughes 83687
Yes	The bottleneck that occurs in this area has appeared to cause an increase in accidents and traffic congestion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	As we all know the Valley continues to grow and cars are the main transportation means. Commerce also is growing which means more long hauling. Please make this a priority in funding and timing. Thank You, Darl Bruner	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Darl Bruner 83686
Yes	DUH !!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	It needs to be widened all the way to Caldwell, but Franklin to Karcher is a start and definitely much needed! Please widen I-84!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	It is so dangerous to get on two lane freeway with all the congestion. The north side on ramp is terrible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Denny 83686
Yes	I have a reverse commute (live in Boise and commute to Caldwell), and there is definitely a need to widen I-84 west of the Franklin interchange. The traffic situation is likely to get worse and worse, and it's best to fix it now before it's even more of a problem.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Tyler Ashton 83644
Yes	84 needs expansion to accommodate current needs. Traffic is only going to get worse, and earlier expansion would benefit all 84 commuters	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
No	I would prefer to see this money spent in ways that will reduce the traffic load on the interstate. Fund public transportation. Encourage carpooling and alternative transportation methods. Reduce delays due to wrecks by increasing police presence and enforcing traffic safety laws.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Dylan Stark 83686
Yes	This is a heavily traveled piece of highway that is in serious need of widening and improvement as we are growing by leaps and bounds!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	While there will soon be a need to go beyond Karcher, both the traffic flow and logic dictate that extending the three lane section of I84 from Franklin to Karcher. Taking the three lane to where ID55 separates from the interstate is much more logical than ending it at Franklin. In addition, the traffic flow through Nampa is making I84 hard to use, at times, in that area. I strongly support adding the third lane.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83644
Yes	My only concern is that the scope is short sighted. Growth is going to continue in Nampa and Caldwell. The widening and improvements need to occur from Franklin Blvd in Nampa to the Franklin exit in Caldwell. One of the areas that needs to be addressed is making the Midland I-84 overpass two lanes in both directions. I am still baffled by the decision to make it go from two lanes to one lane on South bound Midland Blvd on the Interstate overpass. This creates so much unnecessary congestion and delay. This MUST be addressed as part of this work.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Reid Stephan 83687
Yes	All overpasses need to have on & off ramps. No exceptions.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Richard Cordero 83716
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Becky Swain 8364
Yes	During the evening rush hour traffic gets heavily congested in that ball park. With the increased numbers of commuters may as well address the situation vs waiting for matters to get worse.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jeff Garner, Planning and Zoning Commissioner, City of Middleton 83644-3010
Yes	Please do. It would make commuting between Ada and Canyon much more feasible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Unsure	While 84 is certainly close to capacity at rush hour, I am concerned about the cost to taxpayers. After the last resurfacing project several years ago in Nampa, the grooves cause a lot of pull on vehicles. The effect to drivers didn't seem well researched, as driving that stretch of freeway is difficult - especially to my newly licensed teens. 84 needs to be addressed at some point for sure, but I am hoping that the new road will be safer - both in reduction to current grooving patterns, as well as pothole issues that were rampant this year. If we are going to spend the money and time investment, I hope we will see better quality this time. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Peak-hour traffic congestion on I-84, measured by peak-hour speeds, is getting worse every day (when new residents move into the valley). The interstate should be widened between Midland Boulevard and Franklin Boulevard in Caldwell. If there is not enough money to do it all now, then do what can be done. Also, public transportation routes to primary destinations like the airport, mall, hospitals, capital, courthouses, etc. should be built with regular service so people will start using it. Travel patterns take years to change, and we must start now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
Yes	It's well past overdue to widen that section of I-84. Nampa and Caldwell have grown well past the point to justify the need for more than two lanes in a direction. I personally believe four lanes is needed, but I guess any degree of widening would significantly decrease the almost constant congestion. Furthermore, there is plenty of alternative routes that can be taken while construction is underway if someone didn't want to deal with the interstate construction.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Amber Stanley 83704

Yes/No/ Unsure (Comment form only)	<p style="text-align: center;">Comment</p> <p style="text-align: center;">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	<p style="text-align: center;">Staff Response</p>	<p style="text-align: center;">Zip Code and Name/affiliation (if included)</p>
No	Absolutely not. Our state, along with many other states in the country, is chronically underfunding our existing infrastructure maintenance. Private automobile travel is a heavily taxpayer-subsidized welfare largesse of the highest magnitude, yet we are nowhere near adequate funding for maintenance of existing infrastructure. It is of my opinion as a taxpayer and road user, four-car owner, property owner, and pedestrian and bike user that we should fund existing infrastructure first, before adding anything new or taking out any more bonds, or subsidizing the "drive till you qualify" lifestyle.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Zachary Hanna, Sunset Neighborhood Association 83703
Yes	Although I don't commute in this area, when I do drive through Coming from the East, it seems like the roadway suddenly ages 25 years.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
No	1. This project needs to be funded fully for the ENTIRE section of I-84 from Franklin Rd (Caldwell) to Franklin Blvd (Nampa). It makes no sense to only improve the proposed short section when the entire section desperately needs widened/improved. 2. The ENTIRE section needs widened to 4 lanes, not just 3.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	The money should go to repairing the road and staying on top of it traffic is always tied up at the on/off ramps because they too are built strange. repair the roads first widen it and no updates on ramps or more interchanges will just cause more problems as I see it	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	It is so dangerous coming west on I-84 about 4:00 in the afternoon and go from 65 to 25 in a matter of seconds because of the merge from 3 lanes to 2 at franklin road in nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Dave Burley 83686
Yes	First of all, four years starting over a year from today to complete a three mile section? You better reevaluate your plan because there is no way to complete the projects listed in the TIP by 2040 even if the funding was available with timetables like this one. I drive through this section of I-84 every weekday and it is the most frustrating part of my drive. The reduction from three lanes down to two at Franklin Boulevard is to say the least, stupid. The left lane ending and being forced to merge over is even dumber. The left hand lane has become a race track for everyone to see how many cars they can get by before merging over and most don't care if they have to run over someone to do it. If anyone is unsure whether this project needs funded, tell them to drive it for a couple of weeks between two and five pm. Widening this stretch would be a big help but there needs to be adequate on-ramp lanes as well, especially at Northside Boulevard since it is slightly uphill and has a fair amount of truck traffic. I can tell you from experience that one lane uphill on-ramps with truck traffic are a major pain. The Westbound Garrity ramp for example is no fun when you're stuck behind a semi or a cement truck going 20 mph trying to merge into traffic doing 70 mph or more. Unfortunately, widening the section from Karcher to Franklin isn't good enough. This needs to be done all the way to Caldwell but I don't hold out much hope of it being completed after looking at the current list of projects. How much money will be wasted fixing the current situation with the roadway deterioration only to be tore up and replaced, if and when it finally gets done? I would be willing to bet that if this section were closer to Boise it would have already been done and I don't mean because of increased traffic as you approach Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Cody Thomas 83661
Yes	This particular area has a heavy traffic load and I feel is a hazard for vehicles using this part of the freeway. It is essential that the road be widened as the problem will only worsen with time. We drive from Kuna to Nampa on a regular basis but are often hesitant to drive this section of the interstate because of the condition of the roads.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	This will not resolve the underlying traffic issue. The issue is that the growth in residential housing occurred without regard to the primary and secondary feeder roads and has resulted in bottlenecks along those feeder roads. These bottlenecks cause delays and long ques exiting the freeway. Putting more lanes in will only put more vehicle carrying capacity in pace and, ironically make the bottlenecks worse. The actual answer to increasing traffics flow is to create viable alternate routes instead of single large capacity routes that inevitably become ever more congested.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Matt Scuri 83713
Yes	Absolutely, that is a terrible bottleneck.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
No	I think there should be more focus on roads like chinden	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Joshua Drewien 83705
Yes	The widening of this section of the interstate would greatly improve the safety for travelers along this section of the interstate. It would also reduce the travel time for commuters between Nampa and Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	But I-84 in Nampa should be widened to 4 lanes each way. If you dont you will be back at it in 4 years	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	I feel sorry for anyone who lives past Garrity Road in Nampa. That road is obsolete and has been for some time.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Unsure	I agree that the traffic is very heavy through that area. Have any studies been done on alternative options such as improving highways 20 or 16 without intersections?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. The Idaho Transportation Department has completed a corridor study on US 20/26. You can learn more about that study here: http://apps.itd.idaho.gov/apps/us2026CorridorStudy/default.html	Jeff Hahn 83709
Yes	84 should be widened through Caldwell, to accomadate personal and commercial travelers and avoid localized congestion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	Chinden Blvd/Highway 20 should be widened before the freeway.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Anything that helps to solve the present unsafe situation on I 84, and moves the often gridlocked traffic along would be helpful. The population in this valley is going to grow exponentially over the next decade so unfortunately the widening will be only a band-aid. There needs to be an additional ring road. Lowering the speed limit or at least enforcing it would be helpful too.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	The widening of i-84 should carry on past Nampa as well. Treasure Valley population is growing and TIP needs to push for funding the projects that help keep us safe. I feel safer driving to exit 57 (Gowen) after the freeway expansion on our end of i-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	Use the interstate all the time and traffic can be such a nightmare.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	I think if anyone has traveled on I-84 during rush hour, you would definitely say yes. Many people travel from Canyon county everyday and they know what a pain it can be. That portion of the road is in desperate need of repair. During the construction adding a lane shouldn't impact any different than the repairs anyway. I'm all for it!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	I live in Boise and work in Caldwell. There is no need to widen the road. research after research seems to show that more lanes do not help with traffic (otherwise Los Angeles and Washington DC' s beltway would have a much smoother rush hour). Please consider investing in public transit option instead. Thanks.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Not only should this section be widened, but also from Nampa heading west to Caldwell and Franklin Road. This is another case of Southern Idaho growing faster than planners predicted. A day late and a dollar short!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	With the growth of all surrounding cities, we must look ahead. The commute will only get worse if this project is delayed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	It's about time. Also what about a loop to go from I-84 to the northern part of Meridian and then connect back into I-84 on the east side of Micron?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. To answer your question - COMPASS has conducted studies into the possibility of a southern bypass or a northern foothills loop. Neither was determined to be an economically feasible addition to the transportation system.	83709
Yes	With the widening it will help ease traffic in Boise/Ada.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	I am very concerned about the resulting sprawl. We need a regional public transportation solution, not ever-increasing freeway capacity that promotes wasteful fossil fuel consumption.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83705
Yes	Do not add just one lane in each direction, ADD TWO. By the time a one lane addition is completed another will be necessary. You also need more I-84 bypass surface streets - especially before the work starts on I-84. SR 20-26 should be four lanes from Eagle Rd. to I-84 (plus turning lanes). SR 44 should be four lanes from I-16 west to I-84 (plus turning lanes). Consider adding "off-ramps only" on some of the existing I-84 overpasses, to reduce traffic on I-84 sooner. Consider re-routing I-84 to by-pass Boise completely (from after Mountain Home to just past Nampa) and renaming the existing section I-84 Business. This would help to reduce traffic on I-84 in the most congested areas.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
Yes	I believe it should be widened all the way. A long time ago glad to hear it could be done	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	Studies have shown that widening roads encourages driving. We already have too much air pollution, largely due to our total dependence on the automobile for transportation. This money is much better spent offering subsidies for purchasing and driving electric cars or other non-carbon emitting vehicles. Or -here's a thought! Develop a public transportation infrastructure that people will actually use.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Maureen Bolton 83702

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	The Treasure valley population has grown from a combined Ada and Canyon population of 151,000 in the mid 1960s when the Interstate was first put in and two lanes handled all the traffic very well. The valley is growing, new businesses are coming, housing is booming and the traffic runs from the Micron exit in Boise to the Greenleaf exit in Caldwell, all to serve a combined population of 600,000. I ride that route heading east and it just seems to make sense to allow through traffic to move on through and not get caught up in traffic and certainly not get caught in traffic on crummy roads. We need to not only maintain, but to improve this vital roadway.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Mike Sciales 83713
Yes	This should have been done a long time ago!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	And it should be started before 2040. The interstate is jam packed now. Just about anytime of day there is plenty of traffic on I84 from the Nampa side of Meridian to Caldwell. And when it goes from multiple lanes down to 2 it becomes an even bigger mess. I see that it is asking for a zip code. Which is fine. I currently reside in Meridian but I either have to go to Boise or Nampa for many different reasons and I usually always go toward Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	It's a great idea, and long overdue!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Unsure	I WOULD MUCH RATHER SEE THAT \$\$ GO INTO A COMMUTER TRAIN THAT WOULD BETTER BENEFIT THE ENVIRONMENT AND UTILIZE PUBLIC TRANSIT ALREADY EXISTING VIA THE BUSLINES IN DOWNTOWN. IT WOULD LEND TO BETTER AIR QUALITY AND THE OPPORTUNITY FOR PEOPLE TO "DEFRAG" AND RELAX ON THEIR COMMUTE HOME VS. EXPERIENCE ROAD RAGE ON I 84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704-4497
Yes	This is long overdue and desperately needed.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Phil Mount, Front Street Brokers 83709
Yes	The road is in bad shape now and needs to be repaved. While it is cheaper to repave and not widen seems like a better long term use of the money to do the repaving when its widens as widening it would require redoing or repaving the road anyways.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I live in Boise and work in Nampa and Caldwell. The growth across the valley from Ontario to Mountain Home is causing headache for our road system and the bottleneck in Nampa is the main area that needs to be widened as soon as possible to ensure that the continuing growth remains a positive and not a negative. We are out growing our road infrastructure and this would be a huge step in the ride direction. As a tax payer I would rather see my taxes used to grow the state in positive ways rather than here from our states representatives that we have another surplus yet our roads and schools are in shambles.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	100% without question, I don't commute on this route but when I have to drive it during rush hour traffic I wonder how it's only 2 lanes causing such massive slow downs.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	I do not support widening of I-84 anywhere without a more comprehensive look at transportation in general for the Treasure Valley. Widening roads creates induced demand. While it might temporarily alleviate traffic congestion, ultimately the new, wider road will eventually fill with additional vehicles. I think it's time for our state transportation leaders and elected officials to take a look at alternatives to continuously adding more traffic lanes. We need serious funding for mass transit. We need development policies that don't induce people into single occupancy vehicles. It's time for Idaho and the Treasure Valley to wake up to the fact that there is nothing more subsidized than the single occupancy vehicle, from wider roads to free public parking. This can only lead to more traffic congestion and a degradation of our air quality. More cars does not equal and improvement in quality of life.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	Road widening only brings more cars. By the time construction is complete, housing will have already sprawled to the Oregon Border. It is, at best, a short term solution. The only way that this should be amended is if it includes a regional plan to limit outward, low density, automobile dependent development such as a regional urban growth boundary or a transferable development rights program.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83705
Yes	I am of the opinion that further long range planning should be applied, and add additional planning and funding to provide four (4) lanes each way. By doing so, the provision for additional lanes can actually be ahead of the need! I have watched expansion of I-84 over the past 17 years, and find it laughable that as soon as a widening project is completed, it is already out dated due to lack of planning and funding.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Steven Humphries 83642
Unsure	There are other, more immediate needs on city and county roads in south Boise (Maple Grove, Cole, Lake Hazel).	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	It is most need improvement for rapidly growing traffic. it will help traffic jam and long waiting .	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Like many Boise folks. I have commuted from Boise to Caldwell to work. This work definitely needs to be done to make that commute safer and more efficient.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83713
Yes	I agree the freeway should be increased from two to three lanes. The population in the Treasure Valley continues to grow with more cars on the road. We must start now to improve our roads because of increase traffic that we can expect in next few years with the increase population	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
Yes	About time! It is a hazard now!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Of course!!! This is a no brainer! You don't need a survey to know this needs to be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83713
No	Maybe you should finish the projects that you started before starting a new project. We don't need that at all. We could use the money in other projects before we widen the I-84. Waste of money.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Traffic backups even when there are no events at the Idaho Center. We need more lanes.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Luis C 83687
Yes	As the valley grows the infrastructure needs to grow. don't think for a second that people will stop relocating here.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Robin Kramer 83669
Yes	Yes...should have been done long ago, but good to see action taking place to address it. The only concern I have is the time table being proposed, which seems to be too long.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Not only is this stretch of road congested it is also very rough from all the years of repairs. The money to widen this stretch of road would be money well spent.!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83669
No	I think there should be mass transit system (rail) from Caldwell to Boise.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	A more long-term solution is to start funding some mass transit. More lanes will fill up with more cars and the traffic problem won't go away	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	Logical next extension of the three lane I84 corridor. Hopefully, the next stage would be from Karcher to Franklin (Caldwell)?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. The expansion of I-84 from Karcher Road in Nampa to Franklin Road in Caldwell is being considered for funding by the Idaho Transportation Board, along with several other worthwhile projects with the remaining GARVEE authorization. However, there are not sufficient funds to meet all needs.	83702
Yes	Please improve our interstate highway to match the rapid growth of the region. The area in question bottlenecks to an almost stand still everyday during rush hour. One accident closes access to many people and deviates traffic to residential areas causing more problems for local residents, schools and hospitals in the area. We must match the rapid growth to allow more business access to the canyon county region between Nampa, Caldwell and beyond. I am a resident of Nampa and drive on the I-84 to commute to work every day.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Everywhere you look, new ground is being broken to make way for more residential homes....a lot more homes. Yet, our leadership has continued for years to promote tax cuts. Wise, fiscal planning must be accompanied by a realistic tax strategy. One should not have to resort to bonds, begging and periodic initiatives in order to logically expand infrastructure to meet the needs of an expanding populace. This is the price we all bear for modernization and the ability to commute (and make due) with dwindling resources in an increasingly demanding society. Let's stop burying our heads in the sands of ignorance. Let's plan and execute expansion that is realistic and achievable. I'm in favor of said expansion as it relates to this I-84.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	The present traffic load, especially at peak times creates a substantial bottle neck. The sooner we do this project the less expensive it will be. This project should have been considered sometime back, so here we are. Let's not pass this up and have these same comments in five to ten years. Get Her Done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Terry Reinke 83646
Yes	Absolutely! ITD should not take their time with these improvements. ITD needs to have contractors work around the clock once the construction contract is awarded. Get this done as fast as possible.		Marc Münch 83702
Yes	I did that commute for a year while waiting for a house in Boise to be built. The increase is long overdue and although many people oppose it, the road and volume of traffic DEMAND it be enlarged. The safety concerns can only militate in favor of increasing the number of lanes. As it exists that a stretch of road with a proven track record of disasters. Any modern City and surrounding suburbs should have a much more seamless access to and from. Please don't be swayed by well meaning but wrong opponents. This is a project that NEEDS to be done and is long overdue.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Gery Edson 83716
Yes	There is way more traffic on that road than what it was designed for.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Widening is never a bad idea--especially with the growths we are seeing in this area. Let's do it!!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	Area is just going to continue to grow. Infrastructure needs to keep up.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	NEEDS to be Done	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	It should have been done 25 years ago. The road net in the Treasure Valley is hopelessly inadequate to our growing population. Also, more bridges across the Boise River would be a great idea as well.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	Thru Karcher	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	I'd like to see more transportation dollars going towards alternative transportation systems. We can't just continually keep paving and widening our way out of traffic congestion issues. It's not sustainable if we want to keep the quality of life we all enjoy in the Treasure Valley. Better use of the funds would be to establish better bus and/or rail links between Caldwell, Nampa and Boise. Incentivize ride sharing and carpooling. Require new developments in Caldwell and Nampa to either provide more services within close proximity or don't approve them. And how about creating/ designating a safe bike route into Meridian & Boise all the way from Caldwell? There are some robust cyclists out there that would bike in from Caldwell to Nampa, Meridian and ever Boise if there was a safe, designated way to do it.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	I think it should be widen all the way to Caldwell as that is where the bottle neck is for all.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	It's a very dangerous road, and needs to be fixed immediately. So yes!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	Badly needed expansion and repairs	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
No	I would prefer the money to go to better walking/biking routes. There are few if any protected bike lanes in Boise and improvements should be made for better pedestrian and bicycle routes before more money is spent on automobile routes. Thanks.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	This should have happened at least 10 years ago and the entire Treasure Valley knows it. I don't feel 3 lanes each way will be enough flow through for the AM/PM rush hour traffic. If you cannot make it 4 lanes each way, is there a way to engineer a reverse able center lane (like MANY cities use) to accommodate the heavy traffic during those day parts? Thank you John Gregory	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. To answer your question - The traffic analysis shows that three lanes in each direction is all that is warranted in the design year of 2040; however, there will be auxiliary lanes (a 4 th lane in each direction) to help with weaving/merging between the Northside Boulevard and Franklin Boulevard interchanges.	John Gregory, Signs Etc Inc 83709

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	My wife and I fully support the widening project of I-84. The traffic load on the two in lanes each direction is unbearable and dangerous. We avoid that section of highway whenever possible.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Bob Jennings 83669
Yes	The bottle neck that occurs between these exits is so dangerous and causes unnecessarily delays due to people trying to pass cars before the right lane ends. Please widen!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83714
Yes	Widen I-84 from Nampa to Caldwell	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83706
Yes	I believe the widening is necessary to enhance safety, maintain traffic flow, and reduce congestion in a corridor that already has heavy commuting and will continue to see traffic growth.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
No	STOP WIDENING 84!!! How about we fix or widen the side streets instead??? Like Linder or Cloverdale or Victory??? Why the hell is Victory single lane in some spots??? Maple Grove needs it BAD...what we really need is a back way to get to Micron or the Airport, such as Lake Hazel or Amity going all the way through to Orchard. This town really needs a frontage road as well. That would save on the 84 traffic. Also...just make Eagle a dam freeway...Comon get with the program here... And while we are at it...why are the stoplights in Boise soooooo loooooong??? 2.5 minutes green to green on Victory and Cole is UNACCEPTABLE!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Yes! I lived in the area of Franklin and Canada roads for thirty years commuting to Boise. The area is growing rapidly. I believe I80 should be widened all the way to Ontario, that stretch of the interstate is in incredibly poor condition and the volume of travel is high, it is like an old cattle trail. Please do the improvements correctly the first time, it would be cost effective, think of future use. I watched and drove Interstate 80 between Boise and Meridian during it's constant construction and destruction and reconstruction for twenty years, I hope lessons were learned. Three years ago we retired and moved to Boise, but still shop (Costco and other stores), visit Doctors and even hair stylist in Nampa.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	The current configuration, a reduction to two lanes at the busy Franklin Road interchange, is simply dangerous. In fact, I-84 should really be widened all the way to the westernmost interchange in Caldwell. Just beyond that interchange is where the speed limit increases and trucks and cars begin to separate. Between that last western interchange and East Boise, the constant, dense mixture of trucks and cars requires a third, largely truck-free lane to allow the traffic to stretch out to safe following distances.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	Though I live in Ada County, I travel between Nampa and Western Canyon County frequently for my job. The bottleneck that occurs where I-84 narrows to only two lanes is not only cumbersome, but dangerous at times. I dread getting on the Interstate anywhere west of Garrity in Nampa or Caldwell due to the two-lane traffic and lack of room for other drivers to merge over and make room. Please include this project to widen I-84!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	There is such a gridlock every day M-F from 4 -6:30 or so, yes it would help to decrease the gridlock. Driver's are getting off the interstate and congesting Franklin, Cherry Lane, & Meridian Road and they are gridlock too.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642
Yes	This corridor between Boise, Nampo and Caldwell is projected to grow substantially by even 2030. This short interstate section outside Nampo is way too small and in terrible shape. Since it needs new surfacing anyway and is already not wide enough, it only makes sense to fix it right and make it wider too now.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83716
Yes	This is the problem area, however, I suggest that it be taken in consideration to widen the distance. The Garrity Exit has been a back log for years. I suggest that the project cover more area.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	I have lived in this valley for 25 years and we continue to widen the freeway, which only promotes driving. It's time to be smart and think long term. If we widen the freeway, we will need to widen it again in twenty years. We've all seen it happen many times. Let's be smart and use this money to finally put in what will help congestion - a light rail system. Let's encourage people to get out of their cars and use public transportation.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Cynthia Gibson, Idaho Walk Bike Alliance 83702
Yes	It is extremely dangerous to merge onto the freeway in this segment. This needs to be done.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	There is no way you can't add this. The traffic and condition of the highway is horrible and embarrassing. This needs to happen sooner than later.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jeff Thompson 83646
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Tracy Hopkins 83642
No	Let's stop borrowing money and actually start paying for things with cash. You may think this is unrealistic but with good planning and budgeting it can be achieved. The borrower is slave to the lender.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	I am less interested in traveling from Payette to Nampa, Meridian and Boise because of the current state of the road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83661
Yes	We just moved to Star, but before that owned our home in Caldwell for 15 years. We have experienced the frustration dealing with the freeway shrinking down to two lanes in the middle of one of the most populated areas in the state for years. Traffic jams and accidents are a daily occurrence. The Treasure Valley has a long list of needs when it comes to our roads, but without a doubt this is number one. I only wish it was for the entire length to Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jamie Warwick 83669
Yes	Stay ahead of the curve. Already congested in this area during peak periods. Widen to the inside.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646
Yes	Finally!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	The communities need to come into the 21st century and focus on rapid transportation including better bus routes and rail. This community needs public transportation to eliminate the dependence on cars. Look around when you are stopped in traffic, virtually every vehicle has one person in it. Motion 2040 should focus on public transportation to eliminate the need for more and more vehicles into the city core, with limited parking spaces and to address traffic problems and reduce energy consumption	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	We need a North -South freeway!!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616
No	We need more public transportation between Nampa and Boise. Until we stop building more roads, we will just have more traffic and congestion. People want to live where it is cheaper in Nampa and Caldwell, so why not give them public transportation like in Portland and other citites. For \$150 million, try other options.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Glida Bothwell 83616-1800
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Nikole Zogg, Southwest District Health 83676

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Unsure	I agree that this is a needed project and that there is a safety issue and that it will benefit economic development. However, I am very concerned about continuing to borrow from future Federal Highway Aid funds to pay for current needs. We have 8 Garvee Bonds issued from May 2006 through July 2015 for a total of \$966.94 million that mature from 2024 to 2031. This new bond will take us over \$1 Billion, which is a lot of money for Idaho. If we keep taking money from the future for new projects, the highway funding will never be self-sustaining for current road and bridge maintenance because we keep taking more and more from the future for current needs.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Michael Armstrong, Micro 100 Tool Corporation 83713
Yes	Yes, absolutely. My family and I use this stretch of road frequently, and the congestion can be severe as well as there are several areas that could be improved with the expansion to help improve safety. From more of a macro view, our hard (e.g., transportation) and soft (e.g., education) infrastructure drives Idaho's economic competitiveness and it's important that we invest in our infrastructure to continue to support our aspirations. Note: I do work for ITD, but I am commenting from a personal / road-user vantage point.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	John Paul Bilderback, 83709
No	I know the road in this area is in need of resurfacing and improvements, and this seems like a good investment. However, I am opposed to continuing to widen the interstate and adding interchanges in order to accommodate further increases in personal vehicle traffic while no realistic plans are being made to fund the operation and capital investment of a regional light rail, train or other public transit option. The impacts of increased commuter traffic volumes on air quality, safety and infrastructure costs is of great concern to me, as is the lack of affordable regional transportation for all Idahoans - not just the ones who are able to afford/are able to drive personal vehicles. I would like to see realistic options for regional public transportation pursued before further investment in road widening is made.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ellen Nelson 83702
No	No, its been proven time and time again that widening roads INCREASES congestion! Do not widen I-84! A much better solution is investment in a multi-modal transportation system. A commuter rail that links Caldwell, Nampa, Boise will increase tax revenues for every jurisdiction it serves. It will boost the economy and lower housing and transportation costs for individuals and families. It will provide an additional means of getting around for those who are unable to drive, (which is 2/3 of our population - the young, old, disabled, and non-licensed individuals.) Its better for our air quality as well as our health and well being.) Please invest in alternative modes of transportation. People of the Treasure Valley deserve choices. We don't want any more bloated expensive infrastructure to serve low density place less suburban sprawl.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
No	Put the resources into expediting the widening of Chinden. Chinden should have been done 10 years ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	Now or later after another 250000 people are on the west end of the valley? I think it is a simple answer. The expansion will benefit everyone in the valley with commerce, employment, etc. Waiting will only make things worse. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Brandon 83607
Yes	traffic has really got bad on the freeway and should be widened to the Costco marsing exit	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	Area grows the need for greater infrastructure grows apace build now and quickly in preparation for known future growth	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83616

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
--	<p>While I support a three lane configuration on I84 from Franklin in Nampa to Franklin in Caldwell it is not a long term fix for congestion. This should be the last of big sums of money going to the I84 corridor. The best next corridor to tackle is not the next highest rated roadway corridors in the CIM plan but the Boise Cutoff rail corridor. There are few metro areas blessed with an operational rail corridor that parallels the path of most commuter trips. The Boise valley has such a corridor and we should take advantage of it. Using it for commuter rail would significantly lower the costs incurred in other regions for commuter rail as a dedicated right of way commute corridor in the valley. While the costs may seem daunting, when compared to what the region and state has spent on the I84 corridor they become relative pretty quickly. Putting this in service as a commuter rail line could alleviate some of the needs proposed in CIM as more widening projects on parallel highways and arterials. Much research shows those widenings don't really work in the long term anyway. The money in the highway projects should be considered as potential funding. It appears that about \$100-150 million may be enough to purchase rights to use the Boise Cutoff corridor for passenger rail, this would also likely allow use for rail with trail. I've seen estimates of up to \$50 million in needs for upgraded track, upgraded crossings, and (potentially) positive train control, the track only estimate in the Crapo-Wyden Amtrak Pioneer corridor study was at \$13.5 million, but much of that included the track east and south of Micron which may not be needed for commute trips. other costs would be stations and station areas, those will need individual estimates. The rolling stock costs are dependent on many factors but the most common estimates are \$12 million per train (locomotive and passenger cars) With Motive Power located here its possible the region could join a contract from another region and lower those costs. It is harder to find easy to access data on the potential operating costs of such a line, but it appears to be in the \$10 million per year range. Of course we don't have that money today, but a project such as this may be what is needed to spur the changes necessary to go after that kind of operating funding. Continuing to invest in roadways only will create a future of driving as the only alternative.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	83702
Yes	<p>This area of I84 is critical for commerce and needs to be widened to be safe and support interstate commerce as well as local economic development. The hours that local residents spend stuck in traffic due to the narrow road is costing everyone - time and money.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	83642
No	<p>Not at this time. I'm not outright opposed to continuing to expand I84 between Nampa and Caldwell. However until we prioritize true transit from Caldwell to Boise we'll never really know what is truly needed. Until communities fully implement the land use vision of CIM we should stop providing infrastructure that encourages sprawl. Simply expanding the freeway causes sprawl which creates further demand and thus we simply continue a cycle that we know is not financially sustainable which makes this decision a financially irresponsible one. A much more responsible use of the Garvee funds the State has committed to this corridor would be commuter rail between Caldwell and Boise. What the legislature should do is allow local option funding so we can actually pay for real transit in Ada and Canyon Counties.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	83712
Yes	<p>I-84 is the life line of transportation in the Treasure Valley as well as being a major facility for the region. I believe it is crucial to keep our infrastructure updated to accommodate the continued growth that Idaho is experiencing.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	83646
Unsure	<p>I am sure that the widening would require the replacement of several grade separations over I-84 that probably need to be replaced anyway. As I recall they have low speed vertical curvature limiting their future geometric traffic operations which is a developing problem as the development increases the traffic along this corridor. A good economic analysis should be provided to weigh the costs versus transportation operational improvements and future needs.</p>	<p>Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.</p>	83704

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes		Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Theresa Hardin, Caldwell Chamber of Commerce 83605
No	Increasing the width of highways does not necessarily improve conditions and has been shown to increase the volume of traffic on the roadways (induced demand). Could the money be spent on mass transit options?	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. In response to your question – The money cannot be used for mass transit options. When the Idaho Legislature first authorized GARVEE bonding (the financing mechanism used to pay for this project) in 2005, the legislation stipulated that the funds could be used only for “eligible highway projects” that were listed in the legislation.	83706
Yes	Thinking of the Valley as a whole, I-84 seems like the central artery of our transportation system. If it is in bad health, the rest of the system will suffer. Investing to address the narrowing of this key roadway will relieve the growing pressure on the other streets in the system and improve our transportation network overall.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83641
Yes	Without question the section of I-84 between Karcher Rd and Franklin Rd should be widened. It currently appears to over capacity for several hours around both the am and pm peak hours, and causes daily backups for miles. There is also a high incidence of accidents at or near this segment of I-84, often one or more per day. The high volume of traffic using the Midland, Northside, and Franklin interchanges within this segment have affected the safety and function of this portion of the I-84 corridor, and a project to improve capacity and safety would be a great benefit to the region.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83676
Yes	I use it everyday and it is in terrible condition and continues to fail and damage vehicles. There is no point in putting a band aid on it. It should have been widened when the Ada County portion was widened.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	Yes, a widening project is greatly needed in the Nampa area. Would also like to see some traffic cameras installed on I-84 thru Nampa and Caldwell like they have in Ada county. They are a huge benefit to commuters.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. End of May 5 download	83686
Yes	Definitely yes!! The lane reduction at the Franklin interchange is a traffic hazard that needs immediate attention. This will not correct the whole problem as the interstate needs to be widened to the Franklin interchange in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	This one is a no brainer. The highways of Canyon County need to be brought into The 21st Century. Variable speed limits And electronic lane closure signs would Help with traffic control. Take a look at The Smart Motorway Project in the UK. Lastly the sign on the west bound lane Telling of a lane closure in 1500 feet Needs to be moved a mile east of the franklin exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	There is an incredible bottleneck that occurs during high traffic volume. This will only increase as the area continues to develop. Further, it would be prudent to continue the expansion toward Caldwell, at least to the first Caldwell exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	This widening g is long past due.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83646

Yes/No/ Unsure (Comment form only)	<p align="center">Comment</p> <p align="center">(The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)</p>	Staff Response	Zip Code and Name/affiliation (if included)
Yes	It is crucial that this highway be improved and widened immediately. Canyon County is the fastest growing area in the state.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83676
Yes	There is a substantial traffic slowdown in this reach of I-84. In addition, the quality of the existing road surface severely deteriorated during the last winter, creating a safety hazard with the patched-up roadway. This portion clearly needs to be resurfaced soon, and expanding this area to 3 lanes at the same time will reduce the overall impact to commute/transit times.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83703
Yes	I do a lot of work in Caldwell and that stretch of freeway is absolutely horrendous. I do all I can to avoid it but Chinden is the only workable bypass but that stretch of highway is its own form of hell. For that reason, I am very happy to see this project is in the works. The only question I would have is, will there be illumination? The only continuously lit sections of I-84 are in Boise and I think the traffic volumes on the stretch of I-84 receiving improvement (and honestly all urban sections of I-84) necessitate better illumination than what is currently present.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. Illumination will be considered and analyzed during the design phase of the project. That process has not yet started, but will begin soon.	83646
---	Really, 150 million to reconstruct and improve the existing 4 lanes and add 2 lanes to a 3 mile section of the interstate from Franklin Blvd. to Karcher Rd. Exit 33. There is no expense to purchase right of way as it already belongs to the Idaho Transportation Department. It would be great if there was some decent forethought put into this project along with other projects, not to mention good stewardship of the money it takes to build them. I must ask why 11 million was thrown at Northside Blvd. in recent years for a band aide fix using precast concrete decks for I-84 and the RR structures that did not address the problem with the lane reductions in this location. Two new structures should have been built in the median between the existing structures in anticipation of widening the interstate at the time. Again, NO FORETHOUGHT; am I the only person in the valley that can see the growth and realizes that I-84 is the only interstate corridor to the northwest, making it the main route for moving freight. Come on folks, if you got it, a truck brought it! Instead of another MAJOR inconvenience for the taxpayers in the west end of the Treasure Valley that have to commute to Boise, (with no good alternative route; again NO forethought on part of the planning committee) I strongly suggest the median area be used to build the two new lanes and the structures needed to traverse the features below instead of reducing the existing 2 lanes to 1 lane making commuting near impossible. Let's also address the lack of routine maintenance on the section of interstate between Franklin Blvd., Nampa to Franklin Rd., Caldwell. There is a contract recently awarded to Idaho Materials and Construction to perform a mill and inlay with a thin overlay to this section of the interstate for 9 million dollars. If no improvements are made to the base prior to the overlay the roadway will have soft spots and crack all over again, eventually blowing out again resulting in more potholes and the cracks on the shoulders will migrate back out into the main travel lanes. This section of roadway is in the condition it is in due to the past projects that performed mill and inlay work and nothing was addressed in the base. In addition the routine maintenance of crack sealing was not performed last season prior to the winter weather which played a big part in the pothole fiasco. In fact, the newly overlaid sections in Caldwell should be crack sealed this season or they will be blowing apart like the rest of the interstate. Instead of wasting money on another mill and inlay, why not do a slurry seal that would seal up the cracks and at a much cheaper price tag until widening can be done. By being "good stewards" of our money and making better decisions with the 9 million dollars, perhaps the I-84 corridor could be widened to Franklin Rd. in Caldwell and move the bottleneck further west than just Karcher Rd. exit in Nampa and not wait 4 years to do it. Yes I-84 needs to be widened, but done in a wise manner, with good money management skills, getting the "best bang for my taxing paying buck. Not foolishly coming back and throwing yet more money at a "band-aid" a few years later. PROGRESS PEOPLE PROGRESS!!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	I have lived in the Treasure Valley for 25 years and the one thing I have seen repeatedly is the short-sightedness portrayed by city and county leaders and planners in preparing for the future. Time and time again changes and improvements are made in the form of less expensive quick fixes that end up costing more money to the taxpayers, than doing it right the first time. You have heard the term Pennywise and Poundfoolish?, well I'm afraid that philosophy applies to the Treasure Valley all too often. In an effort to please too many people, no one has the courage to stand up and say "we need to bite the bullet and do the job right in the first place" rather than quick fixes and even more quick repairs. I could site several different projects that have cost the taxpayers millions of dollars only to be inefficient and costly a year or two later. Take a look at Eagle Road. It is a nightmare and it did not need to be that way. Look back at the Curtis "improvement" as well. These projects are not thoughtfully planned and executed for our future. Bottom line is Nampa doesn't need three lanes of freeway, it needs at least FOUR. Try to look past saving a few dollars into the future of your children's quality of life and do the right thing the first time around for once.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	A serious bottleneck exists in this location.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83704
Yes	Honestly it should have been widened from just past the Garrity exit to just past Caldwell. It is ridiculous this wasn't done 5 or 10 years ago to stay ahead of the increase in population. Widen it all the way to the Wilder exit. Or farther. We are only growing. We aren't a dead town.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Shane Dwyer, Dwyer Designs 83687
No	Adding lanes to relieve traffic congestion is a myth that just won't die. I grew up in Los Angeles in the 1950s. Each time lanes were added, the promise was less congestion. Now, one often can walk faster in Los Angeles. The only successful, long-term solution is to reduce the number of lanes we have. People will either bike to work or hop on a bus, thus reducing congestion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	Widen that section, then build alternative routes and other options for commuting.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Scott Jenkins 83686
Yes	The entire section of road from Garrity through Caldwell needs to be widened. Re-paving it is a ridiculous waste of time and tax payer dollars.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	This is a must!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	Should no longer applies. The people are coming to the Treasure Valley whether we like it or not, and the big question is, will we look back and smile because we acted at the right time, or grimace because we did nothing. When I moved here in 2012 I was a transplant from Seattle area, brought here by my company, the Idaho press ran a story about the population of Boise being over 1 million by 2040.(1a) and the latest estimates project that number to be even higher. As a resident of Seattle, I watched first hand as traffic slowly declined as more and more people moved in to the region, and the local municipals did nothing but small patches to cover the traffic patterns through the next election cycle. We need to learn from the lessons of Washingtons poor planning and make sure the widening is going far enough, possibly even including light rail transport from Canyon to ADA county. I would go as far to say the Emergency funds being designated to repave the existing highway should be redirected to the widening, since it makes no sense fixing holes on a road that will be torn up and rebuilt anyway. I love Idaho and our ability to use common sense to do what is best for our region. The highway is our connection to the supply routes of America. Without a properly functioning highway system we will hurt our own ability to move goods into the region. Trucking companies will raise rates as delays cause the trucks sit in traffic longer. Costs of goods will rise as merchants pass along the freight charges to the consumer. Consumers end up paying more in rising costs than they would have in taxes to update the freeway, and plus they are also stuck in traffic. 1a: http://www.idahopress.com/news/local/valley-population-in-million/article_96546df4-bdb7-11e1-b5a8-001a4bcf887a.html	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jeffrey Lageson 83687
Unsure	Like to see the monies divided. The construction on Interstate 84 definitely needs to be done. But would also, like to see it go to alternative transportation such as high speed rail and a trail next to the active rail line.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kathleen A Cookman 83651
Yes	Absolutely! It is long overdue!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
No	What I'd really like to see is a more sustainable option like a high speed rail and a trail for biking next to the active rail line. This would prevent us from having to always widen the road and give us residents more options for getting back and forth between Nampa and Boise, rather than always having to drive. There are also lots of students at Boise State, NNU, CWI, etc that could benefit from this, as they may be international students and not have a car or not own a car yet, or not have \$ to repair their car. I want to see sustainable options! I do not want to live in Southern California and live along the I-5! Let's not building more interstate, PLEASE!!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83686
Yes	As an advocate for bicycling, walking, and public transportation I cringe to see any widening of a road. However, there is no question that this section needs to be addressed to accommodate the population increase that has occurred in Canyon County. In my opinion, the best use of funds would be to take steps towards creating a high speed rail system for commuters in the Treasure Valley and an off-road trail next to the active rail line. This would not only reduce the need for additional widening of I-84 in the future, but also make livability in this community much more attractive to new business and thus spur economic growth. It would demonstrate that this community is forward thinking and conducting transportation planning from a sustainability point of view.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	LaRita Schandorff, Bike Walk Nampa 83686
Yes	Strongly agree. Has been need 4-5 years ago.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83634

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
No	It doesn't work! Invest in mass transit please!!!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	During business hours it gets really buisey almost like a parking lot or California freeway around 5.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83702
Yes	But funding should include alternatives to driving the freeway, we can't keep widening the road forever. We need a good bicycle path between Nampa and Caldwell for one thing, get people out there on bikes by making it easier to go between the cities. Our Nampa/Caldwell bike route committee has identified routes and even had ITD put a few miles of bike lane on Caldwell Blvd but it doesn't go the whole distance and some folks don't feel safe there. We just need some \$ to build a better route. It's time we invest more in alternatives to using a two-ton steel vehicle to carry one person a few of miles. Thanks!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Bruce Wiley, Nampa Bike and Pedestrian Advisory 83687
Yes	This section of I84 seems to be a bottleneck every day. It's a bottleneck in the morning in the eastbound lanes and it's congested in the afternoon for westbound traffic. Almost every day I see a crash on the westbound side. I've seen several bad crashes in the mornings too on the eastbound side. The road surface is in very bad condition which doesn't help the drivers who are trying to commute every day. I'm sure my vehicle is sustaining damage for the repeated abuse.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	Yes, because until the lane number match with what is to the east, there will always be a bottleneck at that location. It should really be widened out west to highway 44 to "finish the loop"	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	So past due!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83709
Yes	It should be expanded from Franklin Road in Nampa to the first exit in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83712
No	Why? For what purpose? And if it's to "relieve congestion" can you please share with me the data you have that says widening roads relieves congestion? Because everything I have read says the opposite, that widening roads just induces more demand such that they become congested in short order. Before we spend millions and millions and millions on more road widening that results in no improvement, how about solutions that actually do help with congestion? A comprehensive public transit plan throughout the Treasure Valley would be a good start, and would actually help get cars off the road and move people.	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors.	83712
Yes	Two comments: There should be a rail system for public transportation built along with widening the interstate. And, walls should be built on both sides of the interstate highway to minimize the noise to the neighborhoods near the freeway	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Richard Winn 83642
Yes	Being a commuter from Nampa to Boise in the last 10 years I have had to endure the traffic every day of the week. I have also been a commuter driver and having to leave a bit earlier so we can avois the crunch from Karcher to Franklin where my drop off was to only get back on the freeway to get to Northside would take me another 20 mins. But the issue I always see is the lane that ends by Franklin has cause a lot of almost accidents where people feel they can out run the cars or semis. Now that I drive my own vehicle I have to go in extra early to avoid the bottlenecks and or just so much traffic of cars entering the freeway in the morning and after the budleing of cars from Karcher to Midland.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651

Yes/No/Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Yes	This is needed badly. There are accidents regularly where it bottle necks down to two lanes. I travel this section of road almost daily and it is very dangerous. Please widen it as soon as possible. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	82651
Yes	They owe this to the commuters that use this stretch of road every day. There are so many lost hours because of the congestion that is caused by the change in number of lanes, not to mention all the lost hours that could be spent with family rather than in a traffic jam. There are numerous times that accidents have occurred in this stretch of road directly related to the congestion and lane reduction. As the population increases this problem is only going to get worse, increasing the number of accidents, lost time, and total frustration. It's time to move forward with this improvement.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Terry Higgins 83686
Yes	Definitely yes!! The lane reduction at the Franklin interchange is a traffic hazard that needs immediate attention. This will not correct the whole problem as the interstate needs to be widened to the Franklin interchange in Caldwell.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83607
Yes	This one is a no brainer. The highways of Canyon County need to be brought into The 21st Century. Variable speed limits And electronic lane closure signs would Help with traffic control. Take a look at The Smart Motorway Project in the UK. Lastly the sign on the west bound lane Telling of a lane closure in 1500 feet Needs to be moved a mile east of the franklin exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Yes	There is an incredible bottleneck that occurs during high traffic volume. This will only increase as the area continues to develop. Further, it would be prudent to continue the expansion toward Caldwell, at least to the first Caldwell exit.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83605
Yes	Please provide a fourth lane at least between Franklin Blvd in Nampa and Northside Blvd for those who enter at one interchange only to exit immediately at the next interchange. This will eliminate drivers having to merge into fast moving traffic when the likelihood is for them not to want to go so fast when they intend exit shortly. Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Randall Kaufman 83607
Unsure	OK, repairs should be made, drivers should not have to deal with potholes and a ruff surface to drive on. However widening I84 is only inviting more "S.O.V.'s" (single occupant vehicle's)! Why not build and install a Light rail system or commute train, or a rapid transit system? If no one knows what these systems are. Go to San Mateo Transportation Authority (SamTrans) in San Carlos California, and or Santa Clara Transportation also in California. Both agencys can advise you on what the benefits are, how to build, finance and promote the project. Each rail car can seat about 40 to 50 passengers, which means 40 to 50 less cars on the I84.Less wear on the surface.Less accidents. Less pollution! Win-win-win!!! A public transpotation system from Caldwell to Boise, with station stops in Nampa, and so on along the route, with Park and Rides lots. Less traffic with less accidents, less pollution, how can that be a bad thing? So go and look into doing something that is a much better way to really improve I84 now and into the future. No way to know for sure how the public will react until you promote the idea. Thank you for taking the time to read this and hopefully think about and look into. Even build.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83687
Yes	Please widen. I drive everyday and am tired of -delays, traffic wrecks,wasting fuel and polluting in stalled traffic,having to find alternate route because of closure, wrecks and repairs,watching road rage because of trying to merge 3 lanes to 2 at 65 mph. If and when do expansion please make right lane exit only at Karcher with a extra long 2 lane exit ramp. Similar to Meridian and Eagle exit. Only have 2 lanes continue on to Caldwell if 3 can not be funded. Do not leave a lane that drivers try to get ahead and then need to merge and slow others down or cause wrecks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Tom K Brown 83709
Yes	If you have to ask: 1) you haven't driven it, 2) you are a part of the great unnecessary bureaucracy, 3) you are in the way - a part of the problem and not the solution, or possibly 4) all of the above!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83642

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
Hard Copy Comment Form			
Yes	Has been one of the most dangerous and (scariest) onramp I have EVER been on and, unfortunately, nearest to me. Have used for many years but quit using about 3-4 years ago – so unsafe! Too many “close calls!” Go way out of my way now to Franklin. And coming home to this exit is a joke! Always (any time of day almost) traffic backed up because of 3 lanes to 2. This should have been part of the previous work adding lanes – BIG MISTAKE!! Please fix now! Thank you!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	83651
Email			
NA	It is my opinion that this widening project be done immediately! This area is a hazard to drive any day of the week and even worse weekdays. Taxpayers deserve to have a safer public access to their homes and jobs. My vote is to do this now!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Elizabeth Lee 83687
NA	I live in Nampa and it should be a top priority to widen interstate 84 all the way through Nampa to Caldwell. The road is in horrible shape and is too narrow with too few lanes to handle the traffic from 6 a.m. To 10 a.m. And 4 p.m. To 7 p.m. It is extremely unsafe.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Kerri Clarkson
NA	As I understand I-84 is being expanded in order reduce traffic congestion. Induced traffic demand is a serious issue with roadway expansion, so I must inquire as to what gives COMPASS the belief that traffic will improve from this project and induced demand will not keep congestion at its current levels after the project is completed?	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors. I-84 is proposed to be widened to address existing safety and congestion issues; the project is designed to accommodate demand to the year 2030. While the expansion will relieve congestion on this segment of I-84, it is true that it likely will also attract more people to use it, as drivers who are currently using local routes to avoid congestion on I-84 may decide to use it after widening.	Andrew Cascio
NA	Absolutely widen 84 in Nampa...it is a bottleneck and Nampa doesn't have many entrance or exit ramps so therefore traffic and wrecks are an everyday occurrence.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Interstate 84 in nampa to caldwell should be widen for saftey reason. There is high risk danger of accidents due to bottled neck areas. Roads are in poor condition in canyon county. You can tell where county lines are due to road condition. If you fix 84 look at some of the on and off freeway exits. It is scary to get on at times due to not wide enough or no xtra lane to merge. The cost to do it right would be now not half done right.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Yes! Way over due!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	John Gregory
NA	Yes, absolutely, and probably widen and re-pave clear to the other side of Caldwell. This road is dangerous where it narrows at Franklin and very congested during afternoon rush hour.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Darlene Frame

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	I am responding to a request for public comment about widening the interstate around Nampa. Just today, I was merging onto the interstate Eastbound from the Midland/Karcher Rd. onramp. I am used to having a little pavement before I have to merge into traffic, but to my surprise, there is hardly any amount of roadway to merge into traffic coming 65-70 mph. If the kind driver that I somewhat cut off would not have been so friendly, I would have been at fault in an accident while merging. I would love to see this area expanded to allow for easier merging at an increasingly busy interchange. The interstate should run 3 lanes from Caldwell East to Nampa and then go to 4 lanes at the Karcher Rd. on/off ramps and continue with that East from there to where it turns to four lanes currently.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jacob Velásquez
NA	Widen I-84 in Nampa	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	From Exit 38 to Boise, going East, the traffic seems to do pretty well. But between Caldwell and Boise it gets hung up so widening that area would help the flow of traffic to and from Boise. A good option may be to create an HOV lane for thru traffic. I bet people would even pay a small toll to have a way to travel 65mph without the traffic issues near the exits. The most extreme need in the Treasure Valley is for a required "refresher course" for all drivers over age 30 or 35. Most drivers that age and older were here when the Treasure Valley was more rural. It appears many have no idea how to merge on a freeway, use a round-a-bout, change lanes on a freeway, use a 4way stop, when you can turn right on a red light, etc....etc. Super frustrating!! A refresher course could educate T.V. residents and create a safer driving environment for everyone.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Hi, From an article about I84, in the, April 29 th issue of the Idaho Press Tribune, they suggested directing questions to you. Since widening I84 is planned for next year, I hope the resurfacing of the section between exit 33 to exit is not going to be done. Another project, the rebuild of Karcher intersection was not discussed. What is the status of that? Thanks. Looking forward to the completion.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You also asked about the project to rebuild the Karcher interchange. While a construction schedule is not yet available for reconstruction of the Karcher interchange, construction is anticipated to likely begin in late summer or early fall of this year. You can find updates on this (and other Idaho Transportation Department projects in the area) at http://itd.idaho.gov/d3/?target=construction-projects .	Bill Kline
NA	I applaud COMPASS for their desire and efforts in widening I 84 in Nampa. However, I truly believe the interstate needs to be widen through Caldwell to Exit 27. The 'ol "rock in the funnel" syndrome will bottle neck traffic once vehicles pass by Karcher Rd. Let's make every effort to do it right the first time.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	As a commuter during the week to Boise, I would greatly appreciate the freeway being expanded. Not a day goes by that there is not a wreck between Garrity and Northside it's a hot mess! I always tell my husband everyday...I hope this isn't the day I don't make it home!! I would like to see the freeway be expanded even further to the Franklin exit in Caldwell. I don't think to the Karcher exit is going to be enough, the same problems that we currently have will be right back in two years. Is there a plan in place when the construction will begin? Thank you	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Cathy and Steve Knott, Nampa

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	Happy to hear u will be at least replacing this section with new asphalt this summer. But saddened it will not be going all the way to Caldwell's Franklin rd with widening project. I do drive this section weekly right at evening rush and feel that, yes, new lane from Karcher to Franklin Blvd is needed, but the Caldwell section once past Franklin is congested but not bad. But for loves sake, drop the outside lane off the freeway at exit 33 A, but also make an outer lane for exit 33 B as both exits get backed up. Whoever thought of the great idea of merging a fast lane into middle lane (truck lane) must have had a few screws loose. Get rid of the outside lane, don't merge it at all. The merge is what causes alot of the issue with this section. Yes, I am sure there is a law about the distance of signs but the placement of merge signs aren't visible until you're on the merge, due to the hill before the merge and speed. If signs were placed above the hill to allow traffic to see for a ways that a merge is happening, some of the non-local won't jump over to fast lane then realize they just have to get back over. Thank you	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	I-84 needs to be widened to Caldwell. Highway 95 needs to be finished from South of Moscow to Moscow.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Ed Strong
NA	I belive that I-84 should be widened to three lanes all the way to Caldwell. As a frequent traveler on that freeway, it is sometimes hazardous to the extreme with trucks and such Thank you.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	I hope this is the right place to add an opinion/ question about the Nampa Franklin to Caldwell Franklin road repairs/ expansion. Why wait another year to expand the road? If you are repairing the road this year only to tear it up to add in a third lane next year, isn't that wasteful of taxpayers money? I understand it takes time to plan any expansion, and that the roads in canyon county are horrible right now, but it just sounds like you are fixing the road only to tear it up again a year later. Why not fix the road and expand it at the same time? I think the road repairs that have been done this winter have been great. ITD has some amazing people. Thank you for reading	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked why the widening and resurfacing are not being conducted at the same time. The pavement is in such poor condition that resurfacing must be completed this year. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin, including detailed design of the roadway, bridge and drainage; and obtaining permits and agreements for the work. ITD anticipates that construction on the widening project will likely begin in summer 2018.	Beth Perry
NA	The Karcher interchange is one of the busiest in the state. I-84 west of the Franklin exit becomes a bumpy, patch-ridden, two-lane highway. It cannot handle the metro traffic now present. Entering the short on-ramps eastbound on I-84 from Northside or Karcher is a harrowing experience. The road quality is reminiscent of "The Rez" or streets in a Third-world country. Widening and providing a concrete road from Franklin to Karcher should be a top priority.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Deborah Glasscock
NA	I don't travel this section in Nampa very often but when I do it seems painfully narrow.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	I support the widening of I-84	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jim McMahon

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	Yes, please widen I-84 in Nampa. The road is in serious need of repairs anyway so why not just tear it up and do it right? At the same time - widen it.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. You asked about repairing the road at the same time. Resurfacing is scheduled for this summer to repair the road – the pavement is in such poor condition that resurfacing must be completed this year. However, the widening project cannot begin that quickly, as there is still much work that needs to be done before widening can begin, including detailed design of the roadway, bridge and drainage; and obtaining permits and agreements for the work. ITD anticipates that construction on the widening project will likely begin in summer 2018.	NA
NA	Yes...I 84 widening is much needed...	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	No. How about putting in more on/off ramps? Try that first for Cloverdale or 5 mile.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Yes, widen I-84 at Nampa	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	The traffic is so bad out there we try to avoid at all costs. This needs attention asap! It's been going on for at least 2 years. What's taking so long? It's congested every day! Thanks	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	With the population pouring into Treasure Valley, daily, by the time this project is completed, you'll be behind, again. Seems your projections are off for growth and the needs are behind by 10 years+ already. Need a traffic study depicting the predicted population growth on 20 years from now, otherwise, seems like a waste of time and money. Might start planning now for "light rail" system. Transportation for the future, for, environment, parking and promote commuting! Need that from Nampa to Meridian to Boise. Middleton to Boise. And Emmett to Star to Meridian. These are plans that work best long term. Most cities wait until it's too late and have no room or use eminent domain to pursue and that cost more time and money and the study becomes moot by the time the project starts.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Jill Georges
NA	I wanted to take an online survey, but after filling out a bunch of personal info it said it couldn't find a survey for me. So I am emailing you my opinion instead. I think the interstate in Nampa most definitely needs to be widened, but probably since this area is going to continue to grow we should do 4 or maybe 5 lanes each way not 3 (be proactive instead of always doing it a decade after the fact.)	Thank you for your email. I'm sorry you had difficulty finding the online survey. Your comments will be provided to the COMPASS Board of Directors.	NA

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	We need a Connector from I-84 north to Hwy. 55, even if it's elevated. Do it now.	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors.	Jack Durham 83714
NA	I live in Caldwell, and find that this short sightedness on ITD is appalling to say the lease. If you do nothing to the interstate, between Caldwell and Nampa Karcher Rd. you have done a disservice to all who live and commute through their every morning and afternoon! Resurfacing the I- 84, and not widening between the two towns, will stifle growth, and kick this can further down the ROAD!!! Let's fix the problem, Once and for all. How many more accidents do you need out here to prove my point?	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors.	Robert Schoonderwoerd 83605
NA	We don't need more roads or widening of roads-- <u>we just need good public transportation</u> . How about a lite rail system for commuters? It would eliminate much of the congestion and pollution from too many automobiles coming in and out of Boise.	Thank you for your email. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Where would funds come from ? What is GARVEE? WHEN WOULD IT START, END	Good Morning - To answer your questions: The funding would come from GARVEE (Grant Anticipation Revenue Vehicle) bonding, which essentially is bonding to borrow against future federal transportation funding. GARVEE bonding is described in detail by the Federal Highway Administration here . Construction would likely begin in summer of 2018 and be complete in approximately 2022. You can learn more about the proposed project at www.compassidaho.org/comm/comments.htm .	Lynn
NA	For anyone traveling between these two off-ramps on 84 it is obvious why there are so many accidents in this corridor. The next step we know is widening I-84 to Caldwell to three lanes which the legislature earmarked funds for. Idaho is growing rapidly, with a majority of the growth in the Treasure Valley. It is vital that I-84 be expanded now for both due the increase in business and tourism for the state. Look how long it took to finish the upgrades on 84 down in the Meridian and Eagle area. Now is the time to do this and stay a little ahead of the curve of out of control traffic and accidents in this area due to the existing bottleneck and unsafe freeway and pavement!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	I agree with the proposal to widen I-84 from Karcher road to Franklin Blvd. With housing price increases, more and more of our work force is choosing to live outside of Boise. Until we can get our act together to approve a train system between these outlying communities and Boise, we have to have adequate roads to handle the commuting and trucking traffic.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Janet Satterwhite
NA	I-84 absolutely should be widened from the Franklin Boulevard exit to the Karcher Road Interchange. Going down to two lanes at the Franklin exit has created a huge bottleneck and many accidents for residents that live in Nampa, but work in Boise, and the people visiting our great area. As Nampa continues to grow, this is only going to get worse. Fixing the problem now is only the "smart" thing to do. Please amend the transportation plan and the federal transportation plan budgets for this widening process.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Lynne Wiseman

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	Last week I traveled Interstate 84 from Nampa to Caldwell and was appalled. The resurfacing work from Franklin Rd/Caldwell to Franklin Rd/Nampa is essential. Damage to cars traveling that section of the Interstate is unacceptable and embarrassing for the Treasure Valley. The additional lane from Franklin Rd/Nampa to Karcher Rd is imperative since the shopping continues to grow in that area. Karcher Rd is also the main thoroughfare for the travelers from Central and Northern California, Seattle, Portland, etc headed to Boise and beyond. The Treasure Valley is a beautiful, wonderful place to live, work, raise a family and so on. Please help us hold our heads high with pride for our beautiful state of Idaho.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	This needs done asap, it causes many wrecks and traffic delays!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors. AM May 10	NA
NA	If you are going to widen I-84, you should widen it all the way to the Greenleaf exit, Then you should direct all the long-distance truck traffic that currently is tearing up highway 55 (Karcher Road) to take that exit, and follow highway 20 to get to highway 95. Karcher is becoming more and more crowded as the residential building in the area continues to rapidly expand, and the large amount of 55 mph truck traffic on that road is currently at the point where it is very difficult to get onto Karcher from the side streets. There are already three stoplights on Karcher in an attempt to alleviate this situation, and more are sure to follow soon, which will actually add to the congestion on Karcher, as vehicles are forced to make more stops on that road. Re-directing the truck traffic through the Hwy 20/ Simplot Road industrial/agricultural corridor is the best long-term solution to the growing problem of Karcher. And, much of that road is already in 4-lane configuration. Widening I-84 to the Greenleaf exit would be a good step toward solving the problem of Karcher Road.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	John Kernkamp
NA	Yes! Please widen the interstate! If it were 4 lanes like in Boise and meridian traffic would flow so much smoother. Please please make this happen.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	Absolutely the I-84 should be widened, and should be done all the way to Caldwell. To Karcher is a start, but it will be more expensive to do the remainder to Caldwell in the future. Caldwell is becoming more of a player in the Treasure Valley economy, and the need for transportation between Boise and Caldwell is increasing.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA
NA	To whom it may concern: With the growth of Canyon County's population, the Interstate experience is becoming less tolerable on a daily basis. The on-ramp from Northside to Eastbound I-84 is one of the most dangerous, shortest merge lanes imaginable. What highway engineering braintrust was satisfied with this design? Unimaginative to say the least. Ask anyone who uses this on-ramp, most would agree to the risk taken when merging. Also, the I-84 road surface from Nampa to the border of Oregon provides a miserable experience. Take some of this Sales Tax / Lottery /Fuel Tax / Revenue Surplus / and fix this damnable stretch of Roadway!	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	Craig Mackie
NA	April 29 the Idaho Press-tribune had article and 3rd paragraph asked for comments on whether I-84 needed to be widened. Refraining from making a snide reply to this comment...I have a suggestion/request/challenge that will answer this: EVERYONE on any committee, group or etc that is even remotely connected to this project needs to drive from Boise to Caldwell at 5 pm on a weekdaythat is not a holiday. Then ask if they still need comments on this need.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	NA

Yes/No/ Unsure (Comment form only)	Comment (The comments below are verbatim, as submitted by the commenter. As such, typographical errors have not been corrected.)	Staff Response	Zip Code and Name/affiliation (if included)
NA	In reference to your notice in the Idaho Statesman "Should Interstate 84 be widened in Nampa", in my opinion the money could be better spent by widening Chinden Blvd. between I-84 and Eagle Rd. The traffic is currently horrendous and with the new projects being built or proposed, Chinden will become gridlocked in the very near future. At the very least, left turn lanes should be constructed all along the corridor and right turn lanes constructed at Meridian Rd and Locust Grove.	Thank you for your feedback. Your comments will be provided to the COMPASS Board of Directors.	B. G. Dickstein 83616

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Robert L. Henry
Mayor



City of Nampa
411 3rd Street South
Nampa, ID 83651
208-468-5401

Office of the Mayor


May 9, 2017

COMPASS Board of Directors:

I support amending Communities in Motion 2040 and the FY2017-2021 Regional Transportation Improvement Program to add a \$150 million project to widen Interstate 84 in Nampa between the Karcher interchange and the Franklin Boulevard interchange.

This project has been No. 1 in the region's unfunded priorities for several years. Now that funds are available, all necessary implementation steps should be taken as quickly as possible. Amending both these documents is a critical first step and I encourage prompt acceptance.

Sincerely,


Robert L. Henry
Mayor, City of Nampa