

**I-84 Garrity Interchange to Meridian Interchange—Public Open Houses
Comment Form Transcription
December 13 and 14, 2006**

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#	1. What concerns/issues would you like considered when designing the addition of a third lane on I-84 between the Garrity and Meridian interchanges?	2. Are there environmental issues in the project area that we should be aware of? If so, what?
1	No particular concerns just do it right the first time.	Do not blow this issue out of proportion widen the road and move on.
2	Very few. This a fairly simple project with minimal impacts. Only problem will be shifting travel to Franklin and Overland.	None
3		
4	That the existing road be rebuilt to have sufficient subgrade and base to handle the current and future traffic. Also the overpasses need to be replaced with wider opening.	
5	There is a need for 3 lanes now! But in the next 5 years the fourth lane will be needed.	
6	I feel doing one additional lane each way at this time is not going to be enough. Many people will be moving in and the needs won't be met. At least 2 lanes each way needs to be done now, not 15-20 years from now. This is a project worth borrowing money for.	
7	Noise wall. I live less than 200 ft. from freeway. Concerned about air quality, concerned about the impact this will have on my husband's health since he suffers from many health problems (breathing difficulties).	Air pollution (smog) health issues, hazardous pollution.
8	Water drainage Noise barriers along residential areas	
9	Commuter Lane	Not in the median only possible in the ROW is widened. Kestrels do hunt the median during spring/summer. This will be impacted by project. Mitigation?
10	Do all the work (2 lanes each way) (roadway drainage and retaining walls) at the same time, but don't open the 4 th lane until Black Cat, McDermott and Ten Mile bridges are replaced.	None
11		
12	Keep the future in mind, let's not have to undo and redo something in 5 to 10 years. Do it right the first time! Expand upon it later.	
13	Alternate methods of commuting (i.e. buses or trains) to lessen the traffic on interstate.	
14	Two additional lanes/on top of the two plan here, have to be considered SOON. Can the road bed be extended to center—construction is already underway. Why make traffic bad twice.	Not that I know of.

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15	Just make sure you plan for a 4 th lane each way. Sounds as if you are!	No
16	New overpasses at Meridian and Ten Mile Now.	No
17	I think the planning should be as many lanes as possible for future growth.	No
18	The design needs to be able to add a 4 th lane without another major overhaul and years of debate.	
19	Design with vision of adding a 4 th lane with a minimum of rework to do so.	
20	My concerns revolve around doing too little too late. Overpasses, exchanges, extra lanes need to be done right the 1 st time, not every five years when we solve a problem with something that won't sustain growth that this valley is projected to have.	
21	On/off ramps; Robinson Ten Mile and maybe McDermott or Black Cat. Need to replace Meridian on/off ramp to expedite traffic for two on and off lanes.	
22	To make the replacement or engagement of current/future interchanges cost effective for the public, as well as a future fourth lane in each direction.	None that I'm aware of.
23	Growth beyond the immediate problem. Design of a roadway that is able to expand with growth.	N/A
24	I hope most of the work can be done at night 9-5 ?	N/A
25	Is a carpool lane an option?	
26	Communication so people will take alternative routes during rush hour.	
27	It seems short-sighted not to have included HOV lanes in the plan. Air quality improvement and reduction of traffic on both primary and secondary roads depend on it. We can't afford to build only single-occupant infrastructure.	
28	None	No
29	Design for the future. Make the future expansion to 4 lanes as easy and simple as possible.	
30		
31		
32	It was explained that additional lanes for existing at Meridian was to be expanded and lengthened. Darn good idea. Good Luck.	

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33	1) We do NOT need to have 12' wide lanes and 10' wide shoulders wasting so much pavement. Drivers will pay more attention to their driving when they have narrower lanes and have to stay alert! 2) Designing for 3 lanes each way is to little, to late. Design for 6 each way—we will need them soon. If you don't have enough to do it right the first time, where will you even get enough to do it over???	Highways and roads are to MOVE people. You design roads that will keep people creeping along and dependence on oil stays higher as pollution (air) increases. That is everywhere—not just this project area.
34	Schedule. 2 years to go 6 miles is too long. I would ask you to consider maximizing the portion of night work to (perhaps) shorten the schedule.	Sound barriers may be necessary near residential areas (?)
35	Please keep options open for future HOV. What happens if the legislature changes the GARVEE funding? Or if costs go up? Hopefully it will be able to accommodate more widening alter Meridian Road interchange is replaced.	
36	Include express motorcycle lane if you have the extra shoulder room	No
37	Flow of traffic Emergency response Consider in future design of fourth lane for HOV	Reducing congestion will be of great help to air quality—get it done quickly.
38	Prepare for 10 Mile Interchange. Prepare for Hwy-16 interchange at McDermott. Restripe the lanes at Meridian Interchange so that north-bound to east-bound I-84 ramp gets its own lane (instead of the current new lane on the fast-lane side). (<i>NOTE: See drawing on comment sheet</i>)	None
39	Please think of using asphalt—I don't like the concrete lanes between Meridian and Boise.	Would like a sound wall along the Primrose Subdivision.
40	The use of concrete is much noisier than asphalt, when you live next to the interstate that is a major concern.	Sound walls next to sub-divisions that have there along time. New sub divisions were required to put in sound buffers.
41	Air quality—noise abatement	Oops—see above. Housing exists along some of the area—noise blockage and air quality are big issues—Canyon County needs emission check for the cars from that county.
42	Design should contemplate replacement/modification of all overpasses between Nampa and Meridian.	
43	Start construction tomorrow.	
44	Just get it done.	0

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45		Vehicle traffic—nothing else
46	Its coordination with ACHD	
47	Sound walls	
48		
49	Need to plan to replace the existing overpasses soon. So when the traffic demands warrant a 4 th lane they can move forward quickly on adding a lane.	
50	Use jersey barriers not cones/barrels to keep the roadway moving—a visual barrier (6ft wall or____) would help deter the “rubber neckers” watching the construction.	Make sure the planning team is forced to commute on the road to keep them focused. It will keep the emotional environment in focus too.
51	I live east of the project in a subdivision that is bounded on the west by Locust Grove road. The traffic noise from the freeway is _____sometimes loud, sometimes moderate. A noise wall would certainly be appropriate.	
52		
53		
54	Install the center piers for the new overpasses at 10 mile and for widening the Meridian Road overpass now. Also Linder Road if an overpass is going in there.	None that are important.
55		No
56	Sound and noise barrier between Meridian Rd. and Ten Mile Rd. along Primrose subdivision.	

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1	No comment	Newspaper article	U.S. mail E-mail Radio Newspaper advertisement Television Web site	Please ASAP this project. Thanks.
2	Expedite light at Franklin and Ten Mile.	Postcard	E-mail	Just keep this moving forward on schedule.
3	Can construction be done at night when you have less traffic?	Postcard Newspaper advertisement Newspaper article Web site	U.S. mail E-mail Television Web site	I am very happy to see something is being done about I-84
4	Three lanes are not enough! We should be looking at 4&5 lanes in each direction.	Postcard	U.S. mail	I would be interested in serving on the oversite committee.
5	Get it out to four lanes right to start with! Get plans going for a belt route.	Postcard	U.S. mail E-mail	Get the funding and do it right the first time. Get a belt route going in design and acquire property now.
6	Sound barriers would help greatly as more people and businesses move in.	Postcard	U.S. mail	A beltway should be looked at in another part of the valley. Also, it would be helpful if the transportation department would work ahead of needs instead of always trying to catch up.
7	Need barrier wall (noise). Safety concerns, health concerns.	Postcard Flyer	U.S. mail E-mail Telephone	Concerned for the safety and well being of my grandchildren, animals. Although this project is necessary it needs to be planned with the health and welfare of the community.
8		Postcard	U.S. mail	

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9	PSAs to educate drivers on what to do after an accident. Hopefully this will carry over after project is complete. As you know, once there is an accident (or even a traffic stop) everything stops even in the other direction lanes.	Postcard Word of mouth	E-mail	
10	Accelerate construction 24-7	Postcard Word of Mouth	U.S. mail Web site	
11		Postcard	U.S. mail	What are they going to do to alleviate the traffic on Happy Valley?
12	When you start work, go to work and stay at work. The project will require some number of man-hours, the shortest time line to completion is putting enough labor to the job. It seems that some recent major interstate projects in the valley drag on with days of no labor. Get in and get it done.	Postcard	E-mail Web site	Glad to see the other studies going on, would like to see information on these as the studies and design develop.
13	Offer commuter train to bypass interstate to lessen traffic. Rail runs parallel to interstate and would work great for commuting train could run from Caldwell to Boise.	Newspaper article	U.S. mail Radio Television	
14	Speed of construction is a major concern. How much work can be done along the sides before you have to disturb the normal flow. The amount of cars will grow during this time.	Postcard Newspaper advertisement	U.S. mail	Funding is critical/maybe Canyon County commuters might be interested in helping. How much you disrupt traffic during const. will be key along with how long. 2 years???
15	Keep as many lanes open as possible Like to see an avoidance of work during key commute times.	Postcard	U.S. mail	The sooner the better!

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16	Extend past Garrity.	Postcard	U.S. mail	Please find a I-84 by pass route to the south. Protect from development NOW. Sand Hollow to Isman by way of Kuna.
17	Possible work at night when traffic levels are lower.	Postcard	U.S. mail	I think the planning is going as good as possible but I wish all projects could be speeded up.
18	My major concern is the rutting in the interstate. In a small car, it is dangerous to get caught in the ruts. I would love for them to grind the road down to smooth it out without having to wait several mores years (esp. in rain, wind, snow). The road between Meridian and Boise gets fixed when the Nampa to Meridian section is in much worse shape.	Postcard	U.S. mail	
19	When rebuilding overpass bridges, make them to a 4 lanes. Why not plan in advance to keep future cost down.		U.S. mail Newspaper advertisement Television	
20	Get it done fast and make it 4 lanes not three. Its recommended lets get the funding to do it, not buy a scooter for a family of four.	Postcard	U.S. mail E-mail Radio Television	
21	I would like to see Robinson as an on off ramp to I-84, there will be major traffic because of all the commercial developing and now it will be boxed in.	Postcard	E-mail	I would like to see a freeway off I-84 going NW of Boise the ___ and north of Eagle, Star and Middleton and connect in back into I-84 north of Caldwell. The ___ into each city named above.
22	Keep two lanes each direction open during the day. Try to do work at night.	Postcard Newspaper article	Newspaper advertisement	Get us the extra lane ASAP. Thanks for your work in our behalf.

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23	Nothing for these interchanges. Design and construction for the new 10 mile interchange should be setup to provide for four lane/extended growth.	Other—Nampa Chamber	Web site	Thank you for the opportunity to talk with the people involved in design/engineering/etc/ to this project.
24				
25	Please create nice landscaping on the highway.	Word of mouth		This meeting was efficient and very informative. The information on the posters hit the main questions I had. (good cookies!)
26	Build as much of the main part for the 4 th lanes as soon as possible.	Postcard Newspaper article.	U.S. mail	We appreciate the Karcher Interchange being finished and used now. Everyone is starting to realize what is been talked about really happens. Maybe more patience on this next phase.
27	There do not seem to be any mitigation plans for the construction. The Wye construction included express bus routes. Simply slowing traffic down reduces the roadway capacity—not counting the construction impediments. There need to be some addition public transportation options.	Newspaper article E-mail	E-mail	Long overdue—glad we're making progress. We need to finish the Idaho 44 to 5-mile study quickly, though, as this project will just push the bottleneck westward unless we add capacity through Nampa to Caldwell.
28	Keep traffic moving as much as possible during the construction.	Postcard	U.S. mail E-mail	If possible move up the start date too late spring of 2007 as things move faster construction wise during the warmer months than starting in the fall of 2007.
29	Minimize commute time impact and finish the project as quickly as possible.	Postcard	U.S. mail	David and Doug from CH2M Hill did a great job of answering my questions.

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30	Congestion mitigation issues need to be considered to get people out of single occupancy vehicles and into alternative transportation. Increase transit service, create park and rides, incentives for vanpools and carpools.	Word of mouth	E-mail	
31	Construction related impacts should be considered. Specifically increases in congestion and delay during the peak period need to be mitigated.	Word of mouth	E-mail	
32		Newspaper article	E-mail	
33	Work 24/7 if that increases efficiency and quickens completion.	Newspaper article	E-mail	Start utilizing more roundabouts and stop over using the extra middle (3 rd or 5 th) lanes.
34	See #1	E-mail	E-mail	
35	Man, it's going to suck.	E-mail	E-mail	
36	Rush hours flow unobstructed	Other—TV Channel 7	Newspaper advertisement Television	The Ten Mile Interchange must be a complete cloverleaf else it won't help the Meridian Rd. traffic congestion. Include frontage roads all 4 directions from Ten Mile. This is the mistake that was made at Meridian intersection, complete east to west frontage roads.
37	Alternative routes have no interference i.e. road construction. Round the clock work—except for commuter hours E—7-8:30 a.m. 4:30-6:00 p.m. Westbound	Postcard Other	U.S. mail E-mail	

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38	During morning rush hour, keep 2 lanes open eastbound, during afternoon rush hour, keep 2 lanes open westbound. Otherwise close lanes as necessary and work around the clock.	Newspaper advertisement	U.S. mail	Prepare for 4 lanes each direction.
39	Concerned about noise and dust during construction. Especially noise at night!	Postcard Newspaper advertisement Other—TV	U.S. mail E-mail	We have lived in our home 32 years. The interstate used to have a couple of busy times a day—now the noise is non-stop.
40	The building of Ten Mile interchange in conjunction with putting in the third lane.	Postcard	U.S. mail	Living where I do for the past 32 years things have changed from having a couple of busy times a day to being busy all the time. Also some kind of action should be addressed about the use of engine brakes.
41	I'd like to see something done at Meridian interchange to assure faster traffic flow during peak times. Gridlock seems to be a concern.	Newspaper advertisement	Newspaper advertisement	
42	Improvements to secondary E/W roads should be moved up and completed prior to construction on I-84. For example—expansion of Amity Rd. east of Nampa to 3-5 lanes should be completed from Happy Valley to Meridian/SH69.	Newspaper advertisement	Newspaper advertisement	Please do 50 years worth of improvements now so that I-84 is not under construction every 10-15 years i.e. Grade for eight lanes and install 6. Or replace overpasses, acquire easements for off ramps now for Robinson, McDermott, Black Cat, Ten Mile and Linder.
43	Make to on ramp from Meridian Road west bound longer.	Postcard	U.S. mail	Be sure to plan for the new 10 mile interchange.
44	Can you do 4 lanes?	Postcard	U.S. mail	
45	Additional interchanges	Other—came by for different meeting	Television	

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46	Its coordination with ACHD			
47	Find funding to move the Ten Mile Interchange up to construct at the same time.	Web site	Web site	
48	Safety of workers	Postcard Newspaper article	U.S. mail	
49		Postcard	U.S. mail	
50	I want there to be a set schedule published to FINES for missing either quality or punctuality. I am tired of these jobs where people/companies are paid by the hour and the incentive is to take as long as possible. Offer bonuses for early completion.	Postcard	U.S. mail	Remember, this is your one chance to do this right. If it is as well managed as past projects we will never get the roads fixed and upgraded. I think we should extend the 3 lanes past (move west) of Garrity—don't transfer the plug from Meridian Rd. to Garrity. I would like to be involved in this project if I may be allowed...thanks.
51				I certainly do not welcome more noise from the freeway.

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52				<p>Hello:</p> <p>I would like to comment on the proposed work to be done between Meridian Road and Garrity Blvd.</p> <p>It's great that we are finally going to get a third lane between Meridian and Nampa, but I feel this a bare minimum of what needs be done. Since a lot of people get on and off at the Garrity interchange there is going to be a huge bottleneck on I-84 at Garrity Blvd. west bound in the afternoon. Three lanes should be extended to at least the new highway 55 interchange to eliminate this problem.</p> <p>Meridian Road to Garrity Blvd. is a long stretch without an interchange. With all the new and future growth in eastern Canyon county and western Ada county we need another interchange in that area of the freeway, perhaps around Black Cat Road?</p> <p>We also need a second major east-west arterial route between Caldwell and Boise. Chinden Blvd. should be at least 4 lanes with no stop lights to take traffic off I-84. Something should have been done with Chinden Blvd. years ago before a lot of the land around Chinden Blvd. in Ada county was developed.</p> <p>Thank You</p>

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53				<p>TO: The Idaho Transportation Department</p> <p>My name is Doug Brown and I am Deputy Chief / Fire Marshal with the Caldwell Fire Department. I also serve as the President of the Idaho Fire Chiefs Association. I don't know who to specifically send this to, but thought this would be a good place to start.</p> <p>Interstate 84 is one of the most dangerous places for emergency response personnel to work in the Treasure Valley. Fire department personnel from several agencies provide services on I-84 for medical calls, accidents, rescues, fires (vehicle and grass fires on the right-of-way), hazardous materials incidents, etc. on and along the highway. Our personnel are at a higher risk of being seriously injured or killed working incidents on the interstate highway due to the high-speed traffic.</p> <p>With the upcoming widening of I-84 from Meridian to Nampa I would expect to see a permanent "Jersey wall" style concrete barrier used as a center divider, much like there is from Boise to Meridian on I-84. With the use of such barriers it does not allow ready access for emergency vehicles to cross-over if the incident they are responding to is on the other side of the wall. That can delay our delivery of life-saving emergency services.</p> <p>Currently, from Meridian to Nampa (and westward) there are gravel vehicular crossovers located periodically across the wide median area. These turnarounds are suitable for any type of emergency vehicle to turn around with minimal difficulty.</p>

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				<p>The greatest challenge for fire engines to use these safely is decelerating before and accelerating after the turn around. Even with emergency lights activated, many motorists don't respect or slow down for them.</p> <p>I have noted one such "turnaround" opening in the Jersey wall near an overpass (I believe it is Cloverdale) on I-84. From my observations, the gap of that opening appears to be much too small to allow the typical large fire engine to turn around, without swinging out into a couple of lanes on either side to get a better approach to the small opening. If there is an incident in the vicinity, chances are the ability for the fire engine to swing out into traffic lanes would be impossible, as the lanes may be choked with traffic. Three or five point turns would also be impractical. The width of that opening may be adequate for a police car or motorcycle, but not for a large fire engine.</p> <p>My request is that you consider making such turnarounds wider (longer?), to accommodate fire engine turning needs. Most of our emergency services on I-84 are delivered by Engine Companies, driving fire engines. Response time is the time it takes our fire department personnel to get to an emergency scene.</p> <p>Without frequent and usable turnarounds on the Interstate, where Jersey walls are used, it can greatly delay our response time if we are not able to use the turnarounds. The time spent driving down to the next off ramp and overpass to turn around could easily cost lives through a delayed response.</p> <p>So how wide a space would we need? I would suggest simulating the highway and Jersey wall layout at the ISP academy driving course in Meridian.</p>

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				<p>Request a fire engine from Meridian FD and have it demonstrate to your engineers how much space in the wall we would need to use a turnaround. That would be a performance based approach to solving the problem. If the Meridian to Nampa widening is to provide for the needs of emergency responders, then increasing the width of the cross-over openings in these walls must be given consideration.</p> <p>Another consideration for the fire service would be access points and signage for water supply locations along the Interstate (such as nearby fire hydrants). I have observed some signage along I-84 west of Boise, but not nearly enough of these signs, based on the potential of a serious fire on the Interstate. I would be glad to work with ITD staff in the Caldwell area to identify water sources that are proximal to I-84 and where signs could be posted. These would be a great assistance to us when we get fires on the Interstate.</p> <p>Thanks.</p>
54	Work at night and off-peak hours to minimize impact to existing traffic. Reduce _____ speed limit and endorse it.	Postcard	U.S. mail	You need to accelerate the new interchange to 10-mile road to get it constructed and in operation ASAP. The inconvenience issues and safety issues alone justify building it now.
55	Hold down the speed it is crazy out there.	Postcard	U.S. mail Newspaper advertisement	Just get it done long past do.
56		Newspaper advertisement Word of mouth	U.S. mail	