

# I-84 Karcher Interchange to Franklin Blvd Interchange Summary of Community Workshop #1 | December 13, 2017



The Idaho Transportation Department hosted a community workshop on Dec. 13, 2017 to gather input on plans to improve Interstate 84 between the Karcher Interchange and Franklin Boulevard Interchange. The project is in the design phase and construction is expected to begin in late 2018.

Workshop attendees included 150 residents, commuters, elected officials and business leaders from throughout the community. Input from the workshop attendees will be used to refine the project design. A second workshop will be held in spring 2018.

## Workshop format

Attendees were invited to arrive at the Hampton Inn and Suites in Nampa anytime between 4 and 7:30 p.m. The workshop included two identical presentations at 4 and 6 p.m.

Upon arrival, attendees were greeted at the door and seated at round tables. Each table included a sign-in sheet, large “roll plot” map and comment sheets. Attendees were given several opportunities to review the map at their tables and complete comment sheets during the presentations. Display boards were posted near the entrance for attendees to review before and after the presentation.

The workshop presentation included:

- ✓ Amy Schroeder, GARVEE Program Manager for ITD, opened the workshop and presented a brief project overview and current and future needs for Interstate 84.
- ✓ Clair Bowman, Senior Transportation Planner for the city of Nampa, reviewed Nampa’s Transportation Master Plan and discussed modifications to the Karcher Interchange.
- ✓ Doug Camenisch, Parametrix, explained the I-84, Karcher Interchange to Franklin Boulevard Interchange map and improvements including lane concepts and potential construction phasing.
- ✓ Jared Holyoak, Idaho Transportation Department, explained the Karcher Overpass map, improvements and ITD’s plan to close the overpass during construction.

### Purpose of Community Workshop #1

1. **Introduce the I-84 Karcher Interchange to Franklin Interchange improvements** and other Canyon County transportation projects.
2. **Present and gather comments** on ITD’s proposed improvements to I-84 from Karcher Interchange to Franklin Blvd. Interchange
3. **Explain next steps** in the project.

- ✓ Doug Camenisch, Parametrix, continued with explaining the Northside Interchange map and improvements including SPUI design. Doug invited participants to fill out comment sheets available at their tables.
- ✓ Amy Schroeder, GARVEE Program Manager for ITD, closed the presentation thanking participants for attending, next steps and project contact information.

## Workshop Notification

---

ITD notified the community of the workshop in multiple ways.

- ✓ **Stakeholder letter:** A letter from Amy Schroeder at ITD was mailed to everyone on the project database two weeks before the workshop. The project database included contact information for 816 elected officials, local jurisdictions, highway districts, businesses, neighborhoods, agencies, freight carriers, transportation providers, railroad company representatives, emergency responders, community organizations and many others with an interest in I-84 improvements. The letter explained the purpose of the workshop and invited recipients to attend and bring their colleagues.
- ✓ **Postcard mailing:** A postcard explaining the I-84 improvements and inviting participation in the workshop was mailed to the project database and a saturation drop of the area. The saturation drop included 14,804 homes and businesses.
- ✓ **Media:** A media release was sent to local news outlets prior to the workshop.
- ✓ **Local jurisdictions:** PDFs of the postcard were emailed to the city of Nampa, Nampa Chamber of Commerce and COMPASS for posting on their websites. ITD coordinated with the city of Nampa to invite members of the Nampa Transportation Master Plan advisory group.
- ✓ **Social media:** ITD posted a Facebook event about the workshop in advance and tweeted a photo on the evening of the workshop. ITD coordinated with the city of Nampa to post information on Next Door and Facebook about the workshop.

## Summary of comments

---

Workshop attendees were invited to record input on three separate comment sheets. The comment sheets included questions about the I-84, the Northside Interchange and the Karcher Overpass. ITD received 117 comment sheets during the workshop. Several themes were consistent:

- ✓ ITD's proposed improvements look good, including the SPUI design at Northside Interchange.
- ✓ Although closing the Karcher Overpass would increase efficiency and safety.
  - A full closure could present a problem for local business traffic.
- ✓ More auxiliary lanes are necessary, particularly between Karcher/Midland and Northside.
- ✓ The proposed improvements will not be sufficient for long. ITD should consider widening the overpasses and adding more lanes to I-84.

Participant gave many other helpful comments. A question-by-question summary begins on page 3.

## Summary of I-84 Comments

### **1. Do you have any comments about ITD's proposed I-84 improvements between the Karcher Interchange and Franklin Boulevard Interchange?**

Forty-three people responded to this question. Frequent comments included:

- ✓ ITD's proposed improvements look good.
- ✓ More auxiliary lanes are necessary.
- ✓ Three lanes on I-84 will not be sufficient for long; four lanes are necessary.
- ✓ Auxiliary lanes are necessary and good.
- ✓ Widen overpasses for future I-84 widening and local road widening.

### **2. Are there any I-84 improvements ITD is missing?**

Thirteen people responded to this question. Frequent responses included:

- ✓ Add an auxiliary lane between Karcher/Midland and Northside

### **3. Other questions or comments**

Other repeated and notable responses about the I-84 improvements included:

- ✓ Consider elements such as:
  - HOV lanes
  - Additional I-84 exits
  - Emergency turnarounds
  - Conduits
  - VMS signs
  - Data collection
  - Landscaping
  - Signage
  - Lighting
  - Bike/ped improvements
- ✓ Extend the on-ramp at Garrity all the way to Franklin.
- ✓ Keep Idaho Wine Commission and Caldwell/Nampa chambers informed of closures.
- ✓ On I-84 between Garrity and Franklin Boulevard, allow the right lane to exit at Franklin.
- ✓ ITD will need to re-time traffic signals on surrounding roads (e.g., Karcher/Nampa-Caldwell Road).
- ✓ Modify lanes on the Franklin Boulevard bridge to allow more stacking for left turns.
- ✓ Consider a beltway from Middleton Road to Boise with north and south corridors.
- ✓ How will ITD and Nampa handle increased traffic on alternate routes (e.g., Birch Street)?
- ✓ Consider constructing a railroad cross-bar setup at the railroad crossing on Karcher Road. This would eliminate the need for traffic to stop unless a train is actually using the spur-line.

## Summary of Karcher Overpass Comments

### **1. Do you have any comments about ITD's proposed Karcher Overpass improvements?**

Thirty-three people responded to this question. Repeated comments included:

- ✓ Close the overpass; get in and get out.
- ✓ The overpass is an important alternate route for employees when Midland is blocked by the train. Do not close it, or build the Midland improvements first.
- ✓ Build a bike lane, not a sharrow.
- ✓ Sidewalk and shoulders are good additions.
- ✓ Widen the overpass to two lanes in each direction to accommodate future growth.

### **2. Do you have any issues or concerns with ITD closing the Karcher Road Overpass during construction?**

Twenty-four people responded to this question. The most often-repeated comments included:

- ✓ Where will traffic go during the closure? Work with local authorities; ensure Midland is adequate to handle increased traffic.
- ✓ Closing the overpass is the quickest or safest alternative.
- ✓ I have no concerns.
- ✓ Closing the overpass will be a problem for business access.

### **3. Other questions or comments**

Other notable comments and questions about the Karcher Road Overpass included:

- ✓ Consider bike/ped safety (i.e., signage, high railings, snow removal, clearing shoulders).
- ✓ Consider lighting and lighting maintenance.
- ✓ What will the impacts be to Merchant Way and/or business areas?
- ✓ Please put native grasses and shrubs where you can to minimize watering.

## Summary of Northside Interchange Comments

### 1. Do you have any issues and concerns ITD needs to consider in the Northside Interchange design?

Twenty-four people responded to this question. Repeated comments included:

- ✓ I like the SPUI design.
- ✓ Provide a safe alternate route for beet trucks; work outside peak beet season.
- ✓ The on-ramps need to be longer than they are now.
- ✓ The Karcher/Midland Interchange is a higher priority than the Northside Interchange.
- ✓ Consider factors such as landscaping, generators for backup power, fiber infrastructure and under-bridge deck lighting.

### 2. What do you like or dislike about the Northside Interchange “SPUI” design?

Sixteen people responded to this question. Repeated comments included:

- ✓ The SPUI design looks good.
- ✓ I like the inclusion of bike/ped infrastructure.
- ✓ I like the decreased slope of the ramps.
- ✓ Permanent lane markings or frequent maintenance will be necessary.

Other “likes” included: Fewer stops, signaled right turns, smaller footprint, the two-lane on-ramp and medians.

Other “dislikes” included: Short on-ramps, potential for power failures and the delay in completing the project.

### 3. Are there any Northside Interchange improvements ITD is missing?

Eight people responded to this question. One comment was repeated multiple times:

- ✓ Include landscaping in the interchange design.

### 4. Other questions or comments

Other notable comments about the Northside Interchange included:

- ✓ Raise the elevation of I-84 and Northside Boulevard and reduce the slope of the ramps.
- ✓ Please partner with VRT to provide new park-and-ride lots.
- ✓ The bottleneck will get worse before construction is complete.
- ✓ Minimize closures during construction.
- ✓ Include VMS signage and communication conduits.
- ✓ Consider using grey water from treatment plant for irrigation.