



Do you agree or disagree with the Best Fit Alignment for State Street?

		Response Percent	Response Count
Agree		61.1%	22
Disagree		38.9%	14
		Why?	41
		answered question	36
		skipped question	14

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1	I was asked to be on the committee for the planning of the State Street Alignment at the Open House and would like to accept and help out. 208-853-4000 or 208-573-7500	May 17, 2012 1:18 PM
2	I disagree with some points of the study. A couple of designs I think could be improved and one item which will adversely affect my water rights.	May 17, 2012 12:28 PM
3	Sort of agree. Looks like you make "best" adjustment with least ROW impact and lowest cost.	May 16, 2012 4:08 PM
4	I think this project is long overdue. The adopted road configuration is key. In its current configuration, State Street is dangerous to pedestrians and bicyclists.	May 16, 2012 4:00 PM
5	I think the raised median/turn lane will hurt every business on State St.	May 16, 2012 3:56 PM
6	The 32nd St. North/State St/30th Street proposal is wrong.	May 16, 2012 3:51 PM
7	The traffic is not going to decrease without a building moratorium.	May 16, 2012 3:47 PM
8	agree/disagree I agree with the vehicle alignment however I am concerned about the bike lane and its proximity to the traffic when you have 45-55 mph limits.	May 16, 2012 3:41 PM
9	A good road designer should vary horizontal alignments to best fit existing conditions to minimize impacts to businesses, property owners, and major utility facilities.	May 16, 2012 2:50 PM
10	I think this plan would work well for me and impacts property along the route in the least possible way. I would benefit from the HOV lane because I am usually driving State St. with children in the car.	May 16, 2012 2:45 PM
11	Somewhat. I feel this is money wasted on a fix that is not addressing the real problem.	May 16, 2012 2:38 PM
12	It looks like a very well-thought plan with the least amount of disruption.	May 16, 2012 2:35 PM
13	? We are already 20 years too late!!	May 16, 2012 2:29 PM
14	Extreme cost in property takings. Bottleneck is not Glenwood but west of Eagle. It should be 5 lanes to I-84. Bike lanes are not needed on major traffic corridors!!! HOV lanes have not worked!!! Ryhand Head ACHD stated that ACHD is aware that this widening would require the complete taking of 6400 W. State St.	May 16, 2012 2:28 PM
15	Not forward enough thinking/planning. Must have coordination with State for west on State St. from Glenwood to Eagle Road. Spending too much money for a short-term transportation remedy.	May 16, 2012 2:12 PM
16	Looks good for my property.	May 16, 2012 2:02 PM
17	Looks doable.	May 16, 2012 2:01 PM
18	I see it as another temporary fix that merely means more traffic moving faster.	May 16, 2012 1:59 PM

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19	I don't know. Too complex to evaluate on the spot.	May 16, 2012 1:57 PM
20	What took so long? Much needed improvements.	May 16, 2012 1:54 PM
21	Not sure I have a complete understanding of all the proposed changes (and I was part of the State St. Study Committee) but do support adding HOV/transit lanes.	May 16, 2012 1:53 PM
22	Not sure. Without seeing the median turn access locations it is difficult to know how much of an impact (negative) there will be on the properties...how effective it will be given speed limit and number of existing curb cuts.	May 16, 2012 1:48 PM
23	I think adding more lanes will help with the increasing traffic.	May 16, 2012 1:46 PM
24	I support the design, but feel some of the logistics are still undetermined. See below.	May 16, 2012 1:45 PM
25	Would like to see mass transit.	May 16, 2012 1:42 PM
26	We don't need a "freeway" through our neighborhood. Make Chinden more desirable to use.	May 16, 2012 1:39 PM
27	I believe the proposed roadway is too wide and the taking of properties will put too much of a burden on property owners. I believe there are alternatives such as making the landscaping not as wide to minimize the property required.	May 16, 2012 1:36 PM
28	It has to be a good plan with over 10 years of study upon study.	May 16, 2012 1:33 PM
29	I like the discussion to keep the plantings and existing frontage road as is. That will have no negative effect on our neighborhood and basically remains the same.	May 16, 2012 1:25 PM
30	The decision to bring the 30th SE onto State and 31st is going to seriously impact residents N. of State. Please reconsider moving the intersection to 32nd.	May 16, 2012 1:24 PM
31	I agree because 23rd St. will remain dead end at State and the median as described below will stay in tact.	May 16, 2012 1:21 PM
32	It makes sense.	May 16, 2012 1:19 PM
33	I generally agree, but with some reservations (see below)	May 15, 2012 3:42 PM
34	3 lanes each direction, with HOV = very good. I like the raised median and forced right turns from commercial property (safer!). Forced u-turns are fine!	May 15, 2012 3:34 PM
35	Looks okay.	May 15, 2012 3:29 PM
36	No left turns into businesses.	May 15, 2012 3:26 PM
37	1) In front of my building at 3011 and 3015 W. State St. is a proposed center median. This median will prevent vehicles from heading west to turn into the property. 2) Also, my property has curb cuts across most of the front onto State St. The proposed drawing did not show any curb cuts. 3) The impacts of such a major project on my property and businesses will be severe. Will there be any	May 15, 2012 3:19 PM

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consideration for economic assistance as most will not survive during this construction period?

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| 38 | Instead of putting more money into roads and encouraging traffic, we should abandon road repair and put all monies into mass transit ideas. Road expansion is ENDLESS and destroys the small town feel of Boise | May 11, 2012 11:34 AM |
| 39 | Because running a super highway through our NEIGHBORHOOD, where we actually LIVE will further degrade the quality of LIFE in this city. We who LIVE near State Street (three blocks away) already have even poorer air quality than others, CONSTANT LOUD NOISE (come over and sit in my yard and check it out), and still have to wait and wait and wait to even turn out of our own street or walk across State St. PEOPLE SHOULD COME BEFORE CARS!! RESIDENTS SHOULD COME BEFORE PASSERS BY!! There should be a rail line from Eagle to Boise, not a superhighway. | May 10, 2012 9:33 AM |
| 40 | Will promote pedestrian and bicycle use and safety and public transportation. Landscaping will make State St. more attractive which should increase property values. | May 7, 2012 9:12 AM |
| 41 | as a long time resident of boise I know that if plans for the projected growth in this valley as identified in previous studies had been adhered to, we would not be putting so much traffic on the state street corridor. the residents and business's are directly effected as you attempt to make State Street a connector to eagle. | Apr 27, 2012 10:01 AM |

General Comments

	Response Count
	41
answered question	41
skipped question	9

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| 1 | <p>Dear ACHD,
 May 9th, 2012 We oppose the planted concrete divider proposed to section the length of State Street, due to the unnecessary cost of taxpayers' dollars and the issues it would give our incoming/exiting customers. FarWest has three to four, 53' 18-wheel semi trucks through our business per day March through November. The installation of a planted concrete barrier in the middle of State Street would prohibit the semi trucks coming to us eastbound from easy access to our business. The proposed concrete barrier would force semi trucks to travel east, past FarWest to Bloom Street and complete a U-Turn at the intersection of State/Bloom St. Semi trucks would endanger oncoming traffic and slow it down. This would affect the westbound State Street traffic, any west or eastbound traffic turning from Plantation River Drive or Bloom Street. FarWest has an average of 385 cars & trailers (customers picking up plants/bulk mulch) coming in and out of FarWest Landscape's parking lot every day. We are open 7 days a week. The installation of a permanent concrete barrier in the middle of State Street would prohibit our customers' cars from heading east on State Street to the north end, east Boise or Plantation subdivision. FarWest's customers coming from the west- ie: west Boise, Nampa, Caldwell, Meridian and Eagle would have to continue past our business to the intersection of State/Bloom St., just as the semi trucks would be required to do. Our concern is the potential traffic pressure at the State/Plantation Dr. intersection as a direct result of the proposed concrete barrier, the deterrent for FarWest customers to have convenient/safe access to our parking lot and back onto State Street to head home. This also will apply to the State/Ellen's Ferry intersection that will receive all of the east bound FarWest customers that need to make a U-Turn to head east from FarWest to east Boise, north end, downtown or Plantation/Lake Harbor residences. We have a shared driveway with our neighbor business, Designs West and it would make sense to allow open space instead of a planted concrete divider there to allow 53'semi trucks for their business and ours along with the 382 plus customer vehicles to enter State Street and our businesses safely seven days a week. The proposed open space at Nampa Floors/Apartment complex has less traffic per day than FarWest's, so it does not seem unreasonable to keep a safe opening for our customers and vendors that supply our business. We do think the proposed bus line and designated bike lanes for State Street are worthwhile and will give benefit to many of the transportation issues people face. While attending the April 26th open house State Street Alignment Study I was asked to be on the planning board, I would like be a part of that committee.</p> | May 17, 2012 1:18 PM |
| 2 | <p>1) Bike lane next to HOV lane. I think its great to finally get some decent bike lanes straight to the downtown area. And hope that is extended on through town. However, I think the bike lane should be next to the pedestrian sidewalk instead of next to the traffic. There is little pedestrian traffic in this area that would be affected by the bike traffic. The more access by bicycles to all areas of the city would seasonally reduce auto use. Adavantage to change - much safer. 2) Collister should extend south of State between the landings and the church to give access to Wylie, Alamosa, Wymosa area and abandon idea of connecting those areas to Willow and directing traffic next to a neighborhood park. Advantage: park would be safer. Residents of Wylie Alamosa area would have direct access north. Police would not have the additional maze when pursuing persons in this area that connecting Alamosa to Willow Lane would cause. 3) Piping Farmers Union Canal - I realize that Farmers Union Canal will need to be covered next to State St. but it should be an open bottom design. The irrigation</p> | May 17, 2012 12:28 PM |

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canals have been sub-irrigating this region since their inception and the creeks and swamps were drained for farmland. When any section is piped we lose the subirrigation that section provides. With an open bottom design the right of way is able to be used for traffic and the subirrigation remains the same. Subirrigation freshens my water well and losing the sub-irrigation would interfere with my domestic water right.

3 After reviewing the proposed project tonight, I have several comments. I own Rogers Northside Garage located on the corner of N. 29th and State Street. Under the new project plans there are no left turn acces from north bound State street, 27th street to the location of the Idaho Dept. of Transportation offices. There should be a left turn lane located on 30th to provide access to business located on this side of the street. I would encourage ACHD to consider placing a pedestrian overpass walkway on State Street, at approximately the location of the Family Dollar Store to provide school access. There are two schools located in this area which are used by very young children. Thank you, May 16, 2012 4:12 PM

4 Points of Reference or Closest Insersection: Collister and State Street and the parking lot Comments: Please put on your plans to improve the intersection of Collister and State Street, including the area of the parking lot/shopping entrance to Collister. Collister should have a right turn lane (West). The shopping center needs a right (North) and left turn and an entrance. The corner of the shopping that enters the gas station should be better controlled too. Lots of near accidents, don't know if there are many actual wrecks. The waits at Collister and trying to get onto Collister are very long. Just adding the right turn lanes to both Collister and to the shopping center would greatly reduce the backup and frustration in that area. Thank you for looking at this. Don Dorman May 16, 2012 4:12 PM

5 This State Street alignment project sounds as though it is geared to accommodate automobiles etc. Are there any plans modernize our Public Transportation system to get cars off the roads? Most cars navigating State Street have only one occupant and those four wheels use a lot of oil. Oil rigs are polluting the ocean and other waters destroying animals above and below the surface of the water and polluting land so that it is incapable of producing vegetation. Are financial profits for large corporations and big businesses that are given huge tax advantages because our government wants those entities to give their constituents jobs and paychecks more important than our environment? Cecilia B. Langland Tel. 208-853-0904 May 16, 2012 4:11 PM

6 Concerns: -Curb cuts (median and otherwise) to businesses on State. - Consider separating bike lane from traffic - put next to sidewalk with landscaping next to traffic. Less conflict with buses and more bikes might feel its safe to use. - Collister/State intersection - don't see need for additional concept connenction to west of current intersection. Put curb on corner at On the Fly; and require westbound turning traffic to yield to traffic on Collister. - Need to coordinate bus stops/pedestrian access; and bus pull-outs. - Didn't see proposed changes to 27th and Rose with 30th St. extension. - Lower speed to 35 mph NOW May 16, 2012 4:08 PM

7 Collister/State intersection: Suggested configuration - see comment sheet- The proposed change makes entry into the shopping cneter difficult for east bound traffic, requiring them to go north and make a sharp U-turn to the right, then a left turn into the shopping center. Suggest adding a one way cut across to eliminate the U-turn. One way lane should align with shopping center drive behind gas May 16, 2012 4:03 PM

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station.

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| 8 | The stretch of State Street identified in this plan is growing to be an urban environment. A large concentration of people live along this corridor and regularly travel to the businesses close by. I see people daily take their life into their hands just to walk to the grocery store. This valley simply has to focus on getting people out of their cars and onto buses, bikes or walking to alleviate our congestion and air quality woes. It is unacceptable to me that a 10 minute walk to the store is better made in a car just to avoid being struck. This plan puts us on the right path. Lets do it sooner than later. | May 16, 2012 4:00 PM |
| 9 | I believe the raised median/turn lane that is proposed in the illustration will eliminate all business from State St. This is an important commercial corridor all of Northwest Boise, possibly causing people to travel further than before to received goods and services that were once very near to them. Also such a long and drawn out construction plan will deter traffic from businesses for several years. I believe just the construction process will put me out of business. Will any financial assistance be provided to businesses with caution tape surrounding them? | May 16, 2012 3:56 PM |
| 10 | 1) Traffic flow from the 30th St. realignment will dump traffic onto State St. with no existing thoroughfare (like 32nd) to go north. The jog will become an impact to the homeowners north of State (A.J. talked to me tonight). 2) Traffic flow south on 32nd will be severely impacted getting onto State going East. All this traffic will have to go onto none thoroughfare streets (like Bella) which will impact those homes (I am not one of them). 3) State property is south of State between 32nd and 30th. Why can't this have a street thru it to save these problems addressed above? | May 16, 2012 3:51 PM |
| 11 | 1) Elevated: walkways...wire on top to prevent throwing items or leaping. 2) Center divider not 12'...make it I people always cut across it exit end of the turn lanes. 3) I like the turn lanes with the broken lines for each lane. 4) I think closing State St. 1 mile at a time to get that part complete completely. 5) Eagle people can go to Chinden going to work downtown and back home. In between employed can taek Hill coming and going. Put at light at Hill and Castle. | May 16, 2012 3:47 PM |
| 12 | I would be interested in learning more about similar like communities who have 45-55 mph traffic limits with the similar State St. alignment proposal, mainly the bike lane. What are the advantages/disadvantages to having the bike lane in the proposed location next to the HOV lane? We should be provided with this information in order to provide you with comments. I like the proposed Collister realignment. | May 16, 2012 3:41 PM |
| 13 | Since State St. is a major corridor with high traffic volumes the following should be given serious consideratoin: 1) How to treat left turns; allowing left turn movements outside of signalized street intersections will decrease the effectiveness of this improvement project and possibly increase vehicle crashes. I recommend a curbed/barrier median with left-turns and "turn backs" allowe donly at signalized street intersections (similar to what was proposed for Fairview Avenue). 2) Limiting the outside lane only for transit busses and multi-person vehicles is a poor idea for the few miles along State St. The use of HOV lanes should only be considered for road corridors throughout the Treasure Valley. 3) Set-up a few laptop computers to capture public comments at this | May 16, 2012 2:50 PM |

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hearing and allow comments on-line on ACHD web site.

14	My one concern regarding the study is that it shows a landscaped median. I like this plan a lot because of the landscaping shown and would not want to lose the aesthetic value of that if the plan is actually implemented.	May 16, 2012 2:45 PM
15	Satisfied with outcome - we drive between 23rd and 24th St. (northside) - please leave this part of State St. as is!	May 16, 2012 2:41 PM
16	If there was an alternative route around the city with exits to pocket areas it would alleviate the congestion on city streets. You could even make it a toll highway to pay for it, like other cities with growing pains have done.	May 16, 2012 2:38 PM
17	Get rid of ITD "own" parking lot traffic signal. Keep trees wherever possible so State St. doesn't look like Fairview. Put utilities underground. Make it attractive with plants and trees and if signage of businesses need to be replaced work with city to replace with "monument" no profile signs. Get rid of giant billboards "in the sky". Has it ever been done where sidewalk and bike lane are together, then median planting then HOV? Much safer. No one rides a bike on State St.	May 16, 2012 2:34 PM
18	The law is to pull off the road to the right for emergency vehicles. For the HOV to facilitate those vehicles on the right seems un-workable. If this lane is a "bus" lane, that is probably not an issue.	May 16, 2012 2:29 PM
19	Several years ago an elevated "roadway" was considered - but dropped. Believe time is ripe to look at this again - problem is much morebut is necessary. "Proposed typical section" - looks great/excellent. Funding and timing is/will be a true challenge. I encourage ACHD to expedite moving ahead with this...from Los Angeles area in this respect!	May 16, 2012 2:12 PM
20	It can be rather treacherous, being a pedestrian at intersections such as Glenwood/Gary and State. Maybe blinking lights such as the ones at River and 8th - at least on the right turn lanes would help. They are imbedded in the pavement. Horror for the progress - can't wait for the sidewalks!!	May 16, 2012 2:01 PM
21	I question whether sidewalks are needed on both sides of State St. I also question whether 2 lanes each way is the best way to go. I would rather see 1 lane each way with a bus-HOV lane each way, in hopes of getting more people out of cars and into vans or buses. Accommodating more cars won't do that.	May 16, 2012 1:59 PM
22	I hope to see some serious maps on the ACHD (or other well-publicised web site). I think it's understandable to limit the scope of this proposal, but I wonder how it fits into the larger picture of future State st., future downtown, future bus routes, etc. I wonder about the big picture - what's the larger context, the larger story?	May 16, 2012 1:57 PM
23	Adding transit lanes is critical as traffic increases on State St. Governing agencies MUST put programs in place that incent and encourage use of carpooling, and transit and bicycle use. Travelers will not do it voluntary. don't like to use the word "force" but it needs to be to that degree. Can't just keep adding cars to a restrained corridor. Need more transit options and better education on how to use it.	May 16, 2012 1:53 PM

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24	I am concerned about the "tear up". How is this going to effect my business? The economy has been hard on business anyways - construction won't help. As for medians in the middle of the road. I think these irk people and make it harder to get to where you are trying to go.	May 16, 2012 1:46 PM
25	Concerned over crossing the 108' by foot. Recommend the center median be desinged as an intermediate safety stop. Thus you will need additional pedestrian buttons installed at the median. If the medians will also double as turn lanes, the pedestrian center spots become a potential hazard for both traffic and pedestrians. Appropriate foliage that does not obstruct visibility should be used. Need to get the HOV legality issue resolved before this plan receives my support.	May 16, 2012 1:45 PM
26	Concerned about the disruption of my business at 5710 W. State.	May 16, 2012 1:42 PM
27	Why would you create a high volume bus system when no one uses the bus system currently in place? -see illustration on comment sheet- Bicyclists can share the sidewalks. No one walks down State anyway.	May 16, 2012 1:39 PM
28	physical address: 3000 W. State	May 16, 2012 1:36 PM
29	Get it done! Quit studying it. Please do Collister intersection before rest of plan. But, need better access for On-the-Fly and other businesses at Collister Shopping Center than the plan currently shows.	May 16, 2012 1:33 PM
30	I am extremely concerned about access to Coventry Manor subdivision via the Herford Way St. It is the only access off of State St. to the 200+ home subdivision, with only one other access to the subdivision via Pierce Park Lane. I hope Hertford Way is not blocked off when the access management study is done. If access is continued, there needs to be a consideration for a traffic signal, especially during peak "rush hour" traffic, as it is very hard to turn left to head east towards downtown. It will be even worse when the raised median replaces the existing open middle left turn lane.	May 16, 2012 1:28 PM
31	Not opening 23rd St. (on the north side of State St.) is good. Keeping additional traffic being added to Ellis Ave. is importatn so not having the median taken out from 26th to 23rd was a good decision.	May 16, 2012 1:25 PM
32	-See comment sheet for drawing-	May 16, 2012 1:24 PM
33	I appreciate you preserving the median between 26th and 23rd St. Thank you. I am not qualified to give an informed opinion on the rest of the alignment since I don't live in those areas and don't understand the impact. Good luck. I hope you can come up with win/win solutions for those neighbors who disagree.	May 16, 2012 1:21 PM
34	High occupancy vehicle lanes are problematic and create more traffic problems than they solve. In the San Francisco area for example, these lanes are either empty or utilized by single person vehicle scofflaws when the other lanes are clogged. I believe traffic would flow much smoother and more efficiently without HOV lanes and that these should be dropped from the plan. Also, enforcement of legal HOV use would be problematic as well.	May 15, 2012 3:42 PM
35	Best idea, frontage roadway all along. Slow, bus, bike, sidewalks on frontage	May 15, 2012 3:32 PM

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road. Frontage Road - No big center median, less landscaping Example - doesn't work - Eagle Rd. -see picture on comment sheet-

36	Please emphasize roundabouts in future planning. They work and are safe!	May 15, 2012 3:29 PM
37	Should have walk bridge around 29th for kids at schools across the street.	May 15, 2012 3:26 PM
38	See above	May 11, 2012 11:34 AM
39	Other cities have proven long ago that building bigger roads just lead to MORE traffic, not eased traffic. Make it easy to drive, and they drive more. So build a train, with good service. Quality of life for local residents is the MOST important value. Far more important than cutting 3 minutes off the commute time of someone who has CHOSEN to live far away from their destination. Why does Idaho want to keep repeating the same old mistakes?????	May 10, 2012 9:33 AM
40	I was not able to find any specific information other than that State St. would be widened to include HOV and bicycle lanes. How will electrical lines be handled? How many lanes will there be? How long will traffic be compromised and to what extent? What sides to what depths will the new right-of-way extend?	May 9, 2012 10:02 AM
41	As it currently is the traffic from collister to glenwood is made worse by the current speed limit and the settings on the traffic signals. With the 45 mph limit and the number of business's, Residents and public streets many drivers travel at the comfortable speed of 30 to 35 so they can access these or locate them, at the same time you have the persisten running between 45-50 when you add to that the signals between these intersections seldom stop the traffic and for short periods it almost eliminates any safe openings in the flow of traffic	Apr 27, 2012 10:01 AM