

State Street and Collister Drive Intersection Project Public Hearing

On May 28, 2015, ACHD conducted a comprehensive open house meeting and public hearing to present the State Street and Collister Road Intersection Improvement Project.



43 written comments
3 received via oral testimony to the Hearing Officer

comments received until June 11th

Project Postcard

distributed via door-to-door visits to:

- Businesses in and near Collister Shopping Center
- U.S. Post Office
- VRT Transit Shelters
- Collister Library

& emailed to:

- The Edgewater Apartments
- Samaritan Village Apartments
- Idaho Office for Refugees



"We think the plan to modernize the Collister/State Street Intersection will help alleviate the wait time getting from Collister onto State Street and make it much safer for drivers and pedestrians trying to get into the Collister Shopping Center."

~ general comment



Exhibit at
Samaritan Village Apartments



Informational Flier **translated in several languages**

- distributed to
- Idaho Office for Refugees
 - The Edgewater Apartments
 - Samaritan Village Apartments
- & posted at these locations:
- Collister Library
 - Washing Time Laundromat
 - U.S. Post Office - Collister Branch
 - Two VRT Transit Shelters
 - On The Fly
 - Habitat for Humanity Restore

Advertised on Facebook
Twitter
and the ACHD website



639 e-mails sent



6,208 mailers



3 Display Ads
May 7, 14, 26, 2015

1 Legal Ad
May 21, 2015
placed in Idaho Statesman

Open House
May 28th

83 attendees signed in



"This is a good project. Each and every intersection that engages State Street at a short angle should be studied and improved."
~ general comment

Individual Meetings

with property owners to discuss anticipated impacts



Intersection of State Street and Collister Drive

ITD Project No. A013(481), KN 13481: ACHD Project No. 713014
Open House and Public Hearing – May 28, 2015

Project Name:	Intersection of State St and Collister Dr, Ada County
Project Number:	KN 13481
Date:	May 28, 2015
Prepared By:	Stephanie Borders, HDR

Executive Summary

The Ada County Highway District (ACHD) held a Public Meeting and Hearing at their offices at 3775 Adams Street in Garden City on May 28, 2015. The purpose of the Public Hearing was to present the preliminary design of the realignment for the intersection of State Street and Collister Drive and to take testimony regarding the project from the public.

The hearing was held in an open house format from 5:30 p.m. to 7:30 p.m. in the ACHD Auditorium. Project exhibits were set up around the room and a project simulation video was shown on a continual loop to help attendees better understand how the new intersection will function. Project team members visited with attendees to listen to comments and answer questions. A Hearing Officer was present to record oral testimony in an adjacent room.

The project will widen State Street to seven lanes. It will also realign Collister Drive to the west of the current intersection and provide dedicated right and left turn lanes onto State Street. The goals of the project are to:

- Improve safety for all users – motorists, pedestrians, bicylists and transit riders
- Engage stakeholders through a public involvement process
- Coordinate adjacent land uses (current and future) with the intersection design

A total of **83** people attended the hearing. ACHD received **46** comments as a result of the hearing. Three of those comments were received via oral testimony to the Hearing Officer.

An overview of the oral testimony received includes:

- A business owner testified that she wasn't sure how she would continue to operate due to restricted access as the result of realignment. She later told the hearing officer she had changed her mind after viewing the project video and asked that her testimony be recanted.
- One attendee questioned the legality of the hearing process.
- One attendee is pleased to see bike lanes as a part of the project but is concerned about pedestrian and bicycle safety along of the entire State Street Corridor.

The testimony and comments received are included in Appendix A.

Intersection of State Street and Collister Drive

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Public Hearing

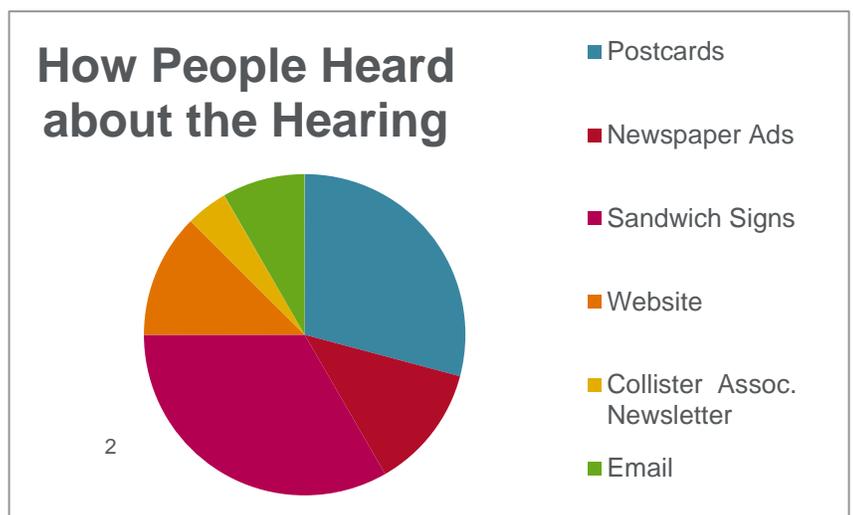
Notification Process

ACHD used a variety of methods to inform the public and adjacent property owners about the public hearing. The following efforts were made to notify the public of the hearing:

- 6,208 postcards sent via mail. ACHD followed federal guidelines for hearing notification so that postcards were received 30 days in advance of the hearing and that the first newspaper ad ran 21 days before the hearing.
- 639 emails including:
 - A meeting/hearing email invite
 - A reminder notification email prior to the meeting/hearing
 - An email was sent after the public meeting/hearing asking for comments.
- Three display ads and one legal ad were placed in the Idaho Statesman. The display ads ran on May 7, 14 and 26, 2015. The legal ad was published on May 21, 2015.
- Four (4) sandwich signs were placed in the area adjacent to the intersection
- Advertisements via Facebook and Twitter and the ACHD website
- Meeting exhibits were displayed at the Samaritan Village Apartments.
- A copy of the project postcard was distributed via door-to-door visits with businesses inside and near the Collister Shopping Center including the Post Office, VRT Transit Shelters, and the Collister Library. A copy of the postcard was also emailed to the Edgewater and Samaritan Village Apartments, and the Idaho Office for Refugees in Boise. In addition, a flier with several translated languages was distributed to the Idaho Office for Refugees, the Edgewater and Samaritan Village Apartments and posted in the following locations:
 - Collister Library
 - Washing Time Laundromat
 - U.S. Post Office – Collister Branch
 - Two VRT Transit Shelters
 - On the Fly
 - Habitat for Humanity Restore
- Individual meetings were held with property owners to discuss the anticipated impacts as a result of the project.

Each attendee was asked how they heard about the hearing at the sign in table. Of those who answered, the majority indicated they learned about the hearing from the project postcard they received in the mail.

A copy of all notification materials is included in Appendix B.



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Sign In Table

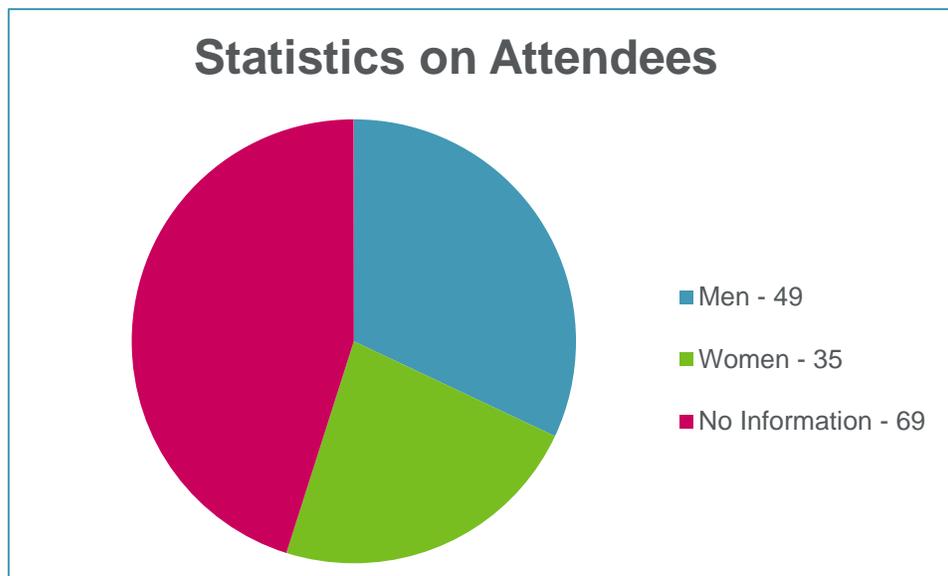
Attendees were asked to sign in as they entered the front office of ACHD. Each attendee was given a project fact sheet and a comment form and asked if they wanted to provide testimony to the Public Hearing Officer. Those who wanted to testify were added to a testimony sign-in sheet. A pamphlet explaining the right of way process was also available at the sign in table.



Attendance

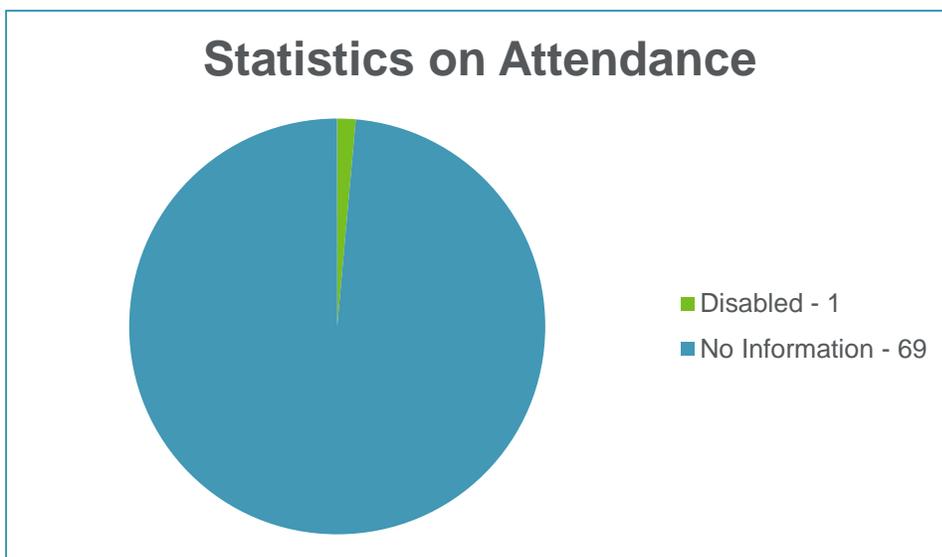
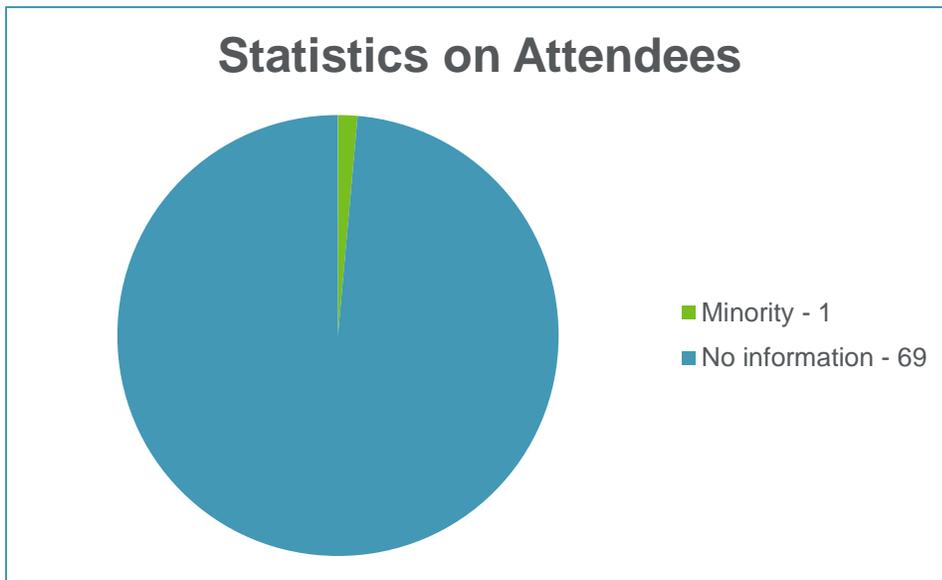
- 83 people signed in.

The chart includes statistics on the number of people who identified themselves by gender, race or as disabled on the sign-in sheet. *Copies of the sign-in sheets are included in Appendix C.*



Intersection of State Street and Collister Drive

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Hearing Room

A series of 19 project exhibits were set up around the auditorium on easels and members of the project team were available to answer questions and take comments. A room adjacent to the auditorium was set up with a table, chairs and audio equipment so attendees could give oral testimony to a Hearing Officer in a quiet location.

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Project Exhibits

Exhibits included the following. *Copies of all exhibits are included in Appendix D.*

- Welcome
- Project Area Map
- Project Goals
- Project Description
- Project Time Line
- Project Background
- Future State Street
- Project Considerations
- Project Benefits
- Environmental Evaluation #1
- Environmental Evaluation #2
- Why Medians?
- Traffic
- Typical Section
- Project Improvements
- Intersection Design
- Anticipated Construction Phasing
- Business Construction Support
- What is Next?



Project Video

A project simulation video depicting how the realigned intersection will function was played on a continuous loop in both the auditorium and an adjacent room. The audio was turned off in the auditorium to minimize noise interference. Attendees could listen to the audio and watch the video in the room adjacent to the hearing. A project team member was present to answer questions. The video was also posted on ACHD's website at www.achdidaho.org.

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Project Team in Attendance

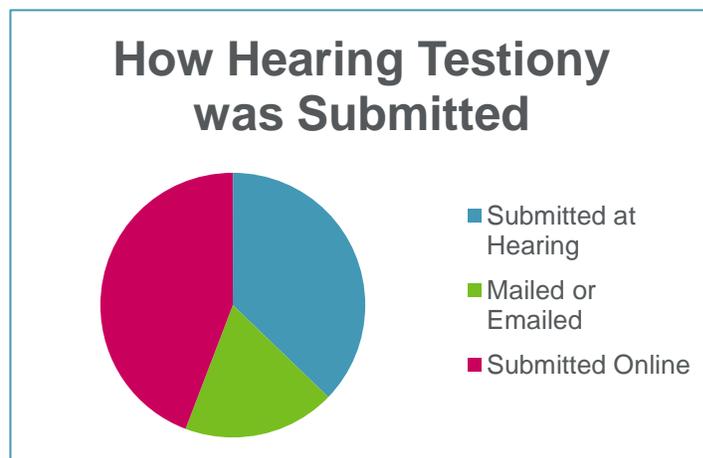
- David Wallace – ACHD – Deputy Director of Projects and Planning
- Paul Daigle – ACHD – Chief of Staff
- Craig Quintana – ACHD - Chief Communications Officer
- Adam Zaragoza – ACHD– Project Manager
- Christy Foltz-Ahlich – ACHD – Senior Communications Specialist
- Josh Saak – ACHD – Traffic Design Engineer
- Brooke Green – ACHD – Senior Transportation Planner
- Kendal Kemmer – ACHD – Traffic Engineer
- Renee Jayo – ACHD – Right of Way
- Kathleen Lacey – City of Boise Planner
- Tracy Olsen – HDR – Consultant Project Manager
- Zach Piepmeyer – HDR – Consultant Project Engineer
- Stephanie Borders – HDR – Consultant Public Involvement Coordinator
- Lois Wood – Idaho Transportation Department Hearing Officer
- Dyan Bevins – ACHD – Capital Projects Supervisor

Hearing Comments

ACHD received 46 comments regarding the project as a result of the open house and hearing process.

- Three people gave oral testimony. One of the three testimonies given was later recanted.
- 12 testimony/comment forms were submitted at the hearing
- 12 comments were received via mail and email following the Public Hearing.
- 19 comments were submitted via the on-line survey following the Public Hearing.

Comment forms were provided at the Hearing, on the project webpage, and as part of an on-line survey.



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Public Hearing Testimony Responses

The substantive comments received at the Public Hearing are summarized in Table 1 and include ACHD’s responses to the comments. The first three testimonies were received orally by the Hearing Officer and are not numbered. *Copies of the Hearing Officer’s report and the original hearing testimony/comments are included in Appendix A.*

Table 1 – Response to Hearing Testimony

Name	Testimony Summary	Response
Mona Lindeen – Oral Testimony	Concerned her business will have to close because of reduced access to Collister Shopping Center.	Thank you for your comment. The project will maintain the five accesses to the Collister Shopping Center. Four from State Street and one from Collister. We believe this improved access will be safer for motorists, pedestrians and cyclists because it will reduce potential points of conflict.
Nadene Krantz – Oral Testimony	Believes hearing process is illegal and ACHD is not listening.	Thank you for your comment. The hearing process is legal and approved in the State of Idaho. You will have the opportunity to speak in public before the ACHD Commission when the results of the hearing are presented. The people who signed the petition at On the Fly to indicate they were against realigning Collister received the same hearing notification as everyone on the project mailing list.
Steve Scanlon- Oral Testimony	Main concern is for cyclists and pedestrians. Project improves safety of cyclists and pedestrians but would like to see all of State Street improved as well.	Thank you for your comment. Pedestrian and bicycle facilities on the State Street Corridor are planned as future improvements but are currently not funded. Facilities will be designed and implemented as funding becomes available.
Susan Peterson – Written Testimony	1. Concerns about traffic during construction. Wishes the canal did not have to be covered.	Thank you for your comment. Safety and mobility during construction are a priority for every ACHD project. A detailed construction staging plan will be developed for this project. Access to businesses and

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		<p>residential areas will be maintained during construction. The canal must be covered to provide room for widening State Street to seven lanes. Widening State Street over the canal helps to minimize impacts to businesses on the north side of the street. The canal will be boxed to allow space for bike lanes and sidewalks as well as a roadway shoulder.</p>
<p>Don Hermon – Written Testimony</p>	<p>2. Concerned about cars having such a short distance of seven lanes and that it will encourage people to use extra lanes as acceleration lanes to pass other motorists. Suggests striping it for fewer lanes and making the right lane a right turn only lane.</p>	<p>Thank you for your comment. On numerous occasions, ACHD has widened intersections prior to widening the remainder of a corridor. ACHD normally widens the intersections along a major roadway before widening the segments between intersections because they are the bottlenecks. The additional lane through the intersection will accommodate future State Street widening and will be controlled by the signal. The signal will stop through traffic and allow vehicles to merge safely as they leave the intersection. As drivers become familiar with the lane configuration they will use the correct lanes.</p>
<p>George Knight – Written Testimony</p>	<p>3. Concerned about potential safety issues during night-time construction.</p> <ul style="list-style-type: none"> a. Does not believe bicycle facilities are adequate for turning left from State Street onto Collister. b. Believes Greenbelt access is improved for eastbound but not westbound cyclists. c. Believes transit stop 	<p>Thank you for your comment. The construction staging plan will include signage and control devices (drums, candle sticks) to direct traffic. These devices have reflective marking to assist with night time visibility. Cyclists may use the crosswalk to safely cross State Street at both the east and west legs of the intersection to access Collister. Both State Street and Collister will have bike lanes</p>

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	<p>should be moved to the east side of the greenbelt access.</p> <p>d. Does not believe there is a need to widen State Street to three lanes at this time.</p>	<p>within the project limits. Westbound cyclists may use the crosswalk on either side of Collister to access the Greenbelt connection on the south side of State Street. The transit stop is remaining in its existing location on the west side of the Greenbelt connection. Future traffic projections indicate additional lanes are necessary along the State Street Corridor to maintain an acceptable level of service.</p>
Unsigned – Written Testimony	<p>4. Concerned that they will not have direct access to the greenbelt.</p> <p>a. Believes that project should consider all access points to the shopping center not just those in the immediate vicinity to the project.</p>	<p>Thank you for your comment. An additional crosswalk on State Street is provided on the east leg of the intersection to assist with access to the Greenbelt Connection. The connection is less than 200 feet from the east crosswalk. The project is maintaining the access point locations to the shopping center.</p>
Marie Cole – Written Testimony	<p>5. Expand project to include a pedestrian light at Sycamore.</p> <p>a. Does not want raised medians.</p>	<p>Thank you for your comment. A pedestrian light at Sycamore is outside the limits of this project but could be considered as part of a future ACHD project. Raised medians will help improve safety. National studies have shown a 25% decrease in accidents when medians are used instead of painted left turn lanes.</p>
Mike Zehner -Written Testimony	<p>6. Does not believe the CatEx has addressed economic impacts.</p> <p>a. Concerned about construction impacts to his business.</p>	<p>Thank you for your comment. The CatEx will address the socioeconomics impacts of the project. The CatEx is scheduled for completion in 2015. Access to businesses and residential areas will be maintained during construction. Safety and mobility during construction are a priority for every ACHD project. A detailed construction staging plan will be developed for this project.</p>
Lauren McCurter – Written	<p>7. Would like to see sidewalks</p>	<p>Thank you for your comment.</p>

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<p>Testimony</p>	<p>and bike lanes on Collister between State and Hill Road.</p> <ul style="list-style-type: none"> a. Speed should be commiserate with traffic and 35 is fast enough for this portion of State Street. 	<p>Sidewalks and bike lanes on Collister between State Street and Hill Road are beyond the limits of this project but could be considered as part of a future ACHD project.</p> <p>The State Street speed limit is 35 mph in the project area but does change to 45 mph beyond the western project limit.</p>
<p>Annette Dillard – Written Testimony</p>	<p>8. Like the redesign, wish it could be completed soon.</p>	<p>Thank you for your comment.</p>
<p>Marge and Warren McFall – Written Testimony</p>	<p>9. Are ok with sidewalks in front of their property and believe the curb cut will be sufficient for future development.</p> <ul style="list-style-type: none"> a. Are concerned about noise impacts to their old home and would like to see noise barriers and landscaping as part of the project. b. Would like the speed limit to be 25 mph in front of their property. 	<p>Thank you for your comment. The noise study completed for the project indicates a noise barrier would not provide effective noise reduction or would cut off access to this property. The property's location does not allow for access relocation. Future noise levels are marginally higher (1dB) than the noise criteria. Property owners may install landscaping on their property. The speed limit on Collister is currently 30 mph and will not change with this project.</p>
<p>Gerald and Debbie Bloom – Written Testimony</p>	<p>10. Very happy with the project. Would like to see Collister remain as it is without sidewalks. Would like to see Collister designed much like 15th Street with landscaping and bump outs to slow traffic.</p>	<p>Thank you for your comment. Landscaping is outside the scope for this project.</p>
<p>Unsigned – Written Testimony</p>	<p>11. Questioned whether there will be EMS delays to the Samaritan Village as a result of the project.</p> <ul style="list-style-type: none"> a. Believes the access road to Terry's and On The Fly is an improvement and will allow for better access to businesses and parking. b. Would like transit stops to have pullouts so they can safely be removed from traffic lanes. 	<p>Thank you for your comment. The Boise Fire Department is aware of the project developments and changes in access and has not indicated any issues with response times to the area as a result of the project.</p> <p>VRT's preference is to not have transit pullouts. Transit experiences delays when trying to re-enter the travel lanes.</p>

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Leah Kelsey – Written Testimony	12. Believes the project will improve traffic flow and reduce wait times during peak traffic hours.	Thank you for your comment.
Jeff Guzi – Written Testimony	13. Would like the safety of bicycle commuters to be considered as part of the project. Believes the intersection is dangerous because of the speed of cars on State Street and the “blind spot” for cars turning right onto State from Collister. Also believes the wait time at the signal for cars turning onto State Street from Collister Drive is far too long.	Thank you for your comment. Improving safety for all users is one of the goals of this project. The State Street speed limit is 35 mph in the project area and that will not change as a result of the realignment of the intersection. The project will add bike lanes to both State Street and Collister within the project limits to improve safety. The project is adding dedicated southbound left turn and southbound right turn lanes at the State Street signal, which will improve traffic flow.
Chad Gardetto – Written Testimony	14. Would like ACHD to cancel the project and allow for more public involvement to examine alternatives that don't impact businesses.	Thank you for your comment. The public involvement process for this project has been robust and included an online survey, one public meeting and one hearing with online commenting options, two stakeholder workshops, and one-on-one meetings with business owners. The project team continues to work with businesses in the area so that the design minimizes impacts, where possible.
Kay Harper – Written Testimony	15. Would like ACHD to reconsider the project to lessen impacts on local businesses. a. Does not believe covering the canal to build the new alignment is cost effective.	Thank you for your comment. The project team continues to work with businesses in the area so that the design minimizes impacts, where possible. The project is needed to accommodate future traffic and growth in the area. The current alignment is at a skewed angle and will not be able to function adequately when State Street is widened to seven lanes in the future. Placement of State Street over the canal significantly reduces

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		impacts to several businesses on the north side of State Street.
Meaghan Goulder – Written Testimony	16. Unable to attend the public hearing but approves of the design and believes the improvements are much needed.	Thank you for your comment.
Hawk Stone – Written Testimony	17. Would like ACHD to partner with the City of Boise to provide landscaping in the medians.	Thank you for your comment. ACHD has been and will continue to coordinate with the City of Boise regarding landscaping.
Therrie Butz – Written Testimony	18. Believes the project is a waste of money that will invite more traffic onto Collister. <ul style="list-style-type: none"> a. States that building the project without sidewalks on Collister will lead to the death of a child. 	Thank you for your comment. The project is needed to accommodate future traffic and growth in the area. The current alignment is at a skewed angle and will not be able to function adequately when State Street is widened to seven lanes in the future. Sidewalks on Collister beyond the project limits are beyond the scope of this project, but may be considered as part of a future ACHD project.
Nadene Krantz– Written Testimony	19. Believes ACHD trampled on her civil rights by not allowing her to speak in an open forum at the hearing. <ul style="list-style-type: none"> a. Believes ACHD is not listening to the public. 	Thank you for your comment. The hearing process is legal and approved in the State of Idaho. The public will have the opportunity to speak before the ACHD Commission when the results of the hearing are presented. The public involvement process for this project has been robust and included an online survey, one public meeting and one hearing with online commenting options, two stakeholder workshops, and one-on-one meetings with business owners. The project team continues to work with businesses in the area so that the design minimizes impacts, where possible.
Frank Gamma– Written Testimony	20. Make the lanes in front of the transit stops for buses only. Please add trash cans near the bus stop and bike lanes.	Thank you for your comments. In the future the outside lanes on State Street will be designated for transit priority

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	<ul style="list-style-type: none"> a. Please plant evergreen trees and shrubs in the project area. b. Put a fence around Terry's because it is ugly and make patrons park near the establishment. c. Please don't drain the canal. The water adds to the landscaping. 	<p>lanes per the State Street TTOP plan.</p> <p>For now, the additional lanes provide room for transit stops. We will let Valley Regional Transit know about your concerns regarding trash near the transit stops.</p> <p>ACHD does not have the ability to enforce parking in the area around Terry's. The project will not drain the canal. Water will continue to flow in the canal during the irrigation season and the canal will flow through an enclosed concrete box culvert through the project area.</p>
Unsigned– Written Testimony	21. Please start the project soon.	Thank you for your comment.
Harold Gunsauls– Written Testimony	22. Approves of the project and would like to see it started immediately.	Thank you for your comment.
Vickie Danichek– Written Testimony	<p>23. The church should have two exits</p> <ul style="list-style-type: none"> a. There should be more entrances to Collister Shopping Center near the gas station b. The third lane should be continued to Willow Lane for the ball park c. Great to have sidewalks to the library and Greenbelt. d. Adams Street construction made getting the meeting inconvenient. 	<p>Thank you for your comment. The existing access to the Church is one access point and it will be maintained, though it will be relocated. The project has been working with the Church on the access location. Extending the outside eastbound State Street lane to Willow Lane is outside the scope of this project.</p>
Michael Brown – Written Testimony	24. Edgewater Apartments, while declining the placement of a noise wall, would like to reserve the right to request a noise wall in the future or have ACHD provide landscaping or sound dampening window replacements.	Thank you for your comment. Landscaping and window replacements are not considered by FHWA or ITD to be acceptable forms of sound mitigation.
Unsigned – Online Testimony	25. Would like an intersection added at Wylie Lane.	Thank you for your comment. A signal at Wylie Lane is outside the scope of this project. ACHD may consider adding a signal at this location as part of a future

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		project.
	26.	
Unsigned – Online Testimony	27. Concern for quality of State of Idaho flaggers during construction.	Thank you for your comment. A detailed construction staging plan will be developed for this project. ACHD works with qualified construction firms that provide flagging services for projects. We will share your concerns regarding training and certification with the State of Idaho.
Brent Arnold - Online Testimony	28. Loves the idea of the new intersection and believes it will be safer for bikes and pedestrians.	Thank you for your comment.
Brent and Kathy Elg- Online Testimony	29. Have experienced many “near hits” at the intersection and believe the realignment is safer and will be an improvement for businesses within the shopping center.	Thank you for your comment.
Fernvm@gmail.com- Online Testimony	30. Great idea.	Thank you for your comment.
Tracy Baker- Online Testimony	31. Concerned that State Street widens to seven lanes and then necks back down to five. Thinks it will cause backups. Asked if it would be better to stripe it to five lanes until future widening projects occur. Thinks the project is an improvement and will be safer for bikes and pedestrians.	Thank you for your comment. On numerous occasions, ACHD has widened intersections prior to widening the remainder of a corridor. ACHD normally widens the intersections along a major roadway before widening the segments between intersections because they are the bottlenecks. The additional lane through the intersection will accommodate future State Street widening and will be controlled by the signal. The signal will stop through traffic and allow vehicles to merge safely as they leave the intersection. As drivers become familiar with the lane configuration they will use the correct lanes.
Jack Weinberg- Online Testimony	32. Plan looks great and will increase safety.	Thank you for your comment.
Unsigned- Online Testimony	33. Looks great. Eager for a dedicated turn lane. Thank	Thank you for your comment.

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	you.	
Tom Koto- Online Testimony	34. Very nicely done. Looking forward to a safe efficient intersection.	Thank you for your comment.
Thomas Hoist- Online Testimony	35. Like the project, only concern is whether there will be two lanes from the shopping center to Collister, one going north and one south.	Thank you for your comment. There will be one lane northbound and one lane southbound on Collister. The project is adding a dedicated southbound left turn and southbound right turn lanes at the State Street signal.
Conn5409@gmail.com- Online Testimony	36. Approve of the project. Only concern is access during construction.	Thank you for your comment. Access to businesses and residential areas will be maintained during construction. Safety and mobility during construction are a priority for every ACHD project. A detailed construction staging plan will be developed for this project.
Amy Dunaway- Online Testimony	37. This will be a significant safety improvement. Thank you.	Thank you for your comment.
Alex Boehm- Online Testimony	38. As a regular user of this intersection, I think this is a needed improvement.	Thank you for your comment.
Tom Finnegan – Online Testimony	39. This fixes a screwball intersection. I will feel safer.	Thank you for your comment.
Christina Brakensiek- Online Testimony	40. Please put in a light at Wylie and State.	Thank you for your comment. A signal at Wylie Lane is outside the scope of this project. ACHD may consider adding a signal at this location as part of a future project.
Unsigned- Online Testimony	41. Instead of focusing on expanding the highway, the project should be focused on expanding efficient public transit.	Thank you for your comment. The additional 3 rd lane is one of the benefits of this project. Ultimately, the third lane on State Street is intended to be a transit priority lane, per the State Street TTOP.
Ross K. - Online Testimony	42. Questions whether a crosswalk is sufficient for people to cross seven lanes of traffic.	Thank you for your comment. The “WALK” signal will be timed to permit pedestrian crossing of the full State Street roadway width.
Cam- Online Testimony	43. ACHD has chosen the right plan for this intersection. Don't let naysayers detour the project.	Thank you for your comment.
Unsigned- Online	44. Project should consider more	Thank you for your comment. .

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Testimony	than traffic and should consider children walking on Collister. The project should include sidewalks on Collister.	Sidewalks on Collister beyond the project limits are outside the scope of this project and may be considered as part of a future ACHD project.
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