



THE LANGDON GROUP
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GATEWAY MAPPING INC.
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Open House Comments and Responses

Tuesday, Oct. 30, 2018

Comment	Response
<p>Roundabout Design at 6th & Mountain View will now allow a left turn movement at that location.</p> <p>In addition to the flashing pedestrian light at 7th & Mountain View, one should also be placed at 6th and Mountain View.</p>	<p>Left turn movements are made by exiting the roundabout at the desired roadway location.</p> <p>Flashing pedestrian beacons are not usually placed at roundabouts as traffic is already slowing to enter the roundabout or slowed exiting. Rather, advanced pedestrian warning signs are placed at all crosswalks.</p>
<p>Please continue the bike-lane striping further into the roundabout for the bicyclists' safe movement and pedestrian safety.</p>	<p>Cyclists are expected to use the vehicle lane when entering a roundabout or use the exit ramp to the sidewalk. Separate bike lane striping through a roundabout adds confusion to the motorist and unnecessary pavement width.</p>
<p>A cross walk and improved lighting, including a flashing pedestrian light, is needed at Joseph and Mountain View.</p>	<p>Crosswalks will be added at all four legs of intersection and lighting will be improved. RRFB's will not be included at this time, but the intersection will be monitored for warranting of additional controls.</p>
<p>Flashing lights for Ped/Bike are needed at the intersections of Joseph & Mt. View and 7th & Mountain View for safe crossings. (Also recommended flashing lights on Washington at 5th and 6th which is outside this project's boundaries)</p>	<p>Rectangular Rapid Flash Beacons will be installed at 7th Street only. Crosswalks will be added at all four legs of intersection.</p>
<p>How does this project move citizens closer to meeting the IPCC targets of reducing CO2 Emissions by 2030?</p>	<p>Roundabouts promote free-flowing traffic, which reduces CO2 emissions by minimizing idling vehicles at a traffic signal or stop sign.</p>
<p>In addition to the proposed pedestrian crossings at Joseph & Mountain View, one is needed at 7th & Mountain View, and a sidewalk in front of the LDS Church on Mountain View would help with pedestrian safety.</p> <p>A traffic light on the Troy Highway is also needed.</p>	<p>Crosswalks are proposed at Joseph Street and 7th Street. Sidewalk along the LDS Church will likely be installed under a future project.</p> <p>This is a decision for the Idaho Transportation Department. The intersection is outside of the project limits.</p>
<p>Since flooding is an issue in this area, swales are needed in this project. Great design.</p> <p>Great design... hopefully construction funding will happen soon!</p>	<p>No response needed.</p> <p>No response needed.</p>
<p>Because of the effects of global warming and climate change in other areas, our population is already Increasing here in the NW because we are comparably unaffected by this phenomenon. We must spend the available money on infrastructure or we will never catch up.</p>	<p>No response needed.</p>
<p>Curb cuts along the west side of Mountain View would allow those residents access to their property from the rear.</p> <p>Would it be feasible to add a crosswalk somewhere between White and 7th Street?</p>	<p>Back yard access will not be available from Mountain View Road following construction. Double fronted lots are not allowed.</p> <p>Crosswalks will be added at all four legs of the Joseph Street intersection.</p>
<p>The bike lane northbound on Mountain View ends too soon...it should continue until closer to the Roundabout.</p>	<p>The total roadway width is limited by the width of the existing bridge over Paradise Creek; therefore, the bike lanes need to terminate south of the bridge.</p>
<p>Bicycle sharrows should be painted on the road surface wherever the bike lanes end and at all entry points to the roundabout.</p> <p>Roundabout crosswalks should have pedestrian activated flashing lights and the activation of one light should activate all lights at roundabout entry points.</p>	<p>Noted.</p> <p>Flashing pedestrian beacons are not usually placed at roundabouts as traffic is already slowing to enter the roundabout or slowed exiting. Rather, advanced pedestrian warning signs are placed at all crosswalks.</p>