

#	Public Comments:	ITD D5 Response:
1	Signal needs to be installed as soon as possible.	This project is scheduled for construction during the Summer of 2018, but may be advanced depending on funding.
2	Speeds should be reduced to 45 mph to provide a safer entry.	The signal should help with the safer entry. Currently the speeds will not be reduced, but ITD will continue to monitor the speeds.
3	The signal is needed badly.	This project is scheduled for construction during the Summer of 2018, but may be advanced depending on funding.
4	Will bicycle safety and recognition be considered?	Bicycle safety is being looked into for this project.
5	How do you plan to exit traffic from Cottage onto Philbin with the signal?	The exiting traffic should be the same as it is now without the signal, but ITD will monitor the traffic for any changes.
6	Will you eliminate high speed corner traffic turning right from US-30 onto Philbin?	The intersection will be designed to State and Federal standards.
7	Have you considered a median U-turn design? This would allow cars to merge safely onto US-30.	Due to Right of Way issues, time constraints, and funding of the project this is not a feasible option at this time.
8	Have you considered doing something else than a signal that would improve safety and traffic flow without increasing the costs?	A roundabout was considered, but because of the skew of the intersection, the location of the power poles, and time constraints this is not a feasible option at this time.
9	Why are you doing a signal and not a roundabout? It would keep traffic moving and minimize waits at slow times of the day.	A roundabout was considered, but because of the skew of the intersection, the location of the power poles, and time constraints it is not a feasible option at the current time. A signal is the best option at the time.
10	The signal would be great during busy time, but what about the slow times of the day?	ITD hopes to let the light rest on green for US-30 during the slow times. The signal will be automated in order to detect where the flow of traffic is and ITD will adjust the signal timing accordingly. ITD will continue to monitor the traffic during busy and slow times to determine if more action is required.
11	Speeds should be lowered near Connor Academy. Or a signal or caution light added. A lower speed here would make it safer to turn onto Philbin from the school.	This is not in the project scope. It is outside of ITD jurisdiction. Please refer to the City of Chubbuck's plan for this portion of the roadway.
12	Can the timeline of the signal be moved up due to safety concerns?	This project is scheduled for construction during the Summer of 2018, but may be advanced depending on funding.
13	Philbin gets backed up with cars trying to turn left even in ideal weather conditions.	The addition of a traffic signal should help alleviate this problem.

14	The speed limit sign should be more visible to Philbin in order to notify drivers of the 55 mph speed. Drivers turning from Philbin onto US-30 don't seem to realize that the speed limit is 55 mph and therefore pullout and go slow.	After reviewing the intersection ITD determined that the speed limit signs are within 400 feet of the intersection. Therefore, no action will be taken at this time, but ITD will review the signs to determine if they need to be replaced.
15	Have you thought about a sweeping right turn lane with a Yield sign like the intersection just North at Chubbuck and Philbin?	The intersection will be designed to State and Federal standards.
16	Are you going to remark the lanes on Philbin?	The lanes will be remarked at the intersection.
17	The left turn lane should be perpendicular to US-30 instead of curved to the left, that way the driver's vision wouldn't be as obstructed as it can be now.	This is currently being looked into in design. The signal will likely cause minor realignment of the intersection.
18	The right turn stopping point should be behind the left turn lane which would clear the field of vision.	The intersection will be designed to State and Federal Standards.
19	Have you thought about developing a bypass lane that would allow vehicles to turn right onto US-30 to avoid the traffic signal that would be controlled with a yield sign to oncoming traffic on US-30? The majority of the vehicles are turning left onto US-30 from Philbin Rd, so it would allow the minority of the travelling vehicles to avoid further congesting the wait for the signal with all the vehicles waiting to turn left.	Due to Right of Way issues, the radius needed for a truck to turn, skew, time constraints, and funding of the project this is not a feasible option at this time. ITD will continue to monitor the traffic at this intersection and will reevaluate when funds become available in the future.
20	The majority of the congestion is due to the Charter School. Therefore, the operation of the signal should be allowed to have a flashing red to the Philbin traffic and a flashing yellow to US-30 during the lower traffic times outside of the rush encountered in the morning and afternoons when parents are picking up children from the school. There are severe safety concerns that remain on Philbin Rd at the entrance of the Charter School during these high traffic times.	The signal will be automated in order to detect where the flow of traffic is and ITD will adjust the signal timing accordingly. ITD will evaluate this option for this project. ITD will continue to monitor the intersection as well.