



Elkhorn Road to River Street



Summary

Community Discussion #3

Idaho Transportation Department

Oct. 11 – 25 | KN: 20033



Your Safety • Your Mobility
Your Economic Opportunity



Summary | Community Discussion #3

Oct. 11 – 25, 2022

The Idaho Transportation Department hosted an in-person and online community discussion in October 2022 to provide a project update, share design plans that ITD will be moving forward with, answer questions, and gather input from community members about the Idaho 75, Elkhorn Road to River Street project. This project includes plans to improve capacity and safety between Elkhorn Road and River Street in Ketchum.

The in-person meeting was held on October 11 at the Limelight Hotel in Ketchum and the online community discussion was open from October 11 - 25. The Idaho Transportation Department held the first two community discussions for this project in June 2020 and June 2021.

Community Participation

During the weeks of the community discussion, hundreds of community members took an interest in the Idaho 75 project.

- **322 people** visited the Idaho 75 project website, itdprojects.org/projects/idaho-75.
- **203 people** entered the community discussion page.
- **41 comments** were submitted during the online meeting.
- Over **81 people** attended the in-person meeting.
- **27 people** filled out comment forms at the in-person meeting or mailed them in.
- **18 people** sent comments via email or through the project website.

Meeting Format

In-person

Community members were invited to attend an in-person meeting at the Limelight Hotel in Ketchum on Tuesday, October 11. Attendees were greeted at the sign-in table and directed to the display boards. Design plans, environmental maps and other information was placed around the room for attendees to review. ITD and other staff members were on hand to discuss design plans and answer



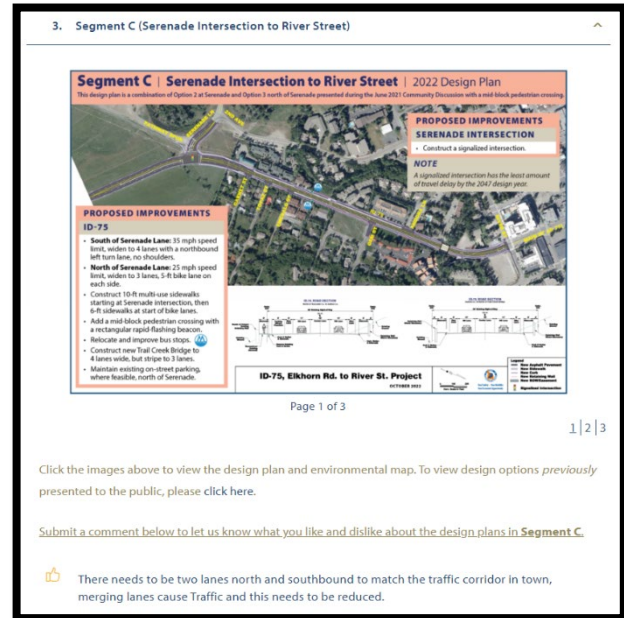
Community members discuss project at in-person meeting.

questions. Community members were encouraged to fill out comment sheets and turn them in throughout the meeting.

Online

Community members were able to participate in the community discussion online by visiting the project website. The online meeting began with a video providing an overview of the project and instructions on how to participate in the online community discussion.

From there, participants could click on drop-down arrows for each of the three segments, view design plans and environmental maps, and leave a comment for each question. Community members also had the option to click the thumbs up button to “like” other comments.



Screenshot of online meeting.

Materials

Materials presented in the online meeting were identical to materials presented at the in-person meeting. In addition to other project information, the de minimis impact determinations for non-historic properties were shown on exhibits at both meetings and the public was given an opportunity to comment. ITD did not receive any feedback specifically on this topic.

Notification

ITD used several methods to notify the community about the project and the opportunities to give input.

- A postcard was mailed to **7,855 homes and businesses** in the project area, including the project database. The project database included elected officials, local jurisdictions, highway districts, businesses, property owners, neighborhoods, state and federal agencies, transportation providers,



A postcard was sent to the community.

emergency responders, community organizations, and others.

- **Facebook and Twitter posts were posted on Oct. 10 & 17.** The posts received 15 reactions.
- **Two display ads ran on Oct. 5 & 14 in the Idaho Mountain Express.**
- **Emails were sent out on Oct. 6 to 8 stakeholders** that ITD had met with one-on-one. Each email included an invitation to the community discussion.
- **ITD sent a news release to local media outlets on Oct. 3.** The story was covered by the Idaho Mountain Express and News Radio 1310 KLIX. A follow up story was published in the Idaho Mountain Express following the in-person meeting.
- **An email was sent to the cities of Ketchum, Sun Valley, Hailey, and to Blaine County on Oct. 4** with information about the community discussion and a request to share information via social media and other methods.

Summary of Comments

During Community Discussion #3, ITD received 27 written comment forms, 41 online comments, and 18 emailed comments or website comments. This summary reflects all comments that were heard throughout the Community Discussion.

Key Themes

ITD received a wide range of comments representing many different viewpoints of the community. A few themes were consistent throughout the discussion:

- The majority of participants:
 - were pleased with overall plans for the corridor
 - did not support constructing a signal at the Serenade intersection and favored a roundabout instead
- Participants expressed concern about safety throughout the corridor. Comments specifically mentioned speeding, traffic flow, and providing safe bike and pedestrian facilities.
- A variety of other comments were made including concerns about snow storage, burying power lines and a desire for more lanes going into town.

A detailed summary begins on page 5.

1. Segment A – South of Elkhorn to Elkhorn Intersection

ITD received 21 responses regarding Segment A. Responses included the following:

- **Many participants liked the improvements proposed for Segment A.**
 - Many approved reducing the speed limit from 45 mph to 35 mph.
 - Some said they appreciated the sidewalk connection for pedestrians and cyclists.
 - A couple participants said they liked the additional lanes and adding a center turn lane.
- **Participants had a variety of other comments.**
 - A couple participants commented that:
 - they have concerns about widening Idaho 75 and increasing traffic
 - a roundabout should replace the signal at the Elkhorn intersection

2. Segment B – Elkhorn to Serenade

ITD received 20 responses regarding Segment B. Responses included the following:

- **Many participants liked the improvements proposed for Segment B.**
 - Some participants noted that they liked the lane configuration in this area and appreciated a center turn lane for the gas station and residents.
- **Participants had mixed comments on speed in this area.**
 - Some said they feel that speeding is a constant issue in the area. Another said they would prefer to lower the speed limit to 25 mph.
 - Other people said they would prefer to raise the speed limit to 45 mph instead of keeping it at 35 mph.
- **A few participants were concerned about the lack of bike and pedestrian facilities along this segment.**
 - Some participants said:
 - this would leave no safe space for pedestrians or bicyclists and the sidewalk should remain

- it was “unfortunate that not enough easement is available to include shoulders and future bike/pedestrian lanes for future residential development.”

- **A couple people expressed concern about snow being plowed onto their property.**

3. Segment C – Serenade Intersection to River Street

ITD received 56 responses regarding Segment C. Responses included the following:

- **Many participants did not support a traffic signal at the Serenade intersection and preferred a roundabout.**

A majority of people who commented on the issue expressed a strong desire for a roundabout instead of a signal.

- People who preferred a roundabout felt it would have benefits like:
 - provide better flow of traffic
 - slow the speed of traffic
 - reinforce the gateway into Ketchum
 - is the safer option
 - reduce stop and go traffic
 - has been successful in other states and countries
 - reduce fuel consumption
- Some who preferred a roundabout also said that large trucks were not a big concern.

Some people said they supported the plan for a signal.

- People who felt that a signal would be the better option said that:
 - it is the safer option, especially for pedestrians and cyclists
 - it would be better for large trucks
 - traffic volumes are too high for a roundabout
 - it is easier to maintain in the winter
 - it would create gaps in traffic for those trying to pull out of side streets and driveways

- **Some participants said they would like to see four lanes going into town.**

- Many participants said the area around the Trail Creek Bridge is a bottleneck and merging lanes creates more traffic and backups.

- **A few people said they liked the pedestrian/bicycle facilities in this area.**

- However, a couple participants were concerned about clearing snow from the sidewalk on the east side of the highway.
- **A couple people expressed concern about traffic being diverted to 2nd Avenue as a temporary detour route during construction.**
- Participants said they are concerned about safety and speeding in this area. A couple people said the speed limit should be lowered.

4. Is there anything ITD should know as we move forward with construction plans?

ITD received 12 responses regarding Question 4. Responses included the following:

- **Participants had a variety of comments.**
- A couple participants said they would like the Trail Creek Bridge construction to happen sooner rather than later.
- A couple participants had safety concerns about diverting traffic down 2nd Ave. during construction and in general. They suggested other routes like Sun Valley Road or Cottonwood St.
- One participant asked that backups be minimized or pushed south of Ketchum during construction.
- Another participant said that speed should be reduced during construction.

5. Other Comments or Questions

ITD received 19 responses regarding Question 5. Responses included the following:

- Some participants reinforced their belief that a roundabout would be better than a signal at the Serenade intersection.
- Some said they are still concerned about snow storage and snow being plowed unto their property and sidewalks.
- Some people noted they would like to have the power lines buried.
- A couple people asked that safety be kept in mind regarding pedestrians and cyclists.
- **Questions:**
- What is the data that necessitates a signal at this intersection? Why can't we just say no left turn out of Serenade and leave the rest as is (still adding lanes of course)?

- Does your plan include “taking” any property, via eminent domain or otherwise, from property owners along the route?
- Where will people park?
- Is there a better way to move snow so it doesn’t impact homeowners as much?
- What happened to the roundabout?
- Why build a 4-lane bridge and only use it for 3?
- Can we also take this opportunity to clean up all of the old signs and create a welcome to Ketchum sign?
- I get why no roundabout, it makes sense. Why not no signal?
- Why not a roundabout at Elkhorn and 75?
- What is the role of the Federal Highway Administration?