



# Timber Way to Big Wood River Bridge

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## Public Open House / Preliminary Design Hearing

Tuesday, June 8, 2010

Results (updated 7-7-10)

4:30 to 7:00 p.m.

Kentwood Lodge, Ketchum

### I. Attendance

- 32 attendees from the public
- ITD / Design Team
  - Mike Scott, ITD Project Manager
  - Deb Pierson, ITD Right of Way
  - Tracy Olsen, WHPacific, Consultant Team Project Manager
  - Mike Pepper, KMP Planning
  - Adam Rush, ITD HQ Communications
  - Nathan Jerke, ITD D4 Public Information
  - Ana Gonzales, ITD D4 Public Information
  - Billi Miles, ITD
  - Reggie Phipps, ITD, Hearing Officer
  - Ken Colson, WHPacific, Design
  - Person Dewitt, Parametrix, Traffic
  - Tyler Haney – WHPacific, Structural Engineer
  - Matt Degen – Parametrix, Drainage/Utility Engineer
  - Michelle Anderson – Anderson Consulting, Environmental Lead
  - Kari Fredericks – Axiom Points, Noise Specialist

### II. Comments received on comment forms – 3 comment forms submitted, plus 1 email following the meeting

- We are pleased with the elimination of the acceleration lane from Cold Springs North.
  - There is not enough space between Cold Springs and the Meadows; accelerating cars would compete with cars slowing to turn into the Meadows, of which there are many more.
  - The new 45 mph (speed limit) is greatly appreciated and will mitigate acceleration issues
- Box Car Bend is one of the most scenic parts of the Bike Trail. It has a bench and access to the river for fishing. It is also one of the noisiest spots on the Bike Trail. The proposed expansion of Route 75 will only make the situation worse. Please include noise mitigation between Route 75 and the Bike Trail at Box Car Bend.
- Concerned about (don't support) the planned speed reduction to 45 mph between Hailey and Ketchum. Didn't realize this was decided as part of the EIS.
- Concerned about vehicle/animal collisions on SH 75 – suggest installing an animal overpass corridor. "As someone who travels up and down the SH 75 corridor almost every day on the way to Ketchum, I have been very lucky and so far, have not hit a deer or elk on the highway. Many others have not been so lucky. This situation has caused death of numerous wild animals and considerable damage and injury to locals. One improvement to consider when upgrading SH 75 would be an animal overpass corridor. One section of the highway could be dug out with an available grassed and treed overpass so the animals would have a method of crossing SH 75 without encountering vehicles. With the proper fencing and trees this could

cut down on vehicle collisions and even save lives. I wouldn't be surprised if insurance companies would consider chipping in for such a solution. I am pretty sure they have these in Colorado."

### **III. Formal Testimony Received (1)**

The following is oral testimony received from the public on the Idaho 75, Timmerman to Ketchum project. Project Number STP-F-2392(035) Key Number 3077. Testimony was received on Tuesday, June 8, 2010, at the Kentwood Lodge in Ketchum, Idaho, 180 Main Street South. Testimony was given by a project area property owner.

"Since the last meeting you had at the firehouse, we had a board meeting to discuss the road improvement project for the segment along Gimlet and I would like to make some official comments on behalf of our some hundred and fifty homeowners in there at this point in time. Essentially, at the very first hearing that I attended, the plan showed for an acceleration lane coming out of Gimlet and I believe also out of Coldsprings and I really didn't track beyond that. But it had an acceleration lane. I noticed that the current rendition has removed that acceleration lane and we are extremely concerned about our safety, as a result of that removal. I believe that it is extremely short sighted and I would like to give you a couple reasons that I believe that (we believe that). First of all, the level of traffic that continues to move south, excuse me north, out of the south county is extremely heavy in the morning hours, commuting hours and school hours and we have families that live in the Gimlet area that are trying to get youngsters to school as well, both at the public school, Hemingway, and at the community school, so it goes all the way up to senior high school and the Montessori school which is also in Ketchum, etc. which are really little children. But essentially what happens is that the people are accelerating after the stop light at East Fork and they are accelerating through there. And for us to be able to get in to the traffic right now, means we have to wait for a very large break, or we have to wait for someone to yield and allow us to come in. Which is slowing up the traffic behind them, which sometimes frustrates them a great deal and they will actually try to go around somebody that tries to yield and cross the center line and into the center lane. I have seen people trying to accelerate along the shoulder to try to get into traffic. This is heading in a northerly direction. I've seen actually people go into the center turn lane, try to shoot straight across and go into the center turn lane to try to then merge into traffic. All of these are dangerous situations. One of the other things that creates a tremendously dangerous situation is line of sight. And the line of sight, particularly when in cars coming from the south, and going to turn into Gimlet. As that car is approaching, you can't see what the traffic behind that car is doing. Ok, and as a result of that you don't know if you've got a go. You think you do have a go because the car pulled out but if the car behind them is accelerating as they often do to close the gap, now all of a sudden, you are trying to get into the traffic and the car is accelerating into you. And I mean I have lived there for 30 years and I have watched this time after time after time. We will never have enough "quote" warrants or the ability to meet the standards to call for probably an acceleration lane because of the population base. There is no more development that is, really is, going to happen. We've been developed out. We have all the lots that we can have. That doesn't mean that it is not dangerous. It seems to me that while we are spending the money to do this project. You have the real estate to the west to do this and I have to believe that this is true down in the Coldsprings area as well. I happen to be a person that yields to those people so they can get out of the traffic and I know that I will come to a complete stop if I have to, to allow them as some people do now which again is going to become exacerbated when it's a five lane highway. Anytime we have a stretch on our highway right now that's two lanes going in a single direction, people

accelerate. And there, you know, where it's been a single lane going in a direction, particularly, for example, coming out of Ketchum, that is a perfect example, past the hospital, you know, very often as they get into the 55 miles an hour zone, they are going anywhere between 45 and 50 miles an hour. The minute they hit the two lane traffic going south by Gimlet, they are immediately up to 60 to 62 miles an hour. You know, so that tells me that the traffic that soon going to be coming in a northbound direction on four lanes is probably going to be traveling at 60 miles an hour. And for me to go to a dead stop, I don't drive a sports car, for me to come to a dead stop, to try and be able to merge into that, is absolutely dangerous. So for public safety, because of line of sight. The line of sight is not great there anyway because of the berm that's there on the south side of the Gimlet entrance and vegetation. Plus, there is that curve and again the traffic is coming at you at 60 miles an hour. But still, it may meet the standards but it's still very difficult to judge whether or not you can get into the traffic from a dead stop. So I ask you to, strongly ask you, to reconsider the acceleration lane out of Gimlet. I haven't studied what is going on in the Coldsprings area but I can only believe from what I witnessed that that's a tough situation as well and I just can't believe, can't imagine not having the acceleration lanes through there. By the time you get down to Mountain Meadows, they've got another access onto the road. They can access off the stop light if they have to, you know, instead of coming out on to 75 they can go down by the hospital and access onto the road there. Most of them don't, but it is a safe way to get across the highway and to get going into either direction. So, again, we have roughly 150 owners in Gimlet. We value our families and our safety and we ask that you reconsider putting that acceleration lane in and I think it would only be prudent and putting it in front of Coldsprings as well. Thanks."