



SH-55, DEINHARD TO BOYDSTUN

PUBLIC MEETING SUMMARY

Key Number(s): 24360

Prepared For: Idaho Transportation Department

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Executive Summary

PROJECT DESCRIPTION

The Idaho Transportation Department and the City of McCall are partnering to design preliminary roadway improvements for SH-55 and Deinhard Lane to Boydston Street.

SH-55 is part of the primary north-south corridor connecting Boise and central Idaho. Through downtown McCall, SH-55 functions as the city's "Main Street." Growth and increasing traffic through downtown have placed pressure on the route's function as an efficient state highway.

This project focuses on determining the proper use and ownership of each roadway and designing improvements accordingly. One potential solution includes exchanging the ownership of SH-55 and Deinhard Lane to Boydston Street (Deinhard/Boydston), reducing traffic in downtown McCall.



Figure 1. Project Area Map

PUBLIC MEETING OVERVIEW

ITD hosted a public meeting in August 2025 in person and online. The purpose of the public meeting was to provide an overview of potential project designs, share initial analysis as the project team begins evaluating the designs, and ask for public feedback on the design concepts, project Purpose & Need, and evaluation criteria.

- In-person: August 6, 2025, 4 – 7 p.m.
 - 85 participants
 - 8 comments received
- Online: August 6 – 20, 2025
 - 345 unique visitors
 - 103 comments received via email and online survey

85

people attended
the in-person event

8

comments
in person

345

unique visitors to
online meeting

103

comments
online

Total, there were **430 participants** and **111 comments**.

Meeting Summary

IN-PERSON EVENT

The public meeting took place at the McCall Public Library on Wednesday, August 6, 2025. The public meeting was held in an open house format, and people were invited to drop by any time between 4 and 7 p.m. to view study information and speak with the project team.

Compliance with ADA requirements and accessibility were considered for parking, approaches and entrances, restrooms, and meeting room layouts. Reading glasses were also made available.

Staff were stationed at a table near the entrance of the room with multiple sign-in sheets to accommodate attendees as quickly as possible. Contact cards, comment forms, and other handouts were available in print versions at this table, in addition to a QR code to direct attendees to the online public meeting. Light refreshments were also provided.

Staff were stationed with displays around the room, with others roaming to assist as needed.

Public Meeting Attendance

There were 85 total attendees who signed in during the in-person event in McCall, Idaho.

See public meeting sign-in sheets in Appendix C Attendance.

Public Meeting Staffing

The following staff attended the in-person public meeting:

- ITD
 - Wendy Howell

- Vince Trimboli
- Matt Kreizenbeck
- Jill Youmans
- City of McCall
 - Nathan Stewart
 - Molly McCullough
 - Morgan Stroud
- Consultant Team
 - Chris Melander
 - Mitch Skiles
 - Shauna Tefft
 - Jessa Summers

ONLINE COMPONENT

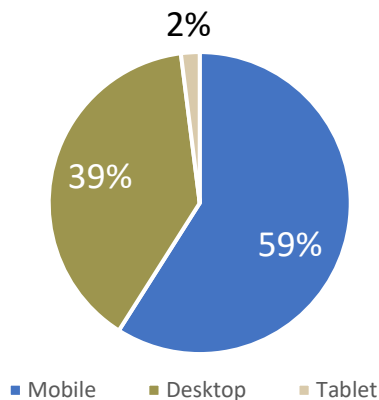
An online public meeting was available beginning August 6 at sh55deinhard-boydstun.com. The online experience contained the same information and similar opportunity to submit comments as the in-person event. Alternative text was used for graphics and images posted online.

- Platform: Wix
- Direct link: sh55deinhard-boydstun.com/
 - See Appendix B Meeting Materials to view the online meeting in PDF format
- Online Comment Platforms: Survey123 and info@sh55deinhard-boydstun.com email

ONLINE MEETING METRICS

There were 345 unique visitors to the online public meeting, with 500 site sessions total between August 6 and 20:

Users by Device



Online meeting metrics are available in Appendix C Attendance.

PUBLIC MEETING COMMENTS

(See Appendix D Public Comments)

The comment period for these public meetings began officially on August 6, 2025, and remained open through August 20. However, some comments were received shortly after the official comment period, so comments received between August 6 and 25 are included in this summary.

Comment forms were available in hard copy at the in-person event and via Survey123 through the online public meeting. Comments could also be mailed or emailed to the ITD D3 PIO project manager, Jill Youmans, or emailed to the project email address (info@sh55deinhard-boydstun.com).

The following questions were included in the comment forms and online survey:

1. What questions or comments do you have about the draft Purpose & Need for the SH-55, Deinhard to Boydston Project?
2. What questions or comments do you have about the evaluation criteria?
3. What questions or comments do you have about the concepts?
4. What other comments would you like to share with us?

The survey concluded with questions asking participants to rate their understanding of the project and share contact and demographics information.

There were 111 total comments received:

Comment Source	No.
Comment Form Responses (in person or mailed)	8
Online Survey Responses	101
Emailed Comments	2*
Total	111

The project team reviewed all comments for concerns and suggestions.

The most frequently mentioned themes and topics are summarized in the Public Comment Themes section. All public meeting comments are included in Appendix D Public Comments, with names and other identifiable information redacted.

**One participant submitted the same comment in both survey and email form. For the purpose of tallying comments, they are counted as one submission. The email is included in Appendix D but is not included in the total.*

PUBLIC MEETING CONTENT

(See Appendix B Meeting Materials)

Meeting handouts, maps, and displays were all available at the in-person public meeting and digitally as part of the online public meeting.

MEETING DISPLAYS

- Welcome
- Overview
- Design Process
- History and Project Schedule
- Draft Purpose & Need
- Environmental Studies
- Community Involvement
- Traffic Operations
 - Level of Service
 - Safety
 - Through Trips and Downtown
- Walking and Biking in McCall
- Concept Development and Evaluation
- Concept Overview
- Downtown McCall: Widen 3rd and Lake Streets
- 3rd Street and Deinhard Lane: Intersection Improvements
- Deinhard Lane: Realign or Improve Connection to 3rd Street
- Boydston Street and Lake Street: Intersection Improvements
- Sharing Your Input and Next Steps

HANDOUTS

- Comment Forms
- Contact Cards
- Overview Flyer

All meeting displays and handouts are available in Appendix B Meeting Materials.

DEMOGRAPHICS

Of the attendees who signed in at the event and/or completed a comment form and responded to demographic questions, the following groups were represented:

- Race/Ethnicity
 - American Indian (Tribal Native)/ Alaskan Native: 0
 - Native Hawaiian and Pacific Islander: 0
 - Black: 0
 - Asian: 1
 - White: 111
 - Hispanic: 1
 - Other: 8
- Gender
 - Female: 69

- Male: 91
- Persons with a disability: 7

Notification

(See Appendix A Notification)

ITD used a variety of methods to invite community members and local businesses to learn about the April 2024 US-95 & SH-8 PEL Studies events:



A postcard was mailed in July to 4,670 residents and businesses within the ZIP code for McCall: 83638.



A display ad ran once in the McCall-Star News on July 31, 2025.

Online ads ran from July 30 to August 6.



A news release about the public meeting was distributed on July 30. The news release informed the community about the in-person and online opportunities to participate.



A Facebook post was published on July 30 to notify members of the community about the public meeting.



ITD sent **emails** to the project distribution list to invite them to the public meeting on:

- July 28 to 146 recipients: “You’re Invited to a Public Meeting – Help Shape Our Project”
- August 5 to 171 recipients: “Public Meeting Tomorrow: SH-55 and Deinhard Lane to Boydston Street”

Another email was sent one week into the comment period, to remind recipients to submit comments:

- August 13 to 248 recipients: “Don’t Miss Out – Submit Your Comments by August 20th”

An increase in recipients per email is due to additional email sign-ups.

TRANSLATION

To support accessibility for those needing assistance, printed and online notifications and material included the following accommodation statement:

Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

The following materials included the accommodations statements:

- Notifications: Invite mailer, newspaper ad, and the project website
- Meeting Displays:
 - Virtual Welcome web page

No phone calls or requests were received for special accommodation during this outreach.

MEDIA COVERAGE

News articles are included in Appendix A Notification Materials.

Date	Publication	Title / Link to article
7/30/2025	KTVB	Idahoans invited to weigh in on potential Highway 55 changes
7/30/2025	Idaho News	Public invited to discuss potential upgrades to McCall's SH-55 at upcoming meeting
7/31/2025	Idaho Statesman	Want to see a major Idaho 55 change in McCall? You can provide feedback
8/4/2025	Valley Lookout	ITD seeking public comments on McCall bypass plans

OTHER

The event was also published to:

- City of McCall website: [ITD and the City of McCall host a public meeting about SH-55/Deinhard Ln and Boydston St](#)
- Townhall Idaho: [Public Meeting about SH-55/Deinhard Ln and Boydston St](#)

Public Comment Themes

The most frequent themes of public comments included:

- Facilities and safety for people walking and biking
 - Bike Lanes
 - Sidewalks
 - Multiuse pathways both on and near the corridors
- Project support
 - Including support for an exchange in ownership for the corridors
- Design elements
- Speed limits were the top design topic
 - Other topics included signals, sidewalks, and addressing curves on Deinhard Lane
- Safety
 - Commenters frequently mentioned safety for vulnerable road users
- Design options at the intersection of Boydston and Lake Streets
 - Several commenters support a light for alternative option 1 or 2

- Congestion
- Widening options for 3rd and Lake Streets
 - Opinions on bike lanes, sidewalks, and concerns about the right of way were provided
- Mission Street
 - Comments on the Deinhard Lane and Mission Street intersection were provided, including requests for a signal
- Access
 - Including developments west of Boydston Street
- Freight

(See Appendix D Public Comments)

Frequently Asked Questions

The study teams provided responses to frequently asked questions and common themes. The following responses were posted to the project website in spring 2026.

1. Is the project team considering access, off West Valley Road, including current and future developments?

Yes, the project team considers access as a part of their design. Recently, a Traffic Impact Study (TIS) was completed as part of the city's planning process for currently approved development off West Valley Road. This TIS determined that a dedicated southbound right turn lane will be needed from SH-55 onto West Valley Road to address current developments and housing and would be a future project funded by the developer. The project team reviewed the TIS in addition to consideration for intersection operations, growth rates, and site distance along Boydston Street. Any future developments would be considered and studied at the time they are approved, should this project progress to a future design phase.

2. If the corridor exchange is approved, will the speed limits on Boydston Street and Deinhard Lane be maintained or changed?

If the ownership and classification of the roadways are exchanged, the speed limit on Boydston Street would remain 35 mph, and 3rd and Lake Streets would remain unchanged. The intention is to update the speed limit on Deinhard Lane from 25 mph to a consistent 35 mph, with appropriate design changes to safely allow this increase.

3. What plans are in place for bike lanes and pedestrian pathways throughout the project area?

McCall's current Pathways Master Plan designates Mission and Forest Streets as Bike Lanes through town. As part of this study, additional sidewalks and bike lanes are being considered for 3rd and Lake Streets. A future separated multiuse path on Deinhard Lane from West Valley Road to the Payette River bridge is currently being evaluated by the project team.

4. Will the project include changes at Mission Street and Deinhard Lane?

The project team studied the intersection to see if a signal was needed. Even with anticipated growth, a signal is not needed at the design year 2050 but an exclusive left-turn lane is recommended on the north leg.

5. Will there be any environmental assessments conducted?

Yes, as part of this project, a study was conducted to identify natural and built environmental resources to guide concept development and evaluation. The locations of these resources will be carefully documented through environmental analysis (National Environmental Policy Act).

6. What is the timeline for the project, and when can residents expect to see changes? What funding sources are being considered to implement the project?

The current project is funded through a federal RAISE grant that supports preliminary design work for a planning and design study for SH-55, Deinhard and Boydston for ITD and the City of McCall. This includes a clear inventory and projected costs of updates needed for a potential corridor exchange. This initial phase of the project will conclude with this inventory and a preferred design recommendation in spring 2027.

Future phases of the project are not currently funded. If future funding is secured, the project will then progress to final design and implementation. While some items (like signal timing recommendations) may be possible in the short term, the broader changes proposed typically take more than 5 to 7 years to progress through planning, design and construction phases.

7. How and when will the project team complete a noise analysis?

The need for a noise analysis and any potential location of noise walls will be studied further if future phases of the project are funded.

8. How will the project accommodate the expected increase in traffic due to tourism and local development?

Growth factors have been identified by our project team which include annual rates of:

- 2% growth on SH-55 west of town
- About 3% on SH-55 south of town
- About 1% per year in town.

These rates consider tourism's influence on McCall's growth. Additionally, the City of McCall is participating in the study and providing insight on development.

9. Will there be future public meetings or opportunities for community input as the project progresses?

Yes, the project team will host an additional public meeting to share project updates, including a preferred preliminary design. This meeting is anticipated for late summer 2026.

10. What is the purpose of the project?

The Purpose & Need of the SH-55 Deinhard/Boydston project is to enhance highway safety and operations by:

- Improving the mobility of local, regional, and north-south intrastate travel and commerce for traffic through and around the downtown core of McCall
- Reducing travel time in and around McCall by traveling via the Deinhard/Boydston corridor versus the existing SH-55 corridor
- Improving safety for all modes of travel by reducing conflict points between vehicles and pedestrians by the addition of signals and turn lanes at intersections
- Defining, designing, and prioritizing improvements to the proposed exchanging of SH-55 and Deinhard/Boydston to current state highway and city design standards

Appendix A. Notification Materials

- Postcard
- Newspaper ads
- News release
- Social media post
- Emails
- Media coverage

Help Shape Our Project

Join Our Public Meeting

ITD and the City of McCall are partnering to design preliminary roadway improvements for SH-55 and Deinhard Lane to Boydston Street.

SH-55 is part of the primary north-south corridor connecting Boise and central Idaho. Through downtown McCall, SH-55 functions as the city's "Main Street." Growth and increasing traffic through downtown have placed pressure on the route's function as an efficient state highway.

This project focuses on determining the proper use of each roadway and designing improvements accordingly. One potential solution includes exchanging ownership of SH-55 and Deinhard/Boydston, reducing traffic in downtown McCall.



Join us to learn more:

- In person on Aug. 6th
- Online from Aug. 6th to 20th

(see other side for details)

During this public meeting, ITD will share concept designs and gather feedback from the community. While comments are always welcome, they can best be used by Aug. 20th, 2025.

Questions?

Contact us at info@sh55deinhard-boydstun.com or **208-315-6002**.

Individuals who need special accommodations should contact CivilRights@itd.idaho.gov or 208-334-8884. TTY/TDD users Dial 711 to use the Idaho Relay System. Persons needing an interpreter should contact 208-334-8496.

IN PERSON

Wednesday, Aug. 6th, 2025



Drop in anytime between 4 and 7 p.m.

McCall Public Library, Community Hall
218 Park St, McCall, ID 83638

ONLINE



Aug. 6th - 20th, 2025

The same material presented at the in-person event will be available online Aug. 6th, and a survey will be open through Aug. 20th:
sh55deinhard-boydstun.com



City of McCall



You're Invited to a Public Meeting

ITD and the City of McCall are partnering to design preliminary roadway improvements for SH-55 and Deinhard Lane to Boydston Street. ITD will share concept designs and gather feedback from the community at a public meeting on Aug. 6. While comments are always welcome, they can best be used by Aug. 20.

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City of McCall

SPORTS & RECREATION BRIEFS

MUSTELID MAYHEM

Ever heard of a mustelid? Ponderosa State Park's evening program tonight at 7 p.m. at the Park Amphitheater will cover mustelids found in

Idaho—wolverines, badgers, river otters and more. All ages are welcome to attend. In case of inclement weather, the program will be moved to the Activity

Center. The program is free of charge, but a \$7 charge to enter the park will apply. Check the Ponderosa State Park Facebook or Instagram page for any updates.

JUNIOR RANGER PROGRAM ON FOSSILS

Saturday's Junior Ranger program at Ponderosa State Park is entitled Fun with Fossils. The program will begin at 10 a.m. and will cover the plant fossil types found in Ponderosa State Park and

investigate how paleontologists study fossils. The program is for children ages six to 12 and children under age six must be accompanied by an adult. The program is free of charge, but a \$7 charge to enter the park will apply. Check the Ponderosa State Park Facebook or Instagram page for any updates.

MCCALL HIKING CLUB SCHEDULE

The McCall Hiking Club welcomes locals and visitors alike to join upcoming outings. Saturday the group will take on the moderately difficult route to Lake Serene, a beautiful mountain lake nestled in a bowl. The hike starts at the Grassy Mountain Trailhead, which is 18 miles out Goose Lake Rd.

The trek is 4.5 miles long with 1,300 feet in elevation gain and can be shortened with an earlier turn around, or by not descending from the ridgeline into the basin. The hike will be led by the Premoe's.

Wednesday the group led by Vera Rasmussen will take on a moderately difficult eleven-mile point to point hike past Duck Lake and through to Warren Wagon Road.

RSVP for this hike at 208-318-4091 so that transportation can be planned to return hikers to McCall.

The alternate Duck Lake hike will go past the lake to the junction leading to Loon Lake and is around four miles with 400 feet elevation gain. Email mccallhikingclub@gmail.com with questions or for more information.

Hikers meet at the former Bite Aid parking lot to leave at 8:30 a.m. for all summer hikes unless otherwise indicated.

Carpoolers may choose to offer \$4 to \$6 to the driver, depending on distance to the trailhead and the number of riders.

Hikers should bring a spare pair of shoes for traveling as well as plenty of drinking water, food, sunscreen, insect repellent and a personal first aid kit.

The hikes are generally full day trips. Scheduled hike locations and leaders are subject to change.

MCTA SUMMER TENNIS CLINIC

The McCall Community Tennis Association (MCTA) is once again bringing tennis pro Adolph Huddleston to McCall for a series of six tennis clinics offered over three days, today through Saturday at the McCall-Donnelly High School tennis courts.

The first clinic each day is from 9 to 10:30 a.m. followed by a second from 10:45 a.m. to 12:15 p.m.

Cost for MCTA members is \$30 or \$40 for nonmembers.

Space is limited to 12 per clinic and preregistration is recommended by emailing mcalltennis@gmail.com.

Payment by cash, check payable to MCTA or Venmo (@McCall-Tennis) is accepted.

FREE PICKLEBALL CLINIC

Interested in getting into pickleball, but do not know much about the sport? A free clinic will be held Thursday, Aug. 7 to do just that, hosted by the Valley County Pickleball Club.

The clinic runs from 6 p.m. to 7:30 p.m. and is free to the first 12 people, ages 18 and up, who register.

The aim is to help newcomers, "learn the pickleball fundamentals: how to keep score, how to serve and play a game - and when to stay out of the kitchen."

To register, send a text to 208-724-6188 and include name, age, preferred contact phone number and how much (if any) pickleball experience you have and if you will need a paddle.

A confirmation text will be sent to the phone number provided, confirming your spot in the event.

Please wear appropriate court shoes and bring water.

The event will take place at the Valley County Courts, 76 E. Lake Fork Road, McCall, on courts 7, 8 and 9.

Now Serving
KRISSEY KRUNG'S CHICKEN
Highway 55 North End of Cascade 382-6712 Open 6 a.m. to 10 p.m.
Pumps Open 24 Hours With Credit Card
Gas & Grub

You're Invited to a Public Meeting

ITD and the City of McCall are partnering to design preliminary roadway improvements for SH-55 and Deinhard Lane to Boydston Street. ITD will share concept designs and gather feedback from the community at a public meeting on Aug. 6. While comments are always welcome, they can best be used by Aug. 20.

IN PERSON
Wednesday, Aug. 6, 2025
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City of McCall

'DOWN UNDER'

(Continued from Page B1)

teens also got a taste of international travel, connecting in Los Angeles and New Zealand before touching down Down Under. The flight from LAX to New Zealand took roughly nine hours. "What I would take away from this trip is I don't think I would want to be on that long of a plane ride ever



McCall-Donnelly track and field athlete Elise Johnson competing in the high jump during an international meet held in Queensland, Australia in early July.

again," Johnson said. All three athletes said getting to know their fellow competitors was a highlight. "My favorite part of the trip was meeting so many new people from both

the U.S. and other places around the world," said Knox, who will be a junior at M-D in the fall. "It's amazing how many life-long connections can be made through track and field."

VALLEY COUNTY COMMISSIONER UPDATE

5 things to know this month

1. 2025 Valley County Fair & Fairgrounds Master Plan
The Fair Book has officially been released as we get closer to fair week, August 4-9, 2025 and the theme for this year is "Fair-a-dise." Find the full schedule of events, entry forms for vendors, open exhibits, and rodeo royalty inside. The County is also initiating a Fairgrounds Master Plan to guide long-term use and enhancement of the fairgrounds.

Public involvement is essential and the county is seeking your input with a short survey to share your ideas, preferences, and priorities. Scan the code to take the survey now!



2. Fire Evacuation Zones
A new centralized resource for fire evacuation information is now live on the Valley County website. This page includes information on wildfire evacuation readiness, our Ready-Set-Go definitions, and a new GIS tool to help you find your evacuation zone. Find your zone at www.valleyid.us/wildfireevacuation

Plus, visit our Facebook page for a link to a survey to help us improve our communication for evacuation events. The survey is open to all residents, not just those who evacuated during last year's fire season.

3. Fight the Bite
Gules mosquitoes, the main carriers of West Nile Virus are most active during the warmer summer months and this is their peak season. Protect yourself from mosquito bites:

1. Reduce mosquito breeding grounds by eliminating standing water
2. Use insect repellent and wear protective clothing
3. Ensure your screens are in good working order

4. Transfer Site Construction Continues
This month, Dalrymple, Valley County and Lake Shore Disposal are temporarily relocating the dumping of solid waste from the transfer building (which is being closed down for repairs and improvements) to the temporary site on the upper deck between the woody debris pile and the metal pile. Everyone will still check in and weigh at the Scale House.

The repairs and improvements are schedule to take 6-8 weeks. Thanks for your patience as we work to improve our facility!

5. Appraisers are in the Field
Appraisals will start field visits this month. This year the focus is a reappraisal of every property south of Cascade and properties in the backcountry. In addition, appraisers will be reviewing all building permits issued within the county.

PAYETTE LAKE RUN
AUGUST 31, 2025
REGISTER BY AUGUST 27 FOR EARLY BIRD REGISTRATION

30K	Early Bird \$70	After August 1st \$80
14K	Early Bird \$65	After August 1st \$70
5K	Early Bird \$35	After August 1st \$50

REGISTRATION CLOSES AUGUST 30th AT NOON.
REGISTER AT: PAYETTELAKE2025.COM

LOCATION: Grassy Park, Clatskanie, Oregon
EVENT START: 8:30 AM (30K, 14K, 5K, 10K)
SPLITER INFORMATION: CALL THE RACE OR VISIT OUR WEBSITE



WE LOVE ORDERS TO GO!
208-634-4592

THIS WEEK'S SPECIAL with fries **\$10.99**

Old Town Shell
NOW AVAILABLE! Take some home tonight!

Daily Hours: Store: 6 am to 10 pm Cafe: 6 am to 3 pm
Pumps Open 24 Hours • Debit/Credit Cards Accepted
507 N. Third St. • McCall • 208-634-4592

You're Invited to a Public Meeting



ONLINE

Aug. 6 - 20, 2025



IN PERSON

Wednesday, Aug. 6, 2025
4-7 p.m.

McCall Public Library
Community Hall



City of McCall

sh55deinhard-boydstun.com

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ONLINE

Aug. 6 - 20, 2025



IN PERSON

Wednesday, Aug. 6, 2025

4-7 p.m.

McCall Public Library
Community Hall



City of McCall

(Click for Details)



News Release

7/30/2025

Jill Youmans
ITD Communication
208.334.8303
jill.youmans@itd.idaho.gov

Public feedback requested on potential improvements for SH-55 in McCall

McCALL - The Idaho Transportation Department and the City of McCall invite the public to provide input on potential improvements to State Highway 55 and Deinhard Lane to Boydston Street.

SH-55 is part of the primary north-south corridor connecting Boise and central Idaho. Through downtown McCall, SH-55 functions as the city's "Main Street." Growth and increasing traffic through downtown have placed pressure on the route's function as an efficient state highway.

This project focuses on determining the proper use of each roadway and designing improvements accordingly. One potential solution includes exchanging the ownership and classification of SH-55 and with Deinhard Lane to Boydston Street, reducing traffic in downtown McCall.

The public meeting will be available both in person and online:

- In-person: Wednesday, August 6, drop in anytime between 4 to 7 p.m. at the McCall Public Library, Community Hall, 218 Park Street
- Online: A self-guided website will be available August 6-20 [at sh55deinhard-boydstun.com](http://sh55deinhard-boydstun.com)

Community members are encouraged to review concept designs, ask questions, and provide feedback.

"Public input is key to ensuring proposed improvements meet the needs of McCall residents, businesses, and visitors," Project Manager Wendy Howell said. "We encourage everyone to participate, either in person or online."

The same meeting material and survey will be presented in person and online. While comments are welcome throughout the project, they are most useful if received by Wednesday, August 20.


Stay updated on the project and submit comments at sh55deinhard-boydstun.com.


Help shape our project!

Join ITD and the City of McCall at a public meeting to learn about potential roadway improvements to SH-55 and Deinhard Lane to Boydston Street.


We want to hear from you! Drop by in person or join online:

 In Person:

 August 6, 4–7 p.m.

 McCall Public Library, Community Hall (218 Park St, McCall, ID)

 Online:

 August 6–20

 sh55deinhard-boydstun.com

Your input helps shape the future of community roadways!

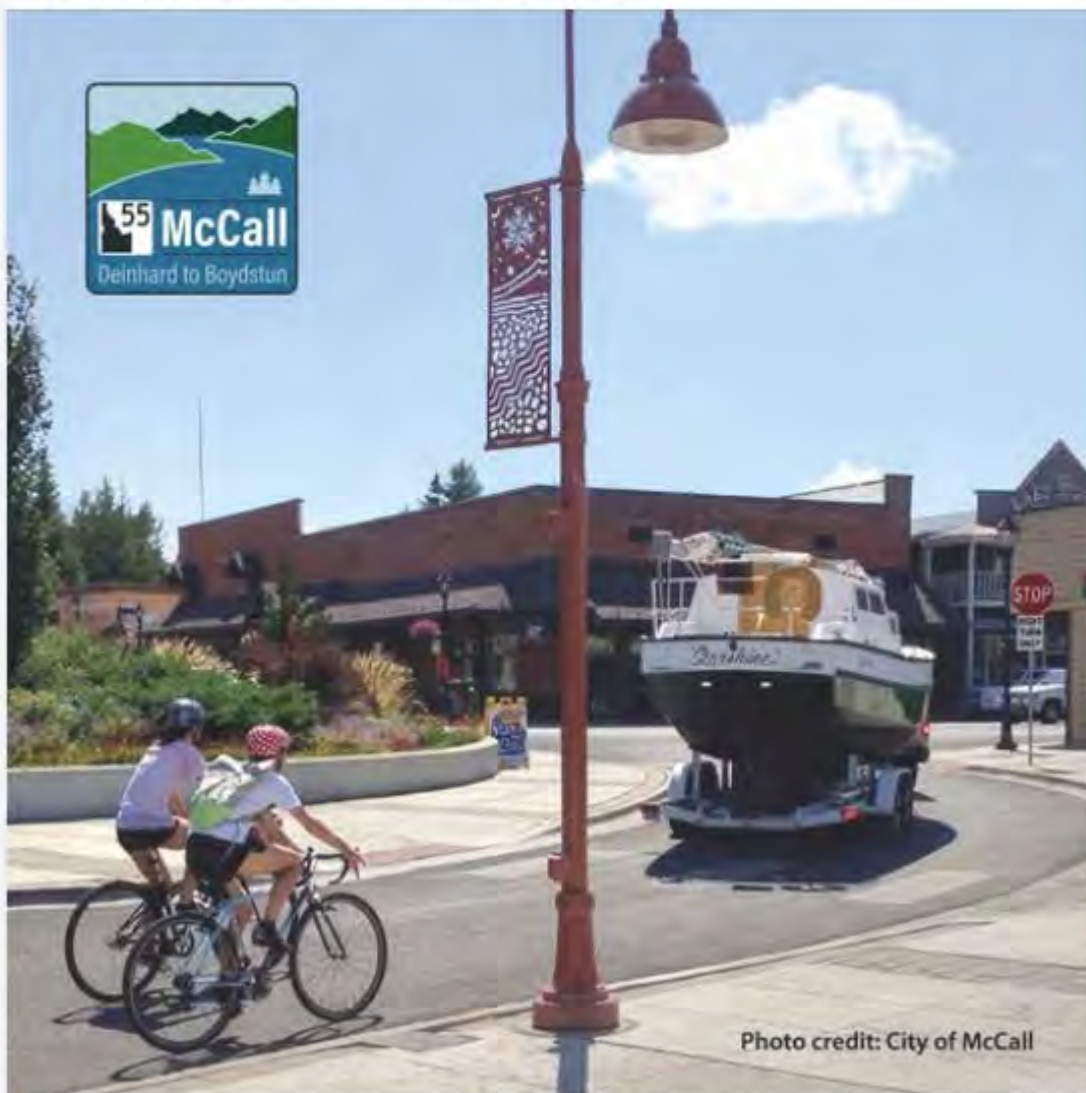



Photo credit: City of McCall

  8

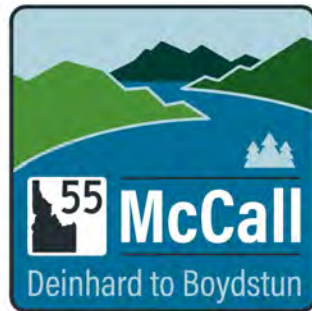
7 comments 6 shares

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 Comment

 Share

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Public Meeting Aug. 6, 2025

Dear Community Member,


ITD and the City of McCall are partnering to design preliminary roadway improvements for **SH-55 and Deinhard Lane to Boydston Street**. ITD will share concept designs and gather feedback from the community at a public meeting on **August 6**. While comments are always welcome, they can best be used by **August 20, 2025**.

We invite you to attend a public meeting to learn more and provide feedback:

In-Person Public Meeting

- Wednesday, August 6, 2025
- Drop in anytime between 4 and 7 p.m.
- McCall Public Library, Community Hall (218 Park St, McCall)

Online Meeting

 Available August 6–20, 2025

 sh55deinhard-boydstun.com

The same materials from the in-person meeting will be available online, including a short survey to collect your input.

If you have questions, contact us at info@sh55deinhard-boydstun.com or **208-315-6002**.

We hope to hear from you!

Sincerely,
The SH-55, Deinhard/Boydston Project Team

CONTACT US

Email:

info@sh55deinhard-boydstun.com

Phone:

208-315-6002





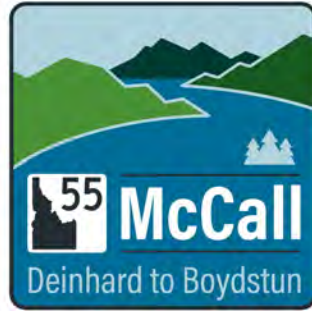
City of McCall

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Public Meeting Tomorrow Aug. 6, 2025

Hi there,

Just a quick reminder that the **SH-55 and Deinhard Lane to Boydston Street public meeting is tomorrow!**

Join ITD and the City of McCall to learn more about the preliminary design roadway improvements for SH-55 and Deinhard Lane to Boydston Street. ITD will share concept designs and gather feedback from the community at a public meeting on **August 6**.

While comments are always welcome, they can best be used by **August 20, 2025**.

In-Person Public Meeting

- Wednesday, August 6, 2025
- Drop in anytime between 4 and 7 p.m.
- McCall Public Library, Community Hall (218 Park St, McCall)

If you can't make it in person, the **online version** of the meeting will go live tomorrow at sh55deinhard-boydstun.com and remain open through **August 20**.

Your input makes a difference. We hope to see you there!

Sincerely,
The SH-55, Deinhard/Boydston Project Team

CONTACT US

Email:

info@sh55deinhard-boydstun.com

Phone:

208-315-6002





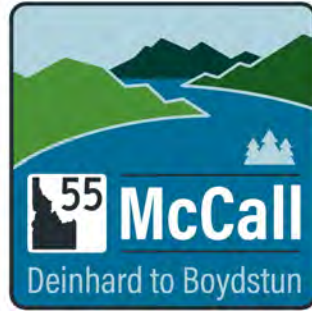
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Submit Your Public Comments by August 20

Hello,

Thank you to everyone who has already participated in the SH-55 and Deinhard Lane to Boydston Street public meeting!

At the meeting, ITD and the City of McCall introduced preliminary design roadway improvements for SH-55 and Deinhard Lane to Boydston Street.

If you haven't yet, there's still time to review the materials and share your feedback:

Visit the **online public meeting:** sh55deinhard-boydstun.com

Comments will be accepted through **Wednesday, August 20, 2025.**

Your feedback helps guide potential improvements!

If you have questions or need help accessing the meeting, contact us at info@sh55deinhard-boydstun.com or **208-315-6002.**

Thanks again for your involvement!

Best regards,
The SH-55, Deinhard/Boydston Project Team

CONTACT US

Email:
info@sh55deinhard-boydstun.com

Phone:
208-315-6002





City of McCall

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LOCAL NEWS

Idahoans invited to weigh in on potential Highway 55 changes

The McCall Public Library will host an opportunity for in-person comment from 4-7 p.m. on Wednesday, Aug. 6.



Author: **Chloe Johnston**

Published: **4:10 PM MDT July 30, 2025**

Updated: **4:10 PM MDT July 30, 2025**



MCCALL, Idaho — Idahoans are invited to review potential changes to the State Highway 55 route through McCall.

Community members can submit public comments from 4 to 7 p.m. on Wednesday, Aug. 6 at the McCall Public Library. If you cannot make it to the library during that timeframe, there is also [a website](#) with concept designs that will be available for review starting that day.

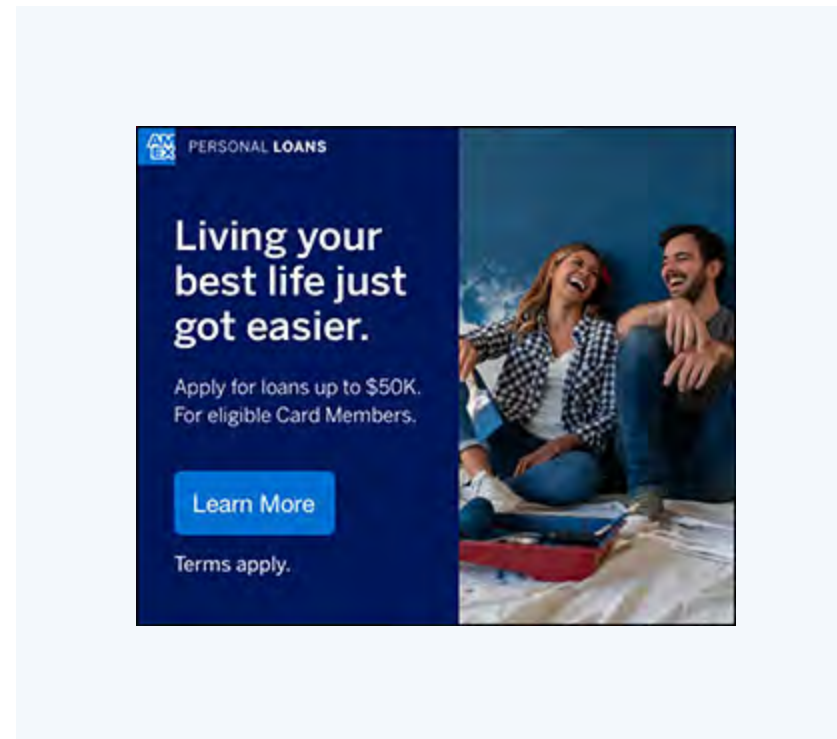
Most of the highway in southern Idaho runs along the Payette River. It is considered one of the [most dangerous roads](#) in the state. The section in McCall runs along Payette Lake. According to the National Highway Traffic Safety Administration, about eight people die per year on the winding, narrow route.

The Idaho Transportation Department (ITD) and the city of McCall note that growth in the area has negatively impacted traffic along State Highway 55. The highway serves as the main

roadway through the city, connecting Boise to central Idaho.

RELATED: [Beautiful, but deadly: Highway 55 sees 6,500 drivers daily, some leading to tragedy](#)

One possible solution proposed by the city is to change the ownership of the highway and reclassify it as Boydston Street. This could reroute some of the traffic through downtown McCall and reduce the amount of drivers on the road.



"Public input is key to ensuring proposed improvements meet the needs of McCall residents, businesses, and visitors," Project Manager Wendy Howell said. "We encourage everyone to participate, either in person or online."

Public comment will be accepted throughout the project, but ITD says those responses will be "most useful" if received by Wednesday, Aug. 20. [Click here](#) for updates on the project and to submit comments.

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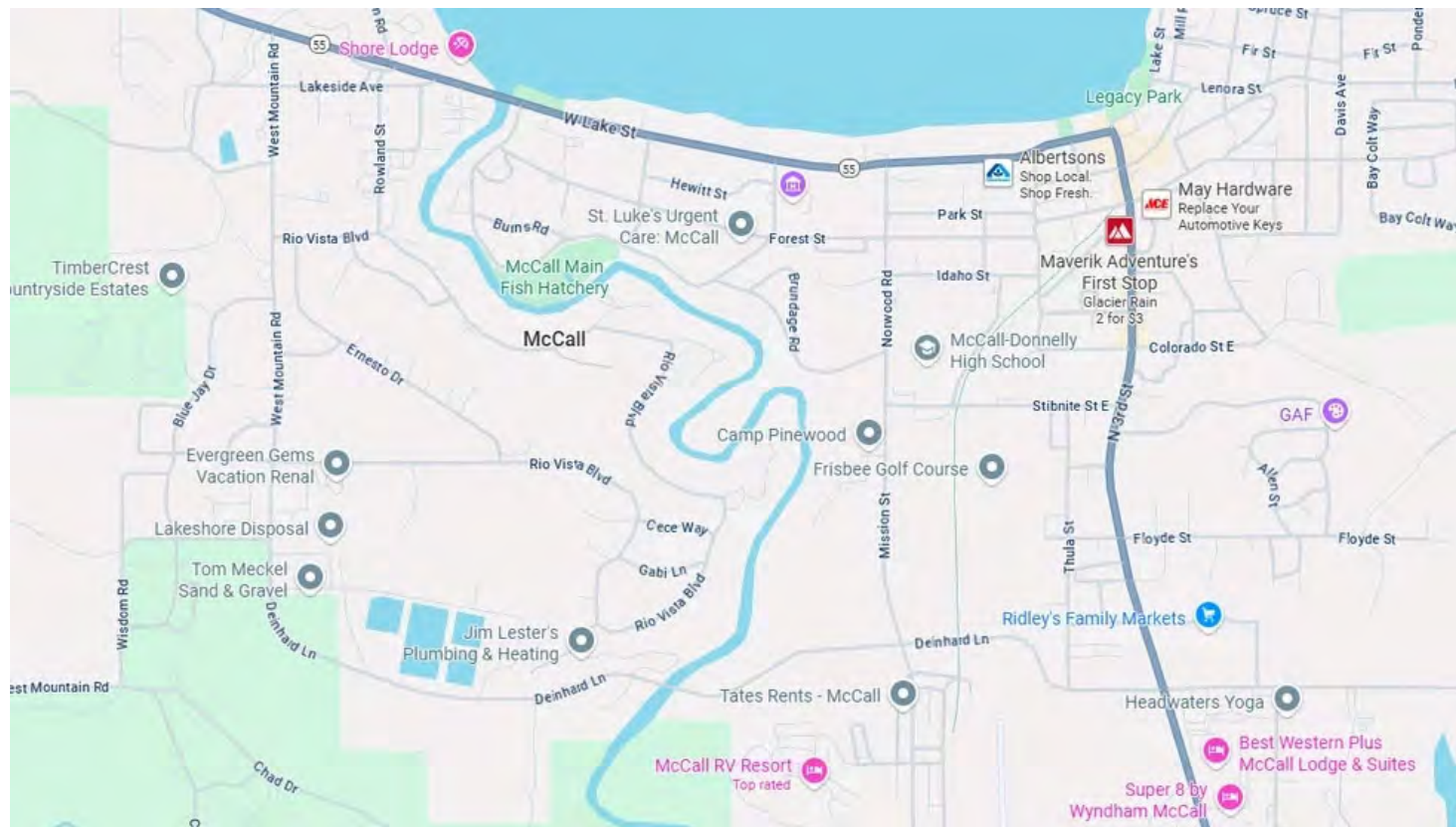
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Public invited to discuss potential upgrades to McCall's SH-55 at upcoming meeting

by CBS2 News Staff
Wed, July 30th 2025 at 1:39 PM

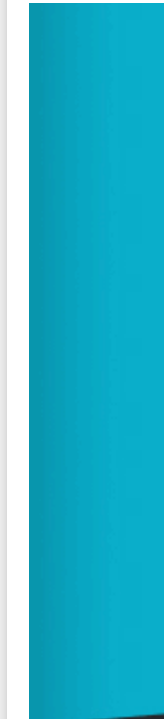


State Highway 55 and Deinhard Lane to Boydston Street (Google Maps)



TOPICS: MCCALL SH-55 IDAHO TRANSPORTATION DEPARTMENT PUBLIC MEETING TRAFFIC IMPROVEMEN >

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to State Highway 55 and Deinhard Lane to Boydstun Street.

SH-55 is part of the primary north-south corridor connecting Boise and central Idaho. Through downtown McCall, SH-55 functions as the city's "Main Street." According to a recent news release, growth and increasing traffic through downtown have placed pressure on the route's function as an efficient state highway.

The release says this project focuses on determining the proper use of each roadway and designing improvements accordingly.

The public meeting will be available both in person and online:

- In-person: Wednesday, Aug. 6, drop in anytime between 4 and 7 p.m. at the McCall Public Library, Community Hall, 218 Park Street
- Online: A self-guided website will be available Aug. 6–20 at sh55deinhard-boydstun.com

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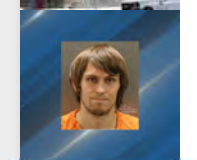
Community members are encouraged to review concept designs, ask questions, and provide feedback.

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TRAFFIC & TRANSPORTATION

Want to see a major Idaho 55 change in McCall? You can provide feedback

By Rachel Roberts

July 31, 2025 3:01 PM |  Gift Article





Idaho 55 runs right through downtown McCall. The Idaho Transportation Department is considering improvements and a corridor exchange so that the state highway takes a different route in the future. *Idaho Statesman file*



Only have a minute? Listen instead

Powered by **Trinity Audio**

00:00



1.0x

02:04

The Idaho Transportation Department is considering changes to Idaho Highway 55 through the busy lakeside town of McCall, and it wants your feedback.

In conjunction with the city, ITD is weighing a big change and potential improvements to make travel smoother on the busy north-south corridor that connects Boise to the Payette Lake area and the Brundage Mountain ski resort.

TOP VIDEOS

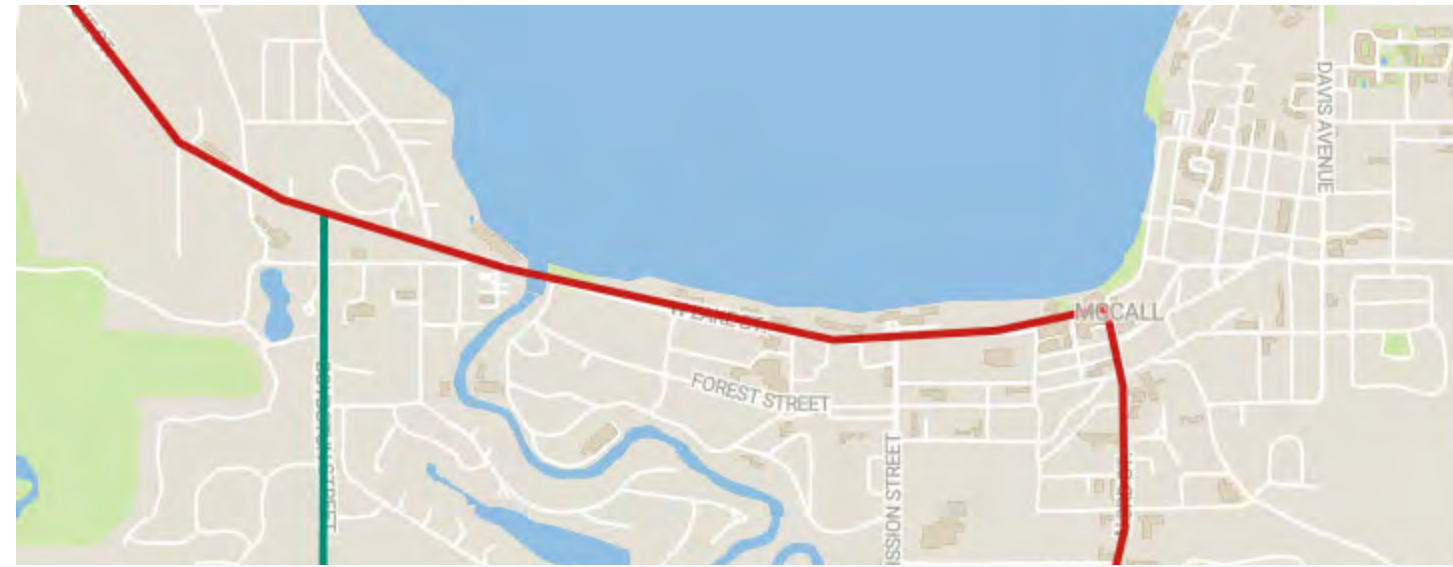



The specific area targeted for improvement is the town itself. Idaho 55 functions as McCall's "main street," winding through town and right beside the lake, and that has "placed pressure on the route's function as an efficient state highway," according to ITD. So a possible solution is to have a corridor exchange, with Idaho 55 following the route of Deinhard Lane to Boydston Street, which is also known as West Mountain Road.

The goal would be to reduce traffic in downtown McCall by improving Deinhard and Boydston to serve as Idaho 55. Many freight drivers and travelers already use Deinhard/Boydston as a cut-around, ITD said.

Current and Potential SH-55 Route Through McCall

— Current SH-55 Route — Potential Route Change



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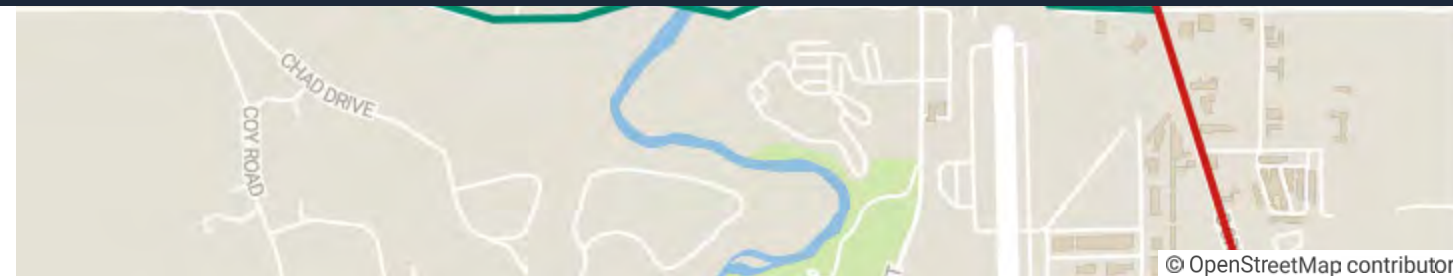


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Map: Alex Music · Created with [Datawrapper](#)

A potential change also would ensure that funding and maintenance, especially winter maintenance, align with how the roads are being used, according to ITD.



The change also would allow for more walking and biking on Third and Lake streets in downtown McCall, which are the current Idaho 55 route. That stretch through McCall experienced 84 crashes from 2017 to 2021, according to ITD. The proposed alternate route had 27 accidents during the same time frame.

“Public input is key to ensuring proposed improvements meet the needs of McCall residents, businesses, and visitors,” project manager Wendy Howell said in a [news release](#). “We encourage everyone to participate, either in person or online.”

An in-person session will take place from 4 p.m. to 7 p.m. on Wednesday, Aug. 6, at the McCall Public Library in the Community Hall located at 218 Park Street.

Online feedback can be shared Aug. 6-20 at sh55deinhard-boydstun.com.

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Rachel Roberts | Idaho Statesman | [X](#) [f](#) [✉](#) | [208-377-6422](#)

Rachel Roberts has been covering sports for the Idaho Statesman since 2005. She attended Northwest Nazarene University and is Boise born and raised. [Support my work with a digital subscription](#)

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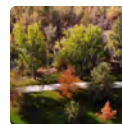
User36450EC0 · AUGUST 3, 2025

I've been using that cut off for a good 20 years. Makes perfect sense.

REPLY

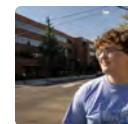
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MCCALL TRANSPORTATION

ITD seeking public comments on McCall bypass plans

By **Drew Dodson** - Valley Lookout Editor
August 4, 2025 - 3:46 pm



Idaho 55 through downtown McCall. Photo: Don Day/BoiseDev





The open house will run from 4 p.m. to 7 p.m. in the McCall Public Library Community Hall. [A self-guided website](#) will also open on Wednesday through Aug. 20.

“Public input is key to ensuring proposed improvements meet the needs of McCall residents, businesses, and visitors,” Project Manager Wendy Howell said. “We encourage everyone to participate, either in person or online.”

State officials will present conceptual designs and be available to answer questions or take comments at the meeting.

What's *happening*



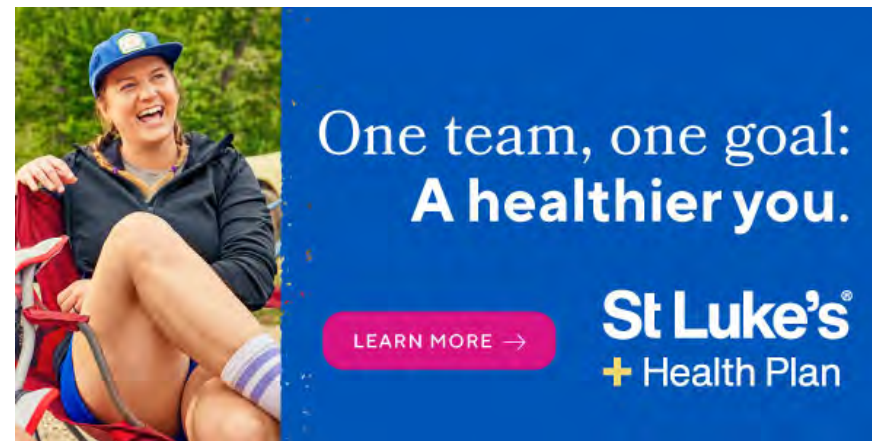


downtown McCall on Deinhard Lane and Boydston Street.

The route is currently owned and maintained by the city, but could be traded to ITD for Third Street and West Lake Street, which make up Idaho 55 through McCall.

In 2023, the city and ITD were awarded a \$2.9 million federal grant to advance a 2021 planning study of the bypass.

Once complete next spring, the new study is expected to provide the agencies with preliminary engineering plans and cost estimates for improvements needed to facilitate the bypass.



2021 bypass study

A previous bypass study completed in 2021 mapped out all possible improvements that could be needed along each route before an ownership swap could be agreed to.

Overall, the study estimated that the current Idaho 55 corridor could need nearly \$5 million in improvements to meet city standards, while the bypass route could need about \$2 million in improvements to meet state standards.

Improvements include upgrades to current Idaho 55 intersections at Deinhard Lane and Boydston Street, re-paving work, and adding extra turn lanes on the current Idaho 55 route.

The study also listed projects that are “desired” by each agency, but not necessarily required for a bypass agreement to be reached.





Those projects included about \$14 million in improvements to the current Idaho 55 corridor, such as adding sidewalks, curb and gutter, bicycle lanes, and pedestrian ramps on both sides of Third Street from Deinhard Lane to Colorado Street.

Straightening an “S” curve on Deinhard Lane near the McCall Municipal Airport was cited in the study as ITD’s only desired improvement project along the proposed bypass route.

Agencies tout improved safety

The city and ITD touted improved safety of the bypass route in their grant application for the federal Rebuilding American Infrastructure with Sustainability and Equity program.

The current Idaho 55 route through McCall saw 84 car crashes from 2017 to 2021, compared to 27 accidents during the same period along the bypass route, according to ITD.

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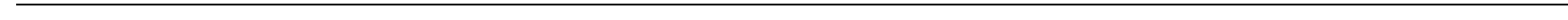
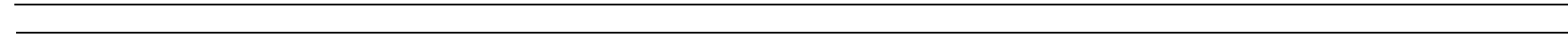
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The number of vehicles passing through downtown McCall on Idaho 55 increased over the last 20 years from about 8,800 per day to 11,000 per day, according to the 2021 bypass study.

Routing traffic around downtown McCall would also help protect Payette Lake, which provides drinking water to McCall residents, from spills of hazardous materials, the grant application said.



Appendix B. Meeting Materials

- Public Meeting Boards
- Contact Card
- Comment Form
- Online Public Meeting PDF

WELCOME

SH-55, Deinhard to Boydston Project

The purpose of this meeting is to:

- Provide an overview of potential project designs
- Share our initial analysis as we begin evaluating the designs
- Ask for your feedback on the design concepts, project Purpose & Need, and evaluation criteria

How to participate:

1. **Sign in** (optional)
2. **View displays**
3. **Provide your comments in person or online.** The QR code will link you to our online website, which presents the same material as this meeting, including the board content, maps, and survey.



We're here to listen, answer your questions, and discuss your ideas. Thank you for joining us!



*Photo credit:
City of McCall*



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City of McCall

OVERVIEW

ITD and the City of McCall are partnering to design preliminary roadway improvements for SH-55 and Deinhard Lane to Boydstun Street.

SH-55 is part of the primary north-south corridor connecting Boise and central Idaho. Through downtown McCall, SH-55 functions as the city's "Main Street." Growth and increasing traffic through downtown have placed pressure on the route's function as an efficient state highway.

This project focuses on determining the proper use and ownership of each roadway and designing improvements accordingly. **One potential solution includes exchanging the ownership and classification of SH-55 and Deinhard Ln. to Boydstun St. (Deinhard/Boydstun), reducing traffic in downtown McCall.**

We need your feedback to refine the first phase of concept design and analysis.



**Project Area Map:
Deinhard/Boydstun and SH-55 on 3rd and Lake Streets**

DESIGN PROCESS

Preliminary designs are being developed for improvements to existing SH-55 and Deinhard/Boydston to support a potential corridor exchange and the needs of travelers and the community. To support these designs, the project team follows a process:

Goal Setting with a Draft Purpose & Need

Purpose & Need statements are used to guide the decision-making process and are established early in the planning process.

Data Collection

To understand project area conditions, the project team collects and documents existing and predicted future conditions to capture transportation, population growth, land use, environmental and socioeconomic conditions, and more.

Traffic Analysis

Traffic teams develop a detailed understanding of existing and future traffic conditions, including crashes, level-of-service analysis, and travel pattern identification, including freight.

Concept Design including Alternative Development and Evaluation

The performance of potential solutions is analyzed with the goal to improve project area mobility and safety for all users — passenger and commercial vehicles and those who walk, bike, and roll.

Community Involvement

In our current phase, the project team is meeting with property owners, businesses, and other community members to listen to and understand community needs to provide a collaborative process. Feedback received will be used to refine initial design concepts and the project's Purpose & Need, which will be presented in spring 2026 for further feedback.

HISTORY AND PROJECT SCHEDULE

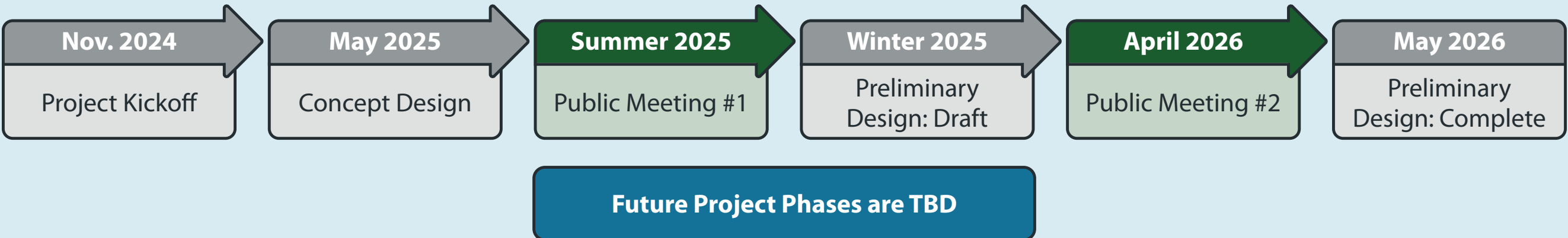
2006: Past Study Outcomes

In 2006, ITD studied a reroute of SH-55 to start below the McCall Airport at Johnson Ln. However, this concept was dismissed and deemed not feasible for the area based on environmental impacts and a poor cost-benefit ratio, and no action was taken.

2024-2026: Current Project

To fund this preliminary design project, ITD and the City of McCall were awarded a RAISE grant: Rebuilding American Infrastructure with Sustainability and Equity.

By spring 2026, the project team will identify the costs and specific design elements needed to bring both roadways up to highway and city standards for a potential corridor exchange. No funding for either roadway's improvements beyond this initial design phase has been identified.



DRAFT PURPOSE & NEED

Purpose & Need

Purpose & Need statements are used to develop, evaluate, and guide the decision-making process. ITD encourages community and agency input in developing the proposed Purpose & Need of a project:

- The **purpose** as to why improvements are being proposed
- The transportation **needs** to be addressed and the underlying causes of the problems

The existing SH-55 route through McCall has been an evolving corridor since the 1930s. In the more than 90 years since, McCall and the region have experienced substantial growth.

The need for these improvements is driven by the following:

- Existing SH-55 is experiencing delay, safety, and congestion issues due to the density of pedestrian and bicycle traffic in the City of McCall. SH-55 operates at speeds that limit the function of an efficient state highway link while creating high-risk conflict points with heavy seasonal pedestrian traffic. In turn, these conflict points create delay for local and regional travelers.
- On SH-55, the turn at 3rd and Lake Streets does not meet current state highway design standards.
- To improve the functionality, an improved route for SH-55 with increased posted speed and access control, as needed.
- Community engagement in the McCall Downtown Master Plan (2013), McCall Transportation Plan (2017), and McCall Area Comprehensive Plan (2018) all call for multimodal downtown roadways and/or directly reference the creation of the SH-55 alternate route.

The purpose of the SH-55 Deinhard/Boydston project is to enhance highway safety and operations by:

- Improving the **mobility** of local, regional, and north-south intrastate travel and commerce for traffic through and around the downtown core of McCall
- Reducing **travel time** in and around McCall by traveling via the Deinhard/Boydston corridor versus the existing SH-55 corridor
- Improving **safety** for all modes of travel by reducing conflict points between vehicles and pedestrians by the addition of signals and turn lanes at intersections
- Defining, designing, and **prioritizing improvements** to the proposed exchanging of SH-55 and Deinhard/Boydston to current state highway and city design standards



Additional Goals for the Project:

- Consider the local culture, history, workforce, and economy of the City of McCall and Valley County
- Support local and regional planning efforts
- Avoid or minimize impacts to the environment, including adding protections for Payette Lake
- Understand the needs and movements of people who walk and bike in the project area, including seasonal traffic

ENVIRONMENTAL STUDIES

Environmental Scan and Agency Coordination

As part of this project, a study was conducted to identify natural and built environmental resources to guide concept development and evaluation. The locations of these resources will be carefully documented through environmental analysis (National Environmental Policy Act).

To support this effort, the project team is collaborating with the McCall Airport, Federal Aviation Administration, and other agencies on these environmental considerations.

Hazardous Materials

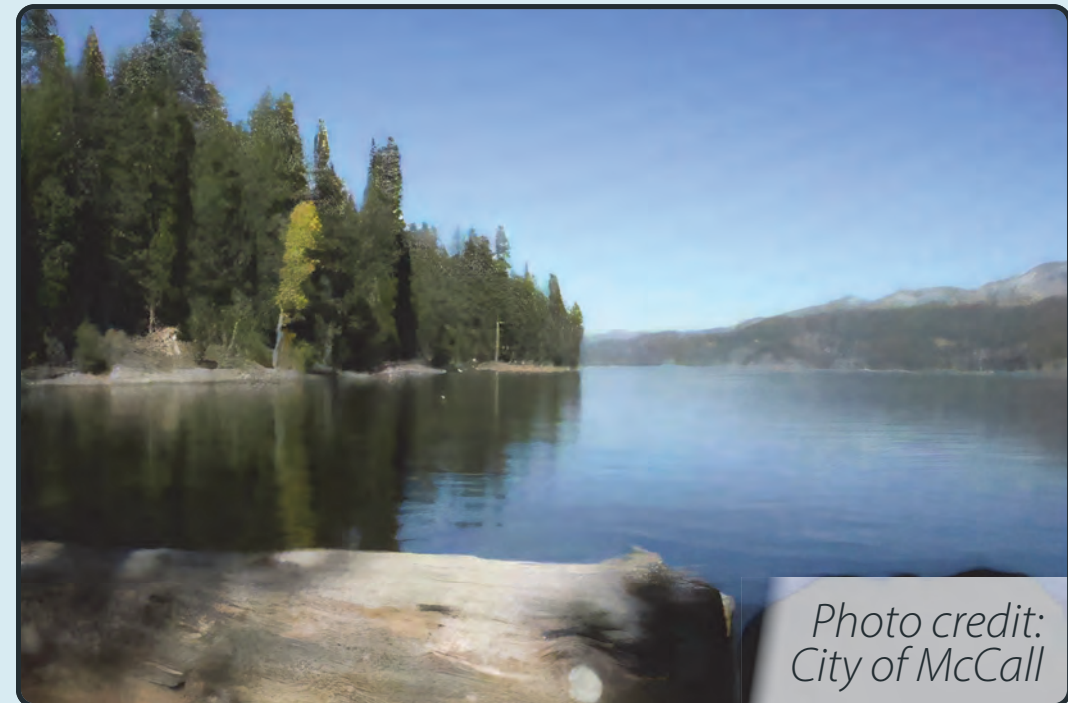
This project looks to add protections for Payette Lake — McCall’s sole source of drinking water and a primary tourist attraction — against the transport of hazardous materials by rerouting those trucks away from the downtown corridor and lakefront.

This is especially important because increased mining in the southwest corner of Valley County is estimated to increase the number of loads rolling past the lake by 52-66 trips per day starting in 2028, with each load potentially containing hazardous materials.

Potential Corridor Exchange

One potential solution of this project includes exchanging the classification and ownership of SH-55 and Deinhard/Boydston.

Several entities would need to approve the potential corridor exchange, including the Idaho Transportation Board, the City of McCall, and the Federal Highway Administration.



COMMUNITY INVOLVEMENT



Collaborative Planning

McCall city officials and citizens have worked together on many recent efforts to create transportation plans for the community.

Documents are available at mccall.idaho.us and include:

- Downtown Master Plan (2013)
- McCall Area Comprehensive Plan (2018)
- McCall Master Transportation Plan (2017)



Early Input on Initial Concepts

Summer 2025: Public feedback is an important part of creating solutions that consider community values. Throughout the summer of 2025, the project team is contacting corridor landowners, businesses, freight partners, and agencies to inform them about the project and gather early input.

This meeting is part of that outreach to understand local needs and community perceptions of transportation needs in the project area.



Refining Solutions

This meeting is just the first step in creating potential solutions for SH-55 and Deinhard/Boydston.

Fall 2025 – Spring 2026: Feedback received will be used to refine initial design concepts and the project's Purpose & Need. Engineering best practices are then utilized to analyze and refine concepts with additional environmental, traffic, safety, and planning data. The project team will then meet with a community working group who will serve in an advisory role to provide community input on the updated concepts. Community working groups are made up of community members, including local business owners, emergency management, and elected officials.

The project team will use the input to create a preferred preliminary design that will be presented to the public in April 2026 for further input.



TRAFFIC OPERATIONS: LOS

What is Level of Service (LOS)?

LOS grades traffic delays (wait times) from A to F. Growth in McCall is anticipated to increase around 2-3% annually. Intersections in the project area currently operate at an acceptable level of service. We anticipate some specific intersection movements may degrade to a LOS F by 2050, the design year we use to assess future conditions if no action is taken (No Build).

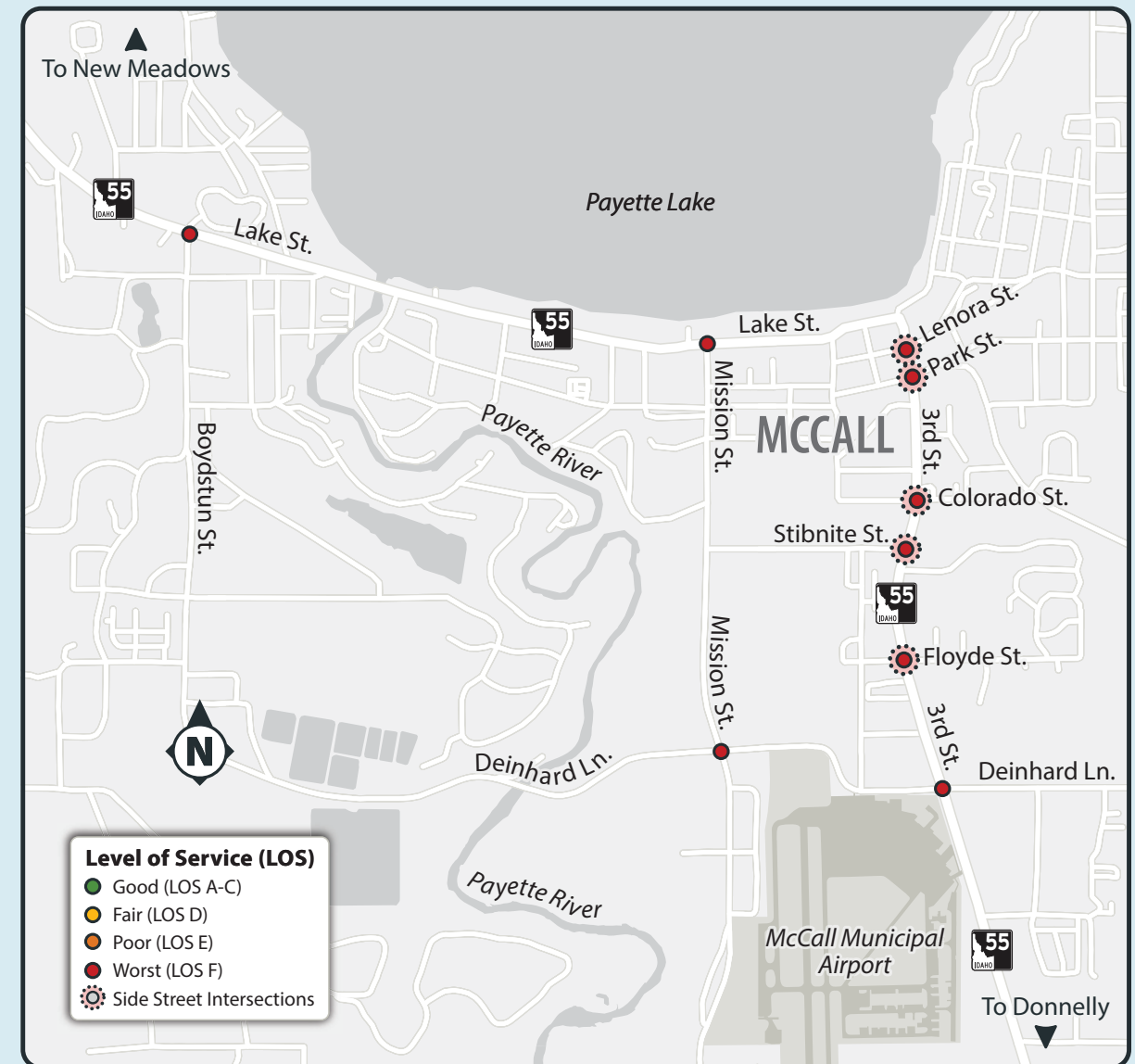
No Build 2050: Side Street Intersections with SH-55

Traffic is anticipated to increase around 1% annually on side streets. SH-55 traffic flow would remain stable, but movements from side streets onto or across SH-55 would experience significant delays. Those locations are included on the map.

No Build 2050: Key Intersections

With no improvements, a variety of issues are predicted at existing intersections in the project area.

- **3rd Street and Deinhard Lane.** A separate project studying stand-alone improvement for this intersection determined the right turn radius is not optimal for extra-large freight trucks (class WB-67), like some mining vehicles. That recommendation will be presented in this project as potential improvement for consideration.
- **Lake Street and Boydstun Street.** Drivers can experience long wait times to turn left at the stop sign on Boydstun St. onto Lake St. Should the corridor exchange occur, this delay would be further exacerbated without improvements. Potential options for improvements were developed in this project's concepts.
- **Mission Street at Deinhard Lane and Lake Street.** At Deinhard Ln., traffic traveling southbound may experience longer wait times to turn east. At Lake St., signal timing can be optimized in the future as traffic congestion increases.



No Build 2050 Intersection Map

TRAFFIC OPERATIONS: SAFETY

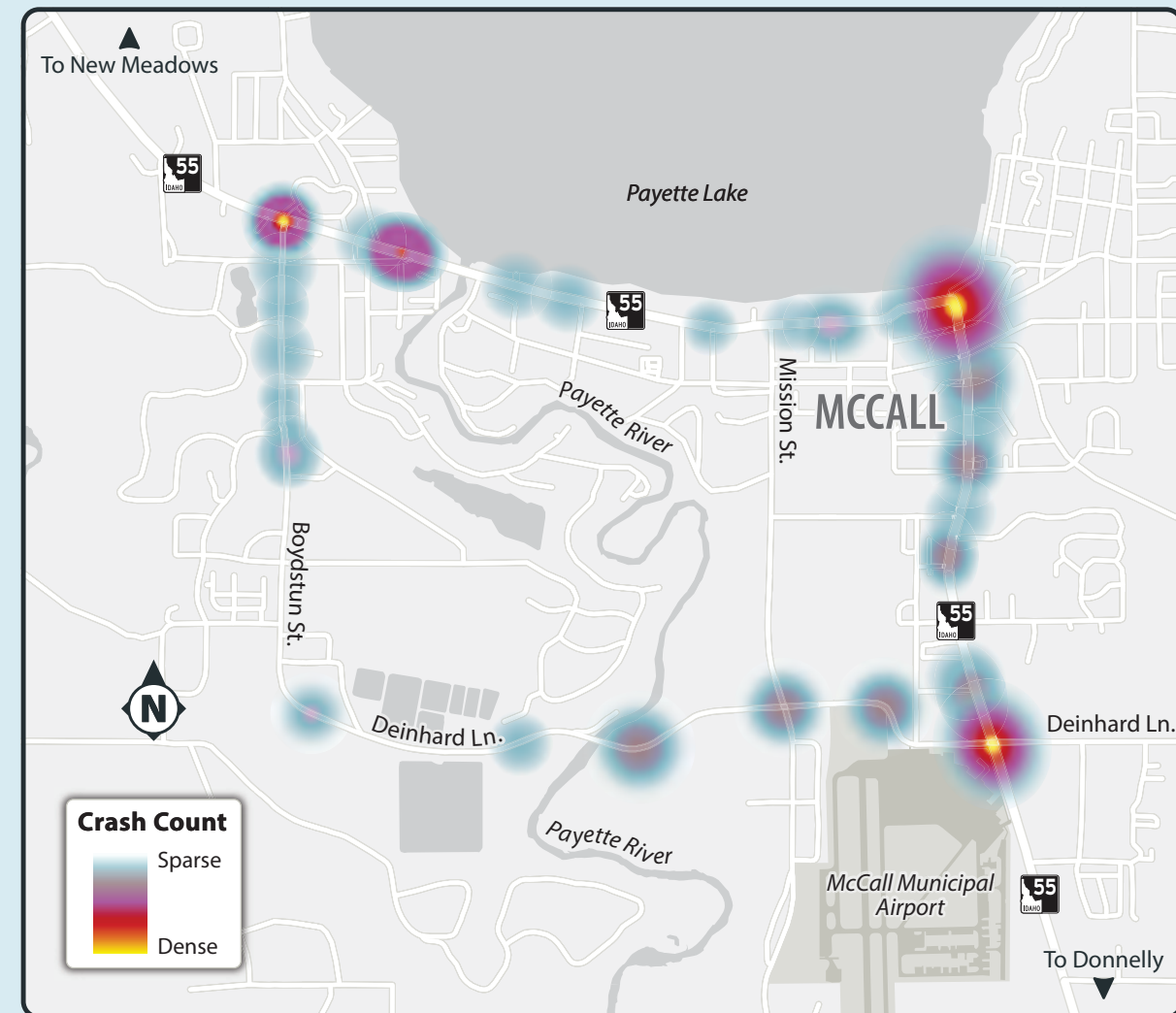
Corridor Crashes

To understand ways to improve safety for all modes of transportation, including those driving, walking, biking, and rolling, 101 corridor crashes from 2019 to 2023 were analyzed and compared to statewide crash averages. The project corridors had nearly 12% more injury crashes than the statewide average, but fewer fatalities.

Improving Safety

Safety can be improved through several methods. A few that may apply to this project are:

- **Deinhard Lane and Boydstun Street**
 - Improving the busy Boydstun and Lake Streets intersection, currently controlled with a one-way stop sign
 - Improving the geometry (modifying the sharp curves near the fire station) on Deinhard can improve visibility and sight distance
- **3rd and Lake Streets**
 - Creating separate facilities for vehicles and those on foot or wheels can improve safety
 - Adding sidewalks and bicycle facilities, which can improve pedestrian safety and mobility



Crash Count 2019 - 2023

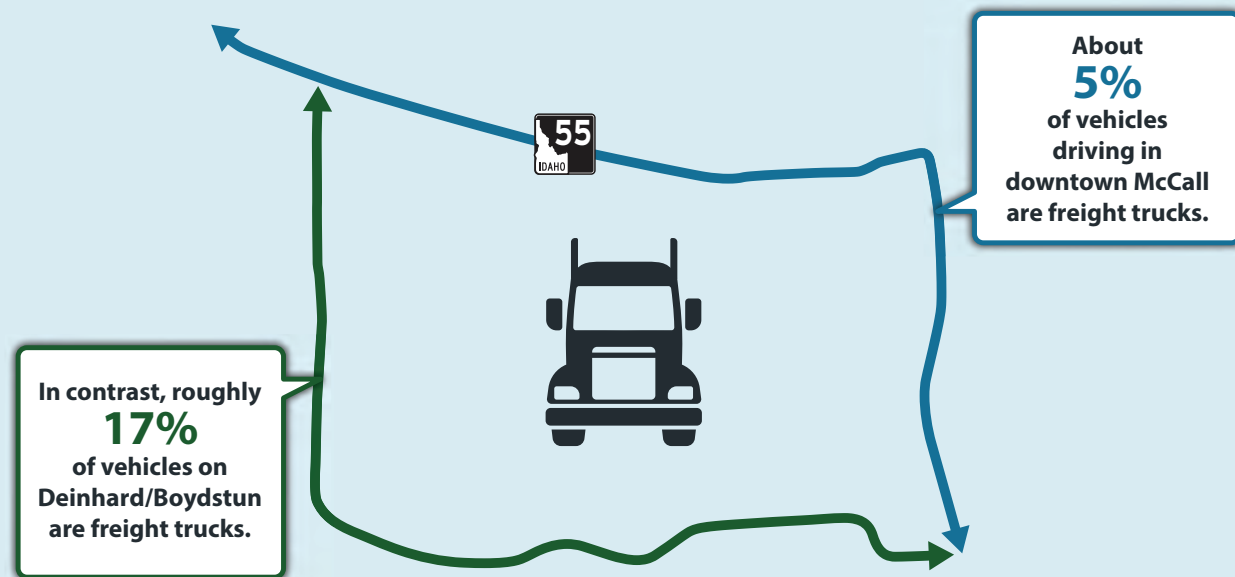
TRAFFIC OPERATIONS: THROUGH TRIPS AND DOWNTOWN

Planning for Increasing Travel to and through McCall

A potential corridor exchange would keep pass-through freight and long-distance travelers out of downtown, improving efficiency and allowing for safer walking, biking, and rolling on 3rd and Lake Streets.

Traveling by Deinhard/Boydston saves drivers time — currently one minute — which may increase in the future as additional delays occur downtown.

Many knowledgeable freight and through travelers already utilize Deinhard/Boydston as a route around downtown. This potential change in ownership would ensure that funding and maintenance — especially winter maintenance — align with how the roads are currently being used.



Freight Trips in McCall



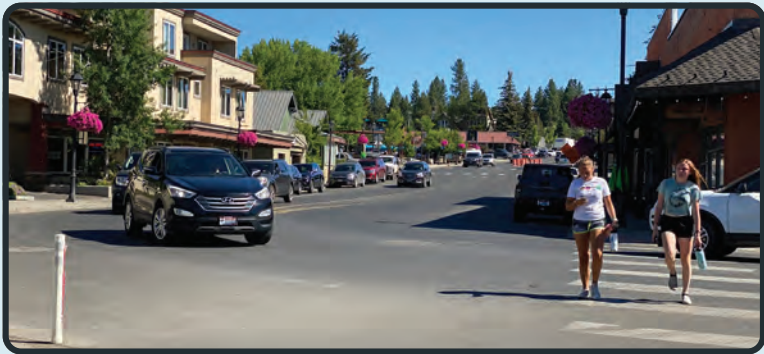
Through Trips in McCall

WALKING AND BIKING IN MCCALL

Many residents and tourists frequently visit McCall’s downtown area. From Colorado Street to 1st Street, sidewalk and pedestrian facilities are constant and nearly all compliant with current accessibility standards. Outside of this area, pedestrian and bicycle facilities on 3rd and Lake Streets are intermittent to absent. The figure identifies the current gaps in pedestrian and bicycle facilities.

Downtown Congestion in Summertime

McCall experiences an influx of tourists and part-time residents during the summer months, whose presence in downtown supports McCall economic development. Midblock crossings currently utilize pedestrian-held flags, and walkers cross at-will. During busy summer weekends, drivers can experience significant wait times traveling through downtown McCall due to near constant pedestrian crossings every few blocks.



The picture above shows pedestrians navigating a portion of the existing SH-55 corridor that lacks sidewalks near downtown McCall.



Current Bike Paths and Areas on 3rd and Lake Streets Lacking Sidewalks

CONCEPT DEVELOPMENT AND EVALUATION

Concept Development




- **Design Concepts** developed for potential improvements for this project are presented today. Each concept may be considered on its own or in combination with other concepts.
- The project team's next step is to use feedback from the public and additional data to refine the concepts to develop a **Preferred Preliminary Design** by spring 2026.
- A **No Build Alternative** is required in all stages of the environmental review process and maintains the existing roadway network, without the proposed project. It serves as the baseline to which other concepts are compared.

Evaluation Criteria

Evaluation criteria measure the performance of concepts to guide decisions about which option(s) should move forward. Concepts will be screened using the following criteria utilizing the project Purpose & Need:

- **Improve mobility** of local, regional, and north-south intrastate travel and commerce for traffic through and around the downtown core of McCall
- **Reduce travel time** in and around McCall
- **Improve safety** for all modes of travel by reducing conflict points between vehicles and pedestrians
- **Consider costs and right of way acquisitions**, which influence constructability and project prioritization

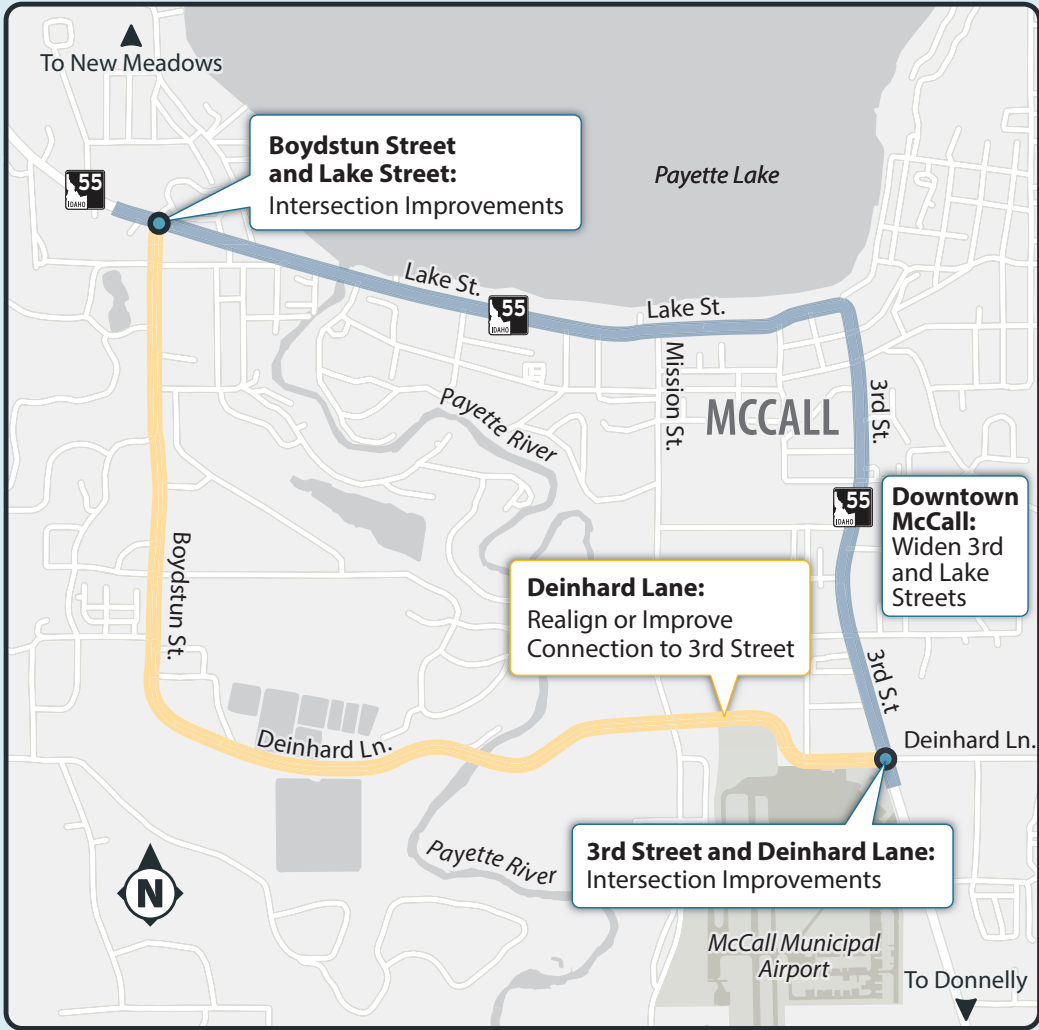
Potential Evaluation Outcomes

-  **Recommend Eliminating.** Concepts that do not meet Purpose & Need or have a fatal flaw — an impact or combination of impacts that prohibit a concept from being built — will be eliminated.
-  **Recommend Advancing.** Concepts that meet the Purpose & Need will be studied further in the next project phases.
-  **Under Consideration.** A few concepts are currently under review by the Federal Aviation Administration (FAA) and will be considered by the project team once that review is complete.

CONCEPT OVERVIEW

A potential SH-55 corridor exchange would redirect some traffic from going through downtown McCall to the proposed SH-55 around the downtown core. To better accommodate the new traffic patterns, intersection upgrades were developed and evaluated. Likewise, widening improvements were considered for 3rd and Lake Streets.

Concepts	Options	Recommendations
Downtown McCall: Widen 3rd and Lake Streets	Collection of widening options including the addition of bike lanes, sidewalks, and center turn lanes	Advancing
3rd Street and Deinhard Lane: Intersection Improvements	Redesign the southbound turn lane	Advancing
Deinhard Lane: Realign or Improve Connection to 3rd Street	Realign on Floyd St.	Eliminating
	Realign on McBride St.	Eliminating
	Improvements on Deinhard Ln.	Under Consideration (FAA Review)
Boydston Street and Lake Street: Intersection Improvements	Improvements to existing intersection configuration	Advancing all options
	Modified intersection with a free-flow movement for Boydston St. with one of the following: <ul style="list-style-type: none"> Stop sign at Lake St. with Turn Bays Intersection on Lakeside Ave. New intersection at Warren Wagon Rd. and a realigned Lakeside Ave. 	



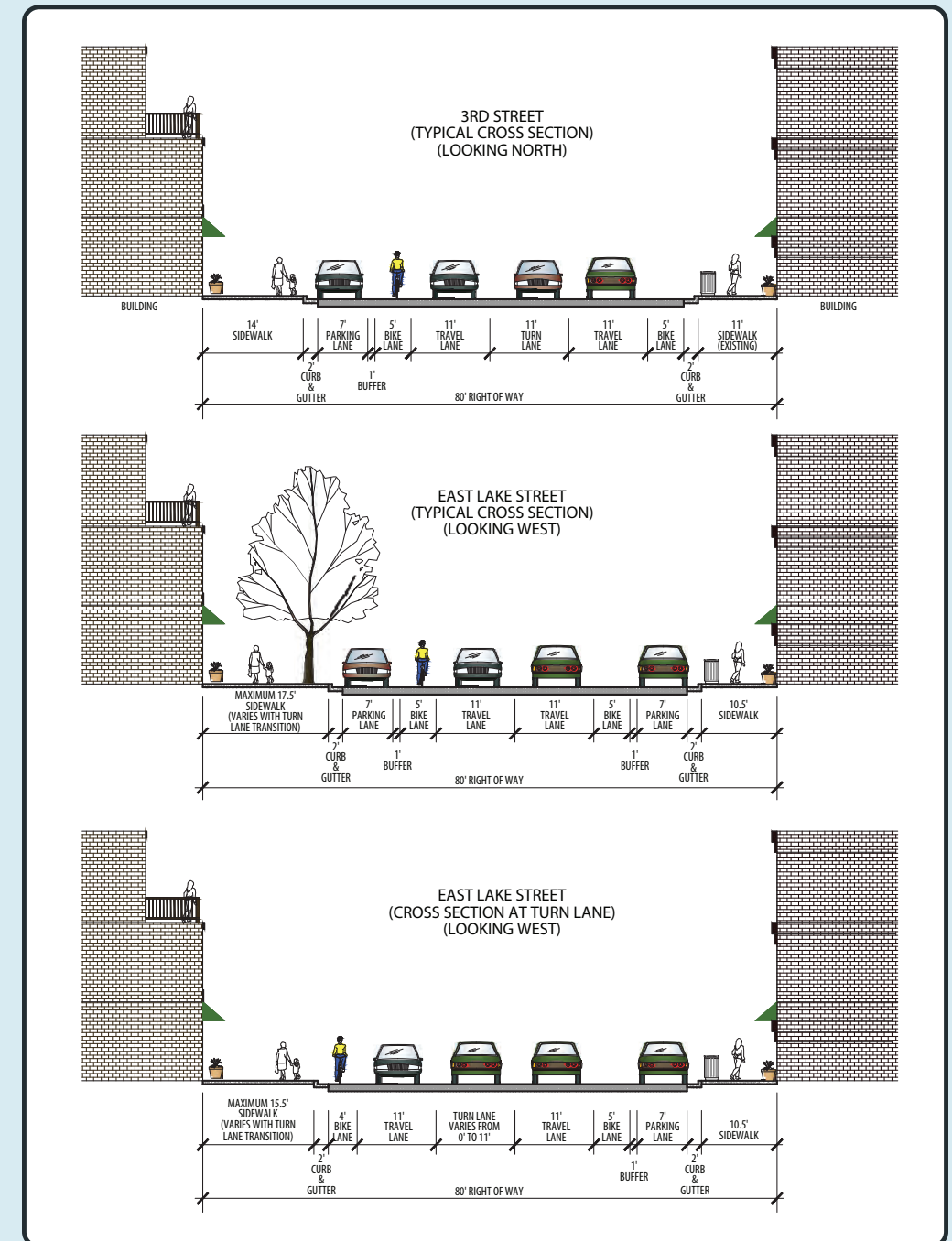
Concept Overview

DOWNTOWN MCCALL: WIDEN 3RD AND LAKE STREETS

This project is considering a concept to widen 3rd and Lake Streets with additional sidewalks and bike lanes as noted. Additional pedestrian, bike, and parking improvements could be considered and funded as part of a separate, future city project should the corridors exchange ownership. Additional details on planning are shared here and can also be found in McCall's Long-Term Planning Documents available at: mccall.idaho.us

Walking, Biking, and Driving in McCall

The City of McCall's Downtown Master Plan emphasizes safety and mobility for all roadway users with the goal to enhance the pedestrian consumer experience and create opportunities for niche business development. A conceptual sketch of 3rd and Lenora Streets (looking north) shows a potential crosswalk and streetscapes as illustrated in McCall's Downtown Master Plan. McCall's typical cross sections for 3rd and Lake Streets are shown as well.



DOWNTOWN MCCALL: WIDEN 3RD AND LAKE STREETS

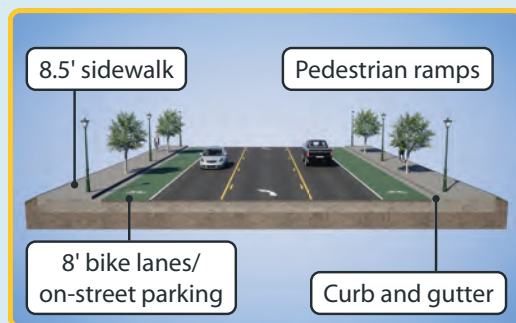


Recommend Advancing

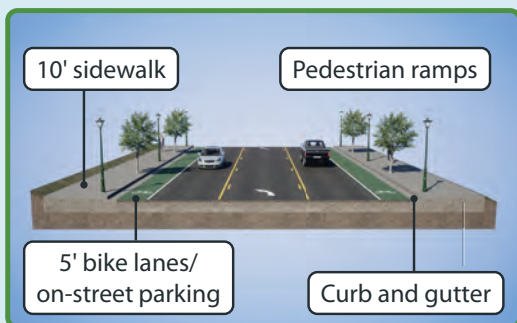
Collection of widening options including the addition of bike lanes, sidewalks, and center turn lanes

Potential improvements on 3rd and Lake Streets would enhance safety, add mobility for pedestrians, and reduce conflict points for vehicles. The improvements are meant to address deficiencies in the pedestrian, bicycle, and ADA compliance, incorporating recommendations from the Deinhard Lane Corridor Exchange Feasibility Study Report and McCall Master Plan.

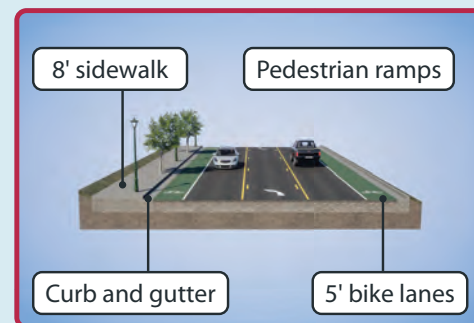
Deinhard Ln. to Floyd St.



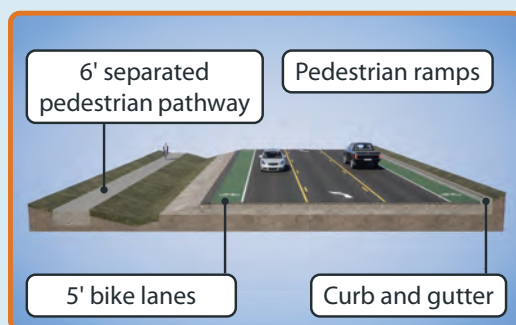
Floyd St. to Colorado St.



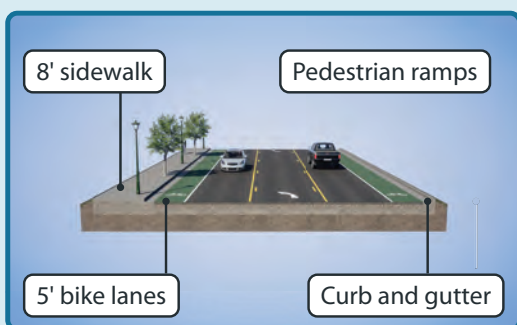
Albertsons on E. Lake St. to Mission St. (South Side)



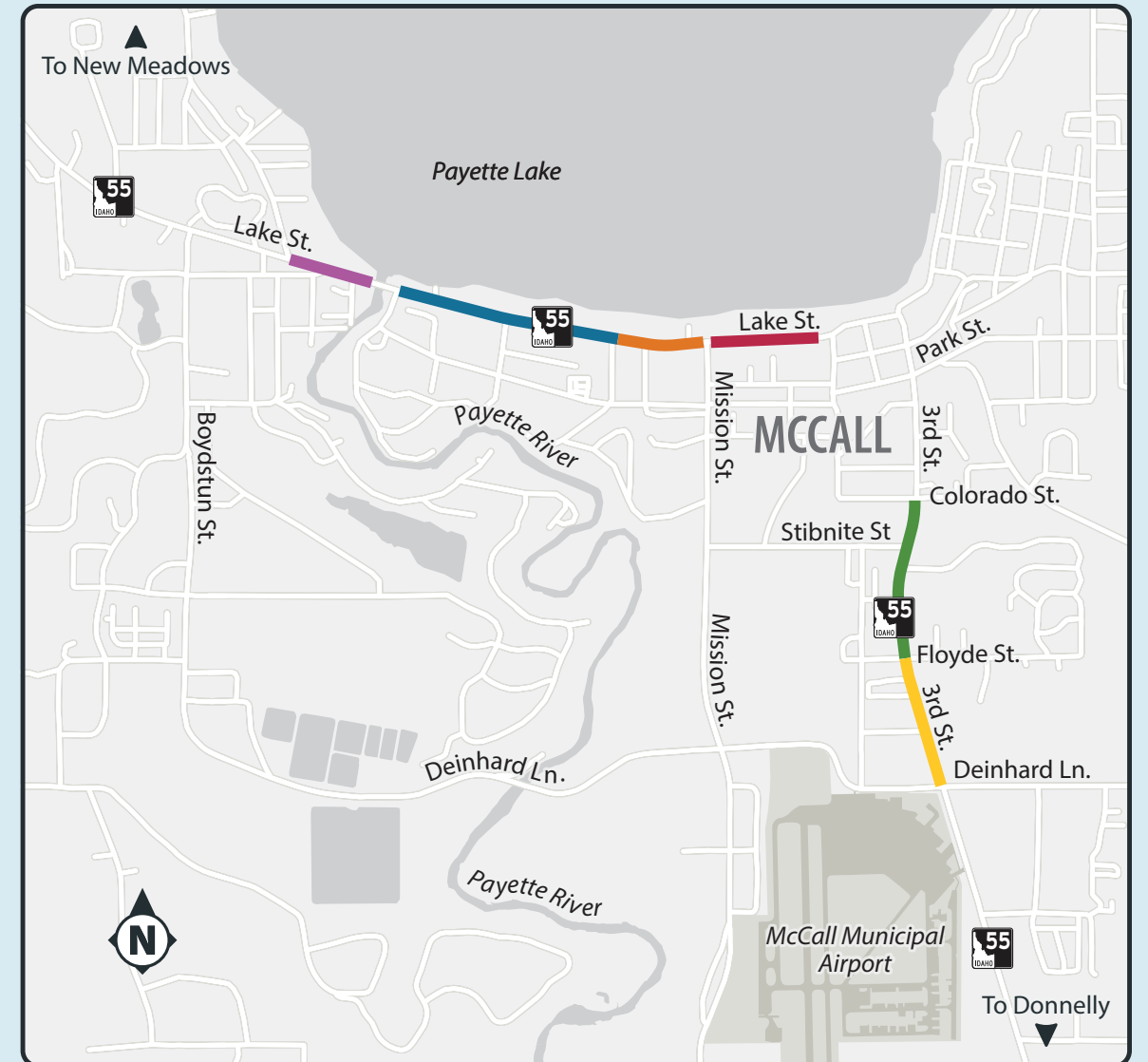
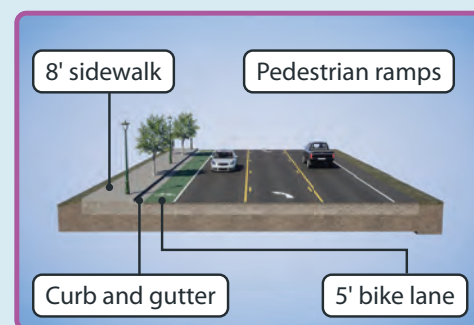
Mission St. to State St. (South Side)



State St. to Lardo Bridge (South Side)



West of Lardo Bridge to Warren Wagon Rd. (Both Sides of Roadway)



3rd and Lake Streets Widening Concept

DOWNTOWN MCCALL: WIDEN 3RD AND LAKE STREETS

This project is considering a concept to widen 3rd and Lake Streets with additional sidewalks and bike lanes as noted. Additional pedestrian, bike, and parking improvements could be considered and funded as part of a separate, future city project should the corridors exchange ownership.

Opportunity for Potential Traffic and Pedestrian Signals

In the future, traffic signals could be considered on 3rd and Lake Streets, when warranted. Specific crosswalk improvements have not been identified, but options may include mid-block crossing improvements such as:

- **Rapidly Flashing Beacons:** Marked crosswalks with pedestrian-activated flashing lights (top graphic)
- **HAWK Signals:** Pedestrian Hybrid Beacons temporarily stops traffic and assigns the pedestrian the right of way (bottom graphic)



3RD STREET AND DEINHARD LANE: INTERSECTION IMPROVEMENTS



Recommend Advancing

Redesign southbound turn lane

A separate project studying stand-alone improvement for this intersection determined the right turn radius is not optimal for extra-large freight trucks (class WB-67), like some mining vehicles.

The recommendation for an intersection reconfiguration including a free-running right with an acceleration lane from southbound Deinhard Ln. onto 3rd St./SH-55 will be considered as a concept in this project.

Potential Benefits

- New turn radius accommodates larger freight and mining vehicles
- A continuous free-running turn allows for faster travel times and mobility

Consideration

- Will require coordination with the McCall Airport



DEINHARD LANE: REALIGN OR IMPROVE CONNECTION TO 3RD STREET



Recommend Eliminating

Option 1: Realign on Floyde St.



Recommend Eliminating

Option 2: Realign on McBride St.

Recommend Eliminating: Realignment of Deinhard Ln. onto Floyde or McBride Streets was considered, but neither option offered any traffic operation benefits and were eliminated.



Under Consideration

Option 3: Redesign Deinhard Ln.

Under Consideration: Deinhard Ln. Options

- Several options for improvements may be considered on or near Deinhard Ln. shown in the blue area.
- Because Deinhard Ln. is adjacent to the airport, the project team submitted a Runway Protection Zone (RPZ) alternatives analysis to the FAA for review. This analysis looks at the alternative roadway options through or around the RPZ to determine what is acceptable to the FAA.



Improvements will be considered within the blue area of the map.

Because the outcome of the RPZ alternative analysis is not available prior to this public meeting, please feel free to share concerns for improvements that the project team may consider within this area.

BOYDSTUN STREET AND LAKE STREET: INTERSECTION IMPROVEMENTS



Recommend Advancing

Option 1: Improvements to the existing intersection configuration, including adding a traffic signal, adding turn bays, and shoulder widening

This concept improves the existing intersection with a new traffic signal, turn bays, and wider shoulders.



Potential Benefits

- Improved safety from the additional turn bay on W. Lake St. for traffic turning southbound on Boydston St.
- Requires minimal right of way acquisition compared to other concepts for this intersection

Considerations

- Requires modification to the existing pedestrian tunnel
- The new traffic signal may delay through-trip travel times

BOYDSTUN STREET AND LAKE STREET: INTERSECTION IMPROVEMENTS



Recommend Advancing

Option 2: Improvements to the existing intersection configuration with free-flow movement for SH-55 traffic on Boydston St. Lake St. would have a new stop sign with turn bays.

This concept includes installing a curve that goes north to west and creates a through movement for traffic traveling on the proposed SH-55 route (existing Boydston St.).

Left-turn lanes and right-turn lanes assist traffic turning onto E. Lake St. Traffic going west from the downtown core must stop and yield to traffic on proposed SH-55.



Potential Benefits

- Improves travel time for through travelers utilizing Deinhard/Boydston

Considerations

- Additional right of way may be needed due to the proposed curve
- May increase delays for the southbound left turn from Lake St. to Boydston St.
- Additional work would be needed to extend a pedestrian tunnel that currently goes under SH-55 just west of the intersection

BOYDSTUN STREET AND LAKE STREET: INTERSECTION IMPROVEMENTS



Recommend Advancing

Option 3: Modified intersection with free-flow movement for SH-55 traffic on Boydston St. Lake St. would be rerouted onto new Lakeside Ave. intersections.

This concept creates a cul-de-sac where E. Lake St. currently intersects Boydston St.

Traffic traveling on proposed SH-55 heading toward the downtown core would be able to take Lakeside Ave. to access downtown McCall rather than Lake St. Traffic on the proposed SH-55 can flow unimpeded.



Potential Benefits

- Separates Warren Wagon Rd. traffic from the SH-55 traffic, which results in a less congested intersection
- There will not be an intersection on the curve, improving sight distance
- Improves travel time for through travelers utilizing Deinhard/Boydston

Considerations

- Improvements to Lakeside Ave. would be required to meet the width requirements for a two-lane street with heavy traffic
- May increase delays for the southbound left turn from Lakeside Ave. to Boydston St.
- Additional work would be needed to extend a pedestrian tunnel that currently goes under SH-55 just west of the intersection

BOYDSTUN STREET AND LAKE STREET: INTERSECTION IMPROVEMENTS



Recommend Advancing

Option 4: Modified intersection with free-flow movement for SH-55 traffic on Boydstun St. A new intersection created at Warren Wagon Rd. and a realigned Lakeside Ave.

This concept creates a cul-de-sac where E. Lake St. currently intersects Boydstun St.

Traffic traveling on proposed SH-55 heading toward the downtown core would be able to take Lakeside Ave. to access downtown McCall rather than Lake St. Traffic on the proposed SH-55 can flow unimpeded.

A four-way intersection is created, with Warren Wagon Rd. going north, Lakeside Ave. going south, and E. Lake St. going east to west. The proposed Lakeside Ave. would curve northward to meet the four-way intersection.



Potential Benefits

- There will not be an intersection on the Boydstun St. curve, improving sight distance
- Improves travel time for through travelers utilizing Deinhard/Boydstun

Considerations

- This layout would relocate parking area from west side of Lardos restaurant
- The resulting four-way intersection may increase delays for eastbound left turns from Warren Wagon Rd. onto Lake St. in addition to the southbound left turn from Lakeside Ave. to Boydstun St.
- Additional work would be needed to extend a pedestrian tunnel that currently goes under SH-55 just west of the intersection

SHARING YOUR INPUT AND NEXT STEPS

Public Input

Feedback from the public helps identify solutions that fit local needs. Please help shape this project and your community roadways:

1. **Provide feedback on the project draft Purpose & Need and evaluation criteria**
2. **Share your input on concepts under consideration**
3. **Offer additional comments — what else would you like us to know?**



Comment forms are available at the sign-in desk, or you can scan the QR code to access the meeting information and survey online.

Comments are always welcome but can best be used by August 20, 2025.



In person: Return to the sign-in table before you leave

Online: Scan the QR code for the online survey

By mail: 8150 W Chinden Blvd, Boise, ID 83714

By email: info@sh55deinhard-boydstun.com

Next Steps

This fall, the project team will use public input and engagement with a community working group to refine concepts and the project's Purpose & Need. We'll share the updated preliminary design, including potential project costs and specific roadway elements, at a public meeting this spring 2026.

**Thank you
for your
participation!**



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City of McCall

Participate in the
online public meeting:
sh55deinhard-boydstun.com





Email:

info@sh55deinhard-boydstun.com

Phone:

208-315-6002



City of McCall

Project Questions



What questions or comments do you have about the evaluation criteria?

What questions or comments do you have about the concepts?

What other comments would you like to share with us?



Public Meeting Feedback



Please mark how effective the public meeting was in improving your understanding of the SH-55, Deinhard to Boydston Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the public meeting?

- | | |
|---|--|
| <input type="checkbox"/> Postcard | <input type="checkbox"/> ITD website |
| <input type="checkbox"/> Public notice: Social media | <input type="checkbox"/> Email from project team |
| <input type="checkbox"/> Public notice: Newspaper (online) | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Public notice: Newspaper (print) | <input type="checkbox"/> Other (please specify): _____ |
| <input type="checkbox"/> Media coverage: TV, newspaper, radio | _____ |

Contact Information

Name: _____

Address: _____ City: _____

Address 2: _____

State: _____ ZIP: _____ Phone Number: _____

Email: _____



Demographics

The questions below are optional and voluntary.

What is your gender?

Male Female

Are you a person with a disability?

Yes No

What race do you most identify as?

American Indian (Tribal Native)/Alaskan Native Asian Hispanic
 Native Hawaiian and other Pacific Islander White Other
 Black

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). It will become part of the public record for this project, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the project, though you may unsubscribe from updates at any time.

You can return your comments at the public meeting to a member of the team or in the comment box at the sign-in table. To return comments by email or mail, please send them by **Aug. 20, 2025**, to:

Email: info@sh55deinhard-boydstun.com

Mail to: Idaho Transportation Department, District 3
Attn: Jill Youmans
8150 W Chinden Blvd
Boise, ID 83714



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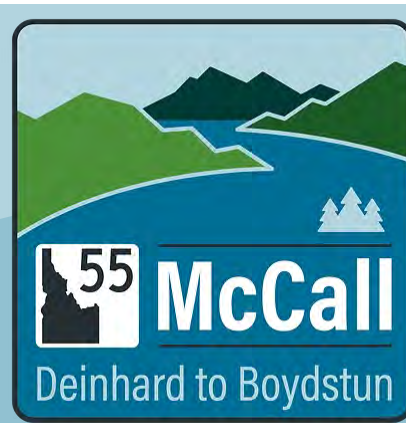
City of McCall



Thank you!

For up-to-date details and project information, visit
itdprojects.idaho.gov/pages/sh55deinhard-boydstun

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Welcome to the Online Public Meeting!

SH-55, Deinhard to Boydston

The purpose of this meeting is to:

- Provide an overview of potential project designs
- Share our initial analysis as we begin evaluating the designs
- Ask for your feedback on the design concepts, project Purpose & Need, and evaluation criteria



Photo credit: City of McCall

Thank you for participating in the online public meeting!

[Next](#)

Questions? Contact us at [208-315-6002](tel:208-315-6002) or info@sh55deinhard-boydstun.com.



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How To Participate

- 1 Familiarize yourself with the potential project designs, Purpose & Need, and evaluation criteria



Scroll through the entire online public meeting using the "Next" button at the bottom of each page.

- 2 Provide input by Aug. 20, 2025

Take the Survey

Your input is an important part of the process.



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Overview

ITD and the City of McCall are partnering to design preliminary roadway improvements for SH-55 and Deinhard Lane to Boydston Street.



Project Area Map: Deinhard/Boydston and SH-55 on 3rd and Lake Streets

SH-55 is part of the primary north-south corridor connecting Boise and central Idaho. Through downtown McCall, SH-55 functions as the city's "Main Street." Growth and increasing traffic through downtown have placed pressure on the route's function as an efficient state highway.

This project focuses on determining the proper use and ownership of each roadway and designing improvements accordingly. **One potential solution includes exchanging the ownership of SH-55 and Deinhard Ln. to Boydston St. (Deinhard/Boydston), reducing traffic in downtown McCall.**

We need your feedback to refine the first phase of concept design and analysis.

Download the Flyer

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Design Process

Preliminary designs are being developed for improvements to existing SH-55 and Deinhard/Boydston to support a potential corridor exchange and the needs of travelers and the community. To support these designs, the project team follows a process:

Goal Setting with a Draft Purpose & Need

Purpose & Need statements are used to guide the decision-making process and are established early in the planning process.

Data Collection

To understand study area conditions, the project team collects and documents existing and predicted future conditions to capture transportation, population growth, land use, environmental and socioeconomic conditions, and more.

Traffic Analysis

Traffic teams develop a detailed understanding of existing and future traffic conditions, including crashes, level-of-service analysis, and travel pattern identification, including freight.

Concept Design Including Alternative Development and Evaluation

The performance of potential solutions is analyzed with the goal to improve project area mobility and safety for all users - passenger and commercial vehicles and those who walk, bike, and roll.

Community Involvement

In our current phase, the project team is meeting with property owners, businesses, and other community members to listen to and understand community needs to provide a collaborative process. Feedback received will be used to refine initial design concepts and the project's Purpose & Need which will be presented in spring 2026 for further feedback.

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History and Project Schedule

2006: Past Study Outcomes

In 2006, ITD studied a reroute of SH-55 to start below the McCall Airport at Johnson Ln. However, this concept was dismissed and deemed not feasible for the area based on environmental impacts and a poor cost-benefit ratio, and no action was taken.

2024-2026: Current Project

To fund this preliminary design project, ITD and the City of McCall were awarded a RAISE grant: Rebuilding American Infrastructure with Sustainability and Equity.

By spring 2026, the project team will identify the costs and specific design elements needed to bring both roadways up to highway and city standards for a potential corridor exchange. No funding for either roadway's improvements beyond this initial design phase has been identified.



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Draft Purpose & Need

Purpose & Need

Purpose & Need statements are used to develop, evaluate, and guide the decision-making process. ITD encourages community and agency input in developing the proposed Purpose & Need of a project:

- The **purpose** as to why improvements are being proposed
- The transportation **needs** to be addressed and the underlying causes of the problems

The purpose of the SH-55 Deinhart/Boydston project is to enhance highway safety and operations by:

- Improving the **mobility** of local, regional, and north-south intrastate travel and commerce for traffic through and around the downtown core of McCall
- Reducing **travel time** in and around McCall by traveling via the Deinhart/Boydston corridor versus the existing SH-55 corridor
- Improving **safety** for all modes of travel by reducing conflict points between vehicles and pedestrians by the addition of signals and turn lanes at intersections
- Defining, designing, and **prioritizing improvements** to the proposed exchanging of SH-55 and Deinhart/Boydston to current state highway and city design standards



The existing SH-55 route through McCall has been an evolving corridor since the 1930s. In the more than 90 years since, McCall and the region have experienced substantial growth.

The need for these improvements is driven by the following:

- Existing SH-55 is experiencing delay, safety, and congestion issues due to the density of pedestrian and bicycle traffic in the City of McCall. SH-55 operates at speeds that limit the function of an efficient state highway link while creating high-risk conflict points with heavy seasonal pedestrian traffic. In turn, these conflict points create delay for local and regional travelers.
- On SH-55, the turn at 3rd and Lake Streets does not meet current state highway design standards.
- To improve the functionality, an improved route for SH-55 with increased posted speed and access control, as needed.
- Community engagement in the McCall Downtown Master Plan (2013), McCall Transportation Plan (2017), and McCall Area Comprehensive Plan (2018) all call for multimodal downtown roadways and/or directly reference the creation of the SH-55 alternate route.

Additional Goals for the Project:

- Consider the local culture, history, workforce, and economy of the City of McCall and Valley County
- Support local and regional planning efforts
- Avoid or minimize impacts to the environment including adding protections for Payette Lake
- Understand the needs and movements of people who walk and bike in the project area, including seasonal traffic

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Environmental Scan and Agency Coordination

As part of this project, a study was conducted to identify natural and built environmental resources to guide concept development and evaluation. The locations of these resources will be carefully documented through environmental analysis (National Environmental Policy Act).

To support this effort, the project team is collaborating with the McCall Airport, Federal Aviation Administration, and other agencies on these environmental considerations.



Photo credit: City of McCall

Hazardous Materials

This project looks to add protections for Payette Lake - McCall's sole source of drinking water and a primary tourist attraction - against the transport of hazardous materials by rerouting those trucks away from the downtown corridor and lakefront.

This is especially important because increased mining in the southwest corner of Valley County is estimated to increase the number of loads rolling past the lake by 52-66 trips per day starting in 2028, with each load potentially containing hazardous materials.

Potential Corridor Exchange

One potential solution of this project includes exchanging the classification and ownership of SH-55 and Deinhard/Boydston.

Several entities would need to approve the potential corridor exchange, including the Idaho Transportation Board, the City of McCall, and the Federal Highway Administration.

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Community Involvement



Collaborative Planning

McCall city officials and citizens have worked together on many recent efforts to create transportation plans for the community. Documents are available at mccall.idaho.us and include:

- Downtown Master Plan (2013)
- McCall Area Comprehensive Plan (2018)
- McCall Master Transportation Plan (2017)



Early Input on Initial Concepts

Summer 2025: Public feedback is an important part of creating solutions that consider community values. Throughout the summer of 2025, the project team is contacting corridor landowners, businesses, freight partners, and agencies to inform them about the project and gather early input. **This meeting is part of that outreach to understand local needs and community perceptions of transportation needs in the project area.**



Refining Solutions

This meeting is just the first step in creating potential solutions for SH-55 and Deinhard/Boydston.

Fall 2025 – Spring 2026: Feedback received will be used to refine initial design concepts and the project's Purpose & Need. Engineering best practices are then utilized to analyze and refine concepts with additional environmental, traffic, safety, and planning data. The project team will then meet with a community working group who will serve in an advisory role to provide community input on the updated concepts. Community working groups are made up of community members, including local business owners, emergency management, and elected officials.

The project team will use the input to create a preferred preliminary design that will be presented to the public in April 2026 for further input.



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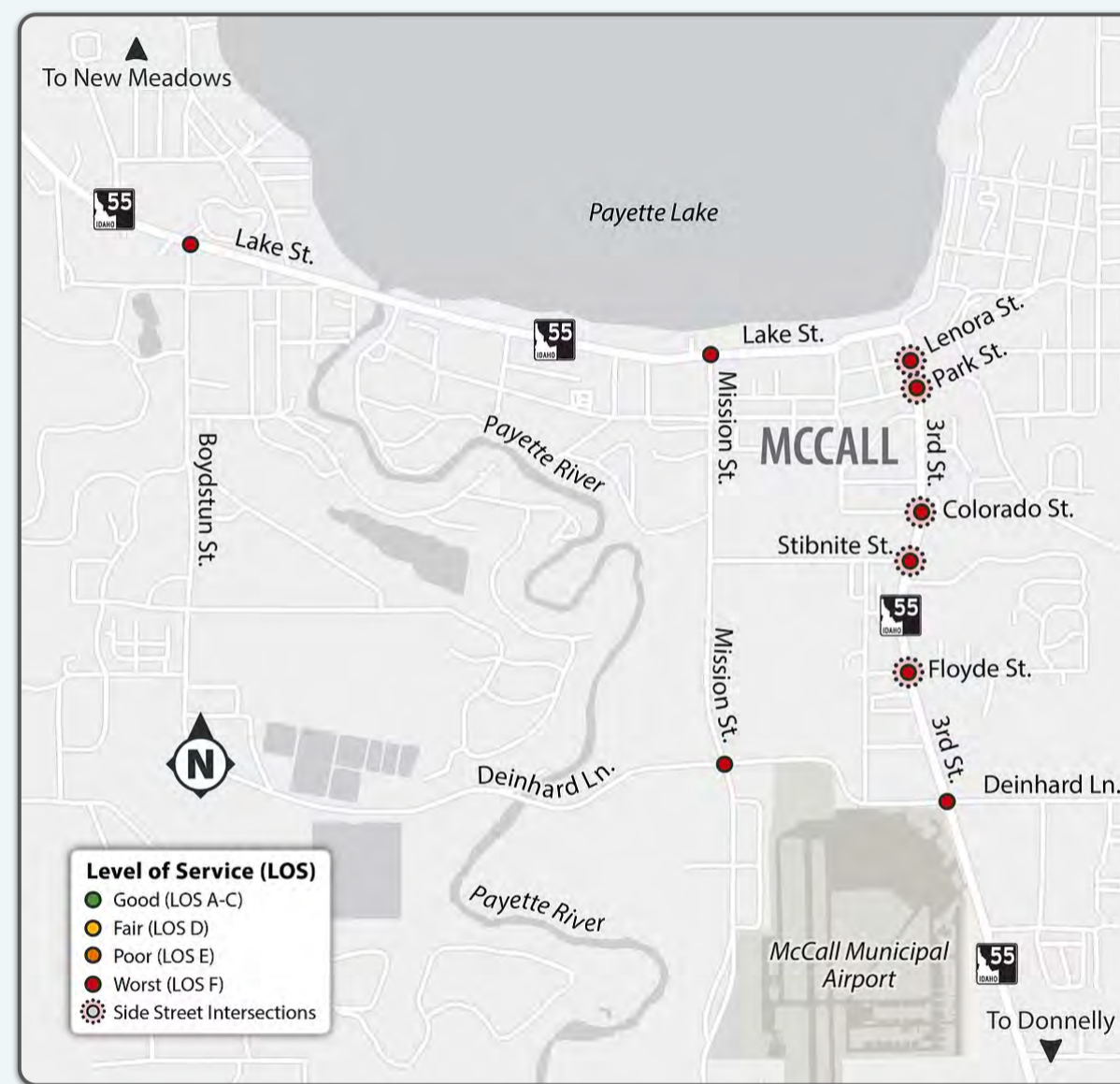
Traffic Operations: LOS

What is Level of Service (LOS)?

LOS grades traffic delays (wait times) from A to F. Growth in McCall is anticipated to increase around 2-3% annually. Intersections in the project area currently operate at an acceptable level of service. We anticipate some specific intersection movements may degrade to a LOS F by 2050, the design year we use to assess future conditions if no action is taken (No Build).

No Build 2050: Side Street Intersections with SH-55

Traffic is anticipated to increase around 1% annually on side streets. SH-55 traffic flow would remain stable, but movements from side streets onto or across SH-55 would experience significant delays. Those locations are included on the map.



No Build 2050 Intersection Map

No Build 2050: Key Intersections

With no improvements, a variety of issues are predicted at existing intersections in the project area.

- **3rd Street and Deinhard Lane.** A separate project studying stand-alone improvement for this intersection determined the right turn radius is not optimal for extra-large freight trucks (class WB-67), like some mining vehicles. That recommendation will be presented in this project as potential improvement for consideration.
- **Lake Street and Boydstun Street.** Drivers can experience long wait times to turn left at the stop sign on Boydstun St. onto Lake St. Should the corridor exchange occur, this delay would be further exacerbated without improvements. Potential options for improvements were developed in this project's concepts.
- **Mission Street at Deinhard Lane and Lake Street.** At Deinhard Ln., traffic traveling southbound may experience longer wait times to turn east. At Lake St., signal timing can be optimized in the future as traffic congestion increases.

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Traffic Operations: Safety

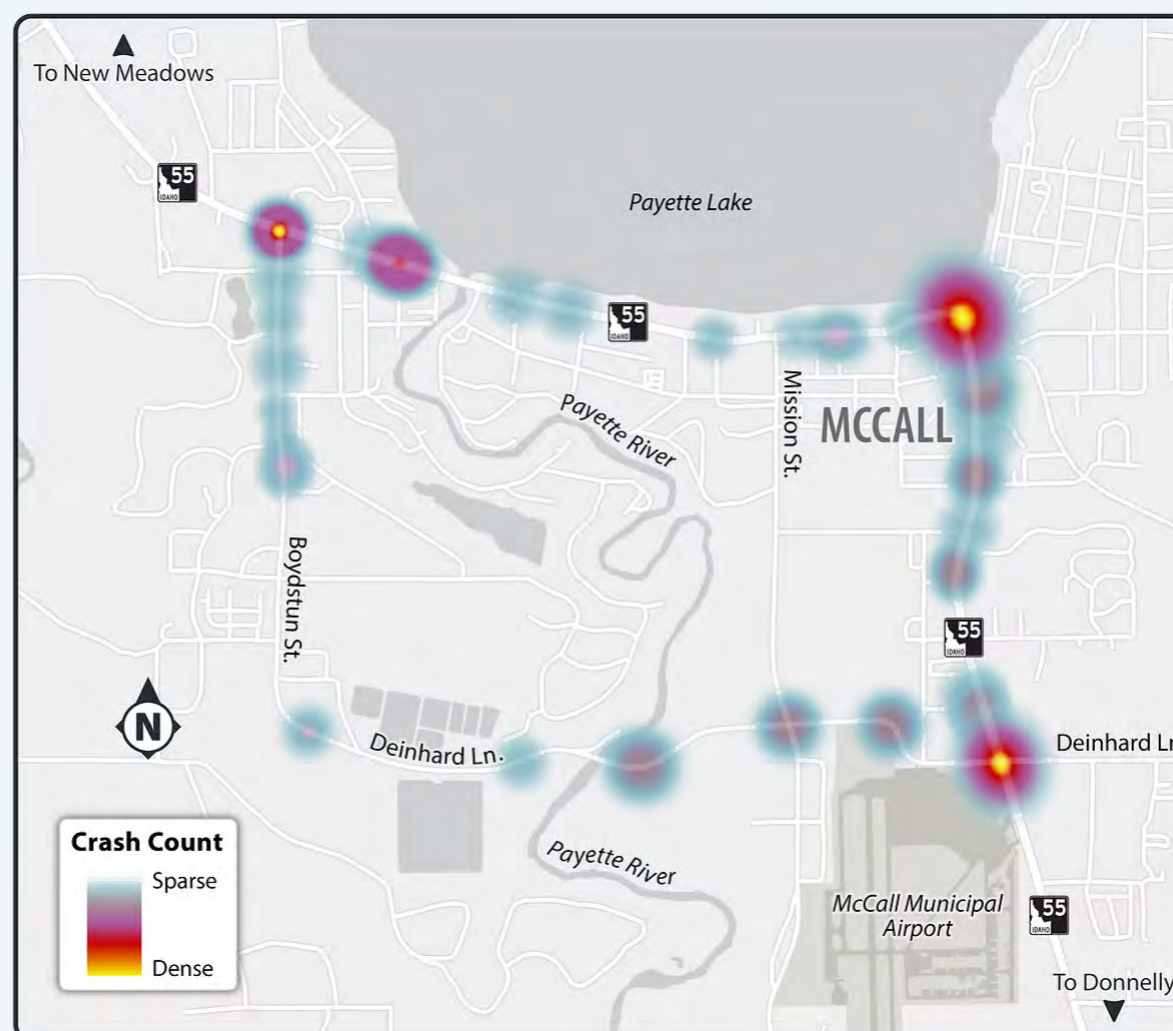
Corridor Crashes

To understand ways to improve safety for all modes of transportation, including those driving, walking, biking, and rolling, 101 corridor crashes from 2019 to 2023 were analyzed compared to statewide crash averages. The project corridors had nearly 12% more injury crashes than the statewide average, but fewer fatalities.

Improving Safety

Safety can be improved through several methods. A few that may apply to this project are:

- **Deinhard Lane and Boydston Street**
 - Improving the busy Boydston and Lake Streets intersection, currently controlled with a one-way stop sign
 - Improving the geometry (modifying the sharp curves near the . re station) on Deinhard can improve visibility and sight distance
- **3rd and Lake Streets**
 - Creating separate facilities for vehicles and those on foot or wheels can improve safety
 - Adding sidewalks and bicycle facilities which can improve pedestrian safety and mobility



Crash Count 2019 - 2023

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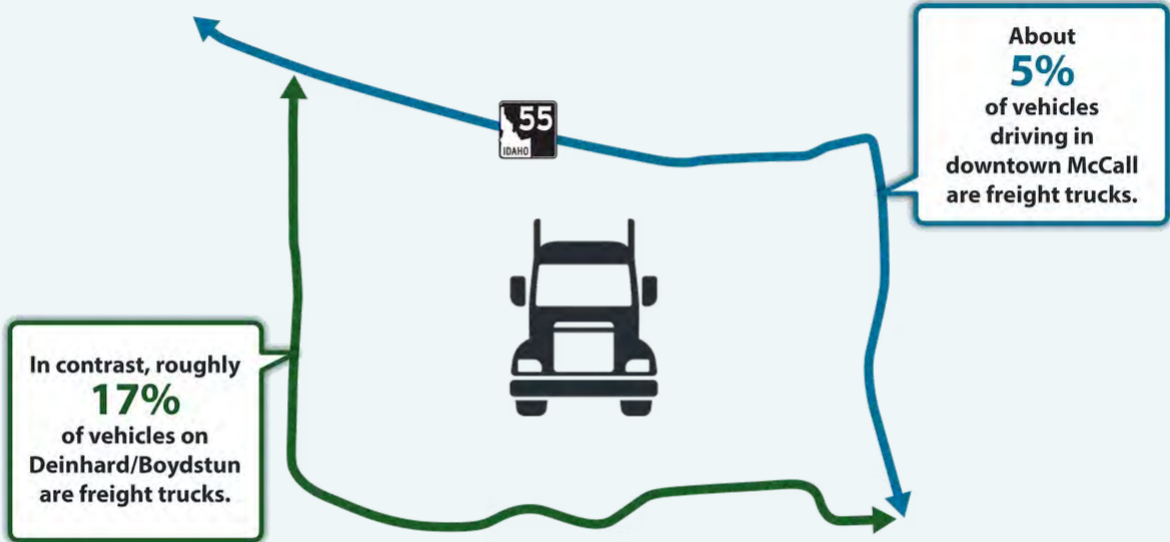
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Traffic Operations: Through Trips & Downtown

Planning for Increasing Travel to and through McCall

A potential corridor exchange would keep pass-through freight and long-distance travelers out of downtown, improving efficiency and allowing for safer walking, biking, and rolling on 3rd and Lake Streets. **Traveling by Deinhard/Boydston saves drivers time — currently one minute — which may increase in the future as additional delays occur downtown.**

Many knowledgeable freight and through travelers already utilize Deinhard/Boydston as a route around downtown. This potential change in ownership would ensure that funding and maintenance - especially winter maintenance - align with how the roads are currently being used.



Freight Trips in McCall

Through Trips in McCall

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Walking & Biking in McCall

Many residents and tourists frequently visit McCall's downtown area. From Colorado Street to 1st Street, sidewalk and pedestrian facilities are constant and nearly all compliant with current accessibility standards. Outside of this area, pedestrian and bicycle facilities on 3rd and Lake Streets are intermittent to absent. The figure identifies the current gaps in pedestrian and bicycle facilities.



The picture above shows pedestrians navigating a portion of the existing SH-55 corridor that lacks sidewalks near downtown McCall.

Downtown Congestion in Summertime

McCall experiences an influx of tourists and part-time residents during the summer months, whose presence in downtown supports McCall economic development. Midblock crossings currently utilize pedestrian-held flags, and walkers cross at-will. During busy summer weekends, drivers can experience significant wait times traveling through downtown McCall due to near constant pedestrian crossings every few blocks.



Current Bike Paths and Areas on 3rd and Lake Streets Lacking Sidewalks

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Concepts: Development & Evaluation

Concept Development

- **Design Concepts** developed for potential improvements for this project are presented today. Each concept may be considered on its own or in combination with other concepts.
- The project team's next step is to use feedback from the public and additional data to refine the concepts to develop a **Preferred Preliminary Design** by spring 2026.
- A **No Build Alternative** is required in all stages of the environmental review process and maintains the existing roadway network, without the proposed project. It serves as the baseline to which other concepts are compared.

Evaluation Criteria

Evaluation criteria measure the performance of concepts to guide decisions about which option(s) should move forward. Concepts will be screened using the following criteria utilizing the project Purpose & Need:

- **Improve mobility** of local, regional, and north-south intrastate travel and commerce for traffic through and around the downtown core of McCall
- **Reduce travel time** in and around McCall
- **Improve safety** for all modes of travel by reducing conflict points between vehicles and pedestrians
- **Consider costs and right of way acquisitions**, which influence constructability and project prioritization

Potential Evaluation Outcomes

- ✗ **Recommend Eliminating.** Concepts that do not meet Purpose & Need or have a fatal flaw - an impact or combination of impacts that prohibit a concept from being built - will be eliminated.
- ➡ **Recommend Advancing.** Concepts that meet the Purpose & Need will be studied further in the next project phases.
- 🔍 **Under Consideration.** A few concepts are currently under review by the Federal Aviation Administration (FAA) and will be considered by the project team once that review is complete.

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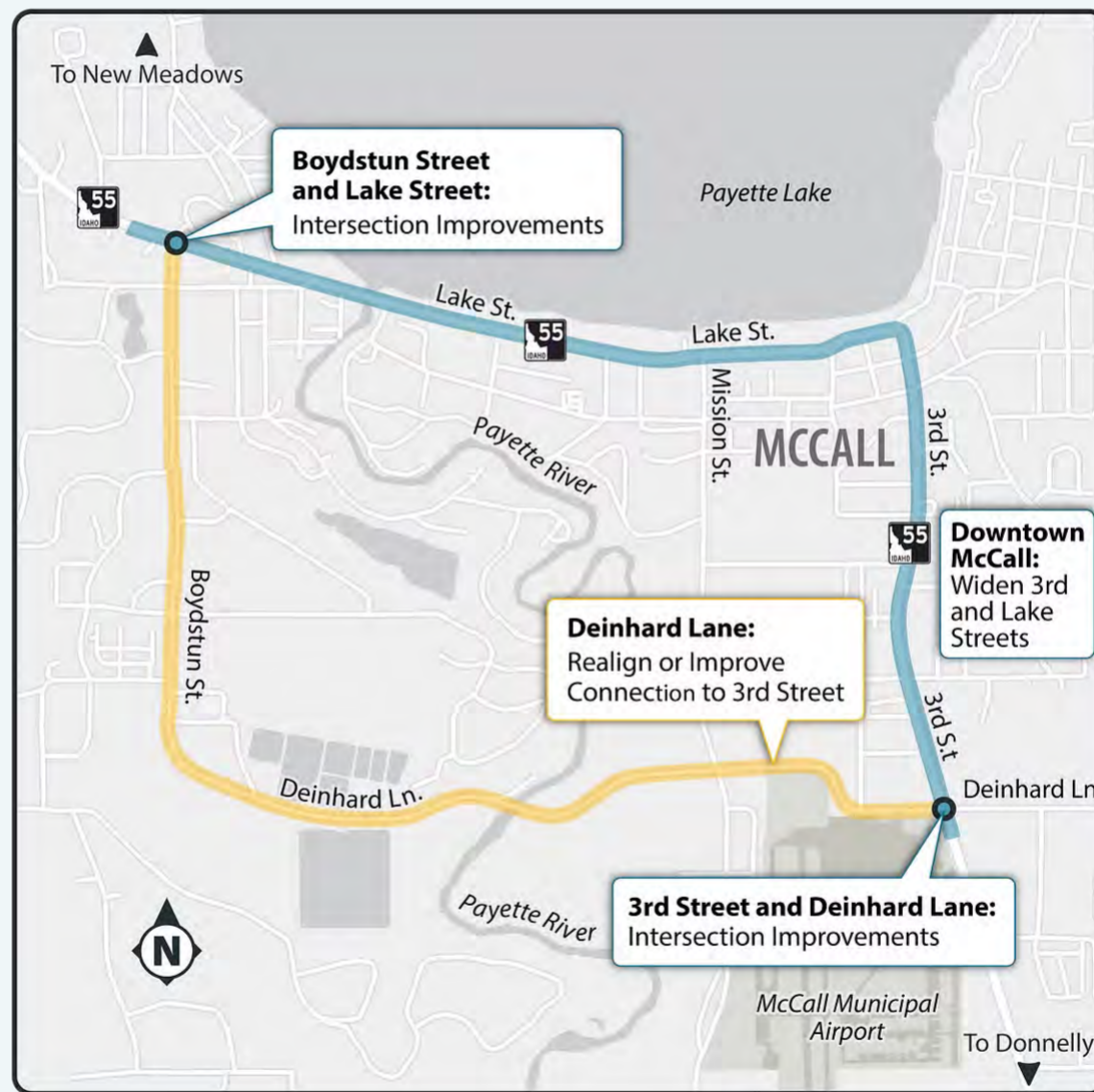
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Concept Overview

A potential SH-55 corridor exchange would redirect some traffic from going through downtown McCall to the proposed SH-55 around the downtown core. To better accommodate the new traffic patterns, intersection upgrades were developed and evaluated. Likewise, widening improvements were considered for 3rd and Lake Streets.

Concepts	Options	Recommendations
Downtown McCall: Widen 3rd and Lake Streets	Collection of widening options including the addition of bike lanes, sidewalks, and center turn lanes	Advancing
3rd Street and Deinhard Lane: Intersection Improvements	Redesign the southbound turn lane	Advancing
Deinhard Lane: Realign or Improve Connection to 3rd Street	Realign on Floyd St.	Eliminating
	Realign on McBride St.	Eliminating
	Improvements on Deinhard Ln.	Under Consideration (FAA Review)
Boydston Street and Lake Street: Intersection Improvements	Improvements to existing intersection configuration Modified intersection with a free-flow movement for Boydston St. with one of the following: <ul style="list-style-type: none"> Stop sign at Lake St. with Turn Bays Intersection on Lakeside Ave. New intersection at Warren Wagon Rd. and a realigned Lakeside Ave. 	Advancing all options



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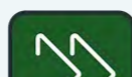
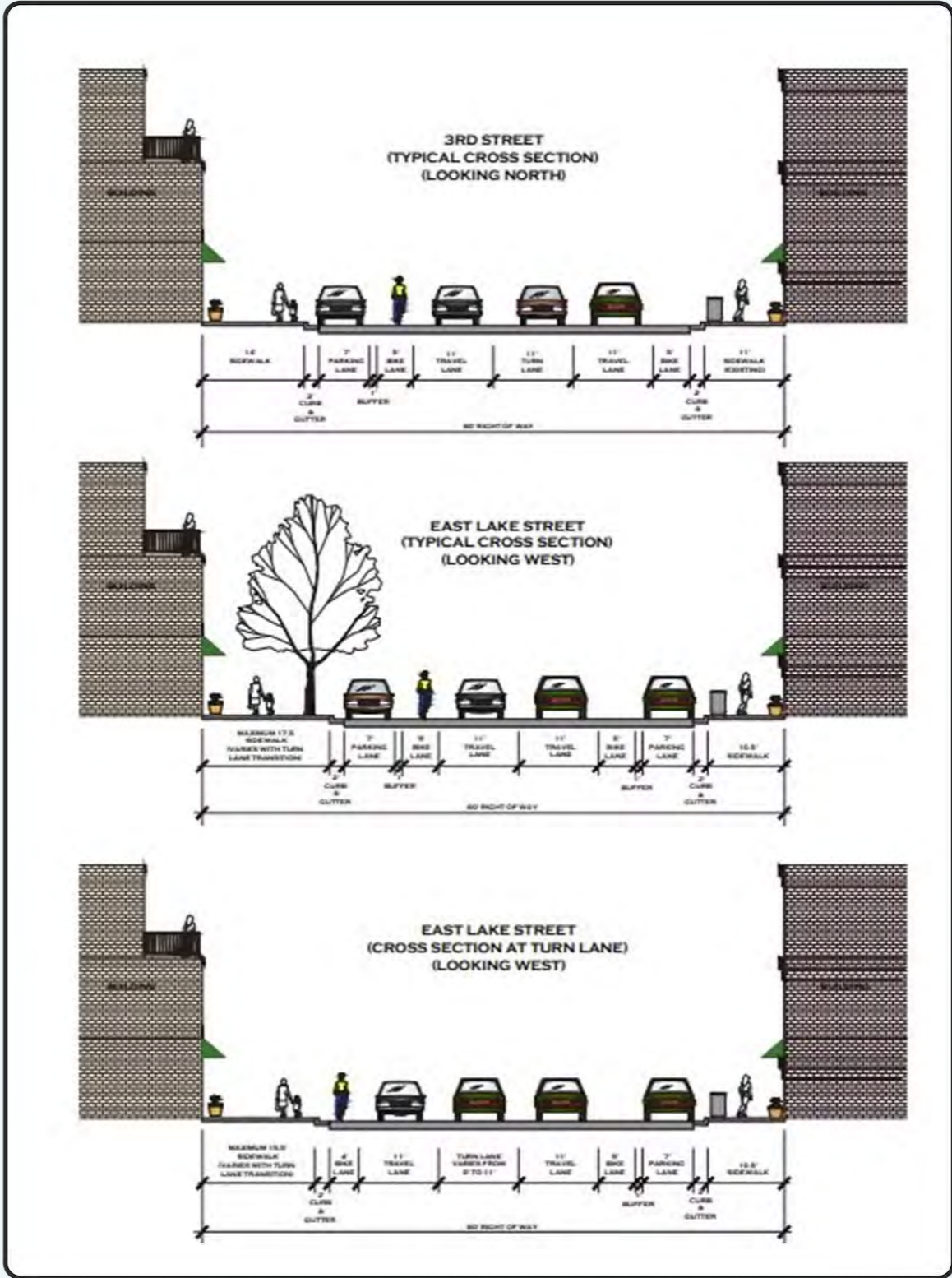
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Downtown McCall: Widen 3rd and Lake Streets

This project is considering a concept to widen 3rd and Lake Streets with additional sidewalks and bike lanes as noted. Additional pedestrian, bike, and parking improvements could be considered and funded as part of a separate, future city project should the corridors exchange ownership. Additional details on planning are shared here and can also be found in McCall's Long-Term Planning Documents available at: mccall.id.us

Walking, Biking, and Driving in McCall

The City of McCall's Downtown Master Plan emphasizes safety and mobility for all roadway users with the goal to enhance the pedestrian consumer experience and create opportunities for niche business development. A conceptual sketch of 3rd and Lenora Streets (looking north) shows a potential crosswalk and streetscapes as illustrated in McCall's Downtown Master Plan. McCall's typical cross sections for 3rd and Lake Streets are shown as well.



Recommend Advancing

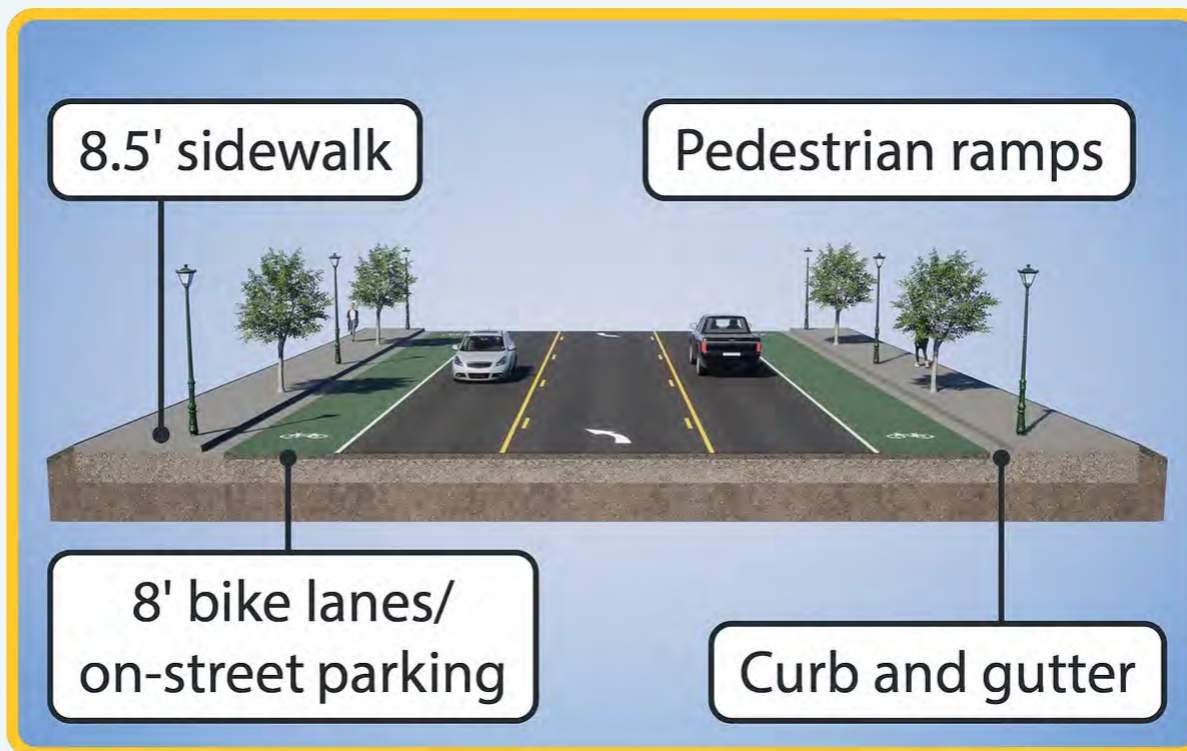
Collection of widening options including the addition of bike lanes

Collection of widening options including the addition of bike lanes, sidewalks, and center turn lanes

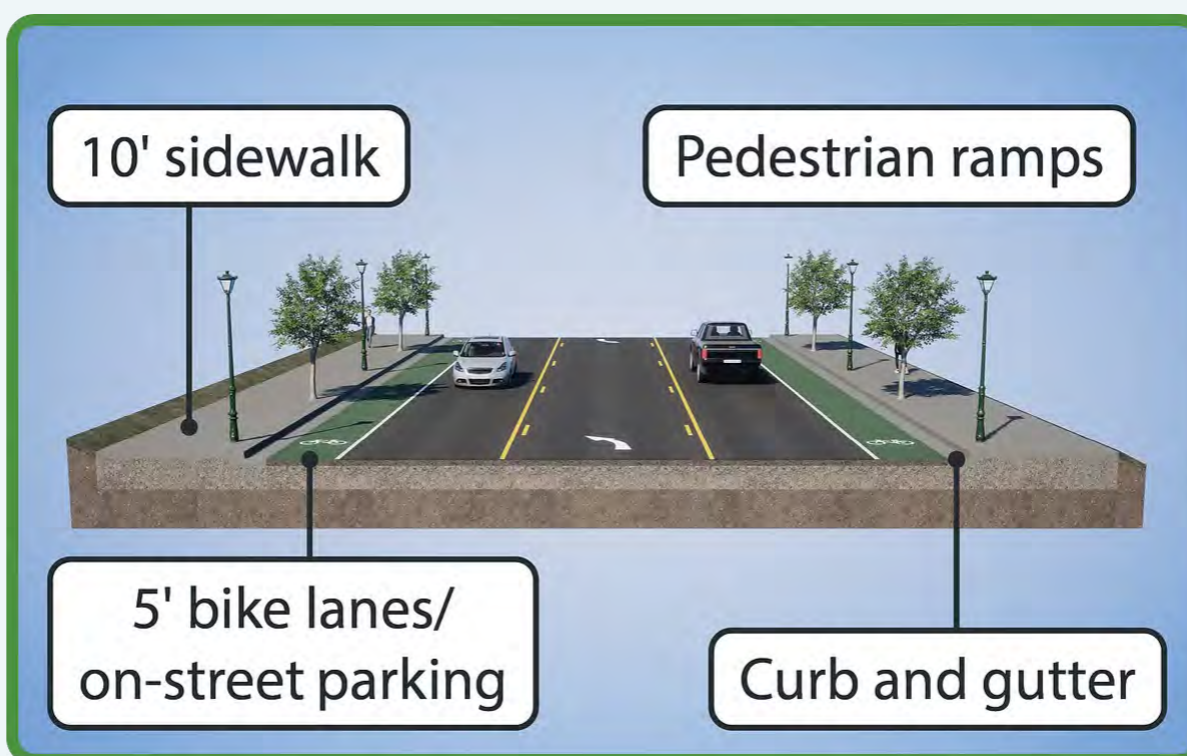
Potential improvements on 3rd and Lake Streets would enhance safety, add mobility for pedestrians, and reduce conflict points for vehicles. The improvements are meant to address deficiencies in the pedestrian, bicycle, and ADA compliance, incorporating recommendations from the Deinhard Lane Corridor Exchange Feasibility Study Report and McCall Master Plan.



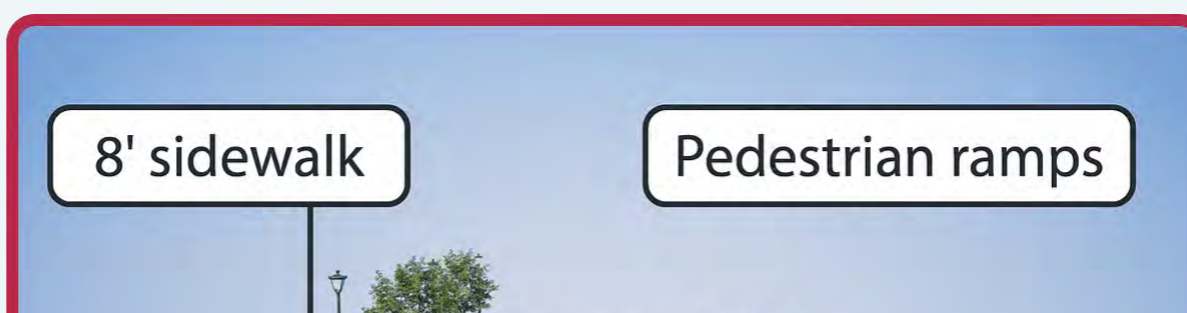
3rd and Lake Streets Widening Concept

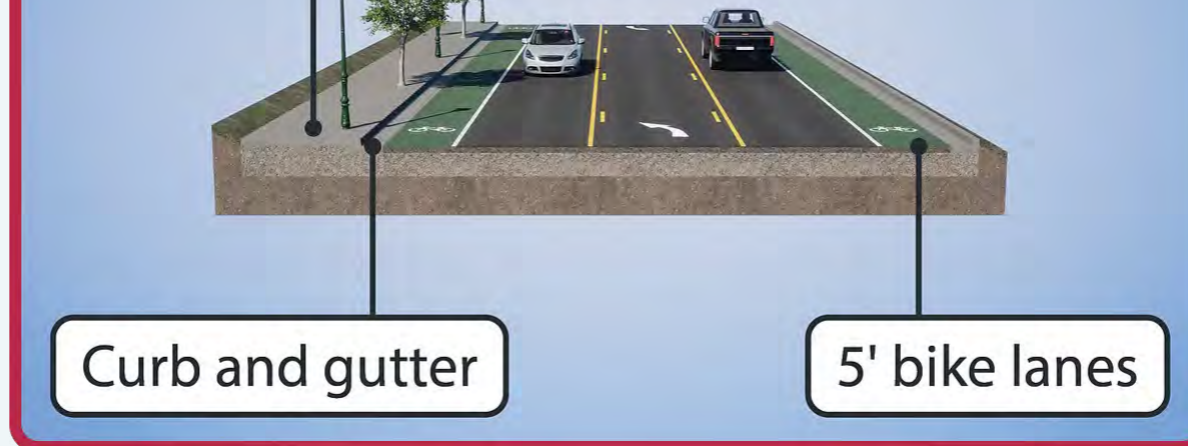


Deinhard Ln. to Floyde St.

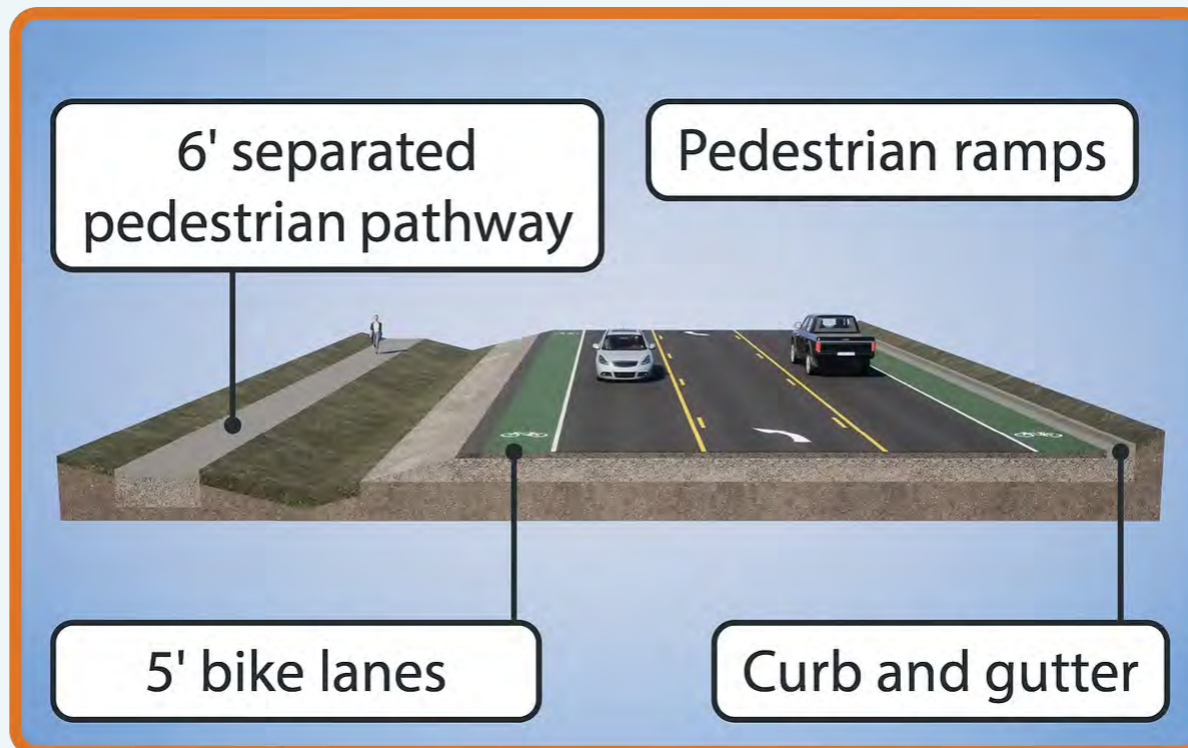


Floyde St. to Colorado St.

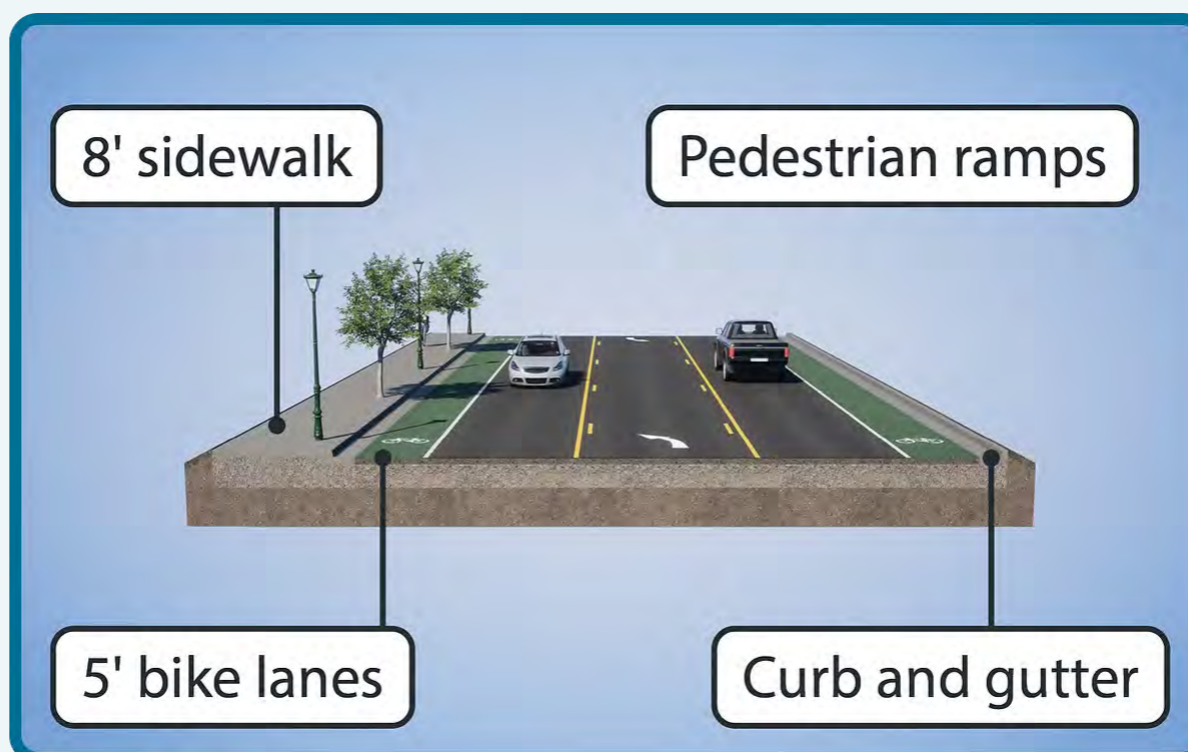




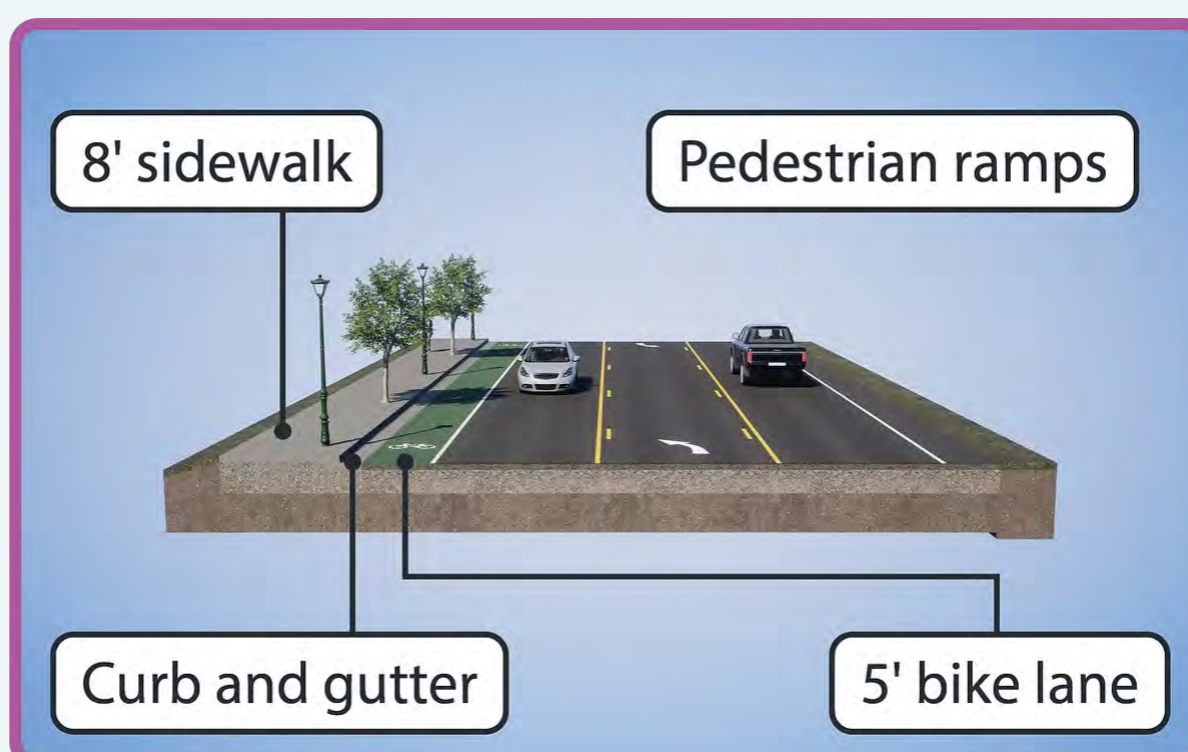
Albertsons on E. Lake St. to Mission St. (South Side)



Mission St. to State St. (South Side)



State St. to Lardo Bridge (South Side)



West of Lardo Bridge to Warren Wagon Rd.
(Both sides of Roadway)

Opportunity for Potential Traffic and Pedestrian Signals

In the future, traffic signals could be considered on 3rd and Lake Streets, when warranted. Specific crosswalk improvements have not been identified, but options may include mid-block crossing improvements such as:

- **Rapidly Flashing Beacons:** Marked crosswalks with pedestrian-activated flashing lights (top graphic)
- **HAWK Signals:** Pedestrian Hybrid Beacons temporarily stops traffic and assigns the pedestrian the right of way (bottom graphic)



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3rd Street and Deinhard Lane: Intersection Improvements

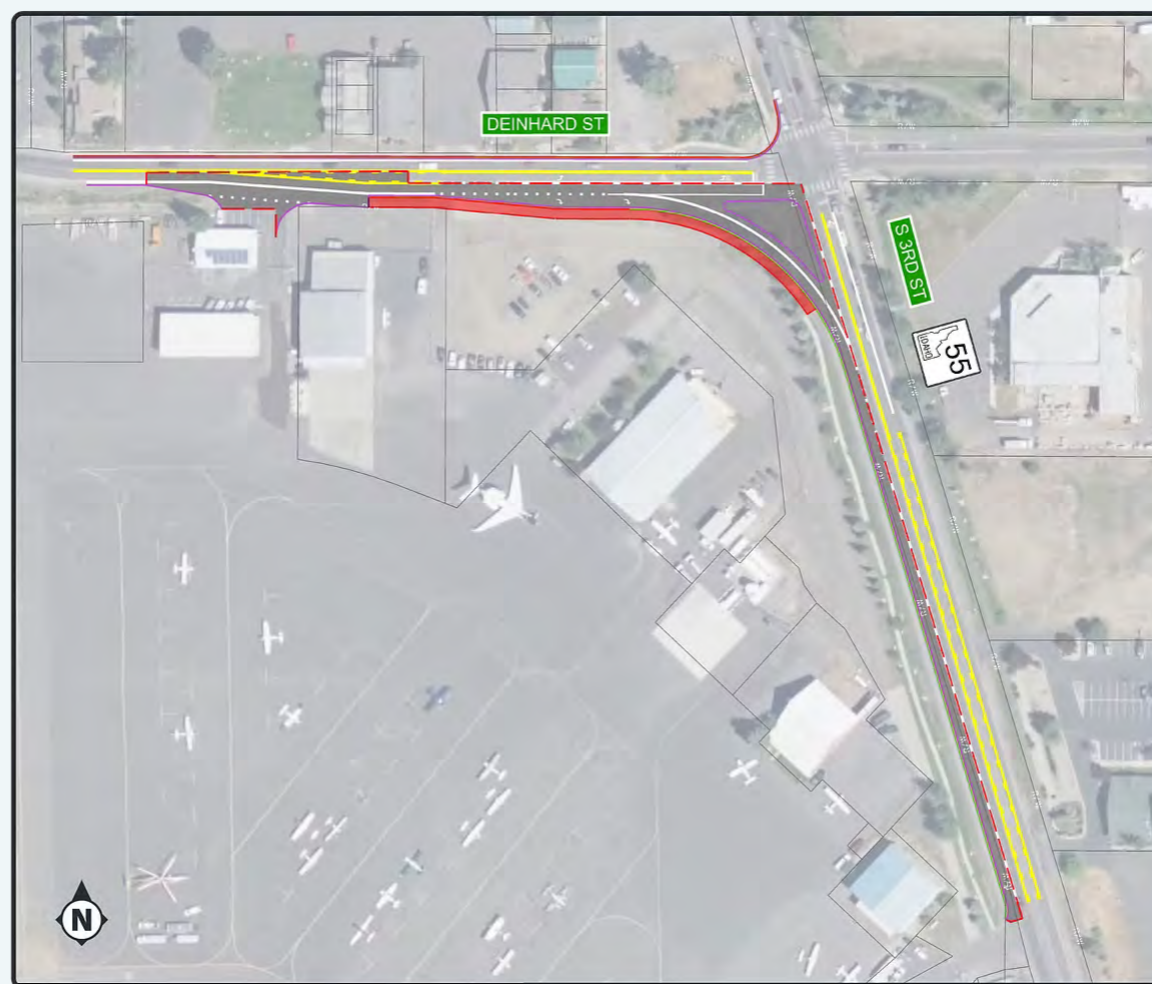


Recommend Advancing

Redesign southbound turn lane

A separate project studying stand-alone improvement for this intersection determined the right turn radius is not optimal for extra-large freight trucks (class WB-67), like some mining vehicles.

The recommendation for an intersection reconstruction including a free-running right with an acceleration lane from southbound Deinhard Ln. onto 3rd St./SH-55 will be considered as a concept in this project.



Potential Benefits

- New turn radius accommodates larger freight and mining vehicles
- A continuous free-running turn allows for faster travel times and mobility

Consideration

- Will require coordination with the McCall Airport

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Deinhard Lane: Realign or Improve Connection to 3rd Street

Recommend Eliminating
Option 1: Realign on Floyde St.

Recommend Eliminating
Option 1: Realign on McBride St.

Recommend Eliminating
Realignment of Deinhard Ln. onto Floyde or McBride Streets was considered but neither option offered any traffic operation benefits and were eliminated.

Under Consideration
Option 3: Redesign Deinhard Ln.

Under Consideration Deinhard Ln. Options

- Several options for improvements may be considered on or near Deinhard Ln. shown in the blue area.
- Because Deinhard Ln. is adjacent to the airport, the project team submitted a Runway Protection Zone (RPZ) alternatives analysis to the FAA for review. This analysis looks at the alternative roadway options through or around the RPZ to determine what is acceptable to the FAA.



Improvements will be considered within the blue area of the map.

Because of the outcome of the RPZ alternative analysis is not available prior to this public meeting, please feel free to share concerns for improvements that the project team may consider within this area.

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Boydston Street and Lake Street: Intersection Improvements



Recommend Advancing

Option 1: Improvements to the existing intersection configuration including adding a traffic signal, adding turn bays, and shoulder widening.

This concept improves the existing intersection with a new traffic signal, turn bays, and wider shoulders.



Potential Benefits

- Improved safety from the additional turn bay on W. Lake St. for traffic turning southbound on Boydston St.
- Requires minimal right of way acquisition compared to other concepts for this intersection

Considerations

- Requires modification to the existing pedestrian tunnel
- The new traffic signal may delay through-trip travel times



Recommend Advancing

Option 2: Improvements to the existing intersection configuration with free-flow movement for SH-55 traffic on Boydston St. Lake St. would have a new stop sign with turn bays.

This concept includes installing a curve that goes north to west and creates a through movement for traffic traveling on the proposed SH-55 route (existing Boydston St.).

Left-turn lanes and right-turn lanes assist traffic turning onto E. Lake St. Traffic going west from the downtown core must stop and yield to traffic on proposed SH-55.



Potential Benefits

- Improves travel time for through travelers utilizing Deinhard/Boydston

Considerations

- Additional right of way may be needed due to the proposed curve
- May increase delays for the southbound left turn from Lake St. to Boydston St.
- Additional work would be needed to extend a pedestrian tunnel that currently goes under SH-55 just west of the intersection



Recommend Advancing

Option 3: Modified intersection with free-flow movement for SH-55 traffic on Boydston St. Lake St. would be rerouted onto new Lakeside Ave. intersections.

This concept creates a cul-de-sac where E. Lake St. currently intersects Boydston St.

Traffic traveling on proposed SH-55 heading towards the downtown core would be able to take Lakeside Ave. to access downtown McCall rather than Lake St. Traffic on the proposed SH-55 can flow unimpeded.



Potential Benefits

- Separates Warren Wagon Rd. traffic from the SH-55 traffic, which results in a less congested intersection
- There will not be an intersection on the curve, improving sight distance
- Improves travel time for through travelers utilizing Deinhard/Boydston

Considerations

- Improvements to Lakeside Ave. would be required to meet the width requirements for a two-lane street with heavy traffic
- May increase delays for the southbound left turn from Lakeside Ave. to Boydston St.
- Additional work would be needed to extend a pedestrian tunnel that currently goes under SH-55 just west of the intersection



Recommend Advancing

Option 4: Modified intersection with free-flow movement for SH-55 traffic on Boydston St. A new intersection created at Warren Wagon Rd. and a realigned Lakeside Ave.

This concept creates a cul-de-sac where E. Lake St. currently intersects Boydston St.

Traffic traveling on proposed SH-55 heading towards the downtown core would be able to take Lakeside Ave. to access downtown McCall rather than Lake St. Traffic on the proposed SH-55 can flow unimpeded.

A four-way intersection is created, with Warren Wagon Rd. going north, Lakeside Ave. going south, and E. Lake St. going east to west. The proposed Lakeside Ave. would curve northward to meet the four-way intersection.





Potential Benefits

- There will not be an intersection on the Boydston St. curve, improving sight distance
- Improves travel time for through travelers utilizing Deinhard/Boydston

Considerations

- This layout would relocate parking area from west side of Lardos restaurant
- The resulting four-way intersection may increase delays for eastbound left turns from Warren Wagon Rd. onto Lake St. in addition to the southbound left turn from Lakeside Ave. to Boydston St.
- Additional work would be needed to extend a pedestrian tunnel that currently goes under SH-55 just west of the intersection

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Public Input

Feedback from the public helps identify solutions that fit local needs. Please help shape this project and your community roadways:

1. Provide feedback on the project draft Purpose & Need and evaluation criteria
2. Share your input on concepts under consideration
3. Offer additional comments - what else would you like us to know?

Comments are always welcome but can be best used by Aug. 20, 2025

Online

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Attn: Jill Youmans
8150 W Chinden Blvd.
Boise, ID 83714

Email

info@sh55deinhard-boydstun.com

Next Steps

This fall, the project team will use public input and engagement with a community working group to refine concepts and the project's Purpose & Need. We'll share the updated preliminary design including potential project costs and specific roadway elements at a public meeting this spring 2026.

Thank you for your participation!

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Contact Information



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Phone: [208-315-6002](tel:208-315-6002)

Email: info@sh55deinhard-boydstun.com

Address: Idaho Transportation Department, District 3
8150 W Chinden Blvd
Boise, ID 83714



Your Safety • Your Mobility
Your Economic Opportunity



Take the Survey

Sign Up for Updates

Appendix C. Attendance

- Public Meeting Sign-in Sheet
- Online Meeting Metrics

9



Idaho Transportation Department Sign-In Sheet

SH-55, Deinhard to Boydston | Public Meeting | McCall Public Library (218 Park St, McCall, ID 83638) | August 6, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Paula Shulte				
GLENN JACOBSEN				
Matt Brewster				
SCOTT MADISON				
Elise Giddings				
Kurt Hansen				
ROBERT LOOPER				
Tom Garcia				
Annie Phillips				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Idaho Transportation Department Sign-In Sheet

SH-55, Deinhard to Boydston | Public Meeting | McCall Public Library (218 Park St, McCall, ID 83638) | August 6, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Morgan Stroud	City Engineer / City of McCall			
Scott Carlton	DF Development			
Cheryl Menzger				
Kathy Poston				
MICHAEL TROY				
Marilyn Olson				
ED TAYLOR				
Ed Proge				
Kara Jeffs				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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9



Idaho Transportation Department Sign-In Sheet

SH-55, Deinhard to Boydston | Public Meeting | McCall Public Library (218 Park St, McCall, ID 83638) | August 6, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
EMILY HART	McCall Airport			
Dallas Palmer	McCall Police Dept.			
Cris Malvick	McCall Streets Dept.			
Forest Atkinson	McCall City Manager			
NICK ZELLO	Self			
Dan Waugh	Idaho Recreation Council			
Michelle Groenewelt	Comm + Econ. Dev. Director			
Travis Tripp				
CHARLES PETROCK	SELF			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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13



Idaho Transportation Department Sign-In Sheet

SH-55, Deinhard to Boydston | Public Meeting | McCall Public Library (218 Park St, McCall, ID 83638) | August 6, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Rick Mooney	UP			
LARINDA SPENCER	RESIDENT			
Gene Bleymaier & DANELL	" "			
Sheree Sontfeld	" "			
Jeff Zeis	Resident			
Barbara Tom Maunchnick	McCall Boise			
Aline Teinert Pille Teinert	Resident			
Jim & Pam Pace	"			
Winslow Johnson	Resident			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Idaho Transportation Department Sign-In Sheet

SH-55, Deinhard to Boydston | Public Meeting | McCall Public Library (218 Park St, McCall, ID 83638) | August 6, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Lisa Gladowski	McCall Pilates			
JoAnne Stillman				
TONY ARQUISTAIN	SELF			
Teresa Little	self			
ERIC YOUNG	self			
Patty Young	self			
Craig Johnson #1	self			
Aleen Moulds	self			
Eric & Rebecca Giddens	Self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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SH-55, Deinhard to Boydston | Public Meeting | McCall Public Library (218 Park St, McCall, ID 83638) | August 6, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Maura Goldstern				
Crais Campbell	self			
Sarah Lau	self			
CHRIS CLEMOW	SELF			
Erik Weiseth	self			
Bryce Henson	self			
Steffen Verdin	ITD AERO			
Dan Krahn Nancy Krahn	Krahn's Horse Farm			
Bill HEIDRICKSON	McCall			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Lew Ross	self			
Lauren Demo	Business - Salmon Raft (184 Industrial loop)			
Ken / LSE MAYER	SELF			
EVA RINGE John Olesniewicz	Self + Wildwood HOA			
Diane Prater	Self			
Bob Bechard	SELF			
Samuel Thompson	self			
Teresa Troyer & Mark Feder	Self			
Don Sanda	Self			
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Idaho Transportation Department Sign-In Sheet

SH-55, Deinhard to Boydston | Public Meeting | McCall Public Library (218 Park St, McCall, ID 83638) | August 6, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Phil Kushlan				
Phil Kushlan				
Roger Bradshaw				
LUKE CHAGRAIN				
Anna Torti				
Rob Thornton				
Lynne Green				
Sally DeMasi				
Steven Padgett				
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Sign-in sheets will become part of the public record for this project, though personally identifiable information will be redacted. Your information may be added to the stakeholder database for the project, though you may unsubscribe from updates at any time.

3



Idaho Transportation Department Sign-In Sheet

SH-55, Deinhard to Boydston | Public Meeting | McCall Public Library (218 Park St, McCall, ID 83638) | August 6, 2025 | 4 to 7 p.m.

Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes
Mike McKinney				
Laura Jendro Richard Jendro				
			Phone	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with a disability
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
			Phone	<input type="checkbox"/> American Indian (Tribal Native)/ Alaskan Native <input type="checkbox"/> Native Hawaiian and other Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Asian <input type="checkbox"/> White <input type="checkbox"/> Hispanic <input type="checkbox"/> _____
			Email	
Name (please print)	Title/Representing	Address	Contact Information	Please check appropriate boxes

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Aug 6 - Aug 20, 2025

compared to previous period (Jul 22 - Aug 5, 2025)

Site sessions

501 ↑ 1,039%

Unique visitors

345 ↑ 1,929%

Sessions over time



View Report

New vs returning visitors



- New 100% • 345
- Returning 0% • 0

View Report

Sessions by device



- Desktop 59% • 294
- Mobile 39% • 196
- Tablet 2% • 10

View Report

Sessions by source and category

Direct	↑ 2,693%	391
itdprojects.idaho.gov (Referral)		34
Facebook (Organic)		18
mccall.id.us (Referral)		12
ktvb.com (Referral)		11

View Report

Avg. sessions by day



View Report

Traffic insights

Your most popular traffic source is Direct.

Appendix D. Public Comments

- Comment Forms (in person or mailed)
- Online Survey Comments
- Emailed Comments

Public Meeting Survey

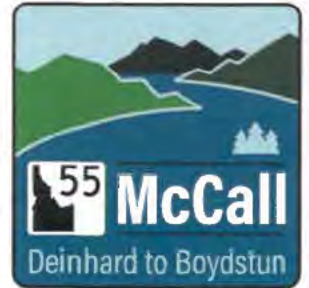
Thank you for your interest in the SH-55, Deinhard to Boydston Project. Your input is an important part of the process.

As part of this first public meeting, we would like your input on the draft Purpose & Need, evaluation criteria, and concepts. Please leave comments in person or online by Aug. 20: sh55deinhard-boydstun.com. Both experiences offer identical information and questions.

You may provide answers to any or all questions and are not required to respond to each.



Scan the QR code to access the online meeting and survey.



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Your Economic Opportunity

Project Questions

What questions or comments do you have about the draft Purpose & Need for the SH-55, Deinhard to Boydston Project?

A BIKE path on Deinhard from Hwy 55 to Lake Street is ESSENTIAL



City of McCall



Project Questions



What questions or comments do you have about the evaluation criteria?

What questions or comments do you have about the concepts?

What other comments would you like to share with us?

If would have been helpful to have
a presentation prior to viewing the
Poster Boards



Public Meeting Feedback



Please mark how effective the public meeting was in improving your understanding of the SH-55, Deinhard to Boydston Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

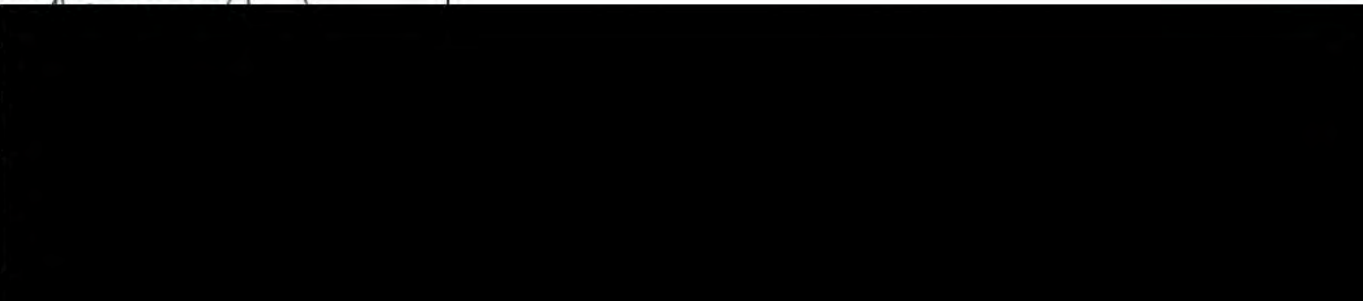
I have a clear and comprehensive understanding of the project

How did you hear about the public meeting?

- Postcard
- Public notice: Social media
- Public notice: Newspaper (online)
- Public notice: Newspaper (print)
- Media coverage: TV, newspaper, radio
- ITD website
- Email from project team
- Word of mouth
- Other (please specify): _____

Contact Information

Name: _____
Address: _____
Address: _____
State: _____
Email: _____



Public Meeting Survey

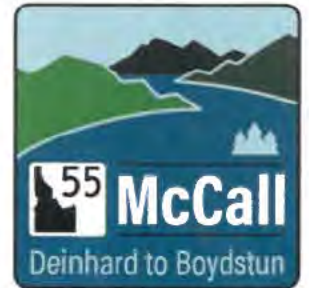
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Your Safety • Your Mobility
Your Economic Opportunity

Project Questions

What questions or comments do you have about the draft Purpose & Need for the SH-55, Deinhard to Boydston Project?

Where are the Traffic Circles + roundabouts?? That's the best solution, by far, for Boydston/55 & Mission/Deinhard.



City of McCall



Public Meeting Feedback



Please mark how effective the public meeting was in improving your understanding of the SH-55, Deinhard to Boydston Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the public meeting?

- Postcard
- Public notice: Social media
- Public notice: Newspaper (online)
- Public notice: Newspaper (print)
- Media coverage: TV, newspaper, radio
- ITD website
- Email from project team
- Word of mouth
- Other (please specify): _____

Contact Information

Name: _____

Address: _____

Address 2: _____

State: _____ ZIP: _____ Phone Number: _____

Email: _____



Public Meeting Survey

Thank you for your interest in the SH-55, Deinhard to Boydston Project. Your input is an important part of the process.

As part of this first public meeting, we would like your input on the draft Purpose & Need, evaluation criteria, and concepts. Please leave comments in person or online by Aug. 20: sh55deinhard-boydstun.com. Both experiences offer identical information and questions.

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Your Safety • Your Mobility
Your Economic Opportunity

Project Questions

What questions or comments do you have about the draft Purpose & Need for the SH-55, Deinhard to Boydston Project?

AGREE WITH ALL Proposal. Move Quickly

AGREE WITH OPTION ONE and
Light - Keeping traffic on
Lake and Boydston.

Apply a noise ordinance as well
- No straight pipes over 95 decibals

- Yay- Pedestrian and Bike paths -
about time.



City of McCall



Project Questions



What questions or comments do you have about the evaluation criteria?

NONE

What questions or comments do you have about the concepts?

NONE

What other comments would you like to share with us?

~~60~~ Can't wait - has been needed for a long time. No longer fun to walk downtown as is.



Public Meeting Feedback



Please mark how effective the public meeting was in improving your understanding of the SH-55, Deinhard to Boydston Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
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- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the public meeting?

- Postcard
- Public notice: Social media
- Public notice: Newspaper (online)
- Public notice: Newspaper (print)
- Media coverage: TV, newspaper, radio
- ITD website
- Email from project team
- Word of mouth
- Other (please specify): _____

Contact Information

Name: _____
Address: _____
Address: _____
State: _____
Email: _____



Project Questions



What questions or comments do you have about the evaluation criteria?

What questions or comments do you have about the concepts?

- ① Don't eliminate the parking!
- ② Assess the pros/cons \$, do a land swap. Moving the fire station = \$
Diverting map 4-6% through traffic doesn't pencil out here, \$\$
- ③ Stop right Boydston @ Lake = yes

What other comments would you like to share with us?



Public Meeting Feedback



Please mark how effective the public meeting was in improving your understanding of the SH-55, Deinhard to Boydston Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

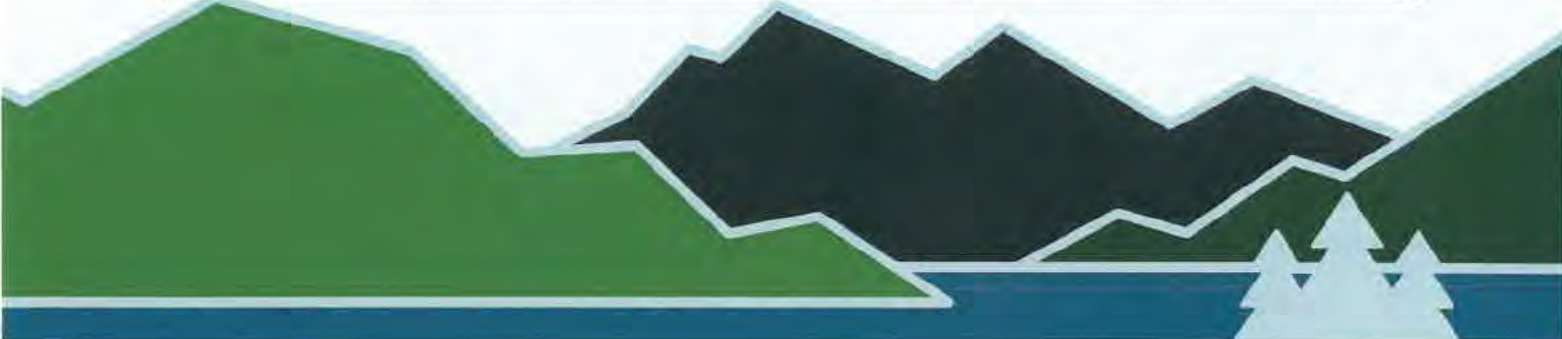
I have a clear and comprehensive understanding of the project

How did you hear about the public meeting?

- Postcard
- Public notice: Social media
- Public notice: Newspaper (online)
- Public notice: Newspaper (print)
- Media coverage: TV, newspaper, radio
- ITD website
- Email from project team
- Word of mouth
- Other (please specify): text (city)

Contact Information

Name: _____
Address: _____
Address: _____
State: _____
Email: _____



Public Meeting Survey

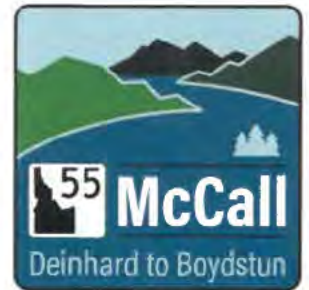
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Your Economic Opportunity

Project Questions

What questions or comments do you have about the draft Purpose & Need for the SH-55, Deinhard to Boydston Project?



City of McCall

How will the blue area be effected?
when will you here from the
JAA about this area?

what about the enviornmental
impact over the bridge of the
north fork. water is water
will changing Deinhard into a hwy
change how mccaell city will keep
businesses under mccaell code?

Does this open the opportunity for semi trucks to go faster?
What about the pedestrian walkway?

Can we really
rely on state
making deinhard a
safe place for
bikers and
walkers?



Project Questions



What questions or comments do you have about the evaluation criteria?

What questions or comments do you have about the concepts?

Environmental concerns for north fork river bridge
will Deinhard street become pedestrian safe,
what control will the city lose from turning into
a Hwy.

Deinhard is a big part of McCall with over 40
businesses or more. How could this change the
traffic flow.

What other comments would you like to share with us?

Concerned about the blue zone since that is
a big part of McCall and many businesses.



Public Meeting Feedback



Please mark how effective the public meeting was in improving your understanding of the SH-55, Deinhard to Boydston Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I have no understanding of the project	I have a limited understanding of the project	I have a moderate understanding of the project	I have a good understanding of the project	I have a clear and comprehensive understanding of the project

How did you hear about the public meeting?

- | | |
|---|--|
| <input type="checkbox"/> Postcard | <input type="checkbox"/> ITD website |
| <input checked="" type="checkbox"/> Public notice: Social media | <input type="checkbox"/> Email from project team |
| <input type="checkbox"/> Public notice: Newspaper (online) | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Public notice: Newspaper (print) | <input type="checkbox"/> Other (please specify): _____ |
| <input type="checkbox"/> Media coverage: TV, newspaper, radio | _____ |

Contact Information

Name: _____

Address: _____

Address: _____

State: _____

Email: _____



Public Meeting Survey

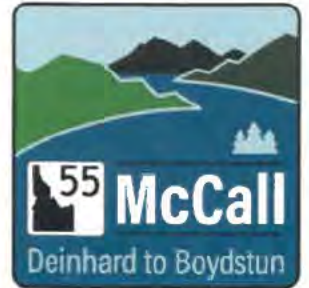
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Your Economic Opportunity

Project Questions

What questions or comments do you have about the draft Purpose & Need for the SH-55, Deinhard to Boydston Project?

MAKING THE BYPASS
"OFFICIAL" ~~BY~~ COULD BE
DONE WITHOUT ALL THE
COSTS ~~INVOLVED~~ THE
CONCEPTS ENTAIL

A COST/BENEFIT STUDY
NEEDS TO BE DONE FOR
EACH CONCEPT

MOST OF THE CONCEPTS

COULD



City of McCall



Project Questions



What questions or comments do you have about the evaluation criteria?

WE INVOLVE UNINTENDED
CONSEQUENCES, FOR EXAMPLE
ELIMINATING ON STREET PARKING
IN THE CORE --- WITHOUT ADDING
ADDITIONAL PARKING LOTS

What questions or comments do you have about the concepts?

What other comments would you like to share with us?

THINK ABOUT HOW TO ACCOMPLISH
THE CHANGE WITHOUT SPENDING
A TAXPAYER \$ FOR COSMETIC
CHANGES



Public Meeting Feedback



Please mark how effective the public meeting was in improving your understanding of the SH-55, Deinhard to Boydston Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
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- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the public meeting?



Postcard



Public notice: Social media



Public notice: Newspaper (online)



Public notice: Newspaper (print)



Media coverage: TV, newspaper, radio



ITD website



Email from project team



Word of mouth



Other (please specify): _____

Contact Information

Name: _____

Address: _____

Address 2: _____

State: _____

Email: _____



Project Questions



What questions or comments do you have about the evaluation criteria?

What questions or comments do you have about the concepts?

What other comments would you like to share with us?

Consideration of the walking/bike path that crosses Deinhard behind the airport. It would be good to have, perhaps, an over or underpass so traffic doesn't need to stop. In walking that route now you never know if the traffic will or will not stop. Sometimes the light is in their eyes and they can't see well.



Public Meeting Feedback



Please mark how effective the public meeting was in improving your understanding of the SH-55, Deinhard to Boydston Project. Consider the following aspects of your experience:

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- Public meeting venue
- Online public meeting
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- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

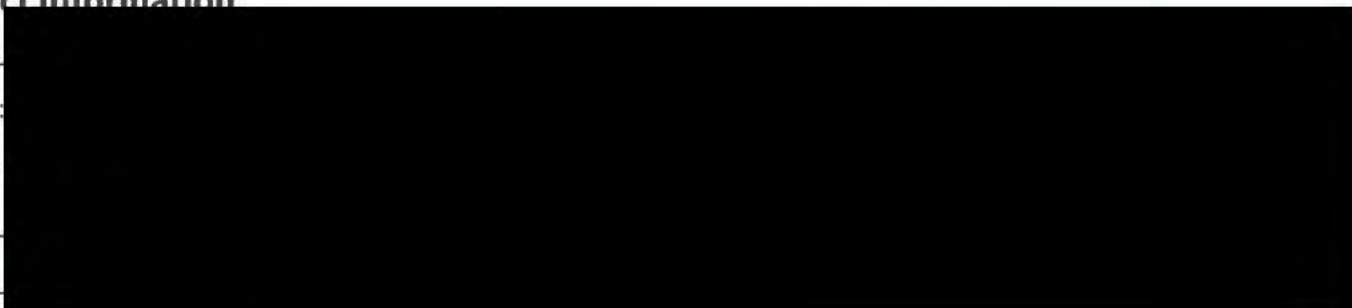
I have a clear and comprehensive understanding of the project

How did you hear about the public meeting?

- | | |
|---|---|
| <input type="checkbox"/> Postcard | <input type="checkbox"/> ITD website |
| <input type="checkbox"/> Public notice: Social media | <input checked="" type="checkbox"/> Email from project team |
| <input type="checkbox"/> Public notice: Newspaper (online) | <input type="checkbox"/> Word of mouth |
| <input type="checkbox"/> Public notice: Newspaper (print) | <input type="checkbox"/> Other (please specify): _____ |
| <input type="checkbox"/> Media coverage: TV, newspaper, radio | _____ |

Contact Information

Name: _____
Address: _____
Address: _____
State: _____
Email: _____



Public Meeting Survey

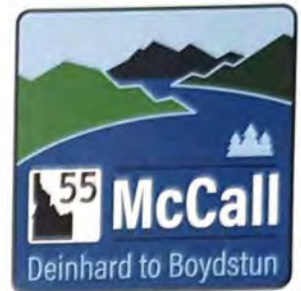
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As part of this first public meeting, we would like your input on the draft Purpose & Need, evaluation criteria, and concepts. Please leave comments in person or online by Aug. 20: sh55deinhard-boydstun.com. Both experiences offer identical information and questions.

You may provide answers to any or all questions and are not required to respond to each.



Scan the QR code to access the online meeting and survey.



Your Safety • Your Mobility
Your Economic Opportunity

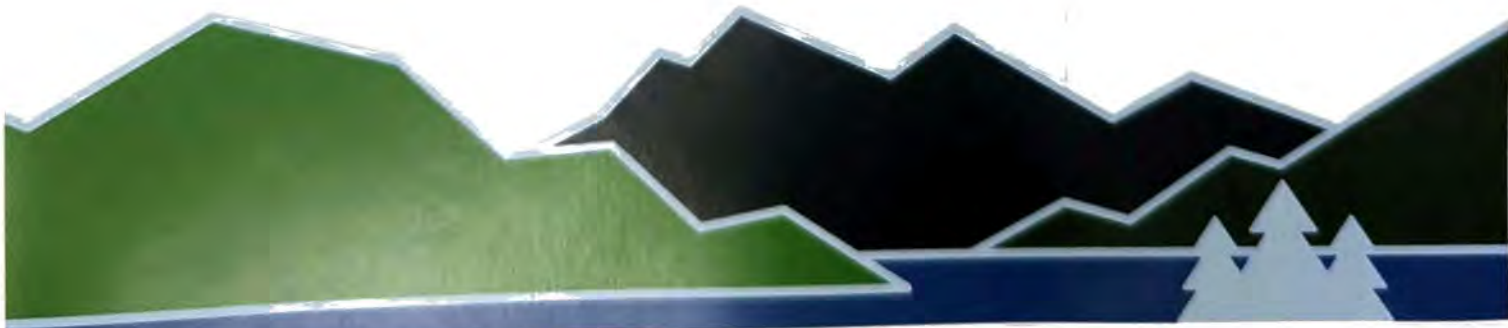
Project Questions

What questions or comments do you have about the draft Purpose & Need for the SH-55, Deinhard to Boydston Project?

- Remember - traffic thru McCall is bad only for month of July.
- Keep by pass speed limit @ 35 MPH
- NEED to redo Hwy 55-Deinhard intersection to handle large trucks.
- add stoplight @ Hwy 55-Boydston Lane intersection
- add turn lanes @ Mission St. intersection.
- address snow covered hills on both sides of N.F.K. Payette river for large trucks.



City of McCall



Public Meeting Feedback



Please mark how effective the public meeting was in improving your understanding of the SH-55, Deinhard to Boydston Project. Consider the following aspects of your experience:

- Materials - including maps, informational displays, and handouts
- Public meeting venue
- Online public meeting
- Marketing efforts to promote the event
- Your discussions with the project team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the project

I have a limited understanding of the project

I have a moderate understanding of the project

I have a good understanding of the project

I have a clear and comprehensive understanding of the project

How did you hear about the public meeting?

- | | |
|--|--|
| <input type="checkbox"/> Postcard | <input type="checkbox"/> ITD website |
| <input type="checkbox"/> Public notice: Social media | <input type="checkbox"/> Email from project team |
| <input type="checkbox"/> Public notice: Newspaper (online) | <input type="checkbox"/> Word of mouth |
| <input checked="" type="checkbox"/> Public notice: Newspaper (print) | <input type="checkbox"/> Other (please specify): _____ |
| <input type="checkbox"/> Media coverage: TV, newspaper, radio | _____ |

Contact Information

Name: _____
Address: _____
Address 2: _____
State: _____
Email: _____



ITD and the City of McCall host a public meeting about SH-55/Deinhard Ln and Boydston St

4 messages

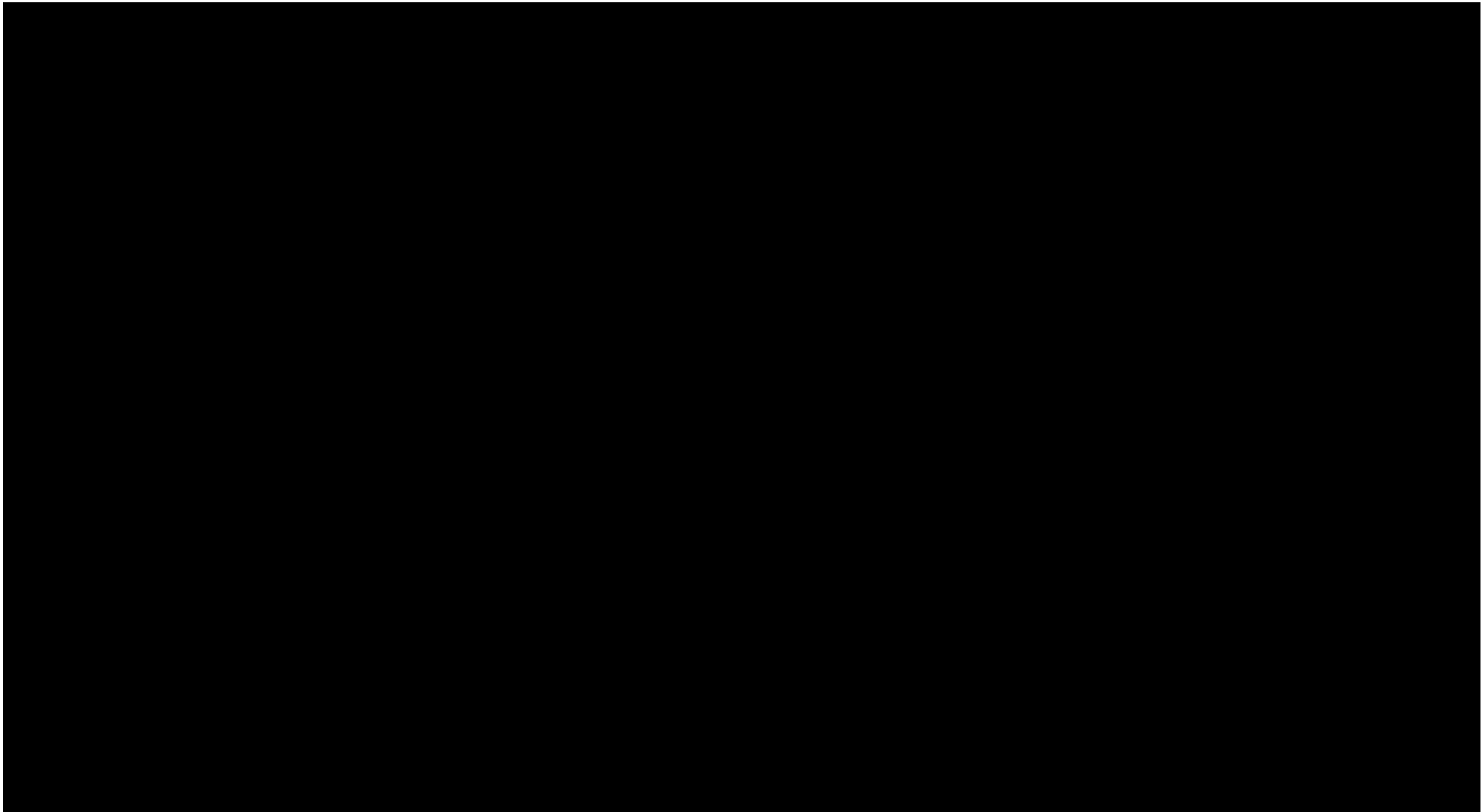
Thu, Aug 7, 2025 at 12:33 PM

To: "info@sh55deinhard-boydstun.com" <info@sh55deinhard-boydstun.com>

Hi I am a homeowner in the area across from the storage condos on Boydston at [REDACTED]

I am writing today to share comments and an opportunity. If this project does proceed one of the limitations and issues that we have living in our area is the lack of walking / bike paths to get to downtown. We currently have to share the tight road with cars and if the car volume is going to increase with this project, it would be great to expand the roadway to include a bike path to safely get to downtown for those living in this area. We do not want to trade safety and convenience for the downtown area and rerouting traffic to only increase safety issues for those looking to walk or bike to downtown.

Please confirm receipt and documentation of these comments



S

[REDACTED]

Hi [REDACTED]

Thank you for your participation. We will consider your feedback and include your comment in the formal documentation of our public meeting record.

Shauna
SH-55, Deinhard/Boydston Project Team

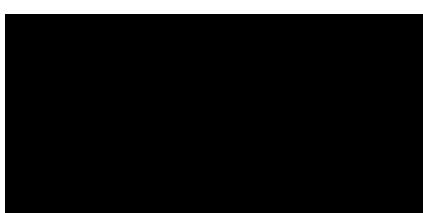
[Quoted text hidden]

Thu, Aug 7, 2025 at 4:21 PM

To: SH-55 Deinhard-Boydston <info@sh55deinhard-boydstun.com>

Thank you.

I think this is very important as we think about the impact of the community. We tried to walk once to downtown (with six kids under 11) and physically couldn't because of safety issues. If there was a bike path / walking path like other areas this would be incredible and bring so much value.



SH-55 Deinhard-Boydston <info@sh55deinhard-boydstun.com>

Fri, Aug 8, 2025 at 9:46 AM

Thank you for your insight on safety for those who walk and bike in McCall. This was a frequent topic of discussion at our public meeting this week. As part of our study, we are considering pedestrian improvements on Lake St. that align with McCall's Long-Term Planning Documents. [Downtown McCall | SH-55 Deinhard to Boydston](#)

I really appreciate your time to send your feedback our way!

Shauna
SH-55, Deinhard/Boydston Project Team

[Quoted text hidden]

public comments on preliminary design for ID55 Bypass in McCall

1 message

Fri, Aug 15, 2025 at 1:54 PM

To: "info@sh55deinhard-boydstun.com" <info@sh55deinhard-boydstun.com>

Team Bypass,

I did complete the survey online as a follow up to the public outreach meeting held on August 6 in McCall.

Attached are my comments in a single pdf, if that is easier to manage than the survey results (that were separated into boxes).

nd comment on design criteria and conceptual solutions, .



Preliminary Design Process & Public Feedback

ID55 Bypass on Deinhard to Boydston Corridor Exchange with Downtown McCall

August 15, 2025

Engineer: Horrocks, Meridian

Stakeholders: ITD, City of McCall, FAA, FHA

Website: <https://www.sh55deinhard-boydstun.com/overview>

Current focus: Purpose and need study to move into preliminary design phase

Current Evaluation Criteria:

1. Improve mobility
2. Reduce travel time
3. Improve safety
4. Consider cost

Bill's Comments:

1. Traffic efficiency and mobility: 100% support the ID55 Bypass to route through traffic around McCall's downtown core!!
2. Safety benefits of ID55 Bypass
 - a. Separation of through traffic from local traffic
 - b. Separation of vehicles from peds, cycles and rollers
 - c. Reduction of peds, cycles and rollers from uncontrolled crosswalks
 - d. Addition of traffic signals at critical intersections
3. Expansion of walk, bike and roll paths
 - a. Separation of vehicles from pedestrians, cyclists and rollers.
 - b. More efficient flow of cyclists.
 - c. More efficient flow of vehicles.
 - d. Improved experience for drivers, cyclists and rollers.
 - e. Opportunity to reduce local vehicle trips for school, groceries, and errands.
 - f. Improved visitor experience (e.g. Sun Valley bike paths)
4. Reduction of roadway maintenance
 - a. Design pavement sections on the bypass for anticipated truck and trailer loads and frequency.
 - b. Design turn lanes, signage, traffic markings and curb cuts for more efficient and safer vehicle flow.
5. Zoning revisions (City, City Impact Zone & County)
 - a. With revised zoning, energy stations (gas/EV) can be moved from downtown to bypass route. See environmental comment.
 - b. With revised zoning, developers can build "waystations" for travelers needing fuel, food, car washes, and service stations away from downtown core.
 - c. Along the ID55 bypass route, industrial/commercial is a more suitable zoning category than residential as it will be a noisy corridor and there are already

industrial properties in this area (welding shops, sewer WWTF, concrete batch plant).

6. Environmental protection of Payette Lake
 - a. Rezone and move all energy/fuel transfer stations from downtown to ID55 Bypass thereby removing potential groundwater-to-lakewater contamination, reducing fuel spill potential, reducing vehicle congestion, and creating downtown development opportunities for walkable businesses. All fueling could take place from ID55 west of the river.
 - b. Reduce air pollution downtown from tanker trucks, fueling vehicles and idling.

Questions:

1. What % of through traffic is using Deinhard now?
2. In conjunction with repaving downtown thoroughfares, can segments of downtown streets one block off 3rd Street and Lake Street be designated as pedestrian only (using removable bollards and pavers that would still allow for deliveries and EMS)?
3. Can parking be primarily removed from 3rd and Lake streets for 2 blocks from corner in each direction, and relocated to nearby UG parking with lofts above? Consider current public lot southeast of Albertsons, or removal of McPaws Thrift Store, etc.
4. Please eliminate all options for bike lanes shared with on-street parking.
5. Maximize use of bike paths separated from traffic. Walking and biking can be shared if path is sufficiently wide and speeds are slow.
6. Pedestrian crosswalks in downtown area should have HAWK signals.
7. Deinhard & 3rd: yes, add an eastbound Deinhard dedicated free-running right turn lane onto a southbound 3rd street dedicated acceleration lane toward Donnelly.
8. Deinhard near 3rd Street RPZ: to comply with Idaho Transportation Department road design criteria, relocate the fire station and use sweeping 45 degree turns to route vehicles around the north end of the airport.
9. Deinhard/Boydston at Lake Street Option #2: let's support Option #2 free-flowing northbound Deinhard (bypass) traffic onto westbound Lake Street toward New Meadows in both directions with stop light at west end of Lake Street or at west, OR
10. Deinhard to Lakeside Option #4: Let's support Option #4 to create a 4-way intersection at Lakeside, Warren Wagon and West Lake Street! Warren Wagon is a busy intersection, and all 4-way traffic could be controlled in 1 location for the safety and efficiency of all.
11. Let's build cut/cover precast section bike/ped tunnels similar to most other western resort towns that separate bikes, walkers and school children from crossing vehicular traffic for the safety and efficiency of all. We need tunnels at 1) Deinhard and 3rd street, 2) Deinhard and West Lake Street, and 3) Deinhard and Mission.

SH55Deinhard-Boydston

2 messages


Thu, Aug 7, 2025 at 3:38 PM

To: info@sh55deinhard-boydstun.com

To whom it may concern,

I personally would like to see the majority of traffic diverted to Deinhard, which is exactly what it was designed to do, rather than through town. I've lived in McCall for 25 years and remember when Boydston/Deinhard was created along with the expense and foresight our town had at that time. The details of why it was never used as such seems to have been forgotten, why signage couldn't be placed on the highway directing large trucks to bypass town. So, I sincerely hope this will come to pass in time - having the traffic diverted, using the bypass as an attempt to keep people safe, relieve excess traffic in our quaint little town and maintain smoother traffic patterns all year round.

Best,



SH-55 Deinhard-Boydston <info@sh55deinhard-boydstun.com>

Thu, Aug 7, 2025 at 3:57 PM

To: 

Thank you for your comment, Christine.

Shauna
SH-55, Deinhard/Boydston Project Team

[Quoted text hidden]

What questions or comments do you have about the draft Purpose & Need for this project?	What questions or comments do you have about the evaluation criteria?	What questions or comments do you have about the concepts for this project?	What other comments would you like to share with us?	Please mark how effective the public meeting was in improving your understanding.	How did you hear about the SH-55, Deinhard to Boydston Project public meeting?	Specify other:	Creation date
1 We like off Boydston (Vista rd). We have a hill on Boydston which is hard to see why to down the Boydston street when pulling out. It will be even harder with more traffic. Any increase in speed will make this very dangerous. Unless I missed it in your presentation I did not see any assertions that the speed limits would stay the same or proposals to change it. Also Boydston can really use detached bike lanes away from traffic. Lake street needs bike lanes too. So many tourists and commuters walk and bike on the gravel shoulder today. It's unsafe and stressful for drivers.	2 This change routing Highway 55 around downtown McCall by Deinhard and Boydston makes total sense. It is what I wish you had that I know about it. Make it do, but make it a 5 lane road. Two lanes each way with a turning lane from the get go. The closer the better.	3 I am in favor of the corridor swap and roadway improvements. Traffic can get really bad at the 3rd St/Lake St curve especially during peak summer season and the McCall Winter Festival. Have walked along the sidewalk gaps on both 3rd St and Lake St and it would be nice to have better sidewalk facilities.	4 How will the City of McCall enforce use of the Deinhard to Boydston Project? Are you doing to have City of McCall Police monitor / "police the area"? What will change to the route thru town? I understand that heavy trucks are already "supposed" to use this Deinhard to Boydston route, how is this any different (other than the city spending more tax payer money?)	5 I recognize the value of this project and agree with the draft purpose and need statements. A missing focus for me is the impact of proposed changes on local residents' transportation to/during McCall, particularly on streets/intersections affected by the proposed changes. For example, we have a home off of Mission Street and regularly drive through the intersection of Mission/Deinhard. This intersection is already precarious to cross north/south or turn from Mission due to speed of traffic traveling on Deinhard. If speed and number of vehicles traveling Deinhard increase, this intersection will become more difficult and dangerous to navigate from Mission. This does not appear to be a consideration in the narrative I reviewed on the website.	6 While I understand the rationale for the project, I have serious concerns about the ability to safely enter Boydston from Vista. The crest of the hill on Boydston blocks the view of traffic coming from the south. If traffic were to increase I anticipate that accidents may occur when cars try to enter Boydston.	7 None	8 So happy this is finally at this stage. I've been asking for years and I'm very excited to find some solutions.
9 This is a much needed safety improvement for visitors and residents. Large trucks do not belong in the downtown core especially when the more in Yellow Pine starts operating.	10 NA	11 NA	12 What is going to be done with the existing walking path? Is there going to be a walking overpass built? What is going to be the speed limit on the road? Are there going to be turning lanes? Traffic signals? Which way? Are engine brakes going to be allowed or prohibited? Is there a light to be a shoulder? A bike lane?	13 A key purpose of this project is missing. That is, to establish local control over the vision of downtown McCall. The community is currently hindered by a state highway through the downtown core because the needs of a state highway (traffic mobility and safety) differ substantially from the needs of a community (qualitative experience, multi-modal transportation, connections between different kinds of the street, experience of people on foot). Below that acknowledging this directly in the Purpose and Needs statement for this project is critical. This is an important project precisely because we have different needs under consideration. Let's make sure we call out the qualitative Community aspect of the project in addition to the quantitative traffic aspect. Needs are for people	14 The Purpose & Needs statement puts forth an assumed solution to some intersections with the statement "by the addition of signal and turn lanes at intersections." Existing signalization efforts may be improved, but additional signalization may not be necessary.	15 Should have been done many years ago.	16 I agree with the draft, and think it will be very beneficial to proceed with the swap. I have been interested for many years now about getting sidewalk installed at least on 3rd street from Colorado south, and have met with City staff and business owners about it in the past. I know you have a process you must follow, but this is a very unsafe stretch of town while you continue this process, it would be great if an additional swath could be plowed in the winter to allow for pedestrian access.
17 I am a city resident and daily walker. Rerouting traffic will definitely relieve congestion and danger to pedestrians crossing streets. Plans for sidewalk extension from Colorado to Deinhard would encourage many visitors and residents to walk instead of driving. I do not know how the streets could be widened enough to accommodate for planned bike and pedestrian walkways, though.	18 I am a city resident and daily walker. Rerouting traffic will definitely relieve congestion and danger to pedestrians crossing streets. Plans for sidewalk extension from Colorado to Deinhard would encourage many visitors and residents to walk instead of driving. I do not know how the streets could be widened enough to accommodate for planned bike and pedestrian walkways, though.	19 I feel that it is absolutely necessary to re-route traffic. The congestion downtown is increasing and the highway between downtown and shore ridge is dangerous. Few people obey the speed limit and there is no where for foot traffic and bicycles.	20 This project is much needed.	21 Improvements are definitely needed	22 I would like to know what the plan is for wildlife, Deinhard and Boydston are already getting roadkill for deer. If the full weight of traffic will be going through that corridor, it will be an impassable barrier for foxes, deer, bear, and other wildlife. I don't see this in the plan.	23 I would like to know what the plan is for wildlife, Deinhard and Boydston are already getting roadkill for deer. If the full weight of traffic will be going through that corridor, it will be an impassable barrier for foxes, deer, bear, and other wildlife. I don't see this in the plan.	24 I would like to know what the plan is for wildlife, Deinhard and Boydston are already getting roadkill for deer. If the full weight of traffic will be going through that corridor, it will be an impassable barrier for foxes, deer, bear, and other wildlife. I don't see this in the plan.
4 I do not want to see our town full of stop lights, plus in winter time multi-lane intersections standardized with snow removal in front of town drivers sitting in the wrong lanes and occasionally approaching the turns way to fast. I would much rather see a single lane of traffic navigating through a roundabout intersection with great enough diameter for freight traffic and snow plow. This would greatly reduce start/stop traffic in winter, make it easier to plow during busier times of the day, and reduce dangers of red light running crashes. Believe now would also be reduced.	4 It is the right thing to do.	4 I would like to see more of a protected bike lane, but other than that I like the proposed bike/ped improvements. I would consider traffic lights (when warranted) at these intersections: 3rd St/Park St, 3rd St/Lake St, 3rd St/Lake St, Lake St/2nd St, and Lake St/1st St. I like the southbound free running right for Deinhard/Lake St. Are there any options for reconfiguring the intersection in a similar way to Option 2 for Boydston/Lake St? It would do a better job of reinforcing the new alignment of SH-55 for northbound drivers. I would definitely like to see the curve in front of the station improved as well. For Boydston/Lake St, I do not like Option 1 since it requires SH-55 movements to turn. Option 1 also won't really feel like a new highway alignment outside of signage. With Option 1 I can see a lot of southbound trucks that traffic could continue straight through the signal into downtown McCall not realizing that they had to make a right turn to stay on SH-55. I like Option 2 a better because they do better at reinforcing the new alignment of SH-55. Traffic lights could be added to the intersections in Options 2-4 in the future if needed to reduce delays on certain movements.	4 It is really needed and financially justified?	4 clear, comprehensive understanding	4 social media	4	4 08/06/2025 15:15:14.627
4 I really like the concept of the Downtown McCall Widen project - while I like the wider sidewalks and designated bike lane - I also wonder if there is an opportunity for a multi-use pathway. I would be concerned with snow plowing in the winter/shoulder seasons for the bike lane vs. the multi-use path that would be plowed year around and able to use as biking/walking/jogging. I also would like the re-route of I-55 through Deinhard and Boydston. For the pedestrian signal, I have seen greater success with the walk signals (PMS) so the drivers are warned via a light and seems less optional to stop vs. the red light flashes at you.	4 I found the concept options proposed for Boydston/Lake Street confusing.	4 Would there be any proposed changes to the speed limit?	4 If the project is approved, I would be HIGHLY opposed to a higher speed limit on any part of the project.	4 good understanding	4 TV, newspaper, radio, Email, from project team	4	4 08/06/2025 16:16:02.464
4 I really like the concept of the Downtown McCall Widen project - while I like the wider sidewalks and designated bike lane - I also wonder if there is an opportunity for a multi-use pathway. I would be concerned with snow plowing in the winter/shoulder seasons for the bike lane vs. the multi-use path that would be plowed year around and able to use as biking/walking/jogging. I also would like the re-route of I-55 through Deinhard and Boydston. For the pedestrian signal, I have seen greater success with the walk signals (PMS) so the drivers are warned via a light and seems less optional to stop vs. the red light flashes at you.	4 I found the concept options proposed for Boydston/Lake Street confusing.	4 Would there be any proposed changes to the speed limit?	4 If the project is approved, I would be HIGHLY opposed to a higher speed limit on any part of the project.	4 good understanding	4 TV, newspaper, radio, Email, from project team	4	4 08/06/2025 16:24:37.758
4 I recognize the value of this project and agree with the draft purpose and need statements. A missing focus for me is the impact of proposed changes on local residents' transportation to/during McCall, particularly on streets/intersections affected by the proposed changes. For example, we have a home off of Mission Street and regularly drive through the intersection of Mission/Deinhard. This intersection is already precarious to cross north/south or turn from Mission due to speed of traffic traveling on Deinhard. If speed and number of vehicles traveling Deinhard increase, this intersection will become more difficult and dangerous to navigate from Mission. This does not appear to be a consideration in the narrative I reviewed on the website.	4 Will the public have access during the evaluation period?	4 Would there be any proposed changes to the speed limit?	4 If the project is approved, I would be HIGHLY opposed to a higher speed limit on any part of the project.	4 moderate understanding	4 Newspaper(online)	4	4 08/06/2025 18:49:10.436
4 None	4 Traffic flowing from McCall Residents to New Meadows (and the reverse) is important to consider as many people live in one location and work in the other. This isn't just about commute times.	4 I don't see any improvements designed for Mission and Deinhard? That intersection is already compromised with the school on Mission. There needs to be improvement to that intersection also. I like the design that re-routes to Warren Street. That allows a traffic signal in the future as traffic increases. Haven't seen them.	4 Traffic flow of McCall residents to New Meadows (and the reverse) is important to consider as many people live in one location and work in the other. This isn't just about commute times. The intersection of Boydston and Lake has a lot of residential homes nearby but many of those are seasonal/limited use, so those should be weighed carefully - not the same as those who are full-time residents.	4 good understanding	4 Postcard, other	4	4 08/06/2025 20:28:06.189
4 So happy this is finally at this stage. I've been asking for years and I'm very excited to find some solutions.	4 regards to funding...is Perpetua Resources a partner.	4 Can you consider modifying option 1 Lake and Boydston to use a traffic circle instead of a signal? This might lessen the delays caused by the signal. I like the free flowing right turn at Deinhard and 3rd but you could also consider a traffic circle here also to eliminate delays. This signal has improved the situation but it is still not good. I am sure there has been too much money invested in this intersection to consider modifying it to so.	4 Is this a short term solution to a long term problem? Will this be a 10 year solution or longer? Addition to Mission or further west may make sense in the future before it's all developed. Please get to work on the legislation/agreements now that will allow ID to trade or gift a State Route to a city.	4 good understanding	4 Email, from project team	4	4 08/06/2025 20:45:48.688
4 NA	4 NA	4 Can you consider modifying option 1 Lake and Boydston to use a traffic circle instead of a signal? This might lessen the delays caused by the signal. I like the free flowing right turn at Deinhard and 3rd but you could also consider a traffic circle here also to eliminate delays. This signal has improved the situation but it is still not good. I am sure there has been too much money invested in this intersection to consider modifying it to so.	4 This resource is needed more for safety than LOS. Strive to make downtown McCall walkable. Unfortunately tourism is your major industry.	4 good understanding	4 Newspaper, radio	4	4 08/06/2025 22:12:15.167
4 What is going to be done with the existing walking path? Is there going to be a walking overpass built? What is going to be the speed limit on the road? Are there going to be turning lanes? Traffic signals? Which way? Are engine brakes going to be allowed or prohibited? Is there a light to be a shoulder? A bike lane?	4 With the upcoming/pending development of a movie theatre and shops, there will be more traffic and a major choke point especially if a traffic light is installed. How will Highway 55 work on Boydston with stop and go traffic?	4 Roadway concept team will examine. Mission and Deinhard will need control of highway moves that way. Points that are not clear seem well considered. I personally am in favor of traffic circles over lights whenever possible - so much more efficient.	4 Will have more once your proposal is made.	4 no understanding	4 Newspaper(print)	4	4 08/06/2025 23:57:09.999
4 A key purpose of this project is missing. That is, to establish local control over the vision of downtown McCall. The community is currently hindered by a state highway through the downtown core because the needs of a state highway (traffic mobility and safety) differ substantially from the needs of a community (qualitative experience, multi-modal transportation, connections between different kinds of the street, experience of people on foot). Below that acknowledging this directly in the Purpose and Needs statement for this project is critical. This is an important project precisely because we have different needs under consideration. Let's make sure we call out the qualitative Community aspect of the project in addition to the quantitative traffic aspect. Needs are for people	4 There needs to be an evaluation criteria that considers the experience of locals and tourists enjoying the downtown core. Especially pedestrians and bicyclists. Could also include restaurants who are traveling to the destination of downtown McCall and those who are traveling through. This is completely missing. What do those people think about the ease and enjoyment of their transportation journey? Speed and accidents are one lens we can use to look at this. How about frustration levels? Feelings of safety for non-motorists? Desirability of the downtown experience?	4 I'd love to see the swap happen. It just makes sense. This would enable things like large gas stations to be developed outside the downtown core instead of in it (and other such land uses). Also, improve the experience of through travelers and destination travelers. It would allow local control over the downtown, and improve through-traffic flow. Let's do it now rather than wait another 20 years until problems are unresolvable.	4 I'd love to see the swap happen. It just makes sense. This would enable things like large gas stations to be developed outside the downtown core instead of in it (and other such land uses). Also, improve the experience of through travelers and destination travelers. It would allow local control over the downtown, and improve through-traffic flow. Let's do it now rather than wait another 20 years until problems are unresolvable.	4 good understanding	4 Postcard	4	4 08/07/2025 00:10:58.875
4	4	4	4 Recently, when I first heard about this I thought it was a stupid idea. To my credit, all the news was that a solution to bad traffic was to change the name and ownership of Highway 55. That is ridiculous and I'm not the only one who thinks so. Therefore, I recommend you come up with a better description of the project for those who only hear of it on the news or from a friend. What you are really proposing is creating a bypass by SW/ONMI names and ownership of the downtown route for the current Deinhard/Boydston route, which allows appropriate Highway 55 funding and maintenance to follow the bypass.	4 good understanding	4 TV, newspaper, radio	4	4 08/07/2025 00:43:36.398
4	4	4	4 Will the stop light at Lake and Mission be moved to Boydston? Or just another stop light added to Lake at?	4	4 social media	4	4 08/07/2025 02:14:56.766
4	4	4	4 Utilize roundabouts to control the Mission St/Deinhard, Mission St/Lake St, and Boydston/Lake St intersections. These control down traffic while keeping it moving more effectively than stoplights. They are less expensive to maintain than stoplights. This would remove one signaled intersection from McCall, Mission St/Lake St. They have been used by ID on other state highways in higher traffic and population zones than here.	4 moderate understanding	4 social media	4	4 08/07/2025 02:29:35.645
4	4	4	4 The work completed on this plan is impressive. The idea of making the bypass highway 55 has been in the wind for years. I am totally in favor of the plan becoming a reality.	4 good understanding	4 Postcard	4	4 08/07/2025 03:08:57.594
4	4	4	4	4 moderate understanding	4 Email, from project team	4	4 08/07/2025 03:44:11.855
4	4	4	4	4 good understanding	4 Postcard, Newspaper(online), Email, from project team	4	4 08/07/2025 15:47:31.570
4	4	4	4	4	4 Newspaper(online), Word of mouth	4	4 08/07/2025 16:11:35.701
4	4	4	4	4 clear, comprehensive understanding	4 Postcard	4	4 08/07/2025 16:30:08.712
4	4	4	4	4 good understanding	4 Newspaper(print), Email, from project team, Word of mouth	4	4 08/07/2025 16:44:36.607
4	4	4	4	4 moderate understanding	4 social media, Newspaper(online), other	4	4 08/07/2025 17:11:39.970
4	4	4	4	4 good understanding	4 Newspaper(online), TV, newspaper, radio	4	4 08/07/2025 18:34:18.509
4	4	4	4	4 limited understanding	4 Postcard, Word of mouth	4	4 08/07/2025 18:45:47.413

What questions or comments do you have about the draft Purpose & Need for this project?	What questions or comments do you have about the evaluation criteria?	What questions or comments do you have about the concepts for this project?	What other comments would you like to share with us?	Please mark how effective the public meeting was in improving your understanding.	How did you hear about the SH-55, Deinhard to Boydston Project public meeting?	Specify other:	Creation date
30			Think it a good idea to route all THROUGH traffic around the city. No need to come into a congested car and pedestrian zone. Please consider bike lanes and safe turning lanes. You may need a traffic light at the Boydston/55 intersection. That would slow traffic coming into town from Brundage/New Meadows. The speed signs for 45/35/25 aren't really that effective. Lots of people walking and coming into town using Warren Wagon, so the pedestrian zone starts there. Construction trucks and others coming from town and turning right on Warren Wagon just speed the crowd. They are driving the bus a continuation of 55 S and not a residential area. Whatever you can do to curtail that would be helpful.	good_understanding	Email_from_project_team		08/07/2025 19:10:06.463
31				moderate_understanding	Postcard		08/07/2025 19:15:10.897
32	I thought that was the whole purpose of the bypass when I was constructed years ago, to redirect traffic away from town? I'm not clear on why we're still evaluating this after these years? What was the point of the bypass in the first place if it wasn't to redirect traffic away from town?	What is going to make traffic the bypass if this is swapped vs now? People can use the bypass more to subvert town, but they don't. I'm guessing it's because they want to enjoy the beauty of McCall, or possibly grab a snack, but, etc. If this is swapped, will there be a crosswalk added to the town path that has to cross Deinhard? It's already very dangerous and there is no way for pedestrians or bikes to safely cross.	Put a stoplight at Boydston and Lake Street. I'm not in support of the swap, as we disproportionately need sidewalks in town. The City of McCall has always used the excuse that they don't "own" the road and therefore can't construct sidewalks. This doesn't make any sense, as we've recently seen Cascade, Donnelly and Holehouse build sidewalks for safety. It'd be curious... The "curve" near the fire station is the only thing that I respect the 20mph speed limit in town. There's also no way to cross Deinhard safely as a bike/pedestrian... a marked crosswalk with lights, or would we have the problem of queuing and safety simultaneously. Sidewalks really need to be installed on 3rd St from those lounge all the way to Reddy at Deinhard... would love to see that as part of the swap. There are entirely too many people trying to utilize 3rd St/55 through town and it's so dangerous. It's very difficult to negotiate any of it in the summer with the huge influx of tourists/visitors, especially July. TD really needs to put that focus on safety all the way up the new 55 corridor from Boise to McCall. Replacing the Rainbow Bridge will not solve any safety issues, the canyon needs to be abandoned entirely and 55 rerouted. Additional lanes, speed limits, pull-outs, and additional policing efforts are needed. Rerouting traffic to Deinhard through town may be beneficial as well, however, I'm curious what is going to make traffic utilize it/ go that way.	no_understanding	socialmedia	Word_of_mouth	08/07/2025 19:47:47.841 08/07/2025 20:05:37.833
34		I like the idea of getting the folks who aren't interested in stopping in downtown McCall out of downtown. However, this proposed route will have 2 turns for people heading north. I understand a stoplight will probably be added at Boydston and Lake Street. But, the lights could make it difficult to turn left off of West Valley Rd. There are a lot of homes that connect to town using the road/intersection. Mission Street is also a busier intersection. Traffic from intersecting streets along Deinhard/Boydston should be considered and additional traffic lights or all-way stop signs might be a good option.	Currently, Deinhard/Boydston isn't stressed for the heavy truck traffic it gets. Officially routing SH-55 along those roads will require it to be upgraded from the siphon it currently has. Large number of potholes and asphalt break ups are constant on the stretch - no matter what time of year it is.	TV_newspaper_radio			08/07/2025 23:16:27.293
35	Didn't even hear anything about the meeting			clear_comprehensive_understanding	TV_newspaper_radio		08/08/2025 01:06:19.953
36	I think this is a really BAD idea. This will do NOTHING to help traffic downtown. The city will just close the road up with their overcast sidewalks and underused streets and parking like they did to the rest of the streets downtown. It will be a waste of time and money and ultimately do nothing for anyone. Wondered how much consideration was given to roundabouts at the major intersections? Seems like this would reduce road noise and there are no enough turn lanes as is. The addition of a center turn lane at the way down this stretch seems like it might help with congestion and add safety.	I am not sure exactly what you are looking for with this question. But I do not think the bridge there now should be torn down. Build around it like you have always said you would do.	If this is what the city wants this should have been addressed 20 years ago when the built the bypass so that's right the city didn't want to do that because they were idiot. Now we have a different set of idiot running this circus and quite frankly I have had enough. Been here 42 years most of it in this area and they are hell bent to ruin this town. As a resident of this area I am deeply interested in the development of this project. My family members and I drive the stretch of road multiple times a day. We appreciate the chance to provide input for this but still feel that there are additional needs that should be addressed.	good_understanding	other	Never heard anything at all	08/08/2025 02:49:12.840
37	Understand the need for this project and while I wish for a better solution, the route seems like it would be the most reasonable solution.	I am not sure exactly what you are looking for with this question. But I do not think the bridge there now should be torn down. Build around it like you have always said you would do.	I feel there has been a safety and mobility problem in McCall for many years in the H5 corridor. The need to correct this is long overdue. A tourist community should not create risk to pedestrians and bikers, but the corridor does and has for many years.	moderate_understanding	Postcard_TV_newspaper_radio_Word_of_mouth		08/08/2025 03:33:56.512
38	I understand that the bridge is old and a new one needs to be constructed but there is no reason to remove the existing bridge. You will basically be going around it so there should be no reason to tear it down. It is a bridge that I believe in. The historical significance and would not be built to tear it down.	I am not sure exactly what you are looking for with this question. But I do not think the bridge there now should be torn down. Build around it like you have always said you would do.	I feel there has been a safety and mobility problem in McCall for many years in the H5 corridor. The need to correct this is long overdue. A tourist community should not create risk to pedestrians and bikers, but the corridor does and has for many years.	good_understanding	socialmedia	Newspaper(print)_TV_newspaper_radio	08/08/2025 03:38:55.483
39	None, the traffic and safety through town needs addressed and is appreciated.	None	All bike lanes within the city of McCall need to connect. Riding a bike on a busy Highway 55 without protection is dangerous. We need some type of barrier from vehicle traffic. The posts that separate the bike lane on Spruce Mt. were pretty well. We will a separated bike lane best in the path from the post office to the middle school along Deinhard Ln.	good_understanding	socialmedia	Newspaper(print)_radio_Word_of_mouth	08/08/2025 14:54:30.793
40	I support moving Highway traffic out of downtown McCall.	None	I feel these changes have been thought out and would provide much needed improvements.	good_understanding	Newspaper(print)		08/08/2025 18:20:07.078
41	I support moving Highway traffic out of downtown McCall.	None	I feel these changes have been thought out and would provide much needed improvements.	good_understanding	Newspaper(print)_Newspaper(print)_TV_newspaper_radio		08/08/2025 18:40:18.784
42	I support moving Highway traffic out of downtown McCall.	None	I feel these changes have been thought out and would provide much needed improvements.	good_understanding	Postcard		08/08/2025 20:37:59.908
43	It is important to have walking/biking lanes all along the bypass. Also, in order to improve mobility and safety, a walking/biking lane's need to be added to the existing H5 that passes through McCall.	The evaluation criteria is spot on.	I feel there has been a safety and mobility problem in McCall for many years in the H5 corridor. The need to correct this is long overdue. A tourist community should not create risk to pedestrians and bikers, but the corridor does and has for many years.	good_understanding	Postcard		08/08/2025 22:06:29.695
44	None, the traffic and safety through town needs addressed and is appreciated.	None	I feel these changes have been thought out and would provide much needed improvements.	good_understanding	Newspaper(print)		08/09/2025 04:26:13.782
45	I support putting a light at the current Boydston/Highway 55 intersection.	Why didn't this happen 20 years ago?	I feel these changes have been thought out and would provide much needed improvements.	good_understanding	Newspaper(print)_Newspaper(print)_Word_of_mouth		08/09/2025 12:45:35.383
46	None, the traffic and safety through town needs addressed and is appreciated.	None	I feel these changes have been thought out and would provide much needed improvements.	moderate_understanding	Postcard		08/09/2025 19:33:27.730
47	In conjunction with whatever option is selected, I see the need to drop the speed limit to 45 mph the entire distance from Lake Fork to McCall on SH-55. I have lived in the immediate vicinity for 33 years and seen the exponential growth and resultant traffic on SH-55. This section (Lake Fork to McCall) currently carries 45 mph and 55 mph. The need for a drop in speed is needed primarily for safety concerns given the increased traffic on this stretch, increased and varied commercial truck traffic and increased number of residents using this stretch as primary means to go to/from McCall.		I feel there has been a safety and mobility problem in McCall for many years in the H5 corridor. The need to correct this is long overdue. A tourist community should not create risk to pedestrians and bikers, but the corridor does and has for many years.	moderate_understanding	Postcard		08/10/2025 02:14:20.865
48	Moving the heavy traffic from the downtown area is a good idea. It's a real nice trying get around the downtown area during the summer, weekend, holidays, and later in the day during the week.		I feel there has been a safety and mobility problem in McCall for many years in the H5 corridor. The need to correct this is long overdue. A tourist community should not create risk to pedestrians and bikers, but the corridor does and has for many years.	moderate_understanding	Word_of_mouth		08/10/2025 02:14:20.865
49	A couple of things that need to be addressed are a bicycle lane running the entire length of Deinhard and a roundabout or stop light at the corner of Mission and Deinhard. As it is now there can be a long wait to make a left on to Deinhard from Mission.		I feel there has been a safety and mobility problem in McCall for many years in the H5 corridor. The need to correct this is long overdue. A tourist community should not create risk to pedestrians and bikers, but the corridor does and has for many years.	moderate_understanding	Word_of_mouth		08/10/2025 02:14:20.865
50				clear_comprehensive_understanding	Postcard		08/10/2025 16:48:14.336
51				good_understanding	Newspaper(print)		08/10/2025 18:09:26.172
52				good_understanding	Email_from_project_team		08/10/2025 23:12:35.541
53	I'm confused by the intent of the project. It's my assumption that the purpose of the project is to reduce congestion in downtown McCall, improve traffic flow, and enhance traffic and pedestrian safety. However, in reviewing the proposed options, it appears the plans fail to meet the intent. Some of the concept designs at Boydston St. & Lake St. make sense because they route traffic on the bypass and force drivers to intentionally turn off the highway to head east toward downtown, which is great. I'm not certain about the couple of designs where the West Lake St. dead ends, but the other two appear worthwhile.	None	I'm confused by the intent of the project. It's my assumption that the purpose of the project is to reduce congestion in downtown McCall, improve traffic flow, and enhance traffic and pedestrian safety. However, in reviewing the proposed options, it appears the plans fail to meet the intent. Some of the concept designs at Boydston St. & Lake St. make sense because they route traffic on the bypass and force drivers to intentionally turn off the highway to head east toward downtown, which is great. I'm not certain about the couple of designs where the West Lake St. dead ends, but the other two appear worthwhile.	limited_understanding	socialmedia	Word_of_mouth	08/10/2025 23:13:34.666
54	I'm confused by the intent of the project. It's my assumption that the purpose of the project is to reduce congestion in downtown McCall, improve traffic flow, and enhance traffic and pedestrian safety. However, in reviewing the proposed options, it appears the plans fail to meet the intent. Some of the concept designs at Boydston St. & Lake St. make sense because they route traffic on the bypass and force drivers to intentionally turn off the highway to head east toward downtown, which is great. I'm not certain about the couple of designs where the West Lake St. dead ends, but the other two appear worthwhile.	None	I'm confused by the intent of the project. It's my assumption that the purpose of the project is to reduce congestion in downtown McCall, improve traffic flow, and enhance traffic and pedestrian safety. However, in reviewing the proposed options, it appears the plans fail to meet the intent. Some of the concept designs at Boydston St. & Lake St. make sense because they route traffic on the bypass and force drivers to intentionally turn off the highway to head east toward downtown, which is great. I'm not certain about the couple of designs where the West Lake St. dead ends, but the other two appear worthwhile.	moderate_understanding	Email_from_project_team		08/11/2025 13:44:56.522
55	Not really any questions, but rather a statement regarding the importance of rerouting traffic from downtown.	None	None	limited_understanding	Postcard		08/11/2025 14:44:20.757

What questions or comments do you have about the draft Purpose & Need for this project?	What questions or comments do you have about the evaluation criteria?	What questions or comments do you have about the concepts for this project?	What other comments would you like to share with us?	Please mark how effective the public meeting was in improving your understanding.	How did you hear about the SH-55, Deinhard to Boydston Project public meeting?	Specify other:	Creation date
<p>69</p> <p>Questions and comments regarding the preliminary roadway improvements for SH-55 and Deinhard Lane to Boydston Street.</p> <p>I live on SW McCall and I am confident this corridor exchange would increase the amount of noise and pollution I already deal with on a daily basis. Despite that I agree downtown McCall is not an appropriate location for SH-55. I appreciate the City and ITD are working together to analyze and consider possible solutions. I also appreciate the goal to "improve project area mobility and safety for all users, passenger and commercial vehicles and those who walk, bike, and roll." Because of that goal I must suggest an actual "bypass" be reconsidered. The corridor exchange between 3rd & Lake Streets and Deinhard/Boydston roads is moving truck traffic from one part of town, what a more congested part, to another part of town. During the initial design concept please reconsider an actual "bypass," as in bypassing the town, such as Johnson Lane or other routes.</p>	<p>The City & ITD seem to have lots of ideas and plenty of imagination on improvements they would like for downtown McCall. Some of the ideas are: 1) buffered bike lanes, 2) turn lanes, 3) bike lanes on/over street parking, 4) one column, 5) have in the Concepts: Downtown McCall for 3rd Street from Deinhard north to Flood and from Flood north to Columbia. The graphics are labeled "bike lanes/over street parking." Since it can not be both, my question is, which is it, bike lane or parking?</p>	<p>A couple of years ago I attended an information session for the Sebaste Gold Project and learned that a lot of mining truck traffic might come by using this alternative route. They talked about numbers during construction, operation phases, and reclamation and closure phases. I went to get into the details but during the operation phase (15 years) the prediction is an AVERAGE of 156 daily trucks. Over the next 20 years there could be approximately 3 million truck trips. Some of these trucks will be carrying hazardous materials. Yes, I am concerned about hazardous materials getting dumped into Payette Lake, in fact, I'm concerned about hazardous materials getting dumped anywhere! Simply moving the hazardous materials south through traffic on McCall is not providing protection. What are the mitigation plans for such a situation? I'm also concerned about increased noise and air pollution from all traffic but especially truck traffic. From my home on SW McCall I can see and hear truck traffic on the Deinhard/Boydston route. No where in the presentation did I see any information regarding noise analysis or a plan to do so. Will there be an environmental analysis that includes analyzing how much the noise will increase? Although downtown McCall is no place for a State Highway with significant truck traffic it is a growing residential area of McCall. For the reason of the Deinhard/Boydston bypass deserves a bit more improvements than just straightening the "S" curve. Since this is still in the "what" stage of development and I live just south of the proposed state highway I have several suggestions for improvements along Deinhard/Boydston.</p>	<p>My suggestions include: Buffered Bike Lanes along all of Deinhard & Boydston. The bike paths near the bridge are an excellent example of what I would like. The existing bike lanes in other locations are inadequate and dangerous to use. They are nothing more than a wide shoulder with a sign that says "Bike Lane." The CURRENT heavy truck traffic often uses this space while traveling along these roads creating an unsafe bike lane. A buffered bike lane would provide safer travel for all non-motorized individuals. Sound & Visual Barriers: Strategic placement of sound walls or barriers to reduce noise pollution on nearby neighborhoods and improve the visual impact. Traffic noise on the Deindard Lane & Boydston Street is already impacting nearby neighborhoods, especially "Lake Brant" noise and acceleration noise due to the hills on either side of the Payette River. Speed Study: Rigorous speed study to determine the feasibility of speed changes or traffic calming measures to help with pollution. This absolutely needs to be done. Speeding along the Deinhard/Boydston is notorious! Straightening out the "S" curve is only going to encourage additional speeding on this route. Perhaps a maximum speed limit of 30 mph would make it safer and quieter for everyone. An additional Path and Crosswalk connecting SW McCall Non-motorized users from the neighborhoods to the West and South of Boydston and Deinhard roads need a safe place to cross or access these roads to go to Shore Lodge, Lardos or friends in Rio Vista. If I use Google Maps to route a biking path from my neighborhood to Shore Lodge, it plots a route which utilizes property owned by City of McCall taxpayers. Please consider this as a possible crossing location to a buffered walking & bike lane along this alternate route. (Unable to include map here survey). Thanks for asking my opinion! I like many of the ideas presented but, again, in closing, I am most disappointed an actual bypass has not been considered. I encourage you to do so. I'm looking forward to seeing what you come up with.</p>	<p>good_understanding</p>	<p>Word_of_mouth</p>	<p>08/15/2025 19:47:19.910</p>	
<p>70</p> <p>1. Bypass efficiency and mobility. 100% support the ISS Bypass to route through traffic around McCall's downtown core! This is going to be great for McCall and Idaho.</p>	<p>Excellent Evaluation Criteria: 1. Bypass mobility 2. Reduce travel time 3. Bypass safety 4. Bypass cost Add: reduce future road maintenance costs if pavement sections are improved to 1) handle the projected bypass truck loadings and 2) reduce heavy truck traffic on business loop through town.</p>	<p>2. Safety benefits of ISS Bypass A. Separation of through traffic from local traffic. B. Separation of vehicles from pedestrians, cyclists and rollers C. Reduction of potholes, potholes and rollers from uncontrolled crosswalks D. Reduction of potholes, potholes and rollers from uncontrolled crosswalks E. Separation of walk, bike and roller paths F. Separation of vehicles from pedestrians, cyclists and rollers. G. More efficient flow of vehicles. H. Improved experience for drivers, cyclists and rollers. I. Opportunity to reduce local vehicle trips for school, groceries, and errands. J. Improved visitor experience (e.g. Sun Valley bike paths) K. Reduction of roadway maintenance L. Bypass government sections on the bypass for anticipated truck and trailer loads and frequency. M. Bypass maintenance, signage, truck markings and curb cuts for more efficient and safer vehicle flow.</p>	<p>3. Bypass revisions (City, City Impact Zone & County) A. With revised zoning, energy stations (gas/EV) can be moved from downtown to bypass route. An environmental comment. B. With revised zoning, developers can build "vacationers" for travelers needing fuel, food, car washes, and service stations away from downtown core. C. Along the ISS Bypass route, industrial/commercial is a more suitable zoning category than residential as it will be a noisy corridor and there are already industrial properties in this area (welding shop, sewer WWTF, concrete batch plant). D. Environmental protection of Payette Lake E. Reduce and move all energy fuel transfer stations from downtown to ISS Bypass thereby removing potential groundwater contamination, reducing fuel spill potential, reducing vehicle congestion, and creating downtown development opportunities for walkable businesses. All fueling could take place from ISS west of the river. F. Reduce air pollution downtown from tanker trucks, fueling vehicles and idling. Densification: 1. What % of through traffic is using Deinhard now? 2. In conjunction with repaving downtown thoroughfare, can segments of downtown streets one block off 3rd Street and Lake Street be designated as pedestrian only using removable bollards and paving that would still allow for deliveries and EMS? 3. Ban parking be primarily removed from 3rd and Lake streets for 2 blocks from corner in each direction, and relocated to nearby US parking with this done? Consider current public lot southeast of downtown, or removal of McPower Thrift Store, etc. 4. Phase eliminate all options for bike lanes shared with on-street parking. 5. Maximize use of bike paths separated from traffic. Walking and biking can be shared if path is sufficiently wide and speeds are slow. 6. Pedestrian crosswalks in downtown area should have HAWK signals. 7. Deindard & 3rd: yes, add an eastbound Deinhard dedicated free-running right turn lane onto a southbound 3rd street dedicated acceleration lane toward downtown. 8. Deindard and 3rd Street RPT. To comply with Idaho Transportation Department road design criteria, relocate the traffic on westbound 3rd Street to the east side of the intersection. 9. Deindard/Boydston at Lake Street Option #2. Let's support Option #2 free-flowing northbound Deinhard (Boydston) first intersection onto westbound Lake Street toward New Meadows in both directions with stop light at west end of Lake Street or west. OR 10. Deindard to Landside Option #4. Let's support Option #4 to create a new intersection at Landside, Warner Wagon and West</p>	<p>clear_comprehensive_understanding</p>	<p>Postcard</p>	<p>08/15/2025 19:47:19.940</p>	
<p>71</p> <p>None, but I want to stress the importance of keeping safety and mobility for pedestrians and bikes a part of the discussion of need.</p>	<p>None.</p>	<p>The concept of straightening curves near the Fire station and airport - understand your point, but honestly I have noticed every time a curve is straightened for "safety" reasons, drivers just increase their speed and that makes the curve just as dangerous. Save \$5 by keeping the curves and posting lower speed limits. Concept of increasing traffic on the Boydston Loop - this should happen, but we must keep that speed limit low and create safe pathway for bikes.</p>	<p>I am in favor of moving the Hwy 55 to Deinhard/Boydston to benefit motorists and McCall downtown experience. The traffic downtown is horrific. We don't need to court any new visitors, so that should not be a criteria. Instead, the purpose should be to manage the growth we are already experiencing. Having said that, moving the official Hwy 55 route makes my personal daily bike commute to work worse. So please maintain or improve the bike paths and crosswalks. For example, when the old railway bike path crosses Deinhard (near the Mission Intersection) must remain a safe and efficient path for pedestrians and bikes to pass over the highway. Thank you!</p>	<p>moderate_understanding</p>	<p>Postcard,Newspaper(print),Word_of_mouth</p>	<p>08/15/2025 23:12:58.816</p>	
<p>72</p> <p>The purpose and need for this project is long time coming and needed. Appreciate the thought that has gone into this project and look forward to its completion.</p>	<p>do have some concerns over the grade of the existing Deinhard St. grade dropping down to the river bridge and back up. I have personally experienced and witnessed tow vehicles and trailers jack-knifing while going down and also back up during winter months and less than ideal conditions. This is while traveling less than the posted speed limit. I have personally avoided this route in the winter with my snowmobile trailer for this reason alone. Any consideration of the feasibility of cutting into the grade on each side of the bridge to the level of slope?</p>	<p>appreciate the proposed concept for the Deinhard - 3rd St intersection. I would hope that there is some way to soften the corner around the Fire station. It is amazing to see the number of vehicles that slide off those corners after the first snow of the season. Not so funny when an 18 wheeler does it. I personally prefer the Option #2 for the intersection of Lake St & Boydston St. If not that, then Option #4. Being that it seems to be the "normal" for folks to run red lights, I am not in favor of an additional stop light if it could be avoided.</p>	<p>I realize that the county and city are proud of their "dark sky" ordinances, but some adequate street lighting at city intersections would be appreciated. The existing "blue canopy" for lights that are currently in use are not adequate to illuminate the crosswalk unless they are directly in your headlights, or directly in front of you. I believe that some more thought into some better street lighting at the busier crosswalks would be an improvement.</p>	<p>good_understanding</p>	<p>Postcard,socialmedia,Newspaper(print)</p>	<p>08/17/2025 16:26:01.856</p>	
<p>73</p> <p>I'm concerned about losing the limited parking space I have in front of my building when they decide to expand the Lake Street sidewalk from the Albertsons to Mission. I definitely think it is needed, as the amount of people working would benefit from a nice sidewalk. I'd just like to have a "sidewalk" sidewalk to maintain access to my building and business.</p>	<p>None at this time.</p>	<p>None at this time. I feel the streets need to keep up with the traffic and since I have a front row seat to the traffic coming in and out of Albertson's everyday and the tourists walking into town, I fully back this project.</p>	<p>Just would like to be kept in the loop on any water main work that will be done from the Albertson's to Mission. I understand it needs to be replaced and I would like my meter moved to the property line between my building and the Albertsons to ensure no damage during a winter from driving on it. This would be a great improvement to our town.</p>	<p>clear_comprehensive_understanding</p>	<p>Postcard</p>	<p>08/17/2025 23:39:32.304</p>	
<p>74</p> <p>I think this is a great idea. Getting through traffic out of downtown if good for safety, and the quality of the downtown experience. We have very heavy pedestrian traffic in downtown.</p>	<p>None</p>	<p>I am glad to see that existing roads are being utilized with the addition of the cut-in at Boydston.</p>	<p>I couldn't be more opposed to the 3rd design concept. It frankly seems absurd. From a practical standpoint, anyone traveling from the west to points north of Payette Lake (a major recreational area) would have to navigate a crazy circuitous route. The western edge of McCall (The Lodge, Lardos, Warner Wagon, etc.) is still part of the charm and brand of McCall. Options 3 and 4 disrupt that. At this point, my family would not support either design 3 or 4.</p>	<p>good_understanding</p>	<p>Postcard</p>	<p>08/18/2025 03:13:42.388</p>	
<p>75</p> <p>Fully supportive of moving through traffic out of downtown McCall and improving McCall's pedestrian, biking and intercity access.</p>	<p>If advancing four different designs for the Boydston/Lake St intersection, what is the criteria used for the decision? How do you weight each criteria?</p>	<p>I couldn't be more opposed to the 3rd design concept. It frankly seems absurd. From a practical standpoint, anyone traveling from the west to points north of Payette Lake (a major recreational area) would have to navigate a crazy circuitous route. The western edge of McCall (The Lodge, Lardos, Warner Wagon, etc.) is still part of the charm and brand of McCall. Options 3 and 4 disrupt that. At this point, my family would not support either design 3 or 4.</p>	<p>One of the issues that I think needs more attention is the impact of seasonal population growth. McCall's permanent population is around 3,000 but during the summer, it swells to over 10,000 and on some weekends (4th of July) it might reach as much as 15,000. Between 2000 and 2023 the population nearly doubled. My guess is that tourism driven growth more than tripled more data is needed to look at the peak periods of use and plan for this not wait until it gets to be another "Eagle Road" problem.</p>	<p>good_understanding</p>	<p>Postcard</p>	<p>08/18/2025 13:14:40.760</p>	
<p>76</p> <p>Overall I think the draft Purpose and Need is well done and on target. However, the purpose seems to place emphasis on fixing the congestion problem through downtown (the existing SH-55) which is long overdue and pretty obvious why it's a problem.</p>	<p>The road exchange needs to include rigorous evaluation of the impacts on surrounding (existing and potential) high residential properties in southwest McCall. I've lived in the area since 2007 and the amount of traffic and associated noise of autos and heavy trucks using the existing Boydston-Deinhard bypass has increased dramatically which impacts the quality of life to surrounding residential property owners due to increased traffic noise (particularly from large trucks and large Diesel engine equipped vehicles). I believe that noise is often underestimated as an impact, particularly in high elevation communities such as McCall. It is not uncommon to hear traffic noise as far as 2 miles traveling down Deinhard and Boydston.</p>	<p>I fail to understand what makes this project different than the already built roadway. The exception being to change it to ISS designation. This appears to be, yet another, city of McCall goal noted to spend Lake payee money.</p>	<p>The road exchange is inadequate, and more conceptual work must be done to ensure the negative impacts of this exchange in SW McCall are mitigated. Boydston and Deinhard roads currently bypass or skirt close proximity to over 20 existing residential subdivisions. Areas to the west and southwest of McCall have already started to expand with several new subdivision underway. The traffic for these subdivisions will flow via West Mountain, West Valley, and Weston directly onto Boydston. We are talking about potential for another 2X homes over the next decade just in the SW part of McCall west and SW of Boydston and Deinhard. In addition, we are currently seeing an explosion in ATV and E-bike activity that use the Boydston / Deinhard bypass. Additional traffic management will be needed along with safety improvements for these roads such as class 1, 1.5, and 2 bike paths for local motorized and especially non-motorized users. I believe that the proposed conceptual plan is still early in the process but I believe it is inadequate because the population growth and vehicle use data does not adequately reflect what happens in McCall for roughly 6 months of the year. As technology improves via the addition of fiber optic, I envision an even larger population of employees that work remotely in communities of their choice and McCall should be prepared for such growth.</p>	<p>good_understanding</p>	<p>ITD_website</p>	<p>08/18/2025 13:42:28.933</p>	
<p>77</p> <p>There is definitely a significant need to improve the traffic flow in and around McCall. While it's important to move vehicular traffic efficiently it is also important to include consideration for bicycles and pedestrians. My impression is that for much of the traffic that is not destined for the central portion of town, many of those drivers that are familiar with McCall already use the "bypass" but others that are not as familiar come right through town. Our information regarding the options is critical. The "intersections" both at the south and west end of town need to be designed to encourage the appropriate options for drivers. Bicycling the current bypass as well as the town is dangerously inadequate and needs specific attention as part of the project's design process.</p>	<p>How best will the process be able to project the success of diverting through traffic around the central portion of town?</p>	<p>I fail to understand what makes this project different than the already built roadway. The exception being to change it to ISS designation. This appears to be, yet another, city of McCall goal noted to spend Lake payee money.</p>	<p>There needs to be recognition that a portion (and maybe a larger portion) of the traffic passing through town also needs to stop either town or west and likely use a bypass.</p>	<p>good_understanding</p>	<p>sociaimedia,TV_newspaper_radio</p>	<p>08/18/2025 15:13:42.456</p>	
<p>78</p> <p>I'm coming to the meeting/presentation on August 6 and was very disappointed that you did not have a presentation in McCall. If you had any prior boards and met with some representatives who did not fully understand where the bypass was or what was going to happen to our community. The room was full and hard to negotiate the room and read the posters.</p>	<p>My understanding in the Deinhard and Boydston Roads would be realigned. Therefore several businesses would be removed, including Eye Doctor, Dentist Office, Pizzeria Studio, St. Luke's Clinic, and the Fire Station. I also told by one of your representatives that the speed limit would change from 25-35 mph to 45 mph. This is unacceptable for our community. Losing these businesses plus the safety of the roadway for bicycling and even driving personal vehicles would be dangerous.</p>	<p>I fail to understand what makes this project different than the already built roadway. The exception being to change it to ISS designation. This appears to be, yet another, city of McCall goal noted to spend Lake payee money.</p>	<p>It seems to me that large trucks and traffic is negating the bypass at this time. I agree with putting a sidewalk along Lake Street & a traffic light at Boydston and Lake Street. Thank you for your time and consideration.</p>	<p>good_understanding</p>	<p>Postcard,Newspaper(online)</p>	<p>08/18/2025 19:30:07.858</p>	
<p>79</p> <p>There is a need for consideration of the project. State Highway 55 through McCall is ineffective and unsafe. The route is obviously not in any way to state highway standards. The state should explore the option of using the Boydston/Deinhard route. In exchange for the new route. The state should upgrade Lake St. to a safe and effective thoroughfare.</p>	<p>How much consideration is put into the mixing impact on the route and the time of use?</p>	<p>I see above I'm not clear on the concepts versus evaluating the criteria.</p>	<p>If the state acquires the Boydston/Deinhard route, would like it to stay relatively the same. Keep the truck traffic posted to 35 or at least add appropriate signage and signals. Option one on Lake Street and Boydston seems appropriate. Regarding Lake Street, Lake Street does not need bicycle lanes. There are bicycle lanes on the street adjacent to Lake Street. Having a center lane take away from the neighborhood area. Turn lanes, a sidewalk with the appropriate crosswalks and signals. The visual impact of telephone poles, bikes, pedestrians, and cars is overwhelming at times. Not to mention the occasional deer. The state should budget for these changes to Lake Street. The state is greatly improving their safe and effective travel by this exchange.</p>	<p>moderate_understanding</p>	<p>Newspaper(online),Word_of_mouth</p>	<p>08/18/2025 23:59:36.807</p>	

What questions or comments do you have about the draft Purpose & Need for this project?	What questions or comments do you have about the evaluation criteria?	What questions or comments do you have about the concepts for this project?	What other comments would you like to share with us?	Please mark how effective the public meeting was in improving your understanding.	How did you hear about the SH-55, Deinhard to Boydston Project public meeting?	Specify other:	Creation date
<p>81 Please see below</p> <p>82 No questions. I agree with the need.</p> <p>83 From the information provided, it does seem like changes are needed to upgrade the route to reduce the traffic congestion in the downtown area</p> <p>84 None. This project is LONG overdue. Reducing a major state highway through downtown McCall has not made any sense for many years. I am glad something is finally being done.</p> <p>85 As a property owner who has an entrance onto Boydston I want to know what is going to be done about traffic, especially as well as current non-compliance of many of the trucks in regards to the fuel or engine brake. With the current traffic levels there are times that we have almost been hit by drivers going over the speed limit as we turn into our property. For those people that live off of Boydston what is the plan for safe entrance and exit from the properties onto the street. Is there contingency for adding a center turn lane to allow for safer left turns off of Boydston? Also what is the plan for the patrolling of that section of roadway should it be turned over to the state in exchange for the current Highway 55 through downtown McCall? I am all for trying to remove some of the through traffic that currently goes through McCall but not at the expense of those people that currently live along the Boydston/Deinhard bypass.</p> <p>86 The only "why" I was being considered that I heard was congestion in the 4 square block area of downtown @ Lake. A name change doesn't change demand of where people want to be. Business center and the lake drive volume. Display boards show data that the great majority of truck traffic goes around town via the Deinhard/Boydston connector. Design improvements of traffic lights and turn lanes will improve flow for those not wanting to access downtown. Downtown and the businesses are destinations unlike in other towns.</p> <p>87</p> <p>88 When did the idea of the "swap" come from? Is the State looking to move highway 55 to the current location in the downtown area in the City? The information shared about the current truck traffic through downtown shows that most trucks currently use the alternate route. Those that don't are probably making deliveries in the downtown area so will go through town regardless. The issues with Deinhard Lane and it's proximity to the Airport may make this whole idea untenable.</p> <p>89 There is definitely a need</p> <p>90</p> <p>91 None.</p> <p>92 In general, I support the swap of 55 from 3rd Lake to Deinhard/Boydston with the additional light at Lake/Boydston instead of any of the more extreme ideas proposed.</p>	<p>81 None</p> <p>82 None</p> <p>83 I'm confident that highly qualified people are evaluating the best course of action to take. I wonder if there will be negative impacts to businesses that depend on the current traffic flow</p> <p>84 None. I am not a traffic engineer or "public process" professional so not sure my input would be worthwhile.</p> <p>85 I think there needs to be serious consideration to entry/exit for property owners that currently enter directly to Boydston. I also want to know what is the extent of landscaping and other ways in which the increased traffic noise will be dealt with for those people who live along the proposed exchange route. At current there is little to no enforcement for the use of engine brakes not to mention excess speed. I don't see those two items getting better when there is more traffic on that roadway, especially if there is nothing to slow people down as they come to the turn back on to the existing Highway 55 corridor. With that turn the use of engine brakes will still happen and it will allow those traveling southbound to move speed than current that I feel exacerbating the excessive speed issue as well. As I mentioned I think that overall the exchange would be a good thing but I do feel that there are more than just those items listed to be studied. At present there is also a fair amount of pedestrian and bike traffic along the Boydston/Deinhard corridor what is the plan for this as the project moves forward</p> <p>86 Don't plan alternatives showing right of way widths you do not have and have no probability to acquire. Don't plan projects that aren't attainable! The plans pictured don't separate traffic, styles crossing traffic, safety issues. They show adding a greater mix with motorized, pedestrian and electric or manual wheeled vehicles all on the same roadway rather than defining the designated bike paths. A block south of the current highway. You should improve the bike lanes there as they would have lower cost and less traffic than the current highway and still give access to the core of town.</p> <p>87</p> <p>88 From the data presented it seems like most of the truck traffic is already taking the Deinhard/Boydston route and making this swap wouldn't change that. You list protection of Fayette Lake as one of the reasons to make this swap but I don't see any plans for storm drain improvements in the plan. The only benefit listed is getting trucks carrying hazardous materials away from the lake. The fact trucks that currently go through downtown are delivering fuel to the Gas Stations in town and that is not going to change. At the open house there was a lot of talk about increased truck traffic when the mining starts again in the Sibley area. Would those trucks really be coming north through McCall? Seems more likely they would go south to the Treasure Valley and the interstate.</p> <p>89</p> <p>90</p> <p>91</p> <p>92 Financial impact on businesses in town is listed in one location and not in another, which is correct? We were told that members of this project would want unspecified access to our property and asked to sign a release, which we did only if we were contacted in advance. Why were we not contacted?</p>	<p>81 None. I've read the concepts on the website and agree with the need. I actually thought this was going to be done when the bridge and road to Boydston was just a few years ago.</p> <p>82 None. I've read the concepts on the website and agree with the need. I actually thought this was going to be done when the bridge and road to Boydston was just a few years ago.</p> <p>83 See above. My only other thought is relocating Hwy 55 on to Deinhard Lane should not be dependent upon or linked to improvements to 3rd Street, which are also LONG overdue. But those would seem to be primarily a City of McCall problem? We desperately need a dedicated turn lane on 3rd and Lake Streets, as well as sidewalks from Colorado Street (bordering St. Deinhard/Boyd's proposed center)</p> <p>84 would love to see updates to both ends of the Boydston and Deinhard bypass to make this a safer route as well as help with the congestion at certain times.</p> <p>85</p> <p>86 don't like the streetcap widths, use of sidewalks and no continuous storm drain system to protect lake. Need traffic and pedestrian crossing signals to allow traffic flow & controlled pedestrian crossing vs pedestrians continually walking out traffic. Lack of control/enforcement of jay walking and improper bike travel is impeding vehicle traffic and causing safety issues and traffic flow now. Bike traffic should be moved a block south to the bike path that was established years ago.</p> <p>87</p> <p>88 The picture boards on display at the open house showing what the City would like to see on 3rd Street and Lake Street seem unrealistic. I don't believe that the 90' right of way shown really exists on the plan should show a more realistic view of what could happen. Sidewalk widths range from 8' to 17' (cross section pictures), why and who would be responsible for snow removal and other maintenance? You show sidewalks on both sides of 3rd and Lake streets and bike paths on both sides. Seems like a better plan would be to have one of each and have them on opposite sides of the street. Better idea is move the bike path south of the Lake Street section to the original bike path.</p> <p>89</p> <p>90</p> <p>91</p> <p>92</p>	<p>81 Note: We were not able to attend the public meeting. We have reviewed the materials on your website.</p> <p>We appreciate your efforts to engage our local community members, and hopefully learn from all of us. Our comments focus on the last one of ITD's "Additional Goals for the Project: Understand the needs and movements of people who walk and bike in the project areas, including seasonal traffic."</p> <p>There are many insights that may not be obvious to someone who does not live here and regularly use the bypass because it is the only option for residents living off of West Valley Road, Veronica Street, Karen Street and a few others. This is not because they want to bypass downtown McCall. If you haven't already, please take an informative drive: turn off of the bypass onto West Valley Road and drive around to see how many residential roads are there.</p> <p>We are and have been very concerned about safety on ODS Bypass aka Deinhard/Boydston Streets.</p> <p>The current lack of safety for bicyclists, pedestrians, wildlife and motorized vehicle drivers and passengers on Deinhard/Boydston Streets will be exacerbated if this project does not make it a priority to include and budget for their safety in the initial project plan. It is not even mentioned on the project website as a concern. The focus in the materials shared is on the safety of pedestrians downtown, which we value as well.</p> <p>Traffic volume has been on a meteoric rise on Deinhard/Boydston. We both used to ride our bicycles on it because that is the only option to get anywhere we wanted to go. Road Bypass bike trails, an errand in town, out around the lake, going to the Farmer's Market, and more. One of us stopped riding their bicycle on it altogether because the risky and nervous feelings that accompanied that experience.</p> <p>Motorized vehicles of all kinds are speeding along, this will only get worse with freight, long haul drivers, the looming Schmitz Gold mine operations; loads (estimated to be 50+ tons) of hazardous materials; and the many developments and subdivisions that have been approved and will increase our population and road usage.</p> <p>McCall Police Department is regularly parked across from the asphalt plant to slow drivers down, and stop those who are reckless.</p> <p>Do it!</p> <p>82</p> <p>83</p> <p>84 Please move forward as quickly as possible?</p> <p>85</p> <p>86</p> <p>87</p> <p>88</p> <p>89</p> <p>90</p> <p>91</p> <p>92</p>	<p>81 good_understanding</p> <p>82 good_understanding</p> <p>83 good_understanding</p> <p>84 clear_comprehensive_understanding</p> <p>85 moderate_understanding</p> <p>86 moderate_understanding</p> <p>87 good_understanding</p> <p>88 moderate_understanding</p> <p>89 moderate_understanding</p> <p>90 moderate_understanding</p> <p>91 moderate_understanding</p> <p>92 moderate_understanding</p>	<p>81 Postcard, social media</p> <p>82 Email from project team</p> <p>83 Newspaper (print), Word of mouth</p> <p>84 other</p> <p>85 Postcard, Newspaper (online)</p> <p>86 Newspaper (online), Word of mouth</p> <p>87 Word of mouth</p> <p>88 Newspaper (online), Word of mouth</p> <p>89 social media, TD website</p> <p>90 Postcard, TV, newspaper, radio</p> <p>91 Word of mouth</p> <p>92</p>	<p>81 08/19/2025 00:06:32.272</p> <p>82 08/19/2025 00:13:40.797</p> <p>83 08/19/2025 14:29:31.189</p> <p>84 08/19/2025 15:50:14.830</p> <p>85 08/19/2025 16:14:00.129</p> <p>86 08/19/2025 17:36:07.648</p> <p>87 08/19/2025 17:59:27.482</p> <p>88 08/19/2025 18:47:10.875</p> <p>89 08/19/2025 21:30:10.980</p> <p>90 08/19/2025 21:37:51.109</p> <p>91 08/19/2025 23:41:16.424</p> <p>92 08/20/2025 02:17:48.454</p> <p>93 08/20/2025 14:45:59.553</p> <p>94 08/20/2025 16:18:40.671</p> <p>95 08/20/2025 17:09:08.706</p> <p>96 08/20/2025 20:44:17.795</p> <p>97 08/20/2025 21:13:50.846</p>	<p>81</p> <p>82</p> <p>83</p> <p>84</p> <p>85</p> <p>86</p> <p>87</p> <p>88</p> <p>89</p> <p>90</p> <p>91</p> <p>92</p> <p>93</p> <p>94</p> <p>95</p> <p>96</p> <p>97</p>
<p>93 I understand the purpose and need for the project and am in support of it.</p>	<p>93</p>	<p>93 It wasn't clear through the online version of the public meeting if the proposal is to exchange ownership of Deinhard or not. I support almost all of the recommendations for creating better traffic flow, adding sidewalks, and in general moving the through traffic out of downtown.</p>	<p>93 If possible install an official electronic crosswalk signal on the city bike path next to airport.</p>	<p>93 good_understanding</p>	<p>93 social media</p>	<p>93</p>	<p>93 08/20/2025 16:18:40.671</p>
<p>94 McCall is becoming more of a mountain community. We need access to bike lanes. I would also suggest adding a round about at Boydston and Mountain Valley Road. This intersection is only going to get busier with time. You might want to consider cutting off access to Karen and Vanetta Street, they have access to Mountain Valley Road</p>	<p>94</p>	<p>94 I am looking forward to reduced traffic and increased safety for walkers and bicyclists along Lake Street as envisioned by this project.</p>	<p>94 All for this and the following survey questions will pertain to the logistics of running a business in the proposed areas. I am eager to learn about the needs of businesses in the area and how we can best support them.</p>	<p>94 limited_understanding</p>	<p>94 Email from project team</p>	<p>94</p>	<p>94 08/20/2025 17:09:08.706</p>
<p>95 As an owner of property along Lake Street in McCall, (Brown Patzka Condominiums, 221 W Lake St., Unit #81), like the initial design to exchange Lake St/2nd St Hwy 55 with the Boydston/Deinhard route. Reducing the heavy truck and some commercial traffic off Lake St will be beneficial for people walking/riding bikes along Lake Street as well as people enjoying Lake Street, such as tennis/tennis at the Brown Patzka Center.</p>	<p>95</p>	<p>95</p>	<p>95 I would encourage the Project Team to continue reaching out to state holders along State Street to gain input/comments as this project progresses. Thanks for the opportunity of provide input via this survey.</p>	<p>95 clear_comprehensive_understanding</p>	<p>95 Postcard, other</p>	<p>95</p>	<p>95 08/20/2025 20:44:17.795</p>
<p>96</p>	<p>96</p>	<p>96</p>	<p>96</p>	<p>96</p>	<p>96</p>	<p>96</p>	<p>96</p>
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<p>106</p>	<p>106</p>	<p>106</p>	<p>106</p>	<p>106</p>	<p>106</p>	<p>106</p>	<p>106</p>
<p>107</p>	<p>107</p>	<p>107</p>	<p>107</p>	<p>107</p>	<p>107</p>	<p>107</p>	<p>107</p>
<p>108</p>	<p>108</p>	<p>108</p>	<p>108</p>	<p>108</p>	<p>108</p>	<p>108</p>	<p>108</p>
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#	What questions or comments do you have about the draft Purpose & Need for this project?	What questions or comments do you have about the evaluation criteria?	What questions or comments do you have about the concepts for this project?	What other comments would you like to share with us?	Please mark how effective the public meeting was in improving your understanding.	How did you hear about the SH-55, Deinhard to Boydston Project public meeting?	Specify other:	CreationDate
88	None	None	I really appreciate the addition of bike and pedestrian facilities on Lake and 3rd Street. We have a home near Boydston and often take the downtown with our toddler via Boydston and Lake. While traffic speeds on Lake are generally low, many sections still feel uncomfortable without dedicated bike facilities. Right now, we take a short section of Boydston to reach downtown, which has bike lanes but still doesn't feel very safe.	Will there be subsequent changes/improvements in future project phases proposed for Boydston and Deinhard such as speed limit changes or shoulder/bike lane widening? A multi-use pathway along one side would be amazing!	clear_comprehensive_understanding	Email_from_project_team,Word_of_mouth		08/20/2025 23:16:59.442
89	N/A	N/A	N/A	How is this proposed to be funded? Has there been any thought on introducing a taxation on hotels and short term rentals (Air Bnb and VRBO) to help pay for construction and maintenance being that a part of the damage is from the increased tourism and seasonal individuals?	good_understanding	socialmedia		08/21/2025 05:31:06.700
100	I currently live on West Lake Street, the traffic has significantly gotten worse since 2000 when I moved in. It's a challenge to exit my driveway and enter onto highway 55 regardless if it's summer or winter. There is also a heavy semi truck presence that often rolls past my home. I watch on a daily basis where families ride bikes and walk on narrow strips of land especially in winter due to snow plowing. Many times not heading the speed limit. I also am not allowed to have mail delivery service to my home because I live on this very busy road. For all of the reasons I just expressed there is a real need for a reduction in traffic on Lake & 3rd St.		N/A	I think a round about on 55 & Boydston could be a huge time saver and an answer to directing truck/tourism traffic away from the downtown. I also think there should be a stop light at Mission & Deinhard. As far as future growth... Local residential growth isn't the problem, what is the growth of tourism? That has got to be more than 2-3%. Why aren't those numbers being addressed? Speaking of traffic, how about a trail along the Payette River from Shore Lodge to the Sheep Bridge. Let's be progressive like Bend, Oregon and give people a reason to walk in a secondary scenic path to avoid motor traffic all together.	good_understanding	socialmedia		08/21/2025 05:35:18.992
101	I think one of the overt objectives in the Purpose and Need statements should be explicitly reducing the amount of traffic through town, especially that of heavy trucks and other through traffic. I have personally witnessed many dangerous situations caused by this unnecessary traffic.		First, I disagree with the assertions that traffic growth will mimic the 2-3% population growth in the city. The city is the hub for all growth in the entire area, and construction is at a far faster growth than 2-3%. Further, tourism growth is increasing beyond the rate of population growth, especially given the growth in the Boise metro area. And lastly, the increase of industrial traffic with impending mine activity will exacerbate the local traffic problems beyond anything evidenced by the growth in tourism or population. Therefore, I believe the modeling activities should be conducted with a far higher growth rate than stated in this study. Next, I think these concepts are overlooking an obvious winning solution by ignoring the value of roundabouts. Large diameter roundabouts are a proven solution, even for the trucking industry. I'm sure ITO has chosen to ignore roundabouts for some reason not explained in this study, but I strongly believe that the omission should be challenged, and roundabout solutions should be studied. Further, at the open house, I heard several times that some out-of-the-box solutions were not considered because of prior FAA "outbids", considering the amount of change since then) studies. I believe omission of these options should also be challenged. Specifically, two such omissions: 1) The Johnson road alternative offers a significantly less disruptive bypass than bringing traffic to the edge of town and straightening Deinhard. And 2.) I believe the next best option would be to extend the airport runway to the south, since the FAA already wants to increase the length, you could just go a little further south and remove that from the north end of the runway. You could then use the clearance obtained by eliminating the northernmost portion of the runway to straighten the Deinhard curves. The perceived "FAA outbid" that caused this to not be considered should be challenged.	Because I believe that a key objective should be limiting traffic into town, I submit two proposals. 1) I would like to see a review of creating a vehicle-free zone at and around the 3rd/Lake "downtown" intersection with only vehicles that supply businesses being allowed to drive on what would become a pedestrian plaza. This plaza could potentially be enhanced with additional tourist activities and vendors. And 2) rather than widening Lake St, save that money by turning Lake and Forest streets into one-way streets. Then, the eliminated traffic line on Lake St could be used as a bike and pedestrian lane without the need for all of the infrastructure cost of widening the street.	good_understanding	Postcard,socialmedia		08/21/2025 05:57:24.745

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1	<p>We live off Boydston (verita rd). We have a hill on Boydston which is hard to see very far down the Boydston street when pulling out. It will be even harder with more traffic. Any increase in speed will make this very dangerous. Unless I missed it in your presentation I did not see any assertions that the speed limits would stay the same or proposals to change it.</p> <p>Also Boydston can really use detached bike lanes away from traffic. Lake street needs bike lanes too. So many tourists and commuters walk and bike on the gravel shoulder today. It's unsafe and stressful for drivers.</p>		<p>I do not want to see our town full of stop lights, plus in winter time multi lane intersections blanketed with snow result in out of town drivers sitting in the wrong lanes and occasionally approaching the turns way to fast. I would much rather see a single lane of traffic navigating through a roundabout intersection with great enough diameter for freight traffic and snow plows. This would greatly reduce start/stop traffic in winter, make it easier to plow during busier times of the day, and reduce dangers of red light running crashes. I believe noise would also be reduced.</p>		moderate_understanding	Email_from_project_team		08/06/2025 14:49:22.041
2	<p>This change routing Highway 55 around downtown McCall by Deinhard and Boydston makes total sense. It is what I use now that I know about it. Make it so, but make it a 5 lane road. Two lanes each way with a turning lane from the get go. The sooner the better.</p>	none	<p>It is the right thing to do.</p>		clear_comprehensive_understanding	socialmedia		08/06/2025 15:15:14.627
3	<p>I am in favor of the corridor swap and roadway improvements. Traffic can get really bad at the 3rd St/Lake St curve especially during peak summer travel and the McCall Winter Festival. I have walked along the sidewalk gaps on both 3rd St and Lake St and it would be nice to have better sidewalk facilities.</p>		<p>I would like to see more of a protected bike lane, but other than that I like the proposed bike/ped improvements. I would consider traffic lights (when warranted) at these intersections: 3rd St/Park St, 3rd St/Lenora St, 3rd/Lake St, Lake St/2nd St, and Lake St/1st St.</p> <p>I like the southbound free running right for Deinhard Ln/3rd St. Are there any options for reconfiguring the intersection in a similar way to Option 2 for Boydston St/Lake St? It would do a better job of reinforcing the new alignment of SH-55 for northbound drivers. I would definitely like to see the curve in front of the fire station improved as well.</p> <p>For Boydston St/Lake St, I do not like Option 1 since it requires SH-55 movements to turn. Option 1 also won't really feel like a new highway alignment outside of signage. With Option 1 I can see a lot of southbound trucks/thru-traffic still</p>		clear_comprehensive_understanding	Newspaper(online),ITD_website		08/06/2025 15:42:25.400

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			continuing straight through the signal into downtown McCall not realizing that they had to make a right turn to stay on SH-55. I like Options 2-4 better because they do better at reinforcing the new alignment of SH-55. Traffic lights could be added to the intersections in Options 2-4 in the future if needed to reduce delays on certain movements.					
4	How will the City of McCall enforce use of the Deinhard to Boydston Project? Are you doing to have City of McCall Police monitor / "police the area"? What will change to the route thru town? I understood that heavy trucks are already "suppose" to use this Deinhard to Boydston route, how is this any different (other than the city spending more tax payer money)?	See above	Is it really needed and financially justified?			other	boise dev	08/06/2025 16:16:02.464
5			I really like the concept of the Downtown McCall Widen project - while I like the wider sidewalks and designated bike lane - I also wonder if there is an opportunity for a multi-use pathway. I would be concerned with snow plowing in the winter/shoulder seasons for the bike lane vs. the multi-use path that would be plowed year around and able to use via biking/walking/rolling. I also would like the re-route of ID-55 through Deinhard and Boydston. For the pedestrian signal, I have seen greater success with the Hawk Signals (PHB) so the drivers are alerted via a light and seems less optional to stop vs the red light flashing at you.		good_understanding	TV_newspaper_radio,Email_from_project_team		08/06/2025 16:24:37.758
6	I recognize the value of this project and agree with the draft purpose and need statements. A missing focus for me is the impact of proposed changes on local residents' transport in/around McCall, particularly on streets/intersections affected by the proposed changes. For example, we have a home off of Mission Street and regularly drive through the intersection of Mission/Deinhard. This intersection is already precarious to cross north/south or turn from Mission due to speed of traffic		I found the concept options proposed for Boydston/Lake Street confusing.		moderate_understanding	Newspaper(online)		08/06/2025 18:49:10.436

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	traveling on Deinhard. If speeds and number of vehicles traveling Deinhard increase, this intersection will become more difficult and dangerous to navigate from Mission. This does not appear to be a consideration in the materials I reviewed on the website.							
7	While I understand the rationale for the project, I have serious concerns about the ability to safely enter Boydston from Verita. The crest of the hill on Boydston blocks the view of traffic coming from the south. If traffic were to increase I anticipate that accidents may occur when cars are trying to enter Boydston.	Will the public have access during the evaluation period?	Would there be any proposed changes to the speed limit?	If the project is approved, I would be HIGHLY opposed to a higher speed limit on any part of the project.		Postcard,socialmedia		08/06/2025 19:06:13.257
8	None.	Traffic flowing from McCall Residents to New Meadows (and the reverse) is important to consider as many people live in one location and work in the other. This isn't just about complete thru-traffic.		Traffic flowi of McCall residents to New Meadows (and the reverse) is important to consider as many people live in one location and work in the other. This isn't just about complete thru-traffic. The intersection of Boydston and Lake has a lot of residential homes nearby but many of those are seasonal/limited use, so those should be weighed carefully - not the same as those who are full-time residents.	good_understanding	Postcard,other		08/06/2025 20:28:06.189
9	So happy this is finally at this stage. I've been asking for years and I'm very excited to find some solutions		I don't see any improvements designed for Mission and Deinhard? That intersection is already compromised with the school on Mission. There needs to be improvements to that intersection also. I like the design that re-aligns to Warren Wagon. That allows a traffic signal in the future as traffic increases.	Is this a short term solution to a long-term problem? Will this be a 10 year solution or longer? Johnson to Mission or further west may make sense in the future before it's all developed. Sorry to have missed the actual meeting. I was sick on the day of the presentation and didn't want to share germs...	good_understanding	Email_from_project_team		08/06/2025 20:45:35.698
10	This is a much needed safety improvement for visitors and residents. Large trucks do not belong in the downtown core especially when the mine in Yellow Pine starts operting.	I regards to funding.....is Perpetua Resources a partner.	Haven't seen them.	Please get to work on the legislation/agreements now that will allow ITD to trade or gift a State Highway to a city.	moderate_understanding	TV_newspaper_radio		08/06/2025 22:12:15.167

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11	NA	NA	<p>Can you consider modifying option 1 at Lake and Boydston to use a traffic circle instead of a signal? This might lessen the delays caused by the signal.</p> <p>I like the free flowing right turn at Deinhard and 3rd but you could also consider a traffic circle here also to eliminate delays. This signal has improved the situation but it is still not good. I am sure there has been too much money invested in this intersection to consider modifying it so soon.</p>	This reroute is needed more for safety than LOS. Strive to make downtown McCall walkable. Unfortunately tourism is your major industry.	good_understanding	Newspaper(online)		08/06/2025 23:37:37.162
12	What is going to be done with the existing walking path? Is there going to be a walking overpass built? What is going to be the speed limit on the road? Are there going to be turning lanes? Traffic signals? Which type? Are engine brakes going to be allowed or prohibited? Is there going to be a shoulder? A bike lane?	With the upcoming/pending development of a movie theatre and shops, there will be more traffic and a major choke point especially if a traffic light is installed. How will Highway 55 work on Boydston with stop and go traffic?		Will have more once your proposal is made.	no_understanding	Newspaper(print)		08/06/2025 23:57:57.099
13	A key purpose of this project is missing. That is, to establish local control over the vision of downtown McCall. The community is currently hampered by a state highway through the downtown core because the needs of a state highway (traffic mobility and safety) differ substantially from the needs of a community (qualitative experience, multi model transportation, connections between different sides of the street, experience of people on foot). I believe that acknowledging this directly in the Purpose and Needs statement for this project is critical. This is an important project precisely because we have different needs under consideration. Let's make sure we call out the qualitative Community aspect of the project in addition to the quantitative traffic aspect. Roadways are for people	There needs to be an evaluation criteria that considers the experience of locals and tourist enjoying the downtown core. Especially pedestrians and bicyclists. Could also include motorists who are traveling to the destination of downtown McCall and those who are traveling through. This is completely missing. What do these people think about the ease and enjoyment of their transportation journeys? Speed and accidents are one lens we can use to look at this. How about frustration levels? Feelings of safety for non motorists? Desirability of the downtown experience?	Roadway concepts seem well examined. Mission and Deinhard will need control if highway moves that way. Points that will be issues seem well considered. I personally am in favor of traffic circles over lights wherever possible - so much more efficient	I'd love to see the swap happen. It just makes sense. This would enable things like large gas stations to be developed outside the downtown core instead of in it (and other such land uses). Also, improve the experience of through travelers and destination travelers. It would allow local control over the downtown, and improve through-traffic flow. Let's do it now rather than wait another 20 years until problems at unsustainable.	good_understanding	Postcard		08/07/2025 00:10:58.875
14				Honestly, when I first heard about this I thought it was a stupid idea. To my credit, all the news said was that a solution to bad traffic was to change the name and ownership of Highway 55. That is ridiculous and I'm not the only one who thinks so. Therefore, I recommend you come up with a	good_understanding	TV_newspaper_radio		08/07/2025 00:43:36.398

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				better description of the project for those who only hear of it on the news or from a friend. What you are really proposing is creating a bypass by SWITCHING names and ownership of the downtown route for the current Dinehard/Boydston route, which allows appropriate Highway 55 funding and maintenance to follow the bypass.				
15				Will the stop light at Lake and Mission be moved to Boydston? Or just another stop light added to Lake st.?		socialmedia		08/07/2025 02:14:56.76 9
16	The Purpose & Needs statement puts forth an assumed solution to some intersections with the statement "by the addition of signals and turn lanes at intersections." Existing signalization efforts may be improved, but additional signalization may not be necessary.	Traffic/Pedestrian safety should weigh more heavily than LOS.	Prioritize alternatives to stoplights.	Utilize roundabouts to control the Mission St/Deinhard, Mission St/Lake St, and Boydston/Lake St intersections. These controls slow traffic while keeping it moving more effectively than stoplights. They are less expensive to maintain than stoplights. This would remove one signaled intersection from McCall, Mission St/Lake St. They have been used by ITD on other state highways in higher traffic and population zones than here.		Word_of_mouth		08/07/2025 02:29:35.64 5
17	Should have been done many years ago.				moderate_understanding	socialmedia		08/07/2025 02:57:17.38 4
18	I agree with the draft, and think it will be very beneficial to proceed with the swap. I have been interested for many years now about getting sidewalks installed at least on 3rd street from Colorado south, and have met with City staff and business owners about it in the past. I know you have a process you must follow, but this is a very unsafe stretch of hwy. While you continue this process, it would be great if an additional swath could be plowed in the winter to allow for pedestrian access.				good_understanding	Postcard,Newspaper(print),Email_from_project_team,Word_of_mouth		08/07/2025 03:04:03.95 0
19	I am a city resident and daily walker. Rerouting traffic will definitely relieve congestion and danger to pedestrians crossing streets. Plans for sidewalk extension from Colorado to Deinhard would encourage many visitors and residents to walk instead of driving.		Can a traffic light be installed at Boydston and Lake St.? Would large trucks not making deliveries be required to take the bypass? If so, how would it be enforced? Would the city be responsible for snow removal on 3rd and Lakeside?	The work completed on this plan is impressive. The idea of making the bypass highway 55 has been in the wind for years. I am totally in favor of this plan becoming a reality.	good_understanding	Postcard		08/07/2025 03:08:57.59 4

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	I do not know how the streets could be widened enough to accommodate for planned bike and pedestrian walks, however.							
20						Email_from_project_team		08/07/2025 03:44:13.855
21			I believe this improvement is long overdue as downtown McCall is in need of traffic improvements. Keep in mind, traffic on south Mission St. will be greatly impacted by this design so a traffic light will be needed otherwise users will not be able to cross the street or turn left/right with an increase in traffic.		moderate_und erstanding	ITD_website		08/07/2025 15:19:17.839
22	Improvements are definitely needed		I do not like the Boydston concepts which put a culdesac on Lake Street. In addition to accommodating heavy truck traffic, providing a simple way for RVs to access Warren Wagon Road (and Lick Creek and Ponderosa Park) is important too. The concept which improves that intersection with a stop light and better turning is my preference. The Deinhard concept with the continuous turn lane creates a massive amount of asphalt for pedestrians and cyclists to cross. IF this is the preferred option then please add an island for people to pause on when crossing. The town core is extending toward Jacob Street and eventually Krahn Lane and pedestrian connection that far south is important.			Postcard,Newspaper(online),Email_from_project_team		08/07/2025 15:47:31.570
23				The option to re-route the highway to Deinhard and transfer 3rd Street to the local jurisdiction in a densely developed townsite—especially one with a challenging 90-degree corner—is long overdue. While the transition may come with its share of difficulties, the long-term benefits are clear: safer travel for commercial vehicles, pedestrians, and cyclists alike. If there's one milestone I hope the City of McCall, Valley County and ITD can prioritize and resolve, it's this solution.		Newspaper(online),Word_of_mouth		08/07/2025 16:11:35.701

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24	I feel that is is absolutely necessary to re-route traffic. The congestion downtown is increasing and the highway between downtown and shore lodge is dangerous. Few people obey the speed limit and there is nowhere for foot traffic and bicycles			Please pass this.	clear_comprehensive_understanding	Postcard		08/07/2025 16:39:08.712
25	This project is much needed.	It seems clear to me.		The best solution for Boydston/Lake Street is to have no stop from Boydston to Lake	good_understanding	Newspaper(print),Email_from_project_team,Word_of_mouth		08/07/2025 16:44:36.607
26					moderate_understanding	socialmedia, Newspaper(online),other	Text message from city of McCall	08/07/2025 17:11:39.970
27					good_understanding	Newspaper(online),TV_newspaper_radio		08/07/2025 18:34:18.509
28			I concur with the proposals for sidewalks and bike lanes on 3rd and Lake Streets. Those are especially needed on Lake Street were the sidewalks currently end and pedestrians and bikers are forced to walk/ride on dirt shoulders. This is especially dangerous in the winter when roads are slick and the shoulders are not plowed. How will traffic be dissuaded/prohibited from using 3rd and Lake Streets and be shunted onto the bypass? Will there be obvious signage, or requirements that trucks above a certain tonnage use the bypass?	This re-route has been needed for a long time. The City of McCall has tried various measures to make SH-55 in downtown McCall safe (flags, no left turns off of Lenora/Railroad in the summer, etc.), but the problem is the quantity and type of traffic on the road. The road, and especially the curve in front of Hotel McCall, was not intended for the volume of traffic or the types of large vehicles (logging trucks, double tractor trailers, etc.) that routinely use the road.		TV_newspaper_radio		08/07/2025 18:36:43.111
29	I would like to know what the plan is for wildlife. Deinhard and Boydston are already getting roadkills for deer. IF the full weight of traffic will be going through that corridor, it will be an impassable barrier for foxes, deer, bear, and other wildlife. I didn't see this in the plan.	Was wildlife considered in this evaluation? I see the road plan for downtown but curious if there will be biking, and walking routes on Deinhard and Boydston?	The above questions about wildlife plan, as well as bikes and walking paths. Also, for the outlets, like Karen, Rio Vista, Pinedale and Lakeside street as well as WhiteTail. Are there plans to put lights on Boydston or Deinhard?	1. Wilflife 2. bike and walking paths on deinhard and boydstun 3. traffic study for those streets that use Boydston from the residential areas.	limited_understanding	Postcard,Word_of_mouth		08/07/2025 18:45:57.413

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30				Think its a good idea to route all THROUGH traffic around the city. No need to come into a congested car and pedestrian zone. Please consider bike lanes and safe turning lanes. You may need a traffic light at the Boydston/55 intersection. That would slow traffic coming into town from Brundage/New Meadows. The speed signs for 45/35/25 aren't really that effective. Lots of people walking and coming into town exiting from Warren Wagon, so the pedestrian zone starts there. Construction trucks and others coming from town and turning right on Warren Wagon just speed like crazy. They are driving like its a continuation of HWY 55 and not a residential area. Whatever you can do to curtail that would be helpful.	good_understanding	Email_from_project_team		08/07/2025 19:13:06.463
31					moderate_understanding	Postcard		08/07/2025 19:15:10.697
32				Put a stoplight at Boydston and lake street.	no_understanding	socialmedia		08/07/2025 19:47:47.843
33	I thought that was the whole purpose of the by-pass when it was constructed years ago, to redirect traffic away from town? I'm not clear on why we're still evaluating this after all these years? What was the point of the by-pass in the first place if it wasn't to redirect traffic away from town?		What is going to make traffic utilize the by-pass if this is swapped vs.now? People can use the by-pass now to subvert town, but they don't. I'm guessing it's because they want to enjoy the beauty of McCall, or possibly grab a snack, fuel, etc. If this is swapped, will there be a crosswalk added to the town path that has to cross Deinhard? It's already very dangerous and there is no way for pedestrians or bikers to safely cross Deinhard.	I would be in support of the swap, as we desperately need sidewalks in town. The City of McCall has always used the excuse that they don't "own" the road and therefore can't construct sidewalks. This doesn't make any sense, as we've recently seen Cascade, Donnelly and Horsehoe Bend build sidewalks for safety. I'd be curious.... The "S-curve" near the fire station is the only thing that slows people down and it appears they'd like to straighten this. Speeding is already a huge issue on Deinhard, as people don't respect the 25mph speed limit in town. There's also no way to cross Deinhard safely as a biker/pedestrian...a marked crosswalk with lights, etc would solve the problem of speeding and safety simultaneously. Sidewalks really need to be installed on 3rd St from Shore Lodge all the way to Ridleys at Deinhard....would love to see that as part of	moderate_understanding	Word_of_mouth		08/07/2025 20:05:37.835

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				the swap. There are entirely too many people trying to utilize 3rd St/Hwy 55 though town and it's so dangerous. It's very difficult to negotiate any of it in the summer with the huge influx of tourists/visitors, especially July. ITD really needs to put their focus on safety all the way up the Hwy 55 corridor from Boise to McCall. Replacing the Rainbow Bridge will not solve any safety issues, the canyon needs to be abandoned entirely and 55 rerouted. Additional lanes, speed limits, pull-outs, and additional policing efforts are needed. Rerouting traffic to Deinhard through town may be beneficial as well, however, I'm curious what is going to make traffic utilize it/go that way.				
34			I like the idea of getting the folks who aren't interested in stopping in downtown McCall out of downtown. However, this proposed route will have 2 left turns for people heading north. I understand a stoplight will probably be added at Boydston and Lake Street. But, the lights could make it difficult to turn left off of West Valley Rd. There are a lot of homes that connect to town using this road/intersection. Mission Street is also a busier intersection. Traffic from intersecting streets along Deinhard/Boydston should be considered and additional traffic lights or all-way stop signs might be a good option.	Currently, Deinhard/Boydston isn't stressed for the heavy truck traffic it gets. Officially rerouting SH55 along these roads will require it to be upgraded from the asphalt it currently has. Large number of potholes and asphalt break up areas are constant on this stretch - no matter what time of year it is.		TV_newspaper_radio		08/07/2025 23:16:27.292
35					clear_comprehensive_understanding	TV_newspaper_radio		08/08/2025 01:06:19.953
36	Didn't even hear anything about the meeting		I think this is a really BAD idea. This will do NOTHING to help traffic downtown. The city will just screw the road up with their oversized sidewalks and undersized streets and parking like they did to the rest of the streets downtown. It will be a HUGE waste of time and money and ultimately do nothing for anyone	If this is what the city wants this should have been addressed 20 years ago when they built the bypass so that's right the city didn't want to do that because they were idiots! Now we have a different set of idiots running this circus and quite frankly I have had enough. Been here 42 years (most all of my life) and they are hell bent to ruin this town	good_understanding	other	Never heard anything at all	08/08/2025 02:49:12.840

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37	Understand the need for this project and while I wish for a better solution, the reroute seems like it would be the most reasonable solution.		<p>Wondered how much consideration was given to roundabouts at the major intersections? Seems like this would reduce cost and solve some flow issues. State of Washington seems to use these on HWY 195 pretty effectively and large semi trucks have no problems navigating them.</p> <p>Wondered how much consideration was given to all the residential streets from Mission st to Lake street? Seems like lots of attention was given to the 2 major intersections and the stretch from Mission to 3rd but there is already a significant slowing of traffic in peak hours between Mission & Lake. The amount of traffic already on this stretch is significant and there are not enough turn lanes as is. The addition of a center turn lane all the way down this stretch seems like it might help with congestion and add to safety.</p>	As a resident of this area I am deeply interested in the development of this project. My family members and I drive this stretch of road multiple times a day. We appreciate the chance to provide input for this but still feel that there are additional needs that should be addressed.	moderate_understanding	Postcard,TV_newspaper_radio,Word_of_mouth		08/08/2025 03:33:56.512
38	I understand that the bridge is old and a new one needs to be constructed but there is no reason to remove the existing bridge. You will basically be going around it so there should be no reason to tear it down. It is a bridge that I believe is on the National Registry and it would not be right to tear it down.	I am not sure exactly what you are looking for with this question. But I do not think the bridge there now should be torn down. Build around it like you have always said you would do.	My comment is leave the bridge alone and build the new one around it.	Leave the old bridge. Your plan shows you will be building around and a ways away from the old bridge so leave it alone and just build the new one. Do NOT tear down a site our kids and grandkids will never get to see. It is beautiful and needs to be left alone.		socialmedia, Newspaper(print),TV_newspaper_radio		08/08/2025 03:38:55.483
39	Agree that traffic through town has gotten much worse in recent years.	Not satisfied with any statements made addressing current residences on Boydston and protecting their safety and quality.	Protecting the safety of those who live on/access their homes by Boydston. Traffic currently moves faster than posted speed limits, what are plans for keeping Boydston safe and calm for existing residences.	Currently there is very little monitoring of safety, including speeding and noise, on Boydston section. In the future who would patrol and what are plans to protect safety for residences along this route?	good_understanding	socialmedia,TV_newspaper_radio,Word_of_mouth		08/08/2025 14:54:10.793
40	This is a sensible improvement to reduce heavy traffic in the city of McCall. It will improve pedestrian safety and reduce frustration of city residents and visitors as well. Honestly, I'm surprised this has taken so long!			Get R done!	good_understanding	Newspaper(online)		08/08/2025 16:54:39.009
41	The project contains many positive attributes. Allowing for this alternative is very promising. Getting through traffic out of downtown McCall very Important. Key is to				good_understanding	Newspaper(online),Newspaper(print),TV_newspaper_radio		08/08/2025 18:20:39.078

SH-55, Deinhard to Boydston Public Meeting

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	allow for pedestrian and bicycle opportunities.							
42	I support moving highway traffic out of downtown McCall.		Proposals to keep traffic on the new 55 seem logical. I like the cul-de-sac options on W Lake Street. I believe this would make Warren Wagon Road access much safer. Although nobody in a small town likes to see traffic lights, we need more to deal with the heavy traffic in our area.	The only real concern I have is for traffic coming into town on Mission and from the West Mountain area. The intersections crossing the proposed new 55 route get backed up at peak hours already and it will continue to get worse as traffic increases. Many people make risky decisions trying to shoot across through small gaps in traffic that is often exceeding posted speed limits. Additional traffic control lights should be considered at these points now instead of waiting until the accident count goes up.		socialmedia, Newspaper(print)		08/08/2025 18:40:18.784
43	It is important to have walking/biking lane/s all along the bypass. Also, in order to improve mobility and safety, a walking/biking lane/s need to be added to the existing H55 that passes through McCall.	The evaluation criteria is spot on.	I feel there has been a safety and mobility problem in McCall for many years in the H55 corridor. The need to correct this is long overdue. A tourist community should not create risk to pedestrians and bikers, but this corridor does and has for many years.		good_understanding	Postcard,socialmedia		08/08/2025 20:37:59.908
44			No mention was made about a bike path on Deinhard Ln. We currently ride our bikes south on the McCall Greenway and Walking Path that runs between Stibnite St and Deinhard Ln then turn left (east) onto Deinhard Ln toward Ridley's. Deinhard Ln is always dangerous and scary. Could we have a protected bike lane there or possibly a new lane that connects the Greenway path to 3rd St so we can continue down Deinhard to the Post Office?	All bike lanes within the city of McCall need to connect. Riding a bike on a busy highway (SH-55) without protection is dangerous. We need some type of barrier from vehicle traffic. The posts that separate the bike lane on Spring Mtn work pretty well. We like a separated bike lane best ie: the path from the post office to the middle school along Deinhard Ln.	clear_comprehensive_understanding	Postcard,Newspaper(print),TV_newspaper_radio		08/08/2025 22:06:29.695
45	None, the traffic and safety through town needs addressed and is appreciated.	None	I feel these changes have been well thought out and would provide much needed improvements.	In regards to pedestrian traffic, the lights or crossing at will is part of the problem. I've sat many times at the corner of 3rd and Lake street when only 1 car can pass because so many pedestrians keep stopping traffic. There needs to be a balance.	good_understanding	Newspaper(online)		08/09/2025 04:26:13.752
46	I support putting a light at the current boydston/hwy 55 intersection	Why didnt this happen 20 years ago?	With 25mph speed limit, does the s-turn really need to be modified? At the north end of the oject, i suggest putting in a left turn wait lane that can accommodate ~20 cars or 4-5 semis. Southbound will need to be deepened as well.	I think this project is long overdue. Why was there no meeting about the smiths ferry project? I am very displeased with that project and quite frankly think its a total waste of money and is creating more long term problems. A project of that scale should have been a ballot measure.	good_understanding	Newspaper(online),Newspaper(print),Word_of_mouth		08/09/2025 12:45:35.983

SH-55, Deinhard to Boydston Public Meeting

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47				As a resident of the Rio Vista neighborhood I would like to suggest a better defined and separated bike lane along Boydston street . In its existing state there are areas of the road that are unsafe . (Blind spots and narrow lane) . If this becomes a designated state highway I think it needs to be safe for pedestrian use as well .	moderate_und erstanding	Postcard		08/09/2025 19:13:27.730
48	In conjunction with whatever option is selected, I see the need to drop the speed limit to 45 mph the entire distance from Lake Fork to McCall on SH55. I have lived in the immediate vicinity for 33 years and seen the exponential growth and resultant traffic on SH55. This section (Lake Fork to McCall) is currently partially 45 mph and 55 mph. The need for a drop in speed is needed primarily for safety concerns given the increased traffic on this stretch, increased and varied commercial truck traffic and increased number of residents using this stretch as a primary means to go to/from McCall.					Postcard		08/10/2025 00:06:20.785
49	Moving the heavy traffic from the downtown area is a good idea. Its a real zoo trying get around the downtown area durring the summer, weekend, holidays, and lately any day durring the week. A couple of things that need to be addressed are a bicycle lane running the entire length of Dinehard and a roundabout or stop light at the corner of Mission and Dinehard. As it is now there can be a long wait to make a left on to Dinehard from Mission.			A couple of things that need to be addressed are a bicycle lane running the entire length of Dinehard and a roundabout or stop light at the corner of Mission and Dinehard. As it is now there can be a long wait to make a left on to Dinehard from Mission.	moderate_und erstanding	Word_of_mo uth		08/10/2025 02:14:20.865
50					clear_compreh ensive_underst anding	Postcard,Ne wspaper(onli ne)		08/10/2025 16:48:14.535
51					good_understa nding	Newspaper(p rint)		08/10/2025 19:03:26.172

SH-55, Deinhard to Boydstun Public Meeting

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52				<p>I understand the need for better traffic control through town, and using Deinhard/Boydstun Road makes sense in that context. However, we're already facing significant safety issues on this stretch of road. Vehicles often travel too fast, and overloaded work trucks frequently drift out of their lanes—sometimes even losing equipment. This is especially common near the slight curve after the bridge heading up the hill towards the airport, where we've often seen large industrial parts left behind on the side of the road. The sound of air brakes is also a constant disturbance.</p> <p>We live in a new neighborhood on Kiki Court and have two young children. Within the next year, another middle school student will be joining the neighborhood. After observing a few kids biking to school along Deinhard, we've decided not to let our children use that route without adult supervision. This isn't because the kids are straying from the bike lane—it's because vehicles regularly cross into the bike lane due to excessive speed.</p> <p>When I bike with them, I ride behind and often have to direct them completely off the road and onto the grass when I see cars approaching too fast or trucks carrying heavy loads. Deinhard/Boydstun is already a safety concern, and with increased traffic and the current condition of the bike lane, we're very worried it will become even more dangerous.</p>		Email_from_project_team		08/10/2025 23:12:19.541
53	What is the safety plan for pedestrians and cyclists?			Increasing traffic on this road will significantly raise the risk for pedestrians and cyclists that utilize the existing and not well protected bike lane. Implementation of a comprehensive safety plan that includes secure, physically protected bike and pedestrian routes should be included in the	limited_unders tanding	socialmedia, Word_of_mouth		08/10/2025 23:13:24.666

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				plans. Ideally these routes could connect seamlessly with the existing bike path network and be designed to serve the nearby condo complex and expanding residential communities in the area. this connectivity is especially important during winter months, when icy conditions increase the likelihood of vehicles losing control and endangering people on foot or bike.				
54	<p>I'm confused by the intent of the project. It's my assumption that the purpose of the project is to reduce congestion in downtown McCall, improve traffic flows, and enhance traffic and pedestrian safety. However, in reviewing the proposed options, it appears the plans fail to meet the intent. Some of the concept designs at Boydston St. & Lake St. make sense because they route traffic on the bypass and force drivers to intently turn off the highway to head east toward downtown, which is great. I'm not certain about the couple of designs where the West Lake St. dead ends, but the other two appear worthwhile.</p> <p>However, the concepts on the south end of McCall at Deinhard Ln. & 3rd St. fail to carry the same intent. Over 70% of all traffic coming into McCall comes in from the south, but none of the proposed options provide the same guided intent as what is proposed on the north end. All concepts create a situation where the traffic coming in from the south has to intently turn at the Deinhard Ln. & 3rd St. intersection to remain on the highway. This means the great majority of traffic will likely continue into McCall and this entire project will have very little affect overall. The lack of proper design at Deinhard Ln. & 3rd St. fails to meet the overall intent of this project. I'm at a loss as to why these design concepts don't mirror the intent of the concepts proposed on the north end.</p>	none	<p>I'm confused by the intent of the project. It's my assumption that the purpose of the project is to reduce congestion in downtown McCall, improve traffic flows, and enhance traffic and pedestrian safety. However, in reviewing the proposed options, it appears the plans fail to meet the intent. Some of the concept designs at Boydston St. & Lake St. make sense because they route traffic on the bypass and force drivers to intently turn off the highway to head east toward downtown, which is great. I'm not certain about the couple of designs where the West Lake St. dead ends, but the other two appear worthwhile.</p> <p>However, the concepts on the south end of McCall at Deinhard Ln. & 3rd St. fail to carry the same intent. Over 70% of all traffic coming into McCall comes in from the south, but none of the proposed options provide the same guided intent as what is proposed on the north end. All concepts create a situation where the traffic coming in from the south has to intently turn at the Deinhard Ln. & 3rd St. intersection to remain on the highway. This means the great majority of traffic will likely continue into McCall and this entire project will have very little affect overall. The lack of proper design at Deinhard Ln. & 3rd St. fails to meet the overall intent of this project. I'm at a loss as to why these design concepts don't mirror the intent of the concepts proposed on the north end.</p> <p>Lastly, the idea that the state would need to acquire over 40 million dollars in real estate to reroute the Deinhard Ln. portion of the new design around the north end of the runway is a</p>		moderate_und erstanding	Email_from_ project_team		08/11/2025 13:44:56.52 2

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	Lastly, the idea that the state would need to acquire over 40 million dollars in real estate to reroute the Deinhard Ln. portion of the new design around the north end of the runway is a ridiculous and extremely far fetched proposal. The simple cost of this idea should eliminate the concept entirely. This is not a realistically affordable option for the state. This concept proposal simply creates great drama in a small town due to the concern of displaced businesses, and causes taxpayers to lose confidence in ITD. The concept needs to be removed from the proposal ASAP. There are many other options to consider and it's the expectation of the taxpayers that we are presented with realistic, factual options that create improvements to our city and state highway.		ridiculous and extremely far fetched proposal. The simple cost of this idea should eliminate the concept entirely. This is not a realistically affordable option for the state. This concept proposal simply creates great drama in a small town due to the concern of displaced businesses, and causes taxpayers to lose confidence in ITD. The concept needs to be removed from the proposal ASAP. There are many other options to consider and it's the expectation of the taxpayers that we are presented with realistic, factual options that create improvements to our city and state highway.					
55	Not really, any questions, but rather a statement regarding the importance of rerouting traffic from downtown	None	None	None at this time	limited_unders tanding	Postcard		08/11/2025 14:44:29.757
56	I understand the need for traffic and safety improvements in the downtown area. As a former business owner, however, I do wonder about the economic impact of diverting travelers around the downtown area. Many people who pass through may not have McCall as a final destination and, by bypassing the downtown, may never realize what a great destination it could be for future trips. Furthermore, it might reduce traffic to gas stations and restaurants. I'm not sure how to measure this effect, but it could be something to consider.		By diverting traffic onto the Boydston/Deinhard road, this will significantly impact that area (which is where we live). Safety, in particular the bike lane, is already concerning and increased traffic will make things worse. Unfortunately, I do not see any concepts in this plan to address this problem.	We live just downstream of the Deinhard bridge and have two children in the middle school. I have concerns about safety in this corridor and this plan will only exacerbate problems. As the bike path is currently operating, we will not let our kids bike into town or to school. We routinely see cars swerve into the bike lane and have observed items that have fallen off trucks, either of which could injure or kill someone in the bike lane. Additionally, our ingress onto the road can	good_understa nding	socialmedia		08/11/2025 15:33:43.813

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				be dangerous at times due to the speed at which cars and trucks are traveling on this road (often far in excess of the speed limit). Add winter conditions to this equation and it only makes matters worse.				
57				Love it much needed. Especially the additional traffic patterns + bike lanes + sidewalks throughout downtown McCall. Would it be possible to add an entrance to the airport off the current Hwy 55 as well during the construction?	clear_comprehensive_understanding	Email_from_project_team		08/11/2025 17:25:47.367
58				Hwy 55 definitely needs to be changed to the bypass from its existing route through downtown McCall.	moderate_understanding	Newspaper(online),Email_from_project_team		08/11/2025 21:36:03.910

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59	This SH-55 Change needs to happen to help with safety in downtown McCall	Insufficient consideration of ways to mitigate the negative impacts of this road exchange on SW McCall residents who live nearby and use the Deinhard and Boydston roads on a daily basis.	<p>Thank you for holding the SH-55 exchange open house. I absolutely support improving safety in downtown McCall. It is also imperative that any new re-route of SH-55 should be done in a way which minimizes the impact on the safety and quality of life of the residents who live along or nearby Deinhard Lane and Boydston Street. These two roads run through and divide existing McCall residential neighborhoods and are also used by non-motorized travelers. Simply doing the minimum to these two roads to enable large semi trucks to "safely" travel at 35MPH does not improve the overall quality of life for McCall residents. If completed as proposed, this will be in my opinion, yet another prime example of poor roadway planning which degrades the quality of life in another community in Idaho.</p> <p>The Deinhard & Boydston roads are used year-round by non-motorized users. Given this, if these roads are going to become SH-55, improvements must be made to ensure non-motorized travelers can safely cross this road in multiple places and travel along it. Improvements which I would like considered:</p> <ol style="list-style-type: none"> 1) Improved visibility & flashing lights at the existing non-motorized crossing just east of Mission St. 2) Addition of a pedestrian/bike crosswalk along Boydston improving safer non-motorized east/west travel between Rio Vista and neighborhoods to the west of Boydston 3) Addition of buffered bike/walk lanes along Boydston and Deinhard <p>The bike lanes along these roads, especially at the corners, are currently unsafe to travel due to trucks and other vehicle's traveling along the shoulders. Additionally, Boydston is the only convenient public easement for SW McCall residents to bike along to get to Bear Basin. This travel corridor must be upgraded to ensure it is safer for multi-use, not just improvements for large trucks.</p>		good_understanding	socialmedia		08/12/2025 03:39:05.323

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			<p>4) Possible intersection improvements at West Valley Road & Boydston, Mission Street & Deinhard.</p> <p>It is my hope that IDT & the City of McCall will partner together and use this proposed road exchange to help improve all modes of travel in both downtown McCall and the new proposed SH-55 reroute along Boydston and Deinhard.</p>					
60	None	None	<p>I agree that SH-55 traffic needs to be rerouted around downtown McCall. Streets in the city were not designed for the volume and variety of current traffic. This cooperative effort between ITD and the City of McCall is encouraging.</p> <p>My thoughts: The City of McCall needs more off-street parking. All on-street parking along 3rd St. and Lake St. should be eliminated. 3rd St. between Deinhard to Colorado needs sidewalks and bike lanes. Has the City of McCall considered making the</p>	Good luck!	good_understanding	Postcard		08/12/2025 16:34:06.017

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			<p>primary entertainment and tourist retail section of downtown a pedestiran mall?</p> <p>Rerouting SH-55 traffic onto Deinhard: Recommended redesign of the 3rd and Deinhard intersection looks good. The fire station would need traffic control or should be relocated. The curves and 24MPH speed limit from 3rd to Mission limit traffic flow. The multimodal path on the west side of the ariport shold be closed or a tunnel or overpass constructed to cross Deinhard. The intersection at Deinhard and Mission would need to be redesigned. Southbound traffic on Mission does not have a good view of Deinhard to the east due to a high embankment to the northeast. Northbound traffic does not have a good view of Deinhard traffic coming up the slope to the west. The grade and curves on eastbound Deinhard from the river to Mission St. are a problem. The grade causes large trucks to slow which impedes traffic flow. In the winter, this section becomes particularly icy and slick slowing travel and causing slide-offs. Heavy truck traffic to and from Valley Paving and Clearwater Concrete could be a problem, especially if construction around McCall continues to increase. Industrialization of the properties west of th the sewage treatment facility will likely increase commercial traffic entering and exiting Deinhard and Boydston.</p> <p>Rerouting SH-55 traffic onto Boydston: All intersections along Boydston require careful review. Left turning traffic from Boydston to side streets or from sidestreets onto Boydston could face greater delays. The intersection at West Valley Road may become a major issue if developments proposed around Balckhawk by the River, Blackhawk by the Lake, and Red Ridge become reality. Traffic studies do</p>					

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			<p>ont account for the increased volume of construction traffic, especially heavy trucks, that would take place for several years.</p> <p>Boydston and Lake intersction: Option 4 looks like the best one to me. Option 1 would be my 2nd choice.</p>					
61	Please keep it simple!		<ol style="list-style-type: none"> 1. Keep the side walks and parking spaces that we have down town as they are. Parking is a premium in McCall lets no lose any more. 2. Control the pedestrian traffic. There should be walk/don't walk lights for them. Currently pedestrians control the traffic flow in McCalls down town corridor. 3. No bike lanes on the Current 55 and Lake Street east or west until Shore Lodge. We do not need them mixing with cars and pedestrians and it would take up all the parking spaces and be very dangerous for the bicyclists. 4 One side walk from the Yacht Club to Shore Lodge. Less room taken from an already tight stretch of East and West Lake Street and sufficient for the amount of foot traffic in that area. 5. Use the Stop Light option at Boydston and West Lake. Simple and less expensive. 	1. Keep the bike lanes on the Deinhard/ Boydston/ 55 bypass of McCall.	good_understanding	Postcard		08/12/2025 18:54:00.619
62	What improvements will be made to Deinhardt and Boydston to ensure safety of adjacent neighborhoods?					Word_of_mouth		08/12/2025 23:07:34.408
63	This is exactly what McCall needs to fix the traffic congestion through the middle of town		I think moving forward with changing the ownership and moving the traffic will be hugely beneficial for everyone in McCall, including all us locals and tourists. It is always an issue with pedestrians worrying about crossing streets on a busy highway right in the middle of town and it takes 20 minutes to get through town even when you don't need to actually be stopping anywhere in town.		clear_comprehensive_understanding	Postcard,Word_of_mouth		08/13/2025 04:47:51.469

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64	Shifting jurisdiction from the State to the City for the main streets through McCall is a good and necessary decision for the expected growth, design and expansion of the downtown corridor.		<p>1) 3rd and Deinhard intersection: I think the dedicated rt turn lane for southbound traffic is a good Idea.</p> <p>2) Deinhard realign: I would like to see the business north of Deinhard remain intact and the speed limit stay around the 25-30 mph. I think a dedicated rt turn lane from Deinhard on to Mission will help traffic flow, especially during the school season.</p> <p>3) Boydston St. and Lake St: I like concept #2. I think this would allow for the possibility of a round-about in the future as long as the land around the intersection is obtained now before other building access points are added</p>	I think plans for a gas station along Deinhard across from the cement plant needs to accompany this project. Currently the only fuel is in town. This will continue to draw folk into the city even when they are just passing through. As a local I would use the by-pass more often in its current condition if I could get fuel for my north bound trips.	good_understanding	Postcard,social media,Word_of_mouth		08/13/2025 15:43:10.068
65				<p>The Deinhard & Boydston roads are used year-round by non-motorized users. Given this, if these roads are going to become SH-55, improvements must be made to ensure non-motorized travelers can safely cross this road in multiple places and travel along it. Improvements which I would like considered:</p> <p>Improved visibility & flashing lights at the existing non-motorized crossing just east of Mission St.</p> <p>Addition of a pedestrian/bike crosswalk along Boydston improving safer non-motorized east/west travel between Rio Vista and neighborhoods to the west of Boydston</p> <p>Addition of buffered bike/walk lanes along Boydston and Deinhard</p> <p>The bike lanes along these roads, especially at the corners, are currently unsafe to travel due to trucks and other vehicle's traveling along the shoulders. Additionally, Boydston is the only convenient public easement for SW McCall residents to bike along to get to Bear Basin. This travel corridor must be upgraded to ensure it is safer for multi-use, not just improvements for large trucks.</p>	moderate_understanding	Newspaper(print)		08/13/2025 16:07:37.505

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				Possible intersection improvements at West Valley Road & Boydston, Mission Street & Deinhard.				
66						socialmedia, Newspaper(print),Email_from_project_team		08/13/2025 20:04:23.676
67	Some sort of reroute of SH55 onto Deinhard to Boydston seems like the best option.		See Comment above.		good_understanding	Postcard,Newspaper(print)		08/14/2025 04:11:57.595
68		Consideration of snow removal/placement of snow piles?	I support the most simple stoplight concept at Boydston and Lake street, keeping the intersection as it is. Simple, effective, and less expensive. Pedestrian traffic is a main cause for backed up traffic in the downtown corridor. Limit crosswalks at intersections to one side only east/west, and one side north/south with crossing lights would significantly help. Continue to close left turn/cross traffic options at main downtown intersections. Bike lanes and pedestrian lanes are not needed on both sides of the street - one side is plenty. Will the city employees be responsible to keep the sidewalks cleared of snow all the way to Boydston? Stronger encouragement of bike use on Forest street. Keep downtown street parking both sides of the street. Ticket/tow vehicles that park in bike/pedestrian lanes causing walkers/riders to swerve into the main traffic lane. Commit to gravel/sand sweeping in bike lanes to encourage use. A bike	Keep the bike lanes available on Deinhard/Boydston, including sweeping. Require industrial areas from the water treatment to Rio Vista Blvd to fence, plant berms, or show good faith in keeping reasonable scenic aesthetics around the properties.	good_understanding	Postcard		08/14/2025 16:29:54.537

SH-55, Deinhard to Boydston Public Meeting

Online Survey Comments: Aug. 6 - 21, 2025

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			lane full of gravel is dangerous, and consistent in our current lanes.					
69	<p>Questions and comments regarding the preliminary roadway improvements for SH-55 and Deinhard Lane to Boydston Street:</p> <p>I live in SW McCall and I am confident this corridor exchange would increase the amount of noise and pollution I already deal with on a daily basis. Despite that I agree downtown McCall is not an appropriate location for SH-55. I appreciate the City and ITD are working together to analyze and consider possible solutions. I also appreciate the goal is to "improve project area mobility and safety for all users - passenger and commercial vehicles and those who walk, bike, and roll." Because of that goal I must suggest an actual "bypass" be reconsidered. The corridor exchange between 3rd & Lake Streets and Deinhard/Boydston roadways is moving truck traffic from one part of town, albeit a more congested part, to another part of town. During this initial design concept please reconsider an actual "bypass," as in bypassing the town, such as Johnson Lane or other routes.</p>	<p>The City & IDT seem to have lots of ideas and plenty of imagination on improvements they would like for downtown McCall. Sidewalks! Buffered bike lanes! Turn lanes! I like the ideas and concepts presented for 3rd St. and Lake St. One concern I have is on the Concepts: Downtown McCall for 3rd street from Deinhard north to Floyd and from Floyd north to Colorado. The graphics are labeled "bike lanes/on street parking." Since it can not be both, my question is: which is it, bike lane or parking?</p>	<p>A couple of years ago I attended an information session for the Stibnite Gold Project and learned that a lot of mining truck traffic might soon be using this alternative route. They talked about numbers during construction, operation phase, and reclamation and closure phases. I won't go into all the details but during the operation phase (15 years) the prediction is an AVERAGE of 156 daily trucks. Over the next 20 years there could be approximately 1.3 million truck trips. Some of these trucks will be carrying hazardous materials. Yes, I am concerned about hazardous materials getting dumped into Payette Lake, in fact, I'm concerned about hazardous materials getting dumped anywhere!! Simply moving the hazardous materials from one location to another is not providing protections. What are the mitigation plans for such a situation? I'm also concerned about increased noise and air pollution from all traffic but especially truck traffic. From my home in SW McCall I can see and hear truck traffic on the Deinhard/Boydston route. No where in the presentation did I see any information regarding noise analysis or a plan to do so. Will there be an environmental analysis that includes analyzing how much the noise will increase? Although downtown McCall is no place for a State Highway with significant hazardous waste truck traffic neither is a growing residential area of McCall. For this reason the Deinhard/Boydston bypass deserves a lot more improvements than just</p>	<p>My suggestions include:</p> <p>Buffered Bike Lanes along all of Deinhard & Boydston: The bike paths near the bridge are an excellent example of what I would like. The existing bike lanes in other locations are inadequate and dangerous to use. They are nothing more than a wide shoulder with a sign that says "bike lane." The CURRENT heavy truck traffic often uses this space while traveling along these roads creating an unsafe bike lane. A buffered bike lane would provide safer travel for all non-motorized individuals.</p> <p>Sound & Visual Barriers: Strategic placement of sound walls or berms to reduce noise pollution on nearby neighborhoods and improve the visual impact. Traffic noise on the Deinhard Lane & Boydston Street is already impacting nearby neighborhoods, especially "Jake Brake" noise and acceleration noise due to the hills on either side of the Payette River.</p> <p>Speed Study: Bypass speed study to determine the feasibility of speed changes or traffic calming measures to help with safety and noise pollution. This absolutely needs to be done.</p>	good_understanding	Word_of_mouth		08/15/2025 19:14:17.191

SH-55, Deinhard to Boydston Public Meeting

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			<p>straightening the "S" curve. Since this is still in the "wish" stage of development and I live just south of the proposed state highway I have several suggestions for improvements along Deinhard/Boydston.</p>	<p>Speeding along the Deinhard/Boydston is notorious! Straightening out the "S" curve is only going to encourage additional speeding on this route. Perhaps a maximum speed limit of 30 mph would make it safer and quieter for everyone.</p> <p>An additional Path and Crosswalk connecting SW McCall Non motorized users from the neighborhoods to the West and South of Boydston and Dienhard roads need a safe place to cross or access these roads to go to Shore Lodge, Lardos or friends in Rio Vista. If I use Google Maps to route a biking path from my neighborhood to Shore Lodge, it plots a route which utilizes property owned by City of McCall taxpayers. Please consider this as a possible crossing location to a buffered walking & bike lane along this alternate route. (Unable to include map in survey).</p> <p>Thanks for asking my opinion! I like many of the ideas presented but, again, in closing, I am most disappointed an actual bypass has not been considered. I encourage you to do so. I'm looking forward to seeing what you come up with.</p>				

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70	<p>1. Traffic efficiency and mobility: 100% support the ID55 Bypass to route through traffic around McCall's downtown core!! This is going to be great for McCall and Idaho.</p>	<p>Excellent Evaluation Criteria: 1. Improve mobility 2. Reduce travel time 3. Improve safety 4. Consider cost Add: reduce future road maintenance costs if pavement sections are improved to 1) handle the projected bypass truck loadings and 2) reduce heavy truck traffic on business loop through town.</p>	<p>2. Safety benefits of ID55 Bypass a. Separation of through traffic from local traffic b. Separation of vehicles from peds, cycles and rollers c. Reduction of peds, cycles and rollers from uncontrolled crosswalks d. Addition of traffic signals at critical intersections 3. Expansion of walk, bike and roll paths a. Separation of vehicles from pedestrians, cyclists and rollers. b. More efficient flow of cyclists. c. More efficient flow of vehicles. d. Improved experience for drivers, cyclists and rollers. e. Opportunity to reduce local vehicle trips for school, groceries, and errands. f. Improved visitor experience (e.g. Sun Valley bike paths) 4. Reduction of roadway maintenance a. Design pavement sections on the bypass for anticipated truck and trailer loads and frequency. b. Design turn lanes, signage, traffic markings and curb cuts for more efficient and safer vehicle flow.</p>	<p>5. Zoning revisions (City, City Impact Zone & County) a. With revised zoning, energy stations (gas/EV) can be moved from downtown to bypass route. See environmental comment. b. With revised zoning, developers can build "waystations" for travelers needing fuel, food, car washes, and service stations away from downtown core. c. Along the ID55 bypass route, industrial/commercial is a more suitable zoning category than residential as it will be a noisy corridor and there are already industrial properties in this area (welding shops, sewer WWTF, concrete batch plant). 6. Environmental protection of Payette Lake a. Rezone and move all energy/fuel transfer stations from downtown to ID55 Bypass thereby removing potential groundwater-to-lakewater contamination, reducing fuel spill potential, reducing vehicle congestion, and creating downtown development opportunities for walkable businesses. All fueling could take place from ID55 west of the river. b. Reduce air pollution downtown from tanker trucks, fueling vehicles and idling. Questions: 1. What % of through traffic is using Deinhard now? 2. In conjunction with repaving downtown thoroughfares, can segments of downtown streets one block off 3rd Street and Lake Street be designated as pedestrian only (using removable bollards and pavers that would still allow for deliveries and EMS)? 3. Can parking be primarily removed from 3rd and Lake streets for 2 blocks from corner in each direction, and relocated to nearby UG parking with lofts above? Consider current public lot southeast of Albertsons, or removal of McPaws Thrift Store, etc. 4. Please eliminate all options for bike lanes shared with on-street parking.</p>	clear_comprehensive_understanding	Postcard		08/15/2025 19:47:19.940

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				<p>5. Maximize use of bike paths separated from traffic. Walking and biking can be shared if path is sufficiently wide and speeds are slow.</p> <p>6. Pedestrian crosswalks in downtown area should have HAWK signals.</p> <p>7. Deinhard & 3rd: yes, add an eastbound Deinhard dedicated free-running right turn lane onto a southbound 3rd street dedicated acceleration lane toward Donnelly.</p> <p>8. Deinhard near 3rd Street RPZ: to comply with Idaho Transportation Department road design criteria, relocate the fire station and use sweeping 45 degree turns to route vehicles around the north end of the airport.</p> <p>9. Deinhard/Boydston at Lake Street Option #2: let's support Option #2 free-flowing northbound Deinhard (bypass) traffic onto westbound Lake Street toward New Meadows in both directions with stop light at west end of Lake Street or at west, OR</p> <p>10. Deinhard to Lakeside Option #4: Let's support Option #4 to create a 4-way intersection at Lakeside, Warren Wagon and West Lake Street! Warren Wagon is a busy intersection, and all 4-way traffic could be controlled in 1 location for the safety and efficiency of all.</p> <p>11. Let's build cut/cover precast section bike/ped tunnels similar to most other western resort towns that separate bikes, walkers and school children from crossing vehicular traffic for the safety and efficiency of all. We need tunnels at 1) Deinhard and 3rd street, 2) Deinhard and West Lake Street, and 3) Deinhard and Mission.</p> <p>End</p>				

SH-55, Deinhard to Boydston Public Meeting

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71	None, but I want to stress the importance of keeping safety and mobility for pedestrians and bikes a part of the discussion of need.	None.	The concept of straightening curves near the Fire station and airport - I understand your point, but honestly I have noticed every time a curve is straightened for "safety" reasons, drivers just increase their speed and that makes the curve just as dangerous. Save \$\$ by keeping the curves and posting lower speed limits. Concept of increasing traffic on the Boydston Loop - this should happen, but we must keep the speed limit low and create safe pathway for bikes.	I am in favor of moving the Hwy 55 to Deinhard/Boydston to benefit motorists and McCall downtown experience. The traffic downtown is horrific. We don't need to court any new visitors, so that should not be a criteria. Instead, the purpose should be to manage the growth we are already experiencing. Having said that, moving the official Hwy 55 route makes my personal daily bike commute to work worse. So please maintain or improve the bike paths and crosswalks. For example, where the old railway bike path crosses Deinhard (near the Mission St intersection) must remain a safe and efficient pathway for pedestrians and bikes to pass over the highway. Thank you!	moderate_understanding	Postcard, Newspaper(print), Word_of_mouth		08/15/2025 23:12:58.816
72	The purpose and need for this project is long time coming and needed. Appreciate the thought that has gone into this project and look forward to its inception.	I do have some concerns over the grade of the existing Deinhard St. grade dropping down to the river bridge and back up. I have personally experienced and witnessed tow vehicles and trailers jack-knifing while going down and also back up during winter months and less than ideal conditions. This is while traveling less than the posted speed limit. I have personally avoided this route in the winter with my snowmobile trailer for this reason alone. Any consideration of the feasibility of cutting into the grade on each side of the bridge to lessen the degree of slope?	I appreciate the proposed concept for the Deinhard - 3rd St intersection. I would hope that there is some way to soften the curves around the fire station. It is amusing to see the number of vehicles that slide off those curves after the first snow of the season. Not so funny when an 18 wheeler does it. I personally prefer the Option #2 for the intersection of Lake St and Boydston St. If not that one, then Option #4. Being that it seems to be the "normal" for folks to run red lights, I am not in favor of an additional stop light if it could be avoided.	I realize that the county and city are proud of their "dark-sky" ordinance, but some adequate street lighting at city intersections would be appreciated. The existing "faint candles" for lights that are currently in use are not adequate to see pedestrians in the crosswalk unless they are directly in your headlights, or directly in front of you. I believe that some more thought into some better street lighting at the busier crosswalks would be an improvement.	good_understanding	Postcard,socialmedia,Newspaper(print)		08/17/2025 16:26:01.856
73	I'm concerned about losing the limited parking space I have in front of my building when they decide to expand the Lake Street sidewalk from the Albertsons to Mission. I definitely think it is needed, as the amount of people walking would benefit from a nice sidewalk. I'd just like to have a "drivable" sidewalk to maintain access to my building and business.	None at this time.	none at this time - I feel the streets need to keep up with the traffic and since I have a front row seat to the traffic coming in and out of Albertson's everyday and the tourists walking into town, I fully back this project.	Just would like to be kept in the loop on any water main work that will be done from the Alberston's to Mission - I Understand it needs to be replaced and I would like my meter moved to the property line between my building and the Albertsons to ensure no damage during the winter from driving on it.	clear_comprehensive_understanding	Postcard		08/17/2025 23:39:32.304
74	I think this is a great idea. Getting through traffic out of downtown if good for safety, and the quality of the downtown experience. We have very heavy pedestrian traffic in downtown.		I am glad to see that existing roads are being utilized with the addition of the cul-de-sac at Boydston	This would be a great improvement to our town.		Word_of_mouth		08/18/2025 00:43:29.388

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75	Fully supportive of moving through traffic out of downtown McCall and improving McCall's pedestrian, biking and intersection safety.	If advancing four different designs for the Boydston/Lake St intersection, what is the criteria used for the decision? How do you weight each criteria?	<p>I couldn't be more opposed to the 3rd design concept. It frankly seems absurd. From a practical standpoint, anyone traveling from the west to points north of Payette Lake (a major recreational area) would have to navigate a crazy circuitous route.</p> <p>The western edge of McCall (The Lodge, Lardos, Warren Wagon, etc.) is still part of the charm and brand of McCall. Options 3 and 4 disrupt that. At this point, my family would not support either design 3 or 4.</p>		good_understanding	Postcard		08/18/2025 03:53:01.388
76	Overall I think the draft Purpose and Need is well done and on target. However, the purpose seems to place emphasis on fixing the congestion problem through downtown (the existing SH-55) which is long overdue and pretty obvious why it's a problem.	The road exchange needs to include rigorous evaluation of the impacts on surrounding (existing and potential new) residential property in southwest McCall. I've lived in the area since 2007 and the amount of traffic and associated noise of autos and heavy trucks using the existing Boydston-Deinhard bypass has increased dramatically which impacts the quality of life to surrounding residential property owners due to increased traffic noise (particularly from Jake brakes and large Diesel engine equipped vehicles). I believe that noise is often underestimated as an impact, particularly in high-elevation communities such as McCall. It is not uncommon to hear traffic noise as far away as 2 miles traveling down Deinhard and Boydston.	I think the concept for this project is good but, based on past history is probably not adequate. One of the issues that I think needs more attention is the impact of seasonal population growth. McCall's permanent population is around 4,300 but during the summer, it swells to well over 10,000 and on some weekends (4th of July) it might reach as much as 15,000. Between 2000 and 2023 the population nearly doubled. My guess is that tourism driven growth more than tripled but more data is needed to look at the peak periods of use and plan for this not wait until it gets to be another "Eagle Road" problem.	This road exchange is inadequate, and more conceptual work must be done to ensure the negative impacts of this exchange in SW McCall are mitigated. Boydston and Deinhard roads currently bisect or travel in close proximity to over 10 existing residential subdivisions. Areas to the west and southwest of McCall have already started to expand with several new subdivisions underway. The traffic for these subdivisions will feed via West Mountain, West Valley, and Wisdom directly onto Boydston. We are talking about potential for another 2K homes over the next decade just in the SW part of McCall west and SW of Boydston and Deinhard. In addition, we are currently seeing an explosion in ATV and E-bike activity that use the Boydston / Deinhard bypass. Additional traffic management will be needed along with safety improvements for these roads such as class I, II, and IV bike paths) for local motorized and especially non-motorized users. I realize that the proposed conceptual plan is still early in the process but I believe it is inadequate because the population growth and vehicle use data does not adequately reflect what happens in McCall for roughly 6 months of the year. As technology improves via the addition of fiber optics, I envision an even larger population of employees that work remotely in	good_understanding	Postcard		08/18/2025 13:14:40.760

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				communities of their choice and McCall should be prepared for such growth.				
77	I fail to understand what makes this project different than the already built roadway. The exception being to change it to I55 designation. This appears to be, yet another, city of McCall goat rodeo to spend take payer money.	none	I fail to understand what makes this project different than the already built roadway. The exception being to change it to I55 designation. This appears to be, yet another, city of McCall goat rodeo to spend take payer money.	I fail to understand what makes this project different than the already built roadway. The exception being to change it to I55 designation. This appears to be, yet another, city of McCall goat rodeo to spend take payer money.	good_understanding	ITD_website		08/18/2025 13:42:28.933
78	There is definitely a significant need to improve the traffic flow in and around McCall. While it's important to move vehicular traffic efficiently it also important to include consideration for bicycles and pedestrians. My impression is that for much of the traffic that is not destined for the central portion of town, many of those drivers that are familiar with McCall already use the "bypass" but others that are not as familiar come right through town. Clear information regarding the options is critical. The "intersections" both at the south end and west end of town need to be designed to encourage the appropriate option for drivers. Bicycling the current bypass as well as thru town is dangerously inadequate and needs specific attention as part of the project's design process.	How best will the process be able to project the success of directing through traffic around the central portion of town?	There needs to be recognition that a portion (and maybe a large portion) of the traffic passing through town also needs to stop within town so will not likely use a bypass.			socialmedia,TV_newspaper_radio		08/18/2025 15:12:42.456
79	First, I came to the meeting/presentation on August 6 and was very disappointed that you did not have a presentation in McCall. All you had was poster boards and maps with	My understanding is the Deinhard and Boydston Route would be realigned. Therefore several businesses would be removed, including :Eye Doctor, Dentist	I feel it would be much better to move Hwy 55 to further south in the valley. Johnson Lane was a previous possibility.	It seems to me that large trucks and traffic is negotiating the bypass at this time. I agree with putting a sidewalk along Lake Street and a traffic light at Boydston and Lake	moderate_understanding	Postcard,Newspaper(online)		08/18/2025 19:30:07.658

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	some representatives who did not really understand where the bypass was or what was going to happen to our community. The room was full and hard to negotiate the room and read the posters.	office, Pilates Studio, St. Lukes Clinic, and the Fire Station. I was told by one of your representatives that the speed limit would change from 25-35 mph to 45 mph. This is unacceptable for our community. Losing these businesses plus the safety of the roadway for bicycling and even driving personal vehicles would be dangerous.	Also, Lake Street and 3rd Street being expanded would take out more parking in downtown McCall. I was told they plan on expanding Lake Street to 3 lanes with a turn lane throughout and side walks on both sides of the road. I think a side walk on one side of the road would be sufficient. I understand Lake Street would end in a culdesac past the Shore Lodge and Warren Wagon Road. Therefore the access to Hwy 55 would be behind Lardo's . Why not just put a traffic light at Boydston and Lake Street.	Street. Thank you for your time and consideration.				
80	There is a need for consideration of this project. State Highway 55 through McCall is ineffective and unsafe. The route is obviously not in any way to state highway standards. The state should welcome having the option of using the Boydston/Deinhard route. In exchange for the new route. The state should upgrade Lake St to a safe and effective thoroughfare.	How much consideration is put into the mining impact on the route and the time of use? In evaluating a project is there consideration for why a community is what it is? By changing a roadway, you can change the character of a community. In the case of Lake Street, it goes from a quaint friendly resort community to being cut in half with pavement and concrete.	(See above) I'm not clear on the concepts versus evaluating the criteria.	If the state acquires the Boydston/Deinhard route, I would like it to stay relatively the same. Keep the truck traffic speed to 35 at the most and add appropriate signage and signals. Option one on Lake Street and Boydston seems appropriate . Regarding Lake Street, Lake Street does not need bicycle lanes. There are bicycle lanes on the street adjacent to Lake Street. Having a center lane takes away from the neighbor character. Turn lanes, a sidewalk and the appropriate crosswalks are welcome. The visual impact of telephone poles, bikes, pedestrians, and cars is overwhelming at times. Not to mention the occasional deer. The state should budget for these changes to Lake Street. The state is greatly improving their safe and effective travel by this exchange.	moderate_und erstanding	Newspaper(o nline),Word_ of_mouth		08/18/2025 23:59:36.807
81	Please see below	Plea		Note: We were not able to attend the public meeting. We have reviewed the materials on your website. We appreciate your efforts to engage our local community members, and hopefully learn from all of us. Our comments focus on the last one of ITD's "Additional Goals for the Project: Understand the needs and movements of people who walk and bike in the project area, including seasonal traffic. There are many insights that may not be				08/19/2025 00:06:32.272

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				<p>obvious to someone who does not live here and regularly use the bypass because it is the only egress for residents living off of West Valley Road, Veronica Street, Karen Street and a few others. This is not because they want to bypass downtown McCall. If you haven't already, please take an informative drive: turn off of the bypass onto West Valley Road and drive around to see how many residential roads are there.</p> <p>We are and have been very concerned about safety on ID55 bypass aka Deinhard/Boydstun Streets.</p> <p>The current lack of safety for bicyclists, pedestrians, wildlife and motorized vehicle drivers and passengers on Deinhard/Boydstun Streets will be exacerbated if this project does not make it a priority to include and budget for their safety in the initial project plan. It is not even mentioned on the project website as a concern. The focus in the materials shared is on the safety of pedestrians downtown, which we value as well.</p> <p>Traffic volume has been on a meteoric rise on Deinhard/Boydstun. We both used to ride our bicycles on it because that is the only option to get anywhere we wanted to go - Bear Basin bike trails, an errand in town, out around the lake, going to the Farmers' Market, and more. One of us stopped riding their bicycle on it altogether because the risky and nervous feelings that accompanied that experience.</p> <p>Motorized vehicles of all kinds are speeding along, this will only get worse with freight, long haul drivers, the looming Stibnite Gold mine operations' loads (estimated to be 60+/day) of hazardous materials, and the many developments and subdivisions that</p>				

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				<p>have been approved and will increase our population and road usage.</p> <p>McCall Police Department is regularly parked across from the asphalt plant to slow drivers down, and stop those who are reckless. Will ISP be able to dedicated officers to any sort of regular presence on this bypass if it is under ITD's jurisdiction?</p> <p>Please review the Valley County Pathways Master Plan and meet with Valley County Pathways representatives. Please explore and add into your project plan and estimates: - Create visible pedestrian and bike crosswalks with rapid flashing beacons - Traffic buffers that protect pedestrians and bicyclists all along the bypass in dedicated lanes</p> <p>It can not be something that is looked at down the road. Drivers must be conditioned from the very start, that this road must be safe for everyone.</p> <p>Thank you for offering the opportunity to provide feedback.</p>				
82	No questions. I agree with the need.	None	None. I've read the concepts on the website and agree with the need. I actually thought this was going to be done when the bridge and road to Boydston was put in years ago.	Do it! :)	good_understanding	Postcard,socialmedia		08/19/2025 00:13:40.797
83	From the information provided, it does seem like changes are needed to upgrade the route to reduce the traffic congestion in the downtown area.	I'm confident that highly qualified people are evaluating the best course of action to take. I wonder if there will be negative impacts to businesses that depend on the current traffic flow.	It looks like a sufficient number of concepts are under consideration.	Thank you for including me in your survey.	good_understanding	Email_from_project_team		08/19/2025 14:29:31.189
84	None. This project is LONG overdue. Routing a major state highway through downtown McCall has not made any sense for many years. I am glad something is finally being done.	None. I am not a traffic engineer or "public process" professional so not sure my input would worthwhile.	See above. My only other thought is relocating Hwy 55 on to Deinhard Lane should not be dependent upon or linked to improvements to 3rd Street, which are also LONG overdue. But those would seem to be primarily a City of McCall problem? We desperately need a dedicated turn lane on 3rd and Lake Streets, as well as sidewalks	Please move forward as quickly as possible?	good_understanding	Newspaper(print),Word_of_mouth		08/19/2025 15:50:14.830

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			from Colorado Street (Growlers) to Deinhard (Ridley's shopping center).					
85	As a property owner who has an entrance onto Boydston I want to know what is going to be done about traffic speeds as well as current non-compliance of many of the trucks in regards to the use or engine brakes. With the current traffic levels there are times that we have almost been hit by drivers going over the speed limit as we turn into our property. For those people that live off of Boydston what is the plan for safe entrance and exit from the properties onto the street. Is there contingency for adding a center turn lane to allow for safer left turns off of Boydston? Also what is the plan for the patrolling of that section of roadway should it be turned over to the state in exchange for the current Highway 55 through downtown McCall? I am all for trying to remove some of the through traffic that currently goes through McCall but not at the expense of those people that currently live along the Boydston/Deinhardt bypass.	I think there needs to be serious consideration to entry/exit for property owners that currently enter directly to Boydston. I also want to know what is the extent of landscaping and other ways in which the increased traffic noise will be dealt with for those people who live along the proposed exchange route. At current there is little to no enforcement for the use of engine brakes not to mention excess speed. I don't see those two items getting better when there is more traffic on that roadway, especially if there is nothing to slow people down as they come to the turn back on to the existing Highway 55 corridor. With that turn the use of engine brakes will still happen and it will allow those traveling southbound to carry more speed than current thus I feel exacerbating the excessive speed issue as well. As I mentioned I think that overall the exchange would be a good thing but I do feel that there are more than just those items listed to be studied. At present there is also a fair amount of pedestrian and bike traffic along the Boydston/Deinhardt corridor what is the plan for this as this project moves forward.	I would love to see updates to both ends of the Boydston and Deinhardt bypass to make this a safer route as well as help with the congestion at certain times.		clear_comprehensive_understanding	other	property owner on Boydston	08/19/2025 16:14:40.129
86	The only "Why" a swap is being considered that I heard was congestion in the 4 square block area of downtown @ lake. A name change doesn't change demand of where people want to be. Business center and the lake drive volume. Display boards show data that the great majority of truck traffic goes around town via the Deinhard/Boydston connector. Design improvements of traffic lights and turn lanes will improve flow for those not needing to access downtown.	You posted streetscapes showing right of way widths you do not have and have no probability to acquire. Don't paint pictures not attainable! The plans pictured don't separate traffic styles creating traffic safety issues. They show adding a greater mix with motorized, pedestrian and electric or manual wheeled vehicles all on the same roadway rather than utilizing the designated bike paths 1 block south of the current highway. You should improve the bike lanes there as they would have lower cost and less traffic than	I don't like the streetscape widths, size of sidewalks and no continuous storm drain system to protect lake. Need traffic and pedestrian crossing signals to allow traffic flow & controlled pedestrian crossing vs pedestrians continually walking out in traffic. Lack of control/enforcement of jay walking and improper bike travel is impeding vehicle traffic and causing safety issues and traffic flow now. Bike traffic should be moved 1 block south to the bike path that was established years ago.	1. There is no break down of types of truck traffic the City point to as a problem. The vast majority of truck traffic in down town are trucks delivering to local businesses and that usage won't change by a name change. 2. Public agreements by ITD when the alternate route was built are not being adhered to and are changing peoples home values and neighborhood style and impact. 3. This is creating more demand on the same size road vs creating alternative routs for improved flows.	moderate_understanding	Postcard, Newspaper(online)		08/19/2025 17:36:07.648

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	Downtown and the businesses are destinations unlike in other towns.	the current highway and still give access to the core of town.						
87				<p>Thank you for the opportunity to provide feedback on these proposals. I currently serve as the board president for Brown Palace Condominiums which represents 20 private owners with units that sit lakeside on West Street. Our complex also owns property on the south side of West street which includes storage units, tennis courts, and owner parking. As property owners on West street, we are supportive of the primary goals of this project which are to reduce traffic flow on West street and to provide for improved pedestrian access via sidewalks and bike paths. Our primary concern is the impact that this proposal would have on vehicle parking for our members. If West Street is widened, it will almost certainly remove ~12 existing parking spaces that sit between our tennis courts and West street. These spaces are used by our owners to park vehicles throughout the year and are especially important during peak vacation travel times. There is unfortunately limited parking available on the north side of West street. In discussing this with other members, it may be possible to create a new parking area of similar size to the west of the tennis courts next to Gamble street. This would likely require the town to address potential drainage issues along that side of Gamble street and it we would need town approval to use this space for nose-in parking purposes. This parking area change would also create a second issue related to snow storage during the winter. The west side area is currently used to hold excess snow. Finally, if West street is</p>	good_understanding	Word_of_mouth		08/19/2025 17:59:27.482

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				expanded and our south side parking area is eliminated, our ask is that the town also beautify any remaining space between West street side walks and our tennis courts to help improve the overall impact of the changes. Thank you again for soliciting our feedback. We are happy to engage more on the proposals.				
88	<p>Where did the idea of the "swap" come from? Is the State looking to move highway 55 to the current Deinhard/Boydstun alternate route or is the City of McCall asking for this change?</p> <p>The information shared about the current truck traffic through downtown shows that most trucks currently use the alternate route. Those that don't are probably making deliveries in the downtown area so will go through town regardless.</p> <p>The issues with Deinhard Lane and it's proximity to the Airport may make this whole idea unattainable.</p>	<p>From the data presented it seems like most of the truck traffic is already taking the Deinhard/Boydstun route and making this swap wouldn't change that.</p> <p>You list protection of Payette Lake as one of the reasons to make this swap but I don't see any plans for storm drain improvements in the plan. The only benefit listed is getting trucks carrying hazardous materials away from the lake. The fuel trucks that currently go through downtown are delivering fuel to the Gas Stations in town and that is not going to change. At the open house there was a lot of talk about increased truck traffic when/if the mining starts again in the Stibnite area. Would those trucks really be coming north through McCall? Seems more likely they would go south to the Treasure Valley and the Interstate.</p>	<p>The pictures boards on display at the open house showing what the City would like to see on 3rd Street and Lake Street seem unrealistic. I don't believe that the 90' right of way shown really exists so the plan should show a more realistic view of what could happen. Sidewalk widths range from 8' to 17' (cross section pictures), why and who would be responsible for snow removal and other maintenance? You show sidewalks on both sides of 3rd and Lake streets and bike paths on both sides. Seems like a better plan would be to have one of each and have them on opposite sides of the street. Better idea is to move the bike path south of the Lake Street section to the original bike path.</p>	<p>This seems like a very grand idea but not a very realistic one. I feel you've gotten the cart before the horse on this. Nothing can happen until permission is granted from the FFA to change Deinhard Lane as proposed in this plan. That seems to be the place to start. As I understand things, Deinhard north of the runway is too close to the airport and truck traffic could impede planes on final approach. Moving the road further north might take care of this problem but that land is also controlled by the airport plus that would put an even bigger curve in the road which is not ideal for a State Highway. The impact on homeowners as it continues west and then returns to Highway 55 is also not good.</p>	moderate_und erstanding	Newspaper(o nline),Word_ of_mouth		08/19/2025 18:47:10.87 5
89	There is definitely a need		I don't think possibilities should be limited by funding. The more we band-aid the more consequences financially.	Do it right . No more do-overs	moderate_und erstanding	socialmedia,l TD_website		08/19/2025 21:30:10.98 0
90			<p>Why doesn't this survey ask us what we think will solve the problem?</p> <p>You state three problems. They aren't even the most serious.</p> <ol style="list-style-type: none"> 1. Cars heading north, whether they are turning on Deinhard or not, are often backed up to Elo Road. 2. Pedestrians at that intersection cause problems. This intersection should not have a pedestrian crossing, at least not east/west 3. The only way to alleviate the problem is to move the bypass further south, which should have been done many years ago. It's not too late, just expensive. 					08/19/2025 21:37:51.10 9

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91	None.	None.	Will the rerouted Hwy 55 have bike lanes? Several community members commute by bicycle from their homes to town/work/school on Deinhard/Boydston. What safety measures will be considered for pedestrians and bicyclists?	Have you considered sound mitigation for those living along Deinhard/Boydston? It is already very loud and increased traffic will create constant noise.	moderate_understanding	Postcard,TV_newspaper_radio		08/19/2025 23:41:16.424
92	In general, I support the swap of 55 from 3rd-Lake to Deinhard-Boydston with the additional light at Lake/Boydston instead of any of the more esoteric ideas posited.	Financial impact on businesses in town is listed in one location and not in another, which is correct? We were told that members of this project would want unspecified access to our property and asked to sign a release, which we did only if we were contacted in advance. Why were we not contacted?	Funding: Where do you expect funding for any further activities up to and including construction and burying power to come from? What about other utilities? (Water, Sewer, internet services) What happens if those sources fail? Who picks up the tab then? Nothing came with an expected cost. Please provide them. Back of the napkin math is fine. Civil Engineering: What are the exact parameters for expanding the various locations? For example, I was given an estimate of 40ft for the current 55/Lake St. being expanded to 60 ft. with the current center line being "pretty accurate". That only accounts for the bike lanes, gutters, and one sidewalk. Where will the fire hydrants on Lake St. be relocated? Will they be integrated into the sidewalks on the south side or placed further back on private property "easements" to the north? Will SH55 from 3rd/Deinhard to Lake/Boydston be designated ~SH55 "Business Loop"? How will lights be adjusted to be reactive? I know the light at Mission/Lake is terrible. If the city of McCall can only tell us which roads are being chipped, but not in which order or when, how can we trust your data here? Bike Lanes: Even after the application of the neon green no-ride zone markings in town, individuals on bikes still overwhelmingly ride on the sidewalk. Why do you expect these bike lanes to be used and/or obeyed? This isn't "Field of Dreams". Why are they dual (more like dual) use between Deinhard and Colorado?	Up until the day before the deadline, the website still lists major documents being located at mccall.idaho.us. This site does not exist and was not fixed despite informing city hall. The real documents are at mccall.id.us. Will this result in USPS providing mail service to Lake St.? Why or why not? When exactly were the aerial images used in the presentation taken?	moderate_understanding	Word_of_mouth		08/20/2025 02:17:48.434

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			<p>Usage: Will trucks be forced onto the new SH55? What about deliveries in town? How will this be enforced? I was told at the meeting (gentleman at the maps) that truckers would prefer a slow moving procession to a diversion that potentially includes a stop. The proportion of truck traffic around vs in (through) town, how much through town traffic is obligate traffic like food and gas deliveries? Details not shown in presentation.</p>					
93	I understand the purpose and need for the project and am in support of it.		It wasn't clear through the online version of the public meeting if the proposal is to exchange ownership of Deinhard or not. I support almost all of the recommendations for creating better traffic flow, adding sidewalks, and, in general, moving the through traffic out of downtown.	Whatever can be done to reduce the heavy highway traffic out of downtown and allow for left-hand turns and safe pedestrian access is where I stand.	good_understanding	Postcard		08/20/2025 14:45:59.553
94	McCall is becoming more of a bike commuter community. We need access to bike lanes. I would also suggest adding a round about at Boydston and Mountain Valley Road. This intersection is only going to get busier with time. You might want to consider cutting off		I would like to see local businesses get involved in a highway beautification project.	If possible install an official electronic crosswalk signal on the city bike path next to airport.	moderate_understanding	socialmedia		08/20/2025 16:18:40.671

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	access to Karen and Vaneitta Street, they have access to Mountain Valley Road							
95				All for this and the following survey questions will pertain to the logistics of running a business in the proposed areas. IE owner requirements, shut down length, compensation for having to stop business, time of year, etc.	limited_understanding	Email_from_project_team		08/20/2025 17:09:08.706
96				Need to include pedestrian pathways along side of the road. Need a round about at West Valley Rd and Deinhard.	good_understanding	Word_of_mouth		08/20/2025 20:44:17.735
97	As an owner of property along Lake Street in McCall, (Brown Palace Condominiums, 221 W Lake St., Unit #8), I like the initial designs to exchange Lake St/3rd St (Hwy 55) with the Boydston/Deinhard route. Reducing the heavy truck and some commercial traffic off Lake St will be beneficial for people walking/riding bikes along Lake Street as well as people crossing Lake Street, such as owners/visitors a the Brown Palace Condos.	As mentioned above, the Brown Palace Condominiums have a significant linear frontage along the north and south sides of Lake Street. We currently use the space along the south side of our property for surge/excess parking, snow storage, tennis/pickleball courts and storage garages. I would like those uses be considered in the evaluation criteria for the project.	I am looking forward to reduced traffic and increased safety for walkers and bicyclists along Lake Street as envisioned by this project.	I would encourage the Project Team to continue reaching out to stake holders along State Street to gain input/comments as this project progresses. Thanks for the opportunity of provide input via this survey.	clear_comprehensive_understanding	Postcard,other	Brown Palace Homeowner communications	08/20/2025 21:13:50.846
98	None	None	I really appreciate the addition of bike and pedestrian facilities on Lake and 3rd Street. We have a home near Boydston and often bike downtown with our toddler via Boydston and Lake. While traffic speeds on Lake are generally low, many sections still feel uncomfortable without dedicated bike facilities. Right now, we take a short section of Boydston to reach downtown, which has bike lanes but still doesn't feel very safe.	Will there be subsequent changes/improvements in future project phases proposed for Boydston and Dienhard such as speed limit changes or shoulder/bike lane widening? A multi-use pathway along one side would be amazing!	clear_comprehensive_understanding	Email_from_project_team,Word_of_mouth		08/20/2025 23:16:59.442
99	N/A	N/A	N/A	How is this proposed to be funded? Has there been any thought on introducing a taxation on hotels and short term rentals (Air BnB and VRBO) to help pay for construction and maintenance being that a part of the damage is from the increased tourism and nonlocal individuals?	good_understanding	socialmedia		08/21/2025 05:31:06.700

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100	I currently live on West Lake Street, the traffic has significantly gotten worse since 2000 when I moved in. It's a challenge to exit my driveway and enter onto highway 55 regardless if it's summer or winter. There is also a heavy semi truck presence that often rolls past my home. I watch on a daily basis where families ride bikes and walk on narrow strips of land especially in winter due to snow plowing. Many times not heeding the speed limit. I also am not allowed to have mail delivery service to my home because I live on this very busy road. For all of the reasons I just expressed there is a real need to for a reduction in traffic on Lake & 3rd St.			I think a round about on 55 & Boydstun could be a huge time saver and an answer to directing truck/tourism traffic away from the downtown. I also think there should be a stop light at Mission & Deinhard. As far as future growth...? Local residential growth isn't the problem, what is the growth of tourism? That has got to be more than 2 -3 %. Why aren't those numbers being addressed? Speaking of traffic, how about a trail along the Payette River from Shore Lodge to the Sheep Bridge. Let's be progressive like Bend, Oregon and give people a reason to walk in a secondary scenic path to avoid motor traffic all together.	good_understanding	socialmedia		08/21/2025 05:35:18.992
101	I think one of the overt objectives in the Purpose and Need statements should be explicitly reducing the amount of traffic through town, especially that of heavy trucks and other through traffic. I have personally witnessed many dangerous situations caused by this unnecessary traffic.		<p>First, I disagree with the assertions that traffic growth will mimic the 2-3% population growth in the city. The city is the hub for all growth in the entire area, and construction is at a far faster growth than 2-3%. Further, tourism growth is increasing beyond the rate of population growth, especially given the growth in the Boise metro area. And lastly, the increase of industrial traffic with impending mine activity will exacerbate the local traffic problems beyond anything evidenced by the growth in tourism or population. Therefore, I believe the modeling activities should be conducted with a far higher growth rate than stated in this study.</p> <p>Next, I think these concepts are overlooking an obvious winning solution by ignoring the value of roundabouts. Large diameter roundabouts are a proven solution, even for the trucking industry. I'm sure ITD has chosen to ignore roundabouts for some reason not explained in this study, but I strongly believe that the omission should be challenged, and roundabout solutions should be studied.</p> <p>Further, at the open house, I heard several times that some out-of-the-box solutions were not considered because of prior (AKA "outdated",</p>	Because I believe that a key objective should be limiting traffic into town, I submit two proposals. 1) I would like to see a review of creating a vehicle-free zone at and around the 3rd/Lake "downtown" intersection with only vehicles that supply businesses being allowed to drive on what would become a pedestrian plaza. This plaza could potentially be enhanced with additional tourist activities and vendors. And 2) rather than widening Lake St, save that money by turning Lake and Forest streets into one-way streets. Then, the eliminated traffic lane on Lake St could be used as a bike and pedestrian lane without the need for all of the infrastructure cost of widening the street.	good_understanding	Postcard,socialmedia		08/21/2025 05:57:24.745

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			<p>considering the amount of change since then) studies. I believe omission of these options should also be challenged. Specifically, two such omissions: 1) The Johnson road alternative offers a significantly less disruptive bypass than bringing traffic to the edge of town and straightening Dienhard. And 2), I believe the next best option would be to extend the airport runway to the south, since the FAA already wants to increase the length, you could just go a little further south and remove that from the north end of the runway. You could then use the clearance obtained by eliminating the northernmost portion of the runway to straighten the Dienhard curves. The perceived "FAA pushback" that caused this to not be considered should be challenged.</p>					