



Elkhorn Road to River Street

Online and In-person
Community Discussion Summary
Idaho Transportation Department
June 2021



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Idaho 75, Elkhorn Road to River Street Online and In-person Community Discussion #2 Summary

The Idaho Transportation Department hosted an online and in-person community discussion in June 2021 to update community members about the Idaho 75, Elkhorn Road to River Street project. This project involves plans to improve capacity and safety between Elkhorn Road and River Street in Ketchum. The Idaho Transportation Department held the first community discussion for this project in June 2020.

The purpose of the second community discussion was to provide a project update, share concept design options for the highway, answer questions, and gather input from the community. The online community discussion was open from June 10 – 24 while the in-person meeting was held on June 17.

Community Participation

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

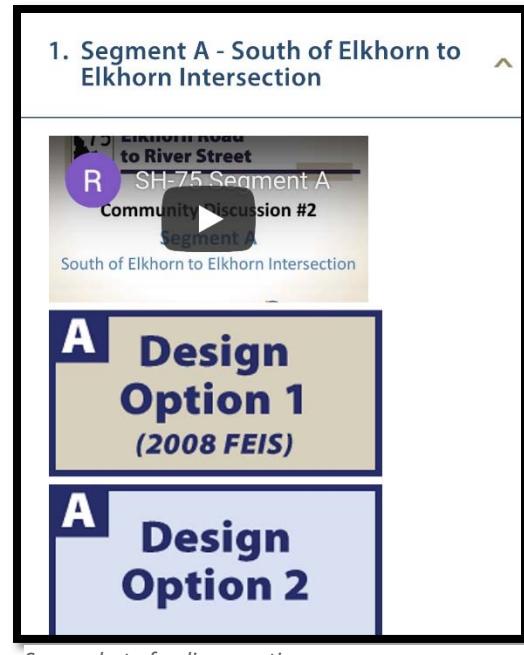
- **369 people** visited the Idaho 75 project website.
- **237 people** entered the community discussion page.
- **83 comments** were submitted during the online meeting.
- Over **50 people** attended the in-person meeting.
- **22 people** filled out comment forms at the in-person meeting.
- **12 people** sent comments via email.

Meeting Format

The second community discussion was organized as a hybrid event with both an online and in-person community discussion.

Online

Participants of the online meeting were able to visit the project website and watch a video providing an overview of the project and a recap of the first community discussion.



Screenshot of online meeting



Community members discuss project at in-person meeting.

From there, participants could click on each segment drop-down arrow, watch a video introducing the segment, and open a map of each concept design for the three segments. Each map included a call-out box with a quick overview of the features and differences between each option.

After reviewing each option, participants could submit a comment pertaining to a specific segment. Community members had the option to click an icon to “like” other members’ comments.

In-person

Community members were also invited to an in-person meeting at the Limelight Hotel in Ketchum on June 17. Attendees were greeted at the sign-in table and then taken back to one of two meeting rooms. Maps of each segment and call-out boxes for each option were placed around the room for attendees to review. ITD and other staff members were on hand to discuss design options and answer questions. Community members were encouraged to fill out comment sheets and turn them in throughout the meeting.

Notification

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

- A postcard was mailed to 7,786 homes and businesses in the project area, as well as to the project database. The project database included elected officials, local jurisdictions, highway districts, businesses, property owners, neighborhoods, agencies, transportation providers, emergency responders, community organizations, and others.



A postcard was sent to the community

- **A Facebook post was scheduled on June 15.** The post reached a total of 1,930 people.
- **A display ad ran on June 11 and 16 in the Idaho Mountain Express.**
- **Emails were sent out between June 1 – 17** to 21 stakeholders that ITD had met with one-on-one. Each email included an invitation to the community discussion.
- **ITD sent a news release to local media outlets on June 10.** The story was covered by the Idaho Mountain Express and News Radio 1310 KLIX.
- **An email was sent to local jurisdictions on June 10** with information about the community discussion and a request to share information via social media and other methods.

Comments

During Community Discussion #2, ITD received 83 online comments, 22 written comment forms, and 12 emailed comments. Additional comments were captured by staff who spoke to participants during the in-person meeting.

Key Themes

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

- Participants showed a diversity of opinions regarding which option in each segment would be best.
- In Segment A, a majority of participants favored Option 2 with the additional lanes.
- In Segment B, a majority of participants felt that keeping a center turn lane was the most important factor.
- In Segment C, a majority of participants favored Option 3 with a roundabout.
- Participants also noted an emphasis on safety while traveling through the corridor with concerns about traffic flow, congestion, and speeding.

A detailed summary begins on page 5.

Summary of Comments

Community members gave numerous specific and detailed comments during community discussion #2. This summary reflects comments from the online discussion, in-person meeting, as well as letters submitted via email.

1. Segment A – South of Elkhorn to Elkhorn Intersection

ITD received 28 responses regarding Segment A. Common responses included:

- **A preference for Option 2.**

- Many participants favored Option 2 because of the addition of a northbound right turn lane.
- Some also advocated for a dedicated left turn signal.
- However, a few participants preferred Option 1 with one person saying they would prefer wider shoulders over a 12-foot turn lane.

- **Suggestions for a roundabout at the Elkhorn intersection.**

- Though a roundabout was not part of either of the options in this segment, many participants felt this would operate better than a signal at the Elkhorn intersection.
- One participant said “a roundabout would reduce stop and go on 75 and look much nicer.”

- **Opinions on speed in this area.**

- Safety related to speeding was an issue for many participants who supported lowering the speed limit from 45 mph to 35 mph.
- However, a couple participants suggested not lowering the speed limit until after the Elkhorn intersection.

2. Segment B – Elkhorn to Serenade

ITD received 34 responses regarding Segment B. A few common responses included:

- **A preference for Option 3.**

- Many participants believe that the inclusion of a center turn lane is crucial to the safety of this segment.

- **Opinions on other options.**

- Some participants felt that Option 2 would be preferable, with one saying, “you get the turn lanes where needed but not this excessively wide thoroughfare into town.”
 - A few participants also felt that keeping this segment as a three-lane road would accomplish keeping a center turn lane while also keeping room for shoulders and sidewalks. One participant noted the disadvantages of widening the highway, saying, “[the] noise level will increase for homes along the route, snow removal will be difficult, [and the] choke point will be at town, which is not welcoming.”

- **Sidewalks and shoulders.**

- Many participants noted that a sidewalk, especially from Weyyakin to Serenade, would greatly benefit pedestrians going to the trail or into town.
 - A few cyclists advocated for keeping the shoulders so they would have a safe way to ride along the highway.

- **Lowering the speed limit further.**

- Some participants suggested lowering the speed limit to 25 or 30 mph along the segment to improve safety and congestion.

3. Segment C – Serenade Intersection to River Street

ITD received 54 responses regarding Segment C. A few common responses included:

- **A preference for Option 3 (roundabout).**

- Many participants felt that a roundabout would be the best option as it would help slow down traffic, improve congestion going in and out of town, and provide a better entrance into Ketchum.

- **Some felt Option 2 (a signal) would be better.**

- Some participants believe that a signal will help slow traffic and provide better gaps for residents to get in and out of their properties.
- A couple participants preferred Option 2, but without the light.

- **Crosswalks and bike paths.**

- Many residents are excited to have pedestrian and cyclist facilities through this segment.
- Many participants advocated for an additional crosswalk between the Serenade intersection and River Street.
- A couple participants suggested a tunnel for the bike path or pedestrian path.

- **Additional lanes going into town.**

- Some participants noted that having four lanes going all the way into town would be the best way to prevent bottlenecking and keep traffic flowing.
- However, one participant felt differently, saying, “widening the road will push more congestion into the city center – that is not a good thing for Ketchum quality of life, or for safety.”

- **Parking.**

- A few participants advocated for keeping on-street parking in this segment.

4. Other Comments or Questions

ITD received a handful of other comments and questions, including:

- Multiple people mentioned the need for safe access to businesses and properties along Idaho 75, particularly for larger trucks and trailers.
- Several participants expressed concerns regarding growth of the area.
- A few homeowners requested a berm for visual screening, noise abatement and/or separation from snow storage.
- A few asked how soon construction would begin and how traffic would be re-routed during construction.
- A few asked if ITD could coordinate highway construction with Idaho Power's newly proposed buried transmission line project and some asked if existing overhead distribution lines could also be buried during this time.

- A couple of participants asked about ITD's plans for the River Street intersection.