

Community Discussion

#3

Idaho 75, Elkhorn Road to River Street

Welcome to the third online community discussion for the Idaho 75, Elkhorn Road to River Street project.

The purpose of this meeting is to share design plans ITD will be moving forward with, gather input from the community and prepare for next steps in the project.

TO GET STARTED, CLICK TO WATCH THE VIDEO ON THE RIGHT.

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8884 or TTY/TDD users Dial 711 to use the Idaho Relay System.



Elkhorn Road to River Street

Community Discussion #3

Online: October 11-25

Nathan Jerke, Project Manager



Your Safety • Your Mobility
Your Economic Opportunity

Se les recomienda a las personas que necesiten un intérprete o arreglos especiales que llamen al coordinador de participación público al (208) 334-8884. Usuarios de TTY/TDD: Marque 711 o (800) 377-3529 para usar el sistema de Relay de Idaho.

Idaho 75, Elkhorn Road to River Street Project

[Click here](#) to review project display information regarding project background, process and schedule, environmental considerations, community input and anticipated construction.

Design Plans

1. Segment A (South of Elkhorn Road to Elkhorn Intersection)	▼
2. Segment B (Elkhorn Road to Serenade Lane)	▼
3. Segment C (Serenade Intersection to River Street)	▼
4. Construction Considerations	▼
5. Other Comments/Questions:	▼

Design Plans

1. Segment A (South of Elkhorn Road to Elkhorn Intersection)



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Click the images above to view the design plan and environmental map. To view design options *previously* presented to the public, please [click here](#).

Submit a comment below to let us know what you like and dislike about the design plans in **Segment A**.



Why not a roundabout at Elkhorn and 75? Moves more cars at a slower speed. Safer Environmentally friendly



The added sidewalk to the trail connection will improve pedestrian safety, thank you.



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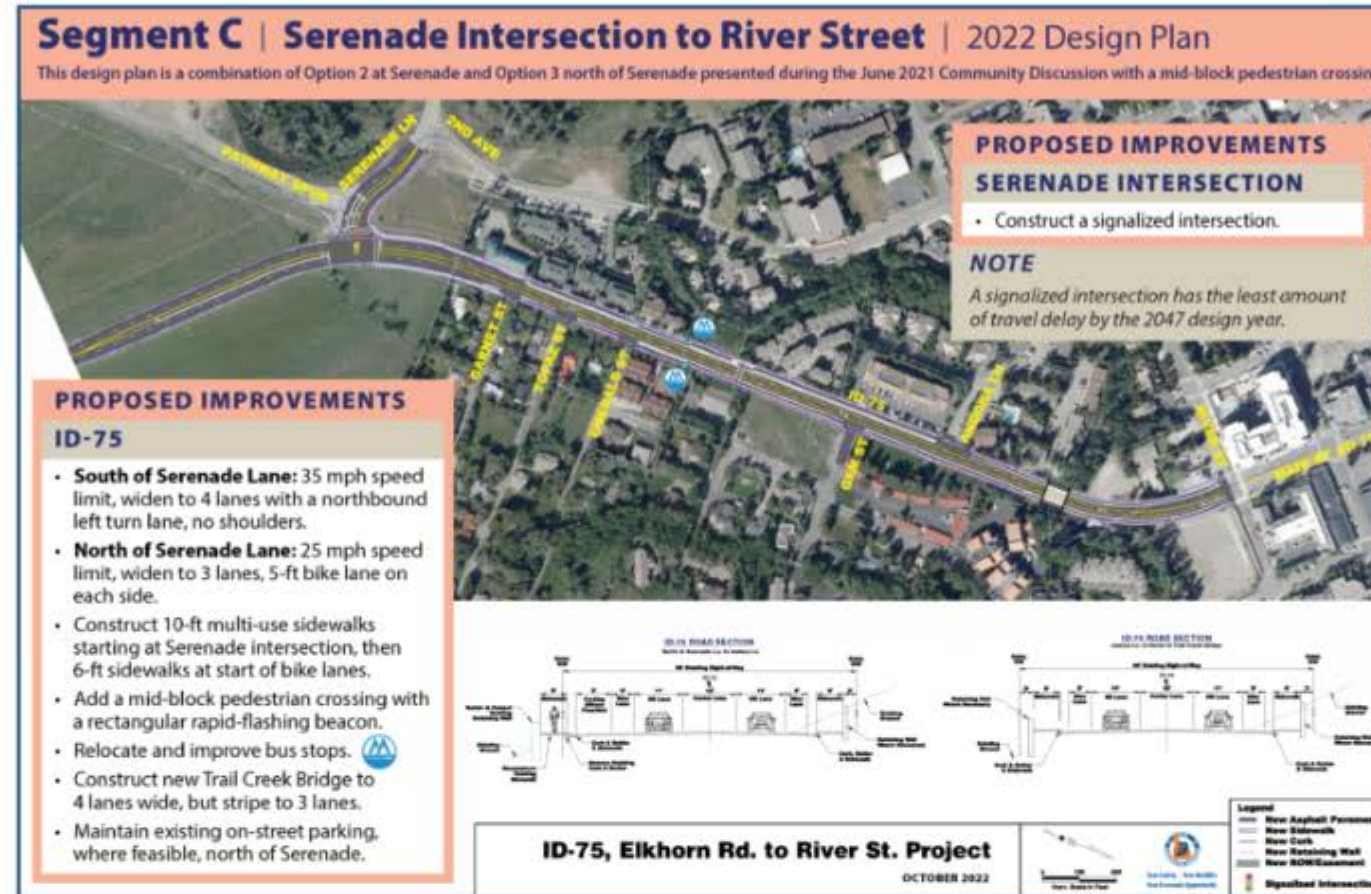
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Click the images above to view the design plan and environmental map. To view design options *previously* presented to the public, please click [here](#).

Submit a comment below to let us know what you like and dislike about the design plans in **Segment B**.



This is a design from the 1990's. There is no safe space for pedestrians or bicyclists. In this day and age, there should be provisions for pedestrians and bicycles included. With the advent of e-bikes, more and more visitors and locals bicycle in Ketchum. Because of the cost of living, more workers commute by walking, bicycle and bus in the summer. The Wood River Trail serves for recreational use and long distance commuting. Safe, local access for pedestrians and bicyclists should be part of every highway project. I like seeing 11 ft lanes to slow vehicles down. You need to eek out some space for pedestrians and bicyclists.



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Click the images above to view the design plan and environmental map. To view design options *previously* presented to the public, please [click here](#).

[Submit a comment below to let us know what you like and dislike about the design plans in Segment C.](#)



A roundabout would be safer and less problematic than an intersection at HWY 75 and Serenade. An intersection will do little to slow traffic speeds going into downtown, it will periodically stop people from speeding. While a roundabout (by design) reduces potential conflict points by 75%+, an intersection relies on human behavior and adherence to traffic laws-- there will be more near misses and crashes with the intersection. All the research points to roundabouts slowing speeds yet reducing congestion by allowing for a steady stream of vehicles to pass through at all times. In other places, roundabouts are used in transition zones to alleviate

4. Construction Considerations



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



Despite their widespread use in other countries, I understand that state traffic departments in the US are reluctant to adopt roundabouts. However, their adoption is increasing globally and here we have an outstanding opportunity to incorporate one with obvious benefits.



Roundabouts rule!



4 lanes the whole way!! Bridges have long life spans so build it wide enough for 4 lanes and pedestrians (if not wider and use the 4 lanes). I agree roundabouts don't work for big trucks or snowplows, but we also don't really need a stop light. Manage it with merge/turn lanes and paint.

ADD A COMMENT

5. Other Comments/Questions:



Please submit any other comments or questions you have about the project.



Thank you for incorporating bike lanes and a crosswalk in Section C, that will offer great connectivity for the Gem Streets neighborhood and be a great addition to downtown Ketchum.

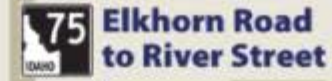


The age of serious injury or fatal car crashes for this type of roadway is behind us. Modern cars have had air bags and strengthened crash structures for decades now. There will be car crashes for sure, but today's serious safety concern - on this type of roadway - is for pedestrians and bicyclists.



We have such a great free bus system in this valley. Make all roads here as accessible and safe for pedestrians and bikes to encourage more public transit use. This will ease traffic, reduce pollution and make Ketchum an even more amazing place to live. Please don't add or widen lanes - no need to encourage more traffic!

Next Steps



Over the coming months, ITD will:

- Finish the environmental reevaluation
- Continue working with property owners
- Prepare final design plans
- Purchase any needed right-of-way

ITD will be back to share finalized design plans and preliminary construction information with the community as construction gets closer.



Thank you for participating in this online meeting!

To stay up to date on the project:

Visit: itdprojects.org/projects/Idaho-75-elkhorn-road/

Call: (208) 886-7809

Email: SH75ElkhornToRiverSt@itd.idaho.gov

Or mail comments to: 216 S Date St., Shoshone, ID 83352

STAY INFORMED