



## Community Advisory Committee (CAC)

### Meeting #3 Summary

October 5<sup>th</sup>, 2016, 10:00AM–12:00PM

Blaine County Courthouse, Commissioners Large Conf. Room  
206 1st Ave South, Suite #300, Hailey, ID 83333

#### MEETING OBJECTIVE:

Review the Draft Intersection Study Report to ensure all key conclusions and findings are incorporated and implementation recommendations are consistent with the outcomes of the study process.

#### WELCOME & RECAP

Yuri welcomed the CAC. Bruce introduced the project and welcomed the CAC members. Rosemary had the CAC members introduce themselves and comment on what they have heard from the community about the study.

#### Meeting Attendees

- Bruce Christensen (Idaho Transportation Department District 4)
- Jade Sparrow (Blaine/Camas Farm Bureau)
- Scott Malone (Idaho Transportation Department District 4)
- Dan Gilmore (Power Engineers)
- Jim Keating (Blaine County Recreation District)
- Jack Sibbach (Sun Valley Resort)
- Greg Cappel (Blaine County Resident)
- Donna Pence (Idaho State Representative)
- Gene Ramsey (Blaine County Sheriff)
- Nathan Jerke (Idaho Transportation Department District 4 Public Information)
- Jason Miller (Mountain Rides)
- Chad Stoesz (Wood River Land Trust)
- Robyn Mattison (City of Ketchum)
- Ken Worthington (Blaine County Resident)
- Desiree Fawn (News reporter) – check sign-in sheet
- Yuri Mereszczak (Kittelson & Associates. Inc.)
- Rosemary Curtin (RBCI)
- Andy Daleiden (Kittelson & Associates. Inc.)

#### What have you heard?

- Support for grade-separated interchange
- Support for roundabout
- Increase size of signs at the intersection

- Consider bicycle traffic
- Surprise for a roundabout → more urban treatment, but understand why
- Some people were not aware of the meetings
- Roundabout → seems really slow; more city/urban treatment versus rural
- An educational component is necessary regardless of which alternative is chosen
- Pretty diverse opinions of what should be there; let's just build it now.
- Recent changes at the intersection have been beneficial; move ahead with some incremental improvements and then the roundabout
- Intersection improvements should minimize impacts to the aesthetics and rural nature of the area

### General Questions

- What have we heard about the 36<sup>th</sup>/Hill roundabout in Boise?
  - Larger roundabout
  - Mobility has been improved
  - Crossings work for pedestrians
  - Extensive public outreach was done prior to and during construction

A PowerPoint presentation and display boards were used to help discuss topics during the meeting. Additionally, agendas, draft reports, and concepts of the alternatives were provided on each table for the meeting attendees.

Yuri reviewed the following items with the CAC:

- CAC Roles & Responsibilities
- Study Purpose & Goals
- Tiered Alternatives Evaluation Process
- Study Schedule

Yuri noted appreciation for the strong attendance from the CAC, SMT, and community-at-large throughout the study.

ITD has recently shortened the 45mph posted speed zone downstream from the intersection as direct result of comments from the CAC.

### SMT & CAC MEETING #2 FOLLOW-UP ITEMS

Bruce presented an overview of the safety comparison of the US-20/SH-75 intersection to other similar intersections in Idaho. This item was brought up at the last CAC meeting. The question was asked as to what “benchmark” should be used for comparison. An average crash rate of 1.0/million entering vehicles is a general industry rule-of-thumb for an “expected” rate of crashes per million entering vehicles at an intersection similar to US-20/SH-75. The subject intersection is slightly higher than 1.0 and falls in the middle of comparative intersections within Idaho. Yuri presented on the deceleration of trucks traveling down Timmerman Hill toward the intersection, based on deceleration information from the AASHTO *Policy on Geometric Design of Highways and Streets*. The

CAC members felt that this additional information was helpful in addressing questions from CAC Meeting #2.

#### **ONLINE SURVEY SUMMARY**

Yuri presented a summary of study's the online survey held in August 2016. A significant number of responses were received from the community on the survey (762 people participated, with 551 completing the survey in full). There was discussion from the CAC on the survey regarding the traffic signal, roundabout, and grade-separated interchange alternatives. All of these alternatives and the addition of turn lanes on SH-75 received a good amount of support.

#### **OVERVIEW OF DRAFT INTERSECTION STUDY REPORT & IMPLEMENTATION PLAN**

Yuri reviewed the key conclusions & outcomes, implementation plan summary, and implementation plan considerations from the Draft Intersection Study Report. Key highlights from the presentation include:

- **No-Build Alternative**
  - Recent changes at the intersection have been beneficial
  - The crash data and operations support a no build alternative in the near term
  - SMT ranked this alternative as #1
  - CAC ranked this alternative at #3
  - General public ranked this alternative as #6.
- **Remove the Intersection Skew Alternative**
  - Could address some of the angle-type crashes at the intersection
  - Could be phased in conjunction with the roundabout
  - SMT ranked this alternative as #3
  - CAC ranked this alternative at #1 (tie)
  - General public ranked this alternative as #5.
- **Roundabout Alternative**
  - Best addresses the primary goals of the study and provides the best safety performance
  - SMT ranked this alternative as #2
  - CAC ranked this alternative at #1 (tie)
  - General public ranked this alternative as #4
- **Grade-Separated Interchange Alternative (Right-of-Way Preservation Only)**
  - Continue to maintain the ROW at the intersection
  - B/C ratio does not support implementation of a grade separated interchange within the planning horizon of the study
  - SMT ranked this alternative as #7
  - CAC ranked this alternative at #6
  - General public ranked this alternative as #3.

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Other comments/notes/questions from the CAC:

- Traffic would slow down with the roundabout alternative. What about trucks traveling north and south on SH-75? How would truck speeds be impacted with the roundabout?
  - Yuri discussed the impact of the intersection on acceleration up Timmerman Hill. Given the grade is relatively flat for the first ½ mile south of the intersection (average grade of ~1% prior to the steeper grade up the hill). Most trucks will be able to accelerate from the intersection to a reasonable running speed prior to the steeper grade up the hill regardless of stopping/slowng at the intersection. Therefore, providing a passing lane up the hill is considered mostly unrelated to what occurs at the intersection, but it is discussed in the report for future consideration by ITD.
- Perception of safety issues versus reality
  - The data is important to look at and the data does not depict problems with safety much beyond that typically expected at an intersection such as US-20/SH-75. However, ITD and the study team acutely recognize that many members of the community have been impacted at this intersection and therefore safety problems are a reality for them. This study is a good start to identifying improvements to enhance the safety performance of the intersection.
- What does ITD think about the video monitoring of the intersection idea?
  - This may be good to do especially during the winter and summer months due to the seasonal variation in traffic at this intersection. It provides an opportunity to learn more about occurrences at the intersection beyond just what the crash data and operational analysis reveal.

**OPEN DISCUSSION & WORKSESSION ON DRAFT IMPLEMENTATION PLAN**

The CAC completed comment sheets in response to the Draft Implementation Plan for the study. Each CAC member present at the meeting completed a comment sheet and one CAC member not present at the meeting also completed a comment sheet. On the comment sheets, CAC members indicated whether they support or do not support the recommended improvement and were asked to provide an explanation for their choice. Table 1 provides a summary of the comment sheets provided by the CAC members and the raw comment sheets are provided with the attachments to this summary.

**Table 1: Summary of CAC Comments on Draft Implementation Plan**

Recommended Improvement (Time Frame)	Support	Do Not Support	Summary of Comments
No Build (Short-Term to Mid-Term)	8	2	<ul style="list-style-type: none"> <li>• A change is needed now.</li> <li>• Current needs are being met, but a build option should be planned for long-term.</li> <li>• Continue to look for short-term, low cost improvements.</li> <li>• Video monitoring is a good idea for near-term.</li> </ul>
Remove Skew (Centered) (Short-Term to Mid-Term)	4	4	<ul style="list-style-type: none"> <li>• Not enough support; not worth the cost.</li> <li>• Generally an unneeded step, but has some benefit to future roundabout.</li> <li>• Cost effective; some safety improvement.</li> <li>• Support option, but less so than the roundabout.</li> </ul>
Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)	9	1	<ul style="list-style-type: none"> <li>• Best overall, long-term option with potential for aesthetic benefit as well. Balances safety improvement and cost.</li> <li>• Some support, but may still need another longer range improvement.</li> <li>• Need a public relations effort to help citizens be more in support.</li> <li>• Traffic calming improvement that optimizes safety.</li> </ul>
Grade-Separated Diamond Interchange (Very Long-Term) <i>Right-of-Way Preservation Only</i>	5 <sup>1</sup>	2 <sup>1</sup>	<ul style="list-style-type: none"> <li>• Not necessary. Little safety benefit with large visual/environmental impact. Too costly.</li> <li>• Preserve ROW for this option, especially in case population increases.</li> <li>• Best overall option for traffic flow and safety, but cost may make this difficult to prioritize.</li> </ul>

Short-Term = 0-5 years; Mid-Term = 5-15 years; Long-Term = 15-25 years; Very Long-Term = 25+ years

<sup>1</sup>If “Do Not Support” was circled, but the respondent noted support for preservation of right-of-way, then that was tallied as “Support” as the Implementation Plan explicitly identifies this alternative only for right-of-way preservation.

#### NEXT STEPS & CLOSEOUT

- No future meetings planned as a part of this study
- Final Intersection Study Report available by November 2016
- ITD will keep public informed of next steps
- Thank you for your participation!!

#### ATTACHMENTS



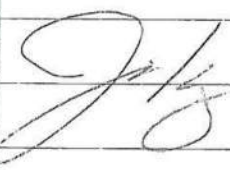

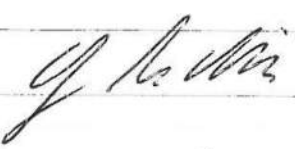
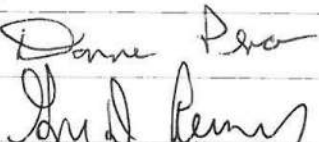
- Attachment A: CAC Meeting #3 Sign-In Sheet
- Attachment B: CAC Meeting #2 Comment Sheets
- CAC Meeting #3 Materials are available on the study website at:  
[http://itd.idaho.gov/projects/D4/US20\\_ID75\\_IntersectionStudy/](http://itd.idaho.gov/projects/D4/US20_ID75_IntersectionStudy/)

Attachment A CAC Meeting #3 Sign-In Sheet

**Timmerman Junction Study (US-20/SH-75)**  
**ITD District 4**  
**Community Advisory Committee (CAC) Meeting #3**

October 5, 2016 Meeting  
(Please sign your name)

First Name Last Name Organization

	Lesley	Andrus	
	Pat	Bowton	Hailey Chamber of Commerce
	Kyle	Broadie	Blaine County Road and Bridge
	Walter	Burnside	ITD District 4 Maintenance
	Greg	Cappel	<i>County Resident</i>
	Brian	Christiansen	City of Ketchum
<i>Bruce</i>	Bruce	Christensen	Idaho Transportatoin Department
	Brad	Dufur	City of Sun Valley
	Dan	Gilmore	Power Engineers
	Jacob	Greenberg	Blaine County
	Len	Harlig	Citizen
	Connie	Jones	ITD D4 Environmental
	Jim	Keating	Blaine County Recreation District
	Christopher	Koch	City of Bellevue
	Bart	Lassman	Wood River Fire & Rescue (Paramedics)
	Jeff	Loomis	Blaine County
	Brad	Lynch	
	Scott	Malone	Idaho Transportatoin Department
<i>Robyn Mattison</i>	Robyn	Mattison, P.E.	City of Ketchum
	Angenie	McCleary	Blaine County Regional Transportation Committee
	Jason	Miller	Mountain Rides
	Randall	Patterson	City of Carey
<i>Donna Pence</i>	Donna	Pence	State Representative
	Gene	Ramsey	Blaine County



	Lawrence	Schoen	Blaine County
	Terrence	Sheehan	Senior Connection
<i>Jack Sibbach</i>	Jack	Sibbach	Sinclair Co./Sun Valley
<i>Jade Sparrow</i>	Jade	Sparrow	Blaine/Camas County Farm Bureau
	Rex	Squires	Blaine County School District
	Steve	Thompson	Blaine County Road and Bridge
	Michelle	Stennett	State Senator
<i>Chad</i>	Chad	Stoesz	Wood River Land Trust
	<i>Nathan</i>	<i>Jerke</i>	<i>ITD</i>
<i>Mena Worthington</i>			<i>resident</i>



Attachment B   CAC Meeting #3 Comment  
Sheets

# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: Chad Stoesz Email: cstoesz@woodriverlandtrust.org  
Organization: Wood River Land Trust

**\*\*PLEASE TURN IN YOUR FORM PRIOR TO LEAVING TODAY'S MEETING.\*\***

If you are unable to do so, please email your comment sheet to Yuri Mereszczak at [yuri@kittelson.com](mailto:yuri@kittelson.com) or mail to 101 S Capitol Blvd, Suite 301, Boise, ID 83702 by no later than October 12<sup>th</sup>.

> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)	Please Explain Your Choice
No Build (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	safety is adequate already
Remove Intersection Skew (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	
Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	Best compromise
Grade-Separated Diamond Interchange (Very Long-Term) <i>Right-of-Way Preservation Only</i>	<input type="radio"/> Support <input checked="" type="radio"/> Do Not Support	Not necessary - little safety benefit with large visual impact

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

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Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.

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# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: Greg Cappel Email: gregory.cappel@gmail  
Organization: N/A

**\*\*PLEASE TURN IN YOUR FORM PRIOR TO LEAVING TODAY'S MEETING.\*\***

If you are unable to do so, please email your comment sheet to Yuri Mereszczak at [yuri@kittelson.com](mailto:yuri@kittelson.com) or mail to 101 S Capitol Blvd, Suite 301, Boise, ID 83702 by no later than October 12<sup>th</sup>.

> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)		Please Explain Your Choice
No Build (Short-Term to Mid-Term)	Support	<input checked="" type="radio"/> Do Not Support	<i>I believe that a change is needed, now.</i>
Remove Intersection Skew (Short-Term to Mid-Term)	Support	<input type="radio"/> Do Not Support	
Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	<i>The option feels like the best overall option with respect to safety, mobility and environmental preservation. It would also lend itself to a "aesthetic gateway" feature.</i>
Grade-Separated Diamond Interchange (Very Long-Term) <i>Right-of-Way Preservation Only</i>	Support	<input type="radio"/> Do Not Support	

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

*No*

Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.

*I am grateful for the time, effort and thoughtful depth that has gone into the study and these presentations*



# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: JASON Email: JASONE.MOUNTAINRIDES.ORG  
Organization: MTN RIDES

**\*\*PLEASE TURN IN YOUR FORM PRIOR TO LEAVING TODAY'S MEETING.\*\***

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> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)		Please Explain Your Choice
<b>No Build (Short-Term to Mid-Term)</b>	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	SMALL TWEAKS ON CURRENT IS OK FOR NEAR TERM
<b>Remove Intersection Skew (Short-Term to Mid-Term)</b>	<input type="radio"/> Support	<input checked="" type="radio"/> Do Not Support	DOESN'T HAVE ENOUGH SUPPORT
<b>Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)</b>	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	I THINK IT'S THE BEST LONG TERM SOLUTION
<b>Grade-Separated Diamond Interchange (Very Long-Term) Right-of-Way Preservation Only</b>	<input type="radio"/> Support	<input checked="" type="radio"/> Do Not Support	TOO MUCH VISUAL/LAND/ ENVIRONMENTAL IMPACT

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

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Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.

LOOKS GOOD THANKS

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# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: Dan Gilmore Email: dan.gilmore@powereng.com  
Organization: POWER Engineers

**\*\*PLEASE TURN IN YOUR FORM PRIOR TO LEAVING TODAY'S MEETING.\*\***

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> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)		Please Explain Your Choice
No Build (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	can be "implemented" immediately at low cost
Remove Intersection Skew (Short-Term to Mid-Term)	<input type="radio"/> Support	<input checked="" type="radio"/> Do Not Support	NOT sure it's worth the money -
Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	seems like safest option that balances cost
Grade-Separated Diamond Interchange (Very Long-Term) <i>Right-of-Way Preservation Only</i>	<input type="radio"/> Support	<input checked="" type="radio"/> Do Not Support	seems too excessive - I would definitely keep ROW though!

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.



# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: Donna Pence Email: donnapence25@msn.com  
Organization: State Legislature

**\*\*PLEASE TURN IN YOUR FORM PRIOR TO LEAVING TODAY'S MEETING.\*\***

If you are unable to do so, please email your comment sheet to Yuri Mereszczak at [yuri@kittelson.com](mailto:yuri@kittelson.com) or mail to 101 S Capitol Blvd, Suite 301, Boise, ID 83702 by no later than October 12<sup>th</sup>.

> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)	Please Explain Your Choice
No Build (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	video monitoring would be good added <del>Passing Lane at top of Green</del> * Passing Lane Improvement
Remove Intersection Skew (Short-Term to Mid-Term) f	<input type="radio"/> Support <input checked="" type="radio"/> Do Not Support	Generally an Unneeded step, however, the Skew may * <del>be an improvement</del> towards Round-a-bout
Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	Lulu-warm Support but may need to see it Long range Improvement.
Grade-Separated Diamond Interchange (Very Long-Term) Right-of-Way Preservation Only	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support but	May need long range keep right of way

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

IT SEEMS Very complete

Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.

well done study - and it offered public & individuals involved  
in commercial & professional involvement of Intersection  
venue.

# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: Ben Worthington Email: none - 720-4958

Organization: \_\_\_\_\_

**\*\*PLEASE TURN IN YOUR FORM PRIOR TO LEAVING TODAY'S MEETING.\*\***

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> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)	Please Explain Your Choice
No Build (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	use other measures first. Hwy 20 east, move light closer to intersection; larger signs. sign at stop sign too small
Remove Intersection Skew (Short-Term to Mid-Term)	<input type="radio"/> Support <input checked="" type="radio"/> ? <input type="radio"/> Do Not Support	
Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)	<input type="radio"/> Support <input checked="" type="radio"/> Do Not Support	
Grade-Separated Diamond Interchange (Very Long-Term) <i>Right-of-Way Preservation Only</i>	<input type="radio"/> Support <input checked="" type="radio"/> ? <input type="radio"/> Do Not Support	

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

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Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.

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# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: Jade Sparrow Email: jsparrow@idfbins.com

Organization: Farm Bureau

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> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)	Please Explain Your Choice
<b>No Build</b> (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	over-all the needs are being met and as a short term option the changes being implemented is progress.
<b>Remove Intersection Skew</b> (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	I support this option as a mid term solution... if it in turn proves as a waste of state funds I believe in opting out of wasted funds.
<b>Single-Lane Roundabout with Approach Curvature</b> (Short-Term to Long-Term)	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	I have been against this in all past surveys... considering cost & changes made to make up for larger vehicles. This has been made more acceptable. <sup>still not</sup> my favorite
<b>Grade-Separated Diamond Interchange</b> (Very Long-Term) <i>Right-of-Way Preservation Only</i>	<input checked="" type="radio"/> Support <input type="radio"/> Do Not Support	I believe the overall flow & safety factor are the best with this option though I do understand cost factor may make this not a priority for the state.

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

I think the video surveillance idea could prove beneficial and should be implemented. It could be a huge factor in decisions on what plan should truly be implemented. Still some concerns on my part for the truck traffic for Hay trucks & mail trucks pulling tripples or doubles.

Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.

I enjoyed being part of this process and look forward to seeing how it all plays out. Thank you!

# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: Jack Sibbach Email: jsibbach@sunvalley.com  
Organization: Sun Valley Resort

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> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)	Please Explain Your Choice
No Build (Short-Term to Mid-Term)	Support <input checked="" type="radio"/> Do Not Support	Something should be done in the short-term such as: improved signage, visual approaches, (vegetation mitigation) and video monitoring
Remove Intersection Skew (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support Do Not Support	Cost effective some safety improvement
Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)	<input checked="" type="radio"/> Support Do Not Support	Would need a public relations effort to make citizens feel supportive. #1 for safety
Grade-Separated Diamond Interchange (Very Long-Term) <i>Right-of-Way Preservation Only</i>	<input checked="" type="radio"/> Support Do Not Support	Preserve Land Rights May be implemented if population increases enough to support.

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

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Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.

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# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: Robyn Mattison Email: rmattison@ketchumidaho.org  
Organization: City of Ketchum

**\*\*PLEASE TURN IN YOUR FORM PRIOR TO LEAVING TODAY'S MEETING.\*\***

If you are unable to do so, please email your comment sheet to Yuri Mereszczak at [yuri@kittelson.com](mailto:yuri@kittelson.com) or mail to 101 S Capitol Blvd, Suite 301, Boise, ID 83702 by no later than October 12<sup>th</sup>.

> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)		Please Explain Your Choice
No Build (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	Support in the short term long term should include a build option
Remove Intersection Skew (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	I support this option less than the roundabout option.
Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	
Grade-Separated Diamond Interchange (Very Long-Term) <i>Right-of-Way Preservation Only</i>	<input type="radio"/> Support	<input checked="" type="radio"/> Do Not Support	I do support for the purpose of preserving the ROW.

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

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Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.

I appreciate the public involvement process included  
in this study. Good job!

# COMMENT SHEET

## CAC MEETING #3 - OCTOBER 5<sup>TH</sup>, 2016

US 20 & SH 75  
TIMMERMAN JUNCTION  
Intersection Study

Name: LEN HARLIG

Email: lenc@lenharlig.com

Organization: BC Comp PLAN

**\*\*PLEASE TURN IN YOUR FORM PRIOR TO LEAVING TODAY'S MEETING.\*\***

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> Please circle whether you **support** or **do not support** the recommended improvement and explain your choice. You may support more than one improvement.

Recommended Improvement (Time Frame)	Your Opinion (Circle One)		Please Explain Your Choice
No Build (Short-Term to Mid-Term)	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	with the east/west signage, rumble strips, and lower approach speeds
Remove Intersection Skew (Short-Term to Mid-Term)	<input type="radio"/> Support	<input checked="" type="radio"/> Do Not Support	don't see sufficient safety improvement to warrant cost
Single-Lane Roundabout with Approach Curvature (Short-Term to Long-Term)	<input checked="" type="radio"/> Support	<input type="radio"/> Do Not Support	traffic calming improvement that optimizes safety!
Grade-Separated Diamond Interchange (Very Long-Term) Right-of-Way Preservation Only	<input type="radio"/> Support	<input checked="" type="radio"/> Do Not Support	too costly and too "freeway" for a rural community

Short-term = 0-5 years; Mid-term = 5-15 years; Long-term = 15-25 years; Very long-term = 25+ years

Are there any additional intersection improvement ideas we haven't yet considered?

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Please provide any other comments you have on the Draft Intersection Study Report or the Intersection Study overall.

Because I consider safety as more important than mobility, I would support a 4-way signal.

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