

Community Advisory Committee (CAC)

Meeting #2 Summary

July 14th, 2016, 10:00AM–12:00PM

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

MEETING OBJECTIVE:

Evaluate and screen the Tier 2 Alternatives for the purpose of developing the overall implementation plan for the intersection study.

COMMUNITY ADVISORY COMMITTEE (CAC) ATTENDEES

See Attachment A for the meeting sign-in sheet.

- Bruce Christensen – ITD District 4
- Scott Malone – ITD District 4
- Angenie McCleary – Blaine County Commissioner
- Yuri Mereszczak – Kittelson & Associates, Inc.
- Andy Daleiden – Kittelson & Associates, Inc.
- Rosemary Curtin – RBCI
- Brian Christiansen – City of Ketchum
- Jacob Greenberg – Blaine County Commissioner
- Len Harlig – Citizen
- Jim Keating – Blaine County Recreation District
- Jason Miller – Mountain Rides
- Lawrence Schoen – Blaine County Commissioner
- Jack Sibbach – Sinclair Co./Sun Valley
- Jade Sparrow – Blaine/Camas County Farm Bureau
- Jeff Loomis – Blaine County Engineer
- Chad Stoesz – Wood River Land Trust
- Brad Lynch – ITD District 4
- Donna Pence – State Representative
- Gene Ramsey – Blaine County Sheriff
- Rex Squires – Blaine County School District
- Ryan Thorne – Idaho Mountain Express
- Nathan Jerke – ITD District 4

WELCOME AND RECAP

- What Have You Heard?
 - Perception of more fatalities and crashes at this intersection than there actually are; need to provide data.
 - Recent improvements have been received well and seem to be working well. Support for continued incremental and/or short-term improvements.
 - Perception that enough has been done already.
 - I slow down with the recent improvements at the intersection.
 - Why 45 mph? Why do we need to slow down?
 - Glad that we are looking at this intersection and addressing the safety improvements.
 - It seems that we still have problems with people not stopping on US-20.
 - This project is looking at both today's conditions and into the future, so need to be sure to communicate this to the public.
 - Perception of the safety problem; recent improvements are generally good.

- Anecdote – observed a car traveling westbound without stopping at the intersection.
- Review CAC Roles & Responsibilities
- Review Study Purpose & Goals
- Tiered Alternatives Evaluation Process
- Study Schedule

CAC MEETING #1 FOLLOW-UP ITEMS

- ITD Responses to Short-Term Treatment Ideas from CAC Meeting #1
 - Bruce reviewed the items and ITD's responses. *See Attachment B for ITD's responses.*
 - Questions/comments from the CAC:
 - Do the accident statistics capture the type of motorist (local resident or tourist) coming through the intersection?
 - 7 of the 11 crashes involved out-of-state drivers.
 - What percent of crashes involved folks running the stop sign?
 - We are not able to definitively determine this from the crash data as the reports don't document that level of detail.
 - Are there safety issues with the current configuration of the intersection? We need to address complacency and folks not expecting the stop control.
 - To address safety, we need to address the engineering, education, and enforcement aspects.
 - Additional short-term treatment idea from CAC Meeting #2:
 - Elevated flashing signage over the lane approaching the intersection (from both east and west directions) placed sufficiently before the intersection in hopes of catching the eye of a driver who isn't paying attention to the road-side signs
- Acceleration of Trucks Towards Timmerman Hill
 - Yuri addressed this topic. No questions or comments from the group.
- CAC Questions on Historical Safety Data
 - Yuri addressed this topic. No questions or comments from the group.

OVERVIEW OF TIER 2 ALTERNATIVES

- Alternatives Carried Forward from the Tier 1 Alternatives Assessment
 - Yuri addressed this topic. No questions or comments from the group.
- Tier 2 Alternatives Assessment Packet Organization
 - Yuri addressed this topic and reviewed each of the seven Tier 2 alternatives.
 - It would be helpful to have a comparison of crashes for the no-build condition to other similar intersections.
 - **Action Item:** How does the crash rate at this intersection compare to other similar intersections throughout the state?
 - Do you have information on how fast trucks can slow down coming off the Timmerman Hill grade to the south of the intersection?
 - The downgrade averages about 1% as you get within ½ mile of the intersection.
 - **Action Item:** Check the downgrade on northbound SH-75 and identify the distance needed for trucks to comfortably decelerate and stop on SH-75 if the intersection control was a roundabout or traffic signal.

- Alternative 1: No Build
 - Yuri presented this alternative. No questions or comments from the group.
- Alternative 2C: Remove Skew (Centered)
 - Yuri presented this alternative. No questions or comments from the group.
- Alternative 3B: Addition of Left-Turn and Right-Turn Lanes on SH-75
 - Is the visibility impacted with the addition of the turn lanes?
 - Yes. There is an option to add an offset for the left-turns on SH-75 to improve visibility, but the visibility for drivers on US-20 would still be impacted slightly by vehicles are turning left or right off of SH-75.
- Alternative 5: Traffic Signal with Addition of Turn Lanes
 - Yuri presented this alternative. No questions or comments from the group.
- Alternative 6: Single-Lane Roundabout
 - The mound impacts visibility at the intersection.
 - For a roundabout, the mound is intentional to provide a visual cue for the driver. There are very few fatalities at modern roundabouts in the US.
 - Snow plowing on SH-75: Lots of wind on the south side of the intersection, which has an impact on truck trailers sliding.
 - What is the average speed for the roundabout?
 - 20-25 mph or less
 - Does the roundabout impact mobility?
 - Yes on SH-75, but helps mobility on US-20.
 - US-20 is a major truck route for large loads and over-legal loads. The loads can be up to 100 feet long. These trucks might need to reroute.
 - The roundabout design does accommodate over-legal loads on US-20. There are design elements that can be incorporated in the roundabout to route over-legal loads from US-20 to SH-75 if that was necessary.
 - What are the crash statistics for roundabouts vs. other intersections?
 - Nationwide statistics: 35% decrease in crashes overall at roundabouts and 75% decrease in injury crashes at roundabouts
- Alternative 7: Restricted Crossing U-Turn (RCUT)
 - Yuri presented this alternative. No questions or comments from the group.
- Alternative 9A: Grade-Separated Diamond Interchange
 - Yuri presented this alternative. No questions or comments from the group.
- Overview of Tier 2 Alternatives Cost Assessment
 - Yuri addressed this topic. No questions or comments from the group.
- Overview of Tier 2 Alternatives Evaluation
 - Yuri addressed this topic. No questions or comments from the group.

TIER 2 ALTERNATIVES ASSESSMENT (WORKSESSION) - SUMMARY OF COMMENT SHEETS

Table 1 on the following page provides a summary of the CAC's rankings and comments on the Tier 2 Alternatives as documented on the comment sheets submitted by the CAC members. Fifteen (15) comment sheets were received in total, which is 100% of the meeting attendees. *See Attachment C for the CAC Meeting #2 comments sheets.*

Table 1: Summary of CAC Tier 2 Intersection Alternatives Evaluation (15 Comment Sheets)

Intersection Alternative	No. of Rankings							Avg. Rank	Best Timeframe - Votes	Summary of Comments
	#1	#2	#3	#4	#5	#6	#7			
1: No Build	3	2	4	3	1	2	0	3.2	Short-Term - 12 Mid-Term - 1 Long-Term - 0 Never - 0	<ul style="list-style-type: none"> Traffic volumes and frequency of crashes don't justify improvements Feeling that a long-term improvement option needs to be planned Consider implementation of some of the short-term improvement suggestions in conjunction with No-Build
2C: Remove Skew (Centered)	3	7	1	1	1	2	0	2.7	Short-Term - 8 Mid-Term - 5 Long-Term - 1 Never - 1	<ul style="list-style-type: none"> Not enough benefit for the cost Not enough safety benefit Skew seems be a large part of the problem with the crashes Cost-effective option, but may not be a long-term solution Could be paired with other alternatives
3B: Add Left- and Right-Turn Lanes on SH-75	0	2	3	3	6	1	0	4.0	Short-Term - 2 Mid-Term - 7 Long-Term - 0 Never - 3	<ul style="list-style-type: none"> Not enough benefit for the cost Could be paired with removal of skew option Concerned about visibility obstructions Don't think this will improve the crash rate
5: Traffic Signal with Addition of Turn Lanes	0	2	5	3	2	1	2	4.0	Short-Term - 2 Mid-Term - 3 Long-Term - 4 Never - 4	<ul style="list-style-type: none"> Common intersection type; comfortable, but introduces other issues Interrupts flow of traffic Inconvenient, inefficient, unsafe Increases rear end crashes Concerns about ability to stop in poor weather conditions Would work better with a southbound climbing lane for trucks
6: Single-Lane Roundabout with Approach Curvature	8	1	1	0	3	1	1	2.7	Short-Term - 3 Mid-Term - 4 Long-Term - 3 Never - 3	<ul style="list-style-type: none"> Mixed opinions on acceptance by the Wood River Valley community Maintenance and snow removal concerns Heavy truck traffic through intersection Best option for safety & driver behavior changes Concerns about ability to stop in poor weather conditions Implement in short- or mid-term if funds are available sooner
7: Restricted Crossing U-Turn Intersection (RCUT)	0	0	0	2	1	5	7	6.1	Short-Term - 0 Mid-Term - 0 Long-Term - 1 Never - 12	<ul style="list-style-type: none"> Too much cost for benefit and overly complicated Inconvenient and inefficient Difficult for truck traffic
9A: Grade-Separated Diamond Interchange	1	1	1	3	0	2	7	5.2	Short-Term - 0 Mid-Term - 0 Long-Term - 7 Never - 6	<ul style="list-style-type: none"> Traffic volumes do not warrant cost Visual impacts are too substantial Substantial environmental impacts Safety benefit not as high or on par with Alts 5-7 Best alternative for safety, traffic flow, and visibility of intersection

Note: For rankings, 1 is the most supported alternative with 7 being the least supported alternative. Therefore, the lower number for the average ranking is the most supported alternative.

OBSERVATIONS FROM CAC MEETING #2 COMMENTS

The following are observations by KAI staff based on the information in the comment sheets from CAC respondents and the summary of the Tier 2 alternatives evaluation presented in Table 1:

- **Single-Lane Roundabout (Tied #1 average rank):** This alternative tied with the Remove Skew alternative as the most supported alternative (based on average rank), receiving the most #1 votes (8, 53%) of any of the alternatives. Opinions on timeframe for implementation of the Single-Lane Roundabout alternative were mixed.
- **Remove Skew (Centered) (Tied #1 average rank):** This alternative tied with the Single-Lane Roundabout alternative as the most supported alternative (based on average rank) and received three #1 votes and the most #2 votes (7, 46%) of any of the alternatives. The majority of respondents thought the Remove Skew alternative would be a good short-term (0-10 year timeframe) improvement.
- **No Build (#3 average rank):** This alternative received a mixture of rankings and came in as the next most supported alternative behind the Single-Lane Roundabout and Remove Skew alternatives (based on average rank). Comments on the No Build alternative generally indicated that recent improvements have helped, but there is still a feeling that something else might need to be done to improve the intersection.
- **Add Left- and Right-Turn Lanes on SH-75 (Tied #4 average rank):** This alternative received some support from respondents, but did not gain a single #1 vote and the majority of respondents ranked it as #4 or lower. A couple of respondents identified this alternative as one that could possibly be paired with the Remove Skew alternative. Several respondents noted concerns about the increased visibility obstructions that would occur with this alternative.
- **Traffic Signal (Tied #4 average rank):** This alternative received some support from respondents, but did not gain any #1 votes and the majority of respondents ranked it as #4 or lower. Most respondents expressed concern with the interruption of traffic flow and likely increase in rear-end crashes, but several did note this as a “familiar” treatment to drivers and may be acceptable to the community.
- **Grade-Separated Interchange (#6 average rank):** This alternative received seven #7 votes (almost 50%) and a generally limited level of support from respondents (only three #3 or better votes). There seemed to be some understanding that a grade-separated alternative could be a potential long-term alternative (beyond 20 years), but there were several comments that it’s not an appropriate level of expenditure in the near- or mid-term timeframe given the current & expected traffic volumes and crash history at the intersection.
- **Restricted Crossing U-Turn (RCUT) (#7 average rank):** This alternative received seven #7 votes (almost 50%) and very little support from respondents (no votes above #4). It was nearly unanimous amongst respondents that the RCUT should never be implemented (12 of 13 respondents circling “Never”, 92%).

NEXT STEPS

The feedback gathered from CAC Meeting #2 and the observations above will be taken into consideration in conjunction with the feedback received from SMT Meeting #2, the upcoming online survey for the general public, and the technical analysis of the alternatives to develop the Draft Implementation Plan for the intersection. The Draft Implementation Plan will be presented at CAC Meeting #3 in October 2016 for comment as part of the overall Draft Intersection Study report.

UPCOMING MEETINGS AND PUBLIC INVOLVEMENT ACTIVITIES

- Online Survey for the General Public: August 8th – 21st, 2016
 - **Website link will be emailed to all CAC members and we'll look for your help to distribute this to your organization and contacts.** We'd like to see very active participation in this survey from the Wood River Valley community!
- SMT Meeting #3: Thursday, September 22nd, 2016, 1:00pm-3:00pm, Blaine County Courthouse, Commissioners Meeting Room
- CAC Meeting #3: Thursday, October 6th, 2016, 10:00am-12:00pm, Blaine County Courthouse, Commissioners Meeting Room

ATTACHMENTS

- Attachment A: CAC Meeting #2 Sign-In Sheet
- Attachment B: ITD Responses to Short-Term Treatment Ideas from CAC Meeting #1
- Attachment C: CAC Meeting #2 Comment Sheets
- CAC Meeting #2 Materials are available on the study website at:
http://itd.idaho.gov/projects/D4/US20_ID75_IntersectionStudy/

Attachment A CAC Meeting #2 Sign-In Sheet

Timmerman Junction Study (US-20/SH-75)

ITD District 4

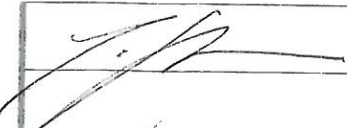
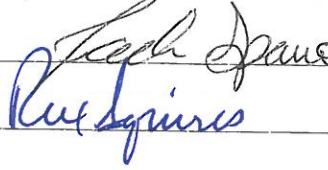
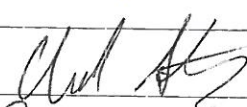
Community Advisory Committee (CAC) Meeting #1

2

April 7, 2016 Meeting
(Please sign your name)

First Name Last Name Organization

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

	Lawrence	Schoen	Blaine County
	Terrence	Sheehan	Senior Connection
Jack Sibbach	Jack	Sibbach	Sinclair Co./Sun Valley
	Jade	Sparrow	Blaine/Camas County Farm Bureau
Rex Squires	Rex	Squires	Blaine County School District
	Steve	Thompson	Blaine County Road and Bridge
	Chad	Stoesz	Wood River Land Trust
Ryan Thorne	Ryan	Thorne	Idaho Mt Express
Nathan Jerky	Nathan	Jerky	ITD

Attachment B ITD Responses to Short-Term
Treatment Ideas from CAC
Meeting #1

Short-Term Treatment Ideas from CAC Meeting #1 (ITD Response in Green)

- Trim trees and shrubbery on all corners of the intersection to increase visibility. *Note: Study staff measured the sight distance at the intersection per AASHTO standards and did not find any violations of AASHTO sight distance requirements.*
 - **This is done regularly so all sight lines meet AASHTO requirements. Due to soggy ground, it is next planned for late fall/ early winter.**
- Improvements to signage and other warning measures on US-20: Lower the speed limits on US-20; Increase signage and flashing lights east and west of the intersection; Use larger flashing lights
 - **Crash records show people are stopping. (We have numerous, transverse rumble strips, 3 STOP AHEAD signs per approach, 3 flashing lights per approach, larger CROSS TRAFFIC DOES NOT STOP signs, and the largest STOP signs we make). Crash records show people are getting the message to stop – occasionally they just make really bad decisions after they've stopped and/ or choose to do a rolling stop.**
 - **So we're not excited about more flashing lights and signs helping.**
- Install rumble strips on SH-75 prior to the intersection
 - **Best practice is to only use transverse rumble strips approaching stop signs.**
- Implement speed feedback signs in advance of intersection
 - **ITD first plans to shorten the 45 zones going away from intersection to improve speed compliance and better focus attention on the intersection.**
- Provide lighting at the intersection for better nighttime visibility
 - **This is likely with a major improvement such as roundabout or signal but is not recommended in short term based on crash history. Only 1 of 11 crashes from 2011-2016 and 1 of 12 crashes from 2005-2009 occurred at night).**
- Request Idaho State Patrol be regularly stationed at the intersection for a while
 - **Blaine County Sheriff would be primary law enforcement partner.**

Attachment C CAC Meeting #2 Comment Sheets

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: JEFF LOOMIS Email: JLOOMIS@CO.BLAINE.ID.US

Organization: BLAINE COUNTY

****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 or mail to 101 S Capitol Blvd, Suite 301, Boise, ID 83702 by no later than July 21st.

Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	2	Short-Term	Mid-Term	DECISION POINT AS TO WHETHER THIS INTERSECTION NEEDS PHYSICAL IMPROVEMENTS AT ALL BASED ON VOLUMES, CROWDING, ETC.
2C: Remove Skew (Centered)	6	Short-Term	Mid-Term	NOT ENOUGH BENEFIT FOR COST, NOT SURE IT IMPROVES EXISTING CONDITIONS?
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	4	Short-Term	Mid-Term	THIS SEEMS LIKE A SIMILAR COST TO ROUNDABOUT, BUT LESS BENEFIT
5: Traffic Signal with Additional Turn Lanes	5	Short-Term	Mid-Term	NOT INTERESTED IN A SIGNALIZED INTERSECTION
6: Single-Lane Roundabout with Approach Curvature	1	Short-Term	Mid-Term	SEE 1: NO BUILD & IF DECISION IS MADE TO IMPROVE INTERSECTION, ROUNDABOUT APPROX MOST B/C. I THINK FRT DESIRES ON WOOD RIVER VALLEY COMMUNITY - NOT NECESSARILY CROWDING
7: Restricted Crossing U-Turn (RCUT) Intersection	7	Short-Term	Mid-Term	NOT INTERESTED IN AN RCUT INTERSECTION
9A: Grade-Separated Diamond Interchange	3	Long-Term	Mid-Term	WOULD CONSIDER THIS MORE IF VOLUMES WERE MORE SIGNIFICANT, BUT SAFETY BENEFIT ISN'T AS HIGH AS ROUNDABOUT

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

HAVE EXHAUSTED INTERIM (LOW COST, WITH EXISTING OPERATIONS CAPACITY)

ALTERNATIVES TO ADDRESS THIS INTERSECTION? BIGGEST QUESTION FOR

ME IS IF AN IMPROVEMENT PROJECT SHOULD BE TRIGGERED

--OVER--

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Nathan Jerke Email: nathan.jerke@itd.idaho.gov

Organization: ITD

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	<u>6</u>	<u>Short-Term</u>	Mid-Term	Works now, but will eventually need to be changed/improved
		Long-Term	Never	
2C: Remove Skew (Centered)	<u>1</u>	<u>Short-Term</u> or <u>Mid-Term</u>		could be paired with turn bay addition will someday be needed for additional improvements as traffic increases
		Long-Term	Never	
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	<u>2</u>	Short-Term	<u>Mid-Term</u>	could be paired with skew removal will someday need additional improvement as traffic increases
		Long-Term	Never	
5: Traffic Signal with Additional Turn Lanes	<u>3</u>	Short-Term	<u>Mid-Term</u>	comfortable for drivers but does present or introduce other issues
		Long-Term	Never	
6: Single-Lane Roundabout with Approach Curvature	<u>5</u>	Short-Term	Mid-Term	Many maintenance issues and not widely accepted in region yet.
		<u>Long-Term</u>	Never	
7: Restricted Crossing U-Turn (RCUT) Intersection	<u>7</u>	Short-Term	Mid-Term	Don't see this as an attractive option
		Long-Term	<u>Never</u>	
9A: Grade-Separated Diamond Interchange	<u>4</u>	Short-Term	Mid-Term	Traffic numbers may someday dictate need for this option, but cost is a negative
		<u>Long-Term</u>	Never	<u>short or mid-term</u>

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

Short-term - No build is probably a good alternative until greater need is apparent; Mid-term - intersection reconstruction of some kind is needed but no clear favorite alternative; Long-term - depending on traffic needs & future crash data, a major change is needed.

--OVER--

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Donna Pence Email: donna.pence.25@msn.com

Organization: State Legislature

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
> Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	2	Short-Term	Mid-Term	skew seems to be the problem
2C: Remove Skew (Centered)	1	Short-Term	Mid-Term	Not a big change increase for any safety from others.
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	3	Short-Term	Mid-Term	Don't think the help - but make Black view.
5: Traffic Signal with Additional Turn Lanes	4	Short-Term	Mid-Term	Don't like to interrupt the Traffic Flow
6: Single-Lane Roundabout with Approach Curvature	5	Short-Term	Mid-Term	Bad issues with skew Removal - Plowing!
7: Restricted Crossing U-Turn (RCUT) Intersection	6	Short-Term	Mid-Term	To much cost for Benefit
9A: Grade-Separated Diamond Interchange	7	Short-Term	Mid-Term	No same

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

I missed first meeting. This gives me an understanding of possibilities. -
all in all you cannot combat poor judgement

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Angenic McCleary Email: amccleary@co.blaine.id.us

Organization: Blaine County

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	1	Short-Term	Mid-Term	
		Long-Term	Never	
2C: Remove Skew (Centered)	2	Short-Term	Mid-Term	Due to our particular conditions/accidents I think removing skew could be very helpful
		Long-Term	Never	
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	5	Short-Term	Mid-Term	At this time I'm worried about that this may negatively impact visibility
		Long-Term	Never	
5: Traffic Signal with Additional Turn Lanes	4	Short-Term	Mid-Term	
		Long-Term	Never	
6: Single-Lane Roundabout with Approach Curvature	3	Short-Term	Mid-Term	I'm concerned w/ winter conditions i snow plowing which may be challenging
		Long-Term	Never	
7: Restricted Crossing U-Turn (RCUT) Intersection	6	Short-Term	Mid-Term	I'm not supportive due to mobility and cost benefit
		Long-Term	Never	
9A: Grade-Separated Diamond Interchange	7	Short-Term	Mid-Term	I'm not supportive due to visual impact & cost
		Long-Term	Never	

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

I thought the meeting was run very well.

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Scott Malone Email: _____

Organization: ITD

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

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	1	Short-Term	Mid-Term	Best B/C Crashes don't justify improvements yet.
2C: Remove Skew (Centered)	5	Short-Term	Mid-Term	Too much effort in PE & impacts to do start of Roundabout. You might as well just build roundabout.
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	6	Short-Term	Mid-Term	Crash benefits not clear.
5: Traffic Signal with Additional Turn Lanes	3	Short-Term	Mid-Term	Acceptable alternative if roundabout becomes unacceptable.
6: Single-Lane Roundabout with Approach Curvature	2	Short-Term	Mid-Term	Best B/C besides No build. May provide very long term fix.
7: Restricted Crossing U-Turn (RCUT) Intersection	7	Short-Term	Mid-Term	No advantages
9A: Grade-Separated Diamond Interchange	4	Short-Term	Mid-Term	If volumes get too high or crashes really increase - might be viable

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Brad Lynch Email: Brad.Lynch@ITO.IDaho.gov

Organization: I.T.O

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	1	<u>Short-Term</u>	Mid-Term Long-Term Never	it is working now but I'll need changed
2C: Remove Skew (Centered)	2	<u>Long-Term</u>	Short-Term Mid-Term Never	I think this is the best fix? problems.
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	3	Short-Term	<u>Mid-Term</u> Long-Term Never	
5: Traffic Signal with Additional Turn Lanes	7	Short-Term	Mid-Term <u>Never</u> Long-Term	do not like at all
6: Single-Lane Roundabout with Approach Curvature	6	Short-Term	Mid-Term <u>Never</u> Long-Term	doing winter clean up and the work on the corridor faster every year not good
7: Restricted Crossing U-Turn (RCUT) Intersection	5	Short-Term	Mid-Term Long-Term Never	do not like
9A: Grade-Separated Diamond Interchange	4	Short-Term	Mid-Term Long-Term Never	I have no like for this but do see the benefits.

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

I am looking at this as a potential work item.

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Jared Greenberg Email: jgreenberg@co.blaine.id.us
Organization: Blaine County

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Intersection Alternatives (Tier 2) Evaluation

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Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	6	Short-Term	Mid-Term	6 need to do more
		Long-Term	Never	
2C: Remove Skew (Centered)	1	Short-Term	Mid-Term	1 this seems like the highest cause of accidents
		Long-Term	Never	
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	2	Short-Term	Mid-Term	2 in conjunction w/ skew removal
		Long-Term	Never	
5: Traffic Signal with Additional Turn Lanes	3	Short-Term	Mid-Term	4 slows traffic
		Long-Term	Never	
6: Single-Lane Roundabout with Approach Curvature	5	Short-Term	Mid-Term	5 snow plowing issues.
		Long-Term	Never	
7: Restricted Crossing U-Turn (RCUT) Intersection	4	Short-Term	Mid-Term	4 concerned about restricted view.
		Long-Term	Never	
9A: Grade-Separated Diamond Interchange	7	Short-Term	Mid-Term	7 View a lost prohibitive - why not Hwy 75 elevated
		Long-Term	Never	

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Jack Sibbach Email: jsibbach@sunvalley.com

Organization: Sun Valley Resort

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	4	Short-Term	Mid-Term	
		Long-Term	Never	
2C: Remove Skew (Centered)	6	Short-Term	Mid-Term	
		Long-Term	Never	
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	5	Short-Term	Mid-Term	
		Long-Term	Never	
5: Traffic Signal with Additional Turn Lanes	3	Short-Term	Mid-Term	
		Long-Term	Never	
6: Single-Lane Roundabout with Approach Curvature	1	Short-Term	Mid-Term	Safety
		Long-Term	Never	
7: Restricted Crossing U-Turn (RCUT) Intersection	7	Short-Term	Mid-Term	
		Long-Term	Never	
9A: Grade-Separated Diamond Interchange	2	Short-Term	Mid-Term	
		Long-Term	Never	

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Lawrence Schoen Email: lschoen@co.blaine.id.us

Organization: Blaine County

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	3	Short-Term	Mid-Term	
		Long-Term	Never	
2C: Remove Skew (Centered)	2	Short-Term	Mid-Term	Skew is central to visibility issues, all accidents, lost-efficient option will affect Hwy 20 approach.
		Long-Term	Never	
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	5	Short-Term	Mid-Term	Unsafe
		Long-Term	Never	
5: Traffic Signal with Additional Turn Lanes	6	Short-Term	Mid-Term	Inconvenient, inefficient, unsafe
		Long-Term	Never	
6: Single-Lane Roundabout with Approach Curvature	1	Short-Term	Mid-Term	Will achieve biggest behavior change in best way.
		Long-Term	Never	
7: Restricted Crossing U-Turn (RCUT) Intersection	4	Short-Term	Mid-Term	Inconvenient, inefficient
		Long-Term	Never	
9A: Grade-Separated Diamond Interchange	7	Short-Term	Mid-Term	Costly, big localized environmental impact, unsightly in important view corridor
		Long-Term	Never	

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

Re: remove skew option - can be implemented with other short-term actions like signage improvements, etc. I support any measures that affect Hwy 20 traffic behavior, alertness, etc. except do not think general lighting should be increased (signage lighting yes, ambient lighting no)

--OVER--

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: JASON MILLER Email: JASON@MOUNTAINRIDES.ORG

Organization: MOUNTAIN RIDES

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	3	Short-Term	Mid-Term	WHAT WE HAVE MIGHT BE OK.
		Long-Term	Never	
2C: Remove Skew (Centered)	2	Short-Term	Mid-Term	BASED ON FACT THAT MOST ACCIDENTS HAD SKEW AS FACTOR
		Long-Term	Never	
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	4	Short-Term	Mid-Term	DOESN'T YIELD MUCH IMPROVEMENTS
		Long-Term	Never	
5: Traffic Signal with Additional Turn Lanes	5	Short-Term	Mid-Term	I DON'T LIKE THE POTENTIAL REAR END CRASHES
		Long-Term	Never	
6: Single-Lane Roundabout with Approach Curvature	1	Short-Term	Mid-Term	I THINK THIS BALANCES SAFETY, MOBILITY + COST BEST
		Long-Term	Never	
7: Restricted Crossing U-Turn (RCUT) Intersection	7	Short-Term	Mid-Term	DON'T LIKE FOR SAFETY OR MOBILITY
		Long-Term	Never	
9A: Grade-Separated Diamond Interchange	6	Short-Term	Mid-Term	DOESN'T SEEM APPROPRIATE
		Long-Term	Never	

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

KNOWING HOW THIS INTERSECTION COMPARES ~~TO~~ TO
SIMILAR INTERSECTIONS WOULD BE HELPFUL.
CONSIDER HOW RECREATIONAL ROAD CYCLING IS
ACCOMMODATED.

--OVER--

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Gene Ramsey Email: ghamsey@co.blaine.id.us
Organization: Shift

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	4	Short-Term	Mid-Term	Hard to say never
		Long-Term	Never	to anything
2C: Remove Skew (Centered)	2	Short-Term	Mid-Term	But most likely would
		Long-Term	Never	money do it once, any option
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	5	Short-Term	Mid-Term	
		Long-Term	Never	
5: Traffic Signal with Additional Turn Lanes	3	Short-Term	Mid-Term	
		Long-Term	Never	
6: Single-Lane Roundabout with Approach Curvature	1	Short-Term	Mid-Term	But why spend money
		Long-Term	Never	on others like the skew that
7: Restricted Crossing U-Turn (RCUT) Intersection	6	Short-Term	Mid-Term	Would be wasted money
		Long-Term	Never	
9A: Grade-Separated Diamond Interchange	7	Short-Term	Mid-Term	
		Long-Term	Never	

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Jade Sparrow Email: jsparrow@idfbins.com

Organization: Farm Bureau Insurance

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	3	Short-Term	Mid-Term	has made some improvement I think further improvement is needed
2C: Remove Skew (Centered)	2	Short-Term	Mid-Term	For crash improvement & visibility this makes the most sense
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	4	Short-Term	Mid-Term	Some concern over visibility
5: Traffic Signal with Additional Turn Lanes	7	Short-Term	Mid-Term	Truck traffic - Agriculture construction is high. Oversized & long loads - stopability weather conditions
6: Single-Lane Roundabout with Approach Curvature	7	Short-Term	Mid-Term	Truck traffic - Agriculture construction is high oversized & long loads - weather conditions
7: Restricted Crossing U-Turn (RCUT) Intersection	7	Short-Term	Mid-Term	Truck traffic long & oversized... Coming off US 20 how will they U-turn?
9A: Grade-Separated Diamond Interchange	1	Short-Term	Mid-Term	Best for safety & traffic flow & visibility - question below
		Long-Term	Never	

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

on 9A - Diamond Interchange - rather than filling the wet lands could post/bridge like over pass leave more wetlands what would cost difference be?

--OVER--

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: LEN HARLIG Email: lenc@lenharlig.com (new email)

Organization: B.C. Comp PLAN

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	3	Short-Term	Mid-Term	utilize recommended changes such as lower speed on Hwy 20; larger signs and lights, rumble strips. (over)
2C: Remove Skew (Centered)	4	Short-Term	Mid-Term	only if first alternative doesn't lower accident rate
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	5	Short-Term	Mid-Term	Hard to imagine this will improve accident rate; it just adds lanes to have accidents in
5: Traffic Signal with Additional Turn Lanes	2	Short-Term	Mid-Term	This has possibilities, but it would work better with an add'l southbound lane for trucks after intersection
6: Single-Lane Roundabout with Approach Curvature	1	Short-Term	Mid-Term	my preference; if funds available sooner, I'd move to mid or short term
7: Restricted Crossing U-Turn (RCUT) Intersection	6	Short-Term	Mid-Term	Seems costly and overly complicated
9A: Grade-Separated Diamond Interchange	7	Short-Term	Mid-Term	never is a long time, but future traffic forecasts don't seem to justify visual intrusion + cost

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

We seem to be making progress as a group and approaching consensus.
all of my time preferences are based on ITD's not having present funds for them. I'd move #5; #6; and #2 to short-term if funding becomes available sooner.

--OVER--

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Brian Christiansen Email: bchristiansen@ketchumidaho.org

Organization: City of Ketchum

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Intersection Alternatives (Tier 2) Evaluation

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- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	4	Short-Term	Mid-Term	
		Long-Term	Never	
2C: Remove Skew (Centered)	3	Short-Term	Mid-Term	
		Long-Term	Never	
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	5	Short-Term	Mid-Term	
		Long-Term	Never	
5: Traffic Signal with Additional Turn Lanes	2	Short-Term	Mid-Term	
		Long-Term	Never	
6: Single-Lane Roundabout with Approach Curvature	1	Short-Term	Mid-Term	
		Long-Term	Never	
7: Restricted Crossing U-Turn (RCUT) Intersection	7	Short-Term	Mid-Term	
		Long-Term	Never	
9A: Grade-Separated Diamond Interchange	6	Short-Term	Mid-Term	
		Long-Term	Never	

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

COMMENT SHEET

CAC MEETING #2 - JULY 14TH, 2016

US 20 & SH 75
TIMMERMAN JUNCTION
Intersection Study

Name: Jim Keating Email: jkeating@brad.org

Organization: Blaine County Recreation District

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Intersection Alternatives (Tier 2) Evaluation

- > Please rank the alternatives from 1 through 7 in order of preference (1 being your most preferred alternative)
- > Circle the best timeframe for implementation of alternatives or chose "never"

Alternative	Rank	Best Timeframe (circle one)		Please explain your rankings and provide any other comments on the alternatives
1: No Build	5	Short-Term	Mid-Term	
		Long-Term	Never	
2C: Remove Skew (Centered)	2	Short-Term	Mid-Term	
		Long-Term	Never	
3B: Add Northbound and Southbound Left- and Right-Turn Lanes on SH-75	3	Short-Term	Mid-Term	
		Long-Term	Never	
5: Traffic Signal with Additional Turn Lanes	4	Short-Term	Mid-Term	
		Long-Term	Never	
6: Single-Lane Roundabout with Approach Curvature	1	Short-Term	Mid-Term	
		Long-Term	Never	
7: Restricted Crossing U-Turn (RCUT) Intersection	6	Short-Term	Mid-Term	
		Long-Term	Never	
9A: Grade-Separated Diamond Interchange	7	Short-Term	Mid-Term	
		Long-Term	Never	

Short-Term = 0-10 years; Mid-Term = 10-20 years; Long-Term = 20+ years

Please provide any general comments or comments on the alternatives evaluation process

Bike/Bicycle use of road is a key issue on 75 in other areas.
This intersection is now part of a communicated loop that
approach from east and west and turn north.

--OVER--